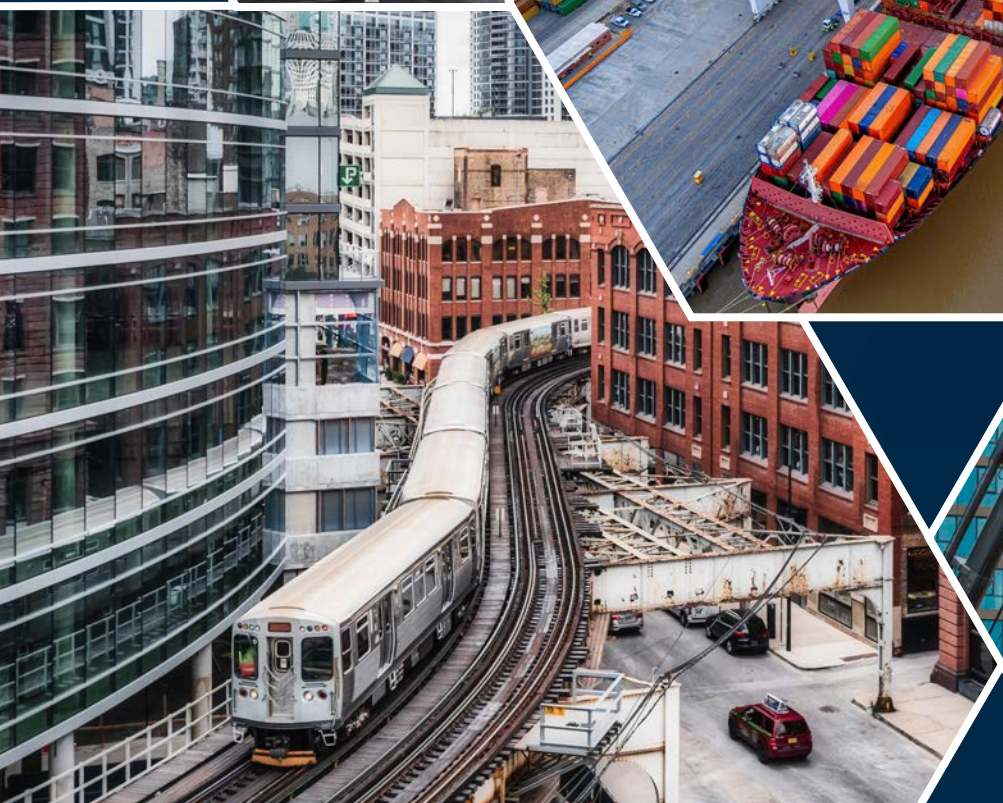
ANNUAL PERFORMANCE REPORT

FISCAL YEAR | 2024

U.S. Department of Transportation



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Background

Introduction

The mission of the U.S. Department of Transportation is to deliver the world's leading transportation system, serving the American people and economy through the safe, efficient, sustainable, and equitable movement of people and goods.

In accordance with the Government Performance and Results Act of 1993, as amended by the GPRA Modernization Act of 2010, the U.S. Department of Transportation (DOT or the Department) is pleased to present its FY 2024 Performance Report. The Performance Report shows the Department's progress towards achieving its strategic goals and objectives included in the FY 2022 – 2026 Strategic Plan. The Performance Report is retrospective, providing only information on the Department's progress in FY 2024.

The Performance Report spans the Department's nine Operating Administrations and the Office of the Secretary of Transportation (OST), providing details on the work of DOT's approximately 54,000 employees across the country.

Organizational Structure and Values

The U.S. Department of Transportation (DOT) oversees and administers programs, policies, and regulations to keep the traveling public safe, secure, and mobile while ensuring that our transportation system contributes to the Nation's economic growth.

Through its work to improve the safety and performance of the multi-modal transportation system, DOT touches the lives of every person in the United States and its territories. The Nation's transportation networks and systems include about 4.2 million miles of public roads, 110,000 miles of major railroads, 25,000 miles of commercially navigable waterways, 1.8 million miles of natural gas and oil pipelines, 5,200 public-use airports, and 2,200 transit agencies.[1]

Congress established DOT in 1967, consolidating 31 transportation-related agencies and functions. Approximately 55,000 DOT employees continue to bring innovations and integrity to the work of improving the safety and performance of the multi-modal transportation system.

The 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. The Office of the Secretary oversees nine operating administrations, each with its own management and organizational structure. The Department's values represent guiding principles at the core of the Department's decision-making process and ultimately guides the work implemented by DOT.

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)

1 U.S. Department of Transportation, Bureau of Transportation Statistics (2023), Transportation Statistics Annual Report 2023. https://doi.org/10.21949/1529944.

EXCELLENCE

TRUST

FAIRNESS

EMPATHY

IMAGINATION

These values are at the foundation of DOT's strategic approach to achieving its mission. They guide how DOT works with partners, both internally and externally. In serving the public, the Department strives to live up to these values in its accomplishments.

LEADERSHIP TEAM

Pete Buttigieg
Secretary of Transportation

Pete Buttigieg was sworn in on February 3, 2021 as the 19th Secretary of Transportation. As Secretary, he has worked to build a world-leading transportation system, with a focus on safety, jobs, equity, climate, innovation, and organizational excellence.

Polly Trottenberg
Deputy Secretary

Polly Trottenberg was sworn in as Deputy Secretary at the US Department of Transportation (USDOT) on April 14, 2021. As the second in command and Chief Operating Officer, she has supported Secretary Buttigieg on providing leadership, strategic vision, and management for USDOT.

Strategic Goals and Objectives

The DOT FY 2022 – 2026 Strategic Plan has six strategic goals. Many of the strategic objectives support the transformational initiatives made possible by the Bipartisan Infrastructure Law (BIL), which was enacted in November 2021.

Strategic Goal	Strategic Objectives
1: Safety Make our transportation system safer for all people. Advance a future without transportation-related serious injuries and fatalities.	1.1 Safe Public 1.2 Safe Workers 1.3 Safe Design 1.4 Safe Systems 1.5 Critical Infrastructure Cybersecurity
2: Economic Strength and Global Competitiveness Grow an inclusive and sustainable economy. Invest in our transportation system to provide American workers and businesses reliable and efficient access to resources, markets, and good-paying jobs.	2.1 Job Creation and Fiscal Health 2.2 High-Performing Core Assets 2.3 Global Economic Leadership 2.4 Resilient Supply Chains 2.5 System Reliability and Connectivity
3: Equity Reduce inequities across our transportation systems and the communities they affect. Support and engage people and communities to promote safe, affordable, accessible, and multimodal access to opportunities and services while reducing transportation-related disparities, adverse community impacts, and health effects.	3.1 Expanding Access 3.2 Wealth Creation 3.3 Power of Community 3.4 Proactive Intervention, Planning, and Capacity Building
4: Climate and Sustainability Tackle the climate crisis by ensuring that transportation plays a central role in the solution. Substantially reduce greenhouse gas emissions and transportation-related pollution and build more resilient and sustainable transportation systems to benefit and protect communities.	4.1 Path to Economy-Wide Net Zero Emissions by 2050 4.2 Infrastructure Resilience 4.3 Climate Justice and Environmental Justice
5: Transformation Design for the future. Invest in purpose-driven research and innovation to meet the challenges of the present and modernize a transportation system of the future that serves everyone today and in the decades to come.	5.1 Matching Research and Policy to Advance Breakthroughs 5.2 Experimentation 5.3 Collaboration and Competitiveness 5.4 Flexibility and Adaptability
6: Organizational Excellence Strengthen our world-class organization. Advance the Department's mission by establishing policies, processes, and an inclusive and innovative culture to effectively serve communities and responsibly steward the public's resources.	6.1 Customer Service 6.2 Workforce Development 6.3 Data-Driven Programs and Policies 6.4 Oversight, Performance, and Technical Assistance 6.5 Sustainability Initiatives 6.6 Enterprise Cyber Risks

Agency Priority Goals

Agency Priority Goals (APGs) focus leadership priorities, set outcomes, and measure results. The Department has five APGs that reflect the Biden-Harris Administration's emphasis on climate and equity, the Department's continuing commitment to maintain the safest transportation system in the world, and the historic investments in transportation infrastructure from BIL.

- **Roadway Safety:** DOT carries out a range of critical efforts to reduce roadway fatalities. Based on this work, by September 30, 2025, the Department will reduce the rate of total roadway fatalities from its 2023 level of 1.26 fatalities per 100 million vehicle miles traveled (VMT) to 1.20 fatalities per 100 million VMT or lower.
- **Aviation Safety:** Increase aviation safety for the flying public. By September 30, 2025, the Federal Aviation Administration's (FAA) will reduce the commercial air carrier fatality rate to below 4.4 fatalities per 100 million persons on board and reduce general aviation fatal accidents to below 0.92 fatal accidents per 100,000 flight hours. Ensure safe integration of Near-Term Advanced Air Mobility (AAM) Operations.
- **High-Performing Core Assets:** Improve the condition/performance of Federally funded portions of the Nation's transportation systems. By September 30, 2025, the Department will be on track to achieve three 2030 long-term goals: Fix the 10 Most Economically Significant Bridges and Repair the 15,000 In-Most-Need Smaller Bridges by 2030; Construct a Total of 30 Staffed Airport Traffic Control Towers (ATCT); and Increase the Number of Zero-Emission Bus Vehicles in the National Transit Fleet by 450% to 7,500 Vehicles.
- **Equity:** Increase wealth creation opportunities for underserved communities. By September 30, 2025, DOT commits to raise the disadvantaged small business utilization contract award dollars from 18.2% in FY 2021 to 21.5%. In doing so, DOT aims to increase wealth creation opportunities for underserved communities through direct procurement mechanisms.
- **National Electric Vehicle Charging Network (Joint with the Department of Energy):** Deploy Electric Vehicle Charging Infrastructure under the Infrastructure Investment and Jobs Act towards a National Network of at least 500,000 EV Chargers by 2030 so that everyone can ride and drive electric. The Joint Office of Energy and Transportation in conjunction with DOT and DOE will support the increased deployment of publicly available EV charging ports to 310,000 by the end of calendar year 2025.

Overview

Federal law at 31 USC 1115, as amended by the Government Performance and Results Act Modernization Act (GPRAMA) of 2010, requires agencies to establish performance goals with targets for the next two years. It provides the foundation by which Federal agencies are held accountable for establishing management processes and setting performance goals and objectives that deliver results for the American taxpayer. The law is designed to create a culture where data and empirical evidence play a greater role in policy, budget, and management decisions. The Department of Transportation uses performance goals to observe progress and measure actual results compared to set targets.

The Agency's Annual Performance Report discusses the performance accomplishments, challenges, and progress on specific performance goals to fulfill the mission of the Department of Transportation. A summary is found in Appendix I: Performance Goal Inventory as of FY 2024 Year End. The document also includes the Department's Response to Major Management Priorities and Challenges (Appendix II), Performance Data Completeness & Reliability Report (Appendix III), and Acronyms & Abbreviations (Appendix IV).

Strategic Review and Summary of Progress

DOT conducts an annual internal Strategic Review meeting with the Office of Management and Budget (OMB) and continually reviews performance progress against the Strategic Plan's Strategic Objectives throughout the year. DOT leverages data and evidence to inform planning, performance, evaluation, and budgeting processes. Cumulatively, the reviews foster a culture of continuous performance improvement.

To identify strategic objectives as either an "area of noteworthy progress" or "focus area for improvement," the Department reviewed performance for each Strategic Objective taking into consideration the analysis of FY 2023 results – which is the most recent year for which complete data are available – and FY 2024 internal strategic reviews. Using these inputs, the Department designated the following Strategic Objectives as an "area of noteworthy progress" or "focus area for improvement":

Noteworthy Progress – Strategic Objective 1.4: Safe Systems and Strategic Objective 5.2 Experimentation.

Focused Area for Improvement – Strategic Objective 1.1: Safe Public and 2.2 High-Performing Core Assets.

Progress updates on these designated strategic objectives are included in the "Strategic Objective" sections of this document.

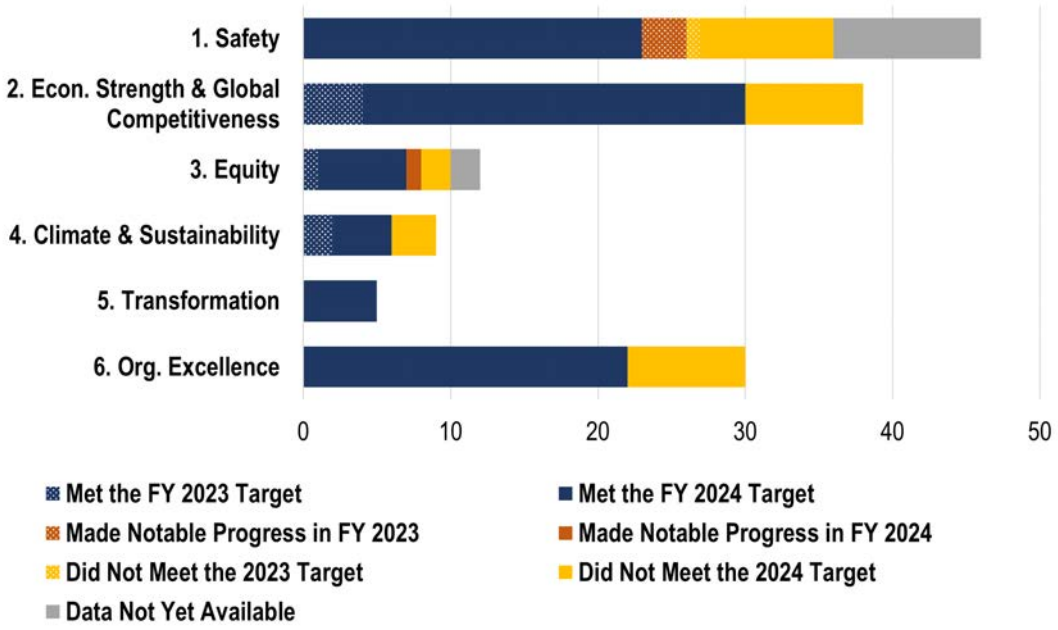
Performance Assessment Overview

The following provides an overview of the Department's performance across its six Strategic Goals.

Performance Goals Overview and Summary of Progress

In FY 2024, the Department assessed 140 goals. Of those, 93 targets were met in FY 2024 and FY 2023 (for some goals, FY 2024 data is not available) , 4 did not meet the target but still demonstrated notable progress, and 31 did not meet the target. Twelve goals are pending data.

Figure 1: Performance Goal Progress by Strategic Goal in FY 2024



Strategic Goal 1:
Safety

Strategic Goal 1: Safety

Make our transportation system safer for all people. Advance a future without transportation-related serious injuries and fatalities.

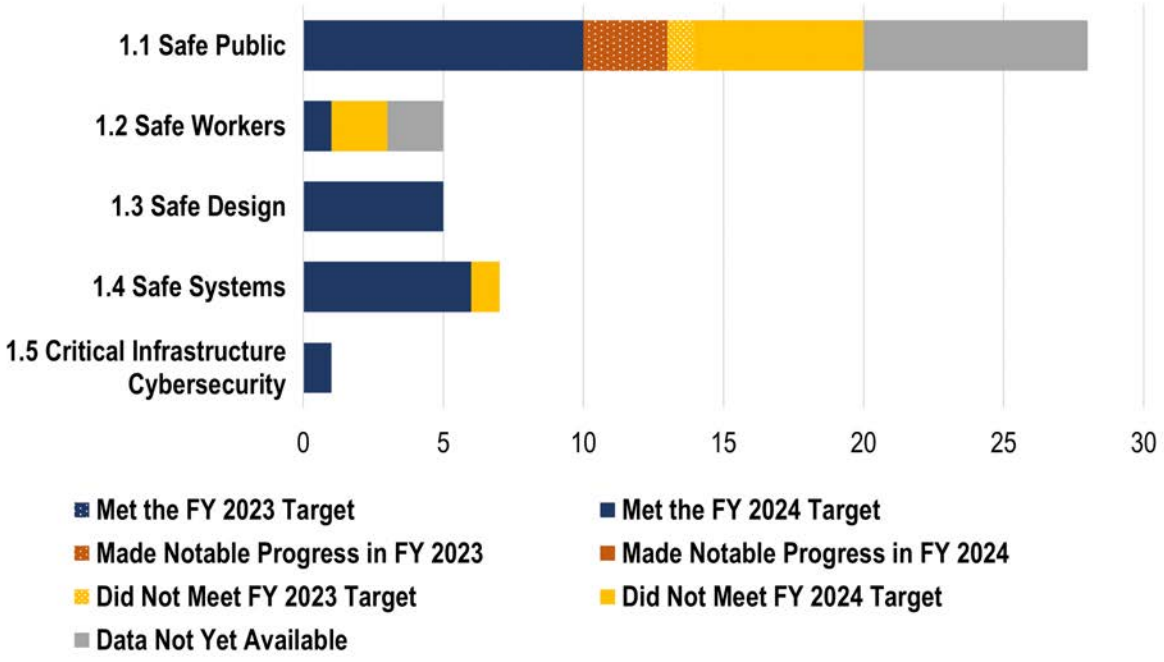
Performance Goals Overview and Summary of Progress

In fiscal year (FY) 2024, the Department assessed 46 performance goals for this Strategic Goal. Of those, 23 targets were met, and 13 performed below this year's target. The other performance goals are pending data based on the safety data collected on a calendar year (CY) basis or due to the significant lag in obtaining death certificate information .

While annual roadway deaths remain at more than 40,000 lives lost, early estimates of traffic fatalities show we are starting to bend the curve in a better direction. The second quarter of 2024 represents the ninth consecutive quarterly decline in fatalities beginning with the second quarter of 2022. We are projecting that traffic fatalities for the first quarter of 2024 decreased about 3.2 percent from the same time in 2023. DOT is targeting resources and solutions based on the breakdown of traffic fatalities through the National Roadway Safety Strategy and major actions to work with partners in every sector to address this crisis.

The Department is focused on designing and building transportation infrastructure and systems that improve safety outcomes. DOT has demonstrated success in meeting goals related to Safe Design and Safe Systems through grant programs, research, rulemaking and public campaigns. DOT is strengthening the use of informed data driven decision-making and applying comprehensive approaches for all transportation modes, from aviation to the trucking industry to pipelines, and ensuring efficiency for cybersecurity-related information.

Figure 2: Safety Performance Goal Progress by Strategic Objective in FY 2024



Strategic Objective 1.1: Safe Public

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

Number	Performance Goal
1.1.1	Reduce 66% of Motor Vehicle-Related Fatalities by 2040 to Demonstrate Progress to Achieve Zero Roadway Fatalities
1.1.2	By September 30, 2025, the Department Will Reduce the Rate of Motor Vehicle Fatalities from 1.37 per 100 Million Vehicle Miles Traveled (VMT) as of October 1, 2021, to No More than 1.22 per 100 Million VMT in CY 2023
1.1.3	Reduce Passenger Vehicle Occupant Fatalities per 100 Million Passenger Vehicle Miles Traveled
1.1.4	Reduce Large Truck and Bus Fatalities per 100 Million Vehicle Miles Traveled
1.1.5	Reduce Motorcycle Rider Fatalities per 100,000 Motorcycle Registrations
1.1.6	Reduce Non-Occupant (Pedestrian/Pedalcyclist/Other Non-occupant) Fatalities per 100,000 Population
1.1.7	Reduce the Number of Non-Motorized Fatalities and Serious Injuries
1.1.8a	Reduce the White Fatality Ratio
1.1.8b	Reduce the Black Fatality Ratio
1.1.8c	Reduce the American Indian Fatality Ratio
1.1.8d	Reduce the Pacific Islander Fatality Ratio
1.1.8e	Reduce the Asian Fatality Ratio
1.1.9	Reduce the Number of Vehicle Occupants Ejected from Passenger Vehicles per 100 Emergency Medical Services Motor Vehicle Crash Dispatches
1.1.10	Reduce Fatalities and Injuries from Transit Collision and Derailment Events per 100 Million Train/Bus Revenue Miles

Number	Performance Goal
1.1.11	Reduce Total Number of Transit-Related Fatalities
1.1.12	Reduce Fatalities and Injuries on Transit from Assaults on All Persons per 100 Million Train/Bus Revenue Miles
1.1.13	Reduce Highway-Rail Grade Crossing Incidents
1.1.14	Reduce Rail Right-of-Way Trespass Incidents
1.1.15	Reduce Train Accidents
1.1.16	Reduce Fatalities Caused by the Release of Hazardous Material Transported via Pipeline or Surface Transportation Conveyance
1.1.17	Reduce the Number of Incidents Involving Death and Major Injury Resulting from the Transportation of Hazardous Materials by All Modes Including Pipelines
1.1.18	Increase the Number of Overall Impressions, Social Media Engagement, Web Performance, and Email Engagement for the Our Roads, Our Safety Campaign
1.1.19	Increase the Percentage of Person Trips by Transit and Active Transportation Modes from Roughly 4% in 2020 to 6%
1.1.20	Increase Transit Ridership in the Top Transit Cities Back to 100% of 2019 Levels
1.1.21a	Through the Safe Streets for All Program Announce at Least 200 Selections for Communities to Develop Comprehensive Safety Action Plans
1.1.21b	Through the Safe Streets for All Program Announce at Least 100 Selections for Projects to Reduce Roadway Fatalities and Injuries

Summary of Progress towards Strategic Objective 1.1: Safe Public

DOT's top priority is safety across all modes of transportation and reducing fatalities across all forms of surface transportation, including highways, transit, railroads, and pipelines. Because rail and transit are some of the safest modes of transportation, DOT's safety objective also includes efforts to increase ridership on public transportation.

Almost 95% of fatalities on our Nation's transportation networks are on our streets, roads, and highways,[2] and this threat to our safety continues to be a public health crisis. An estimated 40,990 people died in motor vehicle traffic crashes on U.S. roads in 2023.[3] DOT aims to make our roadways safer for everyone by pursuing actions in the areas of infrastructure, human behavior, responsible oversight of the vehicle and transportation industry, and emergency response. The National Roadway Safety Strategy outlines what we are doing and describes how we are working with partners in every sector to address this crisis: to save lives, prevent injuries and reduce economic costs due to road traffic crashes, through education, research, safety standards and enforcement activity. The 2024 Progress Update includes more information about the completion of over 70% of Departmental actions identified in the National Roadway Safety Strategy over the last year.

In FY 2024, the Department of Transportation announced over $1 billion in award selections for the FY 2024 Safe Streets and Roads for All (SS4A) program, with funding from FY 2023 and 2024 advance appropriations going to 453 communities. The funding improves safety planning, and enables the implementation of projects at the local, Tribal, and regional levels. These awards build on $2.7 billion in awards to date using FY 2022, FY 2023, and FY 2024 funding to advance roadway safety through the Safe Streets and Roads for All discretionary grant program to all 50 States and Puerto Rico. SS4A awards benefit roadway safety planning for communities that comprise approximately 75% of the nation's population.

The Federal Highway Administration (FHWA) provided technical assistance to States with Highway Safety Improvement Program implementation plans, safety performance management, and Vulnerable Road User (VRU) Safety Assessments through the Highway Safety Improvement Program throughout FY 2024. Additionally, FHWA deployed technical resources to assist practitioners with their safety programs and projects in the application of the Safe System Approach (SSA) during that time.

The Federal Motor Carrier Safety Administration (FMCSA) utilized the safe system approach, ensuring safety in motor carrier operations through strong enforcement of safety regulations, including targeting high-risk carriers, improving safety information systems and commercial motor vehicle technologies, strengthening commercial motor vehicle equipment and operating standards, and increasing safety awareness. FMCSA emphasized highly visible traffic enforcement and Level 3 (driver-focused) inspections by State and local safety partners through its Motor Carrier Safety Assistance (MCSAP) formula grant and its High Priority (HP) discretionary grant priorities and by promoting commercial motor vehicle (CMV) safety in work zones. On average, through the MCSAP program, FMCSA and its State Partners conduct approximately three million inspections annually and perform over 12,000 investigations annually.

In FY 2024, to reduce risky driver behavior, the National Highway Traffic Safety Administration (NHTSA) educated the public through consumer alerts and recall announcements and numerous public safety campaigns (including speeding, distraction prevention, and high-visibility enforcement campaigns for seat belt use and impaired driving prevention). NHTSA also initiated a rulemaking to prevent impaired driving and issued a new Federal Motor Vehicle Safety Standard to make automatic emergency braking (AEB), including pedestrian AEB, standard on all passenger cars and light trucks. Additionally, NHTSA provided vital grants management and technical assistance, awarding more than $914 million in behavioral safety formula grant funding to State Highway Safety Offices in FY 2024. DOT also established the Motorcyclist Advisory Council for a 2-year period to coordinate with and advise stakeholders on motorcycle and motorcyclist safety issues such as barrier and road designs, construction and maintenance practices, and created the architecture for, and subsequently began implementation of, intelligent transportation system technologies.

The Federal Transit Administration (FTA) delivered Public Transportation Safety Certification Training Program courses and other safety courses to safety professionals through the Transit Safety Institute in order to improve safety on transit for patrons and workers. FTA's Safety Risk Management Program identified safety hazards, assessed safety risks, and developed mitigation strategies to improve safety on all modes of transit based on a variety of factors including bus-to-person collisions, rail-to-vehicle collisions at rail grade crossings, rail-to-person collisions, and other safety incidents. In April 2024, FTA completed a major update to the Public Transportation Agency Safety Plans (PTASP) regulations concurrently with updates to the National Public Transportation Safety Plan (National Safety Plan). These updates were designed to advance Safety Management System (SMS) processes, increase frontline transit worker involvement, expand de-escalation training, and address high priority safety risks, including assaults on transit workers, transit vehicle-pedestrian collisions, and infectious disease exposure. This update to the published National Public Transportation Safety Plan established a performance-based approach to reduce injuries and fatalities on the transit systems under FTA's safety jurisdiction.

2 National Roadway Safety Strategy (transportation.gov)

3 Crash*Stats: Early Estimate of Motor Vehicle Traffic Fatalities in 2023 (dot.gov)

In FY 2024, the Pipeline and Hazardous Materials Safety Administration (PHMSA) partnered with the Common Ground Alliance to reduce excavation damages to underground facilities and encouraged pipeline operators to implement the Safety Management Systems (SMS) approach. PHMSA also worked with State partners to create more targeted, effective damage prevention programs and laws. For example, in FY 2024, PHMSA expanded its pilot program that targets and educates operators that have the most instances of excavation damage recorded. This targeted approach ensures that State and partners can more effectively reduce the number of excavation damage instances by providing direct outreach to operators who are more likely to have excavation damage occurrences at their worksites.

In FY 2024, the Federal Rail Administration (FRA) concluded its focused safety inspection programs on the following items: routes over which high-hazard flammable trains (HHFTs) and other trains transporting large volumes of hazardous materials ("HHFT Route Assessment") travel, and legacy tank cars and the shippers and railroads that have not upgraded to DOT-117 tank cars. FRA is continuing to use the findings from these focused inspection programs to inform further oversight and regulatory development efforts. FRA has also substantially expanded the capabilities of its Automated Track Inspection program (ATIP) by incorporating new technology designed to allow for more predictive analysis of ATIP findings. Recognizing that an organization's safety culture is a key factor in any organization's safety performance, FRA completed its second comprehensive safety culture assessment in FY 2024, of BNSF, and is actively working on assessing and completing reports on the other Class I railroads. Finally, FRA conducted focused inspections where data indicate heightened safety risks exist (e.g., high risk grade crossings, certain geographic locations).

Strategic Objective 1.1: Performance Goals

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

Indicator: Number of Motor Vehicle-Related Fatalities

Goal 1.1.1	CY 2020	CY 2021	CY 2022	CY 2023	CY 2024
Target	N/A	N/A	38,048	36,883	36,883
Actual	39,007	43,230	42,514	40,990*	N/A**
					CY 2024 Status: Made Notable Progress in FY 2023* **
DOT's early estimates of traffic fatalities for the first nine months of 2024 show that traffic fatalities declined for the 10th straight quarter. Yet, motor vehicle traffic fatalities in the United States remained above the goal target.					

** A statistical projection of traffic fatalities for 2023 shows that an estimated 40,990 people died in motor vehicle traffic crashes, which represents a decrease of 3.6% as compared to 42,514 fatalities in 2022. Crash*Stats: Early Estimate of Motor Vehicle Traffic Fatalities in 2023*

*** A statistical projection of traffic fatalities for the first nine months of 2024 shows an estimated 29,135 people died in motor vehicle traffic crashes, which represents a decrease of about 4.4% compared to 30,490 estimated fatalities projected for the first nine months of 2023.*

**** Crash Stat: Early Estimate of Motor Vehicle Traffic Fatalities for the First 9 Months (January-September) of 2024. Based on early full-year estimates, the CY 2023 target is not projected to be met.*

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

Indicator: Total Roadway Fatalities per 100 Million Vehicle Miles Traveled (VMT) Rate

Goal 1.1.2	CY 2020	CY 2021	CY 2022	CY 2023	CY 2024
Target	1.01	1.01	1.25	1.22	1.22
Actual	1.34	1.38	1.33	1.26*	N/A**
					CY 2024 Status: Made Notable Progress in CY 2023* **

Key behavioral factors impacting the roadway fatality rate include speeding, impairment, distraction, and lack of seatbelt use. NHTSA will continue working towards reducing the roadway fatality rate by using a multipronged approach that includes safety campaigns focused on risky driver behavior, rulemaking, grant programs, and highway safety research.

** The statistical projection of the traffic fatality rate in CY 2023 is an estimated value and subject to change. Crash*Stats: Early Estimate of Motor Vehicle Traffic Fatalities.*

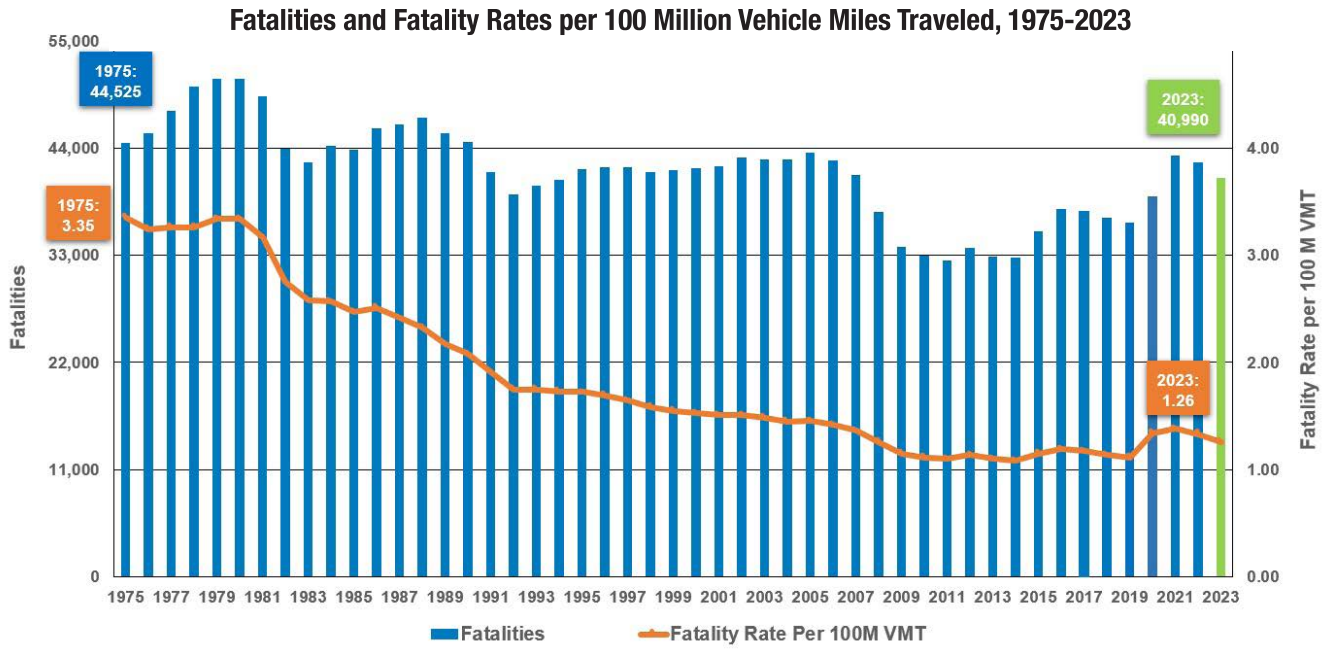
*** The estimated fatality rate per 100M VMT for the first nine months of 2024 is 1.18, a decrease when compared to the 1.24 estimated fatality rate for the first nine months of 2023. Crash Stat: Early Estimate of Motor Vehicle Traffic Fatalities for the First 9 Months (January -September) of 2024. Early estimate full-year 2024 data will be available in spring 2025.*

****Based on early full-year estimates, the CY 2023 target is not projected to be met.*

Performance Indicators 1.1.1 and 1.1.2 Description

Performance goals 1.1.1 and 1.1.2 are closely related. The first performance goal is aligned with Vision Zero, an initiative that envisions a future without roadway fatalities. The second performance goal recognizes that the transportation sector continues to grow as the US population continues to grow, and scales roadway fatalities to the total amount of vehicle miles traveled (VMT) on the Nation's roads. These performance goals count the number of reported fatalities occurring within 720 hours 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 include all vehicle miles traveled by all types of vehicles.

Performance Indicator 1.1.2 Long-Term Graph



Sources: FARS 1975-2021 Final Fils & 2022 ARF, 2023 Early Estimates; FHWA

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

Indicator: Passenger Vehicle Occupant Fatalities per 100 Million Passenger Vehicle Miles Traveled

Goal 1.1.3	CY 2020	CY 2021	CY 2022	CY 2023	CY 2024
Target	.74	0.74	0.73	0.75	0.75
Actual	.93	0.96*	0.90**	N/A***	N/A****
					CY 2024 Status: Data Not Yet Available* **

Key factors impacting the passenger vehicle fatality rate include speeding, impairment, distraction, and lack of seatbelt use. Going forward, NHTSA will continue working towards lowering the passenger vehicle fatality rate by using a multipronged approach that includes safety campaigns focused on risky driver behavior, rulemaking, grant programs, and highway safety research.

** The CY 2021 passenger vehicle occupant fatality rate is derived from the 2021 FARS Final File and FHWA's Highway Statistics VMT.*

*** The CY 2022 passenger vehicle occupant fatality rate is derived from the 2022 FARS Annual Release File and FHWA's Highway Statistics VMT.*

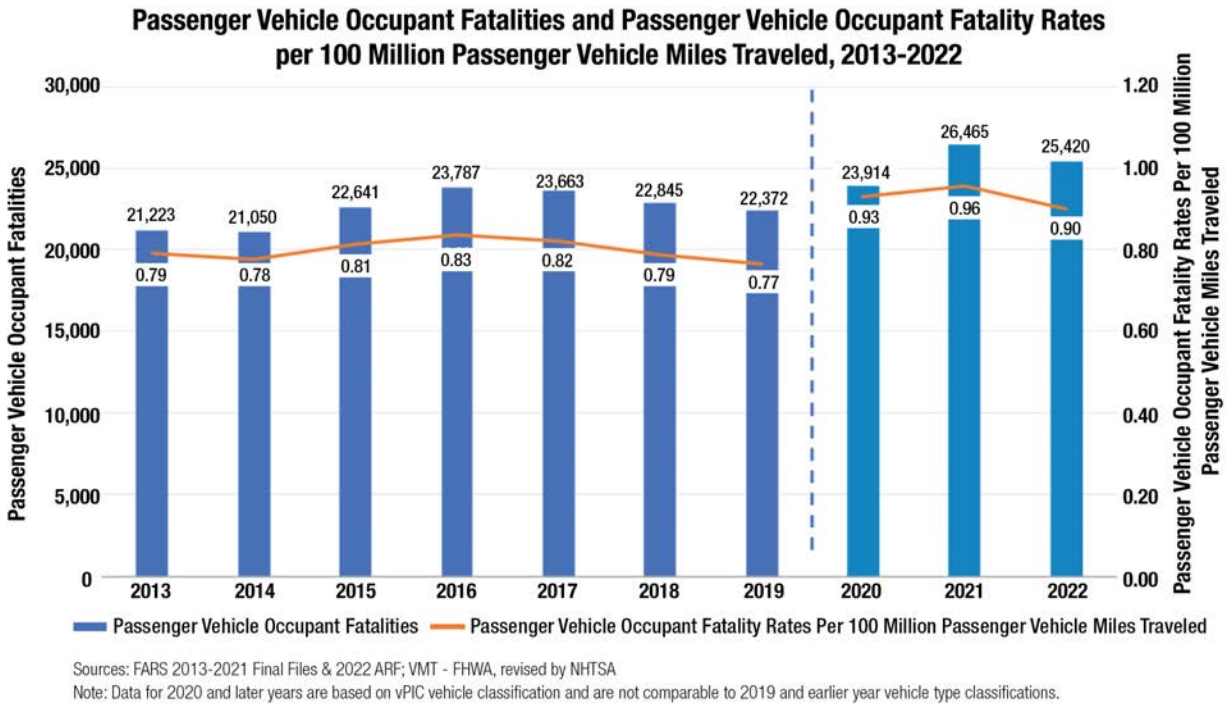
**** Early estimates project that 23,547 passenger vehicle occupant fatalities occurred in CY 2023, a seven percent decrease from CY 2022. The VMT data required to provide the CY 2023 passenger vehicle fatality rate will be available in spring 2025.*

*****The 2024 FARS ARF actual data will release Spring 2026.*

Performance Goal 1.1.3 Description

In 2022, passenger vehicle occupants accounted for 36% of all traffic fatalities. This performance goal includes all types of passenger vehicles, but excludes motorcycles and commercial vehicles[4] (large trucks and buses). This performance goal scales passenger vehicle fatalities, using the same thresholds above, to the total number of passenger vehicle miles traveled.

Performance Indicator 1.1.3 Long-Term Graph



Sources: FARS 2013-2021 Final Files & 2022 ARF; VMT - FHWA, revised by NHTSA
Note: Data for 2020 and later years are based on vPIC vehicle classification and are not comparable to 2019 and earlier year vehicle type classifications.

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

Indicator: Large Truck and Bus Fatalities per 100 Million Vehicle Miles Traveled Rate

Goal 1.1.4	CY 2020	CY 2021	CY 2022	CY 2023	CY 2024
Target	0.114	0.114	0.114	0.114	0.114
Actual	0.177	0.192	0.192	0.161	N/A

CY 2024 Status: Made notable progress in FY 2023

Fatalities involving at least one truck are down 1% in 2024 compared to 2023*. FMCSA and its State partners are working to reduce large truck and bus fatalities and crashes by focusing on high-crash corridors, risky driver behaviors, and targeting high-risk carriers for safety interventions including investigations and increased traffic enforcement.

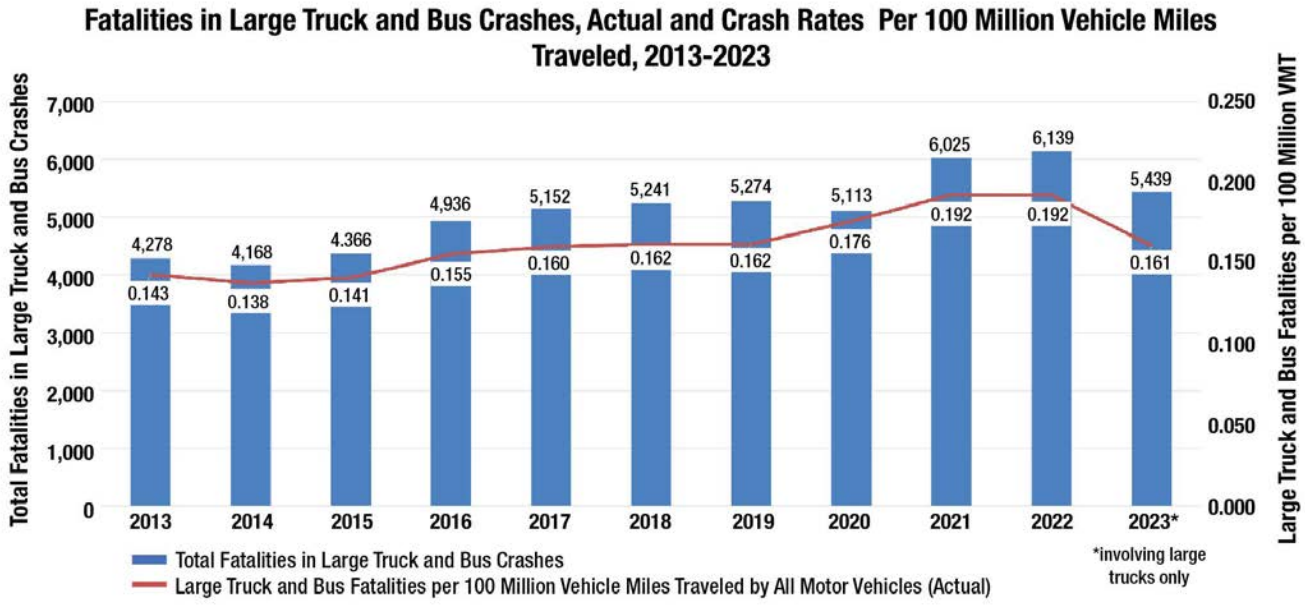
* *Early Estimates of Motor Vehicle Traffic Fatalities and Fatality Rate by Sub-Categories Through June 2024*

4 Passenger vehicles include passenger cars, vans, pickup trucks and sport/utility vehicles.

Performance Indicator 1.1.4 Description

Large trucks and buses typically account for around 17% of roadway fatalities. This performance goal scales the total number of fatalities from incidents involving large trucks and buses, using the same thresholds above, to the total vehicle miles traveled by large trucks and buses.

Performance Indicator 1.1.4 Long-Term Graph



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

Indicator: Motorcycle Rider Fatalities per 100,000 Motorcycle Registrations

Goal 1.1.5	CY 2020	CY 2021	CY 2022	CY 2023	CY 2024
Target	61	61	62.75	61.2	61.2
Actual	65.96	62.71*	64.99**	N/A***	N/A
					CY 2024 Status: Data Not Yet Available* **

** The CY 2021 motorcycle fatality rate is derived from the 2021 FARS Final File and FHWA Highway Statistics registration data.*

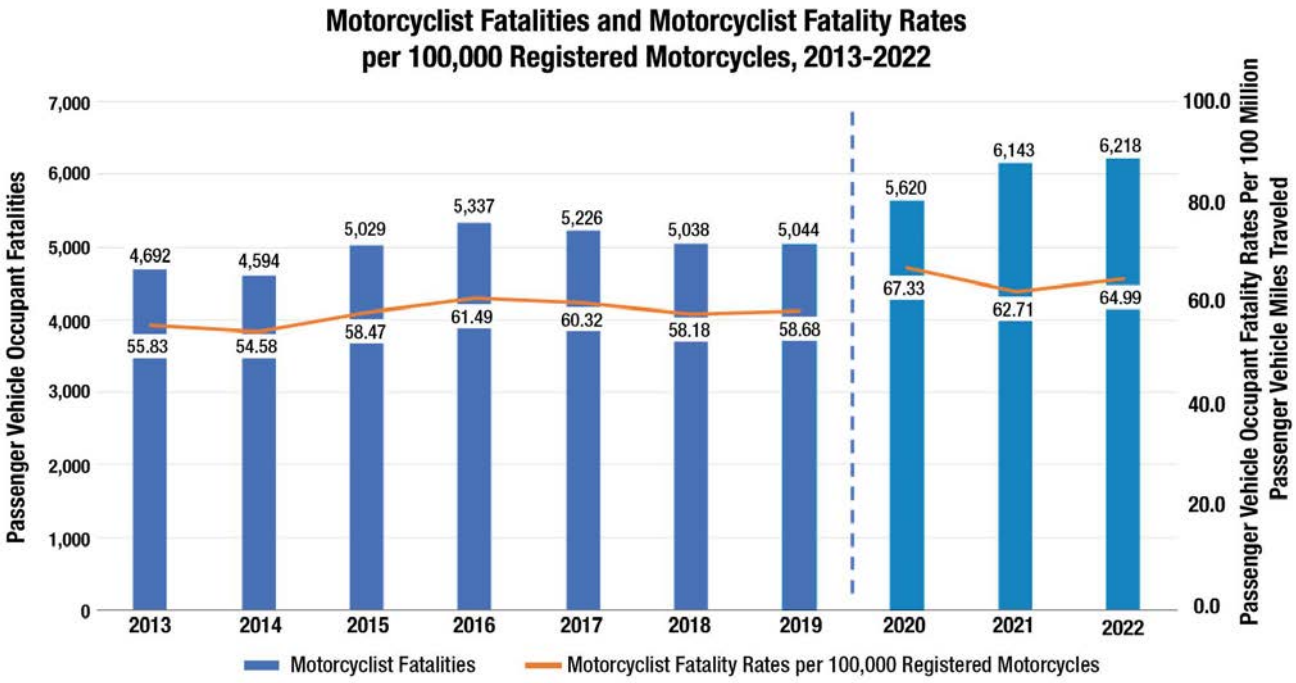
*** The CY 2022 motorcycle fatality rate is derived from the 2022 FARS Annual Release File and FHWA Highway Statistics registration data.*

**** Early estimates show that 6,364 motorcycle fatalities occurred in CY 2023, a two percent increase from CY 2022. The registration data required to calculate the CY 2023 fatality rate will be available spring 2025.*

Performance Indicator 1.1.5 Description

In 2022, motorcycle fatalities accounted for 15% of traffic fatalities. A motorcycle is a two- or three-wheeled motor vehicle designed to transport one or two people, including off-road motorcycles, motor scooters, minibikes, pocket bikes, and mopeds. This performance goal scales motorcycle fatalities, using the same thresholds above, to the total number of motorcycle registrations. Helmet use is the most effective countermeasure for saving crash-involved motorcyclists' lives. Research indicates that helmets reduce motorcycle rider fatalities by 22% to 42% and brain injuries by 41% to 69%. Currently, only 18 States and the District of Columbia require all riders to use FMVSS218-compliant helmets. Three States do not have any requirement, and the remaining 29 States require helmets for specific riders (e.g., those under a certain age or those carrying a specified amount of insurance). To reduce motorcyclist fatalities, NHTSA established a Motorcyclist Advisory Committee (MAC) in September 2023 to identify ways that the Department can improve the safety of motorcyclists, such as barrier and road design, construction and maintenance practices, and architecture and intelligent transportation system technologies. Additionally, NHTSA is working with States to conduct Motorcycle Safety State Assessments to assist with enhancing State-level programing. NHTSA has plans to conduct research on barriers to rider use of safety gear, including helmets.

Performance Indicator 1.1.5 Long-Term Graph



Sources: FARS 2013-2021 Final Files & 2022 ARF; Registered Motorcycles - FHWA
Note: Data for 2020 and later years are based on vPIC vehicle classification and are not comparable to 2019 and earlier year vehicle type classifications. Starting in 2022, motorcyclists exclude people on motorized bicycles. Prior to 2022, people on motorized bicycles were classified as motorcyclists.

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

Indicator: Non-Occupant (Pedestrian/Pedalcyclist/Other Non-occupant) Fatalities per 100,000 Population

Goal 1.1.6	CY 2020	CY 2021	CY 2022	CY 2023	CY 2024
Target	2.10	2.10	2.19	2.13	2.13
Actual	2.34	2.54*	2.59**	2.53***	N/A****

CY 2024 Status: CY 2023 Target Not Met

Non-occupants, who are the most vulnerable road users, face increased risk in crashes because they do not have the protections provided by vehicles. NHTSA will continue to carry out evidence-building activities to better understand the safety problem, who is at risk, where safety problems and risks are highest, and what interventions are most likely to mitigate the safety problem and risks to pedalcyclists and pedestrians. Examples of these activities include the Crash Injury Research and Engineering Network (CIREN), research following the Federal Motor Vehicle Safety Standard and component testing on vehicle front structures to provide improved pedestrian protection in the event of vehicle-to-pedestrian crashes.

** The CY 2021 non-occupant fatality rate is derived from the 2021 FARS Final File and Census Bureau population data.*

*** The CY 2022 non-occupant fatality rate is derived from the 2022 FARS Annual Release File and Census Bureau population data.*

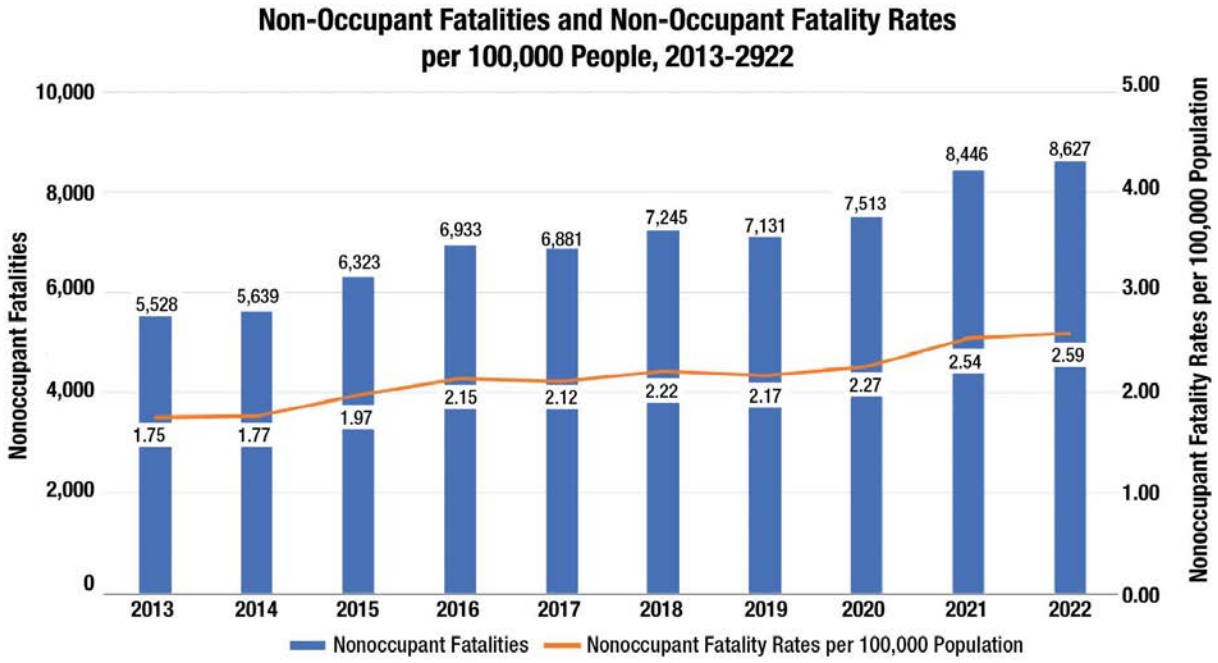
**** This rate was calculated based on estimated pedestrian and pedalcyclist fatalities excluding other non-occupant fatalities. Early estimates project that there were 7,337 pedestrian fatalities and 1,149 pedalcyclist fatalities in 2023. This represents a two percent decrease from the 7,522 pedestrians killed in CY 2022, but a 4% increase from the 1,105 pedalcyclists killed in CY 2022. This preliminary number does not yet include other non-occupant fatalities and is subject to change.*

***** The 2024 FARS ARF actual data will release Spring 2026.*

Performance Indicator 1.1.6 Description

In 2022, non-occupant fatalities accounted for 21% of traffic fatalities. A non-occupant is any person who is not an occupant of a motor vehicle in-transport, including pedestrians, bicyclists and other pedalcyclists, occupants of parked motor vehicles, occupants of working motor vehicles, people on personal conveyances (e.g., skateboard, scooters, roller skates, etc.), and people riding on animals and in animal-drawn conveyances. This performance goal scales non-occupant fatalities, using the same thresholds above, to the total U.S. population.

Performance Indicator 1.1.6 Long-Term Graph



Sources: FARS 2013-2021 Final Files & 2022 ARF; Population - U.S. Census Bureau
*Includes pedestrians, pedalcyclists, and other unknown nonoccupants. Starting in 2022, pedalcyclists include people on motorized bicycles.

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

Indicator: Number of Non-Motorized Fatalities and Serious Injuries[5]

Goal 1.1.7	CY 2020	CY 2021	CY 2022	CY 2023	CY 2024
Target	N/A	N/A	27,357	30,723	29,585
Actual	28,184	31,566	31,861	N/A*	N/A
					CY 2024 Status: Data Not Yet Available
FHWA will continue its technical assistance and outreach to States and local agencies on Vulnerable Road User safety, continue to advance Complete Streets and the EDC-7 Nighttime Visibility and Lighting initiative, conduct walking and biking research, and develop additional resources as needed.					

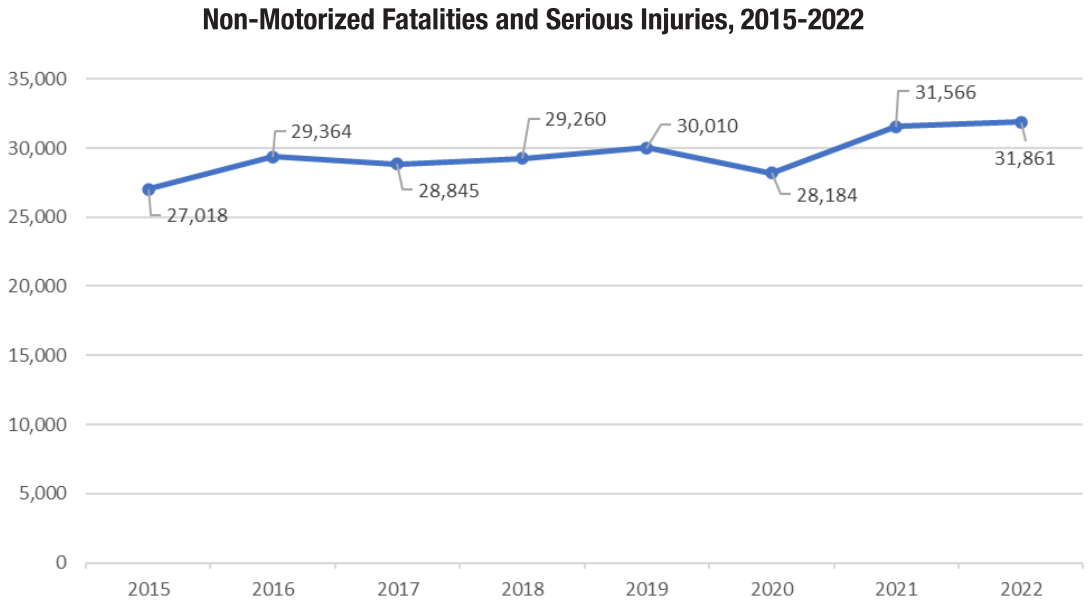
**Available April 2025.*

5 The non-occupant fatality rate is derived from the FARS Annual Release File. Additionally, all States are required to report serious injuries per the National performance management measures for the Highway Safety Improvement Program.

Performance Indicators 1.1.6 and 1.1.7 Description

Non-occupant fatalities typically account for around 13% of total roadway fatalities and are an important subset of roadway fatalities. DOT has two performance goals in this area. The first performance goal scales the total number of non-occupant fatalities, using the same thresholds above, to the total US population. The second performance goal is aligned towards Vision Zero and a future without pedestrian and cyclist fatalities and covers serious injuries. Serious injuries are those that require immediate medical transportation away from the scene.

Performance Indicator 1.1.7 Long-Term Graph



1.1.8a Reduce the White Fatality Ratio (FHWA)

Indicator: White Fatality Ratio

Goal 1.1.8a	CY 2020	CY 2021	CY 2022	CY 2023	CY 2024
Target	N/A	N/A	1.01	1.01	1.01
Actual	1.00	1.25	N/A*	N/A*	N/A
					FY 2024 Status: Data Not Yet Available

** The race fatality information is a year behind the FARS release schedule. This is due to the significant lag in obtaining death certificate information from which race/ethnicity is derived. For more context, see https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813572*

NHTSA's FARS obtains Race and Hispanic Origin data from official death certificates. Due to delayed availability of death certificates in some States, any analysis with race and ethnicity data will use the most recent Final File which has more complete race and ethnicity data compared to the Annual Report File (ARF). CY 2022 data will be available by March 2025 (estimated release by NHTSA). CY 2023 data will be available by March 2026 (estimated release date by NHTSA).

1.1.8b Reduce the Black Fatality Ratio (FHWA)

Indicator: Black Fatality Ratio

Goal 1.1.8b	CY 2020	CY 2021	CY 2022	CY 2023	CY 2024
Target	N/A	N/A	1.14	1.11	1.08
Actual	1.45	1.50	N/A*	N/A*	N/A
					FY 2024 Status: Data Not Yet Available
Target setting for this indicator began in CY 2022.					

**See above at 1.1.8a.*

1.1.8c Reduce the American Indian Fatality Ratio (FHWA)

Indicator: American Indian Fatality Ratio

Goal 1.1.8c	CY 2020	CY 2021	CY 2022	CY 2023	CY 2024
Target	N/A	N/A	1.51	1.46	1.25
Actual	1.95	1.85	N/A*	N/A*	N/A
					FY 2024 Status: Data Not Yet Available

**See above at 1.1.8a.*

1.1.8d Reduce the Pacific Islander Fatality Ratio (FHWA)

Indicator: Pacific Islander Fatality Ratio

Goal 1.1.8d	CY 2020	CY 2021	CY 2022	CY 2023	CY 2024
Target	N/A	N/A	0.39	0.39	0.39
Actual	0.36	.70	N/A*	N/A*	N/A
					FY 2024 Status: Data Not Yet Available

**See above at 1.1.8a.*

1.1.8e Reduce the Asian Fatality Ratio** (FHWA)

Indicator: Asian Fatality Ratio

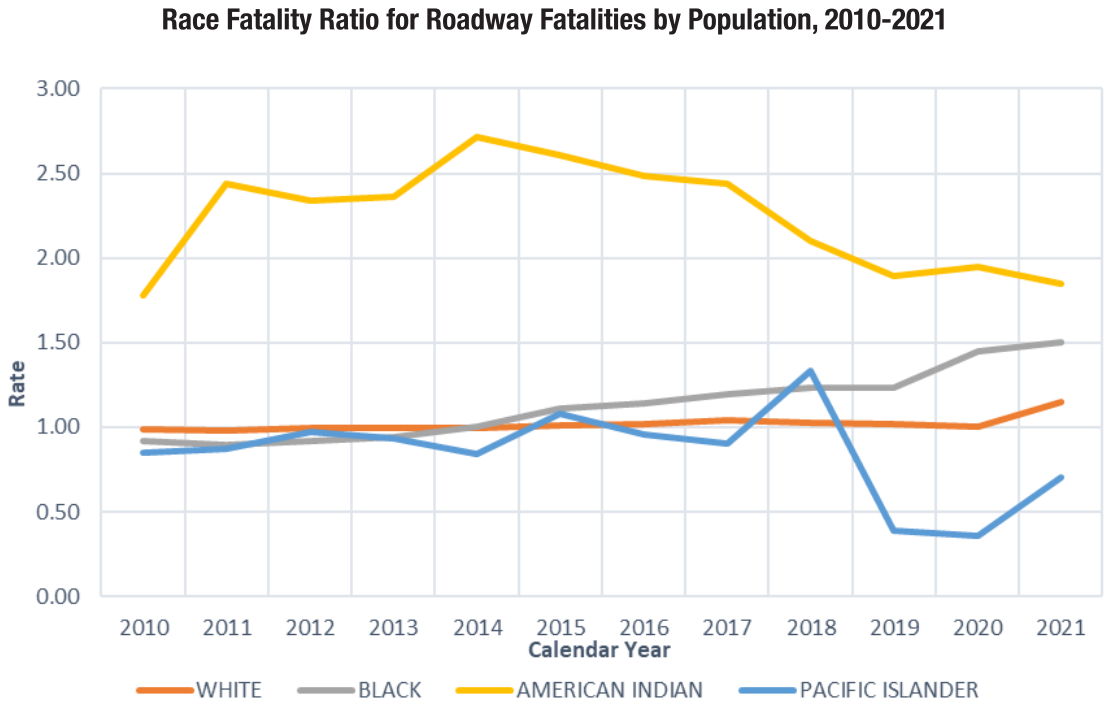
Goal 1.1.8e	CY 2020	CY 2021	CY 2022	CY 2023	CY 2024
Target	N/A	N/A	N/A	N/A	N/A
Actual	0.24	0.21	N/A*	N/A*	N/A
					FY 2024 Status: Data Not Yet Available

**See above at 1.1.18a. ** New in 2025.*

Performance Indicator 1.1.8a, 1.1.8b, 1.1.8c, 1.1.8d, 1.1.8e Description

Addressing disparities in roadway fatalities and advancing equity will significantly contribute to a safe public. Traffic crash fatalities disproportionately affect black, indigenous and people of color. Learn about DOT's equity priorities and actions to expand access and opportunity to all communities: U.S. Department of Transportation Equity Action Plan.

Performance Indicator 1.1.8a, 1.1.8b, 1.1.8c, 1.1.8d Long-Term Graph



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

Indicator: Vehicle Occupants Ejected from Passenger Vehicles per 100 Emergency Medical Services Motor Vehicle Crash Dispatches

Goal 1.1.9	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
Target	1.0	1.0	1.0	1.1	1.1
Actual	1.55	1.45	1.37	1.45	1.34

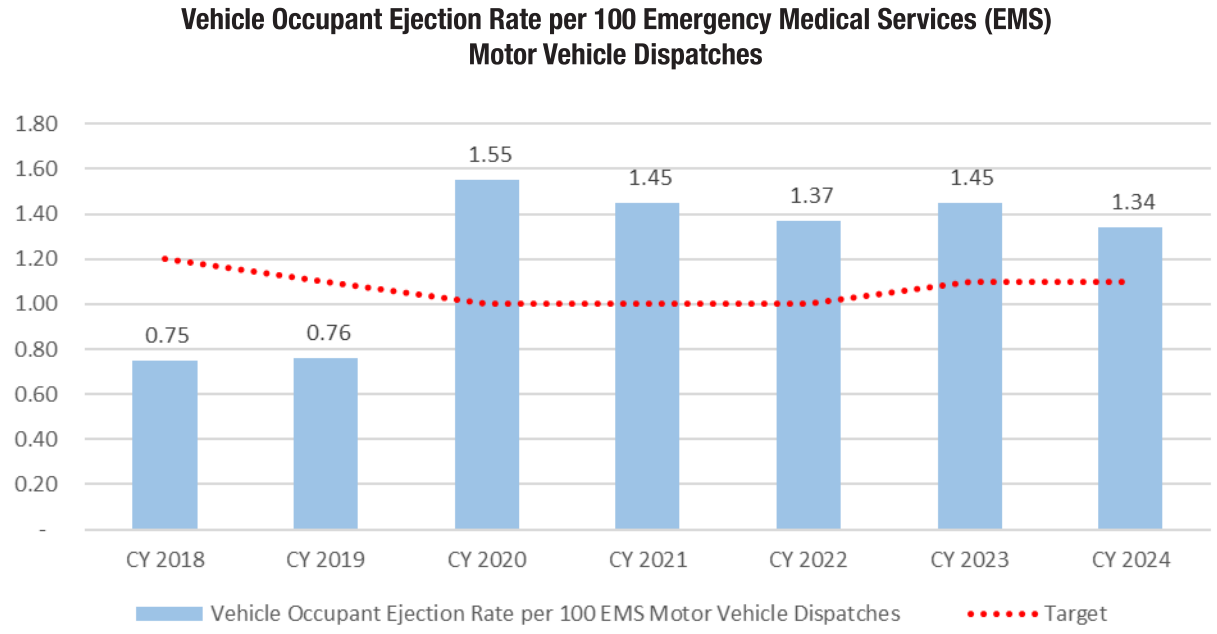
FY 2024 Status: Did Not Meet the 2024 Target

Although wearing a seat belt is the most effective thing drivers and passengers can do to protect themselves in a crash, seat belt laws vary by State and use of restraints vary by demographic. Going forward, NHTSA will continue researching how refinements to Click It or Ticket high visibility enforcement campaigns can be made to increase belt use among occupants that may be at increased risk of being killed or injured in crashes while unbelted. NHTSA will also conduct work on behavioral countermeasures that encourage seat belt use in every seating position.

Performance Indicator 1.1.9 Description

This performance indicator is a surrogate for seat belt use, which is the single most effective vehicle safety technology. Increasing seat belt use reduces the number of persons ejected from vehicles in a collision. This performance goal uses data derived from the National Emergency Medical Services Information System (NEMSIS) on EMS responses to crashes where the victim was partially or completely ejected.

Performance Indicator 1.1.9 Long-Term Graph



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

Indicator: Number of Fatalities and Injuries from Transit Collision and Derailment Events per 100 Million Train/Bus Revenue Miles

Goal 1.1.10	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
Target	N/A	N/A	247.4	242.5	238.0
Actual	248.0	228.1	251.0	271.0	275.0*

FY 2024 Status: Did Not Meet the 2024 Target

The FY 2024 data show that the rate of fatalities and injuries caused by derailments and collisions has increased, which is consistent with the trend over the past three years. FTA has observed an increase in total number of collisions and derailment events as well as an increase in injuries resulting from these events.

In FY2024, FTA issued and proposed new safety regulations, carried out updates to safety data reporting requirements, carried out safety oversight activities, and monitored compliance with safety requirements. FTA finalized updates to the Public Transportation Agency Safety Plans (PTASP) regulation, updates to the Public Transportation Safety Certification Training Program (PTSCTP) regulation, and proposed updates to the State Safety Oversight (SSO) regulation. FTA also recently issued a new Rail Roadway Protection (RWP) regulation.

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

Indicator: Number of Transit-Related Fatalities

Goal 1.1.11	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
Target	N/A	255	255	306	300
Actual	308	293	339	326	348*

FY 2024 Status: Did Not Meet the 2024 Target

Although transit continues to be one of the safest modes of transportation, transit-related fatalities remained high in FY 2024 compared to historic rates. In FY22, rail modes reported 219 fatalities and bus modes reported 120 fatalities. In FY23, rail modes reported 215 fatalities and bus modes reported 111 fatalities. There were no major events that influenced these numbers.

FTA continues to focus its safety work on practices to improve safety. In FY 2024, FTA made updates to the National Safety Plan to incorporate Bipartisan Infrastructure Law requirements for PTASP safety performance indicators and laid out a performance-based approach to reduce injuries and fatalities on the transit systems under FTA's safety jurisdiction.

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

Indicator: Number of Fatalities and Injuries on Transit from Assaults on All Persons per 100 Million Train/Bus Revenue Miles

Goal 1.1.12	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
Target	N/A	N/A	60.2	59.0	57.8
Actual	50.5	46.4	66.6	83.4	79.4*

FY 2024 Status: Did Not Meet the 2024 Target

The rate of assaults has been increasing over the past three years, and FTA has undertaken several actions to address the safety of riders and workers.

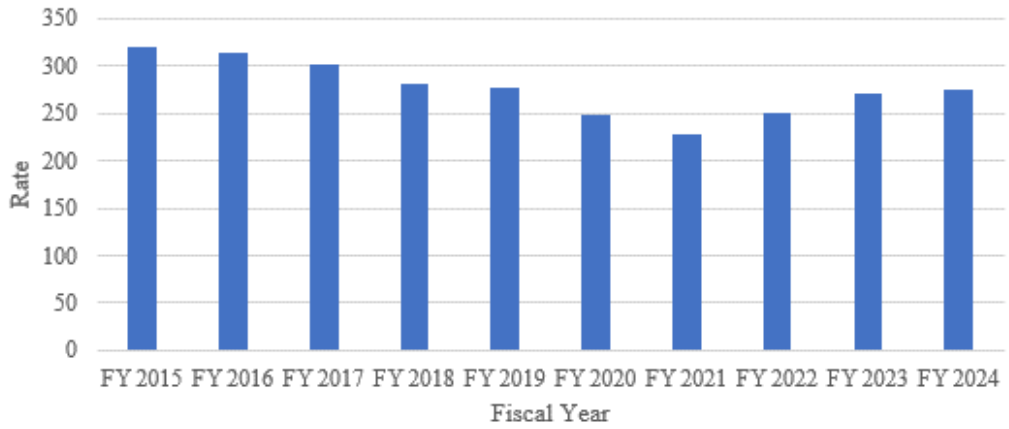
In September 2024, FTA issued General Directive 24-1: Required Actions Regarding Assaults on Transit Workers, which required all PTASP-applicable agencies to conduct a safety risk assessment and implement mitigations to reduce assaults on their systems. The PTASP rule requires transit agencies to establish a joint labor-management safety committee to support the agency's safety management systems (SMS), set annual safety performance targets for the safety risk reduction program, and review and approve the Agency Safety Plan. FTA is also drafting a proposed rule to establish minimum baseline standards and risk-based requirements to address transit worker and public safety based on the most current research and available information, to reduce serious injury events and fatalities from assaults involving transit workers, passengers, and the public. FTA is also collecting additional data related to major and non-major assault events in the NTD for further analysis.

Performance Indicators 1.1.10, 1.1.11, and 1.1.12 Description

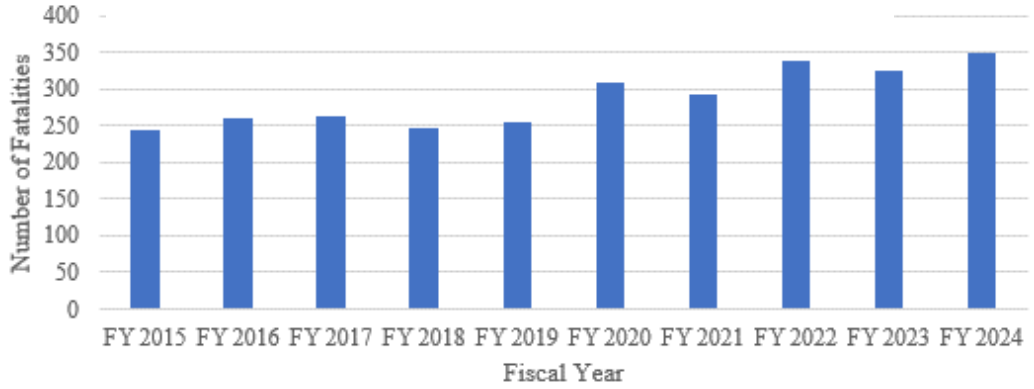
While transit is the safest surface transportation method, FTA continues to work to make it even safer by using performance indicators 1.1.10, 1.1.11, and 1.1.12 to target the fatality and injury rate from transit collisions, reduce the total number of transit fatalities, and protect transit workers and passengers from crime on transit, respectively. Using a multifaceted approach allows FTA to account for the various reasons a patron or worker might experience a transit- related injury or fatality.

Performance Indicator 1.1.10, 1.1.11, 1.1.12 Long-Term Graph

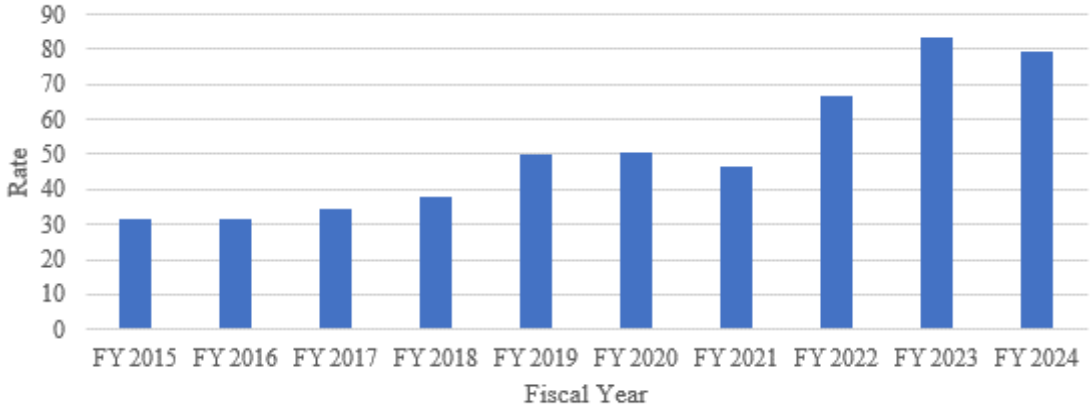
Rate of Fatalities and Injuries from Transition Collision and Derailment Events per 100 Million Train/Bus Revenue Miles, FY 2015- FY 2024



Total Number of Transit-Related Fatalities, FY 2015- FY 2024



Rate of Fatalities and Injuries on Transit from Assaults on All Person per 100 Million Train/Bus Revenue Miles, FY 22015- FY 2024



1.1.13 Reduce Highway-Rail Grade Crossing Incidents (FRA)

Indicator: Number of Highway-Rail Grade Crossing Incidents

Goal 1.1.13	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
Target	2,165	2,057	1,967	2,062	2,041
Actual	1,957*	2,091*	2,170*	2,148*	2,282**

FY 2024 Status: Did Not Meet the 2024 Target

The root cause for more than 99% of highway-rail grade crossing accidents is driver behavior, which is addressed by FRA outreach and coordination among federal and state agencies with jurisdiction over roadway safety and state and local law enforcement authorities. Aligned with FRA's mission to oversee safety of railroad operations, FRA has and continues to focus on railroad operational issues that may affect grade crossing safety (i.e., quiet zones and grade crossing warning system activation failures and signal warning time violations). From January to October 2024, over 120 accidents have occurred in quiet zones established under FRA's regulations. If a crossing within a quiet zone experiences multiple accidents, FRA will consider revoking the quiet zone in accordance with 49 C.F.R. Part 222. The number of grade crossings within quiet zones is a relatively small portion of the total number of grade crossings in the United States; thus, although these activities are the most direct method FRA has to further this goal, these activities will likely not be enough to meet the stated goal because these actions will not impact driver behavior outside of quiet zones.

** As reported in each respective Annual Performance Report.*

*** Preliminary data as of December 4, 2024 (subject to revision for five years per the FRA Guide for Preparing Accident/Incident Reports dated July 1, 2011).*

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

Indicator: Number of Rail Right-of-Way Trespass Incidents

Goal 1.1.14	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
Target	1,015	964	1,007	1,127	1,233
Actual	1,040	1,026*	1,186*	1,298*	1,352**

FY 2024 Status: Did Not Meet the 2024 Target

Full FY 2024 data will be available by December 31, 2024. Annualized as of August 31, 2024**

FRA has no regulatory authority over trespassers on railroad property; thus, FRA continues to have very limited ability to influence the number of trespasser incidents that do occur. FRA will continue to conduct extensive outreach and education efforts with all stakeholders to raise awareness of the risks associated with trespassing on railroad property, and FRA will continue to collaborate with law enforcement and suicide prevention organizations to identify specific trespassing mitigation measures that may be appropriate under specific circumstances. One method that has historically proven effective is the use of grants for law enforcement to assist communities at risk of rail trespassing-related incidents and fatalities. FRA's Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant program provides funding for trespass law enforcement, infrastructure improvements, and other safety initiatives aimed at preventing trespassing on railroad property.

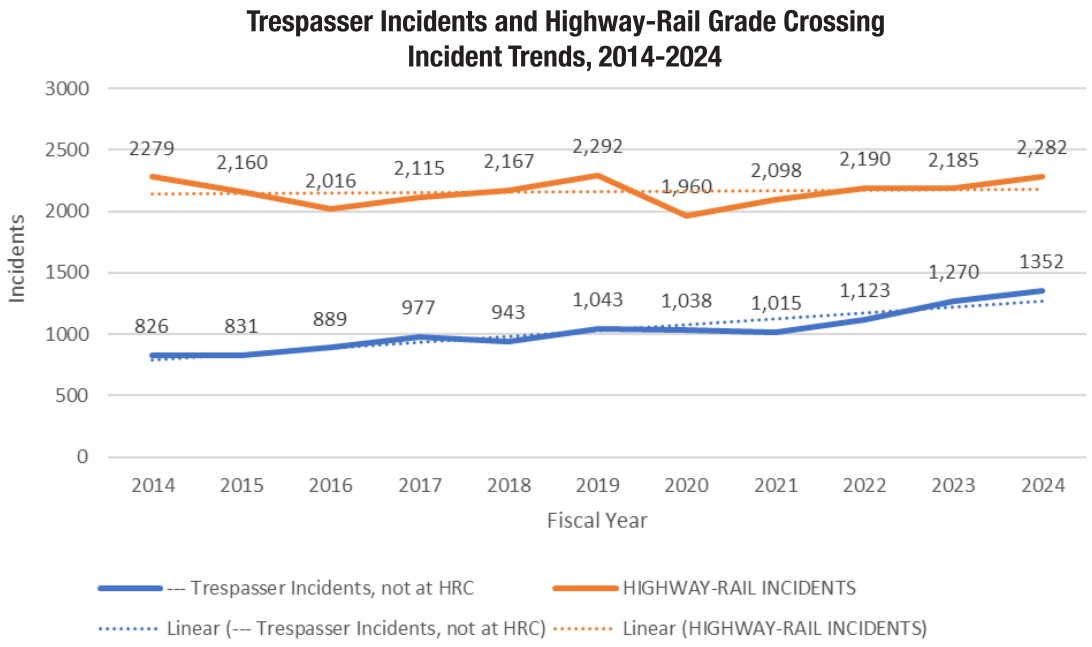
** As reported in each respective Annual Performance Report.*

*** Preliminary data as of December 4, 2024 (subject to revision for five years per the FRA Guide for Preparing Accident/Incident Reports dated July 1, 2011).*

Performance Indicators 1.1.13 and 1.1.14 Description

Highway-rail grade crossing and trespass incidents account for the vast majority of rail-related deaths that occur each year. A highway-rail incident is any collision between rail and highway users at a public or private crossing. A trespass incident is any trespassing event that causes a death or injury in a rail right-of-way, other than at a highway-rail grade crossing.

Performance Indicators 1.1.13 and 1.1.14 Long-Term Graph



1.1.15 Reduce Train Accidents

Indicator: Number of Train Accidents

Goal 1.1.15	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
Target	1,921	1,566	1,507	1,624	1,751
Actual	1,692*	1,652*	1,709*	1,843*	1,694**

FY 2024 Status: Met the FY 2024 Target

The top causes of train accidents continue to be human factors, with a second cause being track related derailments. FRA is targeting human factors accidents by focusing on improving railroad employee training through engaging with rail labor to review and improve railroad engineer and conductor training programs, with a key focus on new hire training to ensure these new employees fully comprehend the risks of train operations, both in yards and on the mainline. FRA anticipates a reduction in new hire injuries and fatalities as these improved training programs are implemented by the railroads. With regard to track related derailments, FRA's Automated Track Inspection Program (ATIP) has surveyed 22% more miles to date compared to CY 2023, identifying 49% more safety critical exceptions. ATIP also introduced new ultrasonic technology designed to identify internal rail flaws prior to the occurrence of safety critical exceptions. FRA anticipates continued sharing of ATIP data with industry, enabling railroads to address these identified flaws more proactively. Additionally, FRA is working towards finalizing a previously issued NPRM on employee training, qualification, and oversight.

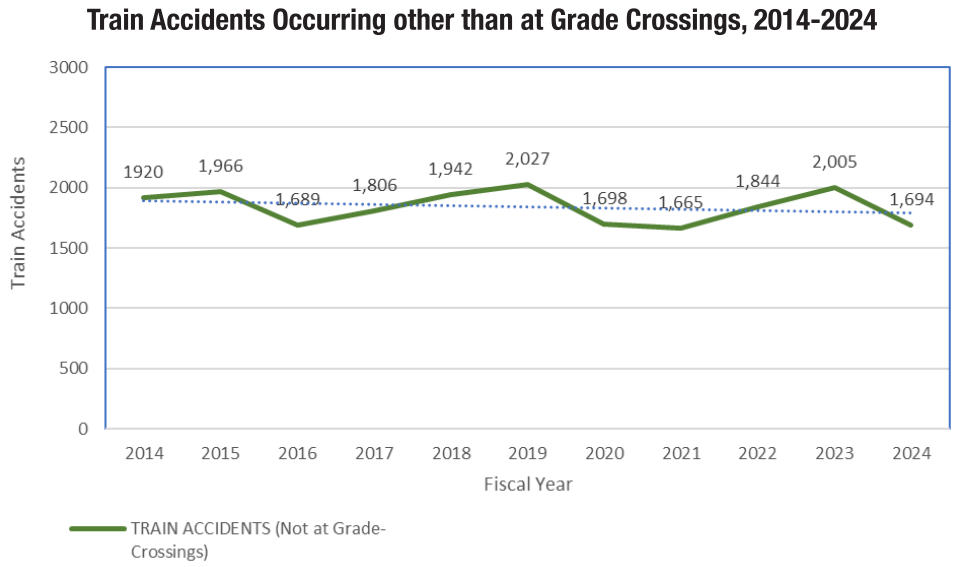
** As reported in each respective Annual Performance Report.*

*** Preliminary data as of December 4, 2024 (subject to revision for five years per the FRA Guide for Preparing Accident/Incident Reports dated July 1, 2011).*

Performance Indicators 1.1.15 Description

Train accidents are defined as incidents involving damage to infrastructure and on-track rail equipment above the annual reporting threshold of $12,000 (effective January 2024) and excludes highway-rail grade crossing and trespass incidents. This goal supports OIG's 2024 management challenge of surface transportation safety.

Performance Indicators 1.1.15 Long-Term Graph



1.1.16a Reduce Fatalities Caused by the Release of Hazardous Material Transported via Pipeline (PHMSA)

Indicator: Number of Fatalities Caused by the Release of Hazardous Material Transported via Pipeline

Goal 1.1.16a	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
Target	14	14	14	14	13
Actual	11	16	4	13	13
					FY 2024 Status: Met the FY 2024 Target*

** Preliminary data: Many of the incidents that caused fatalities in FY2024 are still under investigation, so little analysis is possible at this point. "Vehicles Not Engaged in Excavation" was the leading cause for those incidents whose cause has been determined.*

1.1.16b Reduce Fatalities Caused by the Release of Hazardous Materials Transported by Air, Motor Carrier, Rail, or Vessel (PHMSA)

Indicator: Number of Fatalities Caused by the Release of Hazardous materials transported by air, motor carrier, rail, or vessel

Goal 1.1.16b	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
Target	9	9	9	9	7
Actual	5	1	3	10	3
					FY 2024 Status: Met the FY 2024 Target*

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

1.1.17a Reduce the Number of Incidents Involving Death and Major Injury Resulting from the Transportation of Hazardous Materials by Pipelines (PHMSA)

Indicator: Number of Incidents Involving Death or Major Injury Resulting from the Transportation of Hazardous Materials by Pipelines

Goal 1.1.17a	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
Target	33	33	33	32	32
Actual	23	30	15	19	26
					FY 2024 Status: Met the FY 2024 Target
Despite a slight uptick in FY2024, serious incidents resulting in fatalities or hospitalization are still well below the target. The strong performance in the last few years makes this number look high, but it is still the fourth number for the last ten years, which indicates a downward trend.					

1.1.17b Reduce the Number of Incidents Involving Death and Major Injury Resulting from the Transportation of Hazardous Materials by Air, Motor Carrier, Rail, or Vessel (PHMSA)

Indicator: Number of Incidents Involving Death or Major Injury Resulting from the Transportation of Hazardous Materials by Air, Motor Carrier, Rail, or Vessel

Goal 1.1.17b	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
Target	61	61	61	58	55
Actual	30	7	11	18	9*
					FY 2024 Status: Met the FY 2024 Target
Preliminary estimate. *OHMS data are not considered final until the one-year modification period after submission has passed. During this time, OHMS works with the filer and relevant authorities to determine if injuries or fatalities are in-scope to OHMS reporting due to being caused by the release of hazardous materials.					

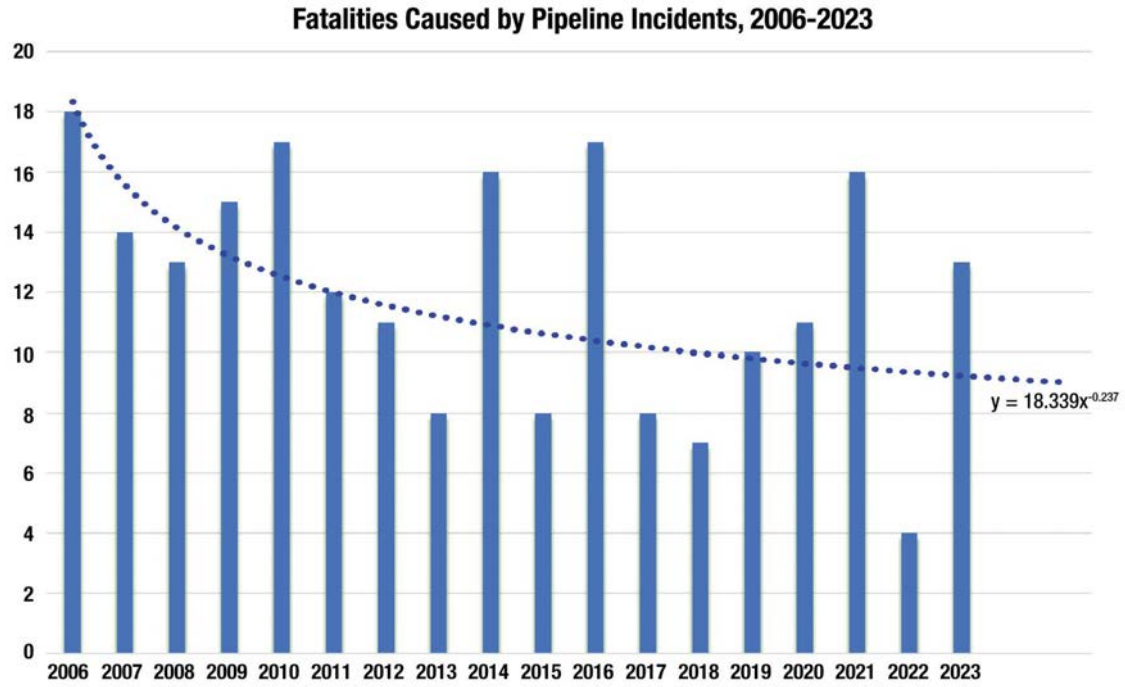
FTOT finishing Phase 1- in August 2024. Finishing a stand-alone tool to evaluate safety of railroad routes.

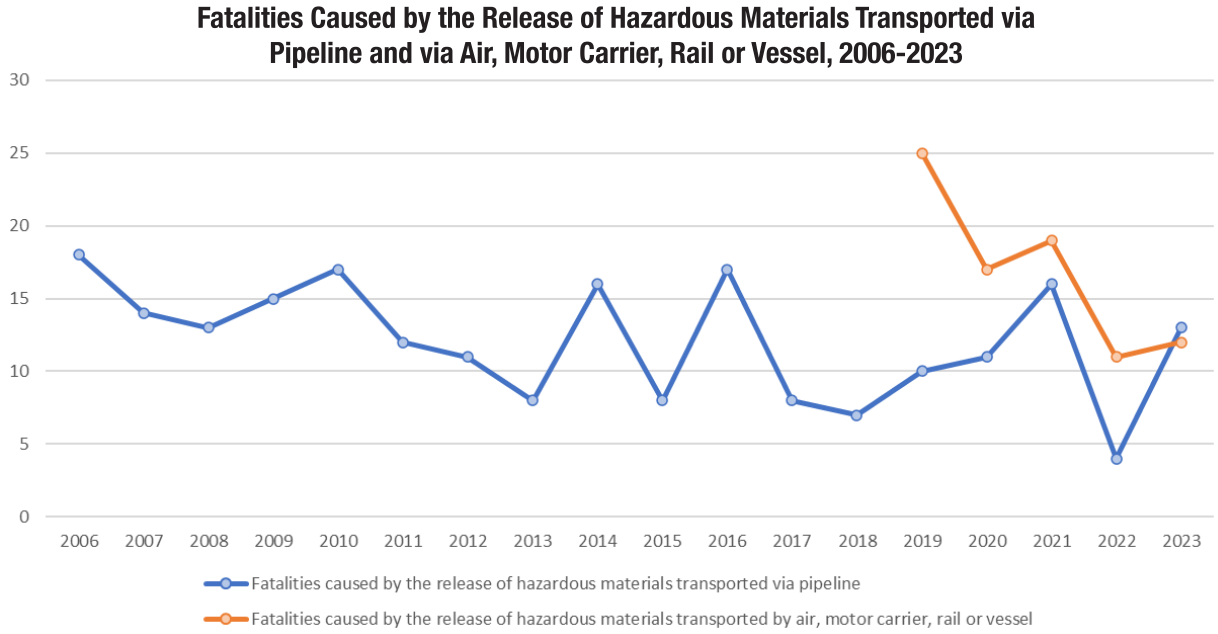
** Preliminary estimate. OHMS data are not considered final until the one-year modification period after submission has passed. During this time, OHMS works with the filer and relevant authorities to determine if injuries or fatalities are in-scope to OHMS reporting due to being caused by the release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

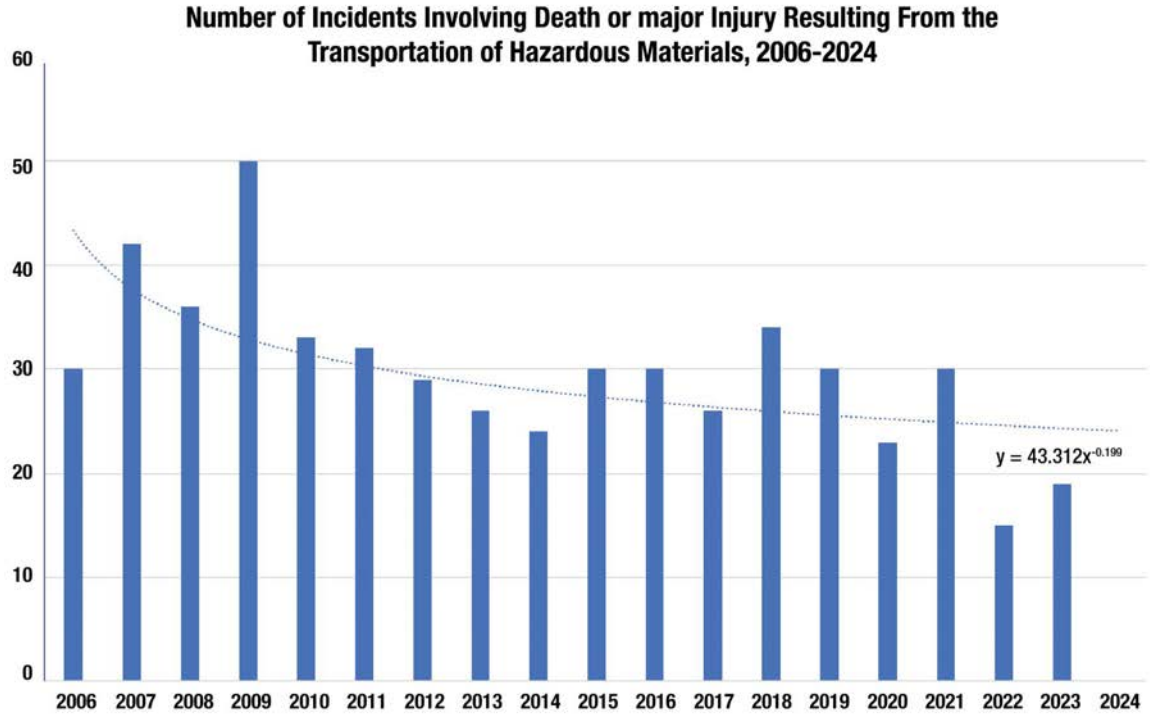
Performance Indicator 1.1.16a, 1.1.16b, 1.1.17a, 1.1.17b Description

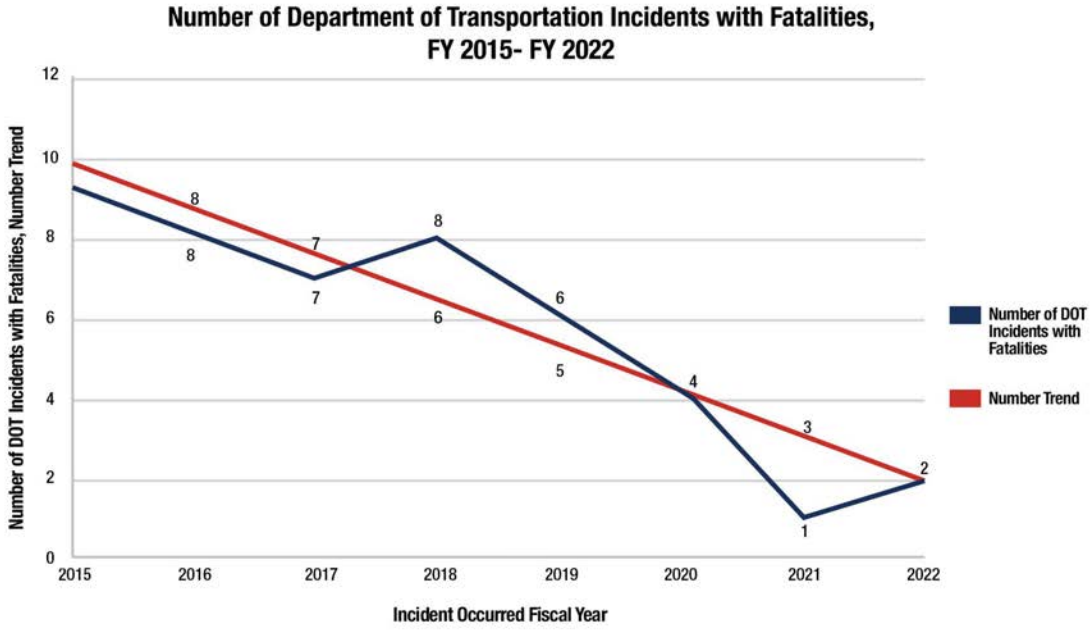
PHMSA seeks to reduce fatalities from the release of hazardous materials, whether by pipeline or by any other mode of transportation. As some events unfortunately do result in multiple fatalities, it is important to track the number of incidents involving death or major injury from the transport of hazardous materials and distinguish that number from the total number of deaths and serious injuries as a result of those incidents.

Performance Indicator 1.1.16a, 1.1.16b, 1.1.17 Long-Term Graph









Incident Occurred Fiscal Year	# of DOT Incidents with Death or Major Injury	# of DOT Incidents with Fatalities	# of DOT Incidents with Hospitalization	# of DOT Incidents with Injuries	Number of Employee Fatalities	Number of Hazmat Gen Fatalities	Number of Hazmat Resp Fatalities	Total Number of Fatalities	Number of Hazmat Employees Hospitalized	Number of Hazmat General Hospitalized	Number of Hazmat Resp Hospitalized	Number of Hazmat Employees Non-Hospitalized	Number of Hazmat Gen Non-Hospitalized	Number of Hazmat Resp Non-Hospitalized
2015	39	9	33	129	9	2	0	11	34	51	10	135	158	5
2016	27	8	19	106	7	1	0	8	19	1	0	132	30	6
2017	18	7	13	87	7	1	0	8	15	0	0	113	7	7
2018	29	8	22	128	8	1	0	9	21	1	0	125	4	10
2019	18	6	13	113	6	0	0	6	11	5	0	111	37	9
2020	30	4	26	104	2	3	0	5	30	1	2	85	9	20
2021	7	1	6	30	1	0	0	1	6	0	0	24	4	0
2022	10	2	8	27	2	0	0	2	8	0	1	15	5	0
Grand Total	178	45	140	724	42	8	0	50	144	59	13	740	254	57

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

Indicator: Number of web page views

Goal 1.1.18	FY 2022	FY 2023	FY 2024
Target	27,000	29,000	34,000
Actual	N/A*	100,000**	624,000

FY 2024 Status: Met the FY 2024 Target

In FY 2024, the Our Roads, Our Safety® campaign has reached over 225 million road users and stakeholders (+45M since August) and drove 624K website views.

There has been a steady increase in overall reach, tied to the optimizations made to the paid media tactics and additional road safety touchpoints that happened in September, such as National Truck Driver Appreciation Week. Terrestrial Radio has driven over 64% of overall paid media impressions. The top two other impression drivers remain digital out-of-home activations and paid Facebook / Instagram ads.

*Note: FY 2022 is the first year of APR reporting. * Baseline established six months after campaign launch (estimated March 2023). Launched campaign on September 14, 2022, including advertising through radio, websites, and social media. ** FMCSA launched the 2023 campaign in May concurrently with the Our Roads, Our Safety Week.*

Performance Indicator 1.1.18 Description

FMCSA is responsible for communicating with consumers, large truck and bus drivers, and other road users about key safety issues that may impact road travel. FMCSA manages a series of campaigns that help raise awareness of issues from speeding and distracted driving to protection from fraud by household movers. FMCSA measures the reach of its social media campaigns through a count of the total number of web page views.

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

Indicator: Percentage of Person Trips to Work by Transit and Active Transportation Modes[6]

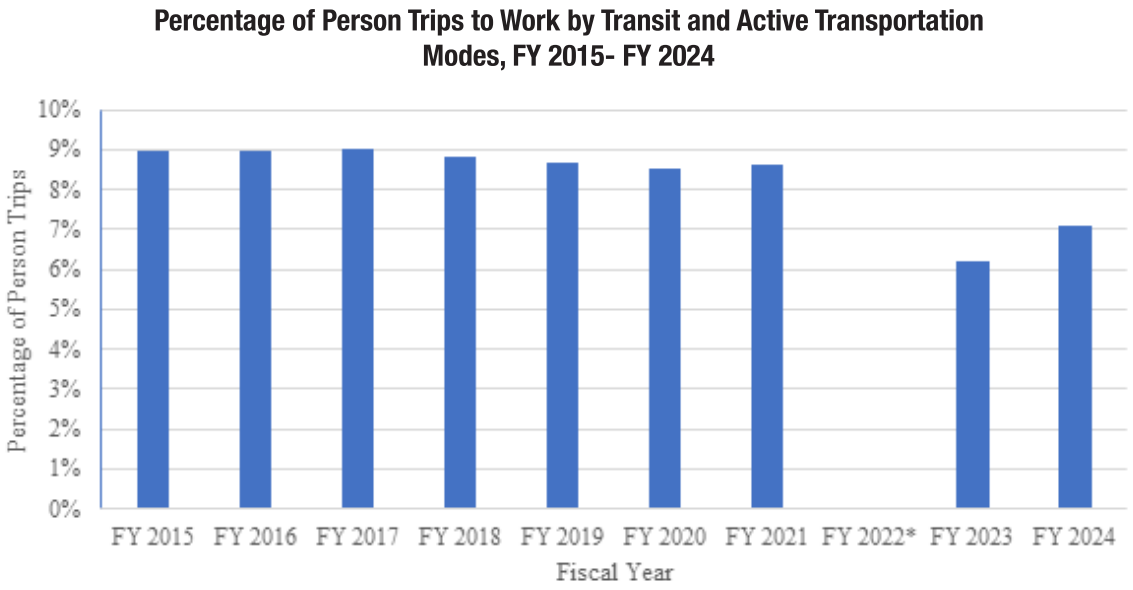
Goal 1.1.19	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
Target	N/A	N/A	N/A	N/A	6.7%
Actual	8.5%	8.6%	N/A*	6.2%	7.1%

FY 2024 Status: Met the FY 2024 Target

**ACS 2020 (FY 2022) data are not available from the U.S. Census Bureau because the pandemic disrupted data collection for that year.*

6 This performance goal was revised in FY 2023. DOT changed the data source from the National Household Transportation Survey (NHTS), which is published every two years, to the American Community Survey (ACS), which is published annually. However, the ACS data collection is limited to commuting trips to work, while the NHTS includes all trip purposes. Due to the change in data source, the baseline year of the performance goal changed from FY 2021 to FY 2023. Finally, the Federal Transit Administration replaced the Federal Highway Administration as the lead mode for the performance goal. Active transportation is defined as any human-powered mobility, such as biking or walking. A Person trip is a trip from one address to another by one person by any mode of transportation. ACS data are collected on a calendar-year basis. Data are published in December of the following year. ACS 2022 data were published in December 2023 (FY 2024 Q1).

Performance Indicator 1.1.19 Long-Term Graph



**ACS 2020 (FY 2022) data are not available from the U.S. Census Bureau because the pandemic disrupted data collection for that year.*

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

Indicator: Median Transit Ridership in the Top Transit Cities Compared to 2019 Median Ridership

Goal 1.1.20	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
Target	N/A	N/A	55%	65%	68%
Actual	66%	43%	57%	66%	75%
					FY 2024 Status: Met the FY 2024 Target

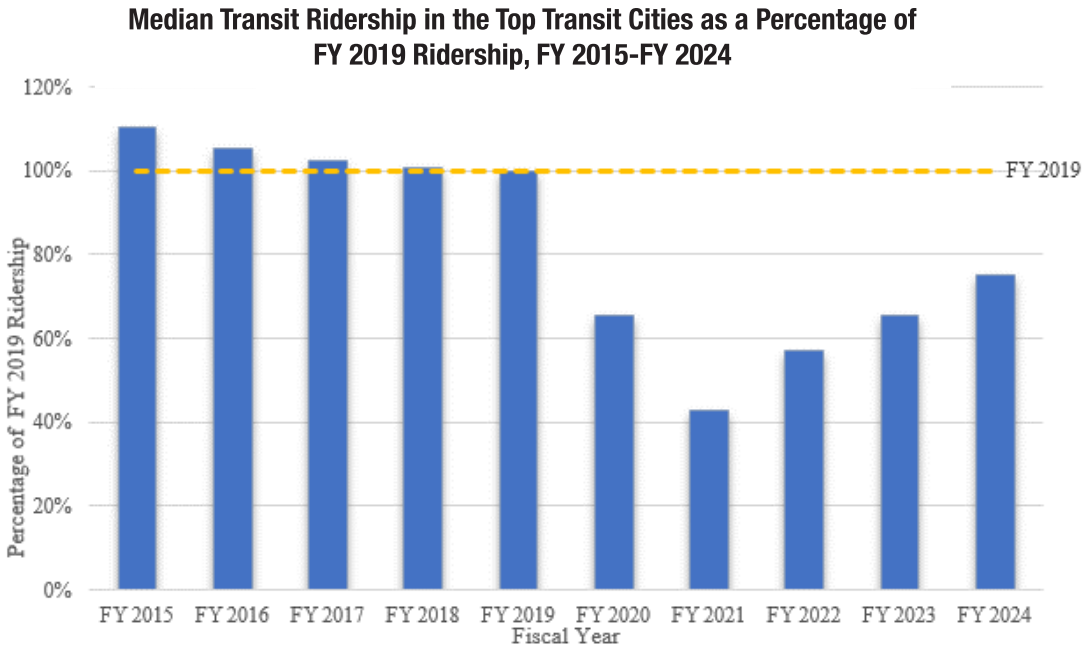
Performance Indicators 1.1.19 & 1.1.20 Description

Encouraging greater use of transit and active transportation modes supports DOT's Safety Strategic Goal, as well as DOT Strategic Objectives involving reducing greenhouse gas emissions from the transportation sector and improving equity for those who do not have access to an automobile to meet mobility needs. Increasing mode share for transit is primarily driven by increasing transit frequency, service hours, and service coverage. Because a large portion of transit trips are trips other than commuting trips, it is also important to track overall ridership. FTA tracks national ridership progress by measuring median transit ridership in the top transit cities compared to FY 2019 ridership.[7] Top transit cities are defined as the 26 urbanized areas[8] with either 50 million or more passenger trips in FY 2019 or 50 or more miles of local transit rail investment. These 26 cities represent the most-promising opportunities to increase transit ridership among discretionary riders with access to other transportation choices in sufficiently large numbers. Increased ridership in top transit cities also supports national-level goals for improved roadway safety, reduced congestion, improved equity, and decreased transportation sector greenhouse gas emissions.

7 FY 2019 data provide a reference point for pre-Covid pandemic transit ridership trends. Ridership decreased dramatically during the pandemic.

8 The Federal statute governing FTA's funding programs defines an urbanized area (UZA) as an area encompassing a population of not less than 50,000 people.

Performance Indicator 1.1.20 Long-Term Graph



1.1.21a Through the Safe Streets for All Program announce at least 200 selections for communities to develop comprehensive safety action plans (FHWA)[BIL]

Indicator: Number of communities receiving awards to develop comprehensive safety action plans from the SS4A Program

Goal 1.1.21a	FY 2022	FY 2023	FY 2024
Target	Initiation of plans expected in FY 2023 based on timing of NOFO	200	400
Actual	Published NOFO for FY 2022	474	1,140
			FY 2024 Status: Met the FY 2024 Target

Note: FY 2022 is the first year of APR reporting.

1.1.21b Through the Safe Streets for All Program announce at least 100 selections for projects to reduce roadway fatalities and injuries (FHWA)[BIL]

Indicator: Number of communities receiving awards for projects from the SS4A Program

Goal 1.1.21b	FY 2022	FY 2023	FY 2024
Target	Initiation of projects expected in FY 2023 based on timing of NOFO	10	20
Actual	Published NOFO for FY 2022	37	155
			FY 2024 Status: Met the FY 2024 Target

Note: FY 2022 is the first year of APR reporting.

Performance Indicator 1.1.21a, 1.1.21b Description

The U.S. Department of Transportation (USDOT) Safe Streets and Roads for All (SS4A) program provides grants to local, regional, and Tribal communities for implementation, planning, and demonstration activities as part of a systematic approach to prevent deaths and serious injuries on the nation's roadways.

The Bipartisan Infrastructure Law (BIL) established the Safe Streets and Roads for All (SS4A) discretionary program with $5 billion in appropriated funds over 5 years, 2022-2026. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. The SS4A program supports the National Roadway Safety Strategy and our goal of zero roadway deaths using a Safe System Approach. In the first two years of funding, USDOT obligated $1.7 billion to over 1,000 communities across all 50 states and Puerto Rico.

Of the funding made available in FY 2024, up to $780 million is available to implement projects and strategies. The remainder, nearly $462 million must be allotted for developing Action Plans, conducting supplemental planning to update existing Action Plans, or carrying out demonstration activities to inform the development of, or updates to, Action Plans. In FY 2024, DOT announced $1 billion in SS4A grants.

Strategic Objective 1.2: Safe Workers

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

Number	Performance Goal
1.2.1	Reduce Highway Workers Fatalities
1.2.2	Reduce the Transportation Worker Fatality and Serious Injury Rate by 2026
1.2.3	Reduce Transit Worker Fatalities and Injuries From Collision and Derailment Events per 100 Million Train/Bus Revenue Miles
1.2.4	Reduce the Railroad Employee On-Duty Injury and Illness Rate by 5% Less than the Prior Year Amount
1.2.5	Increase the Volume of PackSafe Messaging to the Traveling Public and SafeCargo Messaging to Shippers.
1.2.6	Conduct Random and Targeted Checks on Compliance with EMBARC Standards of Not Less Than Five Percent of Commercial Vessels that Host Cadets from the United States Merchant Marine Academy

Summary of Progress towards Strategic Objective 1.2: Safe Workers

DOT addresses the health, safety, and well-being of transportation workers and first responders through a wide range of programs and actions.

In FY 2024, FHWA furthered several strategies to advance worker safety. FHWA released publications and delivered workshops with private and public stakeholders on work zone safety strategies, including automated speed enforcement, data-driven work zone process reviews, and improving work zone ingress/egress locations. FHWA also awarded $8.8 million for eight new work zone safety grants and piloted a course from the National Highway Institute on Advanced Work Zone Management and Design. FHWA'S work zone data exchange (WZDx) demonstration grants fund 13 projects in 13 states. Specifically, the project aims to get data on work zones into vehicles to help automated driving systems (ADS) and human drivers navigate more safely.

In FY 2024, FTA continued to advance safety protections for transit workers, including protections for workers on all transit modes from the risk of assault and protections from the risk of collisions while working in a rail right of way by updating key regulations, strengthening safety requirements, and promoting training. FTA updated the Public Transportation Agency Safety Plan (PTASP) regulation alongside the National Safety Plan to include new requirements for Safety Management System (SMS) processes, including frontline worker involvement, improved safety decision making, and additional training for issues like transit worker assaults, violence prevention, and infectious disease exposure. Personnel shortages also increase the risk of safety incidents due to transit worker fatigue. In September 2024, FTA published a Federal Register Notice for General Directive 24-1 to address assaults on transit workers.

FRA conducted cross-discipline training of FRA safety personnel in FY 2024 for monitoring railroads' implementation of roadway worker protection (RWP) and Blue Signal Protection Technical Report requirements. In FY 2024, FRA also improved the quality of investigations into railroad employee fatalities by developing a policy for formal collaboration with stakeholders during the investigations. Starting in FY 2024, FRA now issues safety bulletins within days of accidents involving railroad employee fatalities or injuries to raise awareness of the risks involved in certain railroad operations. Finally, FRA expanded the industry's participation in its Confidential Close Call Reporting System (C3RS) during FY 2024 through pilot programs with Class I railroads.

The Every Mariner Builds a Respectful Culture (EMBARC) Standards are a set of policies, programs, procedures, and practices required by the U.S. Department of Transportation, the Maritime Administration (MARAD), and the U.S. Merchant Marine Academy (USMMA) for U.S.-flag vessel commercial operators. These standards aim to strengthen a culture of sexual assault and sexual harassment (SASH) prevention and support appropriate responses to incidents of sexual violence and harassment. During FY 2024, MARAD conducted vessel checks to ensure that vessel operators carrying United States Merchant Marine Academy (USMMA) cadets are compliant with the current EMBARC standards. The Office of Cadet Training At-Sea Safety (OCTAS) enrolled additional vessel operators the EMBARC standard, now totaling 22. OCTAS identified six U.S vessel operators, compliant with the International Convention for Safety of Life at Sea, 1974, (SOLAS), that remain not enrolled in the EMBARC program while continuing outreach to encourage enrollment.

Strategic Objective 1.2: Performance Goals

1.2.1 Reduce Highway Workers Fatalities (FHWA)[KPI]

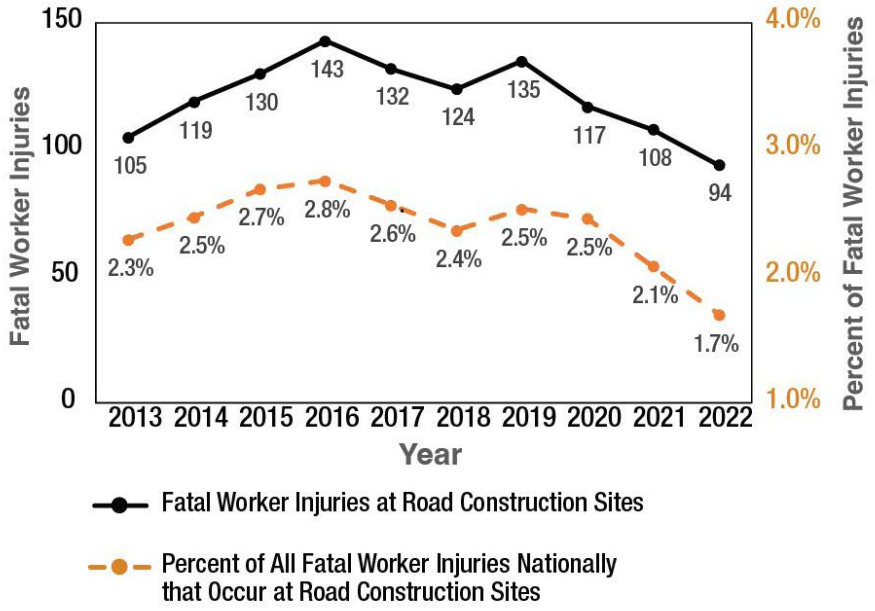
Indicator: Number of Highway Workers Fatalities

Goal 1.2.1	CY 2020	CY 2021	CY 2022	CY 2023	CY 2024
Target	128	111	105	100	80
Actual	117	108	94	N/A	N/A
					FY 2024 Status: Data Not Yet Available

Performance Indicator 1.2.1 Description

While work zones play a critical role in maintaining and upgrading our roads. FHWA is committed to reducing the count of highway worker fatalities.

Fatal Worker Injuries at Work Construction Sites, 22013-2022



Source: Census of Fatal Occupational Injuries. Bureau of Labor Statistics, U.S. Department of Labor, Washington, D.C.

1.2.2 Reduce the Transportation Worker Fatality and Serious Injury Rate (FMCSA)

Indicator: Large Truck Transportation Worker Fatality Rate

Goal 1.2.2	CY 2022	CY 2023	CY 2024
Target	N/A*	0.025	0.020
Actual	0.029 fatality rate (914 fatalities)**	N/A	N/A
			CY 2022 Status: Data Not Yet Available
In CY 2022, there were over 5,000 fatal crashes involving large trucks. There were 914 large truck driver fatalities with a fatality rate of 0.029.			

*Note: *FY 2022 is first year of reporting. **FARS data available through CY2022 **CY 2023 data available April 2025*

Performance Indicator 1.2.2 Description

Large trucks and buses typically account for around 15% of roadway fatalities. This performance goal scales the total number of large truck driver fatalities from fatalities involving large trucks to the total vehicle miles traveled by all vehicles.

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

Indicator: Number of Transit Worker Fatalities and Injuries from Collision and Derailment Events per 100 Million Train/Bus Revenue Miles

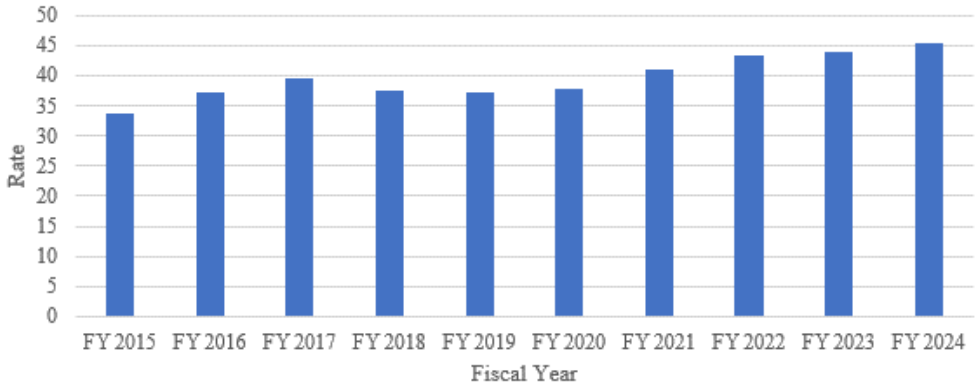
Goal 1.2.3	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
Target	N/A	N/A	37.3	36.5	35.8
Actual	37.8	40.9	43.3	43.8	45.4*
					FY 2024 Status: Did Not Meet the 2024 Target
Feedback from transit agencies indicates that staffing challenges - specifically the shortage of experienced operators and maintenance and safety personnel, and related recruitment and retention issues - may increase safety risks. Personnel shortages may also increase the risk of safety incidents due to transit worker fatigue. In March 2024, FTA proposed a new Rail Transit Roadway Worker Protection regulation to establish minimum safety standards to protect transit personnel who work on or around tracks. The PTASP rule requires transit agencies to establish a joint labor-management safety committee to support the agency's safety management systems (SMS), set annual safety performance targets for the safety risk reduction program, and review and approve the Agency Safety Plan. Further, FTA has issued a request for public comment on whether to propose minimum safety standards related to hours of service and fatigue risk management to provide protections for transit workers to obtain adequate rest thereby reducing the risk of fatigue-related safety incidents. FTA also has ongoing work with the FTA-sponsored Transit Workforce Center to directly support public transit workforce development.					

Performance Indicator 1.2.3 Description

FTA works to reduce the rate of transit worker fatalities and injuries[9] from collision and derailment events[10] by improving regulations and safety standards, as well as strengthening transit worker safety.

Performance Indicator 1.2.3 Long-Term Graph

Number of Transit Worker Fatalities and Injuries from Collision and Derailment Events per 100 Million Train/Bus Revenue Miles, FY 2015- FY 2024



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

Indicator: Number of Railroad Employee On-Duty Injury and Illness Rate

Goal 1.2.4	FY 2021	FY 2022	FY 2023	FY 2024
Target	N/A	1.70	1.67	1.67
Actual	1.79*	1.76*	1.76*	1.80**

FY 2024 Status: Did Not Meet the 2024 Target

Employee injuries are most often caused by human factors, and as noted above regarding performance goal 1.1.15, FRA is targeting human factors accidents by focusing on improving railroad employee training, through outreach, auditing, and enforcement efforts. Additionally, to date in CY 2024, FRA has issued 7 Safety Bulletins to ensure the railroad industry is aware of recent accidents, injuries, and fatalities, with the purpose of raising awareness of the causes of these incidents and encouraging railroads and workers alike to implement measures that reduce the severity or likelihood of occurrence in the future. FRA is also implementing substantial improvements to its accident investigation processes designed to identify the root causes and contributing factors of accidents that lead to employee injuries and fatalities. Among these improvements is training new subject matter experts in human factors accident investigation - this expertise will foster a deeper understanding of how human behavior, decision-making, and environmental factors contribute to accidents, enabling the identification of more effective accident preventive strategies.

*Note: FY 2021 is the first year of APR reporting. *As reported in each respective Annual Performance Report. ** Preliminary data as of December 4, 2024 (subject to revision for five years per the FRA Guide for Preparing Accident/Incident Reports dated July 1, 2011).*

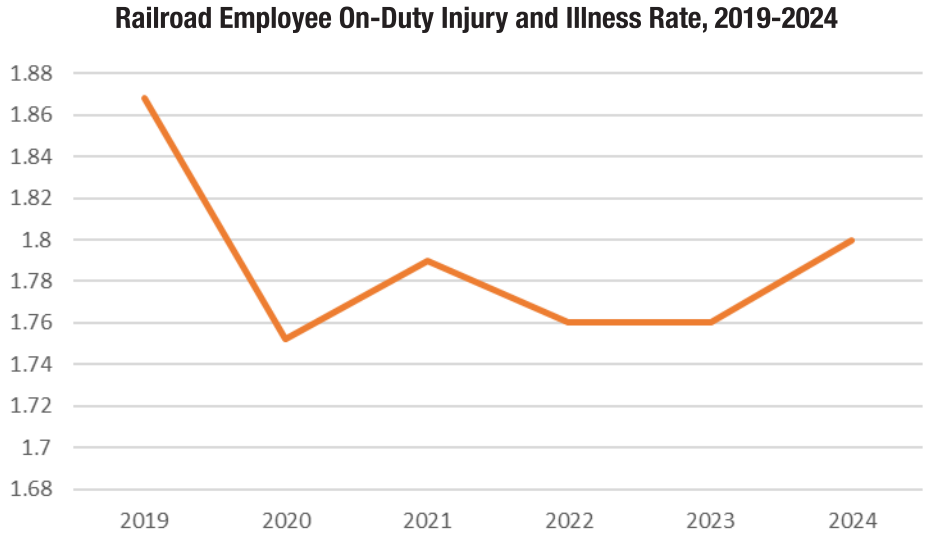
9 Injuries require immediate medical transport away from the scene.

10 A collision is an impact between a transit vehicle and another vehicle, object, or person, and a derailment occurs when a transit rail vehicle unintentionally comes off its guideway rail.

Performance Indicator 1.2.4 Description

The employee on-duty (EOD) injury and illness rate is measured as the number of railroad worker on-duty injuries and illnesses per 200,000 employee-hours annually.

Performance Indicator 1.2.4 Long-Term Graph



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

Indicator: Percentage of Commercial Vessels that Host Cadets from the USMMA Checked for Compliance with EMBARC Standards Annually

Goal 1.2.6	FY 2022	FY 2023	FY 2024
Target	5%	5%	5%
Actual	5%	12%	14%
			FY 2024 Status: Met the FY 2024 Target

Note: FY 2022 is the first year of APR reporting.

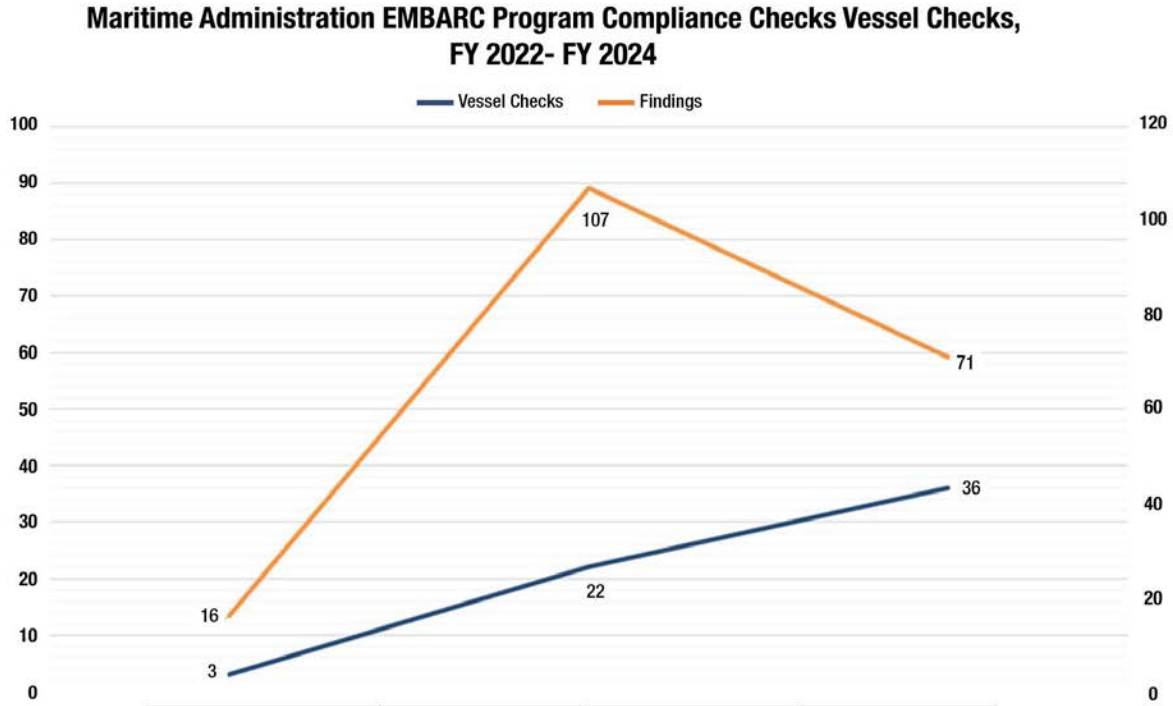
Performance Indicator 1.2.6 Description

The performance goal reflects on annually conducting checks of not less than five percent of the commercial vessels that host cadets from the United States Merchant Marine Academy (USMMA), to meet the mandated requirement of 46 USC 51322. Protection of Cadets from Sexual Assault Onboard Vessels. This indicator aligns with the strategic objective of safe workers aboard commercial vessels. While the main performance indicator reflects on meeting the annual rate of random and targeted checks on compliance with EMBARC standards, there are other activities that validate and support the performance indicator and include vessel checks, training requirements related to new Office of Cadet Training at Sea (OCTAS), vessel operator enrollment and annual verification, industry stakeholder and inter-agency engagement. Mitigations of associated risks include flexibility in methods used to conduct vessel assessments, and consistent vessel monitoring and open communication with vessel operators. The law requires MARAD to conduct "targeted unannounced" vessel checks (per 46 U.S.C. § 51322). There is significant logistical risk associated with unannounced checks; ship arrivals changes, competing audits

and operations, unwillingness of the operator and vessel crew, port access and security. All prevent OCTAS from executing unannounced vessel checks. OCTAS continues to research methods to address these challenges. The OCTAS will provide ongoing technical assistance to industry and vessel operators to implement the EMBARC Standards Program to improve industry wide SASH prevention and response.

In late FY 2022, MARAD established a newly formed six-person office, the Office of Cadet Training At-Sea Safety (OCTAS), responsible for coordinating the agency's implementation of the EMBARC program and ensure enrolled vessel operators' adherence to EMBARC standards. While data is currently being collected to track vessel check requirements, this performance indicator was recently developed and is on track to obtain 5+ years of data on vessel checks and the impact on vessel operators SASH prevention response and safety culture for future insights.

Performance Indicator 1.2.6 Long-Term Graph



	FY 2022	FY 2023	FY 2024
Vessel Checks	3	22	36
Findings	16	107	71

Source: MARAD

Strategic Objective 1.3: Safe Design

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

Number	Performance Goal
1.3.1	Increase the Highway Safety Improvement Program Obligation Rate
1.3.2	By FY 2027, Increase the Number of Onsite Safety Investigations by 50% from 6,969 in 2021 to 10,454 or More
1.3.3	Increase the Number of New Entrant Safety Audits by 25% by 2027
1.3.4	Fund Improvement to at Least 250 Highway Rail Grade Crossings Each Year, Including Grade Separating at Least 10 of the Highest Risk Crossings
1.3.5	Provide Ratings for At Least 85% of the Projected Sales for the Model Year (MY) Fleet

Summary of Progress towards Strategic Objective 1.3: Safe Design

The Department is focused on designing and building transportation infrastructure and systems that improve safety outcomes. DOT's approach to safety is through interdisciplinary development and deployment of regulatory and policy tools across programs and initiatives, such as the Safe System approach. FHWA conducts and coordinates Federal research to advance safety designs and accelerate use of innovations that mitigate fatality and serious injury crashes for all road users, including those served by Federal Land Management Agencies. FMCSA and its State partners conducted 4,288 Onsite Comprehensive and 5,684 Onsite Focused Safety Investigations in FY 2024. FMCSA conducted 53,885 New Entrant Safety Audits in FY 2024. Contributing to roadway safety, NHTSA finalized several significant updates to its consumer-facing 5-Star Safety Ratings program, a pivotal action that will improve safety on our nation's roads by: (1) incorporating new advanced driver assistance technologies, (2) adding a crashworthiness pedestrian protection program, and (3) setting a roadmap for future program changes over the next 10 years. FRA issued Notice of Funding Opportunities (NOFO) for the Consolidated Rail Infrastructure and Safety Improvements (CRISI) and Railroad Crossing Elimination (RCE) grant programs for projects that will increase safety along the rail network. FRA obligated 20 Railroad Crossing Elimination grants that were selected in June 2023, enabling project sponsors to begin work on projects that will provide safety benefits to the American public through safe designs.

Strategic Objective 1.3: Performance Goals

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

Indicator: Highway Safety Improvement Program Obligation Rate

Goal 1.3.1	FY 2021	FY 2022	FY 2023	FY 2024
Target	N/A	91.4%	94.3%	98.3%
Actual	89.3%	91.5%	97.5%	98.4%
				FY 2024 Status: Met the FY 2024 Target

Note: FY 2021 is the first year of APR reporting.

Performance Indicator 1.3.1 Description

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose of achieving a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. Under the HSIP, obligations are recorded against HSIP funds that were distributed via a formula provided in the law; these funds are commonly referred to as an apportionment. From the Federal perspective, the obligation to apportionment ratio is a way to represent the degree to which a State is using HSIP funds. HSIP funding obligation rates are not necessarily a reflection of a State's commitment to safety. There are many other ways to fund safety improvements. This summary does not show why obligations rates are high or low, or how safe highways may be in each State, as the information below does not include safety improvements that are planned, but not yet obligated, does not include transfer of funds to another agency, and does not reflect safety spending through other core programs such as the Surface Transportation Block Grant Program or the National Highway Performance Program, or funded by non-Federal funds.

1.3.2 By FY 2027, Increase the Number of Onsite Safety Investigations by 50% from 6,969 in 2021 to 10,454 or More (FMCSA)

Indicator: Number of Compliance Reviews

Goal 1.3.2	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
Target	N/A	N/A	7,666	8,363	9,060
Actual	N/A	6,969	8,624	9,778	9,972
					FY 2024 Status: Met the FY 2024 Target

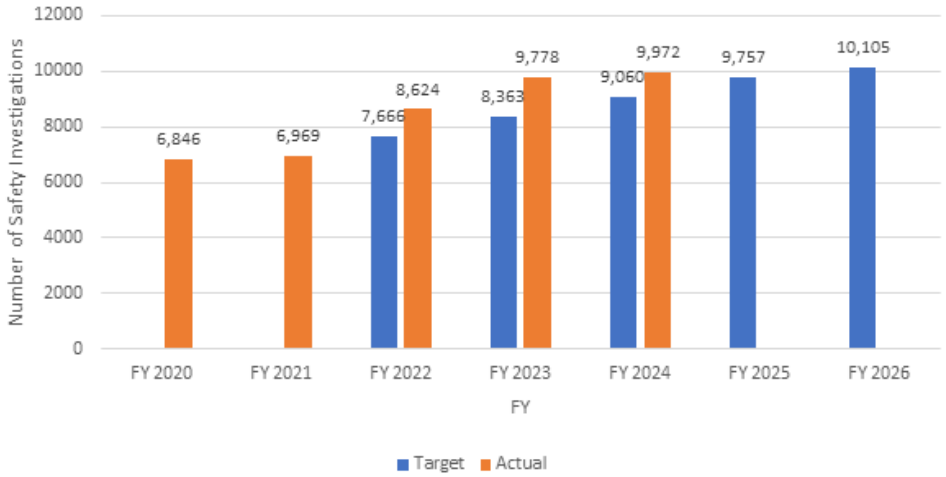
**As of October 25, 2024.*

Performance Indicator 1.3.2 Description

FMCSA seeks to increase the annual number of Onsite Comprehensive and Onsite Focused Safety Investigations conducted by 50% by FY 2027, using the 6,969 Safety Investigations conducted in FY 2021 as a baseline. FMCSA and its State Partners conducted 4,288 onsite comprehensive and 5,684 onsite focused safety investigations in FY 2024. Safety Investigations assess how well a carrier meets FMCSA's safety requirements. FMCSA reviews all motor carrier, driver, and vehicle requirements for a carrier's entire operation to ensure proper safety management controls are in place before granting the motor carrier standard operating authority. Carriers must receive a "satisfactory" rating to receive standard operating authority.

Performance Indicator 1.3.2 Long-Term Graph

Onsite Comprehensive and Onsite Focused Safety Investigations for Motor Carriers, FY 2020- FY 2026



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

Indicator: Number of New Entrant Safety Audits

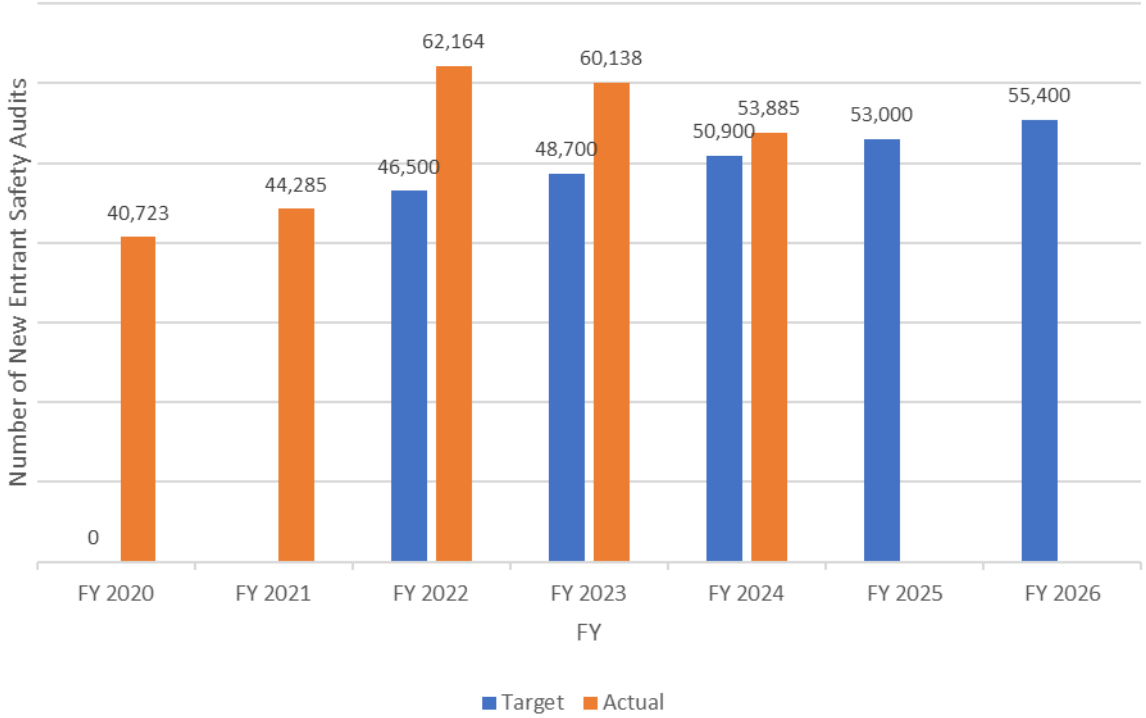
Goal 1.3.3	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
Target	N/A	N/A	46,500	48,700	50,900
Actual	40,723	44,285	62,164	60,138	53,885
					FY 2024 Status: Met the FY 2024 Target

** As of October 25, 2024*

Performance Indicator 1.3.3 Description

FMCSA's New Entrant Program monitors motor carriers' compliance with safety regulations for their first 18 months to help carriers operate safety on the Nation's roads. Within this program, FMCSA and its State partners assess safety performance by collecting data about carriers through safety audits, roadside inspections, investigations, and crash reports. New Entrant motor carriers have a higher crash rate than existing carriers. It is critical that FMCSA identify unsafe carriers early in their operations and require corrective action or revocation of their authority, resulting in safer highways. FMCSA conducted 53,885 New Entrant Safety Audits in FY 2024, exceeding the target. FMCSA cannot determine the number of New Entrants annually. The target is based on trend data demonstrating the number of New Entrants continues to increase. Future targets will be to increase the percentage of safety audits conducted within 18 months of being notified of a carrier's New Entrant status.

New Entrant Motor Carrier Safety Audits Conducted (Actual and Target), FY 2020 - FY 2026



1.3.4 Fund Improvement to at Least 250 Highway-Rail Grade Crossings Each Year (FRA)

Indicator: Number of Highway-Rail Grade Crossing Improvements Funded

Goal 1.3.4	FY 2022	FY 2023	FY 2024
Target	250	250	250
Actual	398	559	290
			FY 2024 Status: Met the FY 2024 Target

Note: FY 2022 is the first year of APR reporting.

Performance Indicator 1.3.4 Description

Grade crossings account for a large percentage of injuries and death along rail rights-of-way. To combat this safety risk, FRA funds projects to provide improvements to grade crossings through additional safety equipment such as gates and lights. This goal supports GAO's surface transportation high-risk area by spending grant funds effectively and addresses OIG's 2024 management challenge of surface transportation infrastructure.

1.3.5 Provide Ratings for At Least 85% of the Projected Sales for the Model Year Fleet

Indicator: Percentage of 5-Star Safety Ratings by Model Year conducted through the New Car Assessment Program Vehicle Safety Testing

Goal 1.3.5	MY 2020	MY 2021	MY 2022	MY 2023	MY 2024
Target	N/A	N/A*	85%	85%	85%
Actual	86%	87%	86%	85%	85%
					FY 2024 Status: Met the FY 2024

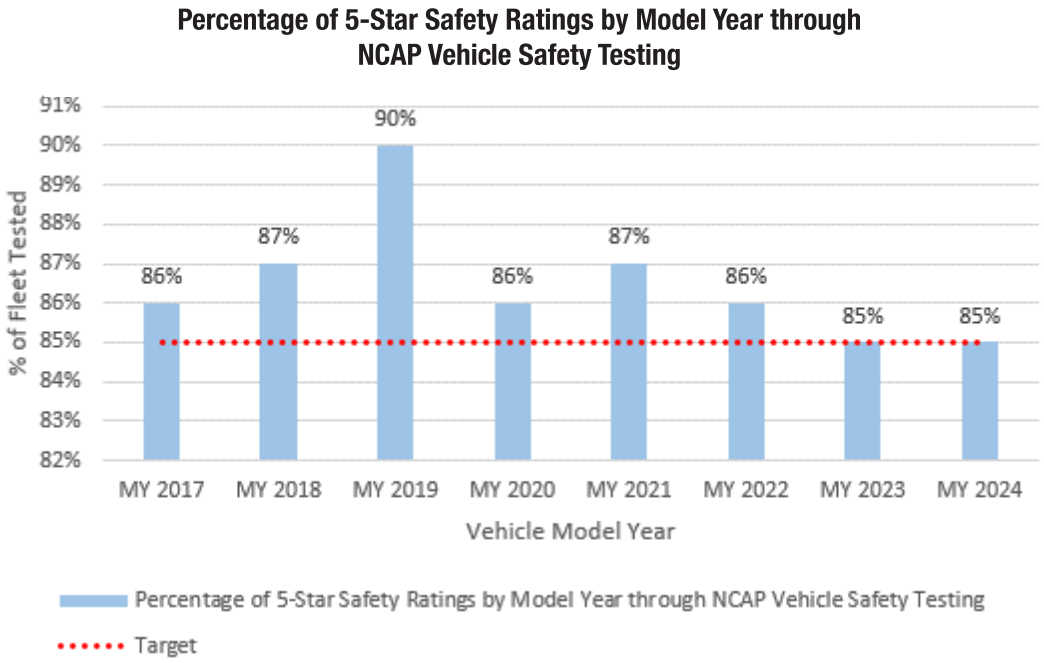
** Prior to MY 2022, this performance goal was referred to as "Improve Safety of Fleet on U.S. Roadways."*

Performance Indicator 1.3.5 Description

NHTSA's New Car Assessment Program (NCAP) created the 5-Star Safety Ratings program to provide consumers with information about the crash protection and rollover safety of new vehicles beyond what is required by Federal law. One star is the lowest rating, and five stars is the highest. Each year, NHTSA tests and rates a substantial percentage of new model year (MY) vehicle fleet based on primarily projected sales volume under NCAP. By empowering Americans to research and select the vehicles that best meet their needs and driving vehicle manufacturers to implement additional safety enhancements, this performance goal contributes toward achieving DOT's Safe Design strategic objective.

NCAP disseminates vehicle safety information to the American public via www.nhtsa.gov, including vehicle safety ratings, advanced technology system performance credits identification, child safety seat ease of use ratings, child safety-related information, and other consumer information related to vehicle safety. NHTSA tests and rates a substantial percentage of each new MY vehicle fleet based on primarily projected sales volume under NCAP. The Agency searches and procures vehicles for testing as they become available in the market, meaning that NHTSA tests vehicles throughout the entire year.

Performance Indicator 1.3.5 Long-Term Graph



Strategic Objective 1.4: Safe Systems

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

Number	Performance Goal
1.4.1	By September 30, 2024, the Federal Aviation Administration's Range of Programs Will Contribute to the Commercial Air Carrier Fatality Rate Remaining Below the Target of 4.7 Fatalities per 100 Million Persons on Board
1.4.2	By September 30, 2024, the Federal Aviation Administration's Range of Programs Will Contribute to Reducing General Aviation Fatal Accidents to No More Than 0.93 Fatal Accidents per 100,000 Flight Hours
1.4.3	Maintain the Weighted Surface Safety Risk Index at or Below 0.38 per Million Operations for Commercial Aviation
1.4.4	Maintain the Weighted Surface Safety Risk Index at or Below 1.39 per Million Operations for Non-Commercial Aviation
1.4.5	Reduce the Fatal and Serious Injury Accident Rate in Alaska with Emphasis on Part 135 Air Carrier Incidents
1.4.6	Increase the Number of Inspections by 10% by 2024
1.4.7	Increase Percentage of High-Risk Carrier Investigations Completed within 90 Days
1.4.8	Achieve the Predicted Completion Rate (within 5 points) for Certain Classes of Vehicle Recalls

Summary of Progress towards Strategic Objective 1.4: Safe Systems

The Department's data driven safety analysis relies on measures of safety performance. DOT is strengthening the use of informed data driven decision-making and applying comprehensive approaches for all modes. The Federal Aviation Administration (FAA) met its FY 2024 targets for Commercial Safety Risk and Non-Commercial Safety Risk. As of October 30, 2024, the FAA calculated rates of 0.0 (zero) fatalities per 100 million people on board commercial aircraft and 0.68 fatal accidents per 100,000 flight hours in general aviation. As of September 2024, the FAA met its FY 2024 annual targets for the Commercial Surface Safety Risk Index and Non-Commercial Surface Safety Risk Index. FMCSA's safe system approach ensures safety in motor carrier operations through strong enforcement of safety regulations included targeting high-risk carriers, improving safety information systems and commercial motor vehicle technologies, strengthening commercial motor vehicle equipment and operating standards, and increasing safety awareness. This approach is based on analyzing the outcomes of high-risk carrier investigations. NHTSA achieved a higher average recall rate for FY 2024 and contributed to safety oversight. NHTSA attributes this to diligence in identifying high-risk recalls and taking actions such as mandating additional consumer outreach for underperforming recalls and issuing grants to State Department of Motor Vehicles.

Strategic Objective 1.4: Performance Goals

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

Indicator: Number of Fatalities per 100 Million Person on Board Commercial Flights

Goal 1.4.1	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
Target	5.7	5.4	5.2	4.9	4.7
Actual	0.9	0.0	1.2	0.1	0.0*
					FY 2024 Status: Met the FY 2024 Target

** As of September 30, 2024*

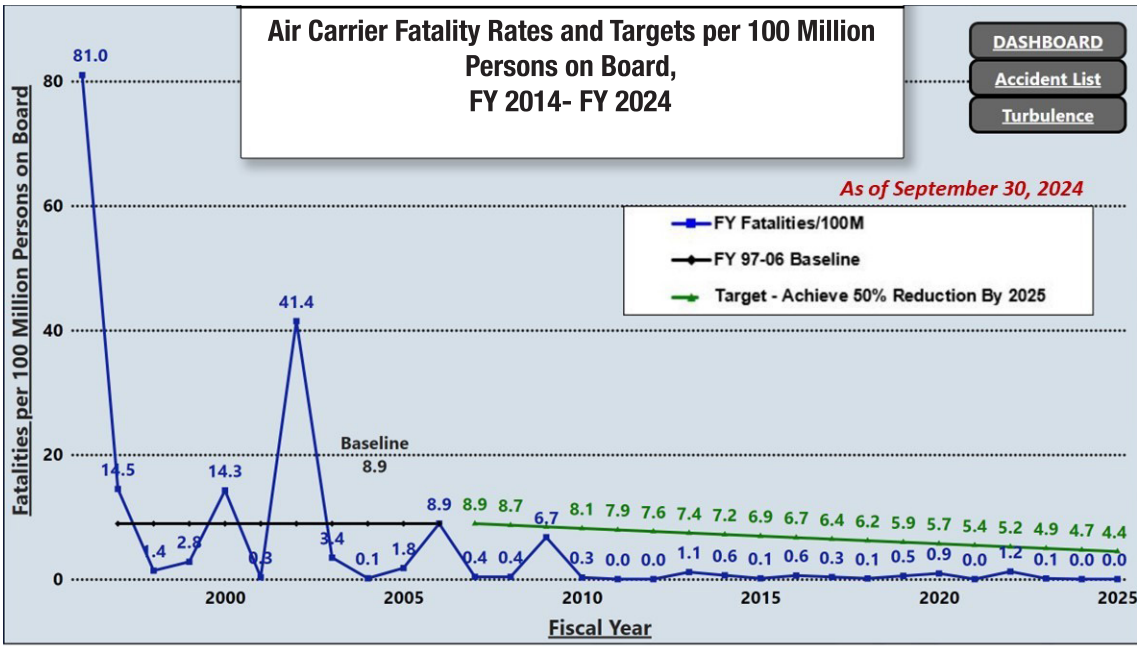
Performance Indicator 1.4.1 Description

This indicator includes both scheduled and non-scheduled flights of U.S. passenger and cargo air carriers) and scheduled passenger flights of commuter operators, as detailed by 14 CFR part 121 and 14 CFR part 135.). It excludes on-demand (i.e., air taxi) service and general aviation (GA) accidents involving passengers, crew, ground personnel, and the uninvolved public.

Commercial aviation continues to be the safest form of transportation. While rare, commercial aviation accidents have the potential to result in large loss of life. The FAA measures commercial fatalities, which includes passengers, crew, ground personnel, and the uninvolved public, using data from the National Transportation Safety Board's Aviation Accident Database. The baseline was determined by a 10-year Air Carrier Fatality Rate (fatalities per 100M enplanements) average from FY97 through FY2006. That average is 8.9 fatalities per 100M enplanements. FAA has a 50% reduction goal by FY 2025 which started at 8.9 on FY2007 (year after the 10-year average for the baseline). The FAA continues to work with aviation industry stakeholders to establish and implement safety management systems to address and reduce risk within their operations and the National Airspace System (NAS). With these systems in place, the FAA and the aviation industry agree that partnership is critical to aviation safety and will work together to address these risks.

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

Performance Indicator 1.4.1 Long-Term Graph



Note: FY 1996 references 81.0, the most tragic year. Baseline is FY 2007.

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

Indicator: General Aviation Fatal Accident Rate

Goal 1.4.2	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
Target	0.97	0.96	0.95	0.94	0.93
Actual	0.91	0.75	0.90	0.71	0.68*
					FY 2024 Status: Met the FY 2024 Target

** As of September 30, 2024*

Performance Indicator 1.4.2 Description

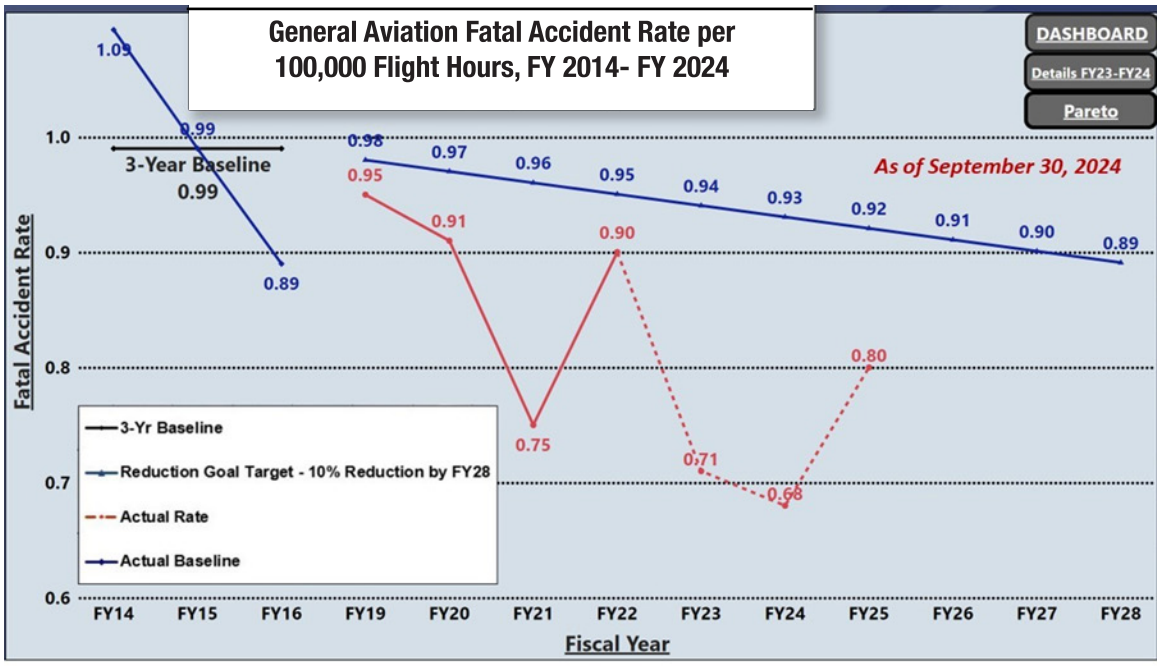
This indicator includes U.S. registered on-demand (non-scheduled part 135) and GA flights to include all operations that are not part 121 or scheduled part 135. GA comprises a diverse range of aviation activities, from single-seat homebuilt aircraft, helicopters, and balloons, single and multi-engine land and seaplanes; to highly sophisticated, ultra long-range business jet aircraft.

The FAA partners with the GA community through the General Aviation Joint Safety Committee (GAJSC) to analyze safety data and develop strategies to reduce fatal GA accidents. The GAJSC uses a data-driven, consensus-based approach to analyze aviation safety data and develop risk reduction efforts, including 46 safety enhancements (risk mitigations) designed to address situations with a high-fatality risk, such as maintaining control during unusual attitudes, spatial disorientation, and engine failure. These enhancements include technology improvements; improved education and training for both pilots and mechanics; documented best practices; increased awareness of issues related to medications; and outreach on a range of topics aimed at preventing Inflight Loss of Control, Controlled Flight into Terrain, and Engine Failure accidents. The FAA continues to prioritize reducing the number of fatal accidents by targeting risk, based on activity.

During FY 2024, the GAJSC continued to focus on the implementation of Safety Enhancements, the targeted, data-driven mitigations aimed at the contributing factors found in fatal general aviation accidents in the U.S. to achieve higher levels of safety. Continuing and expanding these partnerships provides new opportunities to develop innovative methods to increase general aviation safety. Currently, the GAJSC is conducting a study of accidents involving non-engine related mechanical failures. This study and recommended safety enhancements should be completed in early FY25. The FAA and GAJSC developed a set of recommendations to improve proactive safety reporting in GA. The recommendations were announced in July and the team is currently working to implement the recommendations.

Plans for Progress in FY 2025-2026: The GAJSC will continue to analyze the top safety risks, develop risk mitigations (e.g., safety enhancements), and implement the safety enhancements with participation of the FAA and the general aviation industry and community. The FAA and GAJSC will also continue to implement the recommendations to improve GA safety reporting.

Performance Indicator 1.4.2 Long-Term Graph



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

Indicator: Weighted Surface Safety Risk Index

Goal 1.4.3	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
Target	0.38	0.38	0.38	0.38	0.38
Actual	0.10	0.15	0.19	0.07	0.08*
					FY 2024 Status: Met the FY 2024 Target

** As of September 30, 2024*

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

Indicator: Weighted Surface Safety Risk Index

Goal 1.4.4	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
Target	1.39	1.39	1.39	1.39	1.39
Actual	0.88	0.81	0.88	0.85	0.58*
					FY 2024 Status: Met the FY 2024 Target

** As of September 30, 2024*

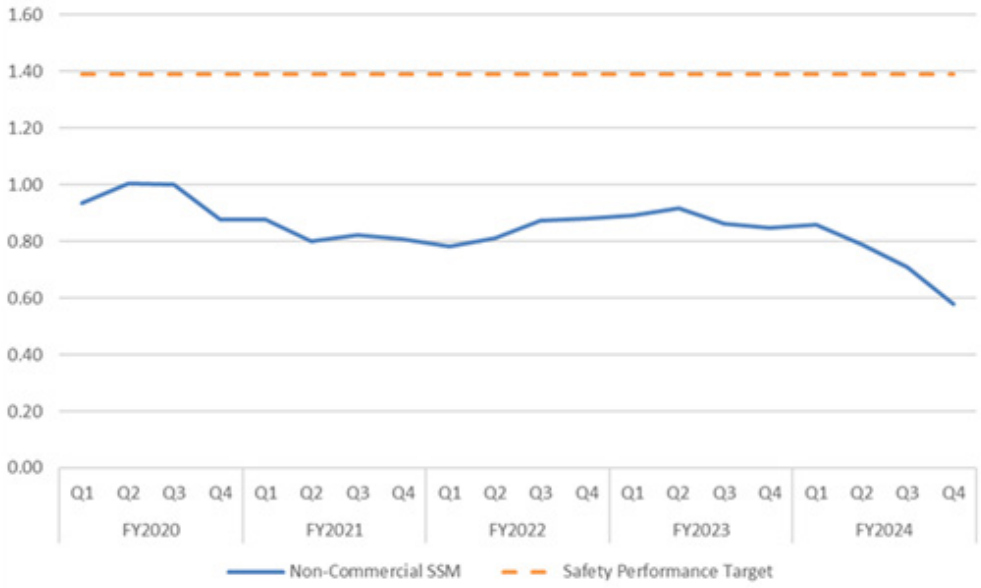
Performance Indicators 1.4.3, 1.4.4 Description

The FAA implemented the Commercial and Non-Commercial Surface Safety risk indices, which take an improved, risk-based approach to runway safety by monitoring all types of relevant safety events that occur in the runway environment. These include events involving runway excursions, runway incursions, and surface incidents. The FAA draws safety data from several internal and external data sources to augment its primary internal reporting and tracking system, the Comprehensive Electronic Data Analysis and Reporting. The National Transportation Safety Board database is the primary source of runway accident data used for this performance goal. Runway excursion data are supplemented by the Office of Accident Investigation and Prevention's Aviation System Analysis and Sharing database. Once received, preliminary incident reports may take up to 90 days to complete. Data from the Aviation System Information Analysis and Sharing databases are then combined with Comprehensive Electronic Data Analysis and Reporting data and internal Operations Network data to produce the final results. Annual actual results vary each year and positive performance is achieved when actual results fall below the target.

Performance Indicator 1.4.3, 1.4.4 Long-Term Graph

Weighted Surface Safety Risk Index and Target per One Million Operations for Commercial Aviation, FY 2020- FY 2024

Weighted Surface Safety Risk Index and Target per One Million Operations for Non-Commercial Aviation, FY 2020- FY 2024



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

Indicator: Number of Inspections (millions)*

Goal 1.4.6	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
Target	N/A	N/A	3.019	3.105	3.163
Actual	2.727	2.875	2.945	3.033	2.983
					FY 2024 Status: Did Not Meet the FY 2024 Target
Inspections are mostly carried out by State partners. The number of inspections remains relatively the same because the State Partners use MCSAP funds for this and FMCSA is encouraging States to focus on high-risk carriers and high-risk/high crash area enforcement.					

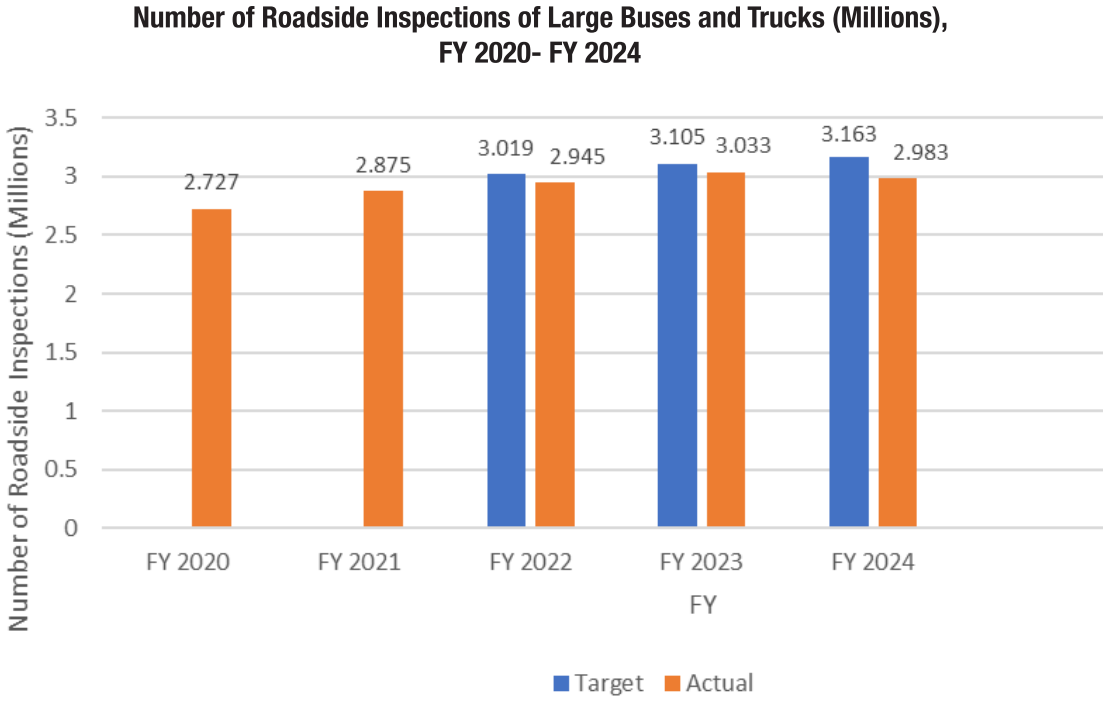
This performance goal will be discontinued after FY 2025.

** As of October 25, 2024*

Performance Indicator 1.4.6 Description

Safety-related violations found at roadside inspections are at the foundation of FMCSA's Safety Management System (SMS). FMCSA works with State partners to use high-visibility traffic enforcement to reduce crashes. The more inspections that are conducted, the more safety violations are corrected, which should then reduce the number of large truck and bus related crashes.

Performance Indicator 1.4.6 Long-Term Graph



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

Indicator: Percentage of High-Risk Carrier Investigations Completed within 90 Days

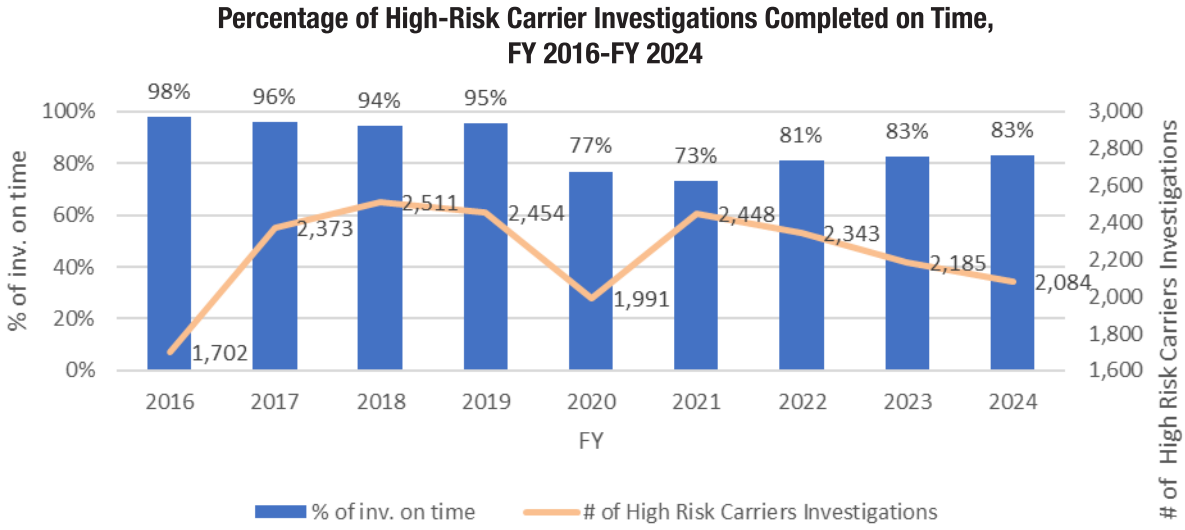
Goal 1.4.7	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
Target	N/A	N/A	75%	75%	80%
Actual	77%	73%	81%	83%	83%
					FY 2024 Status: Met the FY 2024 Target

FMCSA and its State partners conducted 2,084 high-risk carrier investigations in FY 2024. Of these, 83% were completed on time (within 90 days of being identified as high-risk) and the average time to investigate from the date assigned was 70 days. In FY 2023, 2,184 high-risk carriers were investigated on average within 65 days and 83% were on time.

Performance Indicator 1.4.7 Description

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

Performance Indicator 1.4.7 Long-Term Graph



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

Indicator: Predicted completion (within 5 percentage points) for certain classes of vehicle recalls

Goal 1.4.8	FY 2023	FY 2024
Target	58.2%	58.7%
Actual	58.3%	59.2%
		FY 2024 Status: Met the FY 2024 Target

Note: FY 2023 is the first year of APR reporting.

**When a recall is published, a target completion rate is calculated through a prediction model that incorporates data on the manufacturers issuing the recalls, the ages of the vehicles when recalled, and the vehicle components affected. The fiscal year's targeted completion rate is then calculated using these pre-determined recall-level predictions. The actual completion rates for each year are calculated by mid-November of that calendar year.*

Performance Indicator 1.4.8 Description

Safety recalls are issued if either the manufacturer or NHTSA determines that a vehicle or its equipment pose a safety risk or do not meet motor vehicle safety standards. These recalls can include vehicles, equipment (such as air bags), tires, or car seats. In the quarters following a safety recall, a manufacturer must report to NHTSA the number of recalled products that have been remedied by the manufacturer. NHTSA analyzes these completion rates to ensure the timely resolution of potentially dangerous situations by reducing the number of vehicles on the road with open recalls. By monitoring the completion rate, NHTSA can ensure that these risks are mitigated as quickly as possible, reducing the potential harm they may cause. This performance goal contributes toward achieving DOT's Safe Systems strategic objective by using data and data analytics to address emerging safety risks and support compliance. For more information or to report a recall, please visit https://www.nhtsa.gov/recalls.

Strategic Objective 1.5: Critical Infrastructure Cybersecurity

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

Number	Performance Goal
1.5.1	Reduce the Number of Hours to Relay Critical Infrastructure Cybersecurity Information to Co-Sector Risk Management Agency Stakeholders

Summary of Progress towards Strategic Objective 1.5: Critical Infrastructure Cybersecurity

DOT recognizes that a strong and resilient transportation system must be protected from disruption from cyber and other attacks. DOT shares cybersecurity best practices within the transportation community to support infrastructure development that is secure and resilient by design. DOT works with stakeholders to include cybersecurity language in DOT discretionary grants for transportation critical infrastructure projects.

Strategic Objective 1.5: Performance Goals

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

Indicator: Number of Business Days to Relay Critical Infrastructure Cybersecurity Information to Co-Sector Risk Management Agency Stakeholders

Goal 1.5.1	FY 2022	FY 2023	FY 2024
Target	8	6	4
Actual	<3	<2	<2
			FY 2024 Status: Met the FY 2024 Target

Note: FY 2022 is the first year of APR reporting.

Performance Indicator 1.5.1 Description

As Co-Sector Risk Management Agencies DOT and the Department of Homeland Security share responsibility for the Transportation Systems critical infrastructure sector. DOT (Office of Intelligence, Security, and Emergency Response) and DHS relay cybersecurity-related information from other organizations to sector stakeholder as quickly as possible. This performance indicator helps ensure that information is sent between the Agencies within a reasonable time frame.

Strategic Goal 2:

Economic Strength & Global Competitiveness

Strategic Goal 2: Economic Strength and Global Competitiveness

Grow an inclusive and sustainable economy. Invest in our transportation system to provide American workers and businesses reliable and efficient access to resources, markets, and good-paying jobs.

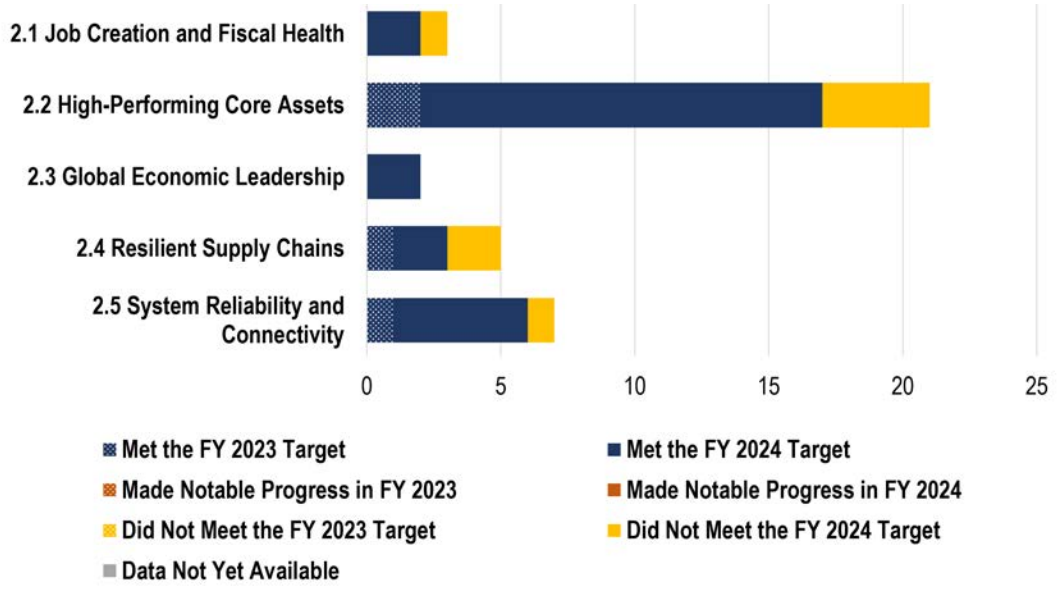
Performance Goals Overview and Summary of Progress

In FY 2024, the Department assessed 38 performance goals for this Strategic Goal. Of those, 30 targets were met and eight performed below the target.

The Department continues to invest in the nation's infrastructure though a Department-wide focus on enacting the Bipartisan Infrastructure Law (BIL) and expanding its cooperation with state and local partners. **The renewal of the country's transportation infrastructure is a central tenet of DOT's mission and has a profound impact on the day to day of American workers and businesses**. DOT strove to meet its ambitious targets through continual efforts to streamline processes, accelerate the flow of funds, and providing increased technical assistance to the industry.

The Department plans to continue to address challenges caused by record user demand though continued investments in reducing travel time, modernization of key infrastructure, and constant monitoring of reliability of core assets and transportation systems. In cases where DOT did not meet its targets it has sought to make key investments and partnerships to increase the efficiency and speed of the Department's efforts to meet its infrastructure goals.

Figure 3: Economic Strength and Global Competitiveness Performance Goal Progress by Strategic Objective in FY 2024



Strategic Objective 2.1: Job Creation and Fiscal Health

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

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

Summary of Progress towards Strategic Objective 2.1: Job Creation and Fiscal Health

The Department contributes to job creation and fiscal health through a range of investments and activities. We have seen progress through the department wide focus on obligating Bipartisan Infrastructure Law (BIL) funding and providing technical assistance to local partners. FMCSA awarded grant funding for Commercial Motor Vehicle Operator Safety Training and established the Safe Driver Apprenticeship Pilot program in support of interstate commerce.

Strategic Objective 2.1: Performance Goals

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

Indicator: Percent Change in Employment in the Transportation and Warehouse Sector

Goal 2.1.1	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
Target	N/A	N/A	7%	7%	7%
Actual			3.3%	-0.4%	1.0%
					FY 2024 Status: Did Not Meet the 2024 Target
While the Sept 2024 data is still preliminary, it is highly unlikely that the goal will be reached with a revised amount.					

FY 2022/FY 2023 source: https://data.bts.gov/stories/s/Employment-Transportation-and-Warehousing-Sector-T/2z63-wprv/

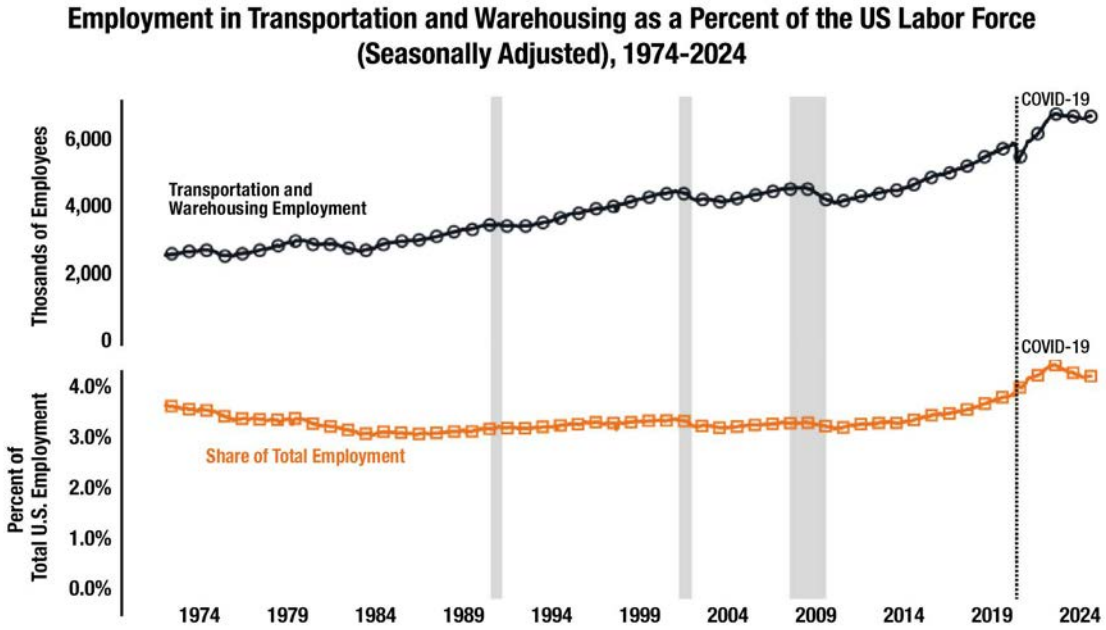
** Preliminary data, September 2024*

Performance Goal 2.1.1 Description

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

The Bureau of Transportation Statistics (BTS), Office of the Assistant Secretary for Research and Technology, continues to pull employment data from the Bureau of Labor Statistics to track the results of expanded capacity, primarily in terms of jobs across the warehouse and transportation sectors. Transportation and warehouse jobs are used as an indicator. Both are influenced by investment in the movement of goods and people throughout the Nation, and the performance indicator broadly captures all DOT activities from the movement of people to the movement of freight.

Performance Indicator 2.1.1 Long-Term Graph



Notes: Shaded areas indicate recession. Dashed line indicates first shelter-in-place order on 3/19/2020 in California; 42 states implemented after.
Source: U.S. Department of Labor, Bureau of Labor Statistics, Current Employment Statistics (Washington, DC: Monthly Issues), series IDs CES4300000001, CES0000000001 (seasonally adjusted) available at https://www.bls.gov/ces/data.htm.

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

Indicator: Number of Students Who Participate in the Commercial Driver's License Operator Safety Training Program

Goal 2.1.2	FY 2021	FY 2022	FY 2023	FY 2024
Target	N/A	Support a minimum of 700 student drivers.	Support a minimum of 700 student drivers.	Support a minimum of 700 student drivers.
Actual	700 students*	900	900	800
				FY 2024 Status: Met the FY 2024 Target

Note: FY 2021 is the first year of APR reporting.

**Funding goal cannot exceed the total amount of funding available, which in FY 2024 was $3.5 million.*

Performance Goal 2.1.2 Description

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

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

In FY 2024, $3.5 million in CMVOST grants were awarded to 27 institutions. These grants will support approximately 800 students. In FY 2024, more institutions received grant dollars than FY 2023. Nonetheless, tuition costs have increased overall, which resulted in supporting fewer students than previous years.

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

Indicator: Number of Under-21 Drivers Enrolled in the License Apprenticeship Program

Goal 2.1.3	FY 2022	FY 2023	FY 2024
Target	N/A*	10	20
Actual	N/A**	27	29
			FY 2024 Status: Met the FY 2024 Target

** Initiate development of the Safe Driver Apprenticeship Program (SDAP) ** Launched SDAP July 2022*

Note: FY 2022 is the first year of APR reporting.

Performance Goal 2.1.3 Description

The Safe Driver Apprenticeship pilot program, which is required under Section 23022 of BIL, allows motor carriers meeting specific requirements to employ drivers between 18 and 20 years of age in interstate commerce. The apprenticeship model is proven to increase employee retention. Program participants are able to earn an income while they learn the skills necessary to obtain a license to drive a Commercial Vehicle (CMV) and can command higher salaries throughout their careers. The pilot program allows private sector motor carriers to establish an apprenticeship program for qualified 18 –20-year-old drivers to operate CMVs in interstate commerce. The apprenticeship program must consist of two probationary periods, one for 120 hours and the other for 280 hours, each of which includes minimum hours of driving time with an experienced driver and performance benchmarks. In addition, the CMVs to be operated during the pilot program must be equipped with specific vehicle safety technologies. The program ends in November 2025, at which time FMCSA will submit a report to Congress.

Strategic Objective 2.2: High-Performing Core Assets

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

Number	Performance Goal
2.2.1	The Percent of Paved Runways in the National Plan of Integrated Airport Systems in Excellent, Good, or Fair Condition will be Maintained at 93%
2.2.2	Complete Construction on a Total of 30 Staffed Air Traffic Control Towers by 2030
2.2.3	Reduce the Backlog of $830 Billion in Highway Repairs by 50% by 2040
2.2.4	The Percentage of Interstate Pavement in Either Good or Fair Condition will be Maintained at 95%
2.2.5	The Percentage of Deck Area on National Highway System (NHS) Bridges in Either Good or Fair Condition Will be Maintained at or Above 95%
2.2.6a	Fix the 10 Most Economically Significant Bridges
2.2.6b	Repair the 15,000 In-Most Need Smaller Bridges
2.2.7a	Increase the Number of Amtrak Stations Brought into ADA Compliance to 280 by 2035
2.2.7b	Introduce 208 New Fleet Assets into Service by 2035
2.2.7c	Bring 21 Major Facilities into a State of Good Repair by 2035
2.2.7d	Address the State of Good Repair Backlog of National Infrastructure by 2035
2.2.8	Reduce the Northeast Corridor State of Good Repair Backlog by 60% and Reduce Corridor-Wide Trip Times by 2035
2.2.9	Initiate Intercity Passenger Rail Service on at Least Three New Corridors by 2035
2.2.10	Improve Short Line Railroad Infrastructure and Equipment
2.2.11	Reduce the State of Good Repair Backlog for Transit Revenue Vehicles by 25% by 2030
2.2.12	Reduce the State of Good Repair Backlog for Transit Buildings and Facilities by at Least 50% by 2030
2.2.13	Increase the Frequency of Bus Service in Urbanized Areas Over 100,000 in Population by 10% by 2026
2.2.14	By 2036, Repair or Replace 1,000 Miles of High-Risk, Leak-Prone, Community-Owned Legacy Gas Distribution Pipeline Infrastructure, as Well as an Estimated Reduction of 1,000 Metric Tons of Methane Emissions and a Reduction in Fatalities/Serious Injuries
2.2.15	Average Project Completion Time for Major Projects Posted on the Permitting Dashboard After BIL Effective Date
2.2.16	Average NEPA Schedule Length of In-Progress Major Projects Posted on the Permitting Dashboard
2.2.17	The Percentage of Non-Interstate NHS Pavement in Either Good or Fair Condition will be Maintained at 90%

Summary of Progress towards Strategic Objective 2.2: High-Performing Core Assets

Renewing the Nation's transportation infrastructure as at the heart of DOT's mission, including infrastructure for highways, bridges, transit, railroads, ports, pipelines, and airports. Delivering these improvements to the Nation's infrastructure requires reducing the time needed for permitting and National Environmental Policy Act (NEPA) environmental reviews as well. The Office of the Secretary (OST) actively tracks BIL major projects during the NEPA process and coordinates with Operating Administrations to assess DOT's schedule performance for in-progress and completed major projects.

In FY 2024, FAA continued to maintain at least 93% of runways in fair or better condition. A major milestone in 2024 was adopting a new sustainable air traffic controller tower design standard, which supports the goal of 30 new staffed air traffic control towers by 2030. With the new sustainable design standard in place, FAA has begun activities for site adaptation and construction.

In FY 2024, FHWA obligated $57.4billion of FHWA funds to projects that will address the backlog bringing cumulative obligations since 2017 up to $370 billion. FY 2024 FHWA allocated $5.5 billion in BIL Bridge Formula funding to the State DOTs and $4.5 billion to 13 BIL Bridge Investment Program Large Bridge Projects. Through a wide range of FHWA pavement programs, focusing on design, materials, quality assurance, management, and preservation, FHWA continued to work with State DOTs to monitor and maintain the performance of for National Highway System pavements.

FRA continued to work with its partners to improve the state of good repair (SOGR) and expand services along the Nation's rail network. FRA's collaboration with the Northeast Corridor (NEC) Commission and other partners resulted in over $31B of federal and state funds being committed to projects that will improve the state of good repair along the NEC corridor. Collaboration with Amtrak brought 25 stations into compliance with the Americans with Disabilities Act (ADA) and improvements to the state of good repair by adding 62 new locomotives into the Amtrak fleet and beginning construction on two maintenance facilities.

FTA worked to stabilize the transit vehicles supply market, reduce vehicle procurement costs, and speed up production timelines. FTA took steps to accelerate the flow of funds to manufacturers, reduce procurement of vehicles involving costly customizations, support a competitive vehicle manufacturer marketplace, and provide increased technical assistance to the industry.

In FY 2024 PHMSA's provisional grantees set a target to repair, replace, and/or rehabilitate nearly 600 miles of pipe mains, reduce methane emissions by more than 1,300 metric tons annually, and create approximately 1,400 jobs .

Strategic Objective 2.2: Performance Goals

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

Indicator: Percent of Paved Runways in the National Plan of Integrated Airport Systems in Excellent, Good, or Fair Condition

Goal 2.2.1	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
Target	93%	93%	93%	93%	93%	93%
Actual	97.9%	97.9%	97.8%	97.6%	97.6%	97.4%

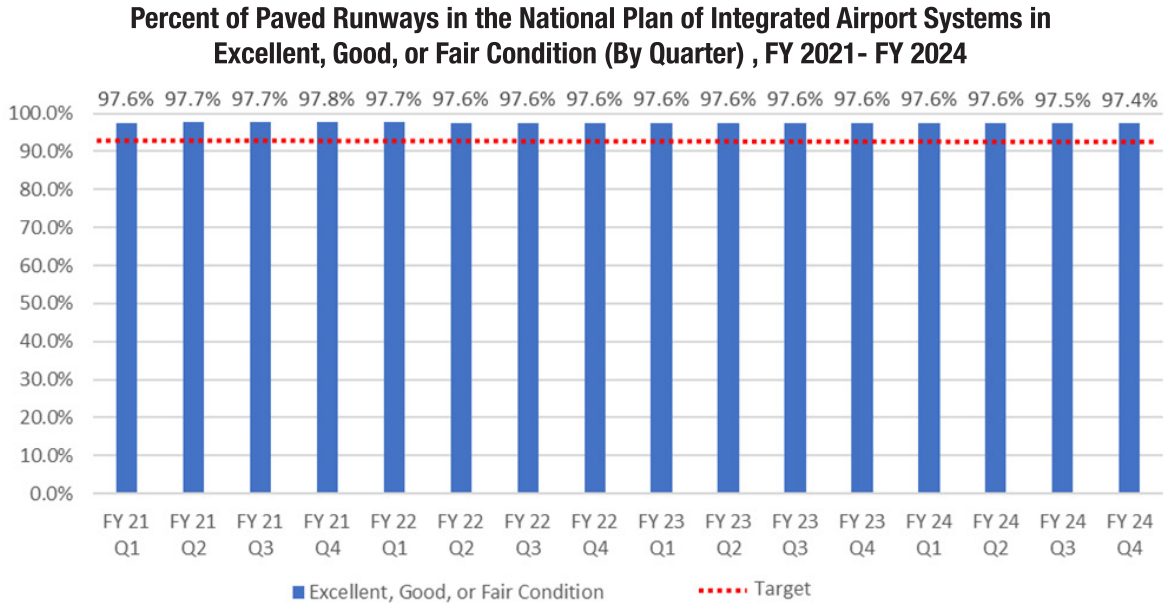
FY 2024 Status: Met the FY 2024 Target

The Office of Airports (ARP) collaborates closely with airport sponsors to review projects on the Airport Capital Improvement Plan (ACIP) and Airport Layout Plan (ALP), ensuring that funding is available and project planning minimizes operational disruptions. Monthly data analysis from the System of Airports Reporting (SOAR) allows ARP to monitor runway project trends and track progress relative to baseline metrics, supporting informed decision-making and proactive safety management. Additionally, ARP is exploring potential modifications to construction guidance aimed at increasing cost-effectiveness while upholding the durability standards required for resilient, long-lasting airfield pavements, all of which are essential for achieving our FY 2024 goal.

Performance Goal 2.2.1 Description

The FAA ensures that runways are maintained in good condition through a comprehensive system of planning, inspection, reporting, analysis, enforcement, and funded construction and maintenance projects. Currently, 97.4% of paved runways in the National Plan of Integrated Airport Systems (NPIAS) are in excellent, good, or fair condition, exceeding the annual target. By maintaining a target of 93%, the FAA aims to ensure that funding constraints do not negatively impact this performance indicator.

Performance Indicator 2.2.1 Long-Term Graph



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

Indicator: Staffed air traffic control towers constructed

Goal 2.1.3	FY 2022	FY 2023	FY 2024
Target	Issue Screening for Information Request for Airport Traffic Control Tower Design Initiative	Contract Award for Airport Traffic Control Tower Design Initiative	Complete a standard design on a low activity sustainable Airport Traffic Control Tower (ATCT)
Actual	Issued first Screening Information Request	Awarded contract for the Airport Traffic Control Tower Design Initiative	Design Standard has been accepted as complete by the FAA.
			FY 2024 Status: Met the FY 2024 Target

Note: FY 2022 is the first year of APR reporting.

Performance Goal 2.2.2 Description

FAA owns and maintains many airport traffic control towers across the U.S. that have exceeded their life expectancy and are past due for replacement. Accordingly, FAA launched an effort to accelerate the rate at which it replaces aging facilities that do not meet today's building codes and/or technological needs. BIL funding has enabled the FAA to construct 30 of these facilities by 2030.

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

Indicator: Cumulative obligation of FHWA funds to projects that will contribute to addressing the backlog (in billion dollars)

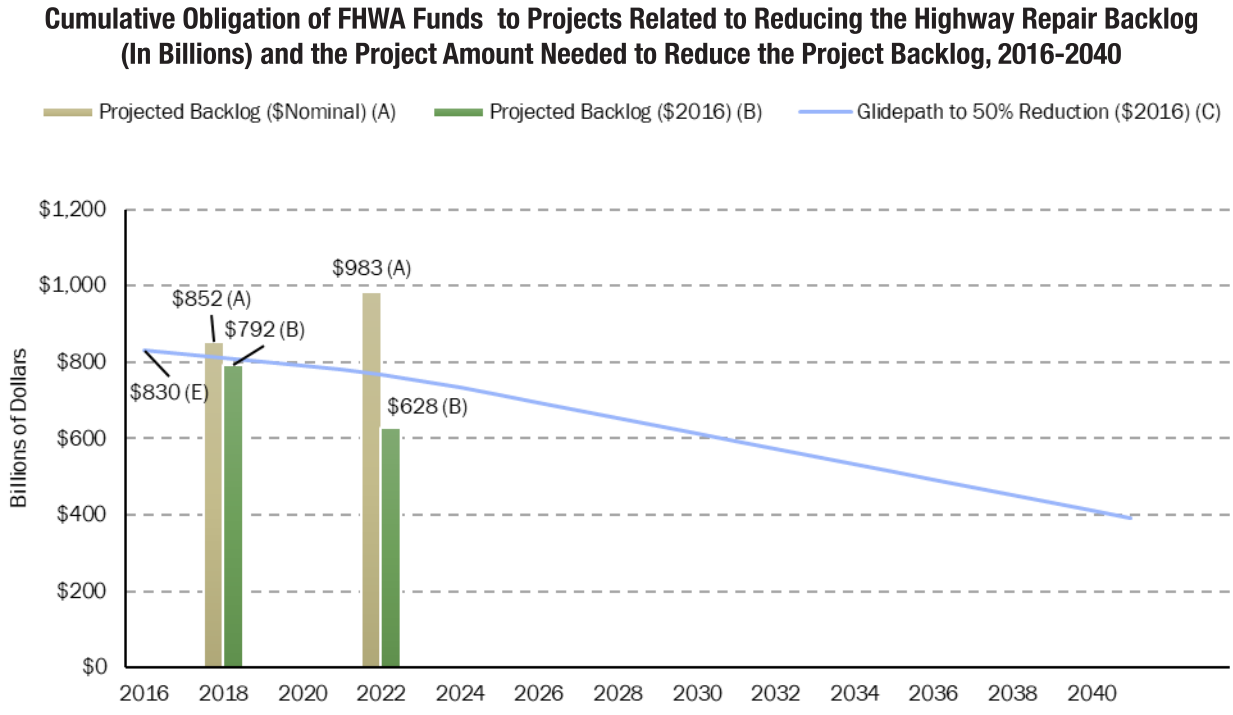
Goal 2.2.3	FY 2022	FY 2023	FY 2024
Target		$303	$361
Actual		$312.6	$370
			FY 2024 Status: Met the FY 2024 Target

Note: FY 2022 is the first year of APR reporting.

Performance Goal 2.2.3 Description

The Highway Repair Backlog serves as an indicator of changes in the level of investment needed to address all existing highway and bridge deficiencies when it is cost-beneficial to do so. The backlog is estimated biennially and reported in the Status of the Nation's Highways, Bridges, and Transit: Conditions and Performance Report to Congress (C&P Report). The $830 billion from the 24th edition of the C&P report, expressed in constant 2016 dollars, is the base value used for the 50 percent backlog reduction target. Since the backlog is estimated infrequently, the proxy measure of funding obligations is used to set annual performance targets.

Performance Indicator 2.2.3 Long-Term Graph



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

Indicator: Percent of Interstate Pavement in Either Good or Fair Condition

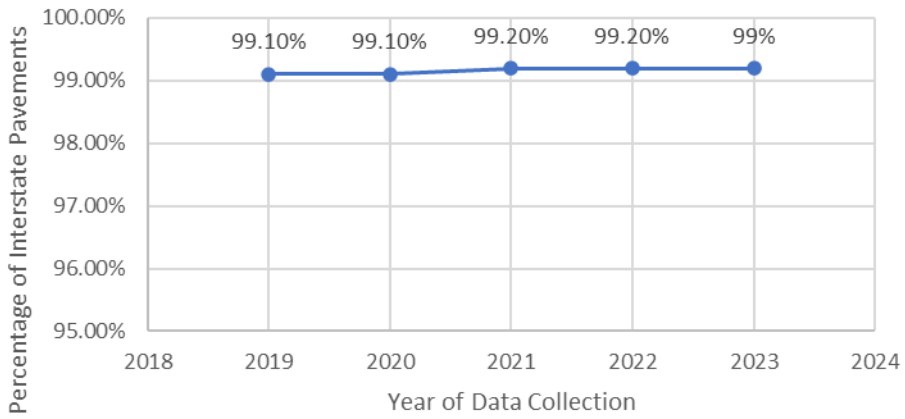
Goal 2.2.4	CY 2019	CY 2020	CY 2021	CY 2022	CY 2023	CY 2024
Target	95%	95%	95%	95%	95%	95%
Actual	99.1%	99.1%	99.2%	99.2%	99.2%	N/A
						CY 2024 Status: Met the CY 2023 Target

Performance Goal 2.2.4 Description

Pavement condition is also monitored by FHWA and includes identifying pavements in Good or Fair condition. Each year, States collect and submit pavement condition data to the FHWA Highway Performance Monitoring System (HPMS) such as ride quality, rutting, cracking, and faulting. This information is then reviewed and used by FHWA to calculate the percent of Interstate pavements in Good and Poor condition. The National Highway System carries the large majority of the nation's freight, services, and traffic. Maintaining NHS pavements in either Good or Fair condition ensures the safe and reliable delivery of goods and people nationwide.

Performance Indicator 2.2.4 Long-Term Graph

National Highway System Interstate Pavements in Either Good or Fair Condition, 2018-2024



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

Indicator: Percent of Deck Area on National Highway System (NHS) Bridges in Either Good or Fair Condition

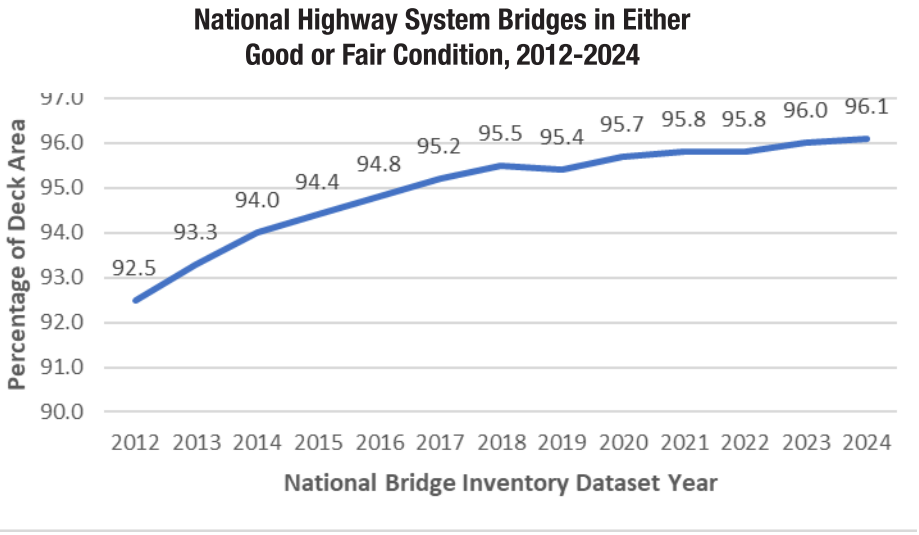
Goal 2.2.5	CY 2018	CY 2019	CY 2020	CY 2021	CY 2022	CY 2023	CY 2024
Target	95%	95%	95%	95%	95%	95%	95%
Actual	95.4%	95.7%	95.8%	95.8%	96%	96%	N/A*
							CY 2024 Status: Met the CY 2023 Target

**Data expected after June 15, 2025.*

Performance Goal 2.2.5 Description

FHWA measures the condition of NHS bridges by evaluating the condition of the bridges' deck areas. Ensuring that the overwhelming majority of NHS bridges in either Good or Fair condition ensures that delivery of goods and people nationwide remain safe and reliable. Large bridges, which have a larger deck area than smaller bridges, have a greater effect on the overall percentage.

Performance Indicator 2.2.5 Long-Term Graph



2.2.6a Fix the 10 Most Economically Significant Bridges (OST-B)[KPI, BIL]

Indicator: Number of Economically Significant Bridges with Announced Grants

Goal 2.2.6a	FY 2022	FY 2023	FY 2024
Target	2	4	6
Actual	4	3	18*
			FY 2024 Status: Met the FY 2024 Target

Note: FY 2022 is the first year of APR reporting.

** Funds from FY 2023 and FY 2024 Bridge Investment Program for 11 of the economically significant bridges while the others are funded through MEGA and INFRA.*

2.2.6b Repair the 15,000 In-Most Need Smaller Bridges (FHWA)[KPI, BIL]

Indicator: Number of Smaller Bridges with Projects Authorized

Goal 2.2.6b	FY 2022	FY 2023	FY 2024
Target	3,000	6,000	9,000
Actual	3,767	7,814	11,445
			FY 2024 Status: Met the FY 2024 Target

Note: FY 2022 is the first year of APR reporting.

Performance Goal 2.2.6a, 2.2.6b Description

Economically significant bridges are generally very large and complex structures owned by State DOTs. The BIL's Bridge Investment Program of Large Bridge Project discretionary grants provides additional assistance since the cost to replace or rehabilitate these bridges can overburden a State program without additional Federal assistance.

Typically, smaller bridges in the most need are owned by local governments. Localities often struggle to find the funding needed to replace or rehabilitate bridges without additional Federal assistance. The BIL's Bridge Formula Program includes incentives for a State DOT to use these program funds on locally owned bridges.

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

2.2.7a Increase the Number of Amtrak Stations* Brought into ADA Compliance to 280 by 2035

Goal 2.2.7a	FY 2023**	FY 2024**
Target	42	41
Actual	16	25
		FY 2024 Status: Did Not Met the FY 2024 Target
Amtrak continues experiencing third-party delays with their projects (including host railroad and other third-party owners). Amtrak regularly meets with host railroads to work through delay issues. There are 54 stations currently in active construction with 10 forecasting to be completed in Q1 FY2025.		

*Note: FY 2023 is the first year of APR reporting. * Amtrak has responsibility of ADA compliance at 385 stations, of which 280 were not in compliance when the baseline was set for FY 2023. This baseline may increase or decrease further pending real estate transactions or legal determination of responsibility. Amtrak's responsibility at most stations does not cover all station facilities since other entities (third parties) retain ownership for certain structures such as parking garages. ** Numerical targets are cumulative totals.*

2.2.7b: Introduce 208 New Fleet Assets* into Service by 2035

Goal 2.2.7b	FY 2023**	FY 2024**
Target	37	62
Actual	38	62
		FY 2024 Status: Met the FY 2024 Target

Note: FY 2023 is the first year of APR reporting.

**New fleet assets are 125 new locomotives and 83 new trainsets.*

*** Numerical targets are cumulative totals*

2.2.7c Bring 21 Major Facilities into a State of Good Repair by 2035

Goal 2.2.7c		FY 2023*	FY 2024*
Number of Major Facilities in a State of Good Repair **Baseline: 21**	**Target**	Level 1: Complete five Statements of Work and bring one facility under a Design/Build contract. Level 2: Complete two Statements of Work.	Level 1: Complete six Statements of Work and bring five facilities under Design/Build contracts. Level 2: Complete five Statements of Work.
	Actual	Level 1: Completed five Statements of Work Level 2: Completed two Statements of Work.	Level 1: Completed five Statements of Work; Brought two facilities under Design/Build contracts. Level 2: Completed two Statements of Work.
			FY 2024 Status: Did Not Meet the FY 2024 Target

Amtrak was not able to get all five Level 1 facilities under contract due to delays in the procurement process related to gathering documentation from qualified bidders and updating bid documents based on findings. Instead of completing Statements of Work (SOWs) for three additional Level 2 facilities, Amtrak focused on progressing the seven facilities for which SOWs were completed in 2023 closer toward construction and awarding two design/build contracts.

*Note: FY 2023 is the first year of APR reporting. * Numerical targets are cumulative totals.*

2.2.7d Address the State of Good Repair Backlog of National Infrastructure by 2035

Goal 2.2.7d		FY 2023	FY 2024
National Infrastructure **Baseline: TBD**	**Target**	Work with Amtrak to identify infrastructure needs.	Develop strategy for addressing infrastructure needs.
	Actual	Amtrak identified asset health data collection applications to more effectively determine asset health and maintenance needs.	Amtrak developed a strategy for addressing infrastructure needs which included procuring a contractor to conduct site visits to collect asset health data.
			FY 2024 Status: Met the FY 2024 Target

Note: FY 2023 is the first year of APR reporting.

Performance Goal 2.2.7 Description

Amtrak has been operating for more than 50 years, and its fleet, stations, and other infrastructure are aging. Federal funding is required to replace or repair equipment and other infrastructure with high-performing assets to provide safe, reliable, and efficient service to the American public. This goal supports the Government Accountability Office (GAO)'s goal of addressing the challenge of funding and implementing repairs to surface transportation nationwide. BIL will enable Amtrak to bring 280 stations into compliance with ADA laws, introduce 208 new fleet assets (125 locomotives and 83 trainsets) into service, and reduce state of good repair at major Amtrak maintenance facilities. National Infrastructure and System backlogs are being assessed through extensive efforts to create a comprehensive inventory of infrastructure SOGR backlog needs.

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

Indicator: Reduce the Northeast Corridor State of Good Repair Backlog by 60% by 2035

Goal 2.2.8a	Milestone	FY 2022	FY 2023*	FY 2024*
Dollars Expended Toward of State Good Repair Backlog **Baseline: $72B**	**Target**	N/A	Publish the NEC Project Inventory by November 15, 2022, which will identify and sequence projects for funding on the NEC. Issue NOFO for, award, and begin obligating FY 2022 and 2023 Federal-State Partnership for Intercity Passenger Rail grant funds on the NEC.	Committed Funding: $19.6B Obligated Funding: $13B
	Actual	Coordinated updated inputs to Connect NEC 2035 Plan. Awarded FY 2021 Federal-State Partnership for Intercity Passenger Rail Funding.	NEC Project Inventory published on November 14, 2022. FSP-NEC NOFO published December 27, 2022. FY22/FY23 FSP-NEC award selections announced November 2023.	Committed Funding: $31.4B Obligated Funding: $9.3B
				FY 2024 Status: Did Not Meet the FY 2024 Target
Obligation delays were due, in part, to the negotiation of additional special terms required to protect the Federal Interest that must be included in grants for projects located on Amtrak-owned right of way. Additional obligations are anticipated before the end of calendar year 2024 that will exceed the target.				

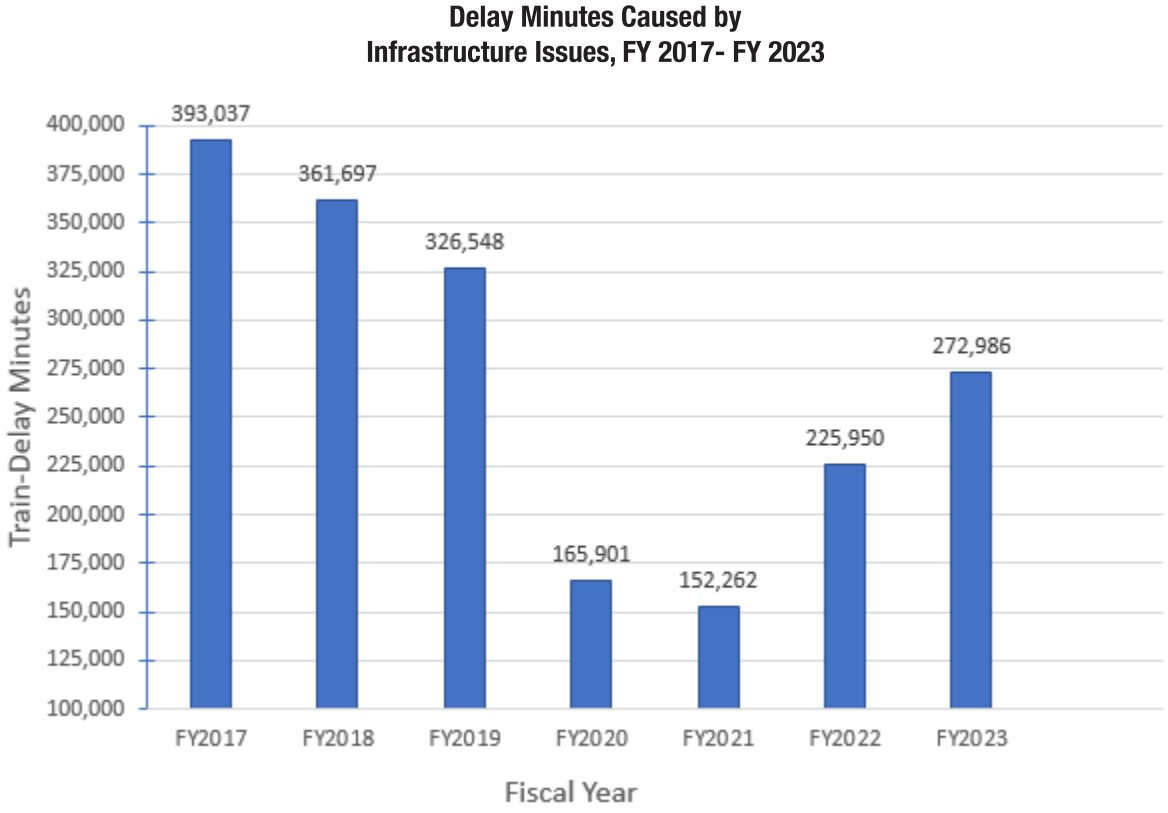
Indicator: Reduce Corridor-Wide Trip Times by reducing Delay Minutes Caused by Infrastructure by 2035

Goal 2.2.8a	Milestone	FY 2022	FY 2023*	FY 2024*
Trip Times Annual Delay Minutes **Baseline: 244,454 minutes of delay**	**Target**	N/A	In addition to the target above, identify and develop metric to measure reduction in trip times.	Identify how FY22-23 FSP-NEC selections would reduce trip times and allow for speed improvements.
	Actual	Coordinated updated inputs to Connect NEC 2035 Plan and Awarded FY 2021 Federal-State Partnership for Intercity Passenger Rail Funding.	Baseline delay minute metric developed through coordination with NECC.	Identified that FY22/23 selections could address 109,578 delay minutes (45% of baseline).
				FY 2024 Status: Target Met

Performance Goal 2.2.8 Description

The Northeast Corridor (NEC) is the busiest rail network in the United States, with its infrastructure supporting 20% of the Nation's gross domestic product. It is crucial that the infrastructure supporting this network is in a state of good repair to ensure safe and reliable rail transportation. This performance goal measures work completed using the proxy measures of federal and local match fund expenditures for critical updates and improvements to infrastructure along the network, with the goal of expending at least 60% of the State-of-Good Repair Baseline of $72 billion. The baseline was updated to align with the revision to the NEC Project Inventory published in April 2024. For trip times, FRA and the NEC Commission (NECC) determined the baseline to be 244,454 minutes of delay in 2019 caused by infrastructure issues resulting in a delay of greater than five minutes. The baseline represents approximately 25% of the total number of train delay minutes in 2019, as train delay minutes are not limited to infrastructure failure but could also be the result of mechanical failure, third party activity, weather, or freight interference.

Performance Indicator 2.2.8 Long-Term Graph



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

Indicator: New Corridors on which Intercity Passenger Rail Service is Initiated

Goal 2.2.9	FY 2022	FY 2023	FY 2024
Target	Establish the Corridor ID program by May 14, 2022. Issue NOFO for non-NEC FY 2022 Federal-State Partnership for Intercity Passenger Rail grants in Q4 of FY 2022.	Issue initial solicitation of proposals and make initial selection of corridors to be developed through Corridor ID program. Submit the first annual report on the Corridor ID program to Congress by May 14, 2023.	Begin developing Service Development Plans for selected corridors. Submit second annual report on the Corridor ID program.
Actual	Established the Corridor ID program on May 13, 2022.	Issued initial solicitation of proposals in Dec 2022. Initial selection of corridors announced December 2023 Submitted letter in lieu of report to Congress on May 19, 2023.	Began developing Service Development Plans for selected corridors. Submitted second annual report on the Corridor ID program on April 24, 2024.
			FY 2024 Status: Met the FY 2024 Target

Note: FY 2022 is the first year of APR reporting.

Performance Goal 2.2.9 Description

Expansion of rail service across the Nation is integral to providing safe, environmentally friendly transportation to all Americans. Rural and underserved communities will especially benefit from expanded rail service – expanding intercity rail service enables rural and underserved communities to have access to a larger array of employment and commerce options, and most importantly, a reliable way to travel to and from these options.

2.2.10 Improve Short Line Railroad Infrastructure and Equipment

Indicator: Short Line Railroad Infrastructure and Equipment Improved

Goal 2.2.10	FY 2022	FY 2023	FY 2024
Target	Collaborate with the American Short Line and Regional Railroad Association to establish baseline and initial targets for bridges, track, and locomotives to be improved. Award FY 2021 CRISI grants in Q3 FY 2022 to begin advancing BIL objectives. Issue NOFO for FY 2022 CRISI grants. Issue NOFO for FY 2023 CRISI grants.	Award funds under the FY 2022 CRISI NOFO. Issue NOFO for FY 2023 CRISI grants.	Initiate inventory of short line infrastructure needs with the American Short Line and Regional Railroad Association.
Actual	Engaged with the American Short Line Railroad Association to begin identifying the data needs and sources (like the FRA grade crossing database) that are readily available to help establish the baseline universe of infrastructure needs. Awarded FY 2021 grants and Issued FY NOFO for CRISI.	FY2022 CRISI selections announced September 25, 2023.	The American Short Line and Regional Railroad Association was selected for a CRISI grant to conduct an inventory of infrastructure needs.
			FY 2024 Status: Met the FY 2024 Target

Performance Goal 2.2.10 Description

Short line railroads play a vital role in the U.S. transportation system, often providing the first- and last-mile connections to the Class I network for freight shippers and customers. However, many short line railroads lack the capital funding necessary to invest in improvements to their infrastructure and equipment. The Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant program was in part created by Congress to provide short line railroads with direct assistance for their capital needs, and the program has funded more than 100 short line projects since FY 2017. FRA seeks to identify the critical infrastructure needs to improve efficiency and safety of short line railroads and fund priority projects through programs such as CRISI.

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

Indicator: State of Good Repair Backlog for Transit Revenue Vehicles (Percent of transit revenue vehicles in backlog)

Goal 2.2.11	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
Target	N/A	N/A	19.6%	19.0%	22.5%
Actual	20.0%	20.2%	20.0%	21.3%	22.4%*
					FY 2024 Status: Met the FY 2024 Target

Note: FY 2023 data are from the 2022 National Transit Database. FY 2024 data are from the 2023 National Transit Database.

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

Indicator: State of Good Repair Backlog for Transit Buildings and Facilities (Percent of transit facilities in backlog)

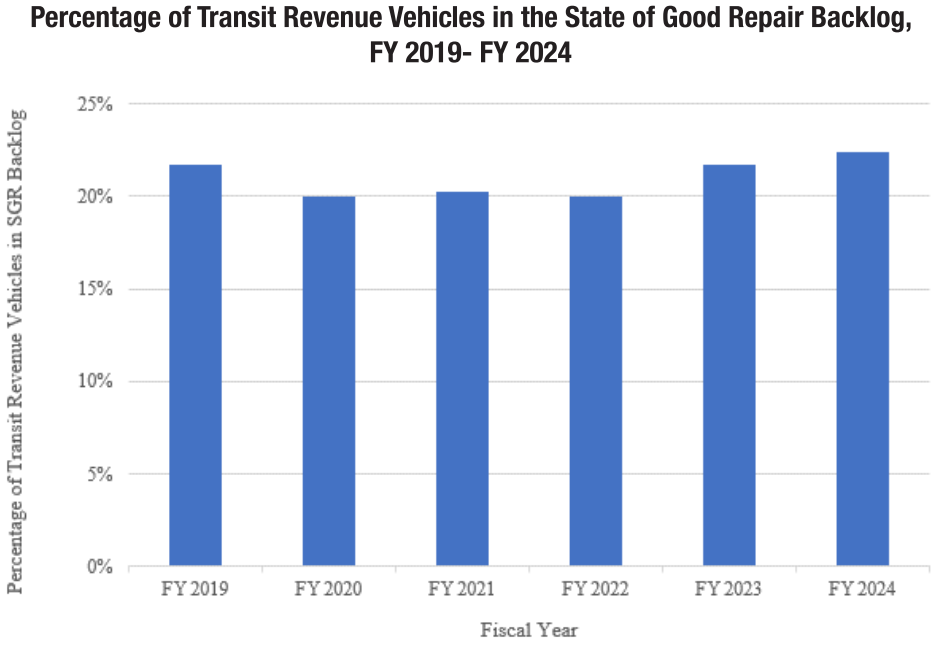
Goal 2.2.12	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
Target	N/A	N/A	10.3% of transit facilities in backlog	9.5% of transit facilities in backlog	8.8% of transit facilities in backlog
Actual	12.2%	11.1% of transit facilities in backlog	10.3% of transit facilities in backlog	8.1% of transit facilities in backlog	7.5% of transit facilities in backlog*
					FY 2024 Status: Met the FY 2024 Target

Note: FY 2023 data are from the 2022 National Transit Database. FY 2024 data are from the 2023 National Transit Database.

Performance Goal 2.2.11, 2.2.12 Description

For transit assets, including revenue vehicles, "state of good repair" means the condition when the asset can safely operate at a full level of performance. Assets that are not in a state of good repair are considered to be in the "backlog". Reducing the state of good repair backlog through the replacement and renewal of assets increases system resiliency and public trust in transit. Transit revenue vehicles[11] are the largest capital asset category in public transportation and are the asset that most strongly influences the public's experience with transit services. Transit facilities are a critical part of transit infrastructure and include passenger stations, maintenance facilities, park-and-ride garages, and administrative buildings. Assets that are not in a state of good repair may have lower reliability, higher safety risks, higher maintenance costs, and lower performance.

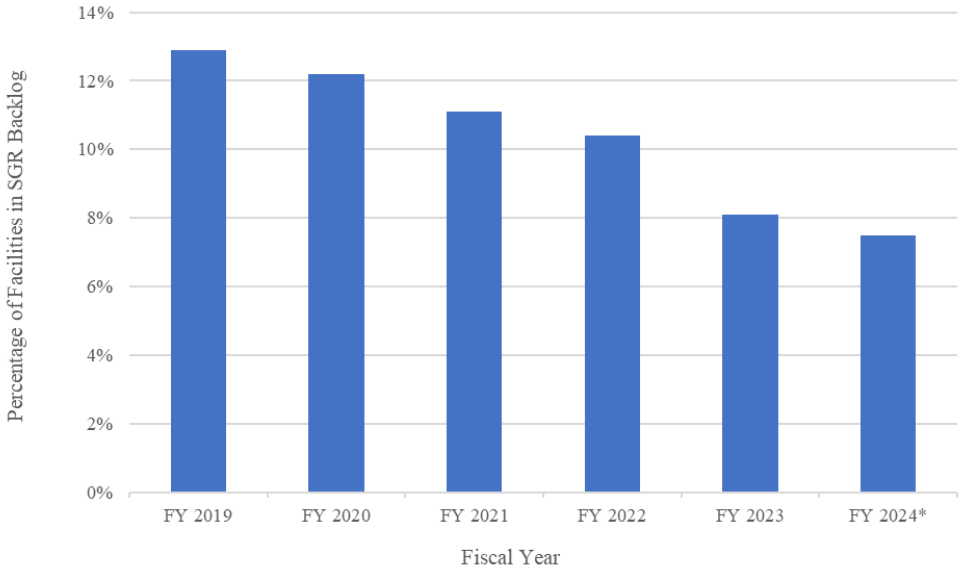
Performance Indicator 2.2.11, 2.2.12 Long-Term Graph



Note: Final FY24 data shown. Historical data are only available through FY 2019.

11 Transit revenue vehicles are the buses, trains, and ferries that carry transit customers.

Percentage of Transit Buildings and Facilities in the State of Good Repair Backlog, FY 2019- FY 2024



Note: Historical data are only available through FY 2019.

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

Indicator: Bus Vehicle Revenue Miles (VRM) per square mile in Urbanized Areas Over 100,000 in Population

Goal 2.2.13	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
Target	N/A	N/A	20,500	21,000	21,500
Actual	21,513	21,134	21,405	21,700	22,641
					FY 2024 Status: Met the FY 2024 Target

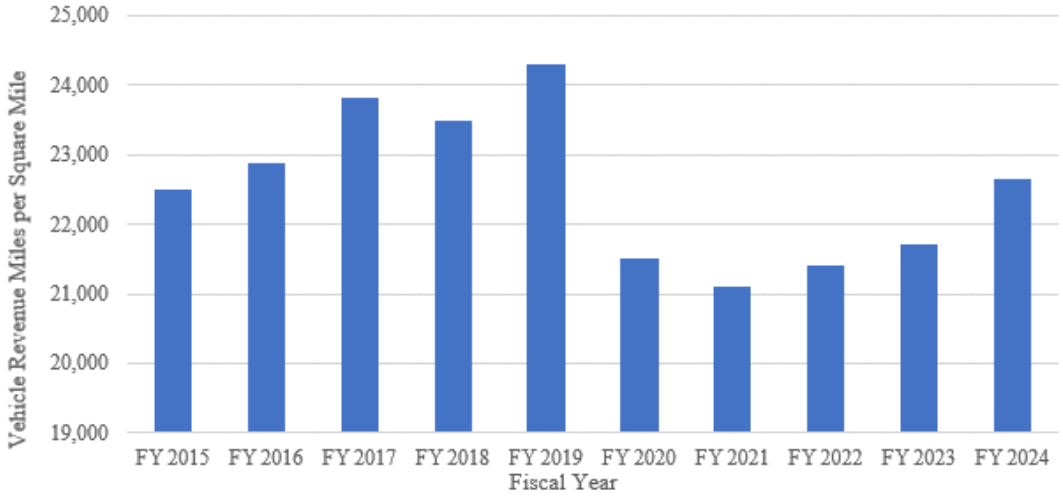
Performance Goal 2.2.13 Description

Funding made available through the Buses and Bus Facilities and the Low or No Emission discretionary grants programs contributes to the restoration and modernization of core assets, which in turn supports increased frequency of bus service in large urbanized areas (UZAs).[12] The goal is to increase frequency of fixed route bus service in large urbanized areas to meet the transportation needs of all transit patrons, including persons in those communities who for reasons of age, youth, disability, or low income are unable to meet their transportation needs by owning and operating an automobile. By providing funding for new, more reliable replacement buses, equipment, and facilities; or for expanding buses, equipment, and facilities, FTA helps transit systems increase the frequency of their bus service. The frequency of bus service can be estimated by how many miles a bus travels in a specific area, relative to the size of that area. Only miles driven when the bus is ready to carry passengers ("revenue miles") are counted.

12 Federal statute governing FTA's funding programs defines a UZA as an area encompassing a population of not less than 50,000 people. Urbanized areas with populations over 100,000 have an average population density of approximately 2,000 persons per square mile, or roughly double that of urbanized areas with populations between 50,000 and 100,000. Of the 392 urbanized areas in the United States, 284 have populations over 100,000, as of the 2020 U.S. Census.

Performance Indicator 2.2.13 Long-Term Graph

Frequency of Bus Service in Urbanized Areas (UZAs) Over 100,000 in Population, FY 2015- FY 2024



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

Indicator: Miles of High-Risk, Leak-Prone, Community-Owned Legacy Gas Distribution Pipeline Infrastructure Repaired or Replaced

Goal 2.2.14	FY 2022	FY 2023	FY 2024
Target Milestone	Issue NGDISM NOFO for $196 million in grant funding.	Issue NGDISM NOFO for $392 million in grant funding.	Issue NGDISM NOFO for $196 million in grant funding.
Actual Milestone	Published FY 2022 NGDISM NOFO on May 24, 2022. PHMSA received 179 applications requesting $1.2 billion in funding. PHMSA announced 37 provisional grantees on April 5, 2023.	Published FY 2023 NGDISM NOFO on May 23, 2023. PHMSA received 184 applications requesting $1.8 billion in funding. PHMSA announced 65 provisional grantees on April 3, 2024.	Published FY 2024 NGDISM NOFO on May 9, 2024.
FY 2024 Status: Met the FY 2024 Target			

PHMSA has announced awards totaling nearly $800 million for the NGDISM grant program. The grant program continues to be oversubscribed, receiving requests for funding that far exceed the funding available for award. PHMSA estimates the awarded projects will repair, replace, and/or rehabilitate 1,257 miles of pipe and reduce 2,621 metric tons of methane emissions annually, which surpasses the figures in Goal 2.2.14. PHMSA received 151 applications requesting $1.2 billion in funding. PHMSA announced 60 provisional grantees on October 22, 2024.

Note: FY 2022 is the first year of APR reporting.

Performance Goal 2.2.14 Description

The BIL authorized the first-ever Natural Gas Distribution Infrastructure Safety and Modernization (NGDISM) grant program and designated $200 million a year in grant funding for a total of $1 billion in grant funding over the next five years. The grant funding is to be made available to municipality- or community-owned utilities (not including for-profit entities) to repair, rehabilitate, or replace natural gas distribution pipeline systems or portions thereof or to acquire equipment to both reduce incidents and fatalities and to avoid economic losses. This goal measures the distribution of grant funding available to municipality and community-owned utilities for these purposes as a proxy measure for progress made on repairing and replacing high-risk gas pipelines.

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

Indicator: Average NEPA completion time for major projects posted on the Permitting Dashboard

Goal 2.2.15	FY 2023	FY 2024
Target	24 months	24 months
Actual	(No major projects were completed in FY 2023)	13.2 months (1 FTA Project)
		FY 2024 Status: Met the FY 2024 Target
The FY 24 average NEPA completion time for BIL major projects is based on a single project completion by FTA. Additional BIL major project completions are anticipated in FY 25.		

Note: FY 2023 is the first year of APR reporting.

Performance Goal 2.2.15 Description

Goals 2.2.15 and 2.2.16 support DOT's strategic goal for economic strength and global competitiveness by focusing on a key part of the project delivery process for some of DOT's largest infrastructure improvement projects (BIL major projects). For the past several years, DOT has been focused on increasing efficiency and producing higher quality environmental reviews. BIL established a new "major project" designation in the environmental review process that applies to most FHWA, FRA, and FTA environmental impact statements and some environmental assessments.

BIL requires all major project schedules to be consistent with an agency average of not more than two years. This indicator tracks the annual average National Environmental Policy Act (NEPA) process completion time for major projects on the Permitting Dashboard. For environmental impact statements, the timeline begins with the issuance of a notice of intent and concludes with the issuance of a record of decision. For environmental assessments, the timeline begins on the date of the agency decision to prepare an environmental assessment and concludes with the issuance of a finding of no significant impact or a decision to prepare an environmental impact statement. This indicator excludes major projects led by State DOTs that have formally been assigned DOT's responsibilities under a NEPA assignment agreement pursuant to 23 U.S. Code 327. The calculation of project completion times also omits official pauses in project development for delays outside of the control of Federal agencies where new milestone dates cannot be determined.

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

Indicator: Average NEPA schedule length (Months) of in-progress major projects posted on the Permitting Dashboard

Goal 2.2.16	FY 2023	FY 2024
Target	24 months	24
Actual	24.6 months (1 FTA & 6 FHWA projects)	26.4 (1 FTA & 13 FHWA projects)
		FY 2024 Status: Did Not Met the FY 2024 Target

The actual schedule performance of BIL major projects slightly exceeds the 24-month performance target, and the difference between the target and actual reflects NEPA schedule extensions "for good cause" consistent with the statute.

OST and OAs meet bimonthly to discuss NEPA schedule performance and accountability for BIL major projects, consistent with DOT's statutory responsibility.

The FY 24 average NEPA schedule length of in-progress BIL major projects is based on 13 FHWA projects and 1 FTA project; it includes one project that was completed during FY 24 and one project that was paused during FY 24.

Note: FY 2023 is the first year of APR reporting.

Performance Goal 2.2.16 Description

Goal 2.2.16 is closely related to the preceding goal and it supports DOT's strategic goal for economic strength and global competitiveness in the same manner as Goal 2.2.15. The key distinction between this goal and the preceding goal is that this goal reports the average NEPA schedule length of *in-progress* major projects on the Permitting Dashboard in contrast to the NEPA schedule length for major projects that have *completed* the NEPA process (see the description of the Average NEPA Completion Time goal above for details on major projects and the start and end of the NEPA process). This indicator excludes major projects led by State DOTs that have formally been assigned DOT's responsibilities under a NEPA assignment agreement pursuant to 23 U.S. Code 327. The calculation of schedule length also omits official pauses in project development for delays outside of the control of Federal agencies where new milestone dates cannot be determined.

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

Indicator: Percentage of Non-Interstate NHS Pavement in Either Good or Fair Condition

Goal 2.2.17	CY 2023	CY 2024
Target	90%	90%
Actual	96.4%	N/A
		FY 2024 Status: Met the FY 2023 Target

Note: CY 2023 is the first year of APR reporting.

Performance Goal 2.2.17 Description

Pavement condition is also monitored by FHWA and includes identifying pavements in Good or Fair condition. Each year, States collect and submit pavement condition data to the FHWA Highway Performance Monitoring System (HPMS) such as ride quality, rutting, cracking, and faulting. This information is then reviewed and used by FHWA to calculate the percent of Interstate pavements in Good and Poor condition. The National Highway System (NHS) carries the large majority of the nation's freight, services, and traffic. Maintaining NHS pavements in either Good or Fair condition ensures the safe and reliable performance of the NHS.

Strategic Objective 2.3: Global Economic Leadership

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

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

Summary of Progress towards Strategic Objective 2.3: Global Economic Leadership

DOT continue to further the U.S. as a global leader in aviation and transportation though its engagement with international stakeholders, pursuance of increased international agreements and cooperation, and development of innovative standards. Through air service agreements, the United States develops a pro-competitive operating environment for U.S. air carrier services between the United States and foreign countries. To help do this, U.S. government agencies work with the ICAO, its member states, and aviation sector stakeholders to set internationally applicable standards in key civil aviation sectors and promote their implementation.

Strategic Objective 2.3: Performance Goals

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

Indicator: New Air Transport Agreements, Modernized Air Transport Agreements, and Commercial Concerns Resolved

Goal 2.3.1	FY 2022	FY 2023	FY 2024
Target	5	5	5
Actual	9	8	7
			FY 2024 Status: Met the FY 2024 Target

Note: FY 2022 is the first year of APR reporting.

Performance Goal 2.3.1 Description

While OST-X does have some ongoing negotiations, the pool of potential new, available partners is now limited given the Office's success in concluding Open Skies Agreements with primary partners. U.S. airlines sometimes encounter difficulties in conducting their international operations. The Office of International Aviation coordinates among U.S. government agencies and works with its foreign counterparts to resolve these "doing-business" issues, most of which are time-intensive matters that can take months to years to settle.

The Office of International Aviation negotiates bilateral and multilateral air transport agreements with the United States' foreign aviation partners to establish market access for commercial international air transportation to and from the United States for passengers, cargo, and mail. A modernized air transport agreement refers to a negotiated outcome (usually a protocol or amendment) that updates a restrictive agreement to meet the U.S. Open Skies policy threshold. A new air transport agreement would be the first agreement with a partner, or an agreement that supersedes an existing agreement. Under most circumstances, both a modernized and a new air transport agreement meet the requirements of U.S. Open Skies policy. Through air service agreements, the United States develops a pro-competitive operating environment for U.S. air carrier services between the United States and foreign countries. Currently, the U.S. has agreements with 135 Open Skies partners, out of the 192 member states of the International Civil Aviation Organization (ICAO). The 57 remaining states generally fall into four categories:

- Countries with which the U.S. has challenging geopolitical relationships (China, Russia, Venezuela);
- Countries that have international aviation policies that are fundamentally incongruent with U.S. Open Skies policy (Bolivia, Philippines, South Africa, etc.);
- Countries that are the subject of U.S. Government sanctions or other restrictions that preclude engagement in the civil aviation space (North Korea, Iran, Syria, etc.); and
- Countries with a lack of meaningful aviation connectivity with the U.S. (Palau, Bhutan, etc.).

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

Indicator: Policy Meetings to Represent U.S. International Aviation Policy Interests in which DOT participated

Goal 2.3.2	FY 2022	FY 2023	FY 2024
Target	10	10	10
Actual	13	17	19
			FY 2024 Status: Met the FY 2024 Target

Note: FY 2022 is the first year of APR reporting.

Performance Goal 2.3.2 Description

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

Strategic Objective 2.4: Resilient Supply Chains

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

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

Summary of Progress towards Strategic Objective 2.4: Resilient Supply Chains

DOT is committed to being a leader in tackling challenges to the U.S. supply chain and maintaining a track record of safety, efficiency, and sustainability.

In FY 2024, FHWA prepared a State Freight Plan toolkit that identifies effective practices in freight plan development and implementation for States; a resource guide for States on how to apply Transportation System Management and Operations and performance- based planning practices to improve reliability and mobility of freight; and a truck parking development handbook with strategies for addressing truck-parking demand through collaborative planning by public and private sector.

In October 2023, the Great Lakes St. Lawrence Seaway Development Corporation (GLS)'s system reliability rate was adversely impacted by a Canadian Seaway labor strike, which essentially stopped commercial trade on the Seaway for six days, resulting in 199 hours of system unavailability. In FY 2024, the GLS continued to make significant capital investments in its lock and operational infrastructure as part of its Seaway Infrastructure Program.

MARAD monitors the potential container capacity reported by grant recipients for funding awarded to maritime port projects. MARAD analyzed projects awarded in the FY 2024 grant cycle to identify potential increases in port throughput capacity and calculate the percentage increase in port throughput capacity that has occurred against the established baseline. For the 2024 grant cycle, $500 million is available for PIDP. MARAD analyzes port related awards in other Department discretionary grant programs such as RAISE, INFRA, and ROUTES to identify the potential for increases in port capacity.

In FY 2024, PHMSA significantly advanced safety monitoring and risk management capabilities. Key initiatives include ongoing projects such as the flammability placard and lithium battery projects, which aim to reduce fatalities and injuries associated with hazardous materials transportation. Leveraging grants and the Small Business Innovation Research (SBIR) program, alongside effective outreach campaigns, has played a crucial role in mitigating incidents.

Strategic Objective 2.4: Performance Goals

2.4.1 Alleviate Freight Congestion (FHWA)

Indicator: Index of Truck Travel Time Reliability (TTTR)

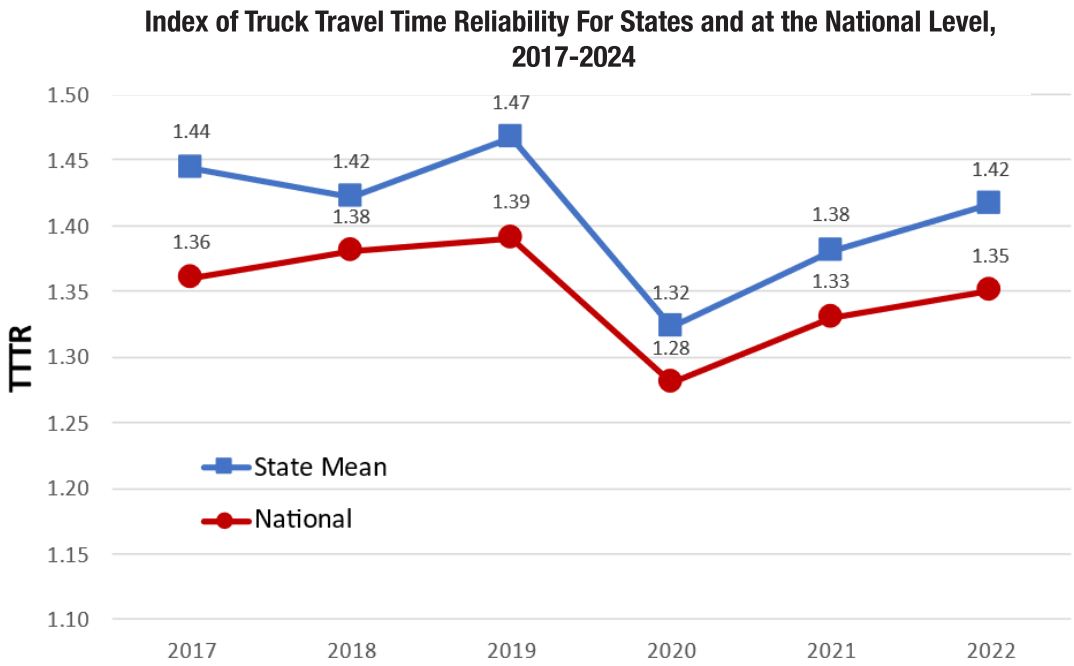
Goal 2.4.1	CY 2019	CY 2020	CY 2021	CY 2022	CY 2023	CY 2024
Target	1.38	1.41	1.43	1.46	1.49	1.51
Actual	1.38	1.39	1.28	1.33	1.35	N/A
						FY 2024 Status: Met the FY 2023 Target

Note: Update cycle: Annually, after August 15 for the prior CY.

Performance Goal 2.4.1 Description

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

Performance Indicator 2.4.1 Long-Term Graph



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

Indicator: Number of Hazardous Materials Incidents that Resulted in a Road Closure of One Hour or More

Goal 2.4.2	FY 2022	FY 2023	FY 2024
Target	140	135	131**
Actual	35 (26-Hwy;9-Rail)	59 (12-Rail;52 –Hwy)	47 (7-Rail;40-Hwy)
			FY 2024 Status: Met the FY 2024 Target

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

*Note: FY 2022 is the first year of APR reporting. *Preliminary data received from railroad incidents. Highway road closure data, which constitute the majority of total road closures, are delayed in reporting. Actuals will be available for FY2023 in Fall 2024. **Since 2020, actuals have trended significantly below targets. Initial root cause was presumed COVID-related. While still unconfirmed, an FMCSA Rulemaking requiring Electronic Stability Control on new build trucks, has reduced skidding and overturning by 59% on those vehicles. Overturning is significantly correlated with road closure. PHMSA will re-baseline using post-COVID incident trends and newly available survey data on truck equipment.*

Performance Goal 2.4.2 Description

This performance goal counts the number of incidents on highways and rail that resulted in a road closure for one hour or more due to a failure in the hazardous materials transportation system and/or a release of hazardous materials. Road closures of an hour threaten the nation's ability to move goods and people in a timely manner, which in turn leads to societal economic consequences.

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

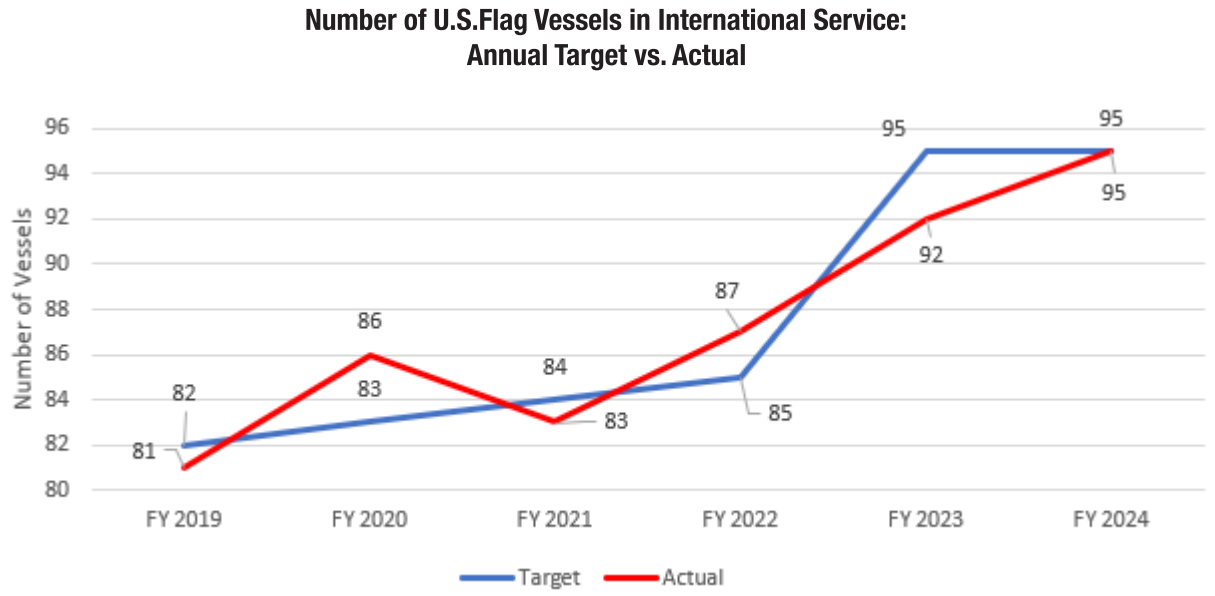
Indicator: Number of U.S.-Flag Vessels in International Service

Goal 2.4.3	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
Target	82	83	84	85	95	95
Actual	81	86	83	87	92	95
						FY 2024 Status: Met the FY 2024 Target

Performance Goal 2.4.3 Description

The performance goal monitors the increase in the number of U.S.-Flag vessels in international service. The performance indicator aligns with the strategic objective to maintain a resilient supply chain to support the U.S. economy. While the indicator reflects on the increase in the number of U.S. Flag-vessels in international service, other activities that validate and support the performance indicator include activity of cable repair ships, implementation of tanker interim rule, and tanker operating agreements. While data is currently being collected to track U.S. Flag vessels in international service, this performance indicator is on track to obtain 5+ years of data on the activity with U.S. Flag vessels and the demand for cargo carriage in supporting the U.S.-Flag Fleet for future insights.

Performance Goal 2.4.3 Long-Term Graph



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

Indicator: Projected Ratio of Current Port Capacity Throughput in Twenty-Foot Equivalent Units (TEUs) to Baseline Port Capacity Throughput (in TEUs)

Goal 2.4.4	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
Target	N/A	N/A	Evaluate type of existing data and establish framework for measuring and reporting.	Use the framework to assess and further refine port capacity throughput targets for future years.	8%
Actual	1.0%	1.5%	75 million twenty-foot equivalent units*	From FY2020 to FY 2023, discretionary grant programs awarded funds to projects that are projected to increase containerized capacity by 7.05% upon completion	7.5%
					FY 2024 Status: Met the FY 2024 Target
Including FY24, DOT discretionary grant programs have funded projects that will increase containerized capacity by 7.5% upon completion.					

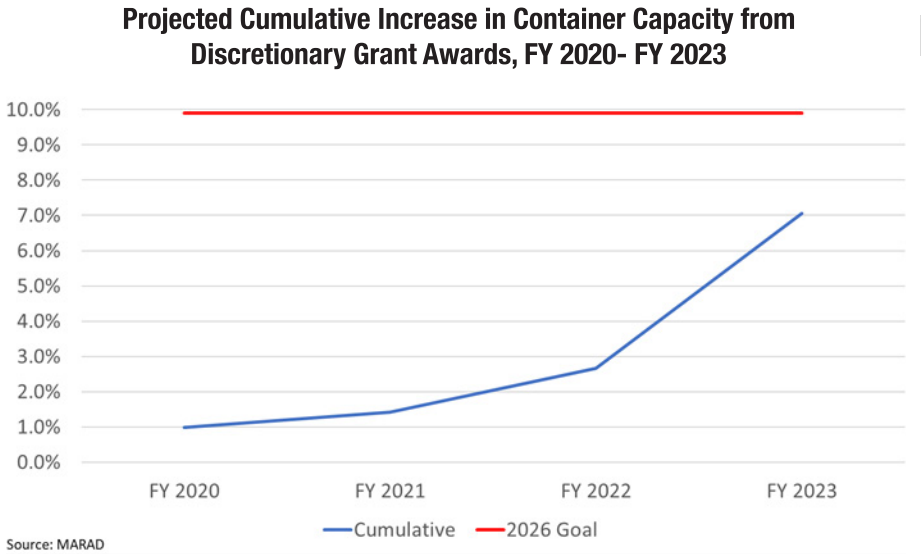
** From FY 2020 to FY 2022, discretionary grant programs awarded funds to projects that are projected to directly increase annual container throughput capacity by 3.6% over the baseline.*

Performance Goal 2.4.4 Description

The performance goal captures the target of increased port capacity throughput availability by 10% by 2026. The performance indicator aligns with the strategic objective to maintain a resilient supply chain to support the U.S. economy.

While data is currently being collected to track port capacity throughput, this performance indicator is on track to obtain 5+ years of data on the activity with port capacity nationwide for future insights.

Performance Indicator 2.4.4 Long-Term Graph



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

Indicator: Percentage of Time the U.S. Portion of the St. Lawrence Seaway is Available to Commercial Users

Goal 2.4.5	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
Target	99%	99%	99%	99%	99%	99%
Actual	99.3%	99.1%	99.6%	99.6%	98.7%	96.5%

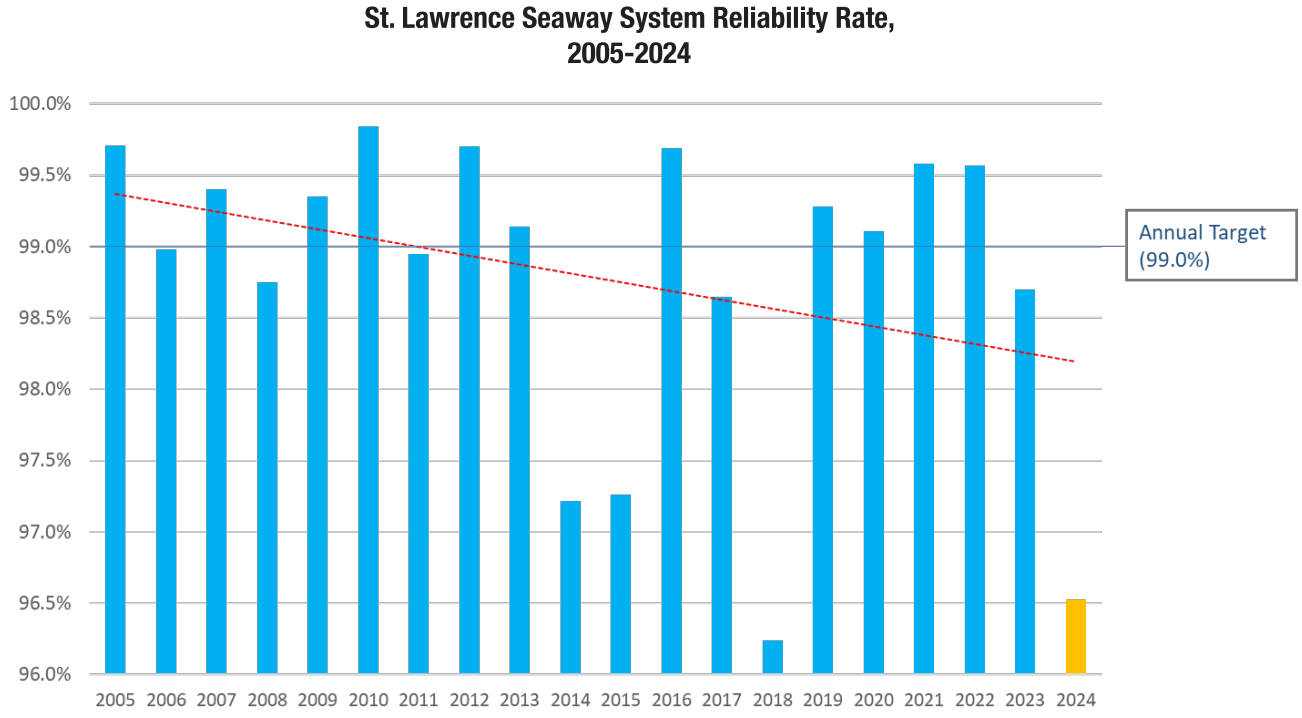
FY 2024 Status: Did Not Meet the 2024 Target

Seaway system delays for FY 2024 were 239 hours, 55 minutes, due primarily to the October 2023 Canadian Seaway workers' strike, the first such strike since 1968, which impacted Canadian and U.S. Seaway commercial traffic (199 hours or 83 percent of all FY 2024 delays). Without the Canadian labor strike delay, the FY 2024 system reliability rate would have been 99.4 percent, surpassing the target.

Performance Goal 2.4.5 Description

The GLS's core performance indicator is to facilitate the safe and efficient waterborne movement of commercial goods to and from the eight-State Great Lakes region to global markets. 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, which is considered a vital North American supply chain commercial trade route. This waterborne trade supports 147,350 U.S. jobs and generates associated annual U.S. economic benefits of $26 billion in economic activity, $14 billion in personal income and local consumption expenditures, and $4 billion in federal, state, and local tax revenue.

Performance Indicator 2.4.5 Long-Term Graph



Source: GLS Lock Operations Records

Strategic Objective 2.5: System Reliability and Connectivity

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

Number	Performance Goal
2.5.1a	Under BIL, fund participation in completing 50 new or replacement terminals by 2030
2.5.1b	Under BIL, fund participation in completing 2,000 new or rehabilitated pavement projects by 2030
2.5.2	Meet the Annual Target for Average Number of Daily Arrivals and Departures at Core Airports
2.5.3	Meet the Annual Target for National Airspace System On-Time Arrival Rate at Core Airports
2.5.4	The Percentage of Person-Miles Traveled on the Interstate that are Reliable Will be at or Above 82.8%
2.5.5	Increase Intercity Passenger Rail On-Time Arrivals System-Wide
2.5.6	Increase Percentage of DoD-Required Shipping Capacity Complete with Crews Available within Mobilization Timelines

Summary of Progress towards Strategic Objective 2.5: System Reliability and Connectivity

DOT Agencies work tirelessly to ensure that key systems are reliable and are constantly being improved to reduce travel time, keep up with user demand, and be a source of innovation.

The FAA achieved its annual goals for the Average Daily Capacity (ADC) and the National Airspace System (NAS) On-Time Arrival Rate at Core Airports. In FY 2024, the FAA achieved its annual goals for the Average Daily Capacity (ADC) and the National Airspace System (NAS) On-Time Arrival Rate at Core Airports.

FHWA continued to provide the contract for the National Performance Management Research Data Set (NPMRDS) and awarded option year 2. This contract provides average travel time data on the NHS for State DOTs and Metropolitan Planning Organizations (MPO)s to use to calculate and set targets for all of the third performance management rulemaking indicators, including travel time reliability. In addition, FHWA has provided significant venues for technical assistance including quarterly National Performance Management Research Data Set (NPMRDS) Users Technical Assistance webinars, technical assistance papers, promotion of traffic incident management, and guides to advance practices that improve travel time reliability (TTR) modeling and analysis, including a TTR reference guide, a six-part video series explaining TTR and TTR modeling and analysis, and reliability analysis addendums for two traffic analysis toolbox volume.

FRA publishes quarterly reports as required by the Metrics and Minimum Standards for Intercity Passenger Service final rule, which set an on-time performance standard of 80% in two consecutive quarters. In FY 2024, FRA revised the reports significantly, to make information on minutes of train delay and on-time performance more accessible and useful to current and potential users of intercity passenger rail service.

In FY 2024, achievement with surge sealift continues through Federally owned and contractor-operated vessels, including MARAD's RRF ships berthed at various U.S. ports.

Strategic Objective 2.5: Performance Goals

2.5.1a Under BIL, fund participation in completing 50 new or replacement terminals by 2030 (FAA)[KPI]

Indicator: Number of new or replacement terminals funded

Goal 2.5.1a	FY 2022	FY 2023	FY 2024
Target Milestone	Announce the intent to award grants to five terminal projects and award grants to 40 new/ rehabilitation pavement projects.	Announce the intent to award grants to five terminal projects and award grants to 85 new/ rehabilitation pavement projects.	Announce the intent to award grants to ten terminal projects
Actual Milestone	Announced the intent to fund over 20 airport terminal projects in July 2022 and awarded over 110 grants for pavement projects.	Announced the intent to fund 86 terminal projects in February 2023 and awarded over 300 grants for new/rehabilitation pavement projects	FAA issued the Notice of Intent to Fund for FY24 ATP selected projects on February 15, 2024, which included 33 new or replacement terminals.
			FY 2024 Status: Met the FY 2024 Target

Note: FY 2022 is the first year of APR reporting. The 2030 target numbers for pavement and terminal projects were updated in FY 2024.

2.5.1b Under BIL, fund participation in completing 2,000 new or rehabilitated pavement projects by 2030 (FAA)[KPI]

Indicator: Number of new or rehabilitated pavement projects funded

Goal 2.5.1b	FY 2022	FY 2023	FY 2024
Target Milestone	Announce the intent to award grants to five terminal projects and award grants to 40 new/ rehabilitation pavement projects.	Announce the intent to award grants to five terminal projects and award grants to 85 new/ rehabilitation pavement projects.	Announce the intent to award grants to 350 new/ rehabilitation pavement projects.
Actual Milestone	Announced the intent to fund over 20 airport terminal projects in July 2022 and awarded over 110 grants for pavement projects.	Announced the intent to fund 86 terminal projects in February 2023 and awarded over 300 grants for new/rehabilitation pavement projects	FAA has announced 513 new/ rehabilitation pavement projects (Q1: 25, Q2: 85, Q3: 87, Q4: 316).
			FY 2024 Status: Met the FY 2024 Target

Note: FY 2022 is the first year of APR reporting. The 2030 target numbers for pavement and terminal projects were updated in FY 2024.

Performance Goal 2.5.1a, 2.5.1b Description

A portion of the BIL Infrastructure grant funds focuses on pavement projects and ensuring the Airport Terminal Program funding meets the needs of aging airport terminal infrastructure.

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

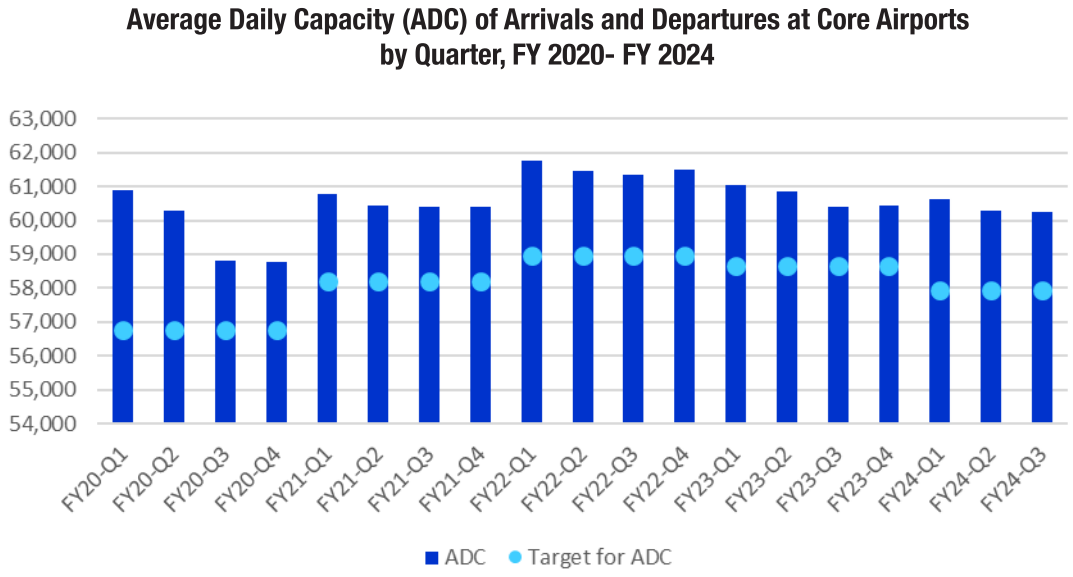
Indicator: Average Daily Arrivals and Departures at Core Airports

Goal 2.5.2	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
Target	59,303	56,771	58,193	58,962	58,661	57,931
Actual	59,447	58,755	60,369	61,511	60,432	60,173
						FY 2024 Status: Met the 2024 Target

Performance Goal 2.5.2 Description

The FAA is continually improving system operations to increase system reliability by maintaining a high Average Daily Capacity (ADC) of arrivals and departures at Core airports, which are defined as the Nation's 30 busiest airports. This performance goal captures the average daily arrivals and departures at core airports as a way to monitor capacity and ensure that aviation needs are met nationwide.

Performance Indicator 2.5.2 Long-Term Graph



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

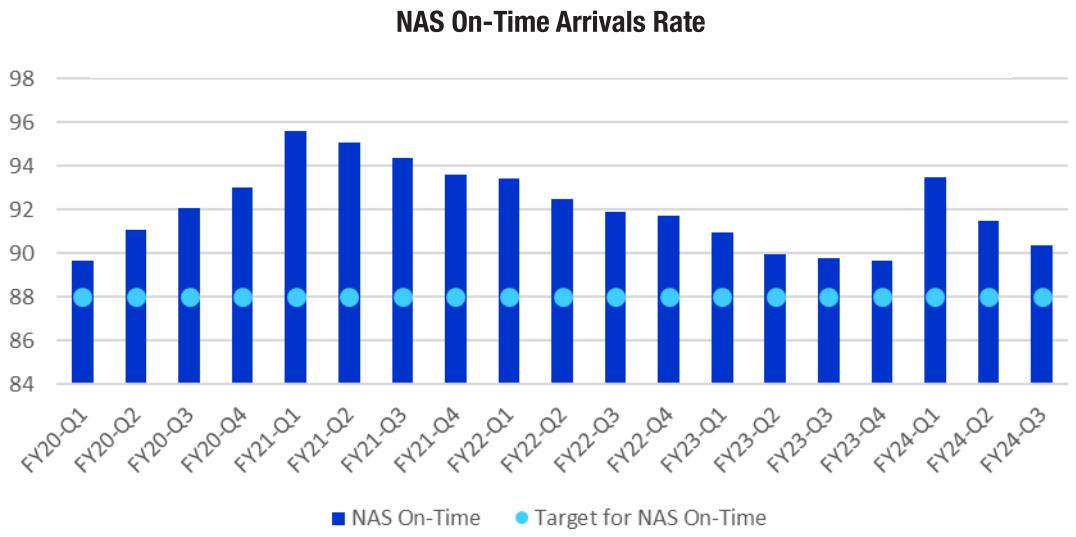
Indicator: National Airspace System On-Time Arrival Rate at Core Airports

Goal 2.5.3	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
Target	88%	88%	88%	88%	88%
Actual	93.03%	93.6%	91.74%	89.64%	90.06%
					FY 2024 Status: Met the FY 2024 Target

Performance Goal 2.5.3 Description

The NAS on-time arrival rate is measured by dividing the number of flights arriving on or before 15 minutes of flight plan arrival time by the total number of completed flights for the Core airports. Each of the Nation's 30 Core airports has one or more percent of total U.S. passenger enplanements or handles 0.75% or more of the total U.S. non-military itinerant operations. The on-time arrival calculation uses the latest carrier flight plan filed with the FAA and excludes minutes of delay attributed by air carriers to extreme weather, carrier action, security delay, and prorated minutes for late arriving flights at the departure airport as defined by DOT Airline Service Quality Performance.

Performance Indicator 2.5.3 Long-Term Graph



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

Indicator: Percentage of Person-Miles Traveled on the Interstate that are Reliable

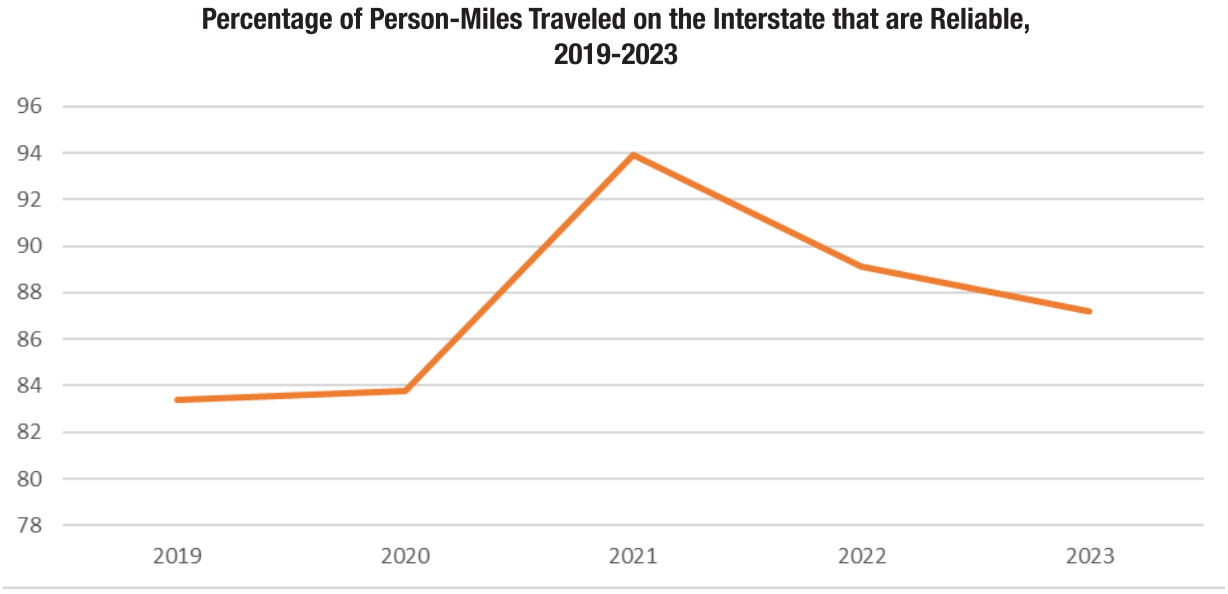
Goal 2.5.4	CY 2019	CY 2020	CY 2021	CY 2022	CY 2023	CY 2024
Target	83.7%	83.1%	82.8%	82.8%	82.8%	82.8%
Actual	83.4%	83.8%	93.9%	89.1%	89.1%*	N/A
						FY 2024 Status: Met the CY 2023 Target

** Anticipate Target being met, pending data*

Performance Goal 2.5.4 Description

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

Performance Indicator 2.5.4 Long-Term Graph



**Note: Data reported in 2021-2023 were affected by traffic changes during the pandemic.*

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

Indicator: Intercity Passenger Rail On-Time Arrivals

Goal 2.5.5	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
Target	N/A	80%	80%	80%	80%	80%
Actual	74%	79.7%	77%	74%	74%	75%

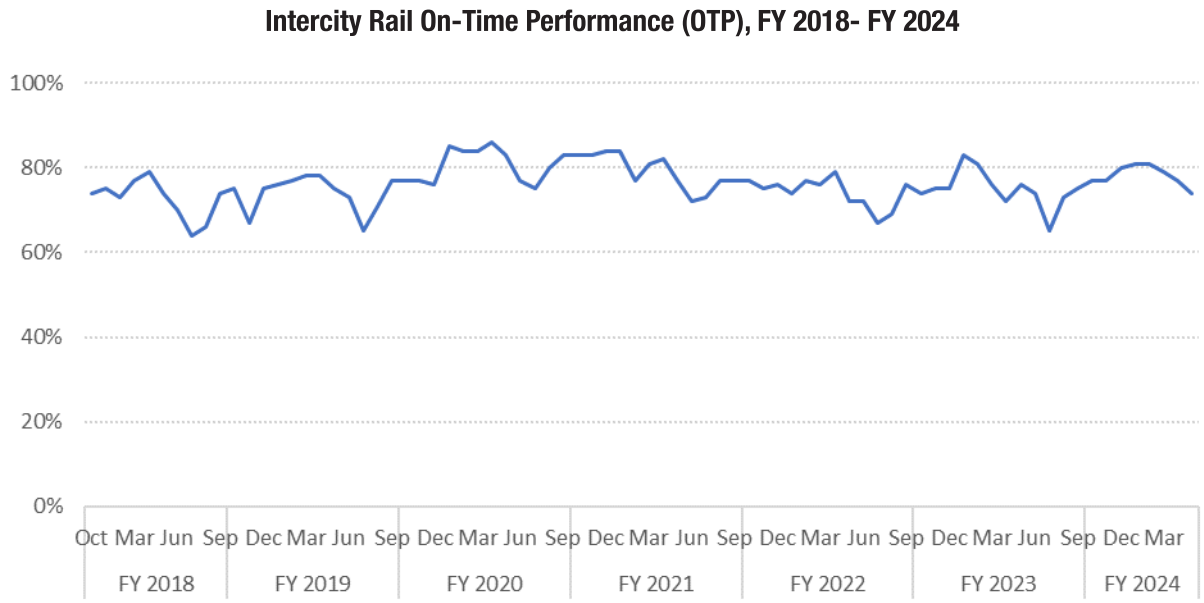
FY 2024 Status: Did Not Meet the 2024 Target

On-time performance on the Northeast Corridor declined two points from FY 2023 as infrastructure and equipment problems delayed trains. Weather was also a major factor as high temperatures caused significant delays on the Northeast Corridor and across Amtrak's network during the summer. Outside of the Northeast Corridor, Amtrak trains continued to face delays from host railroad freight train interference and speed restrictions.

Performance Goal 2.5.5 Description

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

Performance Indicator 2.5.5 Long-Term Graph



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

Indicator: Percentage of DoD-Required Shipping Capacity Complete with Crews Available within Mobilization Timelines

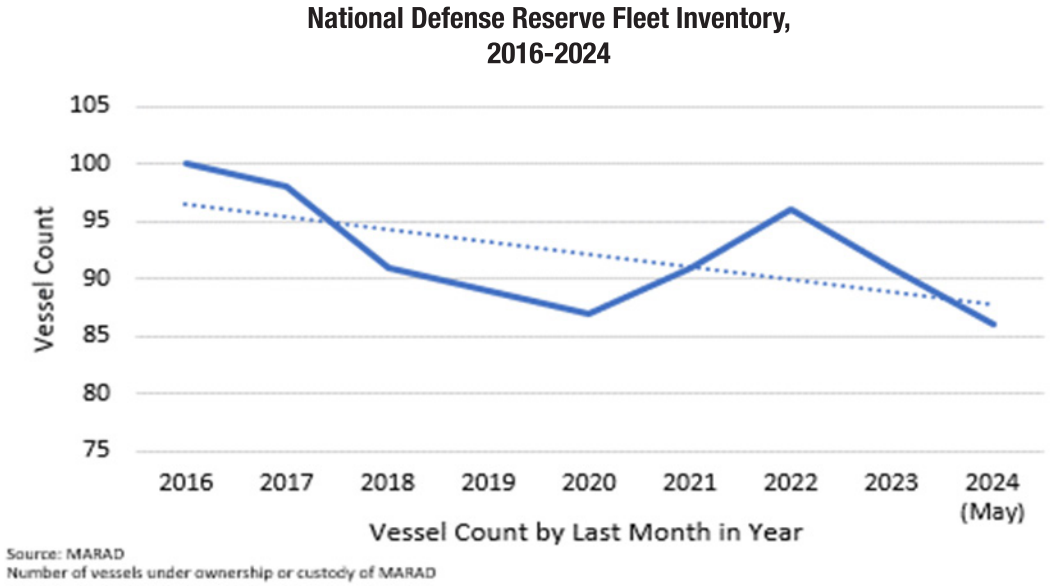
Goal 2.5.6	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
Target	94%	94%	94%	85%	85%	85%
Actual	92%	90%	91%	89%	93%	93%
						FY 2024 Status: Met the FY 2024 Target

Performance Goal 2.5.6 Description

The performance goal measures DoD-required shipping capacity, complete with crews available within mobilization timelines. The goal aligns with the strategic objective of system reliability and connectivity.

Performance Indicator 2.5.6 Long-Term Graph

While data is currently being collected to track sustainment sealift efforts, this performance indicator is on track to obtain 5+ years of data on the activity with DoD-required shipping capacity complete with crews available within mobilization timelines for future insights.



Strategic Goal 3:
Equity

Strategic Goal 3: Equity

Reduce inequities across our transportation systems and the communities they affect. Support and engage people and communities to promote safe, affordable, accessible, and multimodal access to opportunities and services while reducing transportation-related disparities, adverse community impacts, and health effects.

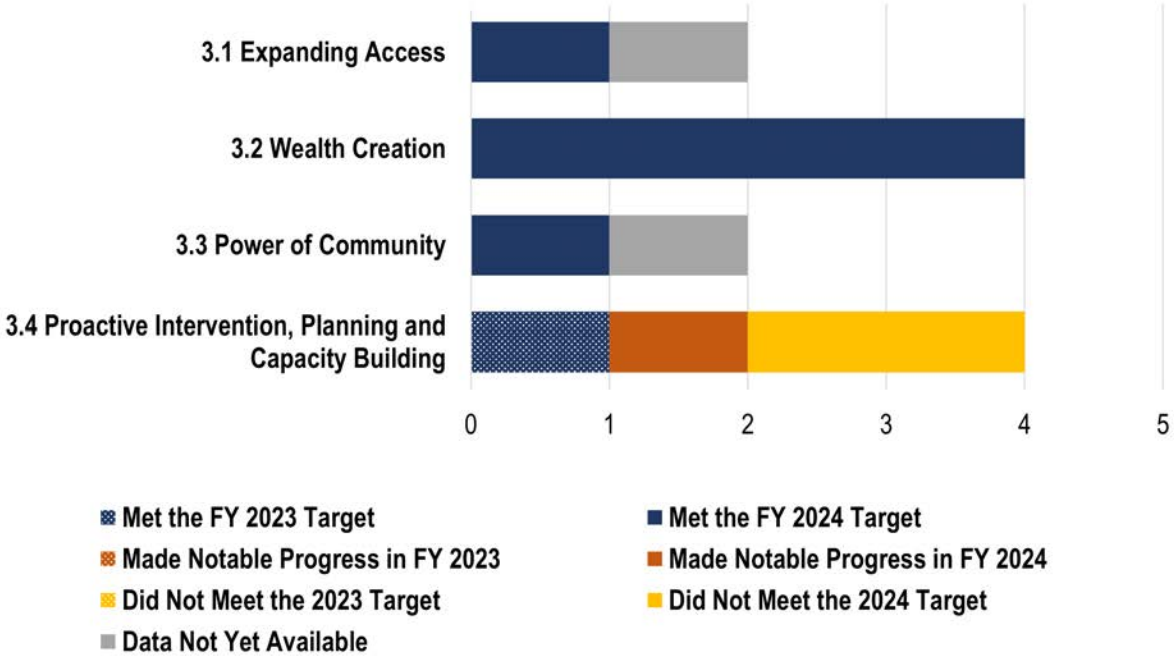
Performance Goals Overview and Summary of Progress

Over the last fiscal year, DOT has achieved significant accomplishments such as updating regulations to support disadvantaged businesses; improving accessibility for people with disabilities, and simplifying grant applications to reduce barriers to participation in DOT grant programs.

DOT is proud to report that we have met 100% of our targets under the wealth creation strategic objective and are continuing to prioritize meeting and exceeding our goals for the Power of Community and Expanding Access. In FY2024, FHWA completed the implementation of its eCivil Rights Connect tool to streamline its civil rights oversight for highway projects.

The Department understands the impacts of inaccessible transportation and the financial strain it places on disadvantaged communities. In FY 2024, the Department is committed to utilizing tools such as the Equity Transportation Community (ETC) Explorer Tool to identify the most impacted communities and develop solutions that will make transit more accessible and affordable for all.

Figure 4: Equity Performance Goal Progress by Strategic Objective in FY 2024



Strategic Objective 3.1: Expanding Access

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

Number	Performance Goal
3.1.1	By 2030, reduce by 5%, the population living in census tracts with an average transportation cost burden greater than 15%.
3.1.2	Increase the Number of State ADA Report Submissions in eCivil Rights Connect (APR Only)

Summary of Progress towards Strategic Objective 3.1: Expanding Access

The Department is expanding affordable access to transportation jobs and business opportunities by removing barriers for individuals, businesses, and communities. DOT is implementing programs to reduce transportation costs for disadvantaged populations and streamline civil rights oversight.

Transportation costs can be a significant portion of household budgets, particularly for disadvantaged families. Working consensus in the industry suggests that households spending more than 15% of their income on transportation are considered to be "cost burdened." As part of DOT's Transportation Insecurity component of the ETC Explorer tool, DOT developed a transportation cost burden metric utilizing National level data. In early 2025 DOT, will update the DOT ETC Explorer tool with an updated transportation insecurity measure, comprised of updated cost burden, access burden and safety methodologies. This updated measure will help states and communities' advance projects that benefit all communities especially those that are disadvantaged and underserved for when people spend a greater percentage of annual household income on transportation (transit costs; vehicle maintenance and insurance costs; gasoline and fuel) they have less money left to spend on food, housing, education, and other important needs.

Strategic Objective 3.1: Performance Goals

3.1.1 Reduce the number of Census tracts with an average transportation cost burden of 15%, such that the population-weighted number of these Census tracts is reduced by 5% from 47% in FY 2022 to 44.7% or less by 2030.

Indicator: Percentage of U.S. Population Living in Census Tracts where the Average Cost Burden is Greater than 15%

Goal 3.1.1	FY 2022	FY 2023	FY 2024
Target	N/A	47%	47%
Actual	47%	N/A*	N/A
			FY 2024 Status: Data Not Yet Available

Note: FY 2022 is the first year of APR reporting.

Performance Indicator 3.1.1 Description

This performance goal uses a variety of data to estimate the transportation cost burden by Census Tract and estimates the total population of those Census Tracts with an average transportation cost burden of 15% or more.

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

Indicator: Number of State ADA Report Submissions in eCivil Rights Connect

Goal 3.1.2	FY 2022	FY 2023	FY 2024
Target	1	10	10
Actual	1	3	50
			FY 2024 Status: Met the FY 2024 Target

Note: FY 2022 is the first year of APR reporting.

Performance Indicator 3.1.2 Description

This goal measures the number of ADA reports submitted in the eCivil Rights Connect system. eCivil Rights Connect is a centralized data reporting system for State DOTs and Division Offices to upload information. Now that all 50 State Division Offices are using the system, this performance goal is complete.

Strategic Objective 3.2: Wealth Creation

Reduce the effects of structural obstacles to building wealth.

Number	Performance Goal
3.2.1	Increase U.S. DOT Direct Contract Dollars to Small Disadvantaged Businesses from 18.2% in FY 2021 to 22% by FY 2026
3.2.2	Increase the Percentage of Total FAA Direct Procurement Dollars Awarded to Small Disadvantaged Businesses
3.2.3	Increase the Number of State DOTs Adopting and Implementing Identified Best Practices When Administering the DBE Program on Design-Build Projects
3.2.4	Increase the Total Federal Transit Grant Dollars Announced or Allocated for Rural or Tribal Areas

Summary of Progress towards Strategic Objective 3.2: Wealth Creation

A core component of DOT's equity strategic goal is expanding opportunities to build up business from disadvantaged communities. DOT seeks to overcome structural obstacles in these communities to building wealth by increasing the portion of direct procurement dollars awarded to small, disadvantaged businesses, increasing the number of State DOTs using best practices in supporting disadvantaged business enterprises, and increasing federal transit grants for rural or Tribal areas. Additionally, in FY 2024, FHWA encouraged State DOTs to adopt open-ended performance plans on design-build projects, which has been shown to contribute to achievement of the DBE goal.

In FY 2024 , DOT hosted a series of Connections MarketPlace sessions, including three in-person sessions at DOT's headquarters and five virtual sessions. They included industry days and informational sessions to provide small businesses with an overview of the Federal contracting process, how to navigate DOT's procurement forecast, upcoming opportunities, technical assistance, and available resources for small businesses. A combined 2,887 participants registered for the eight events.The Department also participated in various events across the country to feature BIL-funded state and federal contract opportunities for small businesses. In addition to outreach efforts, DOT announced the release of the updated USDOT Connect to Capital virtual platform, formerly called the Virtual Connector. The updated site features the new name, a new virtual library, and an instructional video.

FTA is committed to providing funding for rural and Tribal areas to expand transit, which is critical for increasing access to jobs, education, groceries, medical services, religious services, and educational opportunities. In FY 2024, FTA provided funding for rural and Tribal areas through several formula and discretionary grant programs, including $216 million in April 2024 for the Ferry Service for Rural Communities Program. In addition, on February 8, 2024, FTA published a joint Notice of Funding Opportunity (NOFO) for the Buses and Bus Facilities ($390 million) and Low or No Emissions Grant ($1.1 billion) Programs with streamlined application requirements for Tribes requesting less than $1 million, easing the application process for bringing new buses to Indian Country. Projects selected on July 9th, 2024, from the FY 2024 Buses and Bus Facilities competitive grant program included seven tribal sponsors that received more than $6.6 million in funding to provide essential transit services in tribal communities. Additionally, in FY 2024, FHWA encouraged State DOTs to adopt open-ended performance plans on design-build projects, which has been shown to contribute to achievement of the DBE goal.

Strategic Objective 3.2: Performance Goals

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

Indicator: Percentage of Total DOT Direct Contract Dollars Awarded to Small Disadvantaged Businesses (SDBs)

Goal 3.2.1	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
Target	N/A	N/A	20.0%	20.5%	21.0%
Actual	19.31%	18.2%	21.25%	22.8%	21.23%*
					FY 2024 Status: Met the FY 2024 Target

**Note: FY 2021 is the first year of APR reporting. * Source: SAM.gov; FY24 data is considered preliminary until certified by the SBA.*

3.2.2 By 2026, Increase the Percentage of Total FAA Direct Procurement Dollars Awarded to Small Disadvantaged Businesses (FAA)

Indicator: Percentage of Total FAA Direct Procurement Dollars Awarded to Small Disadvantaged Businesses (SDBs)

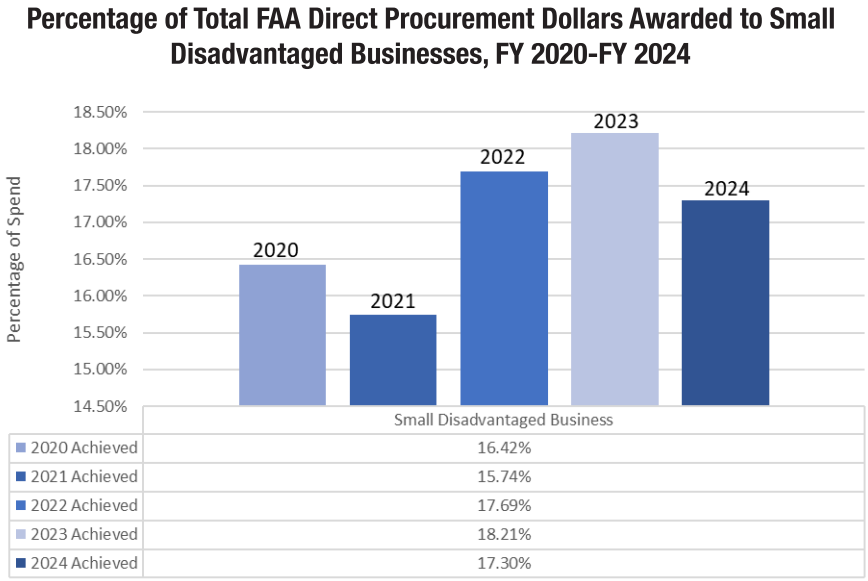
Goal 3.2.2	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
Target	N/A	N/A	12%	13%	14%
Actual	16.42%	15.74%	17.69%	18.21%%	17.30%
					FY 2024 Status: Met the FY 2024 Target

Performance Indicator 3.2.1 and 3.2.2 Description

Performance goal 3.2.1 measures the amount of direct procurement dollars going to SDBs across the entire Department as a percentage of total direct procurement dollars across the entire Department.

FAA continues to make every effort to continue exceeding small business contract award goals. Performance goal 3.2.2 measures these efforts through the percentage of FAA direct procurement dollars going to SDBs as a percentage of total FAA direct procurement dollars.

Performance Indicator 3.2.2 Long-Term Graph



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

Indicator: Number of State DOTs Adopting and Implementing Identified Best Practices When Administering the DBE Program on Design-Build Projects

Goal 3.2.3	FY 2022	FY 2023	FY 2024
Target	3	5	8
Actual	3	5	12
			FY 2024 Status: Met the FY 2024 Target

Note: FY 2022 is the first year of APR reporting.

Performance Indicator 3.2.3 Description

Innovative tools and practices are available for modifying traditional DBE commitment processes, such as DBE open-ended performance plans, to align with the design-build process. Increased adoption of these best practices by State DOTs will improve participation by DBEs in transportation projects. This indicator tracks how many State DOTs are adopting and implementing these best practices.

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

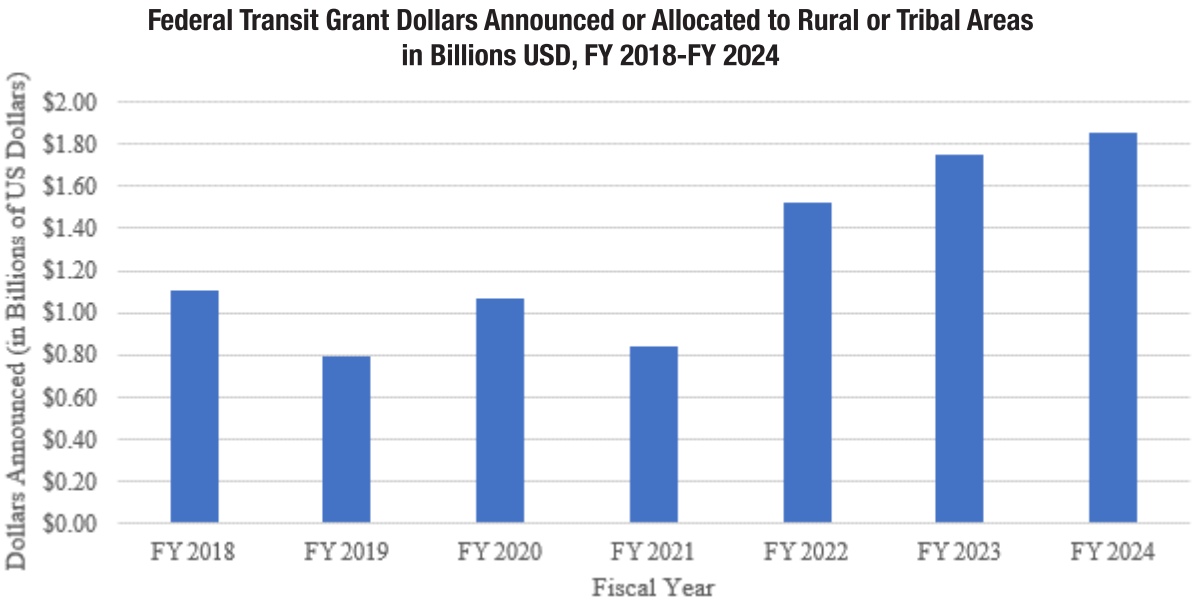
Indicator: Total Federal Transit Grant Dollars Announced or Allocated for Rural or Tribal Areas (Billions USD)

Goal 3.2.4	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
Target	N/A	N/A	$1.741	$1.718	$1.700
Actual	$1.065	$0.843	$1.527	$1.75	$1.85*
					FY 2024 Status: Met the FY 2024 Target

Performance Indicator 3.2.4 Description

FTA provides transit grant dollars for rural and Tribal areas through several formula and discretionary grant programs, including the Formula Grants for Rural Areas Program, the Public Transportation on Indian Reservations Program the Ferry Service for Rural Communities Program, the Buses and Bus Facilities Program, the Low or No Emissions Bus Grant Program, and the Enhanced Mobility of Seniors and Individuals with Disabilities Program. This indicator tracks the funds which are announced or allocated through these programs.

Performance Indicator 3.2.4 Long-Term Graph



Strategic Objective 3.3: Power of Community

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

Number	Performance Goal
3.3.1	All 50 State DOTs and Top 100 MPOs Adopt a Quantitative Equity Screening Component to Their S/TIP Development Processes by 2030
3.3.2	Increase the Percentage of Community Outreach Activities Directed Toward Underserved Communities to Increase Hazmat Transportation Awareness, Preparedness, and Response

Summary of Progress towards Strategic Objective 3.3: Power of Community

DOT seeks to empower communities to achieve equitable transportation outcomes for themselves. DOT accomplishes this through incorporating equity into the transportation planning process and increasing outreach directed towards underserved communities.

In August 2023, the Department hosted a workshop with leading State DOTs and MPOs to better understand promising practices in equitable transportation planning. This informed the development of a draft resource *Promising Practices for Advancing Equity in the Transportation Planning Process*. The release of this guide is on hold indefinitely pending further discussions with the Department of Justice. Upon issuance, this document will help funding recipients gain ideas on how to advance the inclusion of equity and public involvement in their transportation planning and programming processes. The resource will complement the *Promising Practices for Meaningful Public Involvement in Transportation Decision-Making* resource released in October 2022. DOT is working to update its survey tool for State DOTs and MPOs to collect updated data on the adoption of equity screening components.

The Operations Systems Division (OSD) at PHMSA and the Volpe Center collaborated to enhance the Freight and Fuel Transportation Optimization Tool (FTOT) in FY 2024. FTOT will optimize material transportation by analyzing collection, processing, and distribution needs. This tool has been adapted by the department to minimize routing risks and compare risk profiles for transporting Class 3 hazardous materials.

In addition to the FTOT, PHMSA's OSD office and the Volpe Center began expanding the Social Equity Mapping Tool (ETCE), which currently maps pipeline accidents in disadvantaged communities, to include hazardous materials transportation incidents. This effort aims to ensure equity in hazardous materials transportation by focusing on the impacts on disadvantaged communities. The effort to enhance FTOT and expand ETCE is a significant step in promoting equity in hazardous materials transportation. Both tools will help optimize transportation routes and assess the impact on disadvantaged communities, ensuring safer and more equitable transportation practices.

Strategic Objective 3.3: Performance Goals

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

Indicator: Number of States and TMA-Serving MPOs that Have Adopted a Quantitative Equity Screening Component to Their S/TIP Development Processes

Goal 3.3.1	FY 2022	FY 2023	FY 2024
Target Milestone	N/A	58 State DOTs: 5/52 (10%) TMA-serving MPOs: 53/214 (25%)	86 State DOTs: 9/52 (17%) TMA-serving MPOs: 77/214 (36%)
Actual Milestone	45 State DOTs: 3/52* (6%) TMA-serving MPOs: 42/214 (20%)	N/A	N/A
			FY 2024 Status: Data Not Yet Available

*Note: FY 2022 is the first year of APR reporting. *50 States, the District of Columbia, and Puerto Rico.*

Performance Indicator 3.3.1 Description

This performance indicator tracks the number of those planning processes that have formally adopted an equity screening component as part of their process.

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

Indicator: Percentage of Community Outreach Activities to Increase Hazmat Transportation Awareness, Preparedness, and Response Directed Toward Underserved Communities

Goal 3.3.2	FY 2022	FY 2023	FY 2024
Target	40%	40%	40%
Actual	26%	42%	45.9%
			FY 2024 Status: Met the FY 2024 Target
The Office of Hazardous Materials Safety (OHMS) met its outreach and engagement goals by hosting seminars and workshops in historically underserved communities. OHMS targeted Tribal Nations throughout the country providing information pertaining to how to apply for government grants and safety regarding materials traveling through tribal territories. Additionally, OHMS has performed outreach and engagement to the midwestern Agriculture Communities where hazardous chemicals are routinely transported through small rural towns.			

Note: FY 2022 is the first year of APR reporting.

Performance Indicator 3.3.2 Description

This performance indicator counts the number of outreach activities directed toward underserved communities as a percentage of all outreach activities conducted by PHMSA.

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

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

Number	Performance Goal
3.4.1	By 2026, increase by 5% the number of DOT discretionary grant applicants from disadvantaged communities who have not applied for DOT funding since prior to FY 2016.
3.4.2	Assess and Strengthen Civil Rights Program Capacity, Coordination, and Outcomes
3.4.3	Reduce the Number of Displacements Resulting from Federal-Aid Highway Projects
3.4.4	Complete Three Projects that Reconnect Communities that were Divided by Transportation Corridors

Summary of Progress towards Strategic Objective 3.4: Proactive Intervention, Planning, and Capacity Building

Advancing equity requires that equity considerations be integrated into all phases of delivering transportation investments, including planning, development, and implementation. The Department is strengthening the capacity of its civil rights program and is conducting outreach to increase the number of non-traditional grantees to DOT programs. DOT is also taking concrete steps to reduce displacements from highway projects and is advancing projects to reconnect communities that were previously divided by transportation projects in earlier eras.

In May of 2024, FHWA published a final rule for the Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act) which includes important equity updates and provides benefits and services to those who are displaced as a result of Federal programs or projects.

FHWA initiated a research project to develop an Anti-Displacement Toolkit for use by project sponsors and partners, planning and right-of-way practitioners, and other project stakeholders when anticipating potential displacement impacts. The Toolkit will consist of strategies, case studies, sample policies, and an assessment-to-decision framework for application during planning through project development.

FY 2024, DOTs Office of Civil Rights (DOCR) has monitored modal practices of ensuring nondiscrimination by DOT funding recipients, through collecting and analyzing information related to community involvement in transportation decision-making. In April 2024, DOCR led a DOT Equity Summit for recipients of DOT funding, which included discussions of civil rights obligations and promising practices in community engagement. DOCR, in collaboration with the Office of Public Engagement and the White House, developed a Title VI Infographic to educate members of the public on Title VI and promote nondiscrimination that was released in June 2024. DOT continued to build out tools and programs to provide technical assistance to applicants of DOT discretionary grant programs and reduce barriers to accessing Federal funds. For example, in April 2024, DOT awarded $23.6 million to three national capacity builder teams and six regional capacity builder teams as part of the Thriving Communities Program to support 112 communities in 39 states, including representation from Tribal Nations. DOT also provided technical assistance for grantees and potential grantees under the Reconnecting Communities Pilot (RCP) Program through the Reconnecting Communities Institute (RCI) starting in April 2023. DOT has continued to add resources to the DOT Navigator to help communities understand the best ways to apply for grants and to plan for and deliver transformative infrastructure projects and services, with a focus on those who have not previously received or applied for DOT funding.

In addition to establishing the Reconnecting Communities Institute which provides technical assistance for grantees and potential grantees under the Reconnecting Communities Pilot (RCP) Program, DOT has actively worked with awardees to complete the steps necessary to obligate awarded funds, complete the NEPA process, and proceed with project delivery in a timely manner.

Strategic Objective 3.4: Performance Goals

3.4.1 By 2026, increase by 5% the number of DOT discretionary grant applicants from disadvantaged communities who have not applied for DOT funding since prior to FY 2016. (OST-P)[KPI, BIL]

Indicator: Percentage of Discretionary Grant Applicants from Disadvantaged Communities Who Have Not Applied for U.S. DOT Funding Since 2016

Goal 3.4.1	FY 2022	FY 2023	FY 2024
Target	N/A	29.5%	31%
Actual	28% (366/1,303)	30% (390/1307)	N/A
			FY 2024 Status: Met the CY 2023 Target

*Note: FY 2022 is the first year of APR reporting. *KPI calculations will be available in December 2024.*

Performance Indicator 3.4.1 Description

Each year, DOT awards discretionary grants through a competitive process based on legislative and regulatory requirements, as well as published selection criteria. The discretionary grant funding process begins with Congressional legislation and concludes with the closeout of the awarded process. DOT is committed to ensuring that historically overburdened and underserved communities in rural, tribal and urban areas benefit from access to the Bipartisan Infrastructure Law's (BIL) generational investment in the Nation's infrastructure. This performance goal counts the percentage of applications from disadvantaged communities that are applying for the first time since at least 2016.

3.4.2 Assess and Strengthen Civil Rights Program Capacity, Coordination, and Outcomes

Indicator: Civil Rights Program Capacity, Coordination, and Outcomes, including tracking implementation of USDOT's Title VI Order and DBE/ACDBE rule

Goal 3.4.2	FY 2022	FY 2023	FY 2024
Target Milestone	Incorporate civil rights compliance language in NOFOs. Develop public engagement tools for funding recipients.	Update Title VI assurances, Language Access Plan, and internal and external complaint manual. Conduct civil rights assessment of discretionary grant applications. Launch technical assistance, training, and communities of practice activities. Operating Administrations develop Title VI and Community Participation Plan collection strategies and compliance review priorities and plans/strategies.	Issue updated External Civil Rights Complaint Processing Manual Order. Operating Administrations implement Title VI Plan and Community Participation Plan collection strategies, Language Access Plan, and compliance review strategies.
Actual Milestone	Incorporated civil rights compliance language in NOFOs.	Updated Language Access Plan. Conducted civil rights assessment of discretionary grant applications. Most Operating Administrations developed Title VI and Community Participation Plan collection strategies and compliance review priorities and plans/strategies.	DOCR is currently in the process of updating the External Civil Rights Complaint Processing Manual Order. Most OAs – including FAA, FHWA, and FTA – have implemented Title VI Plan and Community Participation Plan collection strategies, Language Access Plan, and compliance review strategies. We are providing technical assistance to the remaining OAs. DOCR is also working towards enhancing the collection of compliance indicators for Title VI. On April 9, 2024, the Department issued a final rule that will require enhanced reporting by recipients concerning the population of certified DBEs and Airport Concessions Disadvantaged Business Enterprise (ACDBEs) and their relative bidding and participation history on FAA, FHWA, and FTA-funded projects. DBE/ACDBE Final Rule: The final rule revisions remedy current reporting deficiencies and are critical to USDOT's efforts to improve data-driven program evaluation and DBE Program decision-making going forward. The expanded data collection will allow USDOT to look at data across several years to get a thorough assessment of the impact of the DBE Program. DOCR is working with a contractor in FY 2025 to build a requirements document for the bidders list system. No other limitations have been identified.

FY 2024 Status: Did Not Meet the 2024 Target

The FY24 target was to issue an updated External Civil Rights Complaint Processing Manual Order; DOCR is currently in the process of updating the Order.

The FY24 target was for Operating Administrations implement Title VI Plan and Community Participation Plan collection strategies, Language Access Plan, and compliance review strategies; most OAs – including FAA, FHWA, and FTA – have implemented these plans and strategies. We are providing technical assistance to the remaining OAs.

Note: FY 2022 is the first year of APR reporting.

Performance Indicator 3.4.2 Description

In June 2022, the United States Office of the Attorney General issued a memorandum reminding Federal agencies that "the Federal government must ensure that no person suffers unlawful discrimination in programs and activities that receive Federal financial assistance under BIL." DOT recognizes that this is a critical opportunity to proactively ensure recipients of Federal funding comply with civil rights laws at all stages of program planning, development, and implementation, in alignment with DOT's Title VI Order. This performance goal supports the integration of civil rights compliance activities into BIL implementation, including but not limited to pre-award activities, communications and training for DOT staff, and technical assistance for DOT funding recipients and project partners.

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

Indicator: Number of Displacements Resulting from Federal-Aid Highway Projects

Goal 3.4.3	FY 2021	FY 2022	FY 2023	FY 2024
Target	N/A	2,205	2,095	1,990
Actual	2,321	2,292	2,019	2,470

FY 2024 Status: Did Not Meet the 2024 Target

During the next quarter, FHWA will continue to conduct "red flag reviews" of highway projects in the project tracking system to flag projects with a high number of displacements or a high number of displacements in Environmental Justice communities. In addition, the FHWA is currently developing an Anti-Displacement Toolkit with strategies to prevent and mitigate residential and commercial displacement of existing residents and businesses in planning for and implementing transportation projects. The Toolkit, which is expected to be completed in the spring of 2025, is intended to provide Federal and State transportation agencies, local jurisdictions, transportation practitioners, project sponsors, real property practitioners, community-based organizations, and their partners, with detailed information about strategies to prevent and mitigate residential and commercial displacement of existing residents and businesses in planning for and implementing transportation projects.

Note: FY 2021 is the first year of APR reporting.

Performance Indicator 3.4.3 Description

This performance goal counts the number of displacements , both residential and non-residential, that result from Federal-aid highway projects each FY. The data is reported to the Federal Highway Administration by State Departments of Transportation on an annual basis. Reducing displacement will ensure that disadvantaged and underserved communities are not disproportionately affected by displacement due to Federal- aid highway projects and any negative impacts to quality of life that may result.

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

Indicator: Number of Projects that Reconnect Communities that were Divided by Transportation Corridors

Goal 3.4.4	FY 2022	FY 2023	FY 2024
Target Milestone	700 applications	Award at least 3 grants. Complete NEPA process for 3 projects. 175 capital construction and 500 planning grant applications (675 total).	150 capital construction and 300 planning grant applications (450 total). Obligate 8 capital construction grants. Complete NEPA process for 6 projects.
Actual Milestone	417 applications	Announced six capital construction and 39 planning grants. NEPA process completed for one project. 314 capital construction and 368 planning grant applications (682 total).	Received 137 Capital Construction and 267 Planning grant applications (404 Total). Obligated 11 capital construction grants.** Completed NEPA FOR 13 Projects.
			FY 2024 Status: Made Notable Progress in FY 2024

Applications were slightly lower than the target, likely indicative of an overall reduction of funding available for award from the previous year coupled with the more restrictive criteria of RCP vs. FY23's NAE funding.

a. NEPA completion was met.
b. The amount of Construction projects awarded from the 2024 NOFO will be unknown until January of 2025.

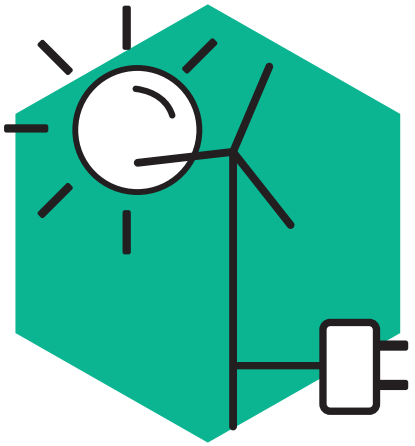
Note: FY 2022 is the first year of APR reporting.

** FY2024 NOFO and awards contain FY2025 and FY2026 advance appropriations.*

*** FY 2023 NOFO, obligations announced March 2024.*

Performance Indicator 3.4.4 Description

This performance goal counts the number of capital construction projects from the Reconnecting Communities Program. This program seeks to reconnect communities nationwide that had transportation corridors built through the community, and subsequently dividing it. Ensuring that these funds get obligated and executed in a timely manner after award is essential in ensuring that communities experience the full benefits of DOT's investments.



Strategic Goal 4:
Climate & Sustainability

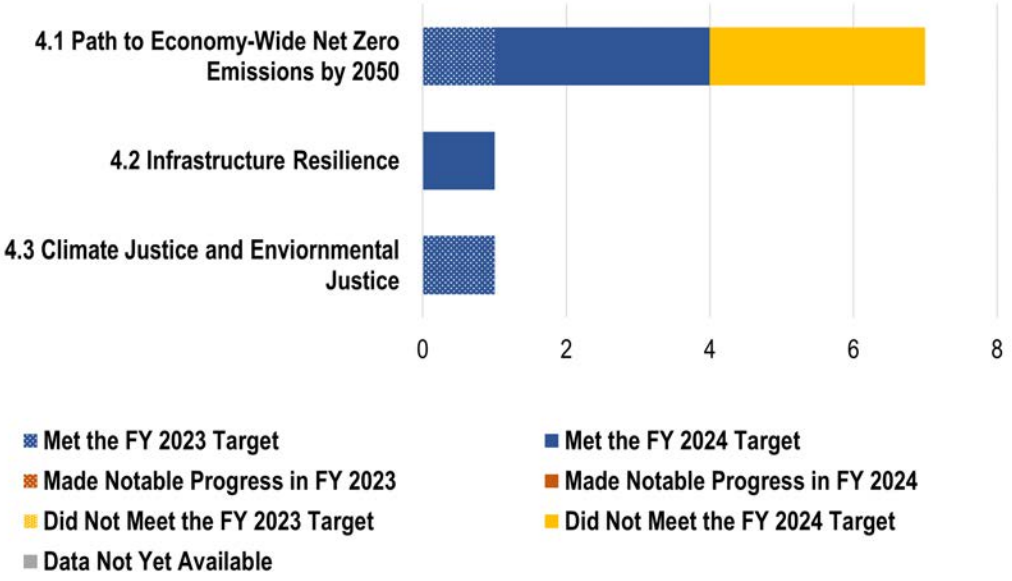
Strategic Goal 4: Climate and Sustainability

Tackle the climate crisis by ensuring that transportation plays a central role in the solution. Substantially reduce greenhouse gas emissions and transportation-related pollution and build more resilient and sustainable transportation systems to benefit and protect communities.

Performance Goals Overview and Summary of Progress

In fiscal year (FY) 2024, the Department assessed nine performance goals for climate and sustainability. Of those, six targets were met and three performed below this year's target and the prior year's performance. **The Department is proud to report that we have met 100 percent our targets for Infrastructure Resilience and Climate and Environmental Justice.**

Figure 5: Climate and Sustainability Performance Goal Progress by Strategic Objective in FY 2024



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

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

Number	Performance Goal
4.1.1	Reduce Transportation Emissions in Support of Net-Zero Emissions Economy-Wide by 2050
4.1.2	Reduce Greenhouse Gas Emissions from Aviation to At or Below 2019 Levels (216 Million Metric Tons CO_2) by 2030
4.1.3	Build a National Network of 500,000 EV Chargers by 2030 to Accelerate the Adoption of EVs
4.1.4	Initiate or Develop At Least Three New Terminals Projects with Reduced Emissions and Multi-Modal Access by 2030
4.1.5	Increase the Number of Zero-Emission Bus Vehicles in the National Transit Fleet by 450% to 7,500 Vehicles by 2030
4.1.6	Reduce the Gross Volume Spilled from Crude Oil and Refined Products' Pipeline Systems
4.1.7	Reduce the Volume of Natural Gas Released During Pipeline Incidents

Summary of Progress towards Strategic Objective 4.1: Path to Economy- Wide Net Zero Emissions by 2050

The transportation sector is the biggest contributor to GHG emissions in our economy; therefore, it can and must be a big part of the climate solution. Across DOT, we are mitigating transportation sector GHG emissions on all fronts, including through reduced aviation emissions both in the sky and on the ground, deploying a nationwide network of electric vehicle charging stations, accelerating the deployment of electric buses, and reducing leaks from pipelines.

In FY 2024, DOT collaborated with the Department of Energy (DOE), the Environmental Protection Agency (EPA), and the Department of Housing and Urban Development (HUD) to develop action plans for implementing the U.S. National Blueprint for Transportation Decarbonization, taking lead in action plans on improving transportation efficiency and convenience. DOT held a Transportation and Climate Change Symposium with 500 various participants from the public, private, and non-profit sectors at State and local levels. With the Joint Office and DOE, DOT announced awards totaling $623 million in grants for the first round of Charging and Fueling Infrastructure discretionary grants and awards totaling nearly $150 million for the first round of grants from the NEVI 10% set-aside funds.

DOT prioritized projects aligned towards net zero emissions in its Airport Terminal Program project selections for FYs 2022-2024. In FY 2024, the Departments also announced the selection of five public transportation connection projects and also announced the selection of funding for additional phases for four previously funded projects.

The FAA announced award selections on August 16, 2024, allocating the full program allotment of $291 million across 36 projects. The breakdown of project types is as follows:

- 7 SAF Tier 1 projects. These projects are conducting SAF supply chain studies to identify infrastructure needs.
- 15 SAF Tier 2 projects. These projects are building infrastructure for SAF production, transportation, blending, and storage.
- 13 Low-Emission Technology Category 1 projects. These projects are developing low-emission aviation technologies.
- 1 Low-Emission Technology Category 2 project. This project is developing test capabilities to advance low-emission aviation technologies.

FAST grant awardees are an array of established and startup fuel producers, fuel logistics and supply chain companies, state and local governments, airport authorities, universities, as well as established and startup engine, aircraft, and component manufacturers. These awardees will carry out FAST projects in 23 states across the country. The interactive map shows how these grant funds are being invested across the United States.

For public transit, DOT has provided technical assistance and engaged in strategic industry partnerships to aid transit agencies in transitioning to clean energy and maintaining sustainable transit fleets. On July 9th, 2024, FTA announced the allocation of $1.5 billion to support 117 projects from the FY 2024 Buses and Bus Facilities and Low or No Emission Grant joint NOFO, prioritizing projects committing to reducing procurement time and strengthening the zero-emission bus manufacturing sector. $1.1 billion will support the purchase of more than 900 low- or no- emission buses and fund related infrastructure for 62 projects across 32 states through the Low or No Emission Grant Program. Of these 62 projects, 47 projects ($817 million in awarded funding) are at transit systems committed to procuring standard model buses or using a joint procurement, which is intended to help reduce costs to purchase buses, reduce manufacturing delays, and improve the state of the market for transit vehicle manufacturers.

Through continuous pipeline assessments, inspections, enforcements, and collaboration with State partners and operators, DOT continued to work to reduce GHG releases in 2024. DOT also focused on research, development, and deployment of modern safety tools and technologies to improve the early detection and reduction of emissions. Additionally, DOT published the Valve and Rupture Detection Final Rule to improve pipeline system performance when ruptures occur and limit releases from gas transmission and hazardous liquid pipelines and has since been implementing the rule.

Strategic Objective 4.1: Performance Goals

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

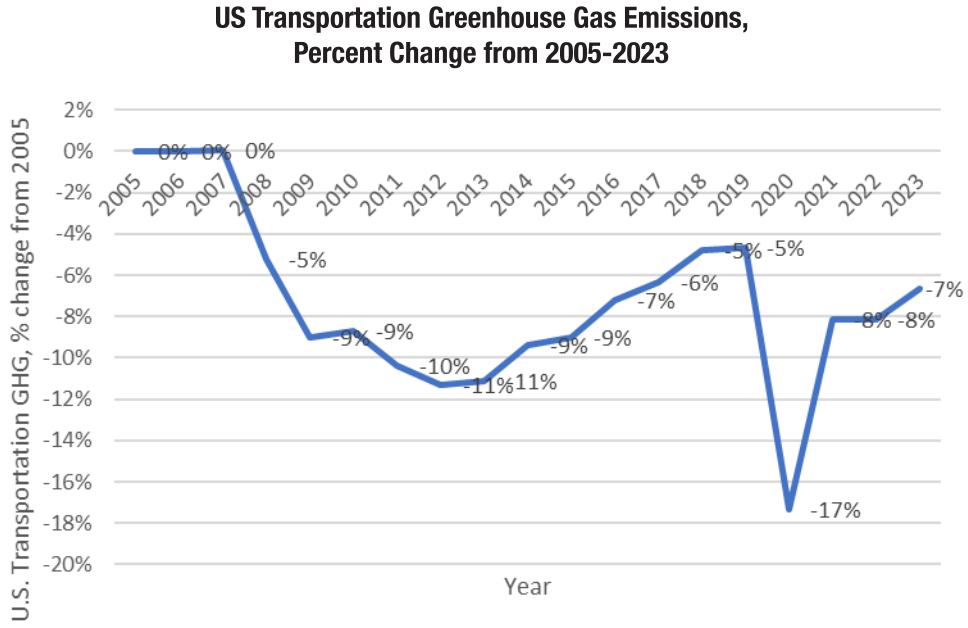
Indicator: GHG Emissions from the Transportation Sector (Percent Below 2005 Level)

Goal 4.1.1	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
Target Milestone	N/A	N/A	N/A	Release Decarbonization Blueprint. **Stage 1:** Operating Administrations draft decarbonization action plans).	**Stage 2:** Release decarbonization action plans developed by DOT, EPA, and HUD.
Actual Milestone	17%	8%	Signed decarbonization Memorandum of Understanding with DOE, EPA, and HUD.	Released Blueprint. Operating Administrations drafted decarbonization action plans.	Action Plans for the convenience and efficiency strategies of the Blueprint and for the modes maritime, medium- and heavy-duty vehicles, rail, and aviation have been drafted and are in various stages of approval.
FY 2024 Status: Did Not Meet the 2024 Target					
The target was not met because we encountered a lengthier review process than was anticipated. We will continue to shepherd the action plans through the review process.					

Performance Indicator 4.1.1 Description

The transportation sector is the leading contributor of GHG emissions in the United States. Accordingly, reducing GHG emissions from the transportation sector is a critical element in addressing climate change, and the Department is playing a vital role in reducing those emissions. This performance goal tracks GHG emissions from the transportation sector in support of net-zero mitigation efforts.DOT developed Modal decarbonization action plans for each operating administration and the **DOT Report to Congress: Decarbonizing U.S. Transportation (July 2024)** responds to congressional direction to outline DOT strategy and actions for reducing greenhouse gas (GHG) emissions in line with our international commitments.

Performance Indicator 4.1.1 Long-Term Graph



Data Source: EPA, Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2022, April 2024
(Percentages are rounded to the nearest whole number.)

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

Indicator: Greenhouse Gas Emissions from the Aviation Sector (Million Metric Tonnes of CO_2)

Goal 4.1.2	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
Target	N/A	N/A	216	216	216
Actual	127	158	197	209	N/A*
					FY 2024 Status: Met the FY 2023 Target

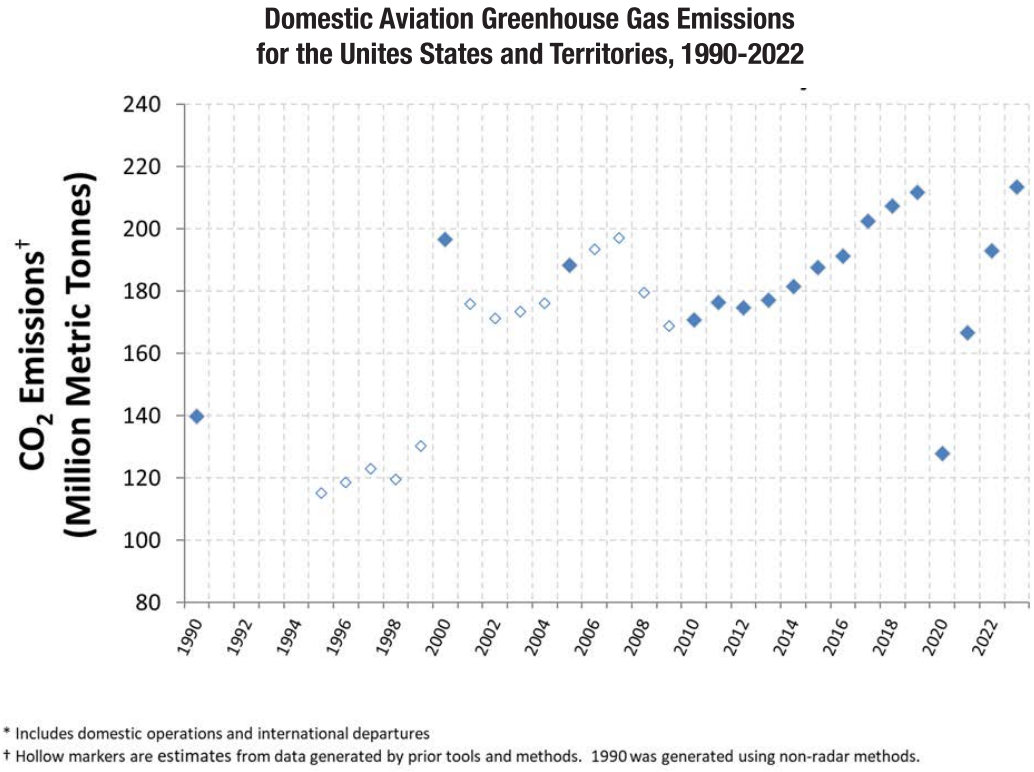
The information necessary to determine if the target has been met is not yet available. The performance value is computed based on actual quarterly operational data derived from recorded National Airspace System trajectory data. Once it becomes available, processing of the quarterly data takes less than 5 months due to the amount of input data and the nature of the required computations.

** Will be available before end of 2nd Quarter CY 2025.*

Performance Indicator 4.1.2 Description

Carbon dioxide (CO_2) is the primary greenhouse gas emitted through human activities, and it is directly related to the fuel burned during aircraft operations. Calculating and tracking NAS-wide CO_2 emissions from domestic operations allows the FAA to monitor improvements in aircraft/engine technologies and operational procedures, the use of sustainable aviation fuels (SAF), and enhancements in the air transportation system. This information provides an assessment of the influence of these improvements on reducing aviation's emissions contribution to overall CO_2 emissions. The performance goal was updated to include the new target level of 85% of 2019 levels by 2030 and to better reflect the scope of the associated FAA efforts in the context of this goal.

Performance Indicator 4.1.2 Long-Term Graph



* Includes domestic operations and international departures
† Hollow markers are estimates from data generated by prior tools and methods. 1990 was generated using non-radar methods.

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

Indicator: Number of Public EV Chargers (ports) Deployed Nationwide

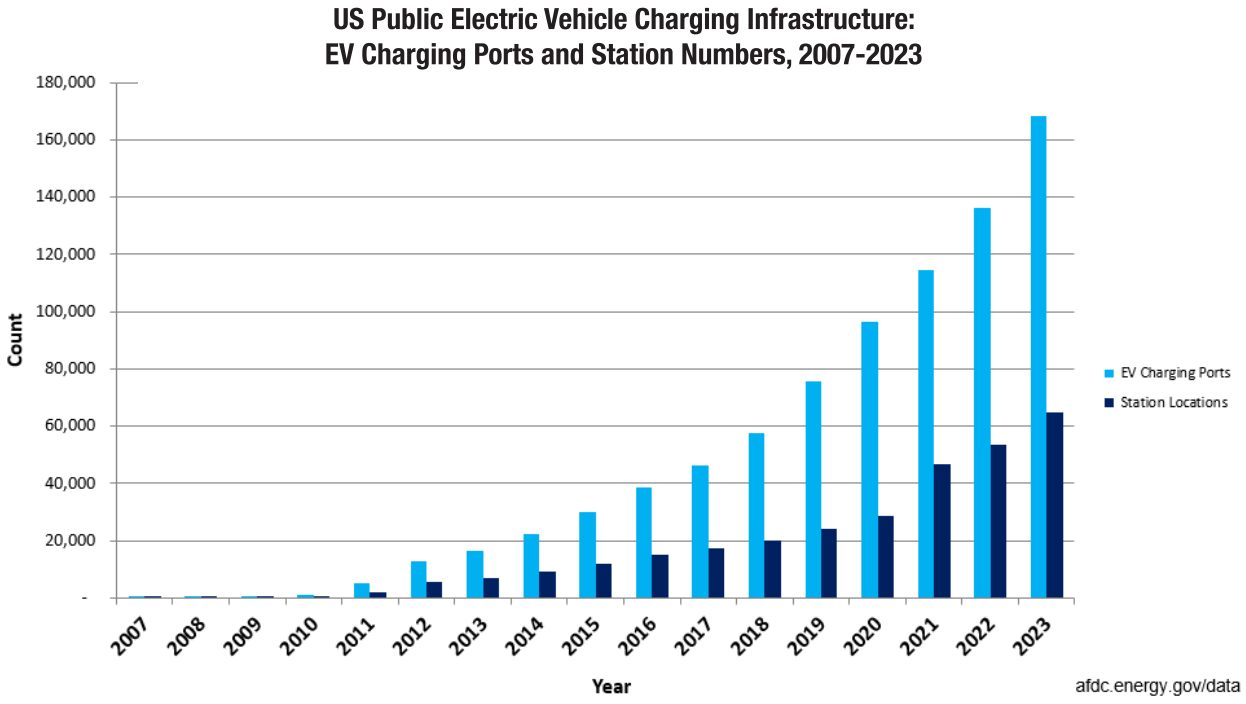
Goal 4.1.3	CY 2022	CY 2023	CY 2024
Target	Approve 52 State EV Infrastructure Deployment Plans.	160,000	220,000
Actual	Approved 52 State EV Infrastructure Deployment Plans.	160,000	205,871
			CY 2024 Status: Did Not Meet the FY 2024 Target
This goal is calculated on a calendar year basis. The final data that will determine if the goal is or is not met will be available on January 2, 2025.			

Note: CY 2022 is the first year of APR reporting. "Public EV charging ports" as used in this goal means publicly accessible Level 2 and DC Fast Chargers as indicated in the Alternative Fuel Data Center Station Locator.

Performance Indicator 4.1.3 Description

DOT is working with DOE and the Joint Office of Energy and Transportation, housed at DOE, to support the deployment of 500,000 EV chargers by 2030 ("EV chargers" as used in this goal means publicly accessible Level 2 and DC fast charging ports as indicated in the Alternative Fuel Data Center Station Locator). By providing the infrastructure to support the adoption of zero-emission vehicles, this performance goal directly supports DOT's strategic objective to reduce air pollution and greenhouse gas emissions from transportation and advance a sustainable transportation system. The BIL included $7.5 billion in grant funding for FHWA specifically to support the build-out of charging infrastructure and expanded eligibilities in other programs to include EV chargers.

Performance Indicator 4.1.3 Long-Term Graph



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

Indicator: Selections Announced for New or Improved Public Transportation Connections to an Airport Terminal

Goal 4.1.4	FY 2022	FY 2023	FY 2024
Target Milestone		2	Administer $3.88 billion BIL Airport Infrastructure Grants and Terminal Program Grants. Announce the intent to fund 3 ATP projects that provide a new or improved public transit connections to an airport terminal in 2024.
Actual Milestone		6	FAA announced the selection of 5 FY24 ATP projects that provide new or improved public transit connections to an airport terminal on February 15, 2024.
			FY 2024 Status: Met the FY 2024 Target

Note: FY 2022 is the first year of APR reporting. For FY 2024, selections and results will be reported once made later in the year.

Performance Indicator 4.1.4 Description

The BIL Airport Terminal Program provides $5 billion in funding over 5 years for competitive grants to addresses the aging infrastructure of the Nation's airports. DOT seeks to fund new or improve public transportation connections to airport terminals as public transportation produces fewer emissions per traveler than private vehicles. Public transportation connection projects include bus stops, on-airport rail, and infrastructure that connects the airport to rail or enables buses to service the airport such as terminal curb redesigns. This performance goal measures announcements for new public transportation connections to airport terminals in support of the Department's mission to reduce travel emissions nationwide.

On July 1, the FAA published the Notice of Funding Opportunity (NOFO) for the FY2025 competitive discretionary Airport Terminal Program (ATP).

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

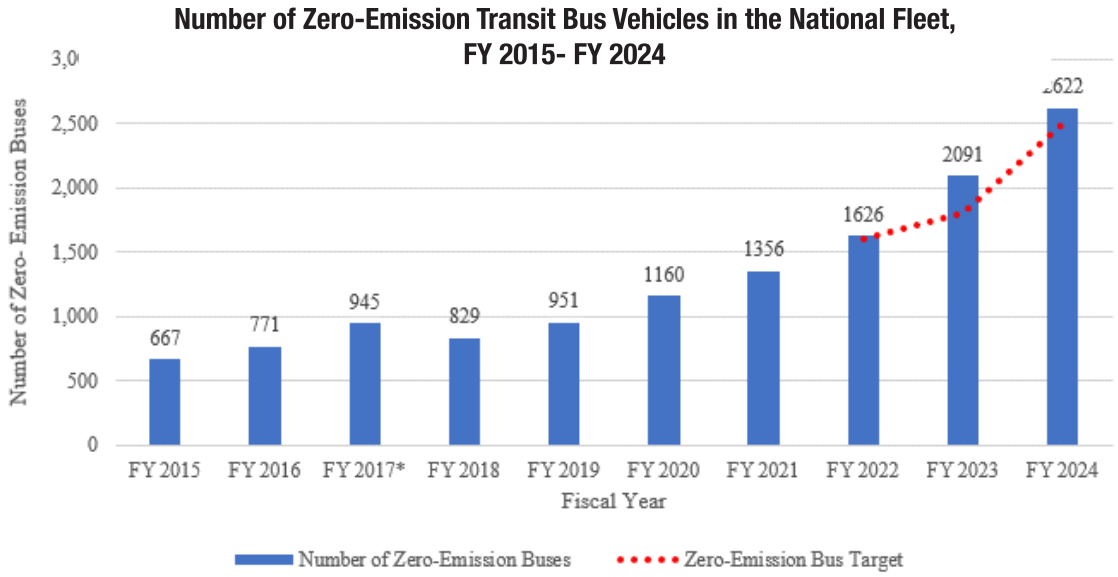
Indicator: Number of Zero-Emission Bus Vehicles in the National Transit Fleet

Goal 4.1.5	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
Target	N/A	N/A	1,600	1,800	2,500
Actual	1,160	1,356	1,626	2,091	2,622*
					FY 2024 Status: Met the FY 2024 Target

Performance Indicator 4.1.5 Description

This performance goal tracks the number of zero-emission bus vehicles in the national transit fleet. Traveling by public transportation produces fewer greenhouse gas emissions than comparable travel in private vehicles. FTA helps to further reduce greenhouse gas emissions by advancing the deployment of zero-emission transit bus vehicles. This includes vehicles powered by electric batteries, hydrogen fuel cells, or electric cables. Bus vehicles include any non-rail vehicle traveling in support of either fixed route or demand response public transportation.

Performance Indicator 4.1.5 Long-Term Graph



** It has been determined that the previously reported data shown above for FY 2017 were incorrectly inflated by inclusion of some already retired vehicles in reporting by a few transit agencies.*

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

Indicator: Gross Volume Spilled from Crude Oil and Refined Products' Pipeline Systems (Barrels Spilled)

Goal 4.1.6	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
Target	63,511	63,006	62,537	62,100	61,690
Actual	90,483	36,878	51,432	57,472	26,528
					FY 2024 Status: Met the FY 2024 Target
FY2024 was the best performance for spill volumes of crude oil and refined products for the last ten years, amounting to not even half of the target value.					

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

Indicator: Volume of Natural Gas Released During Pipeline Incidents (Million Cubic Feet)

Goal 4.1.7	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
Target	2,375	2,367	2,360	2,353	2,347
Actual	1,839	2,435	1,881	1,824	2,411

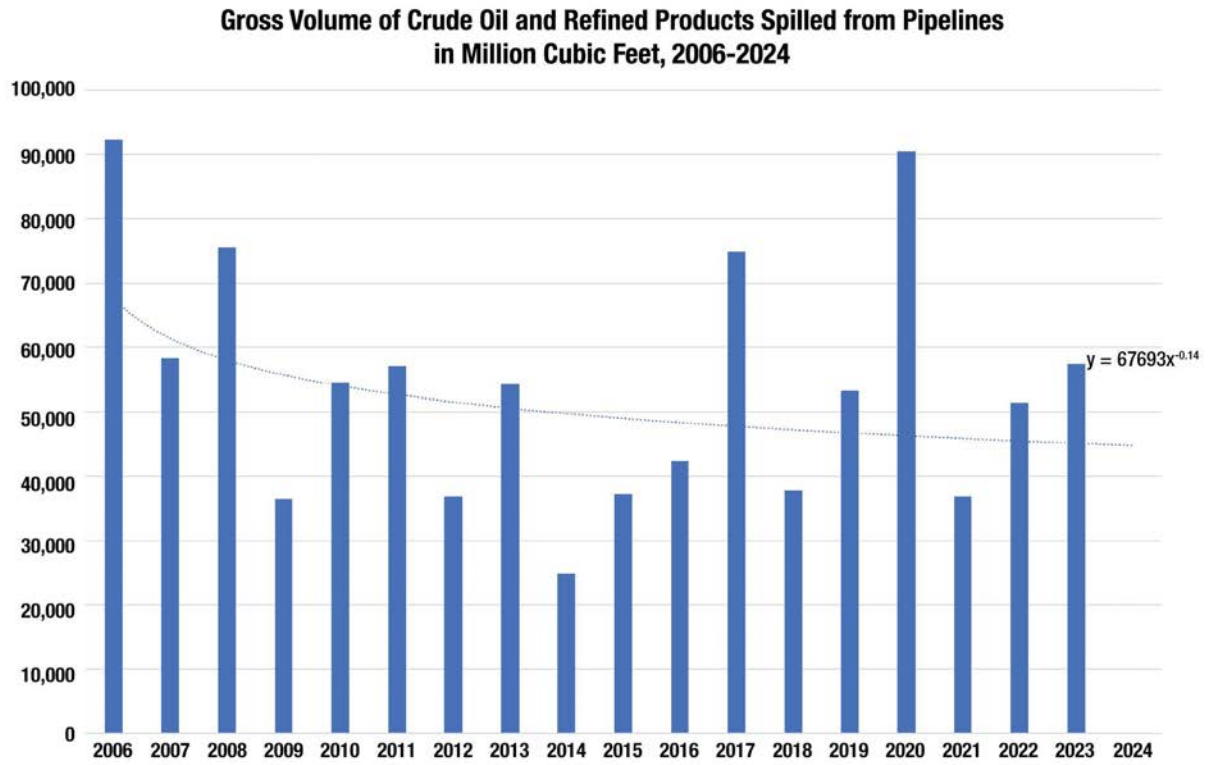
FY 2024 Status: Did Not Meet the 2024 Target

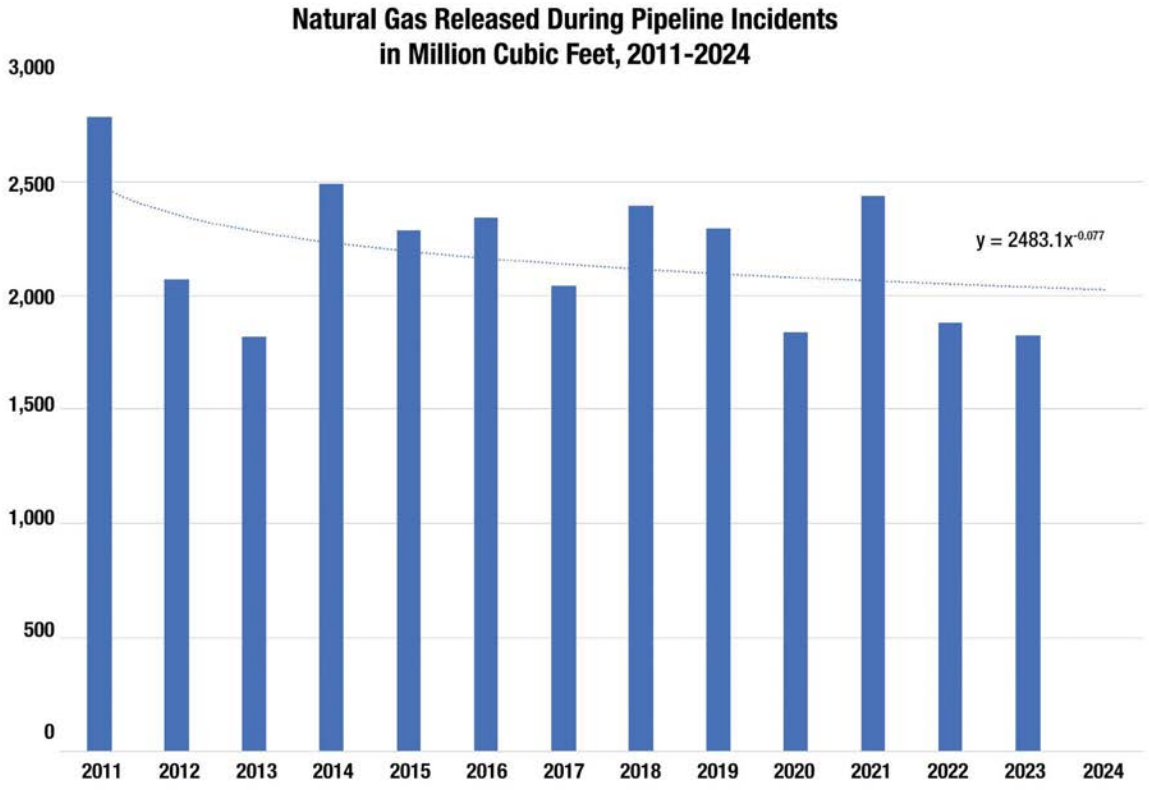
The natural gas volume released was slightly above the target for FY2024. This is largely tied to two large release incidents that accounted for 16% of the year's total. One incident was a fire at a gas compressor that first responders could not extinguish, and the other was a damaged pipe that had to remain in service during repairs because it was the sole source of gas for several thousand customers and a hospital.

Performance Indicator 4.1.6 & 4.1.7 Description

PHMSA seeks to reduce natural gas emissions and crude oil spilled from pipelines, even as the pipeline industry continues to grow. PHMSA collects liquid spill and gas release volumes from operator incident reports. To ensure reliability of long-term trends, the natural gas release measure only includes gas incidents where the unintentional release volume was three million cubic feet or higher. A few large releases, either gas, crude oil, or refined products, can prevent attaining the targets.

Performance Indicator 4.1.7 Long-Term Graph




Natural Gas Released During Pipeline Incidents
in Million Cubic Feet, 2011-2024
3,000
2,500
2,000
1,500
1,000
500
0
y = 2483.1x-0.077
2011
2012
2013
2014
2015
2016
2017
2018
2019
2020
2021
2022
2023
2024

Strategic Objective 4.2: Infrastructure Resilience

Improve the resilience of at-risk infrastructure.

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

Summary of Progress towards Strategic Objective 4.2: Infrastructure Resilience

It is not enough for the transportation sector to do its part to reduce greenhouse gas emissions, transportation infrastructure must also be made more resilient to a changing climate. On June 20, 2024, DOT released its 2024-2027 Climate Adaptation Plan (CAP), which prioritizes supporting investments in climate-smart transportation infrastructure; expanding coordination between climate resilience and environmental justice activities; leveraging federal climate data services to provide decision support resources; and implementing projects to reduce climate impacts on federal property, operations, and supply chains. On April 11, 2024, DOT announced the first awards for the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) discretionary program, with $829.6 million awarded to 80 recipients across 37 States, the District of Columbia, and the U.S. Virgin Islands and including seven Tribal projects. On June 12, 2024, DOT released the Transit Resilience Guidebook to support public transportation stakeholders in their efforts to anticipate, adapt to, and recover from service disruptions that current and future extreme weather event and other natural hazards can cause.

Through the PROTECT program DOT will provide $7.3 billion in formula grant funding and $1.4 billion in discretionary grants to States and MPOs over five years from FY 2022 through 2026. The Federal share of this funding may be increased if the grantee develops a resilience improvement plan (or is located in a State or area served by an MPO that does) and the State or MPO incorporates it into its long-range transportation plan. Since the initial development of this goal, DOT determined that only State-developed plans, and not MPO-developed plans, are applicable for incentives related to the PROTECT formula program. The lack MPO applicability will likely reduce the number of MPOs submitting plans, making it more challenging for DOT achieve the target for this goal.

Strategic Objective 4.2: Performance Goals

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

Indicator: Percent of States that have developed Resilience Improvement Plans

Goal 4.2.1	FY 2022	FY 2023	FY 2024
Target	N/A*	10%	25%
Actual	0%	10%	31%
			FY 2024 Status: Met the FY 2024 Target

**Establish baseline. FY 2022 is the first year of APR reporting.*

Performance Indicator 4.2.1 Description

A Resilience Improvement Plan is a plan developed by a State DOT or MPO to address surface transportation system resilience to current and future weather events and natural disasters, supporting efforts to identify vulnerabilities, develop proposed resilience solutions, and schedule and prioritize resilience improvements to meet the needs of the community and travelers. This performance indicator will track the percentage of States and MPOs that have developed a Resilience Improvement Plan.

Strategic Objective 4.3: Climate Justice and Environmental Justice

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

Number	Performance Goal
4.3.1	Work to meet the Justice40 goal that 40% of the benefits of certain federal investments flow to transportation disadvantaged communities (DACs).

Summary of Progress towards Strategic Objective 4.3: Climate Justice and Environmental Justice

The Department answered Justice40's call to measure benefits flowing to disadvantaged communities by developing methods to measure the percentage of benefits generated by each Justice40 covered program across five benefit categories related to Justice40: increasing access, reducing emissions, increasing resiliency, supporting economic competitiveness, and advancing safety. In FY 2024, DOT calculated the benefits of Justice40-covered programs investments in disadvantaged communities nationwide for FYs 2022 and 2023, with 55% of benefits going to disadvantaged communities in FY 2023 and 61% of benefits going to disadvantaged communities in FY 2022.

Strategic Objective 4.3: Performance Goals

4.3.1 Work to meet the Justice40 goal that 40% of the benefits of certain federal investments flow to transportation disadvantaged communities (DACs). (OST-P)[KPI]

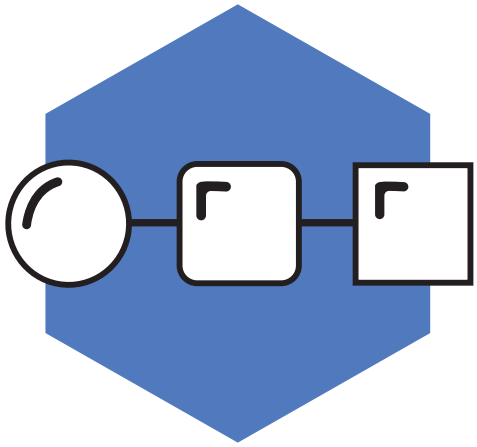
Indicator: Percent of U.S. DOT Investments in the Areas of Clean Energy and Energy Efficiency, Clean Transportation, and the Remediation and Reduction of Legacy Pollution Whose Benefits Flow to Disadvantaged Communities (Total Agency)

Goal 4.3.1	FY 2022	FY 2023	FY 2024
Target	40%	40%	40%
Actual	61%	55%	N/A
			FY 2024 Status: Met the FY 2023 Target
DOT continues to monitor and evaluate the investments from the Justice40 covered programs. DOT released the baselines for FY 2022 and FY 2023 in June of 2024 including detailed information for each of the covered programs that had funding decisions in those years.			

Note: FY 2022 is the first year of APR reporting.

Performance Indicator 4.3.1 Description

DOT has worked with program managers across DOT to gather data and conduct updated analysis needed to develop baselines for DOT's Justice40 covered programs. This performance goal measures the percent of DOT investments in clean energy and transportation that directly benefit disadvantaged communities across the Department.



Strategic Goal 5:
Transformation

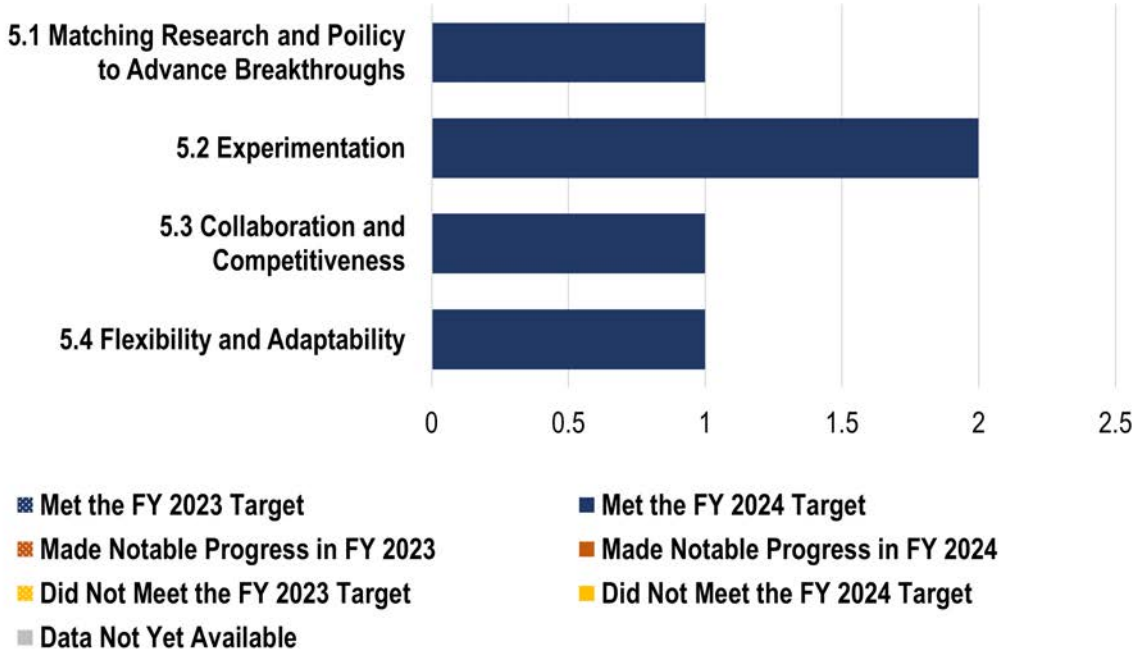
Strategic Goal 5: Transformation

Design for the future. Invest in purpose-driven research and innovation to meet the challenges of the present and modernize a transportation system of the future that serves everyone today and, in the decades, to come.

Performance Goals Overview and Summary of Progress

In fiscal year (FY) 2024, the Department assessed 5 performance goals for this Strategic Goal, all five of which were met. The total success of this strategic goal is due in part to the funding investments made in this area. **In FY 2024, DOT deployed 458 transportation-centered research projects, exceeding the target by 60%, which was made possible by funding from the BIL**. Additionally, the Smart Community Resource Center web page, which allows State, Tribal and municipal transportation partners to discover resources that can be used to develop intelligent transportation systems and smart community transportation programs saw over 10,000 web views in FY 2024 alone, which exceeded the target of 5,000 by over 100%. This indicator points to a nationwide desire for further investment in innovative transportation research that can then be utilized and shared by our State, Tribal and municipal partners in this work.

Figure 6: Transformation Performance Goal Progress by Strategic Objective in FY 2024



Strategic Objective 5.1: Matching Research and Policy to Advance Breakthroughs

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

Number	Performance Goal
5.1.1	Double the Number of Research and Deployment Projects Centered on Breakthrough Discoveries that Introduce New Technologies or Approaches Not Currently Deployed in the Transportation System

Summary of Progress towards Strategic Objective 5.1: Matching Research and Policy to Advance Breakthroughs

Improving the Nation's transportation requires breakthrough transformations to make our system safer, efficient, sustainable, and more equitable. DOT is taking concrete steps to match our research efforts to our policy objectives to advance breakthrough transformations. In FY 2024, DOT implemented guidance and criteria to improve annual modal updates to the OST research database and to identify projects that support the objective. The FY 2022-2026 RD&T Strategic Plan presents the Department's transportation research priorities and strategies for the next five years and beyond. The Operating Administrations align their annual modal research plans to the RD&T Strategic Plan, driving transformational research project to advance breakthroughs. Driven by the RD&T Strategic Plan and propelled be the increased research funding authorized by BIL, the DOT research portfolio includes 458 projects focused on breakthrough technologies.

Strategic Objective 5.1: Performance Goals

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

Indicator: Number of Research and Deployment Projects Centered on Breakthrough Discoveries that Introduce New Technologies or Approaches Not Currently Deployed in the Transportation System

Goal 5.1.1	FY 2022	FY 2023	FY 2024
Target	N/A*	141	271
Actual	113	217	458
			FY 2024 Status: Met the FY 2024 Target

**Establish baseline. FY 2022 is the first year of APR reporting.*

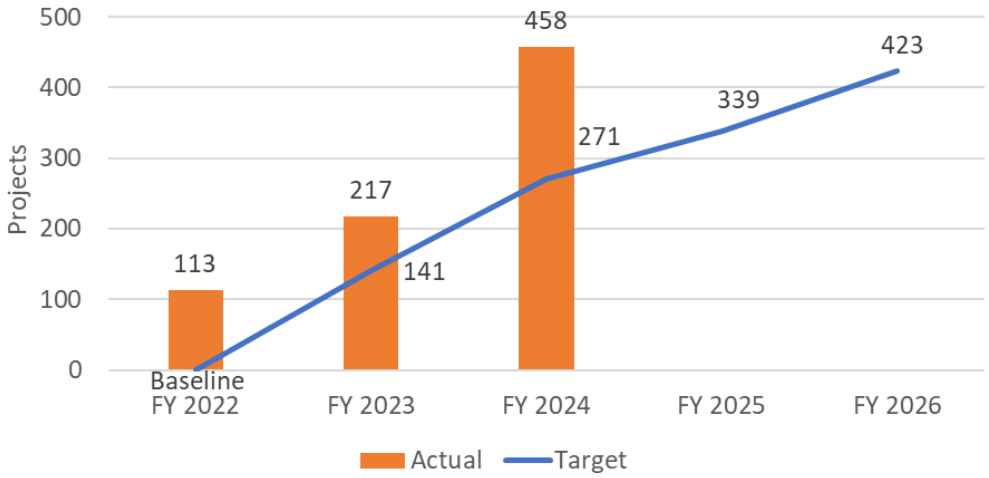
Performance Indicator 5.1.1 Description

This indicator tracks how many research and deployment projects are implemented which focus on breakthroughs to introduce novel technologies and approaches to the U.S. transportation system. This initiative fosters innovation by promoting the development and deployment of technologies such as autonomous vehicles, smart infrastructure, and advanced materials. Key challenges include encouraging the adoption of innovations, securing resources, navigating regulatory issues, and ensuring scalability and integration into existing systems.

Performance Indicator 5.1.1 Long-Term Graph

The FY 2023 target was established as a 25 percent increase over the baseline measured in FY 2022. Given the actual count in FY 2023 was higher than the FY 2023 target, the FY 2024 target is 25 percent greater than the count (217) in FY 2023. Increased funding from BIL bumped up the number of research projects in 2022 and 2023. Research program growth leveled out in FY 2024.

Number of Research and Deployment Projects Centered on Breakthrough Discoveries that Introduce New Transportation-Related Technologies, FY 2022-FY 2026



Strategic Objective 5.2: Experimentation

Identify new ideas, new innovations, and new possibilities. Evaluate the opportunities and risks so the Department can support public benefits.

Number	Performance Goal
5.2.1	Ensure Safety for Near-Term Operations of Advanced Air Mobility Operations
5.2.2	By 2026, Support 25 Novel Data and Technology Approaches Related to Artificial Intelligence, Cybersecurity, and Infrastructure Resilience in Communities Across the U.S.

Summary of Progress towards Strategic Objective 5.2: Experimentation

DOT seeks to encourage experimentation with new technologies that hold great promise to improve mobility and save lives. One of the most- promising areas new technology are the efforts to develop electric vertical take-off and landing systems, commonly referred to as Advanced Air Mobility (AAM). During FY 2024, the FAA developed an Integrated Master Schedule (IMS) for the integration of Advanced Air Mobility (AAM) operations, collaborated with the DOT AAM Interagency Working Group (IWG) to develop a national strategy for AAM implementation, and built out a process for engaging industry stakeholders, and gathered stakeholder feedback on the AAM Implementation Plan v1.0. FAA's new industry engagement process enables safe and efficient integration of AAM operations, and includes using tabletop exercises, and modeling and simulations to assist in refining initial uses cases.

DOT has encountered a major challenge in encouraging AAM experimentation due to limited AAM aircraft performance data available for analyzing future operational integration. FAA is mitigating this challenge through consistent coordination with AAM aircraft manufacturers. This has included encouraging Original Equipment Manufacturer (OEM)/operators to participate in flight testing and developing agreements between the FAA and OEM/operators to incorporate various levels of eVTOL performance into FAA modeling and simulation tools.

DOT is also encouraging experimentation to find the next big thing. In FY 2024 FAA supported 24 novel data and technology approaches related to artificial intelligence (AI), cybersecurity, and infrastructure resilience in communities across the U.S. in FY 2024. This initiative leveraged innovative methods and cutting-edge solutions to enhance the efficiency, security, and resilience of community systems.

Strategic Objective 5.2: Performance Goals

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

Indicator: Actions to Ensure Safety for Near-Term Operations of Advanced Air Mobility Operations

Goal 5.2.1	FY 2023	FY 2024
Target Milestone	Develop policies and procedures to adjudicate industry applicant proposals that address regulatory barriers and gaps to initial operations.	Establish a plan to mitigate and resolve all information gaps, risks, and barriers to operations (as defined in the strategic framework). Utilize policies and procedures in place to evaluate and assess applicants' proposals leveraging the Integrated Proposal Document process in advance of operational suitability determination.
Actual Milestone	Updates to the Air Carrier Definitions were completed. Airman Certification Standards were completed. Notice for Proposed Rulemaking (NPRM) which proposes a Special Federal Aviation Regulation (SFAR) for the integration of powered-lift operations and associated pilot certification was published. Completed Advanced Air Mobility (AAM) Implementation Plan Version 1.0.	Completed development of the Initial Integrated Master Schedule (IMS) for one AAM operator by January 2024. Conducted broad interagency coordination with the DOT-lead AAM Interagency Working Group (IWG) on FAA perspectives. Shared and received industry feedback on AAM Implementation Plan v1.0. Completed initial assessment of the digital infrastructure business rules for the Urban Air Mobility (UAM) ecosystem. Drafted the Urban Air Mobility (UAM) Airspace Management Demonstration Report.

FY 2024 Status: Met the FY 2024 Target

The Innovate28 Integrated Master Schedule (IMS) has been tailored to its first individual operator use case (with Archer Aviation) for entry into service operations. The first version of the IMS identifies all tasks required to implement AAM use cases and can be tailored to any key site.

After multiple years of interagency interaction under the Advanced Air Mobility (AAM) Interagency Working Group (IWG), the FAA submitted all of its subgroup recommendations to the DOT. The FAA provided critical input in all five IWG subgroup areas, including the Air Traffic Federation subgroup, the Infrastructure Development subgroup, the Security subgroup, the Community Roles subgroup, and the Automation Strategy subgroup. Under these topic areas, the FAA and other agencies worked together to highlight key challenges and recommended solutions for effective implementation of AAM for the long term. The DOT will use these recommendations when drafting the AAM National Strategy document, a Congressionally mandated document, which will be used in the future to outline key areas for agencies to work together to support successful implementation of AAM in the US.

Industry feedback was received on Advanced Air Mobility Implementation Plan (IP) v1.0 through working with Industry groups like General Aviation Manufacturers Association (GAMA) as well as with individual AAM companies. This feedback ensured that both the FAA and Industry are on the same page as we progress towards integration of initial AAM operations. Going forward the IP will be refined as we move through the integration process.

The team completed ongoing efforts to assess the development of UAM digital infrastructure business rules and the approaches taken by standards bodies. The supporting team successfully completed and submitted the Initial Assessment of the Cooperative Operating Practices (COPs). This marks a significant milestone in capturing the current state of COPs within the UAM ecosystem and summarizes the diverse stakeholder perspectives and evolving efforts by the FAA, NASA, ASTM, and others, providing key insights that will inform and refine COPs going forward. It also establishes foundational terminology to support future discussions.

The team has completed the initial version of the "UAM Airspace Management Demonstration Final Report," which highlights the findings on the increased complexity of CFM/TFM interactions explored during the demonstrations. The report showcases advancements in understanding UAM integration within the NAS, offering key insights into cooperative operational practices such as structured spacing, dynamic Demand Capacity Balancing (DCB), and the use of auxiliary lanes for traffic management. These findings will guide the development of future industry standards and inform upcoming UAM and Advanced Air Mobility (AAM) validation efforts.

Note: FY 2023 is the first year of APR reporting.

Performance Indicator 5.2.1 Description

This indicator tracks the activities that FAA is carrying out to ensure safe AAM operations in the near term. As industry continues to make progress towards implementing initial Advanced Air Mobility (AAM) operations which use novel aircraft, such as electric vertical takeoff and landing (eVTOL) aircraft, the FAA remains committed to ensuring that these operations are safe, secure, efficient, and do not cause negative effects on traditional aviation operations.

5.2.2 By 2026, Support 25 Novel Data and Technology Approaches Related to Artificial Intelligence, Cybersecurity, and Infrastructure Resilience in Communities Across the U.S. (OST-R)[KPI]

Indicator: Number of Novel Data and Technology Approaches Related to Artificial Intelligence, Cybersecurity, and Infrastructure Resilience in Communities Across the U.S. Supported

Goal 5.2.2	FY 2022	FY 2023	FY 2024
Target	5	10	10
Actual	8	17	23
			FY 2024 Status: Met the FY 2024 Target

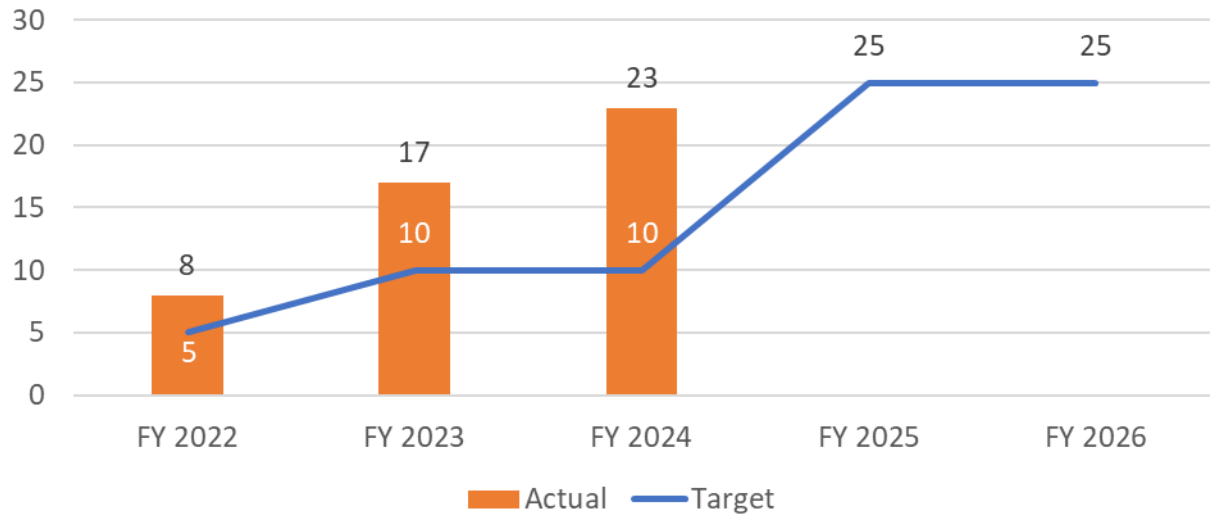
Note: FY 2022 is the first year of APR reporting.

Performance Indicator 5.2.2 Description

This indicator tracks the number of new data and technology approaches connected to DOT's priorities, such as AI, cybersecurity, and infrastructure resilience, to help ensure a future-proofed transportation system that can stand up to shocks and threats. These advancements face significant challenges, including the need for widespread innovation adoption, strengthening cybersecurity defenses, addressing infrastructure vulnerabilities, and ensuring equitable access and inclusion for all communities. Addressing these challenges is crucial for promoting technological advancement and enhancing the overall resilience and safety of U.S. communities. Novel technology is about inventions or technologies that have not been seen or used before. Novel tech is often at the preliminary stage of development and may not yet have a defined practical application. Novel technology is also associated with high-risk, high-reward innovations.

Performance Indicator 5.2.2 Long-Term Graph

Number of Novel Data and Technology Approaches Related to Artificial Intelligence, Cybersecurity, and Infrastructure Resilience in Communities Across the U.S. Supported by the DOT, FY 2022-FY 2026



Strategic Objective 5.3: Collaboration and Competitiveness

Work with diverse stakeholders to share noteworthy practices and accelerate the adoption of innovations and technologies.

Number	Performance Goal
5.3.1	By 2026, Create a Digital Forum to Engage 10k Transportation Professionals to Share Best Practices and Use Cases on Smart Cities/ Communities, Technology, and Data in Transportation

Summary of Progress towards Strategic Objective 5.3: Collaboration and Competitiveness

Experimentation and breakthroughs reach their highest value only once they are shared with our diverse stakeholders to truly achieve transformation in the transportation industry. The Department attained their goal of creating a digital forum through the Smart Community Resource Center to engage 10,000 transportation professionals by 2026, with over 10,000 cumulative unique page views in the second quarter of 2024.

The Smart Community Resource Center (SCRC) showcases new case studies, best practices, reports, and DOT resources to support the transportation stakeholder community. The resources can be leveraged through competitive grant programs at DOT that address smart community priorities and designed to connect States, Tribal governments, and local communities with resources that can be used to develop intelligent transportation systems and smart community transportation programs.

Winners of the U.S. DOT Intersection Safety Challenge were announced in January 2024.[13] The Challenge aims to transform roadway intersection safety by incentivizing new and emerging technologies that identify and address unsafe conditions involving vehicles, and vulnerable road users at intersections. The Challenge draws on the expertise of researchers and practitioners from universities, State and local agencies, private sector developers, and other organizations. The SCRC shares Best Practices and Use Cases on Smart Cities/ Communities, Technology, and Data in Transportation. Future enhancements will increase the user experience, making it easier for transportation professionals to find information to help them deliver successful Intersection Safety Challenge (ITS) projects in their communities.

13 Press Release: U.S. DOT Announces Winners of the Intersection Safety Challenge

Strategic Objective 5.3: Performance Goals

5.3.1 By 2026, Create a Digital Forum to Engage 10k Transportation Professionals to Share Best Practices and Use Cases on Smart Cities/Communities, Technology, and Data in Transportation (OST-R)[KPI]

Indicator: Number of Unique Page Views from Transportation Professionals Engaged to Share Best Practices and Use Cases on Smart Cities/Communities, Technology, and Data in Transportation

Goal 5.3.1	FY 2022	FY 2023	FY 2024
Target	0*	3,500	5,000
Actual	0*	3,357**	10,087

FY 2024 Status: Met the FY 2024 Target

The engagements metric was based on unique page views, accumulated from quarter to quarter. The target for FY 2024 was met in the second quarter.

There are many engagements that are not directly captured by the current metric. For example, DAS Hampshire provided remarks at a SMART grant drone delivery demonstration in rural Virginia, engaging elected officials and community members. The Elevating Health Care Access (EHCA) project received a $1.8 million SMART grant to use drones to provide vital hypertension meds to patients on the Commonwealth's Eastern Shore. In addition, the various activities of the UTC program offer a variety of opportunities for engagement.

*Note: FY 2022 is the first year of APR reporting. * The Phase I version of the digital forum does not include interactive engagement capabilities.*

*** Actual count of unique page views.*

Performance Indicator 5.3.1 Description

This indicator tracks the number of transportation officials, as measured in unique page views, who are engaged via the new digital forum to share best practices and use cases. DOT has created the Smart Community Resource Center as a digital forum for a global knowledge exchange among transportation professionals in the areas of smart cities and communities, technology integration, and data utilization in transportation. The forum will spread innovation in the transportation sector and sustainable urban development. The effectiveness of this center will be measured by the total number of **engagements.**

Strategic Objective 5.4: Flexibility and Adaptability

Design flexibility into transportation system investments to accommodate and respond to changing needs and capabilities to provide long-term benefits.

Number	Performance Goal
5.4.1	By 2026, Support 25 Projects that Build Data and Technology Systems for Transportation Planning and Infrastructure Operation that Serve as Interoperable Platforms that Can Engage with Various Tools, Technologies, and Approaches

Summary of Progress towards Strategic Objective 5.4: Flexibility and Adaptability

Change is constant in transportation and investments to the transportation system must be designed with flexibility to respond to changing needs. DOT is making investments to increase the number of data and technology systems that can serve as interoperable platforms to provide that needed flexibility into the future. DOT released its Research, Development and Technology (RD&T) Strategic Plan for Fiscal Years (FY) 2022-2026 *that* continues the Department's leadership role in supporting, fostering, and safeguarding transportation innovation and is guided by the Department's Innovation Principles. DOT evaluates the RD&T Annual Modal Research Plans and coordinates across the Department's portfolio of research to achieve the outcomes described by the RD&T Strategic Plan.

Strategic Objective 5.4: Performance Goals

5.4.1 By 2026, Support 25 Projects that Build Data and Technology Systems for Transportation Planning and Infrastructure Operation that Serve as Interoperable Platforms that Can Engage with Various Tools, Technologies, and Approaches (OST)[KPI]

Indicator: Number of Projects that Build Data and Technology Systems for Transportation Planning and Infrastructure Operation that Serve as Interoperable Platforms that Can Engage with Various Tools, Technologies, and Approaches

Goal 5.4.1	FY 2022	FY 2023	FY 2024
Target	5	10	65
Actual	5	40	76
			FY 2024 Status: Met the FY 2024 Target

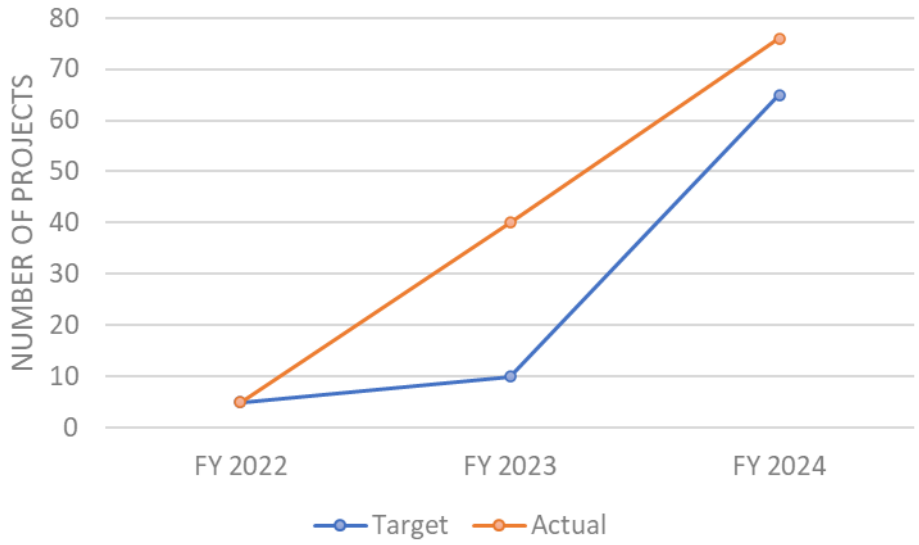
Note: FY 2022 is the first year of APR reporting.

Performance Indicator 5.4.1 Description

This indicator accumulates the number of projects building data and technology systems for planning and operations, which serve as interoperable platforms. *Interoperable platforms* are systems designed to work seamlessly with diverse tools and technologies. Increasing the number of data and technology systems that serve as interoperable platforms for use in transportation planning or transportation operations will increase the flexibility of the overall transportation system to respond to changing needs. The target of 25 projects was exceeded by 15 in FY 2023. The linear progression for the original target of 25 projects was adjusted upward for FY 2024 as a 25-project increase over 40 (65) in 2023 and subsequent years.

Performance Indicator 5.4.1 Long-term Graph

Number of Projects that Build Data and Technology Systems for Transportation Planning and Infrastructure Operation that Serve as Interoperable Platforms, FY 2022-FY 2024



Strategic Goal 6:

Organizational Excellence

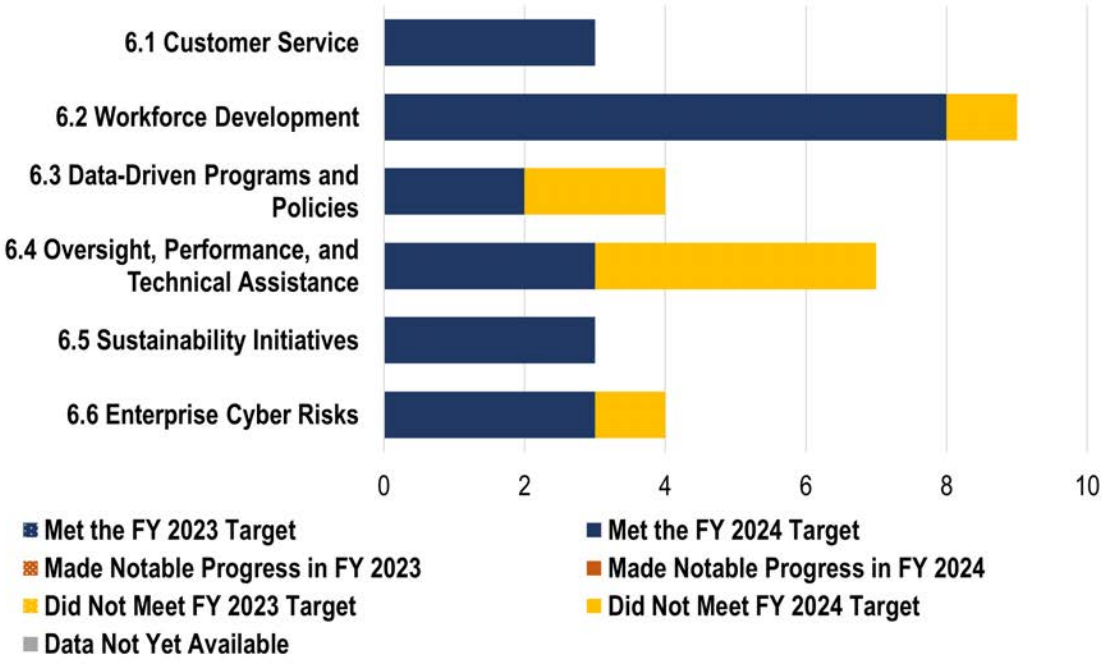
Strategic Goal 6: Organizational Excellence

Strengthen our world-class organization. Advance the Department's mission by establishing policies, processes, and an inclusive and innovative culture to effectively serve communities and responsibly steward the public's resources.

Performance Goals Overview and Summary of Progress

In fiscal year (FY) 2024, the Department assessed 30 performance goals for this Strategic Goal. Of those, 22 targets were met and eight performed below this year's target. The Department's successes are made possible by a diverse, inclusive workforce that is representative of the communities we seek to serve. Of the Workforce Development targets, the Department met its goals of diversifying its hiring pool, specifically targeting persons with disabilities and participants in the Pathways Program, falling short only in its target for female applicants in Mission Critical operations. The Department will continue its targeted outreach of female applicants for these roles, as well as continue its outreach to Historically Black Colleges and Universities and Minority-Serving Institutes.

Figure 7: Organizational Excellence Performance Goal Progress by Strategic Objective in FY 2024



Strategic Objective 6.1: Customer Service

Deliver responsive, efficient, and accessible government services.

Number	Performance Goal
6.1.1	Decrease the Number of Weeks to Adjudicate Registration Operating Authority Application
6.1.2	Maintain Overall Customer Satisfaction with IT Help Desk Services
6.1.3	Maintain One-Week Service Desk Request Closure Rate

Summary of Progress towards Strategic Objective 6.1: Customer Service

The Department continually improves efficiency as reflected by FMCSA's motor carrier registration process and the time needed to adjudicate registration operating authority applications.

FMCSA ensures registration applicants are fit, willing, and able to comply with all Federal regulatory and statutory requirements of registration. FMCSA is responsible for addressing all questions and inquiries from industry as it relates to the registration requirements, including running the Agency's Customer Contact Center. In FY 2024, FMCSA launched a vetting system that automatically assigns and routes review applications. FMCSA also completed the consolidation of the Registration, Medical Program, Drug and Alcohol Clearinghouse (DACH) and DACH Portal Help.

Customer service satisfaction is a top priority for the Office of the Chief Information Officer (OCIO) and OCIO's survey response scores are a key measure of success in this area. In FY 2024, OCIO performed above the target for customer satisfaction. OCIO has created an avenue for DOT employees to reset passwords without contacting OCIO Client Center, the IT ServiceDesk, through their DOT iPhone using the Password Reset Application.

Strategic Objective 6.1: Performance Goals

6.1.1 Decrease the Number of Weeks to Adjudicate Registration Operating Authority Applications

Indicator: Number of Days to Adjudicate Registration Operating Authority Applications

Goal 6.1.1	FY 2021	FY 2022	FY 2023	FY 2024
Target	N/A	84% of applications adjudicated within 30 days/4 weeks.	84% of applications adjudicated within 30 days	84% of applications adjudicated within 30 days
Actual	84% of applications adjudicated within 42 days/6 weeks	14 days/2 weeks	14 days/2 weeks	25 days
				FY 2024 Status: Met the FY 2024 Target
FMCSA's automated vetting tool automates every facet of the application process. Before this system was released, FMCSA screened and investigated more than 4,500 applications manually.				

Note: FY 2021 is the first year of APR reporting.

Performance Indicator 6.1.1 Description

FMCSA receives and reviews operating authority applications to determine applicants' aptitude to conform to FMCSA's safety fitness policy, as well as their willingness and ability to comply with applicable statutory and regulatory requirements. The goal is to adjudicate 84% of applications through the automated vetting system within 14 days.

6.1.2 Maintain Overall Customer Satisfaction with IT Help Desk Services (OCIO)

Indicator: Percentage of Positive Response Rate on the Customer Satisfaction Survey (CSS)

Goal 6.1.2	FY 2022	FY 2023	FY 2024
Target	90%	90%	90%
Actual	90%	94.32%	96.77%
			FY 2024 Status: Met the FY 2024 Target

Note: FY 2022 is the first year of APR reporting.

6.1.3 Maintain One-Week Service Desk Request Closure Rate (OCIO)

Indicator: One-Week Service Desk Request Closure Rate

Goal 6.1.3	FY 2022*	FY 2023	FY 2024
Target	90%	90%	90%
Actual	85%	93%	95.58%
			FY 2024 Status: Met the FY 2024 Target

*Note: FY 2022 is the first year of APR reporting. * Baseline: 80%.*

Performance Indicators 6.1.2, 6.1.3 Description

The OCIO Help Desk assists users across DOT with technology requests. Customer satisfaction is a priority for DOT OCIO. The survey responses express the satisfaction of the user base, and the data will be used as the cornerstone of this performance indicator. These performance goals measure overall customer satisfaction with IT Help Desk services and Service Desk request closure rates.

Strategic Objective 6.2: Workforce Development

Attract, recruit, develop, retain, and train a capable, diverse, and collaborative workforce of highly skilled, innovative, and motivated employees by making U.S. DOT an employer of choice.

Number	Performance Goal
6.2.1	80% of OA-Projected Bipartisan Infrastructure Law Hiring Targets are Achieved Starting in FY 2023
6.2.2	Work to Increase the Diversity of Applicants for Mission-Critical Occupations in Each Operating Administration
6.2.3	Increase the Percentage of Large, Cross-Agency Science, Technology, Engineering, and Math Aviation and Space Education Outreach Events to Which the Equity Assessment Tool Has Been Applied (APR Only)
6.2.4a	Increase the Percentage of Persons with Disabilities in the FAA
6.2.4b	Increase the Percentage of Persons with Targeted Disabilities in the FAA
6.2.5	Increase the Percentage of Supervisors and Managers Who Have Received Training on Unconscious Bias
6.2.6	Increase the Number of Partnerships with Historically Black Colleges and Universities and Minority-Serving Institutes
6.2.7a	Increase the Number of FHWA Pathways Program Hires
6.2.7b	Increase the Number of FHWA Hires of Persons with Disabilities

Summary of Progress towards Strategic Objective 6.2: Workforce Development

DOT is achieving the Strategic Objective 6. 2: Workforce Development through recruitment, development and retention. DOT-wide recruitment activities include outreach to diverse group such as HBCUs, the Society of Women Engineers, and the first DOT Tribal Colleges and University virtual job fair. The agency has expanded representation of women in recruiting materials for mission critical jobs such as Inspectors for PHMSA, and HBCU to Destination DOT marketing videos. In FY 2024, FHWA exemplifies attrition concerns with 25% of the FHWA leadership and 19% of all employees currently eligible to retire, it is critical to focus on attracting, recruiting, developing, retaining, and training a capable, diverse and collaborative workforce of highly skilled innovative, and motivated employees by making the US DOT an employer of choice. The FAA met the goal of increasing the percentage of Hiring Persons with Disabilities (PWD)/Persons with Targeted Disabilities (PWTD) based on hiring managers promoting the PWD/PWTD hiring goal and utilizing FAA On-the-Spot Hiring Authority to recruit Air Traffic Controllers and other mission critical jobs along with many other robust efforts in FY 2024.

Strategic Objective 6.2: Performance Goals

6.2.1 80% of OA-Projected Bipartisan Infrastructure Law Hiring Targets are Achieved Starting in FY 2023 (OST)[KPI]

Indicator: Percentage of OA-Projected Bipartisan Infrastructure Law Hiring Targets Achieved

Goal 6.2.1	FY 2022	FY 2023	FY 2024
Target	40%	80%	80%
Actual	92%	123%	99%
			FY 2024 Status: Met the FY 2024 Target

Note: FY 2022 is the first year of APR reporting.

Performance Indicator 6.2.1 Description

DOT continues to add new employees to support implementation of the Bipartisan Infrastructure Law. While we have made great strides in meeting targets, we continue to face turnover and difficulty in hiring for some positions due to the tight labor market as well as strong competition from other Federal agencies. The goal is to achieve 80% of the hiring targets each fiscal year.

6.2.2 Work to Increase the Diversity of Applicants for Mission-Critical Occupations in Each OA (OST)KPI, BIL

Indicator: Percentage of Female Applicants to Engineering and Information Technology Positions

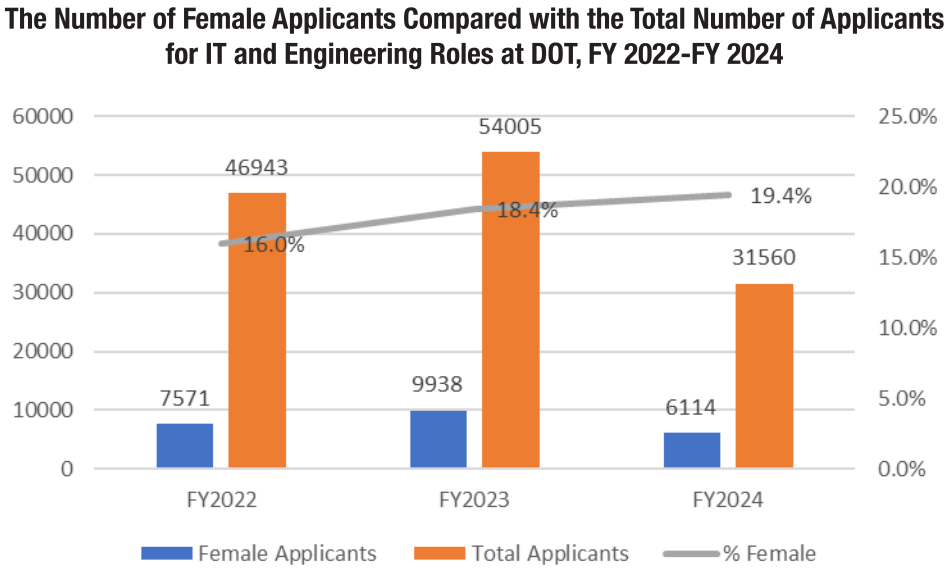
Goal 6.2.2	FY 2022	FY 2023	FY 2024
Target	Establish baseline.	20%	20%
Actual	16%	18%	19.4
			FY 2024 Status: Did Not Meet the FY 2024 Target
DOT has conducted extensive outreach to a large number of colleges, universities, and professional organizations, including the Society of Women Engineers. Our overall percentage of female applicants has increased from 16% in FY 22 to 19.4% in FY 24, showing a significant increase in the number of female applicants as shown in the chart below.			

Note: FY 2022 is the first year of APR reporting.

Performance Indicator 6.2.2 Description

A DOT analysis determined that female applicants made up only 15% of applicants to engineering and information technology positions, but were twice as likely to be hired as male applicants. Increasing gender diversity among applicants in these fields will improve our ability to fill these mission-critical applications and help create a DOT workforce that looks like the American people we are serving.

Performance Indicator 6.2.2 Long-Term Graph



6.2.3 Increase the Percentage of Large, Cross-Agency Science, Technology, Engineering, and Math (STEM) Aviation and Space Education Outreach Events to Which the Equity Assessment Tool Has Been Applied (FAA)

Indicator: Percentage of Large, Cross-Agency STEM Aviation and Space Education Outreach Events to Which the Equity Assessment Tool Has Been Applied

Goal 6.2.3	FY 2022	FY 2023	FY 2024
Target	Broad program implementation expected in FY 2023.	80%	100%
Actual	Program piloted in FY 2022.	100%	100%
			FY 2024 Status: Met the FY 2024 Target
In FY24, the Equity Assessment Tool was used at the following events: KidVenture (at OshKosh AirVenture), Lakeland Aerospace Expo, Ohio State Fair, Thingamajig and the STEM Career Symposium. These are all events which met the criteria for the assessment.			

Note: FY 2022 is the first year of APR reporting.

Performance Indicator 6.2.3 Description

FAA continues to proactively seek to increase the diversity of its workforce. FAA has developed an equity assessment tool to assess the best use of resources at these events from an equity perspective. This performance indicator counts the percentage of large STEM outreach events to which FAA's equity assessment tool has been applied. FAA has successfully developed this tool and is now using it at 100% of its large STEM outreach events. In addition, in FY 2024, the FAA added a shortened version of this assessment, called the Equity Checklist, to the reporting system for STEM AVSED outreach to further increase the equity of our events.

6.2.4a Increase the Percentage of Persons with Disabilities in the FAA (FAA)

Indicator: Percentage of Persons with Disabilities in the FAA

Goal 6.2.4a	FY 2022	FY 2023	FY 2024
Target*	15%	16%	17%
Actual	16.09%	16.62%	18%
			FY 2024 Status: Met the FY 2024 Target

*Note: FY 2022 is the first year of APR reporting. * Baseline: 15%.*

6.2.4b Increase the Percentage of Persons with Targeted Disabilities in the FAA (FAA)

Indicator: Percentage of Persons with Targeted Disabilities in the FAA

Goal 6.2.4a	FY 2022	FY 2023	FY 2024
Target**	1%	2%	2%
Actual	1.98%	2.0%	2.10%
			FY 2024 Status: Met the FY 2024 Target

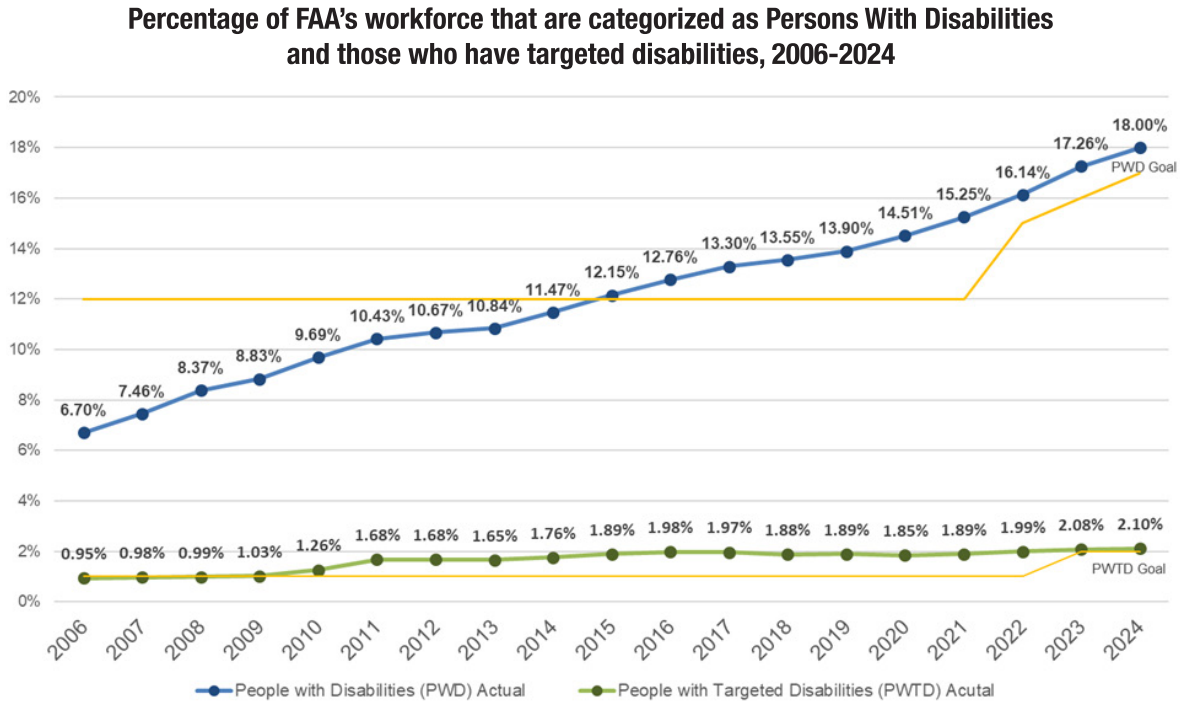
*Note: FY 2022 is the first year of APR reporting. ** Baseline: 1%.*

Performance Indicator 6.2.4a, 6.2.4b Description

The Federal Government should be a model employer of Persons with Disabilities (PWD). A PWD is defined as a person who has a physical or mental impairment that substantially limits one or more major life activities. People with targeted disabilities are individuals with the most severe types of disabilities listed in Office of Personnel Management Standard Form 256. These performance indicators track the percentage of PWDs employed at the FAA.

The FAA met the goal of increasing the percentage of PWD 17.0% and PWTD 2.0% in its workforce in FY 2024. The Agency put forth several aggressive outreach efforts that assisted the FAA in attaining the hiring goal at 18.00% PWD and 2.10% PWTD. ACR has developed communication awareness broadcasts to assist hiring managers in searching for qualified disabled applicants. Developed four Informational training sessions for hiring managers on strategies to hire people with disabilities and people with targeted disabilities. Developed a self-identification campaign to encourage employees to self-identify. Several different efforts were used to increase promotion and awareness of the FAA PWD/ PWTD hiring goal by providing Lines of Business/Staff Offices (LOB/SO) with a memorandum created by the Office of Civil Rights (ACR) to direct the hiring managers to promote the PWD/PWTD one percent hiring goal. ACR also participated in career fairs and provided information to attendees on the FAA Schedule A, On-the-Spot Hiring Authority. To date, the Aviation Development Program has successfully hired four candidates. The FAA hosted four agency-wide information sessions for hiring managers on effective ways to hire people with disabilities.

Performance Indicator 6.2.4a, 6.2.4b Long-Term Graph



6.2.5 Increase the Percentage of Supervisors and Managers Who Have Received Training on Unconscious Bias (FHWA)

Indicator: Percentage of Supervisors and Managers Who Have Received Training on Unconscious Bias

Goal 6.2.5	FY 2022	FY 2023	FY 2024
Target	45%	60%	75%
Actual	25%	60%	100%
			FY 2024 Status: Met the FY 2024 Target

Note: FY 2022 is the first year of APR reporting.

Performance Indicator 6.2.5 Description

Unconscious bias training is an important step for ensuring an inclusive workplace that is welcoming to all. This performance goal counts the number of FHWA employees who have received unconscious bias training as a percentage of all employees.

6.2.6 Increase the Number of Partnerships with Historically Black Colleges and Universities and Minority-Serving Institutes (FHWA)

Indicator: Number of Partnerships with Historically Black Colleges and Universities and Minority-Serving Institutes

Goal 6.2.6	FY 2021	FY 2022	FY 2023	FY 2024
Target	N/A	31	47	50
Actual	28	43	75	65
				FY 2024 Status: Met the FY 2024 Target

*Note: FY 2021 is the first year of APR reporting. **Baseline: 1%*

Performance Indicator 6.2.6 Description

FHWA has a robust recruitment program that seeks to make potential applicants aware of FHWA as an employer of choice. Increasing the number of partnerships with historically black colleges and universities (HBCUs) and minority serving institutes (MSIs) helps increase the diversity of our applicant pool and support our strategic hiring objectives. Partnerships include recruitment events, virtual information workshops, and outreach.

6.2.7a Increase the Number of FHWA Pathways Program Hires (FHWA)

Indicator: Number of FHWA Hires from the Pathways Program

Goal 6.2.7a	FY 2021	FY 2022	FY 2023	FY 2024
Target	N/A	N/A	40	40
Actual	38	57	50	50
				FY 2024 Status: Met the FY 2024 Target

Note: FY 2021 is the first year of APR reporting.

6.2.7b Increase the Number of FHWA Hires of Persons with Disabilities (FHWA)

Indicator: Number of Persons in the FHWA Workforce with Disabilities

Goal 6.2.7b	FY 2021	FY 2022	FY 2023	FY 2024
Target	N/A	N/A	345	348
Actual	317	340	350	375
				FY 2024 Status: Met the FY 2024 Target

Note: FY 2021 is the first year of APR reporting.

Performance Indicator 6.2.7a, 6.2.7b Description

FHWA is pursuing targeted strategies to recruit, develop and advance a diverse and skilled workforce. The Pathways Program allows FHWA to infuse is workforce with the next generation of talent. Performance indicator 6.2.7a counts the number of times that FHWA can use this program. The Federal Government should be a model employer of Persons with Disabilities (PWD). A PWD is defined as a person who has a physical or mental impairment that substantially limits one or more major life activities. Performance indicator 6.2.7b counts the number of PWD employees on board.

Strategic Objective 6.3: Data-Driven Programs and Policies

Develop and manage data systems and tools to provide objective, reliable, timely, and accessible data to support decision-making, transparency, and accountability.

Number	Performance Goal
6.3.1	Increase the Number of Users of Department-Wide Data Services
6.3.2	Increase the Percentage of Operating Administrations Leveraging the Fast-Track Paperwork Reduction Clearance Process
6.3.3	Increase the Percentage of DOT Information Systems Encrypting Data at Rest and In Transit
6.3.4	Increase the Percentage of Operating Administration Webpages Service Departmental Data that Experience an Increase in One or More Elements of the Customer Satisfaction Survey

Summary of Progress towards Strategic Objective 6.3: Data-Driven Programs and Policies

US DOT is committed to using data to drive our programs and policies. DOT has committed to increasing the use of Department-wide data services, increasing the percentage of Operating Administrations leveraging fast-track paperwork reduction clearance processes, increasing data encryption in DOT information systems, and improving customer satisfaction on Department web pages. In FY 2024, OCIO continued to provide shared services to the Operating Administrations to enable the full range of data lifecycle activities. OCIO advised Operating Administrations on their use of Paperwork Reduction Act flexibilities to collect, analyze, and act on customer feedback for data – such as whether data users and customers are satisfied and finding what they need. OCIO guided Operating Administrations in addressing and overcoming challenges to protecting data at rest and in transit across all Department information systems by providing detailed implementation recommendations and advising on compensating controls.

Strategic Objective 6.3: Performance Goals

6.3.1 Increase the Number of Users of Department-Wide Data Services (OCIO)

Indicator: Number of User Accounts Provisions for Department-Wide Data Services

Goal 6.3.1	FY 2022	FY 2023	FY 2024
Target	2,000	2,100	2,205
Actual	2,172	2,726	2,726
			FY 2024 Status: Met the FY 2024 Target

Note: FY 2022 is the first year of APR reporting.

Performance Indicator 6.3.1 Description

The Department, through its Working Capital Fund, delivers software and services to the Operating Administrations that help them visualize and share data inside and outside the agency. These shared data services provide for a consistent user experience, a relatively frictionless data sharing experience, and easier data interoperability. User adoption of these shared services will improve the overall experience of data users inside and outside of DOT. This performance goal tracks the number of Department-wide data services.

6.3.2 Increase the Percentage of Operating Administrations Leveraging the Fast-Track Paperwork Reduction Clearance Process (OCIO)

Indicator: Percentage of Operating Administrations Leveraging the Fast-Track Paperwork Reduction Clearance Process

Goal 6.3.2	FY 2022	FY 2023	FY 2024
Target	50%	70%	80%
Actual	70%	80%	100%
			FY 2024 Status: Met the FY 2024 Target
100% of eligible Operating Administrations (FAA, FHWA, FMCSA, FRA, FTA, MARAD, NHTSA, OST and PHMSA) currently have approved generic/fast track information collection requests (ICRs). Of those OAs, three did not use the process as they did not have the need in FY2024.			

Note: FY 2022 is the first year of APR reporting.

Performance Indicator 6.3.2 Description

There are many ways to collect information from the public and DOT has access to various fast-track clearance processes for Paperwork Reduction Act approval. The fast-track process is for information collections that focus on the awareness, understanding, attitudes, preferences, or experiences of customers or other stakeholders (e.g., delivery partners, coregulators, or potential customers) relating to existing or future services, products, or communication materials. This performance goal tracks the percentage of Operating Administration leveraging the fast track clearance process, thus enabling the Department to collect useful insights in a more uniform way.

6.3.3 Increase the Percentage of DOT Information Systems Encrypting Data at Rest and In Transit (OCIO)

Indicator: Percentage of DOT Information Systems Encrypting Data at Rest and In Transit

Goal 6.3.3	FY 2021	FY 2022	FY 2023	FY 2024
Target	N/A	75%	85%	85%
Actual	82%	81%	47%*	67%
				FY 2024 Status: Did Not Meet the 2024 Target
The FISMA systems not currently meeting encryption requirements are planned for modernization, which is in progress. It is anticipated that the majority of systems will meet encryption requirements by the end of calendar year 2025 based on current planning.				

Note: FY 2021 is the first year of APR reporting.

**In FY 2023, FAA elevated coordination for encryption implementation to an enterprise priority initiative and has focused on validating the accuracy of the assessment data. A crucial element of this effort was the establishment of a consistent process at FAA to ensure encryption requirements are being achieved. Establishing this process did result in an initial decline in compliance numbers for FY 2023.*

Performance Indicator 6.3.3 Description

Executive Order 14028 on Improving the Nation's Cybersecurity lists the steps that Federal agencies must take to protect sensitive data. One step is to encrypt data when it is at rest and when it is in transit, which protects the data from being intercepted and increases user confidence in the authenticity of the data they are using. This performance goal measures the percentage of Department information systems encrypting data at rest and in transit.

6.3.4 Increase the Percentage of Operating Administration Webpages Service Departmental Data that Experience an Increase in One or More Elements of the Customer Satisfaction Survey (OCIO)

Indicator: Percentage of Operating Administrations Experiencing an Increase in Website Customer Satisfaction Scores

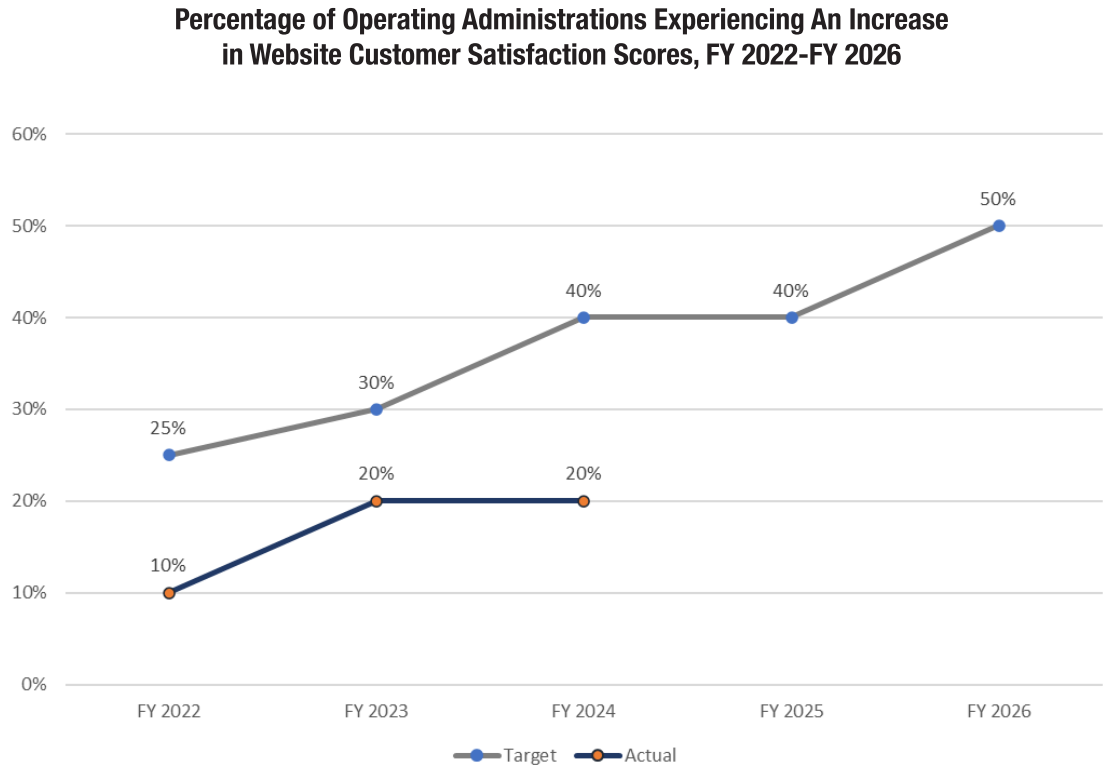
Goal 6.3.4	FY 2022	FY 2023	FY 2024
Target	25%	30%	40%
Actual	10%	20%	20%
			FY 2024 Status: Did Not Meet the 2024 Target
100% of eligible Operating Administrations (FAA, FHWA, FMCSA, FRA, FTA, MARAD, NHTSA, OST and PHMSA) currently have approved generic/fast track information collection requests (ICRs). Of those OAs, three did not use the process as they did not have the need in FY2024.			

Note: FY 2022 is the first year of APR reporting.

Performance Indicator 6.3.4 Description

This performance goal measures the percentage of Operating Administration webpages service Departmental data that experience an increase in one or more elements of the customer satisfaction survey. The customer satisfaction survey measures the customer's overall satisfaction with their Web site experience, asks whether they were successful finding the information they sought, and inquiries about ease of use. The survey also provides for open-ended feedback about improvement opportunities.

Performance Indicator 6.3.4 Long-Term Graph



Strategic Objective 6.4: Oversight, Performance, and Technical Assistance

Increase competencies in U.S. DOT's mission-critical occupations and other areas, including program management. Improve program delivery and management of requirements, funding, contract performances, and program outcomes through effective planning, administration, and oversight of grants and contracts; increased technical assistance to stakeholders; and enhanced analytics and performance management services.

Number	Performance Goal
6.4.1	Increase the Percentage of IT Budget that Uses Shared Services
6.4.2	Increase the Number of Software Development Contracts Awarded Under the Department's Mandatory Use SWES BPA
6.4.3	Increase the use of Shared Platforms in support of agency mission and business needs
6.4.4	Increase DOT Spend Under Management Through Contract Obligations on Tiered Contract Vehicles
6.4.5	Increase the Percentage of Utilization of Best-in-Class Contracts in DOT's Total Obligation
6.4.6	Achieve 99% Payment Accuracy Rate for Programs that Include the Bipartisan Infrastructure Law to Demonstrate Robust Internal Controls at Both the U.S. DOT and Grant Recipient Levels
6.4.7	Achieve 100% Submission Rates on Monthly and Quarterly Data Accountability and Transparency Act Reporting Submissions for All Bipartisan Infrastructure Law Programs to Provide Financial and Award-Level Detail to the American People

Summary of Progress towards Strategic Objective 6.4: Oversight, Performance, and Technical Assistance

DOT strives for quality oversight, improved performance, and enhanced technical assistance to stakeholders in all its programs. DOT's efforts in this area have focused on increasing the use of shared IT services and shared IT platforms to boost efficiency, improving the quality of procurement contracts, and enhancing the accuracy of our financial reporting.

In support of our use of shared IT services, in June 2024, the Office of the Chief Information Officer (OCIO) the Office of Small and Disadvantaged Business Utilization (OSDBU), the Office of the Senior Procurement Executive (OSPE), and the Federal Highway Administration (FHWA) Information Technology – Acquisition Center of Excellence (IT-ACE) all collaborated in hosting the 2024 Information Technology (IT) Industry Day. With over 600 registered attendees' representing the potential vendor community, presentations were provided on the OCIO IT Portfolio and all DOT mandatory-use contracting vehicles, including SoftWare Engineering Support (SWES). Two additional individual breakout sessions specific to SWES followed the general presentations to address attendee questions, comments, and recommendations.

In support of improving the quality of procurement contracts, DOT has been taking a holistic approach to improve the Department's performance on Category Management, or buying common goods and services at larger scale to improve efficiency. Notable actions from this effort include FAA's Spend Under Management (SUM) Assessment submission,[14] OA Product Service Code (PSC) data corrections, and examination of Best-in-Class (BIC) vehicles for expiring IT contracts. Lastly, the OSPE, in collaboration with the Department's IT Category Manager, reviewed expiring IT category contracts and have been working to identify possible contracts that can be transitioned to a higher tiered contract.

14 In 2024, the FAA's SUM Assessment Submission will reclassify FAA's Contract Tower (FCT) Program, with an estimated FY24 value of over $400M, from Tier 0 to Tier 1. A Tier 1 contract, unlike a Tier 0 contract, supports mandatory-use policies and strong contract management practices such as data and performance analysis.

In support of enhancing the accuracy of financial reporting, OST continued to implement process enhancements to improve the reporting of spending data. OSTB evaluated potential data quality issues to proactively prevent adverse impacts to DOT's ability to complete the monthly and quarterly DATA Act requirements. OST, in collaboration with the FHWA and Federal Transit Administration (FTA) Office of the Chief Financial Officers (OCFOs), oversaw the implementation of corrective action plans to reduce the likelihood of future improper payments.[15] DOT's Office of Inspector General (OIG) report, DOT's Fiscal Year 2023 Payment Integrity Information Act Compliance Review issued in 2024, found DOT's Payment Integrity reporting to be compliant with Payment Integrity Information Act requirements for the fifth consecutive year.[16]

Strategic Objective 6.4: Performance Goals

6.4.1 Increase the Percentage of IT Budget that Uses Shared Services (OCIO)

Indicator: Percentage of the IT Budget that Uses Shared Services

Goal 6.4.1	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
Target	N/A	N/A	32%	35%	40%
Actual	42.28%	30%	37%	39%	36%
					FY 2024 Status: Did Not Meet the 2024 Target

While the IT Budget that Uses Shared Services did increase in FY 2024 in raw terms ($13M), the overall IT Budget increased significantly from FY 2023 to FY 2024 ($98M).

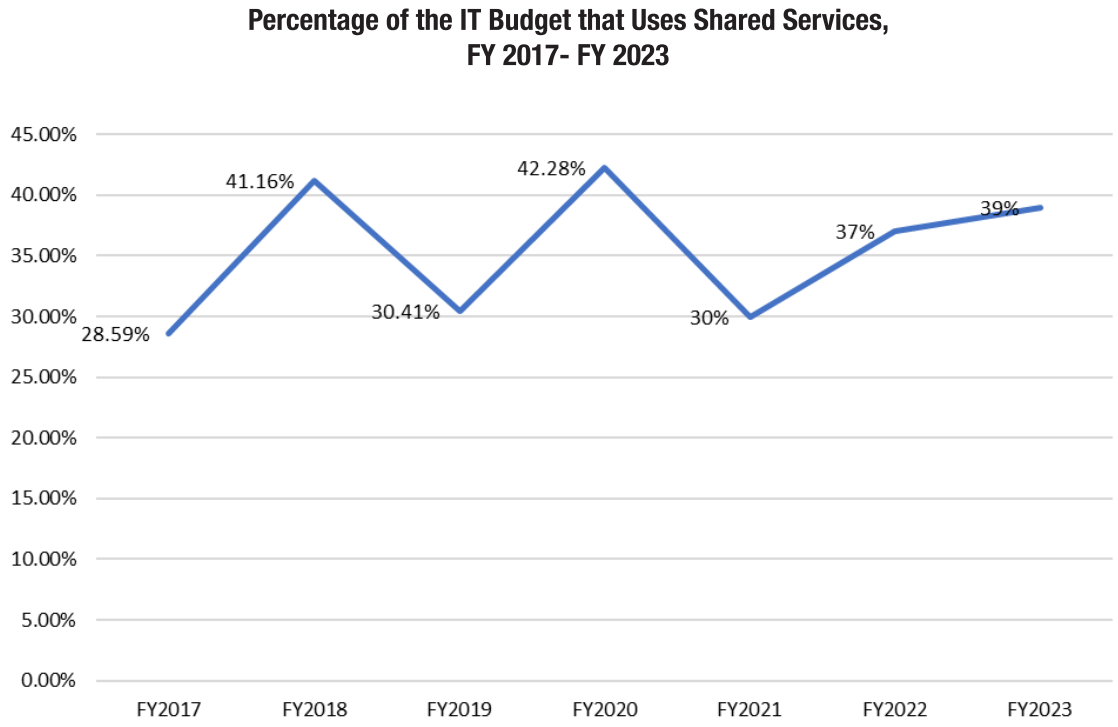
Performance Indicator 6.4.1 Description

For decades, DOT has centralized management of certain functions for DOT organizations with the same needs. In recent years, DOT has employed a shared services approach for managing IT investments. DOT has made the strategic decision to expand enterprise-wide shared services to drive efficiency and better support evolving needs. The Department is planning an enterprise-wide IT modernization initiative where the entire IT portfolio will be evaluated to identify opportunities for the use of additional shared services. This performance indicator tracks the portion of the IT budget dedicated to the shared-services approach.

15 Specifically, FTA distributed guidance that transit authorities practice robust internal control procedures throughout the COVID relief payment lifecycle. Additionally, FHWA and FTA addressed the root causes of overpayments identified during the FY 2023 review with applicable grant recipients and recovered funds, if necessary.

16 DOT's OIG will issue a DOT's FY 2024 Payment Integrity Information Act Compliance Review report in May 2025.

Performance Indicator 6.4.1 Long-Term Graph



6.4.2 Increase the Number of Software Development Contracts Awarded Under the Department's Mandatory Use Software Engineering Services Blanket Purchase Agreement (SWES BPA) (OCIO)

Indicator: Number of Software Development Contracts Awarded Under the Department's Mandatory Use SWES BPA

Goal 6.4.2	FY 2021	FY 2022	FY 2023	FY 2024
Target	N/A	26	29	29
Actual	24	26	28	19

FY 2024 Status: Did Not Meet the 2024 Target

The FY2024 target of 29 new SWES awards was not met due to evolving technical requirements from DOT Operating Administrations that exceeded the current SWES BPA's service capabilities, resulting in 6 waivers and fewer awards. Furthermore, the inherently unpredictable nature of contract needs across a large DOT population, combined with the prevalence of multi-year contracts (Base Year plus 4 Optional Periods), challenges the feasibility of achieving a 5% annual growth target for new awards. To address these complexities, OCIO is actively incorporating stakeholder and vendor feedback through a dedicated SWES 2.0 Working Group and RFI evaluations, ensuring the next BPA is better aligned with both evolving technical demands and the diverse, long-term contracting strategies of DOT Operating Administrations.

Note: FY 2021 is the first year of APR reporting. Number of awards are contingent upon final count from the prior fiscal year.

Performance Indicator 6.4.2 Description

The SWES BPA was created in FY 2020 to streamline IT acquisitions and application support efforts across the Department. The SWES BPA is administered by FHWA's IT Acquisition Center of Excellence team. It is a multiple-award BPA with 15 vendors that supports Firm-Fixed Price contracts, Labor Hour contracts, or a combination of the two contract types. The SWES BPA includes a broad spectrum of labor categories and seeks to consolidate the Department's software development, implementation, and operations and maintenance efforts into one vehicle. Increased use of the SWES BPA will replace numerous, large, mode-specific contracts with smaller, more concise efforts to optimize competition, reduce administrative costs, and eliminate contract duplication.

6.4.3 Increase the use of Shared Platforms in support of agency mission and business needs (OCIO)

Indicator: Percentage of Information Technology Systems Operating on a Shared Platform

Goal 6.4.3	FY 2023	FY 2024
Target	0%	10%
Actual	N/A*	15%
		FY 2024 Status: Met the FY 2024 Target
The ServiceNow platform is used across the Department for collaboration and continues to be matured. Its is managed by DOT OCIO and the platform is secured and compliant with federal as well as DOT policies.		

*Note: FY 2023 is the first year of APR reporting. *Performance data was not collected for FY 2023 as DOT worked to replan around this goal.*

Performance Indicator 6.4.3 Description

A shared platform is a product to support development teams in achieving efficiencies and economies of scale in an agile software development and operations (DevOps) environment by making application product delivery teams responsible for deploying and operating their own applications. The success of shared platforms requires the collaboration of infrastructure and operations professionals, software engineers, cybersecurity teams, and site reliability engineers. DOT's strategy for shared platforms includes leveraging capabilities to reduce the administrative, and cybersecurity burden by allowing the Department to apply a unified set of security controls and operations and maintenance tasks to the framework, addressing several applications simultaneously across the Department.

6.4.4 Increase DOT Spend Under Management Through Contract Obligations on Tiered Contract Vehicles (OSPE)

Indicator: Percentage of DOT Spend Under Management Through Contract Obligations on Tiered Contract Vehicles

Goal 6.4.4	FY 2021	FY 2022	FY 2023	FY 2024
Target	N/A	47%	54%	58.5%
Actual	45.8%	51.6%	55.7%	61.9%*
				FY 2024 Status: Met the FY 2024 Target

*Note: FY 2021 is the first year of APR reporting. *Performance is as of September 30, 2024. Performance will be finalized by OMB in early 2025.*

6.4.5 Increase the Percentage of Utilization of Best-in-Class Contracts in DOT's Total Obligation (OSPE)

Indicator: Percentage of DOT's Total Obligations Using Best-in-Class Contracts

Goal 6.4.5	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
Target	N/A	N/A	5%	6.5%	5.1%
Actual	$176.7 million*	2.8%	3.1%	2.8%	3.6%**
					FY 2024 Status: Did Not Meet the 2024 Target

The Department did not meet the FY24 Best-in-Class (BIC) target for two reasons. First, there are difficulties moving contracts to BIC solutions, since there are a limited BIC solutions that DOT can utilize for its wide-ranging portfolio. For example, the Department's top three area of spend are Facilities & Construction (F&C), Professional Services, and Information Technology. There are no applicable F&C BIC solutions for DOT to utilize, making one third of the Department's spend unavailable for BIC utilization. In addition, approximately 70% of DOT's Category Management eligible obligations are managed by FAA, which includes the National Airspace System.

**Target represents a 10 percent increase (set by OMB) from the previous performance level. No percentage targets were set for FYs 2019 and 2020.*

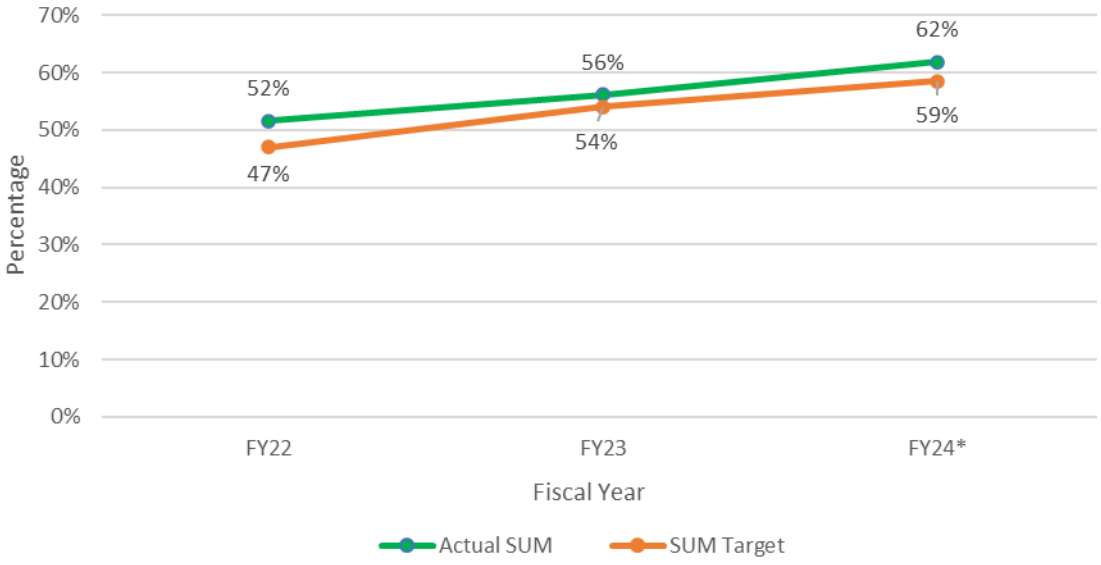
*** Performance is as of September 30, 2024. Performance will be finalized by OMB in early 2025.*

Performance Indicators 6.4.4, 6.4.5 Description

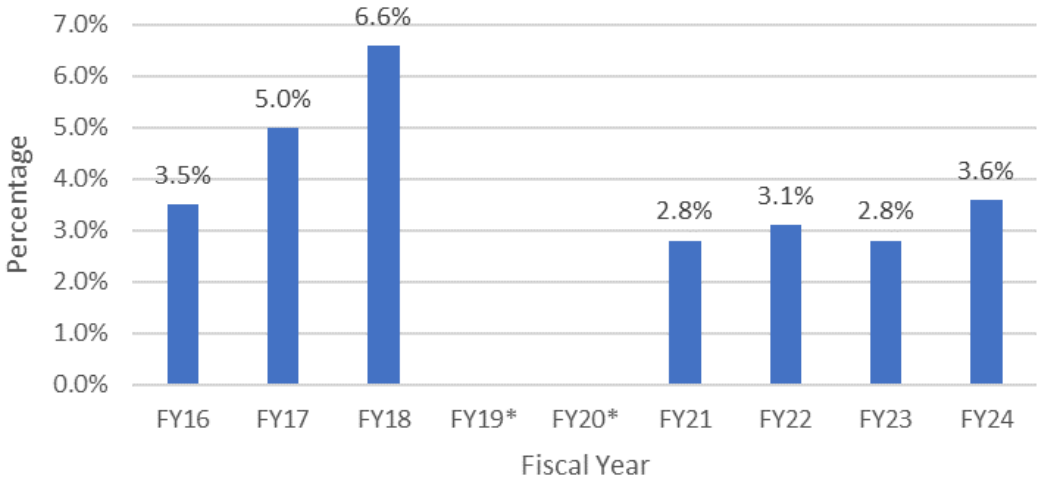
OMB Memorandum M-19-13: *Category Management: Making Smarter Use of Common Contract Solutions and Practices* provides guidance on the use of category management, which refers to a strategic approach to procurement where agency spending for common goods and services is grouped together based on similar qualities to eliminate redundancies, increase efficiency, and deliver value. The ten categories of Federal spending are facilities and construction, professional services, IT, medical, transportation and logistics, industrial products and services, travel, security and protection, human capital, and office management. These ten categories are considered common contract spend since spending in these categories occurs throughout the government.

Best-in-Class (BIC) utilization is a key performance indicator of category management performance. BIC utilization assesses how much of the Department's common contract spend is obligated to BIC vehicles. The Department uses a data-driven approach to identify opportunities to increase its BIC utilization.

Percentage of DOT Obligations that are Spend Under Management Obligations, FY 2022 - FY 2024



Percentage of DOT Obligations that use Best-In-Class Contracts, FY 2022 - FY 2024



Data as of September 30, 2024

Target represents a 10 percent increase (set by OMB) from the previous performance level. No percentage targets were set for FYs 2019 and 2020.

6.4.6 Achieve 99% Payment Accuracy Rate for Programs that Include the Bipartisan Infrastructure Law to Demonstrate Robust Internal Controls at Both the U.S. DOT and Grant Recipient Levels (OST-B)[KPI, BIL]

Indicator: Payment Accuracy Rate for BIL

Goal 6.4.6	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
Target	99.15%	99.2%	99.0%	99.0%	99.0%
Actual	99.63%	98.59%	98.77%	99.30%	98.10%
					FY 2024 Status: Did Not Meet the 2024 Target

DOT is proud to report a Fiscal Year (FY) 2024 payment accuracy rate of 98.10% that compares favorably to the most recent Federal-wide payment accuracy rate of 94.58% reported in FY 2023. Payment accuracy rates are below our 99% performance goal; yet remain within the upper and lower bounds of their historical estimates. Therefore, we view the rates for to be within their historical statistical ranges and will closely monitor them against FY 2025 results to determine if any changes represent a trend that require more aggressive corrective action.

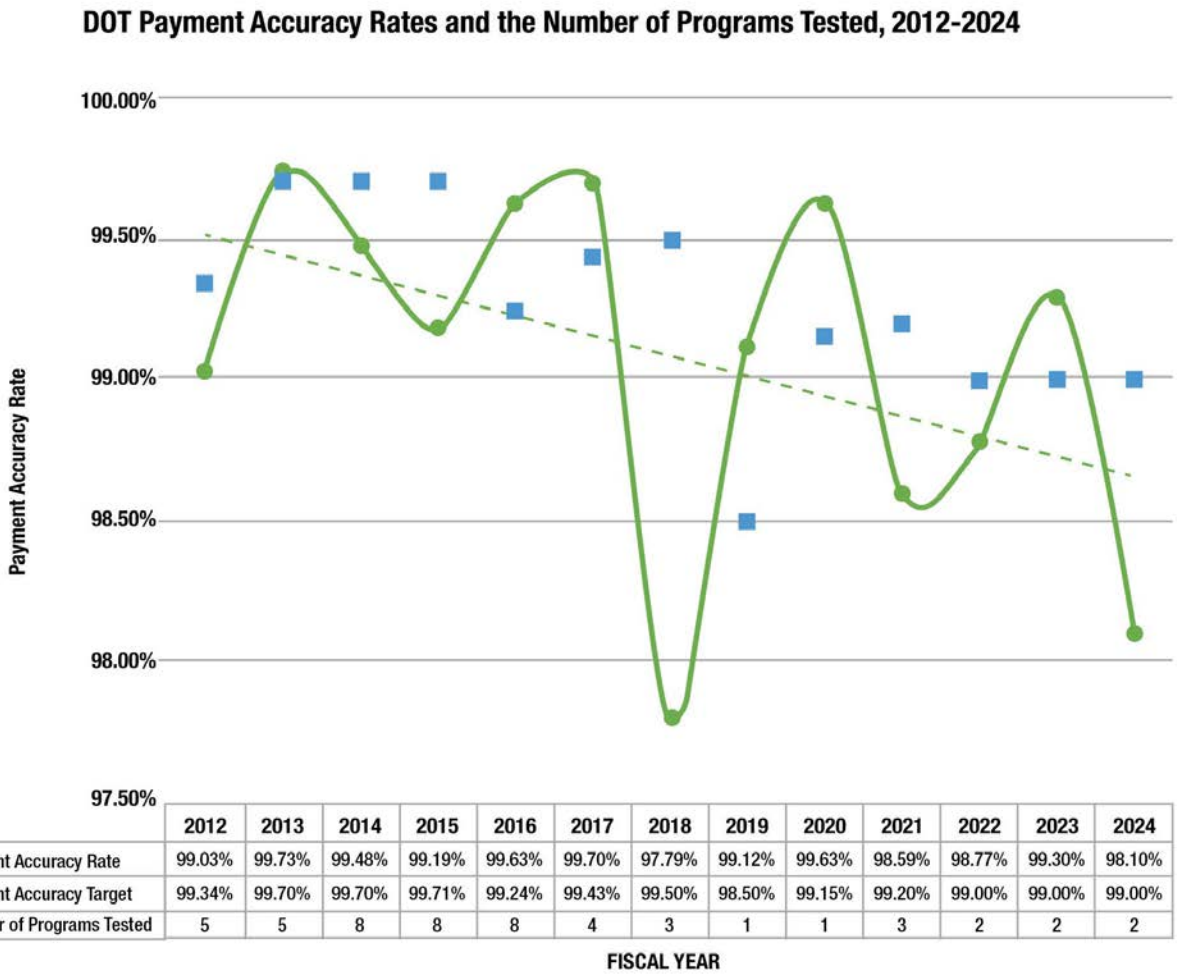
**Target will be set in fall 2024. **Target will be set in fall 2025.*

Performance Indicator 6.4.6 Description

The Payment Accuracy rate demonstrates the effectiveness of internal controls at both DOT and grant recipient levels. The methodology to produce the rate adheres with Payment Integrity legislation and guidance. Payment Integrity legislation defines a program as susceptible to significant improper payments when annual improper payments exceed 1.5% and $10 million of outlays, or $100 million of outlays regardless of the error rate. An improper payment is defined as any payment that should not have been made or that was made in an incorrect amount under statutory, contractual, administrative, or other legally applicable requirement.[17] The legislation requires agencies to obtain a statistically valid estimate and report testing results of programs that were identified, by risk assessment, as susceptible to significant improper payments. As of FY 2024, two DOT programs have been identified as susceptible to significant improper payments and subject to annual reporting requirements: FHWA Highway Planning and Construction and FTA COVID-19 Appropriations. FY 2025 and FY 2026 targets and corrective action plans will be established in accordance with OMB payment integrity guidance which requires them only to be set for the following fiscal year. Actual results for the current fiscal year along with the following fiscal year target and corrective action plans will be reported after the current fiscal year end per OMB requirements.

17 PaymentAccuracy.gov

Performance Indicator 6.4.6 Long-Term Graph



	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Payment Accuracy Rate	99.03%	99.73%	99.48%	99.19%	99.63%	99.70%	97.79%	99.12%	99.63%	98.59%	98.77%	99.30%	98.10%
Payment Accuracy Target	99.34%	99.70%	99.70%	99.71%	99.24%	99.43%	99.50%	98.50%	99.15%	99.20%	99.00%	99.00%	99.00%
Number of Programs Tested	5	5	8	8	8	4	3	1	1	3	2	2	2

6.4.7 Maintain 100% Submission Rates on Monthly and Quarterly Data Accountability and Transparency Act (DATA Act) Reporting Submissions for All Bipartisan Infrastructure Law Programs to Provide Financial and Award-Level Detail to the American People (OST)[KPI, BIL]

Indicator: Percentage of Monthly and Quarterly DATA Act Reports Submitted Without Fatal Errors

Goal 6.4.7	FY 2022	FY 2023	FY 2024
Target	N/A	100%	100%
Actual	100%	100%	100%
			FY 2024 Status: Met the FY 2024 Target

Note: FY 2022 is the first year of APR reporting.

Performance Indicator 6.4.7 Description

The Data Accountability and Transparency Act of 2014 (DATA Act) established government-wide data standards for reporting spending information to the public. To meet these requirements, 11 DOT reporting entities report and publish obligations and outlays, as well as procurement and financial assistance award data, monthly to USASpending.gov. These submissions must pass a number of validation checks without fatal errors to be accepted.

Strategic Objective 6.5: Sustainability Initiatives

Promote a sustainable, clean, and resilient future for U.S. DOT's employees, buildings, and operations to meet the challenge of the climate crisis by establishing a path to achieve net-zero emissions from all operations by 2050. Eliminate greenhouse gas emissions from U.S. DOT buildings, in collaboration with other Federal partners.

Number	Performance Goal
6.5.1	Identify New Buildings Entering the Design Phase in FY 2023 and Ensure the Guiding Principles for Sustainable Federal Buildings are Included in the Design for Applicable Facilities
6.5.2	Reduce the Percentage of Direct Greenhouse Gas Emissions from DOT Operations, Facilities, and Fleets from 2008 Levels
6.5.3	Increase the Percentage of Zero-Emission Light-Duty Vehicle Fleet Acquisitions

Summary of Progress towards Strategic Objective 6.5: Sustainability Initiatives

DOT has worked tirelessly to ensure that sustainability is a priority across the Department, and it serves as an example of a Federal agency. The FAA continues to implement the Guiding Principles for Sustainable Federal Buildings at new construction under 25,000 GSF as well as at existing facilities.

In FY 2024,The OST compiled inventory of DOT's FY 2023 direct GHG emissions, explored opportunities to with the U.S. Department of Energy to award Energy Savings Performance Contracts (ESPCs), collaborated with the U.S. General Services Administration and electricity utility companies to address the issues of limited carbon pollution-free electricity (CFE) tariff programs for DOT facilities to participate, and met its goal by completing 68% conversion of DOT fleet vehicles to ZEVs. Further conversions will continue through FY27. The major risks and challenges are GSA limited ZEV types, lack of midsized and large EVs for heavier loads, storage and tow capacity and extended range, and charging infrastructure.

Strategic Objective 6.5: Performance Goals

6.5.1 Identify New Buildings Entering the Design Phase in FY 2023 and Ensure the Guiding Principles for Sustainable Federal Buildings are Included in the Design for Applicable Facilities (FAA)

Indicator: Number of New Buildings

Goal 6.5.1	FY 2022	FY 2023	FY 2024
Target	2	0	0
Actual	2	0	0
			FY 2024 Status: Met the FY 2024 Target

Note: FY 2022 is the first year of APR reporting.

Performance Indicator 6.5.1 Description

EO 14057 requires that all new construction greater than 25,000 GSF be designed to follow the Council on Environmental Quality's Guiding Principles for Sustainable Federal Buildings. The Guiding Principles ensure that federal facilities reduce emissions and follow various sustainable design principles. This performance indicator tracks the actual number of new construction greater that 25,000 GSF in any given year.

6.5.2 Reduce the Percentage of Direct Greenhouse Gas Emissions from DOT Operations, Facilities, and Fleets from 2008 Levels (OST-M/OFIAM)

Indicator: Percentage Reduction in DOT's Direct Greenhouse Gas Emissions from the 2008 Baseline

Goal 6.5.2	FY 2021	FY 2022	FY 2023	FY 2024
Target	N/A	50%	52%	54%
Actual	48.4%	50.9%	51.4%	54%*

FY 2024 Status: Met the FY 2024 Target

* M-90 does not anticipate receiving FY 2024 greenhouse (GHG) emissions data from the OAs until November 27, 2024. Accordingly, FY 2024 (quarters 1 - 4) data will not be available until the end of December 2024. However, it is anticipated that the FY 2024 target will be met through various actions completed throughout FY 2024, including purchasing and generating carbon pollution-free electricity; conducting energy audits of the Department's most energy-intensive facilities; upgrading building lighting to energy efficient LEDs; installing building occupancy sensors which turn off lights when not in use; and conducting energy awareness activities for Earth Day and throughout the month of April 2024.

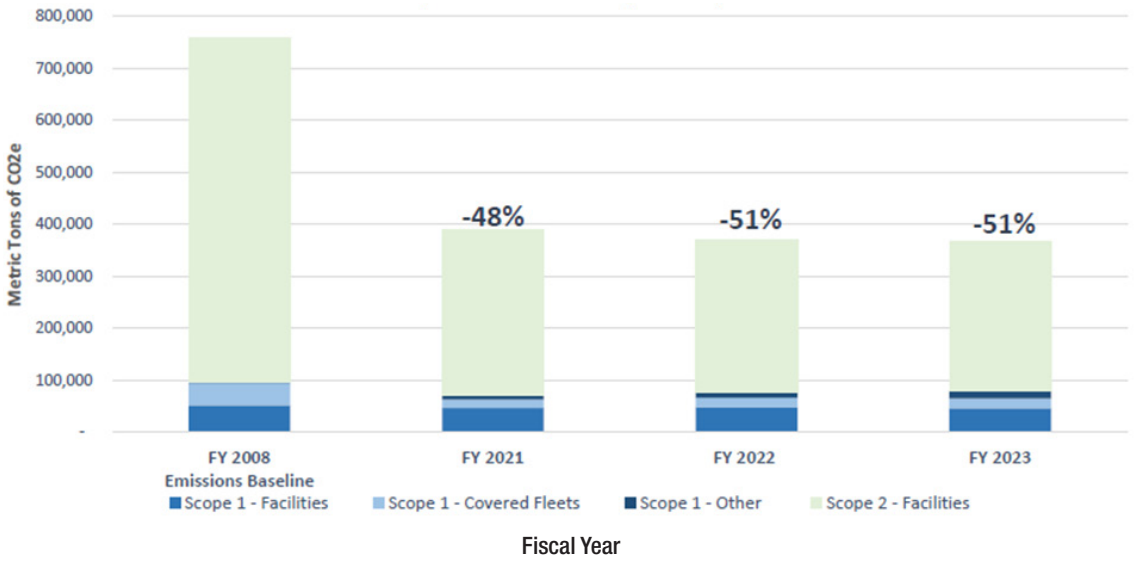
Note: Apart from FY 2008 baseline, FY 2021 is the first year of APR reporting. Baseline: 756,767 metric tons of CO_2 equivalent gases (FY 2008 actual).

Performance Indicator 6.5.2 Description

Executive Order 14057 requires the Department to reduce its Scope 1 and Scope 2 GHG emissions by 65% by 2030 relative to the FY 2008 baseline. Scope 1 emissions are direct GHG emissions which emanate from buildings and vehicles which are owned and/or operated by DOT (e.g., emissions associated with fuel combustion in boilers, furnaces, and vehicles). Scope 2 emissions are indirect GHG emissions associated with DOT's purchases of electricity and steam. DOT owns and/or operates about 10,000 buildings and 6,000 vehicles. By meeting the 2030 goal, DOT will reduce its environmental impacts and drive greater sustainability government wide. In FY 2023, DOT's Scope 1 and 2 GHG emissions totaled 368,098 metric tons of carbon dioxide equivalent (MT CO_2e), which represents a 51.4% reduction from the 2008 baseline. The FY 2024 and FY 2025 GHG reduction targets are based on two percent annual decreases in Scope 1 and Scope 2 GHG emissions to meet the 2030 goal.

Performance Indicator 6.5.2 Long-Term Graph

Reduction Greenhouse Gas Emissions from DOT Operations, Facilities, and Fleets, using 2008 as the Target, FY 2021-FY 2023



6.5.3 Increase the Percentage of Zero-Emission Light-Duty Vehicle Fleet Acquisitions (OST-M/OFIAM)

Indicator: Percentage of Light-Duty Vehicle Fleet Acquisitions that Are Zero-Emission

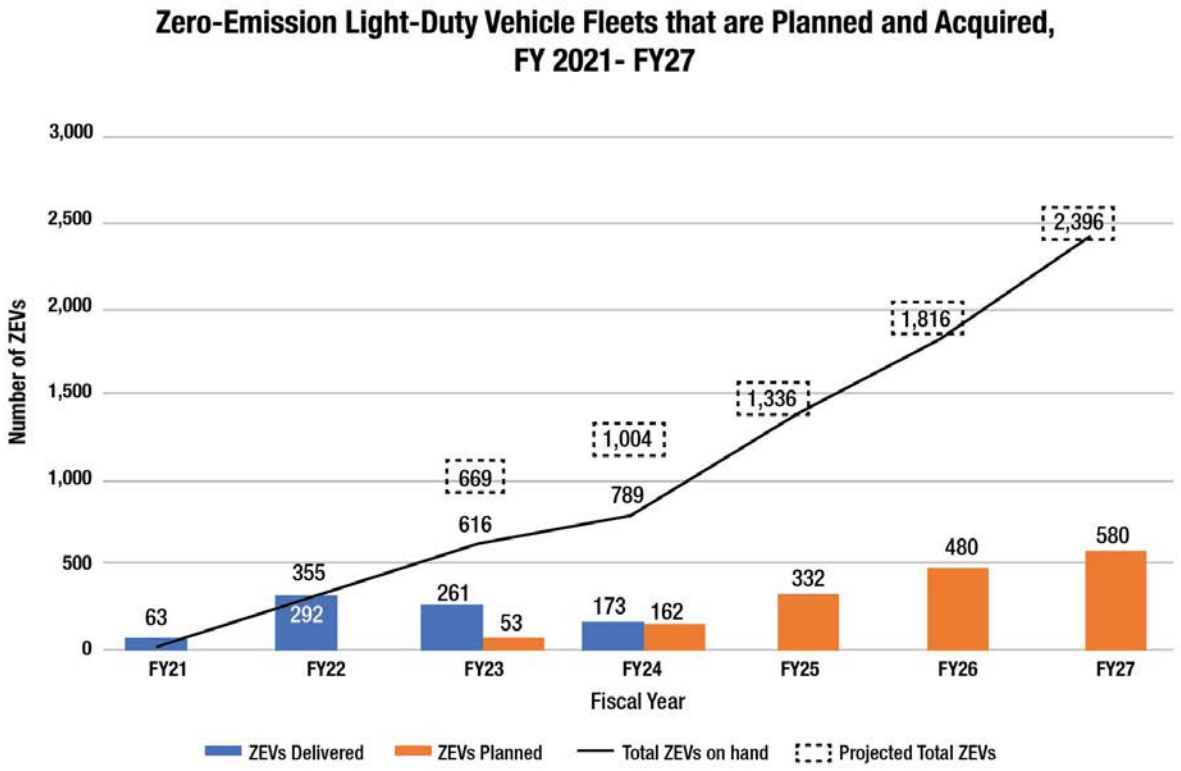
Goal 6.5.3	FY 2022	FY 2023	FY 2024
Target	47%	69%	68%
Actual	49%	65%	70%
			FY 2024 Status: Met the FY 2024 Target
Completed the 68% conversion of DOT fleet vehicles to ZEVs. DOT has met the FY24 goal. Further conversion to continue through FY27.			

Note: FY 2022 is the first year of APR reporting.

Performance Indicator 6.5.3 Description

Executive Order 14057 requires the Department achieve 100% zero-emission light-duty vehicle acquisitions by FY 2027. DOT owns and/or operates about 4,643 light-duty vehicles, of which 758 are already zero-emission vehicles. This performance indicator counts the number of zero-emission light-duty vehicles incorporated into the fleet each year as a percentage of all light-duty vehicles incorporated into the fleet for that year.

Performance Indicator 6.5.3 Long-Term Graph



Strategic Objective 6.6: Enterprise Cyber Risks

Harden U.S. DOT's enterprise information and communications technology against cyber threats.

Number	Performance Goal
6.6.1	Increase the Percentage of Federal Information Security Modernization Act Information Systems Where Privacy Threshold Assessments and Privacy Plans Align with Authority to Operate
6.6.2	Decrease the Percentage of DOT-Approved Plans of Actions and Milestones Recorded in the Cybersecurity Assessment and Management System
6.6.3a	100% of Network User Accounts Meeting Compliance on Enterprise Coverage, Monitoring, Protection, and Assessment Requirements, and PIV/MFA Requirements for All Customers by September 30, 2026
6.6.3b	85% of Eligible Systems Meeting Compliance on Enterprise Coverage, Monitoring, Protection, and Assessment Requirements, and PIV/MFA Requirements for All Customers by September 30, 2026

Summary of Progress towards Strategic Objective 6.6: Enterprise Cyber Risks

Cybersecurity is one of DOT's most important enterprise risks. DOT is seeking to mitigate that risk by increasing compliance, decreasing the number of open cybersecurity Plans of Action and Milestones (POAMs), and increasing the use of multifactor authentication.

As of FY 2024, DOT had 497 operational systems registered in the Cyber Security Assessment and Management (CSAM) and 122 have the privacy artifacts prior to authorization to operate (ATO) for a percentage of approximately 25%. Privacy artifacts are Privacy Threshold Assessments (PTA), Privacy Continuous Monitoring (PCM), Privacy Impact Assessments (PIA), and System of Records Notices (SORN). The PTA is the initial assessment to determine if further documentation is needed such as a PIA or SORN. The PCM is completed to ensure the system is operating in accordance with the Privacy Plan for the system which could be the PTA, or if required, the PIA and SORN. A Privacy Plan is required to obtain ATO.

OCIO continued its strategy to emphasize consolidation of duplicative systems and applications to reduce the size of the inventory of systems in FY 2024. OCIO also emphasized inheritance of security capabilities and IT controls from shared services platforms to reduce system complexity, improve the consistency of control implementation and reduce risk resulting in the closures of existing enterprise and system level security weaknesses documented as Plans of Actions and Milestones (POA&Ms). OCIO provided oversight of Multi-Factor Authentication (MFA) data from Operating Administrations (OAs) by requiring OAs to regularly update MFA solutions being used for users, target dates, etc. through the MFA portal; requiring OAs to submit work breakdown structures for all non-compliant systems; and holding interactive monthly meetings with each OA to review remaining tasks to bring each system into compliance. In FY2024, OCIO added 62 Operational Technology (OT) Systems to the list of systems eligible for MFA compliance, which decreased DOT's MFA compliance rate. DOT has revised the eligible system compliance rate targets for FY 2025 and FY 2026 to reflect the increase in eligible systems. As of 2nd Qtr FY24, DOT has achieved 96% MFA compliance for CSAM systems not including OT systems and 79% MFA compliance including OT systems.

Strategic Objective 6.6: Performance Goals

6.6.1 Increase the Percentage of Federal Information Security Modernization Act (FISMA) Information Systems Where Privacy Threshold Assessments and Privacy Plans Align with Authority to Operate (OCIO)

Indicator: Percentage of FISMA Systems Where Privacy Threshold Assessments and Privacy Plans Align with Authority to Operate

Goal 6.6.1	FY 2021	FY 2022	FY 2023	FY 2024
Target	N/A	24.15%	25.3%	26.45%
Actual	23%	45%	29%*	30*
				FY 2024 Status: Met the FY 2024 Target
For FY2024, 30% of systems had a PTA/PCM or Privacy plan in place prior to ATO. This number includes both PII and non-PII systems.				

Note: FY 2021 is the first year of APR reporting.

** For FY 2023 and FY 2024, both Personal Identifiable Information (PII) and non-PII systems are included in reporting, where only PII systems were accounted for in FY 2022 and FY 2021. This resulted in a decline in the percentage of FISMA information systems where privacy threshold assessments and privacy plans align with Authority to Operate (ATO).*

Performance Indicator 6.6.1 Description

Per OMB Circular A-130 and the DOT Privacy Risk Management Policy, systems must have a fully adjudicated privacy plan in place before receiving certification and accreditation, also known as authority to operate (ATO.) This goal measures the number of FISMA information systems where Privacy Threshold Assessments/privacy plans align with ATO.

6.6.2 Decrease the Percentage of DOT- Approved Plans of Actions and Milestones Recorded in the Cybersecurity Assessment and Management System (OCIO)

Indicator: DOT-Approved Plans of Actions and Milestones Recorded in the Cybersecurity Assessment and Management System (Percent Reduction from Baseline)

Goal 6.6.2	FY 2022	FY 2023	FY 2024
Target	25%	35%	25%
Actual	25%	11%	45%
			FY 2024 Status: Met the FY 2024 Target

Note: FY 2022 is the first year of APR reporting. Baseline: 10,000.

Performance Indicator 6.6.2 Description

Executive Order 14028 outlines several actions that agencies must take to protect sensitive data and remediate IT systems vulnerabilities. This performance goal measures the number of remediated cybersecurity vulnerabilities across DOT.

6.6.3a 100% of Network User Accounts Meeting Compliance on Enterprise Coverage, Monitoring, Protection, and Assessment Requirements, and PIV/MFA Requirements for All Customers by September 30, 2026 (OCIO)

Indicator: Percentage of Network User Accounts Meeting Compliance

Goal 6.6.3a	FY 2022	FY 2023	FY 2024
Target	100%	100%	100%
Actual	98%	99%	100%
			FY 2024 Status: Met the FY 2024 Target
MFA network access is enforced via PIV login requirements.			

Note: FY 2022 is the first year of APR reporting.

6.6.3b 85% of Eligible Systems Meeting Compliance on Enterprise Coverage, Monitoring, Protection, and Assessment Requirements, and PIV/MFA Requirements for All Customers by September 30, 2026 (OCIO)

Indicator: Percentage of Eligible Systems Meeting Compliance

Goal 6.6.3b	FY 2022	FY 2023	FY 2024
Target	100%	100%	100%
Actual	98%	68%	96% without Operational Technology (OT) systems. 79% with OT systems.
			FY 2024 Status: Did Not Meet the 2024 Target
Reached OMB's federal goal of 90% system MFA compliance, but technical challenges prevented achievement of 100% compliance. In addition, based on CISA guidance, DOT started to include OT systems in 2nd QTR of FY24 which revised our compliance figures. DOT has applied risk (impact) rating to support mitigation prioritization and acceptance due to the inability to apply MFA to legacy technology; However, DOT implementation teams are deploying compensatory measures to limit network connectivity and physical access to the devices.			

Note: FY 2022 is the first year of APR reporting.

Performance Indicator 6.6.3a, 6.6.3b Description

Executive Order 14028 outlines several steps that Federal agencies must take to improve cybersecurity in Federal information systems. In response, the Department will complete modernization of its security assessment and authorization systems and processes to facilitate automated security assessments, enhanced risk management, and integration with Operating Administration dashboards. This will increase monitoring capabilities, fostering enterprise viability and enabling better protections that reduce overall risk. This goal measures the percentage of eligible Operating Administration systems and assets meeting compliance on Enterprise Coverage, Monitoring, Protection, and Assessment Requirements, and PIV/MFA requirements for internal and external customers.

Appendix I

Performance Goal Inventory as of FY 2024 Year End

Strategic Goal 1: Safety

	Number	Performance Goal	Lead	Co-Lead	APG	BIL	KPI
Objective 1.1: Safe Public	**1.1.1**	Reduce 66% of Motor Vehicle-Related Fatalities by 2040 to Demonstrate Progress to Achieve Zero Roadway Fatalities	OST-P	NHTSA, FHWA, FMCSA			✓
	1.1.2	By September 30, 2025, the Department Will Reduce the Rate of Motor Vehicle Fatalities from 1.36 per 100 Million Vehicle Miles Traveled (VMT) as of October 1, 2021, to No More Than 1.22 per 100 Million VMT	NHTSA	OST-P, FHWA, FMCSA	Roadway Safety	✓	✓
	1.1.3	Reduce Passenger Vehicle Occupant Fatalities per 100 Million Passenger Vehicle Miles Traveled	NHTSA		Roadway Safety		
	1.1.4	Reduce Large Truck and Bus Fatalities per 100 Million Vehicle Miles Traveled	FMCSA		Roadway Safety		
	1.1.5	Reduce Motorcycle Rider Fatalities per 100,000 Motorcycle Registrations	NHTSA		Roadway Safety		
	1.1.6	Reduce Non-Occupant (Pedestrian/Pedalcyclist/Other Non-occupant) Fatalities per 100,000 Population	NHTSA	OST-P, FHWA, FMCSA	Roadway Safety		
	1.1.7	Reduce the Number of Non-Motorized Fatalities and Serious Injuries	FHWA				
	1.1.8a	Reduce the White Fatality Ratio	FHWA				
	1.1.8b	Reduce the Black Fatality Ratio	FHWA				
	1.1.8c	Reduce the American Indian Fatality Ratio	FHWA				
	1.1.8d	Reduce the Pacific Islander Fatality Ratio	FHWA				
	1.1.8e	Reduce the Asian Fatality Ratio	FHWA				
	1.1.9	Reduce the Number of Vehicle Occupants Ejected from Passenger Vehicles per 100 Emergency Medical Services Motor Vehicle Crash Dispatches	NHTSA				
	1.1.10	Reduce Fatalities and Injuries from Transit Collision and Derailment Events per 100 Million Train/Bus Revenue Miles	FTA				
	1.1.11	Reduce Total Number of Transit-Related Fatalities	FTA				
	1.1.12	Reduce Fatalities and Injuries on Transit from Assaults on All Persons per 100 Million Train/Bus Revenue Miles	FTA				
	1.1.13	Reduce Highway-Rail Grade Crossing Incidents	FRA				
	1.1.14	Reduce Rail Right-of-Way Trespass Incidents	FRA				
	1.1.15	Reduce Train Accidents	FRA				

	Number	Performance Goal	Lead	Co-Lead	APG	BIL	KPI
	1.1.16a	Reduce Fatalities Caused by the Release of Hazardous Material Transported via Pipeline	PHMSA				
	1.1.16b	Reduce Fatalities Caused by the Release of Hazardous Materials Transported by Air, Motor Carrier, Rail, or Vessel	PHMSA				
	1.1.17a	Reduce the Number of Incidents Involving Death and Major Injury Resulting from the Transportation of Hazardous Materials by Pipelines	PHMSA				
	1.1.17b	Reduce the Number of Incidents Involving Death and Major Injury Resulting from the Transportation of Hazardous Materials by Air, Motor Carrier, Rail, or Vessel	PHMSA				
	1.1.18	Increase the Number of Overall Impressions, Social Media Engagement, Web Performance, and Email Engagement for the Our Roads, Our Safety Campaign	FMCSA				
	1.1.19	Increase the Percentage of Person Trips by Transit and Active Transportation Modes from Roughly 4% in 2020 to 6%	FTA	FHWA, FRA			✓
	1.1.20	Increase Transit Ridership in the Top Transit Cities Back to 100% of 2019 Levels	FTA				✓
	1.1.21a	Through the Safe Streets for All Program announce at least 200 selections for communities to develop comprehensive safety action plans	FHWA			✓	
	1.1.21b	Through the Safe Streets for All Program announce at least 100 selections for projects to reduce roadway fatalities and injuries	FHWA			✓	
Objective 1.2: Safe Workers	**1.2.1**	Reduce Highway Workers Fatalities	FHWA				
	1.2.2	Reduce the Transportation Worker Fatality and Serious Injury Rate by 2026	FMCSA				✓
	1.2.3	Reduce Transit Worker Fatalities and Injuries From Collision and Derailment Events per 100 Million Train/ Bus Revenue Miles	FTA				
	1.2.4	Reduce the Railroad Employee On-Duty Injury and Illness Rate by 5% Less than the Prior Year Amount	FRA				✓
	1.2.5	Increase the Volume of PackSafe Messaging to the Traveling Public and SafeCargo Messaging to Shippers.	FAA				
	1.2.6	Conduct Random and Targeted Checks on Compliance with EMBARC Standards of Not Less Than Five Percent of Commercial Vessels that Host Cadets from the United States Merchant Marine Academy	MARAD				

	Number	Performance Goal	Lead	Co-Lead	APG	BIL	KPI
Objective 1.3: Safe Design	**1.3.1**	Increase the Highway Safety Improvement Program Obligation Rate	FHWA				
	1.3.2	By FY 2027, Increase the Number of Onsite Safety Investigations by 50% from 6,969 in 2021 to 10,454 or More	FMCSA				
	1.3.3	Increase the Number of New Entrant Safety Audits by 25% by 2027	FMCSA				
	1.3.4	Fund Improvements to at Least 250 Highway-Rail Grade Crossings Each Year, Including Grade Separating at Least 10 of the Highest Risk Crossings	FRA				
	1.3.5	Provide Ratings for At Least 85% of the Projected Sales for the Model Year Fleet	NHTSA				
Objective 1.4: Safe Systems	**1.4.1**	By September 30, 2025, the Federal Aviation Administration's Range of Programs Will Contribute to the Commercial Air Carrier Fatality Rate Remaining Below the Target of 4.9 Fatalities per 100 Million Persons on Board	FAA		Aviation Safety		✓
	1.4.2	By September 30, 2025, the Federal Aviation Administration's Range of Programs Will Contribute to Reducing General Aviation Fatal Accidents to No More Than 0.94 Fatal Accidents per 100,000 Flight Hours	FAA		Aviation Safety		✓
	1.4.3	Maintain the Weighted Surface Safety Risk Index at or Below 0.38 per Million Operations for Commercial Aviation	FAA				
	1.4.4	Maintain the Weighted Surface Safety Risk Index at or Below 1.39 per Million Operations for Non-Commercial Aviation	FAA				
	1.4.5	Reduce the Fatal and Serious Injury Accident Rate in Alaska with Emphasis on Part 135 Air Carrier Incidents	FAA				
	1.4.6	Increase the Number of Inspections by 10% by 2024	FMCSA			✓	
	1.4.7	Increase Percentage of High-Risk Carrier Investigations Completed within 90 Days	FMCSA				
	1.4.8	Achieve the predicted completion (within 5 points) for vehicle recalls classified as high risk in 2023	NHTSA				
Objective 1.5: Critical Infrastructure Cybersecurity	**1.5.1**	Reduce the Number of Hours to Relay Critical Infrastructure Cybersecurity Information to Co-Sector Risk Management Agency Stakeholders	OST-S				

Strategic Goal 2: Economic Strength and Global Competitiveness

	Number	Performance Goal	Lead	Co-Lead	APG	BIL	KPI
Objective 2.1: Job Creation & Fiscal Health	**2.1.1**	Increase Employment in the Transportation and Warehouse Sector by 7% Annually	OST-P	OST-R			✓
	2.1.2	Increase the Number of Students Who Participate in the Commercial Driver's License Operator Safety Training Program	FMCSA				
	2.1.3	Execute a Commercial Driver's License Apprenticeship Program for Under-21 Drivers	FMCSA				
Objective 2.2: High-Performing Core Assets	**2.2.1**	The Percent of Paved Runways in the National Plan of Integrated Airport Systems in Excellent, Good, or Fair Condition will be Maintained at 93%	FAA				✓
	2.2.2	Complete Construction on a Total of 30 Staffed Air Traffic Control Towers by 2030	FAA		Core Assets	✓	
	2.2.3	Reduce the Backlog of $830 Billion in Highway Repairs by 50% by 2040	FHWA			✓	✓
	2.2.4	The Percentage of Interstate Pavement in Either Good or Fair Condition will be Maintained at 95%	FHWA				✓
	2.2.5	The Percentage of Deck Area on National Highway System (NHS) Bridges in Either Good or Fair Condition Will be Maintained at or Above 95%	FHWA				✓
	2.2.6a	Fix the 10 Most Economically Significant Bridges	FHWA		Core Assets	✓	✓
	2.2.6b	Repair the 15,000 In-Most Need Smaller Bridges	FHWA		Core Assets	✓	✓
	2.2.7	Eliminate 100% of Amtrak's State of Good Repair Backlog of Amtrak-Owned Fleet, ADA Stations Compliance, and Non-NEC Infrastructure by 2035	FRA			✓	✓
	2.2.8	Reduce the Northeast Corridor State of Good Repair Backlog by 60% and Reduce Corridor-Wide Trip Times by 2035	FRA			✓	✓
	2.2.9	Initiate Intercity Passenger Rail Service on at Least Three New Corridors by 2035	FRA			✓	✓
	2.2.10	Improve Short Line Railroad Infrastructure and Equipment	FRA				
	2.2.11	Reduce the State of Good Repair Backlog for Transit Revenue Vehicles by 25% by 2030	FTA			✓	✓
	2.2.12	Reduce the State of Good Repair Backlog for Transit Buildings and Facilities by at Least 50% by 2030	FTA			✓	✓

	Number	Performance Goal	Lead	Co-Lead	APG	BIL	KPI
	2.2.13	Increase the Frequency of Bus Service in Urbanized Areas Over 100,000 in Population by 10% by 2026	FTA			✓	✓
	2.2.14	By 2036, Repair or Replace 1,000 Miles of High-Risk, Leak-Prone, Community-Owned Legacy Gas Distribution Pipeline Infrastructure, as Well as an Estimated Reduction of 1,000 Metric Tons of Methane Emissions and a Reduction in Fatalities/Serious Injuries	PHMSA			✓	✓
	2.2.15	Average project completion time for major projects posted on the Permitting Dashboard	OST-P				
	2.2.16	Average NEPA schedule length of in-progress major projects posted on the Permitting Dashboard	OST-P				
	2.2.17	The Percentage of Non-Interstate NHS Pavement in Either Good or Fair Condition will be Maintained at 90%	FHWA				
Objective 2.3: Global Economic Leadership	**2.3.1**	Increase Number of New Air Transport Agreements, Modernized Air Transport Agreements, and Commercial Concerns Resolved	OST-X				
	2.3.2	Participate in Policy Meet ings to Represent U.S. International Aviation Policy Interests	OST-X				
Objective 2.4: Resilient Supply Chains	**2.4.1**	Alleviate Freight Congestion	FHWA				
	2.4.2	Reduce the Number of Hazardous Materials Incidents that Resulted in a Road Closure of One Hour or More	PHMSA				
	2.4.3	Increase the Number of U.S.-Flag Vessels in International Service	MARAD				
	2.4.4	Increase Port Capacity Throughput Availability by 10% by 2026	MARAD			✓	✓
	2.4.5	Maintain or Increase the Percentage of Time the U.S. Portion of the St. Lawrence Seaway is Available to Commercial Users	GLS				

	Number	Performance Goal	Lead	Co-Lead	APG	BIL	KPI
Objective 2.5: System Reliability & Connectivity	**2.5.1a**	Under BIL, fund participation in completing 50 new or replacement terminals by 2030	FAA				✓
	2.5.1b	Under BIL, fund participation in completing 2,000 new or rehabilitated pavement projects by 2030	FAA				
	2.5.2	Meet the Annual Target for Average Number of Daily Arrivals and Departures at Core Airports	FAA				
	2.5.3	Meet the Annual Target for National Airspace System On-Time Arrival Rate at Core Airports	FAA				✓
	2.5.4	The Percentage of Person-Miles Traveled on the Interstate that are Reliable Will be At or Above 82.8%	FHWA				
	2.5.5	Increase Intercity Passenger Rail On-Time Arrivals	FRA				
	2.5.6	Increase Percentage of DoD-Required Shipping Capacity Complete with Crews Available within Mobilization Timelines	MARAD				

Strategic Goal 3: Equity

	Number	Performance Goal	Lead	Co-Lead	APG	BIL	KPI
Objective 3.1: Expanding Access	**3.1.1**	Reduce National Transportation Cost Burden by 5%, Including Transportation Travel Cost as a Percent of Income, by 2030	OST-P	FHWA FTA			✓
	3.1.2	Increase the Number of State ADA Report Submissions in eCivil Rights Connect	FHWA				
Objective 3.2: Wealth Creation	**3.2.1**	Increase U.S. DOT Direct Contract Dollars to Small Disadvantaged Businesses from 18.2% in FY 2021 to 22% by FY 2026	OSDBU	OSPE	Equity		✓
	3.2.2	Increase the Percentage of Total FAA Direct Procurement Dollars Awarded to Small Disadvantaged Businesses	FAA				
	3.2.3	Increase Number of State DOTs Adopting and Implementing Identified Best Practices When Administering the DBE Program on Design-Build Projects	FHWA				
	3.2.4	Increase the Total Federal Transit Grant Dollars Announced or Allocated for Rural or Tribal Areas	FTA				
Objective 3.3: Power of Community	**3.3.1**	All 50 State DOTs and Top 100 MPOs Adopt a Quantitative Equity Screening Component to Their S/TIP Development Processes by 2030	OST-P	FHWA FTA			✓
	3.3.2	Increase the Percentage of Community Outreach Activities Directed Toward Underserved Communities to Increase Hazmat Transportation Awareness, Preparedness, and Response	PHMSA				
Objective 3.4: Proactive Intervention, Planning, & Capacity Building	**3.4.1**	By 2025, Increase by 5% the Number of U.S. DOT Discretionary Grant Applicants from Disadvantaged Communities who have Never Applied for U.S. DOT Funding Before	OST-P			✓	✓
	3.4.2	Utilize the IIJA to Assess and Strengthen Civil Rights Program Capacity, Coordination, and Outcomes, Including Fully Implementing DOT's New Title VI Order, Phased to Meet IIJA Implementation Timelines	OST-DOCR				
	3.4.3	Reduce the Number of Displacements Resulting from Federal-Aid Highway Projects	FHWA				
	3.4.4	Complete Three Projects that Reconnect Communities that were Divided by Transportation Corridors	OST-P			✓	

Strategic Goal 4: Climate and Sustainability

	Number	Performance Goal	Lead	Co-Lead	APG	BIL	KPI
Objective 4.1: Path to Economy-Wide Net Zero Emissions by 2050	**4.1.1**	Reduce Transportation Emissions in Support of Net-Zero Emissions Economy-Wide by 2050	OST-P				✓
	4.1.2	Reduce Greenhouse Gas Emissions from Aviation to At or Below 2019 Levels (216 Million Metric Tons CO_2) by 2030	FAA				✓
	4.1.3	Build a National Network of 500,000 EV Chargers by 2030 to Accelerate the Adoption of EVs	OST-P		EV Charging	✓	✓
	4.1.4	Initiate or Develop At Least Three New Terminals Projects with Reduced Emissions and Multi-Modal Access by 2030	FAA	FTA FRA		✓	
	4.1.5	Increase the Number of Zero-Emission Bus Vehicles in the National Transit Fleet by 450% to 7,500 Vehicles by 2030	FTA			✓	✓
	4.1.6	Reduce the Gross Volume Spilled from Crude Oil and Refined Products' Pipeline Systems (Barrels Spilled)	PHMSA				
	4.1.7	Reduce the Volume of Natural Gas Released During Pipeline Incidents (Million Cubic Feet)	PHMSA				
Objective 4.2: Infrastructure Resilience	**4.2.1**	By 2026, 50% of States/MPOs Have Developed Resilience Improvement Plans	OST-P	All OAs			✓
Objective 4.3: Climate Justice & Environmental Justice	**4.3.1**	Ensure that the Benefits of At Least 40% of U.S. DOT Investments in the Areas of Clean Energy and Energy Efficiency, Clean Transportation, and the Remediation and Reduction of Legacy Pollution Flow to Disadvantaged Communities	OST-P				

Strategic Goal 5: Transformation

	Number	Performance Goal	Lead	Co-Lead	APG	BIL	KPI
Objective 5.1: Matching Research & Policy to Advance Breakthroughs	**5.1.1**	Double the Number of Research and Deployment Projects Centered on Breakthrough Discoveries that Introduce New Technologies or Approaches Not Currently Deployed in the Transportation System	OST-R				✓
Objective 5.2: Experimentation	**5.2.1**	Ensure Safety for Near-Term Operations of Advanced Air Mobility Operations	FAA		Aviation Safety		
	5.2.2	By 2026, Support 25 Novel Data and Technology Approaches Related to Artificial Intelligence, Cybersecurity,and Infrastructure Resilience in Communities Across the U.S.	OST-R	OST-P All OAs			
Objective 5.3: Collaboration & Competitiveness	**5.3.1**	By 2026, Create a Digital Forum to Engage 10k Transportation Professionals to Share Best Practices and Use Cases on Smart Cities/Communities, Technology, and Data in Transportation	OST-R				✓
Objective 5.4: Flexibility & Adaptability	**5.4.1**	By 2026, Support 25 Projects that Build Data and Technology Systems for Transportation Planning andInfrastructure Operation that Serve as Interoperable Platforms that Can Engage with Various Tools,Technologies, and Approaches	OST-R				

Strategic Goal 6: Organizational Excellence

	Number	Performance Goal	Lead	Co-Lead	APG	BIL	KPI
Objective 6.1: Customer Service	**6.1.1**	Decrease the Number of Weeks to Adjudicate Registration Operating Authority Applications	FMCSA				
	6.1.2	Maintain Overall Customer Satisfaction with IT Help Desk Services	OCIO				
	6.1.3	Maintain One-Week Service Desk Request Closure Rate	OCIO				
Objective 6.2: Workforce Development	**6.2.1**	80% of OA-Projected Bipartisan Infrastructure Law Hiring Targets are Achieved Starting in FY 2023	OST-M/ DOHR				✓
	6.2.2	Work to Increase the Diversity of Applicants for Mission-Critical Occupations in Each Operating Administration	OST-M/ DOHR	DOCR		✓	✓
	6.2.3	Increase the Percentage of Large, Cross-Agency Science, Technology, Engineering, and Math Aviation and Space Education Outreach Events to Which the Equity Assessment Tool Has Been Applied	FAA				
	6.2.4a	Increase the Percentage of Persons with Disabilities and Persons with Targeted Disabilities in the FAA Workforce	FAA				
	6.2.4b	Increase the Percentage of Persons with Disabilities and Persons with Targeted Disabilities in the FAA Workforce	FAA				
	6.2.5	Increase the Percentage of Supervisors and Managers Who Have Received Training on Unconscious Bias	FHWA				
	6.2.6	Increase the Number of Partnerships with Historically Black Colleges and Universities and Minority-Serving Institutes	FHWA				
	6.2.7a	Increase the Number of Funded Positions Including the Pathways Program and Persons with Disabilities	FHWA				
	6.2.7b	Increase the Number of Funded Positions Including the Pathways Program and Persons with Disabilities	FHWA				

	Number	Performance Goal	Lead	Co-Lead	APG	BIL	KPI
Objective 6.3: Data-Driven Programs & Policies	**6.3.1**	Increase the Number of Users of Department-Wide Data Services	OCIO				
	6.3.2	Increase the Percentage of Operating Administrations Leveraging the Fast-Track Paperwork Reduction Clearance Process	OCIO				
	6.3.3a	Increase the Percentage of DOT Information Systems Encrypting Data at Rest and In Transit	OCIO				
	6.3.4	Increase the Percentage of Operating Administration Webpages Service Departmental Data that Experience an Increase in One or More Elements of the Customer Satisfaction Survey	OCIO				
Objective 6.4: Oversight, Performance, & Technical Assistance	**6.4.1**	Increase the Percentage of IT Budget that Uses Shared Services	OCIO				
	6.4.2	Increase the Number of Software Development Contracts Awarded Under the Department's Mandatory Use SWES BPA	OCIO				
	6.4.3	Increase the Number of Information Technology Systems Operating on a Shared Platform	OCIO				
	6.4.4	Increase DOT Spend Under Management Through Contract Obligations on Tiered Contract Vehicles	OST-M/ OSPE				
	6.4.5	Increase the Percentage of Utilization of Best-in-Class Contracts in DOT's Total Obligation	OST-M/ OSPE				
	6.4.6	Achieve 99% Payment Accuracy Rate for Programs that Include the Bipartisan Infrastructure Law to Demonstrate Robust Internal Controls at Both the U.S. DOT and Grant Recipient Levels	OST-B			✓	✓
	6.4.7	Achieve 100% Submission Rates on Monthly and Quarterly Data Accountability and Transparency Act Reporting Submissions for All Bipartisan Infrastructure Law Programs to Provide Financial and Award-Level Detail to the American People	OST-B			✓	✓
Objective 6.5: Sustainability Initiatives	**6.5.1**	Identify New Buildings Entering the Design Phase in FY 223 and Ensure the Guiding Principles for Sustainable Federal Buildings are Included in the Design for Applicable Facilities	FAA				
	6.5.2	Reduce the Percentage of Direct Greenhouse Gas Emissions from DOT Operations, Facilities, and Fleets from 28 Levels	OST-M/ OFIAM				
	6.5.3	Increase the Percentage of Zero-Emission Light-Duty Vehicle Fleet Acquisitions	OST-M/ OFIAM				

	Number	Performance Goal	Lead	Co-Lead	APG	BIL	KPI
Objective 6.6: Enterprise Cyber Risks	**6.6.1**	Increase the Percentage of Federal Information Security Modernization Act Information Systems Where Privacy Threshold Assessments and Privacy Plans Align with Authority to Operate	OCIO				
	6.6.2	Decrease the Percentage of DOT-Approved Plans of Actions and Milestones Recorded in the Cybersecurity Assessment and Management System	OCIO				
	6.6.3a	100% of Eligible OA Systems and Assets Meeting Compliance on Enterprise Coverage, Monitoring, Protection, and Assessment Requirements, and PIV/MFA Requirements for Internal and External Customers by September 30, 2025	OCIO				✓
	6.6.3b	85% of Eligible Systems Meeting Compliance on Enterprise Coverage, Monitoring, Protection, and Assessment Requirements, and PIV/MFA Requirements for All Customers by September 3, 226	OCIO				✓

Updates to DOT's Performance Goals as reflected in the FY 224 APR

Performance Goals Discontinuations

Number	Goal ID (SG, SO, #)	Lead OA	Current Goal Statement Language from FY 225 APP	Action / Rationale
1	**1.4.5**	FAA	Reduce the Fatal and Serious Injury Accident Rate in Alaska with Emphasis on Part 135 Air Carrier Incidents	*Discontinue entirely.* FAA never reported quantitative data on this performance goal. FAA did track a milestone for this performance goal, that is now complete. FAA did not set a target for FY 225. General aviation safety in Alaska is already covered as part of the overall general aviation safety performance goal. FAA will report their milestones for FY 224 in the APR, but will discontinue reporting this performance goal in the FY 226 APP.

Performance Goals Splits

Number	Goal ID (SG, SO, #)	Lead OA	Current Goal Statement Language from FY 225 APP	Proposed Goal Statement Separations / Notes on Changes
1	**1.1.16**	PHMSA	Reduce Fatalities Caused by the Release of Hazardous Material Transported via Pipeline or Surface Transportation Conveyance	Goal 1.1.16a: Reduce Fatalities Caused by the Release of Hazardous Material Transported via Pipeline Goal 1.1.16b: Reduce Fatalities Caused by the Release of Hazardous Materials Transported by Air, Motor Carrier, Rail, or Vessel
2	**1.1.17**	PHMSA	Reduce the Number of Incidents Involving Death and Major Injury Resulting from the Transportation of Hazardous Materials by All Modes Including Pipelines	1.1.17a: Reduce the Number of Incidents Involving Death and Major Injury Resulting from the Transportation of Hazardous Materials by Pipelines 1.1.17b: Reduce the Number of Incidents Involving Death and Major Injury Resulting from the Transportation of Hazardous Materials by Air, Motor Carrier, Rail, or Vessel
3	**1.1.21**	FHWA	Through the Safe Streets for All Program, Ensure More than 200 Communities Have Strategies to Reduce Fatalities and More than 100 Have Interventions to Reduce Fatalities and Injuries	1.1.21a: Through the Safe Streets for All Program announce at least 200 selections for communities to develop comprehensive safety action plans 1.1.21b: Through the Safe Streets for All Program announce at least 100 selections for projects to reduce roadway fatalities and injuries

Number	Goal ID (SG, SO, #)	Lead OA	Current Goal Statement Language from FY 225 APP	Proposed Goal Statement Separations / Notes on Changes
4	**2.2.6**	FHWA	Fix the 10 Most Economically Significant Bridges and Repair the 15,000 In-Most-Need Smaller Bridges	2.2.6a: Fix the 10 Most Economically Significant Bridges 2.2.6b: Repair the 15,000 In-Most Need Smaller Bridges
5	**2.5.1**	FAA	Focus $19.4 billion in BIL funds on airport modernization and safety infrastructure projects including participation in completing 50 new or replacement terminals and 2,000 new or rehabilitated pavement projects by 2030	2.5.1a: Under BIL, fund participation in completing 50 new or replacement terminals by 2030 2.5.1b: Under BIL, fund participation in completing 2,000 new or rehabilitated pavement projects by 2030
6	**6.2.4**	FAA	Increase the Percentage of Persons with Disabilities and Persons with Targeted Disabilities in the FAA	6.2.4: Increase the Percentage of Persons with Disabilities in the FAA 6.2.4b: Increase the Percentage of Persons with Targeted Disabilities in the FAA
7	**6.2.7**	FHWA	Increase the Number of Funded Positions Including the Pathways Program and Persons with Disabilities	6.2.7b: Increase the Number of FHWA Hires of Persons with Disabilities
8	**6.6.3**	OCIO	100% of Eligible OA Systems and Assets Meeting Compliance on Enterprise Coverage, Monitoring, Protection, and Assessment Requirements, and PIV/MFA Requirements for Internal and External Customers by September 30, 2025	6.6.3a: 100% of Network User Accounts Meeting Compliance on Enterprise Coverage, Monitoring, Protection, and Assessment Requirements, and PIV/MFA Requirements for All Customers by September 30, 2026 6.6.3b: 85% of Eligible Systems Meeting Compliance on Enterprise Coverage, Monitoring, Protection, and Assessment Requirements, and PIV/MFA Requirements for All Customers by September 30, 2026
9	**6.2.4**	FAA	Increase the Percentage of Persons with Disabilities and Persons with Targeted Disabilities in the FAA	6.2.4a – Increase the Percentage of Persons with Disabilities in the FAA 6.2.4b – Increase the Percentage of Persons with Targeted Disabilities in the FAA

Appendix II

Response to Major Management Priorities and Challenges

Introduction

The mission of the U.S. Department of Transportation (Department or DOT) is to serve the United States by ensuring a safe, fast, efficient, accessible, and convenient transportation system that meets our vital national interests and enhances the quality of life of the American people, today and into the future. But DOT faces many challenges that impact achievement of this mission.

OMB, through its Circular A-11, advises federal agencies to discuss in their Annual Performance Reports the major management challenges they are facing in pursuit of their strategic objectives and how they are addressing them.[1] OMB encourages agencies to discuss the progress they have made by addressing management and programmatic issues and risks or areas that may have greater vulnerability to waste, fraud, abuse, and mismanagement.

In response to OMB's guidance, DOT reviewed the FY 2025 Top Management Challenges Report prepared by DOT OIG[2], the current High-Risk List published by GAO in 2023[3] and DOT's FY 2024 Enterprise Risk Profile. By analyzing these three source documents, DOT identified 15 major management priorities and challenges for FY 2024.

In the FY 2025 Top Management Challenges Report, DOT OIG identified ten complex and multifaceted challenges that span DOT's oversight of all modes of transportation. Many of these challenges overlap multiple modes. One such example is data quality issues. OIG highlighted lack of quality data as an issue under two top management challenges: 1) Aviation Safety, and 2) Surface Transportation Safety. But, fostering a culture of data-driven decision making being an enterprise-level priority, DOT identified data quality issues as a major management challenge and discussed Department-wide progress that have been made during FY 2024. See the "Data Quality Issues" section below for details.

Similarly, DOT reviewed the current GAO High-Risk List and identified seven areas within the list that are relevant for DOT. These are: 1) Funding the Nation's Surface Transportation System, 2) Improving Federal Management of Programs that Serve Tribes and Their Members, 3) Improving the Management of IT Acquisitions and Operations, 4) Managing Federal Real Property, 5) Strategic Human Capital Management, 6) Ensuring the Cybersecurity of the Nation, and 7) Limiting the Federal Government's Fiscal Exposure by Better Managing Climate Risks. Of these seven risk areas, DOT fully owns only one: Funding the Nation's Surface Transportation System.

Finally, DOT reviewed dozens of candidate enterprise risks while developing its Enterprise Risk Profile for fiscal year 2024. In this process, several cross-cutting themes were identified as impacting multiple Operating Administrations. These were added as an input to this Appendix to round out the list of DOT's major management priorities and challenges for FY 2024.

Many management challenges were common to more than one of these sources, producing a total of 15 unique major management priorities and challenges as follows. The following chart shows these major management priorities and challenges identified by DOT for FY 2024, and how they aligned with various sources used to identify them:

1 Page 17 of Section 210 (https://www.whitehouse.gov/wp-content/uploads/2018/06/a11.pdf)

2 DOT's Fiscal Year 2025 Top Management Challenges

3 GAO-23-106203, HIGH- RISK SERIES: Efforts Made to Achieve Progress Need to Be Maintained and Expanded to Fully Address All Areas

DOT Major Management Priority and Challenge	Aligned FY 2025 Top Management Challenge Identified by DOT OIG	Aligned FY 2023 GAO High-Risk Area	Aligned FY 2024 DOT Enterprise Risk
1. Aviation Safety	Aviation Safety	—	Significant Safety Event
2. Surface Safety	Surface Transportation Safety	—	Significant Safety Event
3. Surface Transportation Infrastructure	Surface Transportation Infrastructure	Funding the Nation's Surface Transportation System	Loss or Disruption of Transportation Infrastructure
4. Grantee Technical Capacity	—	—	Grantee Technical Capacity
5. Programs Serving Tribes	—	Improving Federal Management of Programs that Serve Tribes and Their Members	Grantee Technical Capacity
6. Data Quality Issues	Aviation Safety & Surface Transportation Safety	—	—
7. IT Acquisitions and Operations	—	Improving the Management of IT Acquisitions and Operations	—
8. Grant and Contract Fund Stewardship	Grant and Contract Fund Stewardship	—	—
9. Financial Management & Fraud	Financial Management	Managing Federal Real Property	Fraud
10. Workforce and Work Environment	Organizational Excellence	Strategic Human Capital Management	Loss of Human Capital
11. Information Security	Information Security	—	Cyber (Enterprise)
12. Aviation Governance and Modernization	Aviation Governance and Modernization	—	—
13. Transportation Transformation	Transportation Transformation	—	—
14. Transportation Sector Cybersecurity	—	Ensuring the Cybersecurity of the Nation	Cyber (Sector)
15. Climate Change	—	Limiting the Federal Government's Fiscal Exposure by Better Managing Climate Risks	Loss or Disruption of Transportation Infrastructure

The following section discusses the progress DOT has made in achieving its strategic objectives by addressing the 15 major priorities and challenges. The superscript labels included in the titles indicate the source considered in identification of these challenges.

RESPONSE TO MAJOR MANAGEMENT PRIORITY AND CHALLENGE:

Aviation Safety OIG, ERM

Safety is at the core of DOT's mission, and Aviation Safety remained a major management priority for DOT in FY 2024. DOT's Inspector General specifically highlighted the challenge of strengthening FAA's ability to identify and resolve Boeing production issues. DOT also recognizes that continued vigilance is essential to mitigate the likelihood and impact of an aviation safety event. This includes continuing our 15th consecutive year without a commercial airline crash and sustaining our progress in reducing general aviation fatal crashes. DOT is in the process of developing mitigation strategy to prepare for the risk. The following are the actions DOT has taken to address these challenges.

Federal Aviation Administration

To strengthen its ability, following the Alaska Airlines Flight 1282 incident in January, FAA took immediate action to increase oversight of Boeing by launching a special audit of Boeing's compliance with manufacturing requirements. Also, FAA increased the number of on-site safety inspectors at Boeing facilities and monitoring of Boeing's processes. In addition, FAA directed Boeing to develop a comprehensive action plan to address its systemic quality control and production issues. Boeing provided the plan to FAA in May and committed to enhance employee engagement, increase oversight of suppliers at each step of the production process, and simplify its production procedures.

To identify root causes, prevent Aviation close calls, and sustain the Aviation safety track record, FAA has implemented the Aviation Safety Information Analysis and Sharing system to detect safety risks early and quickly share vital information with airlines, airports, and air traffic controllers. By collaborating with the aviation industry and implementing targeted safety measures, FAA aims to maintain its strong safety record within the National Airspace System (NAS). FAA is also deploying Arrival Runway Verification technology and Runway Incursion Device technology to enhance controller awareness of runway status and work towards eliminating close call ground safety events.

RESPONSE TO MAJOR MANAGEMENT PRIORITY AND CHALLENGE:

Surface Safety OIG, ERM

Safety is at the core of DOT's mission and Surface Safety remained a major management priority for DOT in FY 2024. DOT's Inspector General specifically highlighted the challenge of reducing the unacceptably high number of annual roadway fatalities, and improving safety for drivers, passengers, and workers on the Nation's roadways. DOT also recognized that continued vigilance is needed to mitigate the likelihood and impact of a potential catastrophic surface transportation safety event occurring, as well as to reduce the ongoing daily tragedy of roadway fatalities. DOT is in the process of developing mitigation strategy to prepare for the risk. The following are the actions DOT has taken to address these challenges.

Office of the Secretary of Transportation

DOT is making significant progress in reducing highway fatalities through its National Roadway Safety Strategy (NRSS), available online at https://www.transportation.gov/NRSS. The NRSS uses a Safe Systems Approach to coordinate action items that continue to bend the curve.

Federal Motor Carrier Safety Administration

FMCSA funds State and local safety partners to conduct high-visibility traffic enforcement and Level 3 (driver-focused) inspections, through its Motor Carrier Safety Assistance Program (MCSAP) formula grants and its High Priority (HP) discretionary grant program. On average, through the MCSAP program, FMCSA and its State Partners conduct approximately three million inspections and perform over 12,000 investigations every year.

Federal Railroad Administration

In FY 2024, FRA concluded two focused safety inspection programs to reduce the likelihood of a surface safety event involving hazardous materials transported by freight railroads. First, the high-hazard flammable trains (HHFTs) route assessment examined trains transporting large volumes of hazardous materials and their routes. Second, FRA inspected legacy tank cars at those shippers and railroads who have not yet upgraded to DOT-117 tank cars.[4] FRA is continuing to use the findings from these focused inspection programs to inform further oversight and regulatory development efforts. Additionally, FRA is also conducting comprehensive assessments of the safety culture, practices, and regulatory compliance of each Class I railroad, evaluating each railroad individually and, as necessary, directing the railroads to develop corrective actions in response to any resulting FRA recommendations.

Pipeline and Hazardous Materials Safety Administration

In FY 2024, PHMSA promulgated safety and training standards to ensure compliance with pipeline and hazardous materials regulations. PHMSA also conducted 352 integrated inspections, resulting in 213 enforcement actions and took actions to support criminal referrals for violations. PHMSA also launched a new program, awarding $392 million in grants to replace nearly 1,200 miles of high-risk natural gas distribution pipelines, reducing the likelihood of failures. These efforts strengthened pipeline safety and resilience across the nation.

Federal Transit Administration

In FY 2024, FTA continued to improve upon its commitment to surface transportation safety by updating existing regulations and promulgating new minimum baseline safety standards for public transit. FTA updated the National Public Transportation Plan, the Public Transportation Safety Certification Training Program regulation, and its Public Transportation Agency Safety Plans (PTASP) regulation. The latter requires certain public transportation operators to establish a Safety Management System (SMS) approach to preventing safety events. FTA has also proposed updates to the State Safety Oversight regulation to require a data-driven approach to conducting announced and unannounced inspections at a rail transit agency. FTA also took steps to protect transit works by proposing both a new Rail Transit Roadway Worker Protection regulation and a new General Directive requiring transit agencies to conduct a risk assessment on transit worker assault, identify mitigations, and submit that information to FTA.

RESPONSE TO MAJOR MANAGEMENT PRIORITY AND CHALLENGE:
Surface Transportation Infrastructure OIG, GAO, ERM

Funding the development of surface transportation infrastructure remained a major management priority for DOT in FY 2024. DOT's IG highlighted three key challenges impacting achievement of this priority: 1) Evaluating of progress of surface transportation programs, 2) Oversight of federal investments and 3) Advancing surface transportation policies and goals. GAO also identified it as a high-risk area in its current High-Risk List, published in 2023.DOT also recognized that continued vigilance is needed to mitigate the likelihood and impact of loss or damage of major transportation infrastructure. DOT is in the process of developing mitigation strategy to prepare for the risk. The following are the actions DOT has taken to address these challenges.

Federal Highway Administration

As of October 2024, since the enactment of the Infrastructure Investment and Jobs Act (IIJA), FHWA has distributed over $241 billion in highway formula funding to States and has issued Notices of Funding Opportunity for approximately $18 billion under 19 IIJA discretionary grant programs. These funds have already resulted in over 2,800 grants and cooperative agreements. These infrastructure investments contribute to FHWA's goal of reducing the 2016 backlog of $830 billion in highway repairs by 50 percent by 2040. FHWA is also providing technical assistance and "quick-release" ER funds to the State for bridge debris removal and construction of the replacement Francis Scott Key Bridge in Baltimore, Maryland. The large number of new non-traditional recipients require a higher level of technical assistance and oversight, and FHWA has taken steps to expedite project delivery and reduce the time to process grant agreements from award announcement to obligation.

4 https://railroads.dot.gov/elibrary/high-hazard-flammable-train-route-assessment-legacy-tank-car-focused-inspection-program.

Federal Transit Administration

FTA supports the transit agencies in maintaining and enhancing transit infrastructure through critical funding and technical assistance. In FY 2024, FTA awarded 2,248 grants and cooperative agreements totaling more than $21.6 billion to support more than 3,000 public transportation providers delivering essential transit trips across the country. To address oversight of federal investments, FTA conducted training and education programs for the transit industry through the National Transit Institute. FTA also developed "e-learning" course modules to address procurement issues such as Procurement 101, which covers Cost and Price Analysis and Independent Cost Estimates. Additionally, FTA completed revised guidance documents for several FTA programs. Clear guidance on Federal requirements will improve compliance and reduce the likelihood or impact of non-compliance. FTA incorporated the updated guidance into the Comprehensive Oversight Review and Technical Assistance Program (CORTAP) Manual and workshops to assist recipients and FTA staff in understanding the changes. As part of its efforts to assist transit agencies and local officials with planning for major damage or disruption to transit infrastructure, FTA published the "Transit Resilience Guidebook" (May 2024). This guide was designed to assist transit agencies, local government officials, metropolitan planning organizations, and other entities responsible for planning, funding, operating, or coordinating with transit agencies to anticipate, adapt to, and recover from service disruptions caused by extreme weather events, natural disasters, and climate change impacts.

Federal Railroad Administration

In September 2024, FRA obligated more than $5 billion to three key railroad infrastructure and corridor development projects: 1) Nevada DOT – Brightline West High-Speed Intercity Passenger Rail System ($2.3 billion), 2) California High-Speed Rail Authority – California Inaugural High-Speed Rail Service ($1.7 billion), and 3) Gateway Development Commission – Gateway Program: Hudson Tunnel Project Systems and Fit Out ($1.9 billion). In total, FRA obligated nearly $13.8 billion in grant funding in FY 2024. To enhance oversight, FRA closed the two remaining recommendations from the OIG's audit of FRA's oversight of Amtrak grants, which has enabled FRA to measure its oversight objectives and track Amtrak grant compliance more effectively.

Maritime Administration

From its founding in FY 2019 through November 2024, MARAD has announced over $2.5 billion to nearly 200 projects through the Port Infrastructure Development Program (PIDP) to improve the safety, efficiency, or reliability of the movement of goods through ports and intermodal connections to ports. Additionally, in November 2024, MARAD awarded $4.85 million in funding for grants to five projects in the United States Marine Highway Program (USMHP).

Pipeline and Hazardous Materials Safety Administration

In FY 2024, PHMSA helped restore pipeline operations in Tampa and North Carolina following hurricanes, ensuring gas supplies were quickly resumed. These actions not only sustained the transportation infrastructure through a major disruption event, but also allowed the transportation network to support recovery efforts in the impacted regions.

RESPONSE TO MAJOR MANAGEMENT PRIORITY AND CHALLENGE:
Grantee Technical Capacity ERM

BIL Implementation remained a major management priority for DOT in FY 2024. A significant challenge impacting achievement of this priority is that the BIL created new opportunities for non-traditional grantees to apply for discretionary grants and receive the benefits of DOT funding. DOT continues to be proactive in supporting its grantees, including non-traditional grantees, in navigating the grant-making process and ensuring that they can deliver the projects funded by their grants. The following are the actions DOT has taken to address this challenge.

Office of the Secretary of Transportation

The Thriving Communities Initiative is the first program of its kind, providing direct technical assistance and capacity building support to communities at no cost. To date, the program is supporting 176 communities across 48 states and Puerto Rico. More than 65% of the 64 FY 2022 Thriving Communities Program (TCP) communities have received a DOT grant since the program's launch. The program

also includes an interagency Thriving Communities Network, designed to coordinate across the full range of Federal place-based technical assistance and capacity-building programs. For communities that lack the resources needed to develop, apply for, and deliver infrastructure projects, this support creates a pathway to access these programs.

Federal Railroad Administration

FRA hosted a Program Delivery Workshop in summer 2024 to provide technical assistance for new and existing recipients. It was the first time in seven years that FRA hosted a conference to build technical project development capacity in the railroad industry. FRA also published the second iteration of the Northeast Corridor Project Inventory and assisted stakeholders in scoping Service Development Plans (SDP) for new corridors under the Corridor Identification (CID) Program. FRA also released its Locomotive Emissions Comparison Tool to assist potential grantees estimate emission reductions for grant applications seeking to replace or upgrade older locomotives.

Federal Transit Administration

In FY 2024, FTA funding supported the National Aging and Disability Transportation Center in expanding technical assistance to all recipients of Innovative Coordinated Access and Mobility (ICAM) grants, most of which are non-traditional.

Federal Highway Administration

Once a grantee has been selected to receive a grant, FHWA provides technical support to the grantee throughout the life of the project. Each grant is assigned to a Federal-aid Highway Division office or the FHWA Office of Tribal Transportation. These offices provide stewardship, guidance, best practices and technical assistance, with contributions from FHWA's Headquarters and technical program staff as needed. In FY 2024, FHWA conducted a series of virtual training workshops on discretionary grant management for FHWA staff, with a focus on supporting non-State DOT recipients. These workshops often feature In FY 2024, FHWA organized and participated in a successful peer exchange in Arizona featuring presentations from peers who have successfully delivered federal discretionary grants, enhancing participants' ability to draft realistic project budgets and scope successful grant-funded projects.

Maritime Administration

To provide technical assistance to potential applicants, MARAD hosted a series of webcasts on the 2024 Port Infrastructure Development Program (PIDP) grant application process, including "How to Apply for a FY 2024 PIDP Grant," "Preparing a Benefit-Cost Analysis for a Large Project," and "Project Readiness." The webcasts included Q&A sessions after the presentations for viewers to pose questions.

RESPONSE TO MAJOR MANAGEMENT PRIORITY AND CHALLENGE:
Programs Serving Tribes GAO, ERM

Transportation programs serving tribes remained a major management priority for DOT in FY 2024. Tribal governments face unique challenges in applying for discretionary grants and implementing infrastructure projects.

Department-wide Efforts

The Office of Tribal Government Affairs (OST-T) is advancing a Department-wide policy regarding consultations with Native Hawaiian Organizations. OST-T anticipates approval of the policy by end of calendar year 2024. OST-T co-hosted the third Tribal Aviation Symposium in August 2024. The symposium was open to all 574 federally recognized tribes and covered grant applications, Tribal access to airports, commercial sea plane access, drone usage, and Tribal youth engagement and education. OST-T co-hosted a workshop with NHTSA in December 2024 on improving highway safety in Indian country. This workshop is part of a national campaign in partnership with the Bureau of Indian Affairs (BIA) to bring awareness to the higher rates of fatal crashes in Indian country. OST-T is also working with NHTSA to present NHTSA's 2024 safety messages to Tribes for translation into their own languages. OST-T and MARAD hosted a Tribal Maritime Roundtable in August 2024 at the National Transportation in Indian Country Conference to update Tribes on the Port Infrastructure Development Program, the America's Marine Highway Program, and workforce development opportunities in the maritime sector.

Federal Transit Administration

FTA completed a tribal consultation regarding the administration of the Tribal Transit Program. As a result, FTA made the Buses and Bus Facilities and Low or No Emissions discretionary grant programs more accessible to tribes by reducing application requirements for any Federally recognized tribe applying for $1 million or less. FTA also contacts any tribe that submits an unsuccessful application to a discretionary grant program and offers them an application debrief on ways to improve the application for future submissions. FTA also reduced the length of the FY 2024 Tribal Transit Notice of Funding Opportunity (NOFO) by 45% from the prior year and made the application easier to understand and navigate on FTA's website.

Federal Highway Administration

The Office of Tribal Transportation (OTT) supported all FHWA activities affecting tribal transportation including providing oversight for discretionary grant projects for Tribes. During FY 2024, FHWA announced 91 Tribal grant selections under BIL discretionary grant opportunities, totaling just over $428 million. Also, during FY 2024, FHWA executed the agreements for 51 Tribal grants totaling approximately $157 million.

RESPONSE TO MAJOR MANAGEMENT PRIORITY AND CHALLENGE:
Data Quality Issues OIG

Fostering a culture of data-driven decision making remained a major priority of DOT. DOT OIG highlighted this challenge in several places in its FY 2025 DOT Top Management Challenges Report, including highlighting the need to "Improve Data Analysis" as part of "Aviation Safety" and the need to "Evaluate the Progress of Surface Transportation Programs" as part of "Surface Transportation Infrastructure." Data is at the core of almost everything we do at DOT. Following are the actions DOT has taken to address the challenge.

Department-wide Efforts

Addressing data quality means addressing the utility, objectivity, integrity, and accessibility of data. During FY 2024, DOT continued efforts to address data quality issues to support agency decision-making, especially through the Department's Grants Systems Steering Committee (GSSC). The GSSC's data and reporting working group completed efforts to modernize Grants Notification System (GNS), which collects data about recommended and announced awards from competitive grant programs. The modernized system improves the utility of data by using data standards and standard identifiers for recipients, grant programs, and award locations. The system improves accessibility by leveraging modern technology and providing for data visualization and reporting capabilities. The data and reporting working group also undertook projects to create a master list of DOT programs and to structure data that enables consistent reporting about the competitive grant award process through the Discretionary Grants System (DiGS). Other Department-wide efforts include the continued evolution of the Department's Enterprise Performance Information Center (EPIC), which enables the collection of useful data for managing the Department's performance. Lessons learned from these initiatives are shared through the Department's data governance working group and geospatial data community. Additionally, FRA's Office of Research, Data, and Innovation has worked with multiple safety teams to enhance FRA's ability to track compliance activities, visualize data to assess trends in railroad operations to identify hot spots, and better prioritize inspection and oversight resources to ensure the areas of highest risk are adequately addressed.

RESPONSE TO MAJOR MANAGEMENT PRIORITY AND CHALLENGE:
IT Acquisitions and Operations GAO

Acquiring necessary IT equipment and maintaining DOT's IT infrastructure remained a major priority of DOT. GAO highlighted government-wide challenges related to this in its current High-Risk List. Following are the actions DOT has taken to address challenges impacting this priority.

Department-wide Efforts

The need for acquiring necessary IT equipment and maintaining DOT's IT infrastructure has been incorporated into the Department-wide IT modernization initiative. Recently, the DOT CIO briefed Congress on the DOT IT portfolio and discussed the need to prioritize IT modernization to better secure IT systems and infrastructure. The accumulated technical debt increases cybersecurity and mission risk and causes for future changes to be more costly and complex, or impossible, to resolve without significant impact. In FY 2024, OST facilitated an 'IT Modernization Survey' to update information and budget data about DOT system and personnel needs. In collaboration with DOT's Office of Budget, DOT's Five-Year IT Modernization Initiative was initiated with the objective to strategically convert, rewrite or porting legacy systems into updated solutions, incorporating the latest best practices for building trustworthy, simple, seamless, accessible, and secure digital experiences while enhancing system and data cyber health, and resiliency. With the proven support of OMB and senior leadership within DOT, this initiative has the potential to positively impact the health of the DOT IT portfolio including its capital assets such as IT equipment and related infrastructure.

RESPONSE TO MAJOR MANAGEMENT PRIORITY AND CHALLENGE:
Grant and Contract Fund Stewardship OIG

Stewardship over grant and contract funds remained a major priority of DOT. There were three key challenges impacting achievement of this priority: 1) Making sound award decisions, 2) Promoting competition and 3) Confirming funds are used as intended. DOT OIG highlighted these challenges in its FY 2025 DOT Top Management Challenges Report. The following are the actions DOT has taken to address these challenges.

Office of the Secretary of Transportation

The Office of the Senior Procurement Executive (OSPE) is responsible for ensuring that the Department's acquisition business processes operate efficiently and effectively, and those are responsive to the needs of the customers to advance DOT's strategic goals. As of September 2024, DOT had approximately $9 billion in procurement obligations for FY 2024, through 33,566 procurement actions. This trend is consistent with historical patterns, particularly in recent years due to the influx of funding from the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), which has driven an overall increase of 16% in DOT's procurement spending (not adjusted for inflation) over the past five fiscal years. DOT's acquisition plans vary by dollar threshold, complexity, or criticality of the planned procurement action. To account for such variation, DOT has established a rigorous acquisition planning process, and for those actions that meet a specific criterion, the Acquisition Strategy Review Board (ASRB) is a pre-award oversight program and governance forum used to address White House and Secretarial frameworks (including Executive Orders associated with climate, sustainability, and infrastructure; diversity, equity, inclusion, and accessibility; advancing equity and support for underserved communities; as well as ensuring proper Program and Project Management for these major acquisitions). Long-term, single vendor contracts are not typically used. The OAs that use it are governed by the acquisition procedures that our outlined in the Transportation Acquisition Manual (TAM). The transportation safety and complex requirements may require an OA to negotiate terms that are beyond the average term. In those cases, DOT uses appropriate acquisition strategies to combat the challenges of evaluating qualifications, project requirements and cost when making award decisions. FAA is governed by the Acquisition Management System (AMS), which provides policy and guidance on lifecycle acquisition management. It was recently updated in September 2024 to include the deployment of "useful segmentation" and/or "modular contracting" principles as an acquisition approach for contract program with the goal of reducing programmatic, acquisition, and/or technical risk around development and implementation of asset(s) being procured.

The Office of Grants and Financial Assistance (GFA) was established in FY 2024 within the Office of the Secretary of Transportation (OST) to improve grants and financial assistance administration throughout the Department. GFA supports seven key functions of financial assistance administration: 1) policy, 2) outreach, 3) technical assistance, 4) training and certification, 5) compliance, 6) data and reporting, and 7) internal assessment. As GFA matures, the policies it plans to implement will continue to strengthen grant fund stewardship. In 2024, GFA updated language in the Transportation Financial Assistance Manual (TFAM) to align with 2024 updates to the Uniform Grants Guidance and to strengthen oversight and management practices. The dissemination of financial assistance policy was enhanced through education and outreach and in 2024, GFA produced three department-wide trainings focused on updates to the Uniform Grants Guidance, procurement practices in financial assistance, and the updates to the TFAM. In addition, GFA provided technical assistance to OAs and created a centralized knowledge-sharing platform, including regular meetings with the Financial Assistance Team of Executives (FATE) and the creation of a GFA hosted SharePoint site collection hub.

RESPONSE TO MAJOR MANAGEMENT PRIORITY AND CHALLENGE: Financial Management and Fraud OIG, GAO, ERM

Financial management and fraud risk management remained a priority for DOT in FY 2024. DOT's OIG highlighted three key challenges impacting achievement of this priority: 1) Stewardship of agency-owned or federally funded property, 2) Monitoring and reporting on grantee spending, and 3) Managing and expending federal fund. As a significant steward of infrastructure funds, DOT recognizes that sound financial management is integral to accomplishing our mission. Following are the actions DOT has taken to address challenges related to Financial Management, including fraud risk management.

Department-wide Efforts

The Department has taken steps to improve the management and oversight of agency-owned and federally funded property. For example, FTA is revising its awards management requirements to clarify real property reporting requirements for grant recipients with a requirement to report on all real property in which FTA retains an interest. To address the tracking and recording of Federal Lands Management capital assets, DOT has coordinated with the U.S. Department of the Interior to strengthen its process, including a review of all construction projects to ensure federal assets are correctly accounted for. In FY 2024, the FHWA developed and implemented a standard operating procedure for future projects that ensures federally owned assets are recorded as construction projects and transferred to the appropriate Federal Lands Management Agency at the time of completion. To improve compliance with Federal requirements for monitoring and reporting on grantee spending, the newly established Office of Grants and Financial Assistance (GFA) appointed an accountable official for Single Audit to develop additional Single Audit guidance to be distributed to the Operating Administrations. The guidance will encompass pre-award, award, and post award Single Audit roles and responsibilities to ensure that the Department meets the Uniform Guidance requirements. And, to improve compliance with Federal requirements for managing and expending Federal funds, the Department uses the Do Not Pay Initiative to preserve the integrity of DOT payments. The Department currently matches all payments against select Working System databases daily and work is underway with the U.S. Department of Treasury to assess the appropriateness of screening payments against additional databases.

Federal Railroad Administration

FRA continuously assesses and seeks to strengthen its internal controls, and in FY 2024 the agency implemented commitment accounting for grants to strengthen funds control procedures and enable better tracking of grant funds. As part of project monitoring and oversight, FRA continues to work with project sponsors to ensure compliance with all federal requirements and terms and conditions of the grant, as well as review grantee reporting to monitor grantee spending.

Federal Transit Administration

FTA has worked with its grantees to mitigate the causes of improper payments for its COVID-19 program. After the conclusion of the FY 2023 Improper Payments review, FTA management drafted and sent out a Dear Colleague letter to all its grantees stressing the importance of good internal controls, maintaining adequate supporting documents, and complying with COVID-19 related laws on eligible

expenses. FTA also performed oversight reviews of its COVID-19 program payments and have used the results of those reviews to work with the grantees to implement controls in place to mitigate improper payments. As a result, FTA's estimated improper payments for the COVID-19 programs has been significantly reduced from $506 million in FY 2023 to $152 million in FY 2024.

National Highway Traffic Safety Administration

In FY 2024, NHTSA improved its financial management and fraud risk management by fostering a culture of accountability to ensure transparency and minimize financial vulnerabilities, implementing more robust internal controls and leveraging data analytics for better fraud detection, and refining governance structures and employing comprehensive risk assessment tools to help minimize potential threats. For example, the NHTSA Office of Regional Operations and Program Delivery enhanced its monitoring and oversight of the highway safety grant program in FY 2024 by overhauling pre-award risk assessment processes and issuing an updated Standard Operating Procedure on Risk Assessment and Monitoring and Technical Assistance Plan to ensure State highway safety programs' effectiveness, efficiency, and compliance with Federal grant requirements.

Pipeline and Hazardous Materials Safety Administration

In FY 2024, PHMSA took two key actions to reduce the risk and likelihood of fraud. First, PHMSA implemented a state-of-the-art, full lifecycle grants management system that solicits applications from applicants with integrity, checks each applicant's historical performance with all grantee agencies, and vets all applications in a single grants management system, ensuring all grantees have good systems of internal control. With this system, evaluations are clear and transparent, and all award payments are made in the same system with all electronic payment approval. Grantee performance is closely monitored, and technical support is given where needed so all loss is prevented. PHMSA's lifecycle grants system is a fraction of the cost of other lesser systems, allowing PHMSA to direct more grant program dollars to grantees. Second, PHMSA implemented E billings for its user fee program making the collection and deposit of over $200 million in operator charges collected through a single modern module of its source accounting system. PHMSA's commitment to improved financial management systems means PHMSA will collect all fees without loss and award all grants without occurrence of fraud, waste, or abuse.

Great Lakes St. Lawrence Seaway Development Corporation

In FY 2024, GLS began work to address financial statements audit findings related to the internal control for Operating Materials and Supplies valuations that was not properly designed and implemented to prevent or detect and correct errors in unit costs that were entered into the GLS's inventory tracking system. New controls were put in place which resolved 85 percent of the auditor's findings. Additional work in FY 2025 is expected to close out the remaining audit findings.

Federal Aviation Administration

FAA has updated its personal property guidance that addresses roles and responsibilities to manage agency-owned or federally funded property. Additionally, in March 2024 FAA updated its purchase card guidance to include information on when it is practicable to consider excess and on evaluating the suitability of excess property for meeting agency needs. Specifically, the guidance references both FAA's personal property guidance and procurement guidance, which include information on practicability and suitability. By taking these actions, FAA is better positioned to ensure that its employees are managing and expending federal funds.

RESPONSE TO MAJOR MANAGEMENT PRIORITY AND CHALLENGE: Workforce and Work Environment OIG, GAO, ERM

Maintaining a skilled workforce and proper work environment remained a priority for DOT in FY 2024. There were two key challenges impacting achievement of this priority: 1) Hire, train, and retain the workforce necessary to meet DOT's goals, and 2) Manage workforce and property assets and facilities in an evolving environment. Both DOT OIG and GAO identified these as challenges in their own reports and the following are the actions DOT has taken to address these challenges.

Department-wide Efforts

The Department of Transportation has made substantial gains in hiring a strong and talented workforce, ending FY 2024 with 57,358 employees onboard, the highest it's been in over 10 years. This is an increase of 1,680 employees since FY 2023. Most of this increase is in support of the Bipartisan Infrastructure Law (BIL) and was the result of efforts to hire more efficiently through OPM approved DOT direct hire authorities, use of recruitment and relocation bonuses where appropriate, and hiring reemployed annuitants to return to work on BIL related projects with a waiver, which allowed them to receive both their salary and their retirement annuity. In addition, attrition has reduced from 7.10 percent in FY 2023 to 6.91 percent in FY 2024. Turnover, which includes employees who voluntarily left DOT (not including retirements), reduced from 2.65 percent in FY 2023 to 2.21 percent in FY 2024. Employees are returning to the office on a regular basis. Nationally, on average 76 percent of work is performed at the worksite, exceeding OMB's goal that employees work at their worksite 50 percent of the time.

Federal Aviation Administration

On July 28, 2024, the FAA realigned responsibility for the Newark, NJ terminal approach control services from the New York Terminal Radar Approach Control Facilities (NY TRACON) to the Philadelphia TRACON. This action was taken primarily to address critical staffing shortfalls at the NY TRACON facility, located in Westbury, NY. The realignment necessitated the reassignment of 24 Air Traffic Control Specialists, including some involuntary temporary reassignments. Due to attrition that was outpacing new controller certifications, an insufficient pipeline existed at NY TRACON to address critical staffing shortfalls. The Philadelphia TRACON facility has also demonstrated the ability to attract experienced air traffic controllers to transfer at a rate far greater than those seeking to transfer to NY TRACON. Philadelphia TRACON currently has 22 previously certified trainees (transfers from other facilities) and another 12 are in the process of onboarding. Experienced controllers generally achieve certification at a greater success rate and generally in 40 percent less time than needed for new academy graduates. Realigning the airspace improves overall staffing levels in the New York area and also enables the ability to implement NextGen modernization programs to make the airspace more efficient.

RESPONSE TO MAJOR MANAGEMENT PRIORITY AND CHALLENGE: Information Security OIG, ERM

Safeguarding information remained a priority for DOT in FY 2024. DOT's OIG highlighted two key challenges impacting achievement of this priority: 1) Longstanding weaknesses to protect DOT's critical information systems, and 2) Execute key cybersecurity initiatives. The Department continues to proactively assess the enterprise risk of the likelihood and impact of an enterprise cyber-attack on DOT's strategic objectives. Following are the actions DOT has taken to address these challenges.

Office of the Secretary of Transportation

The DOT Portfolio of IT systems and applications has a presence of known vulnerabilities due to technical debt. Accumulated technical debt increases cyber security and mission risk and makes future changes more costly and complex. Legacy systems have the ability to present critical weaknesses if not modernized. To that end, in FY 2024, DOT kicked off the Departmentwide IT modernization initiative. The Department's cybersecurity and modernization goal focuses on ensuring the integrity and accuracy of the inventory of assets. It also emphasizes application of necessary means to improve the security posture by gaining better visibility and to adopt zero trust principles. Per OMB's authorities provided by the Federal Information Security Modernization Act of 2014 (FISMA) and OMB Memorandum M-17-25, Reporting Guidance for Executive Order on Strengthening the Cybersecurity of Federal Networks and Critical Infrastructure and other federal mandates, IT modernization is a requirement for the DOT IT portfolio. Through a department wide collaborative approach, the DOT IT portfolio will be modernized and best positioned to support a secure and resilient network of investments, programs, and systems. This will address weaknesses and is a key cybersecurity initiative. OCIO remains dedicated to improving its Cybersecurity and Information Protection programs and continues to prioritize cybersecurity and dedicated resources addressing vacancies. OCIO will remain consistently focused on pivotal initiatives and directives outlined in Executive Order (EO) 14028 Improving the Nation's Cybersecurity.

RESPONSE TO MAJOR MANAGEMENT PRIORITY AND CHALLENGE: Aviation Governance and Modernization OIG

Aviation Governance and Modernization remained a priority for DOT in FY 2024. DOT's OIG highlighted three key challenges impacting achievement of this priority: 1) Refine Air Traffic Controller staffing, placement, and training practices to meet facility needs and maintain safety in an evolving operational environment, 2) Keep the deployment of NextGen systems and capabilities on track while FAA terminates the Office of NextGen, and 3) Improve processes for collecting and analyzing flight delay and cancellation data to oversee airlines and protect consumers. DOT OIG highlighted these challenges in FY 2025 DOT Top Management Challenges Report. In FY 2024, DOT took actions to address these Aviation Governance and Modernization challenges:

Federal Aviation Administration

FAA took steps to streamline the hiring and training process to address air traffic controller staffing challenges. In FY 2024, FAA hired 1,814 new controllers, surpassing both the 1,514 that were hired in FY 2023, as well as our target of 1,800 for this year. In March, FAA introduced the Enhanced Air Traffic-Collegiate Training Initiative program, allowing graduates of approved schools to bypass the FAA Academy and report directly to a facility for training. So far, 29 colleges have applied, five of which are Historically Black Colleges or Universities, and two have signed agreements. Also in FY 2024, FAA modernized and streamlined its training processes by refreshing course content, expanding capacity at the FAA Academy and in the field, and updating technologies used for learning. FAA began a nationwide technology refresh, which includes beginning installation of updated software at all 111 of its Tower Simulation System simulators. Updated software will enable controllers to practice current and future air traffic procedures and will reduce the time it takes controllers to fully certify at their facility.

RESPONSE TO MAJOR MANAGEMENT PRIORITY AND CHALLENGE:
Transportation Transformation OIG

New and emerging technologies have the potential to significantly change both aviation and surface transportation. DOT's OIG highlighted two key challenges impacting achievement of this priority: 1) Integrate new technologies into the NAS and 2) Facilitate innovation with safe adoption of technological changes by surface transportation stakeholders. The Department continues to proactively work to advance new forms of Advanced Air Mobility, automated driving systems, and new forms of vehicle connectivity. Following are the actions DOT has taken to address these challenges.

Federal Aviation Administration

FAA continues to support the safe and efficient integration of new technologies into transportation systems. FAA made significant progress towards enabling routine, scalable beyond visual line of sight operations in the past year. FAA issued three Letters of Acceptance (LOAs) for UAS traffic management services in FY 2024. For commercial space operations, the FAA is undertaking several initiatives to enhance performance-based safety regulations under 14 CFR Part 450 – Launch and Reentry License Requirements. In FY 2024, the FAA onboarded three additional Launch/Reentry Operators (LROs) to the Space Data Integrator tool, providing additional situational awareness to operations, with plans to onboard more LROs in FY 2025.

Office of the Secretary of Transportation

DOT is actively engaged in the work to support the transformation of our surface transportation system with a broad set of stakeholders. The Advanced Research Projects Agency - Infrastructure (ARPA-I) has been actively engaged in stakeholder consultation, releasing a second request for information in 2024 seeking input on artificial intelligence applications, opportunities, and challenges in transportation. DOT has also convened the Transforming Transportation Advisory Council (TTAC), which met throughout 2024 and is preparing recommendations to the Department regarding transportation innovation. TTAC currently has four subcommittees actively working toward recommendations: 1) Automated Driving System State/Local Policy Needs; 2) Impacts of AI on Transportation; 3) Technology and Innovation's Role in Improving Transportation Project Delivery; and 4) Emerging, Overlooked, and Underleveraged Innovation for Safety.

In August 2024, DOT launched the National Vehicle-to-Everything (V2X) Deployment Plan. This initiative aims to enhance road safety by enabling real-time communication between vehicles, infrastructure, and vulnerable road users, significantly reducing the likelihood of crashes and improving traffic management across the country. Also in August, DOT hosted the inaugural Future of Transportation Summit with over 500 attendees, highlighting the transformative research by university transportation centers. Finally, in March 2024, DOT announced selections of 34 demonstration projects for $50 million from the Strengthening Mobility and Revolutionizing Transportation (SMART) program.

RESPONSE TO MAJOR MANAGEMENT PRIORITY AND CHALLENGE:
Transportation Sector Cybersecurity OIG

Enhancing transportation sector cybersecurity remained a priority for DOT in FY 2024. As a Federal Co-Sector Risk Management Agency (SRMA) for Transportation Sector, DOT collaborated with DHS to develop sector risk assessment including cyber risk. A cyberattack on transportation industry operators has the potential to significantly disrupt the movement of people and goods, with serious impacts for the Nation's economy. Following are the actions DOT has taken to address this challenge.

Office of the Secretary of Transportation

Fiscal year 2024 saw great strides in advancing the Department's role in Transportation Systems Sector cybersecurity. In March 2024, the Secretary signed DOT Order 1101-16C, which created the Office of Sector Cyber Coordination within the Department's Office of the Chief Information Officer. This office is responsible for coordinating the Department's effort to ensure critical infrastructure related to the Nation's transportation systems is secure and resilient by design to cyber threats.

Also in 2024, the Department began convening a new DOT Cyber Coordination Council (C3) on a quarterly basis. Co-chaired by the Office of Sector Cyber Coordination and the OST Office of Intelligence, Security, and Emergency Response, the C3 comprises OST and Operating Administration executives, as well as Department of Homeland Security (DHS) Liaisons from the Transportation Security Administration (TSA) and U.S. Coast Guard (USCG). The C3 enables a "One-DOT" approach that strengthens Transportation Systems Sector cybersecurity while harmonizing that work with the efforts of DOT's Co-SRMA partners and other government agencies.

In addition, the Department worked with the DHS Cybersecurity and Infrastructure Security Agency (CISA) to update the 2016 National Cyber Incident Response Plan (NCIRP) to guide how federal; private sector; state, local, tribal, and territorial; and international partners address cyber incidents under Presidential Policy Directive (PPD) 41.

The Department worked with the National Security Council (NSC) to release National Security Memorandum (NSM) 22, Critical Infrastructure Security and Resilience in April 2024). NSMA 22 updated PPD-21 from February 2013, recognizing that the United States faces an era of strategic competition with nation-state actors who either directly target American critical infrastructure through cyber attacks and cyber network exploitation, or else tolerate or enable malicious actions conducted by non-state actors.

The NSM advances our national unity of effort to strengthen and maintain secure, functioning, and resilient critical infrastructure, and Office of Intelligence, Security, and Emergency Response plays the central role for DOT's contributions to the NSM, as well as ongoing efforts focused on NSM-22 implementation. Such efforts included FY 2024 work with Co-SRMA partners to develop NSM-22 deliverables, such as a sector-specific risk assessment (SRA) that incorporates elements from TSA's Transportation Sector Security Risk Assessment and Transportation Sector Cyber Risk Assessment, USCG's Maritime Security Risk Analysis Model, and DOT's Enterprise Risk Assessment. The Co-SRMAs submitted the SRA deliverable in October 2024 alongside another NSM-22 deliverable focused on SRMA roles and responsibilities. Work remains ongoing to craft a sector-specific risk management plan and address other NSM-22 deliverables, and Office of Intelligence, Security, and Emergency Response is leading DOT efforts, including DOT-internal partnership with Office of Sector Cyber Coordination and DOT OAs as needed, to address such requirements.

Federal Transit Administration

FTA released the Cybersecurity Assessment Tool for Transit (CATT) tool in June 2023 and through FY 2024 there have been over 1,000 downloads of the tool from the FTA hosted website. FTA also developed the draft Strategic Research Plan for Cybersecurity in Transit to guide and coordinate transportation cybersecurity research.

RESPONSE TO MAJOR MANAGEMENT PRIORITY AND CHALLENGE:
Climate Change GAO

Promoting development of climate-resilient transportation infrastructure remained a major priority of DOT. GAO highlighted government-wide challenges related to climate change in its current High-Risk List. Following are the actions DOT has taken to address challenges impacting this priority.

Office of the Secretary of Transportation & Federal Highway Administration

In FY 2024, DOT continued to implement the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) program, which funds resilience improvements to transportation infrastructure. In FY 2024, the Department made an additional $1.5 billion available to States under the PROTECT Formula Program and made nearly $830 million in grant awards under the PROTECT Discretionary Grant Program for 80 projects nationwide. DOT also continued to provide technical assistance to state and local transportation agencies on how to improve the resilience of transportation infrastructure to climate change impacts.

Federal Railroad Administration

FRA created its Climate and Sustainability Program, which has three focus areas: 1) reducing emissions, 2) developing resilient infrastructure, and 3) creating a sustainable rail network. Through this program, FRA developed tools and resources to inform the rail community about planning for resiliency, published the first Resiliency Bulletin to over 14,000 stakeholders that outlines how railroad owners can develop resiliency assessments, conducted climate-related research such as testing low- and zero-emission locomotive technologies, and developed a framework for a zero-emission rail yard pilot.

Federal Transit Administration

FTA published the "Transit Resilience Guidebook" in May 2024 to assist transit agencies, local government officials, metropolitan planning organizations, and others to anticipate, adapt to, and recover from service disruptions caused by extreme weather events, natural disasters, and climate change impacts. FTA allocated $1.1 billion in Low or No Emissions funding for low or zero emission buses and related equipment and facilities, as well as $49 million in Electric or Low-Emitting Ferry funding for low or zero emission ferries and related equipment.

Maritime Administration

MARAD incorporated CO_2 emissions reduced as of the selection criteria for the United States Marine Highway Program (USMHP). Currently the program measures TEUs carried, Truck Miles Traveled Avoided, Fuel Saved, CO_2 Emissions Reduced, Maintenance and Congestion Savings.

Appendix III

Performance Data Completeness & Reliability Report

Performance Data Completeness & Reliability

A review of the U.S. Department of Transportation's Fiscal Year 2024 Performance Report by the Bureau of Transportation Statistics.

This appendix outlines the processes the U.S. Department of Transportation (USDOT) pursues to support the general accuracy and reliability of performance information, reduce the risk of inaccurate performance data, and provide a sufficient level of confidence to Congress and the public that the information presented is credible as appropriate to its intended use (Office of Management and Budget Circular A-11, Section 260.9: Assessing the completeness, reliability, and quality of performance data). Measures not provided to the Bureau of Transportation Statistics (BTS) for verification and validation prior to the submission deadline for the Fiscal Year (FY) 2024 Annual Performance Report (APR) are not included in this year's Performance Data Completeness and Reliability appendix.

Subsection 49 U.S. Code § 6302(b)(3)(B)(ix) tasks the Director of BTS with reviewing and reporting to the Secretary of Transportation on the sources and reliability of the statistics produced to measure outputs and outcomes as required by the Government Performance and Results Act of 1993 (GPRA). To complete this task, BTS assessed the completeness, reliability, and quality of the performance indicators that feed into the APR. The review included all measures that USDOT actively collects. Per Subsection 6302(b)(3)(B)(ix), BTS reviews the reliability and other statistical properties of the measures, not whether the measures are the most appropriate reflection of performance for the particular goal or program. BTS' review supports the Department's Learning Agenda, which is required by the Foundations for Evidence-Based Policymaking Act of 2018 (Evidence Act).

Each section of this appendix includes a description of performance indicators and associated data provided by the agency or agencies in charge of those measures.

- **Scope:** Provides a definition and an overview of the performance indicator;
- **Sources:** Identifies the sources from which the data for each measure were taken;
- **Statistical Issues:** Describes the variability of the measure and other issues, based on information provided by BTS and the agency or agencies in charge of the measure;
- **Completeness:** Describes any limitations of the performance indicator due to data being unavailable or missing and provides methods used by the agency or agencies in charge of the measure to impute missing data, as appropriate;
- **Reliability:** Provides the reader with an indication of the consistency and quality of the measure; and
- **Verification and Validation:** Explains the processes agencies have in place to support the general accuracy and reliability of performance information, reduce the risk of inaccurate performance data, and provide a sufficient level of confidence to Congress and the public that the information presented is credible, as appropriate, for its intended use (OMB Circular A-11, section 260.9: *Assessing the completeness, reliability, and quality of performance data*).

Commonly Used Data Sources

This section summarizes the Department's most frequently used data sources which span across multiple indicators. For each source, we include:

- **Source:** Identifies the source;
- **Statistical Issues:** Describes the variability of the indicator and other issues, based on information provided by BTS and the agency or agencies in charge of the measure;
- **Completeness:** Describes any limitations of the performance measure due to data being unavailable or missing and provides methods used by the agency or agencies in charge of the measure to impute missing data, as appropriate;
- **Reliability:** Provides the reader with an indication of the consistency and quality of the measure; and
- **Verification and Validation:** Explains the processes agencies have in place to support the general accuracy and reliability of performance information, reduce the risk of inaccurate performance data, and provide a sufficient level of confidence to Congress and the public that the information presented is credible, as appropriate, for its intended use (OMB Circular A-11, section 260.9: *Assessing the completeness, reliability, and quality of performance data*).

For the indicators that include the commonly used data source(s), the section on that indicator will include the scope of the indicator including a definition and overview. The performance indicator write-up will then point to the commonly used data source and, if needed, identify any differences to the commonly used data source.

Fatality Analysis Reporting System, National Highway Traffic Safety Administration

Source: The Fatality Analysis Reporting System (FARS) database is a census of fatal motor vehicle traffic crashes, based on Police Crash Reports (PCRs), state vehicle registration files, state driver license files, state highway department data, vital statistics data, death certificates, Coroner/Medical Examiner reports, and emergency medical service reports within the 50 States, the District of Columbia, and Puerto Rico.

Roadway fatality counts for CY 2023 are statistical projections, and related rates are based on those projections. Traffic fatalities for CY 2022 were taken from the 2022 FARS Annual Report File.

Statistical Issues: FARS counts of motor vehicle traffic crash fatalities will differ from fatality statistics reported by the Centers for Disease Control and Prevention's National Center for Health Statistics (NCHS) due to the differences between the inclusion criteria listed below. FARS is a census of fatal motor vehicle crashes with a set of data files documenting all qualifying fatalities that occurred within the 50 States, the District of Columbia, and Puerto Rico since 1975. To qualify as a FARS case, the crash had to involve a motor vehicle traveling on a trafficway customarily open to the public and must have resulted in the death of a motorist or a non-motorist within 30 days of the crash. In contrast, NCHS includes all fatalities identified as motor vehicle-crash related using International Classification of Diseases, 10th Revision (ICD-10) codes based on the date of death (rather than the date of crash) and includes fatalities from all five US territories—Puerto Rico, the US Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.

Completeness: FARS reports the qualified fatalities. Annual traffic fatalities are currently available through CY 2022, published in April 2024.

Reliability: National Highway Traffic Safety Administration (NHTSA) has an interagency agreement with each State's government to report information in a standard format on all qualifying fatal crashes in each State. The National Center for Statistics and Analysis (NCSA) State Data System, Office of Data Acquisition, manages these agreements.

To ensure FARS data are as reliable as possible, FARS analysts employed by the State apply specific definitions and guidelines before inputting the appropriate values for each data element into the system. In this way, all data contained in FARS are uniform, eliminating State variance in crash record collection.

Verification and Validation: To verify and validate FARS data, NHTSA ensures consistency by executing established training programs, numerous quality control measures, and standard data coding guidelines, thereby assuring the National data can facilitate accurate analyses. Training for field personnel includes a new analyst and coder training program that provides self-directed preparatory training, followed by three days of webinar sessions and two non-consecutive weeks of classroom training as well as annual, system-wide training for all analysts and coders.

Training issues are identified throughout the year and changes to the system are addressed at this system-wide training. Ongoing coding assistance, quality checks, and guidance for FARS analysts are available through the Crash Data Acquisition Network (CDAN) helpdesk. The data are controlled upon entry with the FARS data entry system edit checks. These edit checks are updated annually along with a Coding and Validation Manual that provides definitions, rules, and guidance for each data element.

The quality of each FARS case is also monitored for completeness, unknown values, and violations of edit check rules. Once in the

database, the FARS data are also monitored through statistical quality control charts that identify deviations from expected trends in the data and indicate when an inconsistency in the data occurs.

While these activities help to ensure consistency in data acquisition, additional factors such as changes in the collection of the data in States and corresponding changes in FARS make monitoring data quality more complex. When these changes occur, they can limit the effectiveness of data monitoring using trend analysis. To help address these issues, steps have been taken to develop additional means to support data quality that involves manual reviews of the casework coded by the FARS analysts. The FARS case re-coding process was developed to conduct annual case sampling and re-coding for data quality monitoring, analyst performance assessment, and training. The design combines the concepts of selected case re-coding with State-specific training. This quality assurance process uses samples from the current file year so that corrective actions to improve the quality of the data can be performed throughout the file year when inconsistencies are identified. The aim is to provide more immediate benefits from a case re-coding effort in the form of analyst training and tangibly improve data quality.

Visit NHTSA's website at https://www.nhtsa.gov/research-data/fatality-analysis-reporting-system-fars for more information about FARS.

Vehicle Miles Traveled, Federal Highway Administration's Highway Performance Monitoring System

Source: Annual vehicle miles traveled (VMT) are estimated using data from the Federal Highway Administration's (FHWA) Highway Performance Monitoring System (HPMS). The HPMS compiles annual data from the States concerning the extent, use, condition, and performance of all roads in the United States. The HPMS includes the annual average daily traffic (AADT) by road segment. States provide AADT on all Federal-aid highway sections. These data are based on actual field traffic counts taken from every segment of the Federal-aid highway sections at least once every three years on the National Highway System (NHS), interstate, and principal arterials and at least once every six years on minor arterials and collectors. States adjust traffic counts to reflect day-of-week and seasonal variations, current year conditions, and axle corrections, as necessary. These AADTs are multiplied by the length of each road segment and summed for all road segments and days of the year to yield the annual VMT. For roadways classified as Rural Minor Collector, Rural Local, and Urban Local, States submit summary VMT data to the HPMS.

Monthly VMT are calculated by applying a change rate, derived from monthly average daily traffic (MADT) based on data reported by State highway agencies recorders (ATRs), to the most recent annual VMT from the HPMS. State highway agencies collect their monthly traffic data through the so-called Continuous Count Stations (CCS) supported by the automated traffic recorder (ATR) technology such as inductive loops in the roadway. Data from about 7,000 CCSs are reported to FHWA each month. and submitted and processed using the Travel Monitoring Analysis System (TMAS). Monthly average daily traffic (MADT) is computed from the CCS traffic counts. Monthly average daily traffic (MADT) is computed from the ATR traffic counts. Each MADT is compared with the MADT for the same month the previous year to yield a change rate. The change rates are averaged by functional class of road. If a State does not provide traffic data in time, its change rates are estimated based on data from surrounding States. Monthly VMT are estimated and reported in FHWA's Traffic Volume Trends (TVT) by combining the change rates for each month with the most recent annual VMT from the HPMS. The TVT report is available to the public within 60 days after the close of the month. Data that cover a minimum of 30 States and 70% of the VMT are required for publication.

VMT are taken from the FHWA March 2022 TVT. Estimated fatality rates are calculated using NHTSA's preliminary fatality data and FHWA's Traffic Volume Trends (TVT) data for the appropriate timeframes.

Statistical Issues: HPMS and TVT are based on samples State highway agencies maintain by following the FHWA HPMS Field Manual specification. All states and the District of Columbia exceed the HPMS sampling specification needs and standards. The TVT production also relies on sample data gathered by State highway agencies. TVT sampling exceeds the HPMS national data sample specification for all public roads (Arterial and Collectors) except the Functional Class of Local roads. Additional sampling is desired for local roads to improve local VMT estimations further. For both HPMS and TVT, there are associated sampling errors.

Completeness: HPMS and TVT VMT data are based on samples of state highways. HPMS VMT data are available through 2023. TVT VMT is available through October 2024.

Reliability: HPMS and TVT VMT data are deemed reliable and valid as the data gathering, compilation, and analysis follow established and periodically reviewed and updated procedures and processes. TVT VMT is available through October 2024.

Verification and Validation: FHWA validates HPMS traffic data against annual VMT growth rates by functional system. The HPMS software also performs a list of data validation procedures after uploading new data for quality assurance/quality control and verification purposes.

For information on TVT and HPMS VMT verification and validation, visit: https://www.fhwa.dot.gov/policyinformation/hpms/fieldmanual/hpms_field_manual_dec2016.pdf at https://www.fhwa.dot.gov/policyinformation/tmguide/

Also, visit FHWA's website at https://www.fhwa.dot.gov/policyinformation/statistics.cfm for more information about VMT.

National Transit Database, Federal Transit Administration

Source: Following a congressional data reporting requirement codified in 1974, the Federal Transit Administration (FTA) created the National Transit Database (NTD) to be the repository of data on the financial, operating, and asset conditions of American transit systems. The NTD stores the financial, operating, and asset conditions of transit systems to inform the annual apportionment of FTA formula funds and to provide public information and statistics on the transit industry. By design, the NTD supports local, state, and regional planning efforts and helps governments and other decision-makers make multi-year comparisons and trend analyses. A few examples of data it contains are agency funding sources, inventories of vehicles and maintenance facilities, zero-emission buses in the national fleet, safety event reports, measures of transit service provided and consumed, and data on transit employees.

Recipients or beneficiaries of FTA grants under the Urbanized Area Formula Program (§5307) or Other than Urbanized Area (Rural) Formula Program (§5311) must submit data to the NTD. Approximately 850 transit providers in urbanized areas (UZAs) currently report to the NTD through the Internet-based reporting system.

Unlinked Passenger Trips (UPT) data for transit ridership conditions in top transit cities (indicator 1.1.20) are obtained from NTD reporting from transit operators in 2019 for the dominator and the current year for the numerator. For indicator 1.1.20, transit operators are included in the UZA in which their headquarters location exists, even if their operations span more than one UZA.

Statistical Issues: For indicators using the NTD Monthly Safety Reports for fatality and injury data and the NTD Monthly Service Reports for train/bus revenue miles data, fatalities and injury data and vehicle revenue miles (VRM) data are collected as 100% counts. VRM refers to trainset or bus vehicle distance traveled from the first passenger stop to the last passenger stop for fixed-route service, and from first passenger pick-up to last passenger drop-off for demand response service. Train revenue miles are differentiated from bus vehicle revenue miles, because train revenue miles are counted per full trainset instead of per rail car to account for differences in the number of rail cars per trainset run by transit rail operators. Train Revenue Miles (TRM) for each FTA fiscal year are estimated based on the rail industry's monthly VRM reporting, using the industry-wide railcars per train (CPT) ratio for the corresponding reporting year (VRM/CPT = TRM). Train/bus revenue miles used in this calculation are estimated, as this service indicator is reported to NTD based on the Reporter's fiscal year, not FTA's fiscal year.

For indicators using the NTD Annual Revenue Vehicle Inventory data, an inventory of revenue vehicles is reported to the NTD annually. FTA calculates the annual state of good repair backlog indicator for each asset category based on the agency-reported age of each asset compared to the agency-reported Useful Life Benchmark (ULB) of each asset.

For indicators using the NTD Annual Transit Facilities Inventory data, an inventory of facilities is reported to the NTD annually. Facility condition assessments must be updated by reporters every four years at a minimum. FTA calculates the annual state of good repair backlog indicator for each asset category based on the agency-reported condition of each asset.

For indicators using UPT data, there are no statistical issues as UPT data are collected as 100% counts.

For indicators using the Annual Transit Stations data, an inventory of passenger rail stations is reported to the NTD Annually. FTA calculates the number of legacy transit rail stations that are inaccessible to persons with disabilities based on agency-reported station counts. In FY 2023, FTA identified a small number of transit agencies that reported incorrect station counts beginning in FY 2019 (NTD report year 2018). FTA worked directly with these transit agencies to resolve issues and continues to refine data and improve processes for data collection and data quality.

Completeness: For all indicators using NTD data, a small number of transit systems do not accept FTA funding and therefore do not report to the NTD. Private non-profit operators that do not provide transportation to the general public also do not report to the NTD.

Transit systems must report reportable safety events to the NTD within 30 days of the event. In some cases, a transit operator might fail to report an event to the FTA. Although FTA attempts to ensure that all transit operators meet their reporting obligations, in some cases the agency may not know if a report is missed. Otherwise, within the scope defined in the indicators that use Monthly Safety Reports data, fatality and injury count data are complete.

Within the scope defined in the indicators that use the NTD Annual Revenue Vehicle Inventory data, the transit revenue vehicle data are complete. Fuel type choices are provided for transit systems to select, including "other fuel" which requires additional documentation of fuel type. Data reporting requirements for transit revenue vehicle assets have been in place since 2018.

For indicators using the NTD Annual Transit Facilities Inventory, complete data were available in FY 2022 (NTD Report Year 2021), the first year when all facilities, for which providers have capital responsibility, are required to have a condition assessment. Partial data reporting requirements for transit facilities assets have been in place since 2018. Within the scope defined in the indicator that use UPT and Annual Transit Stations data, the data are complete.

Rural and reduced reporters are not included in the monthly data set for bus vehicle revenue miles (VRM). Otherwise, within the scope defined in the indicator that use the VRM and UZA data, the data are complete.

Reliability: Transit systems must report reportable safety events to the NTD within 30 days of the event. Most reportable rail safety events must also be investigated by the State Safety Oversight (SSO) organization that has been designated in each state with rail transit service. Reported safety events are reconciled against the list of SSO Investigations on an annual basis. Data reports for both safety events and train/bus revenue miles are self-certified by a designate of the transit system's chief executive officer (CEO) annually.

UPT, VRM, and TRM data are self-certified by a designate of the transit system's CEO annually. Data can be influenced by late reporters.

Annual Revenue Vehicle Inventory, Annual Facilities Inventory, and Annual Transit Stations data are self-certified by a designate of the transit system's CEO annually.

Verification and Validation: FTA independently verifies and validates safety event reports. Train/bus revenue miles and UPT data are validated against the operations and financial data in the rest of the annual NTD report to ensure consistency and are also validated against the prior year's reported train/bus revenue miles.

Revenue vehicle, facilities, and transit station data reported to the NTD are subject to validation for consistency with the rest of the annual report, as well as a comparison with the prior year's report.

Visit FTA's website at https://www.transit.dot.gov/ntd for more materials and links to NTD data reporting and products.

Railroad Safety Information System, Federal Railroad Administration

Source: The Railroad Safety Information System (RSIS) compiles rail-related accident and incident data from railroads subject to the Federal Railroad Administration (FRA) oversight as well as from federal and state railroad safety inspectors. Railroads subject to oversight must have an accident and incident record-keeping system that meets or exceeds Federal standards as required under 49 Code of Federal Regulation (CFR) Part 225, Railroad Accidents/ Incidents, Reports Classification, and Investigations.

The regulations provide FRA with accurate information about safety issues and risks on the Nation's railroads to carry out its regulatory and enforcement responsibilities effectively under the Federal railroad safety mandates. FRA's data collection and analysis effort aims to improve railroad safety by creating programs that prevent railroad injuries and accidents. This system contains approximately 40 years of data on railroad casualties, train accidents, highway-rail grade crossing collisions, and operating statistics, including train miles.

Railroads report trespasser injuries on FRA form F6180.55a, Railroad Injury and Illness Summary. The type of person is indicated on the F6180.55a form in field 5f, TypePerson/Job Code as E-Trespassers. The type of right of way at which the injury occurred is indicated in field 5k, Location, and will be one of the following: Main/branch, Yard, Siding, Industry, Repair, or Other Track, along with the location of the person whose injury is being reported, which include choices such as Beside Track, Between Track, and On Track.

Railroads report train accidents on FRA form F6180.54, Rail Equipment Accident/Incident Report. This form lists the number of cars carrying Hazardous Materials (HazMat), field 8, as well as the number of HazMat cars damaged/derailed and the number releasing HazMat, fields 9 and 10, respectively. Operational data, including train miles, are recorded on FRA form F6180.55, Railroad Injury, and Illness Summary. Requirements to report an event to FRA apply when the event's consequences exceed the annually adjusted damage threshold. The reporting threshold was increased to $12,000, effective January 1, 2024. A rail equipment (including train) accident is any collision, derailment, fire, explosion, an act of God, or other event involving the operation of railroad on-track equipment (standing or moving) that results in damages greater than the current reporting threshold to railroad on-track equipment, signals, track, track structures, or roadbed. Railroads must also maintain internal records on accountable events (those that are generally less impactful than reportable events). These internal records are subject to FRA review.

Requirements to report an employee on duty incident to FRA apply when there has been a death or injury to an employee on duty if an event or exposure arising from the operation of a railroad is a discernible cause of the resulting condition. If it is not obvious whether a precipitating event or exposure arose from the operation of a railroad or elsewhere, the railroad must evaluate the circumstances surrounding the injury to decide whether it is more likely than not those one or more events or exposures arising from the operation of a railroad contributed to the resulting condition. The railroad must report a death to any employee on duty and an injury to any person that results in medical treatment, a significant injury as diagnosed by a physician or other licensed healthcare professional, or a loss of consciousness.

Railroads report employee on duty injuries on FRA form F6180.55a, Railroad Injury and Illness Summary, for each injured employee in field 5f, Type Person/Job Code, as Code A-Worker on Duty- Railroad Employee. If the injuries occurred in a Train Accident or Grade Crossing Incident, the railroad would submit and indicate the total number of employees on duty injuries on the FRA form F6180.54, Rail Equipment Accident/Incident Report, or FRA form F6180.57, Highway-Rail Grade Crossing Accident/Incident Report, respectively.

Statistical Issues: FRA assessed no statistical issues identified.

Completeness: Railroad systems that do not connect with the general rail system are excluded from reporting to FRA. Examples include subway systems (e.g., Washington, D.C. Metro, and New York City Subway), track existing inside an industrial compound, and insular rail (e.g., rail not connected to the general system and not intersecting a public highway-rail grade crossing or navigable waterway). Although railroads are generally required to report accidents and incidents within 30 days after the end of the month in which the event occurred, FRA keeps data files open for

amendment for five years to capture late reports, audit findings, and other updates. Data processing requires up to 30 days to prepare the information for merging into the database. As a result, FRA measures are subject to change and might differ from previous reports. A more detailed explanation of this process is available in FRA's Guide for Preparing Accident/Incident Reports at http://safetydata.fra.dot.gov.

Reliability: FRA audits railroads' reporting and internal records. If railroads do not report accurately, completely, and timely, FRA can assess civil monetary penalties.

Validation and Verification: FRA's systems and periodic audits help validate railroad-submitted data to ensure that they are timely, complete, accurate, and reliable. Every two years, FRA conducts a data reporting audit of each of the seven largest carriers, known as Class I railroads, and Amtrak. FRA also audits the smaller railroads approximately every five years. The purpose of these audits is to check for properly completed reports and verify the reported data, including identifying accidents or incidents that meet thresholds but were not reported. After verification and validation, FRA provides public access to the data through its website at http://safetydata.fra.dot.gov.[1]

Visit FRA's website at https://railroads.dot.gov/railroad-safety/accident-data-reporting-and-investigations for more information about this program.

Motor Carrier Management Information System, Federal Motor Carrier Safety Administration

Source: The Federal Motor Carrier Safety Administration (FMCSA) created the Motor Carrier Management Information System (MCMIS) to collect and store FMCSA-regulated entity census and safety performance information records. FMCSA maintains and operates MCMIS. MCMIS is a database that stores crash information, excluding private driver data, by motor carriers with USDOT numbers on their trucks, buses, passenger cars, and light trucks with hazardous materials placards.

The FMCSA receives data from all 50 States, the District of Columbia, and Puerto Rico and stores the information in the MCMIS to monitor and develop motor carrier safety standards for registered commercial vehicles operating in interstate commerce under the Federal Motor Carrier Safety Regulations (FMCSR) or Hazardous Materials Regulations (HMR).

The MCMIS Crash File contains data on commercial trucks and buses in fatal, injury, and towaway crashes (crashes in which at least one vehicle is disabled as a result of the crash and transported away from the crash scene). Crash severity thresholds and vehicle type definitions in MCMIS differ slightly from those in FARS and the General Estimating System (GES)/Crash Report Sampling System (CRSS), and all tables are noted accordingly.

Statistical Issues: The MCMIS Crash File is intended to be a census of trucks and buses involved in fatal, injury, and towaway crashes; however, some States do not report all FMCSA-eligible crashes, and some report more than those that are eligible. FMCSA continues to work with the States to improve data quality and reporting of eligible large truck and bus crashes to the MCMIS crash file.

Completeness: Compliance Review (Safety Investigation) data and New Entrant Safety Audit data are available from MCMIS through FY 2024. MCMIS fatal crash data used in the calculation for large trucks and buses are reported based on a subset of the Model Minimum Uniform Crash Criteria (MMUCC) used by FARS.

Total annual fatalities are available from MCMIS through CY 2023 and partial data are available through July 2024. Because FMCSA investigation results take time to upload, all data are considered preliminary for 22 months to allow for changes.

Reliability: There is concern about consistency in vehicle counts across States. Further research is needed to address this concern.

There is also concern about state differences in the rate of inspections and violations. There are differences from state to state in road type, congestion, and in the prevalence of ice, degree of visibility, and other conditions. Since the driving environment varies state by state, this can have an impact on crash frequency. There are differences among states in the administration of the Commercial Vehicle Safety Alliance (CVSA) inspection system.

Further research is also needed to study the quality of the MCMIS fatal crash data from the subset of the MMUCC data used by FARS.

Verification and Validation: FMCSA analyzes self-reported MCMIS registration data and applies filters to identify and remove inaccurate entries to avoid over- or under-estimating values.

Visit FMCSA's website at https://www.fmcsa.dot.gov/registration/mcmis-catalog/mcmis-data-dissemination-program-mcmis-catalog for more information about the MCMIS data.

1 In August 2023, FRA began rolling out a new safety data site in phases. The address of the new site is https://data.transportation.gov/stories/s/FRA-Safety-Data/dakf-i7zd and the existing http://safetydata.fra.dot.gov site will no longer be operational as of May 1, 2024.

Goal 1: Safety

Strategic Objective 1.1: Safe Public

1.1.1 Reduce 66% of Motor Vehicle-Related Fatalities by 2040 to Demonstrate Progress to Achieve Zero Roadway Fatalities

Lead: OST-P / NHTSA*, FHWA, FMCSA *Data Lead

Indicator: Number of Motor Vehicle-Related Fatalities

Scope: Roadway fatalities are collected for each calendar year (CY).

The number of traffic fatalities included in National reports is a count of deaths of motorists or non-motorists occurring within 30 days of a crash involving a motor vehicle traveling on a trafficway customarily open to the public within the 50 States and the District of Columbia.[2] A roadway fatality is the death of any vehicle occupant (any driver, passenger, or person riding on the exterior of a motor vehicle), including motorcycle (two- or three-wheeled motor vehicle) riders or passengers, and any non-occupants (any person not an occupant of a motor vehicle in transport, such as a pedestrian or cyclist) in a motor vehicle traffic crash.

Sources/Commonly Used Data Source: Roadway fatality data are obtained from National Highway Traffic Safety Administration's (NHTSA's) FARS database. See the Commonly Used Data Sources section for information on FARS data source.

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

Lead: NHTSA / OST-P, FHWA, FMCSA

Indicator: Total Roadway Fatalities per 100 Million Vehicle Miles Traveled (VMT)

Scope: Roadway fatalities per 100 million VMT are calculated for each calendar year.

The number of traffic fatalities included in National reports is a count of deaths of motorists or non-motorists occurring within 30 days of a crash involving a motor vehicle traveling on a trafficway customarily open to the public within the 50 States, the District of Columbia, and Puerto Rico. A roadway fatality is the death of any vehicle occupant (any driver, passenger, or person riding on the exterior of a motor vehicle), including motorcycle (two- or three-wheeled motor vehicle) riders or passengers, and any non-occupants (any person not an occupant of a motor vehicle in transport, such as a pedestrian or pedalcyclist) in a motor vehicle crash. VMT includes all vehicle miles traveled by all types of vehicles including:

- Passenger cars
- Motorcycles
- Buses
- Two-axle, four-tire vehicles (including vans, pickup trucks, and sport/utility vehicles)
- Single unit two-axle, six-tire or more trucks; and
- Combination trucks

Sources/Commonly Used Data Source: Roadway fatality data are obtained from NHTSA's FARS database. See the Commonly Used Data Sources section for information on FARS data source.

1.1.3 Reduce Passenger Vehicle Occupant Fatalities per 100 Million Passenger Vehicle Miles Traveled

Lead: NHTSA

Indicator: Passenger Vehicle Occupant Fatalities per 100 Million Passenger Vehicle Miles Traveled

Scope: Passenger vehicle occupant fatalities per 100 million VMT are calculated for each calendar year.

The number of fatalities is a count of passenger vehicle occupant deaths occurring within 30 days of a crash involving a motor vehicle traveling on a trafficway customarily open to the public within the 50 States, the District of Columbia, and Puerto Rico.

A motor vehicle occupant (drivers and passengers) is any person inside or on the exterior of a motor vehicle in transport. VMT include

2 Puerto Rico fatality data is reported separately.

vehicle miles traveled by all types of passenger vehicles including:

- Passenger cars;
- Vans;
- Pickup trucks; and
- Sport/utility vehicles.

Sources/Commonly Used Data Source: Roadway fatality data are obtained from the NHTSA FARS, and VMT are estimated using data from the Federal Highway Administration's (FHWA) Highway Performance Monitoring System (HPMS). See the Commonly Used Data Sources section for more information on the FARS and VMT data.

1.1.4 Reduce Large Truck and Bus Fatalities per 100 Million Vehicle Miles Traveled

Lead: FMCSA

Indicator: Large Truck and Bus Fatalities per 100 Million Vehicle Miles Traveled

Scope: The number of fatalities included is a count of deaths occurring within 30 days of a crash involving large trucks or buses traveling on a traffic way customarily open to the public within the 50 States, the District of Columbia, and Puerto Rico. VMT includes all vehicle miles traveled by all types of vehicles including:

- Passenger cars
- Motorcycles
- Buses
- All two-axle, four-tire vehicles (including vans, pickup trucks, and sport/utility vehicles);
- Single unit two-axle, six-tire-or-more trucks; and
- Combination trucks

Sources/Commonly Used Data Source: Roadway fatality data are obtained from the NHTSA FARS, and VMT are estimated using data from the FHWA HPMS. See the Commonly Used Data Sources section for more information on the FARS and VMT data.

1.1.5 Reduce Motorcycle Rider Fatalities per 100,000 Motorcycle Registrations

Lead: NHTSA

Indicator: Motorcycle Rider Fatalities per 100,000 Motorcycle Registrations

Scope: Motorcyclist fatalities per 100,000 motorcycle registrations are calculated for each calendar year.

The number of motorcyclist fatalities is a count of motorcyclist (rider and passenger) deaths occurring within 30 days of a crash involving a motorcycle traveling on a trafficway customarily open to the public within the 50 States, the District of Columbia, and Puerto Rico. A motorcycle is a two- or three-wheeled motor vehicle designed to transport one or two people, including off-road motorcycles, motor scooters, minibikes, pocket bikes, and mopeds.

Sources/Commonly Used Data Source: Roadway fatality data are obtained from NHTSA FARS. See the Commonly Used Data Sources section for information on FARS data.

Rates are derived using FHWA's motorcycle registration data. States collect motorcycle registration data and provide it to FHWA, which then publishes it to the public.

Statistical Issues: Some motorcyclist fatalities occur under circumstances not covered by FARS, which is limited to public roads. FHWA estimates of registered motorcycles may be an underestimate of the true number of motorcycles used on the roads each year. Data collected by the Motorcycle Industry Council corroborate this possibility and have noted that not all motorcyclists register their bikes (National Transportation Safety Board (NTSB)—Safety Recommendation Date: Oct 3, 2007).

The motorcycle registration date varies among States. Although many States continue to register specific vehicle types on a calendar year basis, all States use some form of the "staggered" system to register motor vehicles. This system permits a distribution of the renewal workload throughout all months. Most States allow pre-registration or permit grace periods to better distribute the annual registration workload.

To present vehicle registration data uniformly for all States, the information is shown as nearly as possible on a calendar year basis. Insofar as possible, the registrations reported exclude transfers and re-registrations and any other factors that could otherwise result in duplication of the vehicle counts.

Completeness: As required for 500-Series program purposes, all States currently submit an inventory of motorcycles registered in their respective jurisdictions. Beginning with the 2020 data submittals, new data completeness checks were implemented to ensure that all States supply this data annually to FHWA's Office of Highway Policy Information (HPPI). Before 2020, the completeness of the data varies due to the absence of formal completion checks.

Reliability: FHWA motorcycle registration data include all vehicles that have been registered at any time during the calendar year. It is possible the data includes vehicles that were retired during the year and vehicles that were registered in more than one State. In some States, it is also possible that, contrary to the FHWA reporting instructions, vehicles that have been registered twice in the same State may be reported as two vehicles. NHTSA uses motorcycles registrations that are published by FHWA.

Verification and Validation: Beginning with the 2020 data submittals, new data quality assurance/quality control (QA/QC) checks were implemented to flag registration trends that fluctuate

year-to-year beyond an expected/typical rate of change. Where these flags occur, FHWA works proactively and cooperatively with the applicable States to investigate, and either reconcile or obtain justification for the abnormal trends prior to finalizing the data each fall. Additionally, legacy processes for manufacturing data for States that failed to submit were discontinued beginning with the 2020 data submittals, primarily due NHTSA's dependency on the data for Section 405 Motorcycle Safety Grant eligibility determination activities. The quality and validity of the data prior to 2020 will vary State-to-State due to the aforementioned legacy processes.

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

Lead: NHTSA

Indicator: Non-Occupant (Pedestrian/Pedalcyclist/Other Non-occupant) Fatalities per 100,000 Population

Scope: The number of traffic fatalities is a count of non-occupant deaths occurring within 30 days of a crash involving a motor vehicle traveling on a trafficway customarily open to the public within the 50 States, the District of Columbia, and Puerto Rico.

A non-occupant is any person involved in a traffic crash who is not an occupant of a motor vehicle in transport, including:

- Pedestrians
- Bicyclists and other pedalcyclists
- Occupants of parked motor vehicles
- Person on personal conveyance (e.g., skateboard, scooters, roller skates, etc.); and
- People riding on animals and in animal-drawn conveyances

Sources/Commonly Used Data Source: Roadway fatality data are obtained from NHTSA FARS. See the Commonly Used Data Sources section for information on FARS data.

Population data are obtained from the U.S. Bureau of the Census "National and State Population Estimates (December 2021).[3]

Statistical Issues: Non-occupant (pedestrians, pedalcyclists, and other non-occupants) traffic fatalities occur in places not covered by FARS, which is limited to public roads.

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

Lead: FHWA

Indicator: Number of Non-Motorized Fatalities and Serious Injuries

Scope: A non-motorized fatality is defined using the FARS person attribute codes: (5) Pedestrian, (6) Bicyclist, (7) Other Bicyclists, and (8) Persons on Personal Conveyances.

A non-motorized serious injury is defined as where the injured person is or is equivalent to, a pedestrian (2.2.36) or a pedalcyclist (2.2.39) as defined in ANSI D16.1-2007.

Sources/Commonly Used Data Source:

Fatality Data: NHTSA's FARS. See the Commonly Used Data Sources section for information on FARS data.

Serious Injury Data: FHWA's Highway Safety Improvement Program (HSIP) annual report.

Statistical Issues: Serious injury data are State reported. Fatality data are derived FARS.

Completeness: Annual non-motorized fatalities (FARS) and serious injury Highway Safety Improvement Program (HSIP) data are available through CY 2022.

Reliability: Per 23 CFR 490.207(c)(2) National performance management measures for the Highway Safety Improvement Program, all States are required to report serious injuries using the Model Minimum Uniform Crash Criteria (MMUCC) 6th Edition definition for Suspected Serious Injury (A), page 247.

Verification and Validation: To qualify as a serious injury, the crash must be an injury other than fatal that results in one or more of the following: severe laceration resulting in exposure of underlying tissues/muscle/organs or resulting in significant loss of blood; broken or distorted extremity (arm or leg); crush injuries; suspected skull, chest, or abdominal injury other than bruises or minor lacerations; significant burns (second and third degree burns over 10% or more of the body); unconsciousness when taken from the crash scene; and/or paralysis.

1.1.8a Reduce the White Fatality Ratio

1.1.8b Reduce the Black Fatality Ratio

1.1.8c Reduce the American Indian Fatality Ratio

1.1.8d Reduce the Pacific Islander Fatality Ratio

1.1.8e Reduce the Asian Fatality Ratio

Lead: FHWA

Indicators: White Fatality Ratio / Black Fatality Ratio / American Indian Fatality Ratio / Pacific Islander Fatality Ratio / Asian Fatality Ratio

Scope: The proposed categories are based on the Office of Management and Budget's (OMB) "Standards for Classification of Federal Data on Race" guidelines.

Sources/Commonly Used Data Source: Fatality Data-NHTSA's FARS. See the Commonly Used Data Sources section for information on FARS data.

3 For more information on the population data, see https://www.census.gov/data/datasets/time-series/demo/popest/2020s-state-detail.html.

Population estimates are pulled from the US Census Bureau 2019 American Community Survey (ACS), 1-Year Estimates.

Statistical Issues: Racial coding varies greatly from one State to the next. Variations in the police crash reports between States, data lags due to medical examiner reports, and a variety of other reporting issues all contribute to data quality issues.

Completeness: Race data are incomplete nationally and by State. Many states frequently code "unknown," and other States do not have consistent processes in place for coding race on crash reports or cross-referencing the crash report with the medical examiner's report.

Reliability: The quality varies greatly due to the reasons stated above.

Verification and Validation: The data sources are utilized at different levels. Data is merged using self-reporting, police reporting, State records, merging with hospital records, and cause of death files to developed more consistent racial coding.

1.1.9 Reduce Number of Vehicle Occupants Ejected from Passenger Vehicles per 100 Emergency Medical Services Motor Vehicle Crash Dispatches

Lead: NHTSA

Indicator: Vehicle Occupants Ejected from Passenger Vehicles per 100 Emergency Medical Services Motor Vehicle Crash Dispatches

Scope: NHTSA collects emergency medical services (EMS) data from States, territories, and the District of Columbia, which includes information on vehicle crash ejection-related injuries and fatalities. Agency efforts to increase seatbelt use by vehicle occupants should result in a lower rate of vehicle ejections per 100 EMS motor vehicle crash dispatches.

Sources/Commonly Used Data Source: The agency utilizes the National Emergency Medical Services Information System (NEMSIS) database, which is a national database that collects and reports EMS data from 50 States, three territories, and the District of Columbia. It is a product of NHTSA's Office of EMS in collaboration with the University of Utah Technical Assistance Center (TAC), collecting data from approximately 50 million EMS activations annually. NEMSIS is a universal standard for the collection of patient care information resulting from emergency 9-1-1 calls for assistance, with a goal of improving patient care through the standardization, aggregation, and utilization of point-of-care EMS data at the local, State, and national levels.

Statistical Issues: NEMSIS data are event-based, not patient-based, which introduces the potential for duplicate reporting within the dataset. For example, several agencies (e.g., first responder and transport agencies) may respond to the same event (i.e., one patient) and each submits a patient care record to the NEMSIS resulting in a single instance of an occupant ejection being represented in more than one record.

Completeness: Data files received from contributing EMS agencies and States are checked for completeness, logical consistency, and proper formatting. Any data files not passing the NEMSIS validation and data cleaning processes are rejected or flagged based on the seriousness of the discovered errors. A data profile report is generated for each submitted file from a State (and/or submitting entity), allowing the opportunity to review the quality of submitted data, correct errors, and resubmit their data if needed. The proportion of missing data varies across data elements in NEMSIS.

Reliability: NEMSIS is a large convenience sample, meaning it consists solely of data submitted by participating EMS agencies within States and may approximate a population-based data set. NEMSIS data collected at the national level inherits the individual deficiencies originating from its contributing entities.

Verification and Validation: The NEMSIS TAC employs edit checks to identify invalid or out-of-range values for the variables included in the research data set. There are currently over 300 edit checks.

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

Lead: FTA

Indicator: Number of Fatalities and Injuries from Transit Collision and Derailment Events per 100 Million Train/Bus Revenue Miles

Scope: This measure includes rail transit systems subject to the Federal Transit Administration's (FTA) State Safety Oversight (SSO) Program. Those agencies which do not receive FTA funding—and are, therefore, not subject to the SSO Program—and those that are regulated by the Federal Railroad Administration (FRA) are excluded. The measure also excludes Amtrak and all aerial tramway systems.

Fatalities data are collected from most other non-rail transit systems that report to the NTD. Excluded from this measure are fatalities from those systems that do not report to the NTD and fatalities from rural transit systems and small urbanized systems that receive a small system reporting waiver.

Transit fatality and injury data include passengers, revenue facility occupants, trespassers, employees, other transit workers (e.g., contractors), pedestrians, occupants of third-party vehicles, safety event types, and others. A transit fatality is a death within 30 days of an incident on transit right-of-way, in a transit revenue facility, in a transit maintenance facility, or involving a transit revenue vehicle. An injury is any damage or harm to persons that requires immediate medical attention away from the scene. Additionally, rail transit operators must report serious injuries that may not require immediate medical attention away from the scene, such as second or third-degree burns and known hospitalizations of at least 2 days

occurring within a week of a reported event. This definition of injury would include train operators who were transported for psychological trauma after their assigned train fatally struck a pedestrian.

Excluded are deaths or injuries due to unrelated medical conditions or natural causes occurring on public transportation systems. Also excluded are deaths occurring inside administrative buildings.

Sources/Commonly Used Data Source: NTD Monthly Safety Reports for fatality and injury data. NTD Monthly Service Reports for train/bus revenue miles data. See the Commonly Used Data Sources section for information on NTD data.

1.1.11 Reduce Total Number of Transit-Related Fatalities

Lead: FTA

Indicator: Number of Transit-Related Fatalities

Scope: This measure includes rail transit systems subject to the FTA SSO Program. Those agencies that do not receive FTA funding—and, therefore, are not subject to the SSO Program—and those that are regulated by the Federal Railroad Administration (FRA) are excluded. The measure also excludes Amtrak and all aerial tramway systems.

Fatalities data are collected from most other non-rail transit systems that report to the NTD. This excludes fatalities from those systems that do not report to the NTD and fatalities from rural transit systems and small urbanized systems that receive a small system reporting waiver.

Transit fatality and injury data include passengers, revenue facility occupants, trespassers, employees, other transit workers (e.g., contractors), pedestrians, occupants of third-party vehicles, and others. A transit fatality is a death within 30 days of an incident on transit right-of-way, in a transit revenue facility, in a transit maintenance facility, or involving a transit revenue vehicle.

Excluded are deaths due to unrelated medical conditions or natural causes occurring on public transportation systems. Also excluded are occupational safety deaths occurring inside administrative buildings.

Sources/Commonly Used Data Source: NTD Monthly Safety Reports. See the Commonly Used Data Sources section for information on NTD data.

1.1.12 Reduce Fatalities and Injuries on Transit from Assaults on All Persons per 100 Million Train/Bus Revenue Miles

Lead: FTA

Indicator: Number of Fatalities and Injuries on Transit from Assaults on All Persons per 100 Million Train/Bus Revenue Miles

Scope: Number of NTD-reportable fatalities and injuries resulting from assaults occurring on transit agency-owned property or vehicles, per 100 million bus and train revenue miles (TRM). This measure includes rail transit systems subject to FTA's SSO Program. Those agencies that do not receive FTA funding—and, therefore, are not subject to the SSO Program—and those that are regulated by the FRA are excluded. The measure also excludes Amtrak and all aerial tramway systems.

Fatalities and injuries are collected from most other non-rail transit systems that report to the NTD. This excludes fatalities from those systems that do not report to the NTD and fatalities from rural transit systems and small urbanized systems that receive a small system reporting waiver.

An assault is defined as an attack by one person on another without lawful authority or permission. This definition of "assaults" is based on language from the 2021 Bipartisan Infrastructure Law. Corresponding changes to NTD reporting were finalized in the Federal Register in February 2023. Also included are events involving a person boarding/alighting from a vehicle. Bus stops or shelters owned by municipalities or authorities that also operate transit systems are not considered "transit-owned" property.

Includes Injury: Any damage or harm to persons as a result of an event that requires immediate medical attention away from the scene.

Includes Serious Injury: Injuries that may or may not require transport from the scene for medical attention that result in any one of the following:

- Requires hospitalization for more than 48 hours, commencing within 7 days from the date of the event,
- Results in a fracture of any bone (except simple fractures or fingers, toes, or nose),
- Causes severe hemorrhages, nerve muscle, or tendon damage,
- Involves an internal organ, or
- Involved second-degree burns affecting more than 5 percent of the body surface.

Includes Fatality: A death confirmed within 30 days of a reported event. Does not include deaths in or on transit property that are a result of illness or other natural causes.

Excludes suicide events.

Sources/Commonly Used Data Source: NTD Monthly Safety Reports for fatality and injury data and NTD Monthly Service Reports for train/bus revenue miles data. See the Commonly Used Data Sources section for information on NTD data.

1.1.13 Reduce Highway-Rail Grade Crossing Incidents

Performance Lead(s): FRA

Indicator: Number of Highway-Rail Grade Crossing Incidents

Scope: Railroads report highway-rail grade crossing incidents on FRA form F6180.57, Highway-Rail Grade Crossing Accident/Incident Report. Requirements to report a Highway-Rail Grade Crossing event to FRA apply to any impact, regardless of severity, between railroad on-track equipment and a highway user at a highway-rail grade crossing site. The term "highway-rail grade crossing" means a location where the public highway, road, street, or private roadway, including associated sidewalks, crosses one or more railroad tracks at grade; or a location where a pathway explicitly authorized by a public authority or a railroad carrier that is dedicated for the use of non-vehicular traffic, including pedestrians, bicyclists, and others, that is not associated with a public highway, road, or street, or private roadway, which crosses one or more railroad tracks at grade. All crossing locations within industry and rail yards, ports, and dock areas are considered highway-rail crossing within the meaning of the term.

Sources/Commonly Used Data Source: FRA's Railroad Safety Information System (RSIS). See the Commonly Used Data Sources section for information on Railroad Safety Information System (RSIS) data.

1.1.14 Reduce Rail Right-of-Way Trespass Incidents

Lead: FRA

Indicator: Number of Rail Right-of-Way Trespass Incidents

Scope: Railroads report trespasser injuries on FRA form F6180.55a, Railroad Injury and Illness Summary. Requirements to report a trespasser incident to FRA apply when there has been a death or injury to a trespasser if an event or exposure arising from the operation of a railroad is a discernible cause of the resulting condition. If it is not obvious whether a precipitating event or exposure arose from the operation of a railroad or elsewhere, the railroad must evaluate the circumstances surrounding the injury to decide whether it is more likely than not those one or more events or exposures arising from the operation of a railroad contributed to the resulting condition. The railroad must report a death to any trespasser and an injury to any person that results in medical treatment, a significant injury as diagnosed by a physician or other licensed health-care professional, or a loss of consciousness.

Sources/Commonly Used Data Source: FRA's Railroad Safety Information System (RSIS). See the Commonly Used Data Sources section for information on the Railroad Safety Information System (RSIS) data.

1.1.15 Reduce Train Accidents

Lead: FRA

Indicator: Number of Train Accidents

Scope: Railroads report train accidents, including details on cars with hazardous materials, on FRA form F6180.54, Rail Equipment Accident/Incident Report, and operational data, including train miles, on FRA form F6180.55, Railroad Injury and Illness Summary. The rate (per million train miles) is calculated by dividing the number of train accidents that occur on mainline track by the number of train miles traversed by railroad traffic (in units of one million) during that year. A train mile is one mile transited by a train consist, no matter the length or tonnage of the consist.

Sources/Commonly Used Data Source: FRA's Railroad Safety Information System (RSIS). See the Commonly Used Data Sources section for information on the Railroad Safety Information System (RSIS) data.

1.1.16a Reduce Fatalities Caused by the Release of Hazardous Material Transported via Pipeline

Lead: PHMSA

Indicator: Number of Fatalities Caused by the Release of Hazardous Material Transported via Pipeline

Scope: Incidents on gas pipeline systems, liquefied natural gas facilities, and underground natural gas storage facilities must be reported to the Pipeline and Hazardous Materials Safety Administration (PHMSA) under 49 CFR 191.15. Hazardous liquid and carbon dioxide (CO_2) pipeline system accidents must be reported to PHMSA under 49 CFR 195.50. Both interstate and intrastate pipeline systems are subject to the reporting requirements. A fatality resulting from a failure in a hazardous materials transportation system in which there is a release of a hazardous liquid, CO_2, natural gas, or other regulated hazardous material must be reported. This includes operator employees, contractors working for the operator, other workers in the right of way, emergency responders, and the public. If an injured person dies within 30 days of the incident date, it is counted as a death, not as an injury. PHMSA partners with operators, State partners, and other stakeholders to identify and confirm deaths that occurred due to a release of hazardous liquid, gas, or other hazardous material regulated by PHMSA.

Sources/Commonly Used Data Source: USDOT and PHMSA incident data are used for this measure. For pipeline incidents, these data are derived from pipeline operator reports submitted on PHMSA Forms, F-7100.1, F-7100.2, F-7100.3, and F-7000-1. PHMSA regulations require incidents to be reported online through the PHMSA Portal.

Statistical Issues: Results in any single year should be interpreted with caution. There is some normal annual variation in the number of reported incidents each year, particularly given the small number of fatalities, and this variation might not reflect real changes in the underlying risk.

The target each year is set at one standard deviation from the trend line estimated based on the best-fit function to account for normal variation year-to-year. This provides about 80 percent probability of achieving the target if the risk continues to follow the trend line. The trend line is evaluated and calibrated at the end of every fiscal year.

The performance indicator is not normalized for changes in exposure, or external factors such as changes in pipeline mileage, energy consumption, or United States population, that could affect the number of incidents with fatality.

Completeness: Compliance in reporting is very high and most incidents that meet reporting requirements are submitted. Operators must submit reports within 30 days of an incident or face penalties for non-compliance. There is typically a 30-day lag between the date of the pipeline incident and PHMSA's receipt of the incident report. Pipeline operators can supplement incident reports at any time after the original submittal. Often, pipeline incidents resulting in fatalities can be under investigation for a long time, meaning the final cause (and therefor jurisdiction) may not be finalized for months after the incident. This can cause changes in incident and fatality counts when the final supplemental reports are submitted.

Reliability: All incident data are collected on OMB-approved forms online. Detailed OMB-approved instructions for incident reports are available on the PHMSA website. Validation checks are run in the online instrument prior to submittal to ensure all required data fields have been populated.

Verification and Validation: PHMSA routinely cross-checks incident reports against other sources of data, such as immediate notifications provided to the National Response Center (NRC) and media outlets. PHMSA inspectors also regularly discuss incidents with operator personnel during routine inspections.

PHMSA staff are responsible for reviewing each incident report to ensure the data matches information gained during PHMSA investigation or media reports. Pipeline operators have online access to each report they have submitted. On the PHMSA website, the public can download all the incident raw data or view 20-year trend lines of pipeline incident data with views of individual report data available.

1.1.16b Reduce Fatalities Caused by the Release of Hazardous Materials Transported by Air, Motor Carrier, Rail, or Vessel

Lead: PHMSA

Indicator: Number of fatalities caused by the release of hazardous materials transported by air, motor carrier, rail, or vessel

Scope: Any person in possession of hazardous material during air, water, rail, or highway transportation, including loading, unloading, and storage incidental to transportation, must report incidents if certain conditions are met under 49 CFR 171.15 and 171.16.

A fatality resulting from the release of a hazardous material in transportation must be reported by the person in physical possession of the hazardous material. PHMSA partners with hazmat carriers, local governments, and other stakeholders to identify and confirm deaths that occurred due to a release of hazardous materials.

Sources/Commonly Used Data Source: USDOT and PHMSA incident data are used for this measure.

Hazardous materials transportation incident data are derived from reports submitted on Form DOT F 5800.1 and maintained in the Hazardous Materials Information System (HMIS). In addition, PHMSA seeks information and data to identify potentially reportable hazardous materials incidents through the NRC, as well as the monitoring of print, television, and social media daily.

Statistical Issues: Results in any single year should be interpreted with caution. There is some normal annual variation in the number of reported incidents each year, particularly given the small number of fatalities, and this variation might not reflect real changes in the underlying risk.

The target each year is set at one standard deviation from the trend line estimated based on the best-fit function to account for normal variation year-to-year. This provides about 80 percent probability of achieving the target if the risk continues to follow the trend line. The trend line is evaluated and calibrated at the end of every fiscal year.

Completeness: Compliance is very high in reporting incidents, including fatalities, that meet the criteria in 49 CFR 171.15. Compliance is lower for reporting lower consequence incidents that meet the criteria of in 49 CFR 171.16. There may be a 30- to 60-day lag in reporting, verifying, validating, and compiling information in the database for analysis, as many companies do not timely file incident reports required by 171.16. Filers have one year to modify their 5800.1 submission.

Reliability: All incident data are collected on OMB-approved forms online. Detailed OMB-approved instructions for incident reports are available on the PHMSA website. Validation checks are run in the

online instrument prior to submittal to ensure all required data fields have been populated.

Verification and Validation: PHMSA routinely cross-checks incident reports against other sources of data, such as immediate notifications provided to the NRC and media outlets.

PHMSA staff are responsible for reviewing each incident report to ensure the data matches information gained during PHMSA investigation or media reports.

1.1.17 Reduce the Number of Incidents Involving Death or Major Injury Resulting from the Transportation of Hazardous Materials by All Modes Including Pipelines

Lead: PHMSA

Indicator: Number of Incidents Involving Death or Major Injury Resulting from the Transportation of Hazardous Materials by All Modes Including Pipelines

Scope: Incidents on gas pipeline systems, liquefied natural gas facilities, and underground natural gas storage facilities must be reported to the Pipeline and Hazardous Materials Safety Administration (PHMSA) under 49 CFR 191.15. Hazardous liquid and carbon dioxide (CO_2) pipeline system accidents must be reported to PHMSA under 49 CFR 195.50. Both interstate and intrastate pipeline systems are subject to the reporting requirements.

Fatalities and major injuries, defined as those requiring overnight hospitalization, resulting from a failure in a hazardous materials transportation system in which there is a release of a hazardous liquid, CO_2, natural gas, or other regulated hazardous material must be reported. Pipeline incidents with either a fatality or a major injury are categorized as "serious incidents" by PHMSA. PHMSA partners with operators, State partners, and other stakeholders to identify and confirm all information on our incident reports, including deaths or major injuries that occurred due to a release of hazardous liquid, gas, or other hazardous material regulated by PHMSA.

Sources/Commonly Used Data Source: USDOT and PHMSA incident data are used for this measure. For pipeline incidents, these data are derived from pipeline operator reports submitted on PHMSA Forms, F-7100.1, F-7100.2, F-7100.3, and F-7000-1. PHMSA regulations require incidents to be reported online through the PHMSA Portal. Hazardous materials transportation incident data are derived from reports submitted on Form DOT F 5800.1 and maintained in the HMIS. In addition, PHMSA seeks information and data to identify potentially reportable hazardous materials incidents through the NRC, as well as the monitoring of print, television, and social media daily.

Statistical Issues: Results in any single year should be interpreted with caution. There is some normal annual variation in the number of reported incidents each year, particularly given the relatively small number of serious incidents, and this variation might not reflect real changes in the underlying risk.

The target each year is set at one standard deviation from the trend line estimated based on the best-fit function to account for normal variation year-to-year. This provides about 80 percent probability of achieving the target if the risk continues to follow the trend line. The trend line is evaluated and calibrated at the end of every fiscal year.

The performance indicator is not normalized for changes in exposure, or external factors such as changes in pipeline mileage, energy consumption, or United States population, that could affect the number of serious incidents.

Completeness: Compliance in reporting is very high and most incidents that meet reporting requirements are submitted. Operators must submit reports within 30 days of an incident or face penalties for non-compliance. Pipeline operators can supplement incident reports at any time after the original submittal. Often, pipeline incidents categorized as serious incidents can be under investigation for a long time, meaning the final cause (and therefor jurisdiction) may not be finalized for months after the incident. This can cause changes in serious incident counts when the final supplemental reports are submitted.

Reliability: All incident data are collected on OMB-approved forms online. Detailed OMB-approved instructions for incident reports are available on the PHMSA website. Validation checks are run in the online instrument prior to submittal to ensure all required data fields have been populated.

Verification and Validation: PHMSA routinely cross-checks incident reports against other sources of data, such as immediate notifications provided to the NRC and media outlets. PHMSA inspectors also regularly discuss incidents with operator personnel during routine inspections. PHMSA staff are responsible for reviewing each incident report to ensure the data matches information gained during PHMSA investigation or media reports. Pipeline operators have online access to each report they have submitted. On the PHMSA website, the public can download all the incident raw data or view 20-year trend lines of pipeline incident data with views of individual report data available.

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

Lead: FMCSA

Indicator: Number of web page views

Scope: *Our Roads, Our Safety* is a national safety campaign encouraging all road users to share the road safely with large trucks and buses. As part of the campaign, Federal Motor Carrier Safety Administration (FMCSA) offers a wide range of materials to help raise awareness about safe riding, walking, and driving practices around large trucks and buses. The strategy to achieve the campaign's goal of educating the American public is two-fold: 1) Directly disseminating safe driving tips and information via paid, owned, and earned media tactics; 2) Directing stakeholders to the *Our Roads, Our Safety* outreach toolkit, which provides them with turn-key educational resources they can share with their networks. By increasing the overall impressions of its campaign advertisements, FMCSA is ensuring an increased number of people have seen this safety information. In addition, by increasing traffic to the FMCSA website, including its outreach toolkit, FMCSA is equipping more users with helpful information they can disseminate to their networks. Ultimately, these increased measures will allow FMCSA to gauge the level of public awareness it is creating through its various campaign efforts.

Sources/Commonly Used Data Source: *Our Roads, Our Safety* public website analytics; Facebook social insights, and campaign tracking tools and results.

Statistical Issues: Determining how many users are unique or return users; weeding out potential spammers and bots from data monitoring.

Completeness: Website monitoring is completed both manually by the Office of Communications staff and through automated monitoring techniques. Information tracked includes the number of visitors to the site, overall visit length, website speed, and website bounce rate.

Reliability: While the awareness campaign itself can technically be sustained with or without the partners, the success of the partnership aspect of the program depends on the participation and engagement of the partners who are currently a part of this effort.

Verification and Validation: FMCSA staff verify and validate the automated and manually collected data.

1.1.19 Increase the Percentage of Person Trips to Work by Transit and Active Transportation Modes from Roughly 4% in 2020 to 6%

Lead: FTA

Indicator: Percentage of Person Trips to Work by Transit and Active Transportation Modes

Scope: The numerator is the number of workers aged 16 years or over commuting to work using transit, walking, or bicycling. The denominator is the total number of workers aged 16 years or over (including teleworkers and those commuting by taxi).

Sources/Commonly Used Data Source: U.S Census Bureau (Census) ACS, Means of Transportation to Work data, 1-year estimates.

Statistical Issues: ACS is sample based. The Census provides both 1-year and 5-year estimates. The lowest margins of error are in the 5-year estimates, which are slightly slower to move. The Federal Transit Administration (FTA) uses the 1-year estimates because they reflect the most accurate on-the-ground information for the fast-moving transit and active transportation ridership. The Census recommends 1-year data for analyzing large populations.

Completeness: ACS 2020 data (1-year estimates) are not available from the Census because the pandemic disrupted data collection for that year.

Reliability: ACS data are collected on a calendar-year basis. Data are published in December of the following year. ACS 2022 data were published in December 2023 (federal fiscal year 2024).

Verification and Validation: The Census uses best practices for sample verification and validation, including imputations, disclosure avoidance, application of release rules and review by subject matter experts. To make the data comparable across time, the Census crosswalks any changes to ACS questions, and validates current estimates against prior data.

1.1.20 Increase Transit Ridership in the Top Transit Cities Back to 100% of 2019 Levels

Lead: FTA

Indicator: Median Transit Ridership in the Top Transit Cities Compared to 2019 Median Ridership

Scope: For each of the 26 Top Transit Cities, the numerator is total transit unlinked passenger trips (UPT) from October through September for the current year cycle and the denominator is total transit UPT from October 2018 to September 2019. Data for rural and urban reduced reporters are not included in this measure. The calculation is the median of the values for the Top Transit Cities.

The top transit cities are the 26 urbanized areas (UZA) which met at least one of the following two conditions in 2019:

- Transit operators reported 50 million or more passenger trips; or
- Transit operators reported 50 miles or more of local transit rail investment.

This performance indicator is a median of the above measure.

Sources/Commonly Used Data Source: FTA's NTD. See the Commonly Used Data Sources section for information on NTD data.

1.1.21a Through the Safe Streets for All Program announce at least 200 selections for communities to develop comprehensive safety action plans

Lead: FHWA

Indicator: Number of communities receiving awards to develop comprehensive safety action plans from the SS4A Program

Scope: The Safe Streets and Roads for All Program (SS4A) awards grants to eligible applicants to develop comprehensive safety action plans ("strategies" to reduce fatalities). Availability of SS4A grant funding is announced in an annual Notice of Funding Opportunity (NOFO) and extensive outreach is conducted to alert communities to the grant opportunity and to provide resources and information that will support successful applications.

Sources/Commonly Used Data Source: The NOFO and SS4A website[4], as well as ongoing outreach activities, provide critical information that is streamlined and easy to understand, such as application aids, FAQs, and other resources to help eligible entities submit a successful application. Applications for the SS4A program are submitted and tracked through Grants.gov. They are then imported into an application intake and evaluation system that tracks applicant type (local agency, MPO, etc.), grant type (i.e., comprehensive safety action plan, safety project), grant application evaluation results, award status, award amount, and other applicant information.

Statistical Issues: No known variability or statistical issues.

Completeness: No known limitation due to missing data.

Reliability: Data will be consistent based on tracking grant applications and awards through trusted systems (i.e., Grants.gov) with quality controls that are built in.

Verification and Validation: Data are verified and validated through the intake and evaluation process.

1.1.21b Through the Safe Streets for All Program Announce at Least 100 Selections for Projects to Reduce Roadway Fatalities and Injuries

Lead: FHWA

Indicator: Number of communities receiving awards for projects from the SS4A Program

Scope: The SS4A awards grants to eligible applicants to implement safety projects ("interventions" to reduce fatalities and serious injuries). Availability of SS4A grant funding is announced in an annual NOFO and extensive outreach is conducted to alert communities to the grant opportunity and to provide resources and information that will support successful applications.

For more information, see "1.1.21a Through the Safe Streets for All Program announce at least 200 selections for communities to develop comprehensive safety action plans."

4 https://www.transportation.gov/grants/ss4a/2023-awards

Strategic Objective 1.2: Safe Workers

1.2.1 Reduce Highway Workers Fatalities

Lead: FHWA

Indicator: Number of Highway Workers Fatalities

Scope: While work zones play a critical role in maintaining and upgrading our roads, crashes in and near work zones impact everyone. Factors such as the amount of construction work being done alongside varying traffic volumes as well as the use of night work may impact safety considerations for highway workers. FHWA develops and deploys solutions and strategies that enable agencies to incrementally and continuously improve work zone management and maintain the safety of all road users (motorists, bicyclists, pedestrians) and workers. Each year in the spring, National Work Zone Awareness Week is held to bring national attention to motorist and worker safety and mobility issues in work zones. Since 1999, FHWA has worked with the American Association of State Highway and Transportation Officials and the American Traffic Safety Services Association to coordinate and sponsor the event. In addition to holding the FY 2023 National Work Zone Awareness Week, FHWA will continue conducting training initiatives with industry, updating work zone regulations, and pursuing research and technology deployment activities to improve safety.

Sources/Commonly Used Data Source: FHWA gathers information on the number of highway worker fatalities occurring in work zones using the Bureau of Labor Statics (BLS) Census of Fatal Occupational Injuries (CFOI) and NHTSA/FARS. For tracking performance under this goal, FHWA will use BLS CFOI data. FHWA is not able to provide fatality or serious injury rates.

Statistical Issues: Comparable rates are not available for work zones for two reasons: 1) lack of VMT or other exposure methods to estimate the amount of traffic in work zones, and 2) lack of a national comprehensive database for non-fatal motor vehicle injuries. The data (through NHTSA/FARS) are only available on annual basis and lag the current year. Similar issues exist with the BLS CFOI data.

Completeness: The NHTSA FARS data identifies all fatalities occurring on public roads nationally. However, identification of pedestrian fatalities that are highway workers is not consistently identified in the FARS database, making it difficult to track highway worker fatality data year to year. The ability to identify workers at road construction sites who are killed appears to be more comprehensive and consistent from year to year in the BLS CFOI database.

Reliability: The availability of the NHTSA FARS and BLS CFOI data are reliable.

Verification and Validation: NHTSA FARS and BLS CFOI data undergo extensive verification and validation prior to release. For information on the FARS data, see the Commonly Used Data Sources section for information on FARS data verification and validation. The issue pertaining to the inability to identify highway worker fatality in the FARS database is more attributable to the incompleteness of information included in the crash report forms filled out by law enforcement that are used to generate the entries in those databases. BLS CFOI data may have similar reporting and coding issues.

1.2.2 Complete the Heavy-Duty Truck Study by 2029

Lead: FMCSA

Indicator: Heavy Truck Operators' Fatality Rate

Scope: The number of fatalities included in FARS is a count of heavy truck operator deaths occurring within 30 days of a crash involving large trucks traveling on a traffic way customarily open to the public within the 50 States, the District of Columbia, and Puerto Rico. The rate is calculated using the number of heavy truck operator deaths and total VMT. VMT includes all vehicle miles traveled by all types of vehicles including:

- Passenger cars
- Motorcycles
- Buses
- All two-axle, four-tire vehicles (including vans, pickup trucks, and sport/utility vehicles)
- Single unit two-axle, six-tire-or-more trucks; and
- Combination trucks

Sources/Commonly Used Data Source: Roadway fatality data are obtained from NHTA's FARS database. See the Commonly Used Data Sources section for information on FARS data source.

A large truck is defined in FARS as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds.

1.2.3 Reduce Transit Worker Fatalities and Injuries from Collision and Derailment Events per 100 Million Train/Bus Revenue Miles

Lead: FTA

Indicator: Number of Transit Worker Fatalities and Injuries from Collision and Derailment Events per 100 Million Train/Bus Revenue Miles

Scope: Number of NTD-reportable transit worker fatalities and injuries resulting from transit vehicle collisions and derailment events at rail and bus modes, excluding suicides, per 100 million train/bus revenue miles. This measure includes rail transit systems subject to FTA's SSO Program. Those agencies which do not

receive FTA funding—and, therefore, are not subject to the SSO Program—and those that are regulated by the FRA are excluded. The measure also excludes Amtrak and all aerial tramway systems.

Fatalities and injuries data are collected from most other non-rail transit systems that report to the NTD. This excludes fatalities from those systems that do not report to the NTD and fatalities from rural transit systems and small urbanized systems that receive a small system reporting waiver.

Includes all transit worker fatalities and injuries resulting from non-suicide transit vehicle collisions and events where a rail transit vehicle derails.

Includes Injury: Any damage or harm to persons as a result of an event that requires immediate medical attention away from the scene.

Includes Serious Injury: Injuries that may or may not require transport from the scene for medical attention that result in any one of the following:

- Requires hospitalization for more than 48 hours, commencing within 7 days from the date of the event,
- Results in a fracture of any bone (except simple fractures or fingers, toes, or nose),
- Causes severe hemorrhages, nerve muscle, or tendon damage,
- Involves an internal organ, or
- Involved second-degree burns affecting more than 5 percent of the body surface.

Includes Fatality: A death confirmed within 30 days of a reported event. It does not include deaths in or on transit property that are a result of illness or other natural causes.

Excludes suicide events.

Sources/Commonly Used Data Source: NTD Monthly Safety Reports for fatality and injury data and the NTD Monthly Service Reports for train/bus revenue miles data. See the Commonly Used Data Sources section for information on NTD data.

1.2.4 Reduce the Railroad Employee On-Duty Injury and Illness Rate by 5% Less than the Prior Year Amount

Lead: FRA

Indicator: Railroad Employee On-Duty Injury and Illness Rate

Scope: Railroads report employee on duty injuries and fatalities on FRA form F6180.55a, Railroad Injury and Illness Summary. The number of railroad operational employee on-duty fatalities is determined by reviewing all railroad employee on-duty fatalities reported and categorizes them into three types: operational, natural cause, and other. Operational are those in which the employee was engaged in activities related to the operations of the railroad, excluding natural causes such as heart attacks or other medical emergencies unrelated to the performance of the employee's work duties and other causes such as crimes (e.g., murder) or accidents (e.g., driving accident while transiting to a work site) unrelated to operational work.

Sources/Commonly Used Data Source: See the Commonly Used Data Sources section for information on the Railroad Safety Information System (RSIS) data.

1.2.6 Conduct Random and Targeted Checks for Compliance with EMBARC Standards of Not Less than Five Percent of Commercial Vessels that Host Cadets from the United States Merchant Marine Academy

Lead: MARAD

Indicator: Percentage of Commercial Vessels that Host Cadets from the USMMA Checked for Compliance with EMBARC Standards Annually

Scope: The Maritime Administration (MARAD) conducts both random and targeted checks of not less than five percent annually of U.S.-flag commercial vessel operators who host cadets on their vessels to ensure they are meeting the requirements of Every Mariner Builds a Respectful Culture (EMBARC) Sexual Assault and Sexual Harassment (SASH) Prevention Mandatory Standards. The EMBARC Standards are a set of policies, programs, procedures, and practices to help strengthen a culture of SASH prevention and support appropriate responses to incidents of sexual violence, sexual harassment, and other forms of misconduct. Accession into EMBARC must be completed as a prerequisite before U.S.-flag vessel commercial operators will be authorized to employ United States Merchant Marine Academy (USMMA) students as cadets aboard their vessels. MARAD works closely with the vessel operators to ensure compliance with the EMBARC Standards. This includes ensuring each vessel operator has SASH prevention and response policies in place and are documented within their Safety Management System; Vessel operators shall submit copies of their SASH policies together with the enrollment checklist and statement of compliance document which is reviewed and approved by the MARAD. Each vessel operator agrees to conduct self-assessments of its compliance with the EMBARC Standards annually thereafter and submits confirmation of such self-assessments. Further, each vessel operator agrees to permit MARAD—including third parties engaged by MARAD—to conduct recurring assessments of its compliance with the EMBARC Standards. For FY 2024, there are 22 vessel operators enrolled in EMBARC, with a combined total of approximately 180 United States commercial vessels under their control eligible to host USMMA Cadets.

Sources/Commonly Used Data Source: MARAD relies on the U.S.-flag vessel operators for all data and information necessary for MARAD to determine compliance of an enrolled vessel operator, adhering to the requirements of the EMBARC Standards. MARAD also relies on the USMMA to provide the data for each cadet, the

vessel which each cadet is training onboard, when they join and when they depart any vessel.

Statistical Issues: MARAD will conduct both random and targeted checks of not less than 5 percent in FY 2024, as well as FY 2025, of the commercial vessels that host cadets from USMMA for compliance with EMBARC Standards, consistent with the 46 USC 51322 mandated requirement for 10 percent biennially. Vessels are only eligible to host USMMA Cadets for Sea Year training if they are enrolled in the EMBARC program. Five percent will be based upon a three-year running average of vessels who participate.

Completeness: MARAD continues to work closely with the vessel operators to ensure they comply with the EMBARC Standards. This includes ensuring each vessel operator maintain SASH policies in place and a statement of compliance; agree to conduct self-assessments of its compliance with the EMBARC Standards annually thereafter, and to submit confirmation of such self-assessments. MARAD received, reviewed, and accepted all annual self-assessments submitted by companies who have reached their anniversary date of enrollment.

Reliability: Each vessel operator agrees to comply with the EMBARC standards in order to enroll as a carrier and remain approved for sea-year participation. Each vessel operator is required to have their SASH prevention and response policies in place, and it must be documented within their Safety Management System (SMS). Vessel operators shall submit copies of their SASH policies together with the enrollment checklist and statement of compliance document which is reviewed and approved by the MARAD EMBARC Enrollment Review Team (EERT) and then forwarded for recommendation and final approval by the Deputy Associate Administrator for Maritime Education and Training. Each vessel operator agrees to conduct self-assessment of its compliance with the EMBARC Standards annually thereafter and submit confirmation of such self-assessments. Further, each vessel operator agrees to permit MARAD—including third parties engaged by MARAD—to conduct recurring assessments of its compliance with the EMBARC Standards. Conformity with EMBARC standards will be reviewed regularly during vessel audits, and during each annual verification of the enrolled operator company's compliance assessment. Further, because the EMBARC Standards require the SASH policies and procedures to be included in their SMS, the EMBARC program will be subject to regulatory oversight during periodic verifications by the United States Coast Guard (USCG) recognized organization and the vessel through initial, intermediate, and renewal verifications of the operator's entire SMS. In addition, MARAD also conducts independent EMBARC enrolled vessel operator's office location visit assessments. This is to ensure the vessel operators comply with EMBARC standards at the company level.

Verification and Validation: MARAD can ensure validation and verification through data collected directly from vessel operators through random and targeted validation checks of vessels, authorized by law to do so, and guided by internally vetted standard operating procedures for vessel and operator assessments. MARAD also collects updated data and information received from submission of vessel operator's annual self-assessments. The operator is required to provide such information annually or when requested by MARAD to remain an approved EMBARC participant.

Strategic Objective 1.3: Safe Design

1.3.1 Increase the Highway Safety Improvement Program Obligation Rate

Lead: FHWA

Indicator: Highway Safety Improvement Program Obligation Rate

Scope: The obligation rate is the ratio of the Highway Safety Improvement Program (HSIP) cumulative obligations to the cumulative apportionments for all 50 States and the District of Columbia.

Sources/Commonly Used Data Source: HSIP obligation data are derived using the Fiscal Management Information System (FMIS). Combined obligations include authorization act funding for HSIP; High-Risk Rural Roads; Vulnerable Road User Safety; Specified Safety Projects; and Rail Highway Crossing Program. Apportionments are derived from the Supplementary Tables. Apportionments pursuant to the applicable authorization Acts as posted annually to: https://www.fhwa.dot.gov/legsregs/directives/notices/

Statistical Issues: Measure variability may be impacted by advance construction obligations. Also, the national obligation rate is measured annually after the end of the FY, so there may be variability if reported quarterly. Also, planning and implementing projects takes time, so an influx of additional funding and/or new infrastructure bill requirements that impact the administration of the HSIP may cause variability in the measure.

Completeness: While apportionments are not reliant on appropriations as the funding is contract authority provided in an authorization act, the ability to obligate apportionments is dependent on obligation limitation provided in an appropriations act. Under a Continuing Resolution, FHWA does not receive a full-year obligation limitation and, therefore, obligations of HSIP apportionments may be constrained during the Continuing Resolution period.

Obligation data are current as FMIS captures obligations in real time.

Reliability: HSIP funding obligation rates are not necessarily a reflection of a State's commitment to safety. There are many other ways to fund safety improvements. Obligation rates do not necessarily provide explanations as to why rates are high or low, or how safe highways may be in each State. Obligation rates do not include safety improvements that are planned, but not yet obligated, do not include the transfer of funds to another agency, and do not reflect safety spending through other core programs such as the Surface Transportation Block Grant Program or the National Highway Performance Program, or funded by non-Federal funds.

Verification and Validation: HSIP apportionments are contained in Notices that are reviewed by various offices within FHWA and then signed by the FHWA Administrator (or Acting Administrator). The apportionments are loaded into FMIS via file upload and are reviewed for accuracy by the Budget Execution & FMIS Team. HSIP obligations are based on project authorizations in FMIS, which are signed off on by the State and two levels of reviewers within the FHWA Division.

1.3.2 By FY 2027, Increase the Number of Onsite Safety Investigations by 50% from 6,969 in 2021 to 10,454 or More

Lead: FMCSA

Indicator: Number of Compliance Reviews

Scope: FMCSA's onsite safety investigations ensure carriers are meeting safety requirements. Investigations occur before a carrier is granted a standard operating authority and can occur at any time, especially if an accident, violation, or failed new entrant safety audit recently occurred. During an investigation, FMCSA reviews all motor carrier, driver, and vehicle requirements for the carrier's entire operation, including commercial-zone and long-haul operations, to ensure proper safety management controls are in place. Afterwards, FMCSA issues a compliance report with a rating of satisfactory, conditional, or unsatisfactory. FMCSA will work with carriers to bring them into compliance but may issue an out-of-service order if the safety issues are not addressed within a reasonable time frame.

Sources/Commonly Used Data Source: FMCSA's MCMIS data. See the Commonly Used Data Sources section for information on MCMIS safety investigations data.

1.3.3 Increase the Number of New Entrant Safety Audits by 25% by 2027

Lead: FMCSA

Indicator: Number of New Entrant Safety Audits

Scope: Motor carriers must undergo a safety audit within the first 12 months of their operations to complete the New Entrant Program. A Safety Audit is a review of a motor carrier's records designed to verify that a carrier has basic safety management controls in place to ensure compliance with applicable Federal Motor Carrier Safety Regulations (FMCSRs), Hazardous Materials Regulations (HMRs), and related record-keeping requirements. The audit is conducted by an FMCSA-certified auditor at the carrier's place of business, or electronically, by submitting relevant documents to FMCSA online or via mail or fax. FMCSA will tell carriers which type of audit they have been selected for by phone or mail. During the Safety Audit, carriers will be asked to submit documentation that verifies that they have established

effective safety management controls. Auditors may request documents related to drivers and vehicles, as well as general operating procedures and record-keeping requirements.

Sources/Commonly Used Data Source: FMCSA's MCMIS data. See the Commonly Used Data Sources section for information on MCMIS new entrant safety audit data.

1.3.4 By 2026, Announce the Selection of Grants to Fund the Separation of at Least 50 of the Highest Risk Grade Crossings

Lead: FRA

Indicator: Announce the Selection of Grants to Fund the Separation of at Least 50 of the Highest Risk Grade Crossings by 2026

Scope: This indicator includes projects funded under the Railroad Crossing Elimination (RCE) program or the Consolidated Rail Infrastructure and Safety Improvement (CRISI) program. Under the RCE program, FRA intends to prioritize grade separation projects but has the ability to fund a wide range of projects that improve the safety and mobility of people and goods at highway-rail or pathway-rail grade crossings. There is a broader range of eligible projects under the CRISI program, therefore, FRA is not able to favor grade crossing separations over other improvement projects.

Sources/Commonly Used Data Source: Applications and grant agreements for selected projects under RCE and CRISI include detailed scopes of work and project locations. The projects will be selected based on their respective technical merit and project benefit reviews that are conducted as part of the application evaluation process. Applications include grade crossing identification numbers (IDs) which are utilized to determine the crossing risk level based on FRA grade crossing incident data contained in FRA's Railroad Accident and Incident Reporting Subsystem.

Statistical Issues: None

Completeness: OST and FRA control and track the grant application process. Applications are required to have a complete proposal of all aspects of the project, to include specific grade crossings to be improved and information on the types of improvements to be made. Scope changes may take place after an application is submitted and selected as part of the grant award and obligation process. However, since grade crossing incidents and data are cataloged, the actual crossing improvements and/or closures funded by FRA are considered to be sufficiently tracked.

Reliability: Both RCE and CRISI require applicants to provide geospatial data (such as latitude and longitude) as well as the respective highway-rail grade crossing ID(s) that would be involved in the project. This not only enables FRA to track the respective highway-rail grade crossing but also enables FRA to determine the risk level of the grade crossings being funded for separation. FRA defines a high-risk crossing as one with 3 or more incidents in the past five fiscal years. Data on grade crossing incidents are reported by the railroads, validated by FRA staff, and are stored within FRA systems (as described under Goal 1.1.13).

Verification and Validation: Improvements funded by grant programs are subject to FRA's risk-based monitoring and risk assessment process, including site visits, routine monitoring, and regular validation of grant-funded work against milestones in the grant agreement. This continues through the life of the grant, and any issues are appropriately measured, assessed, and resolved by FRA staff and project sponsors. An example of this effort can be seen through the monthly/quarterly reports that grantees provide FRA as a condition of the grant agreement.

1.3.5 Provide Ratings for At Least 85% of the Projected Sales for the Model Year (MY) Fleet

Lead: NHTSA

Indicator: Percentage of 5-Star Safety Ratings by Model Year through New Car Assessment Program Vehicle Safety Testing

Scope: Each year, NHTSA tests new passenger cars, light trucks, sport utility vehicles, and minivans and rates them under the 5-Star Safety Ratings Program. Five stars indicate the highest safety rating, and one star indicates the lowest. As part of the New Car Assessment Program (NCAP), the 5-Star Safety Ratings Program evaluates how well vehicles perform in crash tests and rollover resistance tests to help consumers make informed decisions about safety when purchasing a vehicle. Vehicle safety ratings are provided at the point of sale on the window sticker that is applied to new vehicles, on NHTSA's website, and through other consumer information outlets. This provides consumers with a reliable, transparent, and unbiased assessment of the safety performance of light vehicles (with gross vehicle weight ratings of 10,000 pounds or less) that are sold in the United States.

Sources/Commonly Used Data Source: NHTSA's official test results from test vehicles conducted under NCAP.

Statistical Issues: None.

Completeness: NHTSA conducts crash testing on approximately 85 percent of the new vehicle fleet.

Each year, NHTSA selects a number of vehicle models to be tested under NCAP. The Agency purchases vehicles at various dealerships just like consumers would. Vehicles are then delivered to NHTSA's contracted test labs to assess the occupant protection performance. Once all relevant tests are conducted and the quality control of the

test data are completed, NHTSA assigns ratings to test vehicles using the 5-Star Safety Ratings System. A vehicle's overall vehicle score combines results from the frontal crash tests, side crash tests, and rollover resistance test(s) into one rating that indicates the overall protection to a vehicle occupant if the vehicle is involved in a crash. NHTSA also assigns ratings by seating position for the individual test modes.

Reliability: NHTSA has developed detailed control mechanisms to ensure that the crash testing protocols are repeatable and reproducible for crash tests conducted across all brands and vehicle types. The data are carefully reviewed for any potential anomalies.

Verification and Validation: NHTSA's protocols for conducting crash tests have been developed, verified, and refined (when necessary) over the years since the establishment of NCAP in 1978. The test procedures are similar to those set forth in the relevant Federal Motor Vehicle Safety Standards.

Strategic Objective 1.4: Safe Systems

1.4.1 By September 30, 2025, the Federal Aviation Administration's Range of Programs Will Contribute to the Commercial Air Carrier Fatality Rate Remaining Below the Target of 4.4 Fatalities per 100 Million Persons on Board

Lead: FAA

Indicator: Commercial Air Carrier Fatalities Rate

Scope: This indicator includes both scheduled and nonscheduled flights of United States passenger and cargo air carriers (14 CFR Part 121) and scheduled passenger flights of commuter operators (14 CFR Part 135). It excludes on-demand (i.e., air taxi) services and general aviation (GA). Accidents involving passengers, crew, ground personnel, and the un-involved public are all included.

Sources/Commonly Used Data Source: The data on commercial fatalities come from NTSB's Aviation Accident Database. All but a small share of the data from persons on board comes from the air carriers, who submit information for all passengers on board to the Office of Airline Information within BTS. Additionally, Federal Aviation Administration (FAA) estimates crew on board based on the distribution of aircraft departures by make and model, plus an average of 3.5 persons on board per Part 121 cargo flight.

Statistical Issues: Both accidents and passengers on board are censuses, having no sampling error. The crew on board is an estimate with a small range of variation for any given make and model of aircraft. Departure data and enplanements for Part 121 are from the BTS. The crew estimate is based on fleet makeup and crew requirements per number of seats.

For the current fleet, the number of crew is equal to about seven percent of all Part 121 enplanements. The average number of cargo crew on board is 3.5 per departure, based on data from subscription services such as Cirium, a proprietary database used by insurers to obtain information such as fleet mix, accidents, and claims. Cargo crews typically include two flight crew members, and occasionally another pilot or company representative or two deadheading passengers. Part 135 data also comes from BTS and Cirium databases but is not as complete. The Office of Aviation Policy and Plans verifies with the operators when it identifies gaps in the data. Based on previous accident and incident reports, the average Part 135 enplanement is five per departure. Crew estimates for Part 135 are based on previous accident and incident data. Any error that might be introduced by estimating the crew will be very small and will be overwhelmed by the passenger census. Importantly, the fatality rate is low and could significantly fluctuate from year to year due to a single accident.

Completeness: FAA does comparison checking of the departure data collected by BTS. These data are needed for crew estimates. However, FAA has no independent data sources against which to validate the numbers submitted to BTS. FAA compares its list of carriers to the USDOT list to validate completeness and places the carriers in the appropriate category (i.e., Part 121 or Part 135). The number of actual persons on board for any given period is considered preliminary for up to 18 months after the close of the reporting period. This is due to amended reports subsequently filed by the air carriers. Preliminary estimates are based on projections of the growth in departures developed by the Office of Aviation Policy, Planning, and Environment (APL). However, changes to the number of persons on board should rarely affect the annual fatality rate.

To overcome reporting delays of 60 to 90 days, FAA must rely on historical data, partial internal data sources, and Official Airline Guide (OAG) scheduling information to project at least part of the fiscal year activity data. FAA uses OAG data until official BTS data are available. The final result for the air carrier fatality rate is not considered reliable until BTS provides preliminary numbers. Due to reporting procedures in place, it is unlikely that the calculation of future fiscal year departure data will be markedly improved. This

lack of complete historical data on a monthly basis and independent sources of verification increases the risk of error in the activity data.

Reliability: Results are considered preliminary based on projected activity data. Most accident investigations are joint undertakings. The NTSB has the statutory responsibility to determine probable cause, while FAA has separate statutory authority to investigate accidents and incidents to ensure that FAA meets its broader responsibilities. FAA's own accident investigators and other FAA employees participate in all accident investigations led by NTSB investigators. The FAA uses performance data extensively for program management, personnel evaluation, and accountability.

Verification and Validation: NTSB and the Office of Accident Investigation and Prevention (AVP) confer periodically to validate information on the number of fatalities. Accident data are considered preliminary. Results are considered final when all those accidents have been reported in the NTSB press release published early in the following year. FY 2025 results will therefore be final after the 2026 press-release. In general, however, the number of fatalities is not likely to change significantly between the end of the fiscal year and the date they are finalized.

1.4.2 By September 30, 2025, the Federal Aviation Administration's Range of Programs Will Contribute to Reducing General Aviation Fatal Accidents to No More Than 0.92 Fatal Accidents per 100,000 Flight Hours

Lead: FAA

Indicator: General Aviation Fatal Accident Rate

Scope: This indicator includes United States registered on-demand (non-scheduled Title 14 Code of Federal Regulations (14 CFR) Part 135) and GA flights to include everything not Part 121 or Scheduled Part 135.

GA comprises a diverse range of aviation activities, from single-seat homebuilt aircraft, helicopters, and balloons, single and multiple engine land and seaplanes, to highly sophisticated, extended range turbojets.

Sources/Commonly Used Data Source: The data for GA fatal accidents come from the NTSB Aviation Accident Database. Aviation accident investigators, under the auspices of the NTSB, develop the data. Annual flight hours are derived from FAA's annual GA and Part 135 Activity Survey. FAA's Forecast and Performance Analysis Division provides current-year estimates.

Statistical Issues: The NTSB finalizes the actual number of GA fatal accidents. Since this is a simple count of accidents, there are no statistical issues relevant to the data.

The GA community and the General Aviation Joint Safety Committee (GAJSC), as part of the Safer Skies initiative, recommended the development of a data collection program that will yield more accurate and relevant data on GA demographics and utilization. Improved GA survey and data collection methodologies have been developed based on recommendations coming from the Safer Skies initiative that encompasses the GA community and the GAJSC. As a result of these efforts, FAA, working with the General Aviation Manufacturers Association (GAMA), the NTSB, and other aviation industry associations, has made many improvements to the survey. An improved survey was initiated in FY 2004. These annual surveys created, for the first time, a statistically valid report of activity on which the GA community could agree. First, the sample size has significantly increased. Second, a reporting form has been created to make it much easier for organizations with large fleets to report. Third, the agency worked with the Aircraft Registry to improve the accuracy of contact information. Each year, significant improvements are being made to substantially improve the accuracy of the data.

The GAJSC, the Safety Analysis Team of the GAJSC, and the General Aviation Data Improvement Team worked closely with the GA community and industry to develop this performance indicator and target. There was unanimous support and consensus for the indicator and target.

Completeness: The number of GA fatal accidents, even when reported as preliminary, is very accurate. NTSB and the Office of AVP confer periodically to validate information on the number of fatalities. NTSB usually completes investigations and issues reports on accidents that occur during any fiscal year by the end of the next fiscal year. Results are considered final when all those accidents have been reported in the NTSB press release published early in the following year. For example, FY 2025 results will be final after the FY 2027 press release. In general, however, the numbers of fatalities are not likely to change significantly between the end of the fiscal year and the date they are finalized. GA survey calendar hours are finalized by December 31 of the following year. Hence, the fatal accident rate for FY 2025 will not be considered final/complete until December 31, 2027.

Reliability: Results are considered preliminary based on projected activity data. Most accident investigations are joint undertakings. NTSB has the statutory responsibility to determine probable cause, while FAA has separate statutory authority to investigate accidents and incidents to ensure that FAA meets its broader responsibilities. The FAA's own accident investigators and other FAA employees participate in all accident investigations led by NTSB investigators. The FAA uses performance data extensively for program management, and personnel evaluation and accountability.

Verification and Validation: The NTSB finalizes the actual number of GA fatal accidents as the authoritative source. The FAA's Forecast and Performance Analysis Division provides current year flight hour estimates. Annual flight hours used to compute the final result are derived from the FAA's annual GA and Part 135 Activity Survey.

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

Lead: FAA

Indicator: Weighted Surface Safety Risk Index

Scope: The Surface Safety indicator measures the overall safety performance of the National Airspace System (NAS) in the runway environment. It includes all manner of operations (commercial and other types), aircraft, and vehicle/pedestrian movement that occur in that environment. It includes runway collision accidents, runway excursion accidents, taxiway collision accidents, runway incursion incidents, runway excursion incidents, and taxiway surface incidents. The definition of operations is total takeoffs and landings. Commercial and Non-Commercial operations are measured separately. The Air Traffic Organization (ATO) considers operations under FAR Parts 121, 129, and 135 commercial operations and all other operation types as non-commercial.

Sources/Commonly Used Data Source: The NTSB database is the primary source of runway accident data. Runway excursion data are supplemented by AVP's Aviation System Analysis and Sharing (ASIAS) database, which aggregates runway excursion data from multiple sources. Air traffic controllers and pilots are the primary source of runway incursion and surface incident reports. The data are recorded in the Comprehensive Electronic Data Analysis Reporting (CEDAR) system. CEDAR replaced the FAA Air Traffic Quality Assurance (ATQA) database for the ATO. Preliminary incident reports are evaluated when received and evaluation can take up to 90 days. Aviation Risk Identification Assessment (ARIA) is a new source that provides additional data for evaluating events. The ARIA algorithm computes a potential risk score for two aircraft based upon proximity to one another. Operations data used to calculate the runway incursion rate are provided via Operational Network (OPSNET) and are downloaded directly from the FAA Operations and Performance Data database.

Statistical Issues: Categorization of the various accidents is performed using statistical modeling, which is prone to sampling error.

Completeness: The FAA verifies and validates the accuracy of runway incursion and surface incident data through the initial validation process followed by quality assurance and quality control reviews. Reconciliation of the databases is conducted monthly, and anomalies are explored and resolved. In cases where major problems are identified, a request to re-submit is issued. The FAA conducts annual reviews of reported data and compares them with data reported from previous years. Annual runway incursion incident data are used to provide a statistical basis for research, analysis, and outreach initiatives.

The Surface Safety indicator will be recalculated if accidents or incidents are reported late or if operations data are retroactively adjusted.

Reliability: A classification algorithm with approximately 95 percent accuracy is used to classify NTSB events as runway collisions, taxiway collisions, or runway excursions. Given this classification error, there is a small chance that irrelevant accidents will be included in the Surface Safety Indicator calculation or relevant accidents will be excluded.

External Factors, contributing to runway accidents and incidents, are the result of an error by an air traffic controller, pilot, and/or vehicle/pedestrian event. The FAA has direct influence on air traffic controller performance, but indirect influence on pilots and airport personnel.

Verification and Validation: The FAA verifies and validates the accuracy of runway incursion and surface incident data through the initial validation process followed by quality assurance and quality control reviews. Reconciliation of the databases is conducted monthly, and anomalies are explored and resolved. In cases where major problems are identified, a request to re-submit is issued.

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

Lead: FAA

Indicator: Weighted Surface Safety Risk Index

Scope: The Surface Safety Indicator measures the overall safety performance of the NAS in the runway environment. It includes all manner of operations (commercial and other types), aircraft, and vehicle/pedestrian movement that occur in that environment. It includes runway collision accidents, runway excursion accidents, taxiway collision accidents, runway incursion incidents, runway excursion incidents, and taxiway surface incidents. The definition of operations is total takeoffs and landings. Commercial and Non-Commercial operations are measured separately. The Air Traffic Organization (ATO) considers operations under FAR Parts 121, 129, and 135 commercial operations and all other operation types as non-commercial.

Sources/Commonly Used Data Source: See "1.4.3 Maintain the Weighted Surface Safety Risk Index at or Below 0.38 per Million Operations for Commercial Aviation."

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

Lead: FAA

Indicator: Fatal and Serious Injury Accident Rate in Alaska

Scope: The Tiger Team is developing a single document that will incorporate the FAA Alaska Aviation Safety Initiative (FAASI) FY 2022 Final Report and the FY 2023 roadmap. The FAASI Tiger Team was formed from organizational leadership across multiple lines of

businesses in the FAA to carry out the FAASI mission. The team will use the roadmap to engage stakeholders on timelines in the roadmap.

Stakeholder engagement is a priority of FAASI and will be incorporated at least annually by FAA as FAA moves FAASI forward.

Sources/Commonly Used Data Source: FAASI Final Report; NTSB Charting Safer Course 2019.

Statistical Issues: N/A

Completeness: Regular Tiger Team collaboration will result in a final report.

Reliability: Meaningful stakeholder engagement will result in a reliable product aimed at enhancing aviation safety in Alaska.

Verification and Validation: N/A

1.4.6 Increase the Number of Inspections by 10% by 2024

Lead: FMCSA

Indicator: Number of Inspections

Scope: A roadside inspection is an examination of a vehicle, driver, or both to ensure that the motor carrier is complying with Federal safety regulations. Roadside inspections are often conducted by law enforcement officials at weigh stations, agricultural checkpoints, or when a vehicle is pulled over during a routine traffic stop. Roadside inspections are only completed by certified inspectors based on criteria developed by the Commercial Vehicle Safety Alliance (CVSA). Data from roadside inspections is input into FMCSA's Safety Measurement System (SMS) as part of the motor carrier's safety compliance record.

Sources/Commonly Used Data Source: FMCSA's MCMIS inspection data. See the Commonly Used Data Sources section for information on MCMIS inspection data.

1.4.7 Increase Percentage of High-Risk Carrier Investigations Completed Within 90 Days

Lead: FMCSA

Indicator: Percentage of High-Risk Carrier Investigations Completed within 90 Days

Scope: FMCSA identifies and investigates carriers that—based on roadside performance data and investigation results—pose the greatest safety risk, pursuant to the Fixing America's Surface Transportation Act (FAST Act) Section 5305. The average number of days from identification until an investigation is the average number of days from identification as high-risk to when an investigation is conducted, for carriers investigated during this time. FMCSA policy is to investigate identified high-risk carriers within 90 days of identification.

FMCSA uses data and output from the motor carrier safety prioritization system SMS to categorize motor carriers for safety intervention based on risk. Motor carriers exhibiting sustained and relatively poor performance in any of several safety areas indexed during roadside inspections of commercial motor vehicles and drivers are categorized as "high-risk". Carrier type and high-risk criteria include:

- Passenger Carriers: Two or more of the following Behavior Analysis and Safety Improvement Categories (BASICs) at or above the 90th percentile for one month: Unsafe Driving, Crash Indicator, hours-of-service (HOS) Compliance, and Vehicle Maintenance. These are the BASICs most closely correlated with crash risk and have not received an onsite investigation in the previous 12 months.
- Non-Passenger Carriers: Two or more of the BASICs listed above at or above the 90th percentile for two consecutive months and have not received an onsite investigation in the previous 18 months.

Sources/Commonly Used Data Source: The SMS assesses an individual carrier's performance by BASIC calculated from information collected from roadside inspections, State-reported commercial motor vehicle (CMV) crash records, and Acute and Critical Violations from investigations. These data are recorded in the Motor Carrier Management Information System (MCMIS). In addition, motor carrier census data, also recorded in MCMIS, are used for the identification and normalization of safety event group data. See the Commonly Used Data Sources section for information on MCMIS data.

1.4.8 Achieve the Predicted Completion (Within 5 Points) for Vehicle Recalls Classified as High Risk in 2023

Lead: NHTSA

Indicator: Predicted completion (within 5 percentage points) for certain classes of vehicle recalls

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

High-risk recalls typically involve vehicles that pose significant safety risks to the public. NHTSA analyses these completion rates to ensure the timely resolution of potentially dangerous situations by reducing the number of vehicles on the road with open recalls. By monitoring the completion rate, NHTSA can ensure that these risks are mitigated as quickly as possible, reducing the potential harm they may cause.

Sources/Commonly Used Data Source: Manufacturer's official Recall Completion Reports sent to NHTSA.

Statistical Issues: NHTSA's Recall Management Division (RMD) is currently making updates to NHTSA's prediction model to increase

the model fit with recall completion rates and more accurately predict future recall completion rates. Critically, this allows RMD to better identify recalls that are falling short of performance expectations, ultimately advancing NHTSA's mission to reduce defective vehicles on the road.

Completeness: Recalls entering the Recall Case Manager (RCM) before March 13, 2023, were defined as high-risk if they included at least one of the following: 1) more than 50,000 light vehicles; 2) air bag recalls; 3) any recall with an observed timeliness concern; or 4) a recall from new manufacturers. Recalls that entered the RCM after March 13, 2023 were defined as high-risk if they included at least one of the following: 1) more than 150,000 light vehicles; 2) air bag recalls; 3) recalls involving Over-the-Air updates; 4) school buses, child safety seats, or sub-components of Occupant Safety Systems; 5) new technology 6) recalls involving risk of death, park it/do not drive, regional, re-recalls, and scope expansion; or 7) alternative propulsion-type recalls (e.g., EV, hydrogen).

Reliability: RMD will continue to evaluate and update the criteria for high-risk recalls to ensure that recalls posing the most significant safety risks to the public are captured in the review process.

Verification and Validation: NHTSA will conduct studies to better learn why consumers choose not to repair their recalled vehicle as well as possible improvements to the recall notification letter that vehicle manufacturers mail to their customers. NHTSA also intends to continue issuing grants to State Department of Motor Vehicles (DMVs) who begin notifying their vehicle registrants of open recalls.

Strategic Objective 1.5: Critical Infrastructure Cybersecurity

1.5.1 Reduce the Number of Hours to Relay Critical Infrastructure Cybersecurity Information to Co-Sector Risk Management Agency Stakeholders

Lead: OST-S

Indicator: Business Days to Relay Critical Infrastructure Cybersecurity Information to Co-Sector Risk Management Agency Stakeholders

Scope: USDOT is a Co-Sector Risk Management Agency (Co-SRMA), alongside the Department of Homeland Security (DHS), for the Transportation Systems critical infrastructure sector. Co-SRMA stakeholders include the private sector owners and operators of critical infrastructure spanning the various modes of transportation.

Sources/Commonly Used Data Source: Email records of critical infrastructure cybersecurity messages that USDOT receives from the DHS / Cybersecurity and Infrastructure Security Agency (among others), and email records of those messages being relayed to Co-SRMA stakeholders through an email account that the DHS / Transportation Security Administration owns and manages on behalf of the Co-SRMAs.

Statistical Issues: N/A

Completeness: If there are relevant email messages that USDOT did not receive for any reason (e.g., based on the sender using an incorrect or outdated email distribution list), that would negatively impact the completeness of the email records that can assessed, because USDOT would not be aware of messages that other SRMAs may have received to relay to their respective stakeholders.

Reliability: If there are relevant email messages that USDOT did not receive for any reason (e.g., based on the sender using an incorrect or outdated email distribution list), that would also negatively impact the reliability of the email records that can be assessed. Barring such instances, the email records should accurately reflect the information received that should be relayed to stakeholders.

Verification and Validation: The email records (received and sent) are the only data to verify and validate, and there have been no known issues to date.

Goal 2: Economic Strength and Global Competitiveness

Strategic Objective 2.1: Job Creation and Fiscal Health

2.1.1 Increase Employment in the Transportation and Warehouse Sector by 7% Annually

Lead: OST-P / OST-R

Indicator: Percent Change in Employment in the Transportation and Warehouse Sector

Scope: Employment in transportation and related industries and employment in transportation occupations are two ways to measure the Nation's transportation workforce.

Sources/Commonly Used Data Source: The data presented are from the BLS' Current Employment Statistics (CES). Each month, the CES program releases detailed industry estimates of nonfarm employment, hours, and earnings of workers on payrolls. The data are from a monthly establishment-level survey.

Statistical Issues: Macroeconomic trends might skew this indicator unrelated to USDOT activities, programs, oversight, and funding.

Completeness: This is an established indicator that BLS continues to track so is a complete indicator.

Reliability: Given the established nature of this indicator, it is a reliable routinely measured and reported indicator.

Verification and Validation: BLS reporting is a verified and validated source.

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

Lead: FMCSA

Indicator: Students Who Participate in the Commercial Driver's License Operator Safety Training Program

Scope: The Commercial Motor Vehicle Operator Safety Training (CMVOST) Grant Program will fund the recruitment (personnel and materials), tuition, and associated required fees such as USDOT medical certificate and drug and alcohol testing, and licensing fees. The only entities that are eligible to apply for this grant funding are accredited post-secondary educational institutions (public or private) and truck driver training schools accredited and recognized by the U.S. Department of Education. Non-accredited institutions that are approved by the U.S. Department of Labor as eligible training providers who accept Workforce Innovation and Opportunity Act (WIOA) grants, and those approved by the State Approving Agency (SAA) and the U.S. Veteran's Administration (VA) to accept VA benefits will also be considered for funding.

The priority for funding has been to assist current or former members of the U.S. Armed Forces and to support underserved students as described in Executive Order (EO) 13985. The following applicants are eligible to apply for the CMVOST grant: Educational Institutions accredited by an accreditation agency recognized by the U.S. Department of Education; Non-Accredited institutions that are approved by the U.S. Department of Labor as: An eligible training provider, AND that accept Workforce Innovation & Opportunity Act (WIOA) grants and are approved by the State Approving Agencies (SAA) and Veterans Administration (VA) to accept VA benefits. Applicants must be listed on the Training Provider Register and meet the Entry Level Driver Training requirements. Individuals are not eligible to apply. FMCSA utilizes grants.gov to post the opportunity, holds a funding conference, and provides guidance on the Agency grants web page on how to apply. In addition, all eligible entities subscribe to assistance listing number 20.235 on grants.gov to receive automated email notifications.

In FY 2024 FMCSA awarded CMVOST grant funding to 27 grantees across the country, with awards totaling $3.5 million.

FMCSA utilizes excel spreadsheets completed by the grant managers who oversee and monitor each performance indicator listed above quarterly and annually.

Sources/Commonly Used Data Source: The grantee's performance data are provided to the Field and Headquarters in the form of quarterly progress reports. Performance indicator data are entered into the Excel spreadsheet maintained on the Headquarters commercial driver's license (CDL) SharePoint site.

Statistical Issues: The funding varies by year due to appropriations, so the average number of students funded varies from year to year.

Completeness: The data are only as accurate as the source, grantee, providers, and the Division's entry. The data are available 30 days after each fiscal quarter and 90 days after the end of the awards period of performance.

Reliability: The data are only as reliable as the source data from the grantee.

Verification and Validation: The Grant Program manager who reviews invoices can validate the number of students who enrolled. FMCSA cannot validate the category of student or employment. Retention data will be challenging to obtain and validate for several reasons: 1) the grantee has no requirement to report after the performance period has ended, and 2) no requirements for a student to answer retention questions from the institutions or FMCSA.

2.1.3 Execute a Commercial Driver's License Apprenticeship Program for Under-21 Drivers

Lead: FMCSA

Indicator: Number of Under-21 Drivers Enrolled in the License Apprenticeship Program

Scope: FY 2023 was the first implementation year of the Safe Driver Apprenticeship Program, in accordance with Section 23022 of the Bipartisan Infrastructure Law. This three-year program, which runs through November 2025, will allow qualified drivers ages 18-20, who hold CDLs, to operate in interstate commerce under very specific conditions. This program also helps drivers explore interstate trucking careers and help trucking companies hire and train new drivers. During enrollment, new apprentices will be added as drivers age out or choose to leave the program; and apprentices must be employed by an approved carrier. The Office of Outreach and Education utilized FMCSA FY 2022's events as a baseline for this performance indicator.

Lead capturing methods include disseminating business cards and contact information, keeping track of quantities of resources promoted at conferences/events, and incorporating more quick response codes in promotional materials to increase web traffic and analyze monthly analytics.

Other outreach activities include:

- Soliciting support from division offices to identify event opportunities and coordinate representation at career fairs, trade conferences and more.
- Interacting with potential apprentices (i.e., the benefits of applying, to develop partnerships with carrier, and boost awareness.) and follow-up with communication.
- Researching ways to generate early interest from students, develop long-term relationships and increase brand exposure.

Sources/Commonly Used Data Source: The Office of Outreach and Education's tracking tools, including but not limited to Microsoft Excel and SharePoint.

Statistical Issues: Not applicable as this is not a statistical data collection.

Completeness: The data are only as accurate as the source's entry.

Reliability: The data collection and verification process will undergo continuous improvement as FMCSA regularly reviews its outreach efforts and practices. While a calendar of events will be maintained, engagements may be rescheduled or cancelled beyond FMCSA's control. Outreach efforts will also be "multifaceted," meaning the combination of mediums used to promote events, such as digital, print, radio, television ads, may affect campaign attribution.

Verification and Validation: See verification and validation for "2.1.2 Increase the Number of Students Who Participate in the Commercial Driver's License Operator Safety Training Program."

Strategic Objective 2.2: High-Performing Core Assets

2.2.1 The Percent of Paved Runways in the National Plan of Integrated Airport Systems in Excellent, Good, or Fair Condition Will be Maintained at 93%

Lead: FAA

Indicator: Percent of Paved Runways in the National Plan of Integrated Airport Systems in Excellent, Good, or Fair Condition

Scope: The runway pavement condition goal applies for all open and paved runways at federally funded National Plan of Integrated Airport Systems (NPIAS) airports.

Sources/Commonly Used Data Source: Data are collected through visual inspection of runway pavement in accordance with existing FAA guidance including Advisory Circular (AC) 150/5380-7, Airport Pavement Management Program, and AC 150/5320-17A, Airfield Pavement Surface Evaluation and Rating Manuals, which provides uniformity to field observations. The pavement condition is reported in the Airport Master Record database and inspection results are entered into FAA's National Airspace System Resource (NASR).

Statistical Issues: Due to variable reporting cycles, the total number of runways displayed in each month's System of Airports Reporting (SOAR) report varies slightly.

Completeness: A small number of runways do not report a condition each month. These runways represent on average less than 0.5% of the total runways in the NPIAS.

Reliability: Runway conditions are reported locally. Currently, there is no method for confirming a date as to when the condition was reviewed or updated. However, it is possible to identify a general trend if conditions change over a period of time. Airport infrastructure, particularly airfield facilities at commercial service airports, is exposed to constant heavy use and harsh environmental conditions. Runways, taxiways, and aprons are designed to withstand the heavy equipment that operates on them, but even so these facilities require frequent maintenance and rehabilitation in order to remain in good working condition. Runways and taxiways have to be kept clear of snow, ice, and ponding water that can jeopardize aircraft directional control or braking action. Chemicals and plowing, as well as freeze-thaw cycles, all take a toll on runways, taxiways, and other paved areas. Even at smaller, non-commercial airports, pavement degradation due to meteorological conditions quickly leads to more serious damage if periodic maintenance and resurfacing is not completed in a timely manner.

At the same time, limited financial resources can lead airport operators to try to defer needed capital projects, which both increases costs and may impact operational capacity if runways and taxiways require more in-depth reconstruction. Funding constraints may significantly affect when the airport sponsor is able to fund pavement rehabilitation. This is why it is so crucial that the FAA can offer airports financial assistance in the form of Airport Improvement Program (AIP) grants to ensure infrastructure is properly protected and preserved at the lowest possible cost.

Verification and Validation: A summary of runway conditions is prepared monthly and distributed to each FAA region with the recommendation to distribute as necessary, review their respective region's data, and take any necessary action to ensure pavement conditions continue in fair or better condition. Additionally, at the conclusion of each fiscal year, a summary of condition changes will be presented that identifies specific runways that could be targeted for improvement due to a deteriorating condition.

2.2.2 Complete Construction on a Total of 30 Staffed Air Traffic Control Towers by 2030

Lead: FAA

Indicator: Number of staffed air traffic control towers constructed

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

Sources/Commonly Used Data Source: The Airport Traffic Control Tower Design Initiative relies on multiple data sources. Some of the sources that support this initiative are architect-engineering design proposals, field surveys, environmental impact analyses, soil and geotechnical investigations, and construction management services.

Statistical Issues: N/A

Completeness: The completeness of the data is assessed based on input from a team of experts across FAA LOB and ATO Service Areas.

Reliability: N/A

Verification and Validation: The content of the data used for this initiative is verified through workgroup discussions with Subject Matter Experts (SMEs) within the FAA and across ATO Service Areas. The nature of the data varies depending on the milestones of the construction projects that are addressed. The validation process incorporates best practices recommended nationwide.

2.2.3 Reduce the Backlog of $830 Billion in Highway Repairs by 50% by 2040

Lead: FHWA

Indicator: Cumulative obligation of FHWA funds to projects that will contribute to addressing the backlog (in billion dollars)

Scope: The Highway Repair Backlog serves as an indicator of changes in the level of investment needed to address all existing highway and bridge deficiencies when it is cost-beneficial to do so. The backlog is estimated biennially and reported in the Status of the Nation's Highways, Bridges, and Transit: Conditions and Performance Report to Congress (C&P Report). The $830 billion from the 24th edition of the C&P report, expressed in constant 2016 dollars, is the base value used for the 50 percent backlog reduction target. Since the backlog is estimated infrequently, proxy measure obligations are used to set annual performance targets.

Sources/Commonly Used Data Source: The Highway Repair Backlog is derived from: 1) analyses of data from the HPMS conducted using the Highway Economic Requirements System (HERS); 2) analyses of data from the National Bridge Inventory (NBI) using the National Bridge Investment Analysis System (NBIAS); and 3) estimates for non-modeled capital expenditure types generated from State FHWA—534 reports on highway capital expenditures by functional class and improvement type. Data used to determine if pavements are in Poor condition are contained in the HPMS. Data used to determine if bridges are in Poor condition are contained in the NBI.

Statistical Issues: The Highway Repair Backlog is an estimate derived primarily from analytical models that are continually being updated and refined. Changes in the backlog can be influenced by improvements in estimation methodology rather than solely by actual changes in highway and bridge deficiencies. No statistical issues have been identified for the annual targets for the obligation of funds to types of projects that will contribute to addressing the backlog.

Completeness: The HERS-derived portion of the Highway Repair Backlog is based on a stratified sample of approximately 135,000 highway sections, which is designed to be statistically valid at the State level. These samples are drawn from Federal-aid highways only. The NBIAS-derived portion of the backlog is based on all bridges included in the NBI. The backlog includes estimates for pavement investment needs for non-Federal-aid highways and for types of highway capital spending that are not currently modeled in HERS or NBIAS. The annual targets for pavements in poor condition reflect only a subset of the pavements reflected in the backlog. The annual targets for FHWA obligations reflect only a subset of total spending by levels of government that contribute to reducing the backlog.

Reliability: To ensure reliability, FHWA provides guidelines for data collection in the HPMS Field Manual and 23 CFR 490.309. Adherence to these guidelines varies by State; however, to help States improve data quality, they are required to develop data quality management plans that define the acceptable level of data quality and describe how the data collection process will ensure this level of quality in its deliverables and processes per 23 CFR 490.319c.

HPMS sample data are run through a preprocessor prior to being analyzed using HERS. This preprocessor identifies and adjusts anomalous data to reduce the potential for spurious analysis results.

The National Bridge Inspection Standards (NBIS) require the inspection of all highway bridges located on public roads and the submission of bridge inventory and inspection data to FHWA for inclusion in the NBI. The information in the NBI contains 95 data items for each of the bridges as required by the *Recording and Coding Guide for the Structure Inventory and Appraisal of the Nation's Bridges*. Because the performance indicator relies on data associated with all of the more than 621,000 bridges included in the NBI, the impact of any differences in reporting across States is minimized in the overall National analysis.

Verification and Validation: An annual review of reported HPMS data is conducted by FHWA, both at headquarters and in the division offices in each State. The reported data are subject to comparisons with previously reported data and other reasonability checks. A written annual evaluation is provided to each State to document potential problems and to encourage corrective actions. Data resubmittal is requested in cases where major problems are identified.

Through the NBI Program Oversight Process, FHWA division offices annually evaluate the quality of each State's and agency's bridge inspection program using 23 different indicators, two of which pertain to data quality and timely submission. The inspection programs are evaluated comprehensively using statistical sampling methods, file reviews, field reviews, and data analysis. A written annual evaluation is provided to each State and agency to document problems and require corrective actions. Upon annual submittal of the NBI data to FHWA headquarters, additional safety and reasonableness checks are performed on the data prior to acceptance, including comparisons with previously reported data. Data re-submittal is required in cases where significant or safety-related problems are identified.

Significant refinements to the HERS and NBIAS models are peer-reviewed as needed to ensure new methodologies are technically valid.

2.2.4 The Percentage of Interstate Pavement in Either Good or Fair Condition will be Maintained at 95%

Lead: FHWA

Indicator: Percent of Interstate Pavement in Either Good or Fair Condition

Scope: This measure serves as an indicator of trends in pavements in Good or Fair conditions on the interstate system. Effective May 2017, a USDOT-issued Final Rule established a new framework

of National performance indicators for pavement and bridge conditions. States are required to make significant progress towards achieving targets for their individual performance indicators for pavements and bridges. Per the regulation, the performance of highway pavements is reported Nationally as the percentage of the interstate system in Good and Poor condition.

The pavement condition measure is based on a classification system of Good, Fair, and Poor. Data used to determine the measure include mainline lane miles of the interstate system and full-extent International Roughness Index (IRI) and distress data (i.e., cracking percent, rutting, and faulting) that is reported by State DOTs in the HPMS. The information in the HPMS contains pavement condition and inventory data items for 0.1-mile sections of the entire NHS as required by the *HPMS Field Manual*. From the data provided, FHWA monitors the condition of the Nation's pavements, which includes identifying those pavements that are in Good and Fair condition.

Sources/Commonly Used Data Source: Data used to determine if pavements are in Good and Fair condition are contained in the HPMS file assembled from annual data submittals from States. The percentage is then calculated from mileage and pavement condition data reported to the HPMS.

Statistical Issues: None identified.

Completeness: States are required to report their data by April 15th each year. However, updates are accepted until June 15th, after which the data are extracted, and measures are calculated and published.

Reliability: To ensure reliability, FHWA provides guidelines for data collection in the HPMS Field Manual and 23 CFR 490.309. Adherence to these guidelines varies by State; however, to help States improve data quality, they are required to develop data quality management plans that define the acceptable level of data quality and describe how the data collection process will ensure this level of quality in its deliverables and processes per 23 CFR 490.319c.

Verification and Validation: An annual review of reported data is conducted by FHWA, both at headquarters and in the division offices in each State. The reported data are subject to comparisons with previously reported data and other reasonability checks. A written annual evaluation is provided to each State to document potential problems and to encourage corrective actions. Data resubmittal is requested in cases where major problems are identified.

2.2.5 The Percentage of Deck Area on National Highway System (NHS) Bridges in Either Good or Fair Condition will be Maintained at or Above 95%

Lead: FHWA

Indicator: Percent of Deck Area on National Highway System (NHS) Bridges in Either Good or Fair Condition.

Scope: This measure serves as an indicator of trends in bridges in Good or Fair conditions on the NHS. The surface area (i.e., length multiplied by width) of bridge decks is viewed as a more meaningful measure than simply a count of bridges. The area measure recognizes the size difference among bridges and avoids the pitfall associated with counting bridges where every bridge is treated the same regardless of size.

Beginning in 1971, and with the expanded authority provided in 1978, the NBIS has required the inspection of all highway bridges located on public roads and the submission of bridge inventory and inspection data to FHWA for inclusion in the NBI. FHWA maintains the NBI, which contains data on more than 623,000 highway bridges (2024 NBI dataset).

The information in the NBI contains 95 data items for each of the bridges as required by the *Recording and Coding Guide for the Structure Inventory and Appraisal of the Nation's Bridges*. From the data provided, FHWA monitors the condition of the nation's bridges, which includes identifying those bridges that are in Good or Fair condition.

Sources/Commonly Used Data Source: Data used to determine if a bridge is in Good or Fair condition are contained in the NBI and are currently assembled from annual data submittals from States, Federal agencies, and tribal governments. The deck area is calculated from length and width data also reported to the NBI.

Statistical Issues: Further research is needed to identify potential statistical issues.

Completeness: The NBI is the world's most comprehensive database of bridge information. States, Federal agencies, and Tribal governments are required to report their data by March 15th of each year. However, updates are accepted until June 15th at which time the full data set is archived and published.

Reliability: Because the performance indicator relies on data associated with more than 147,000 NHS bridges (2024 NBI dataset), the impact of any differences in reporting across States is minimized in the overall National analysis.

Verification and Validation: The NBIS requires annual submittal to FHWA of bridge inventory and inspection data collected and submitted by 50 States, the District of Columbia, and Puerto Rico in cooperation with local governments, as well as highway bridge owning Federal agencies and Tribal governments. Through the NBIS Program Oversight Process, FHWA division offices annually evaluate the quality of each State's and agency's bridge inspection program using 23 different indicators, two of which pertain to data quality and timely submission.

The inspection programs are evaluated comprehensively using statistical sampling methods, file reviews, field reviews, and data analysis. A written annual evaluation is provided to each State and agency to document problems and require corrective actions.

Upon annual submittal of the NBI data to FHWA headquarters, additional safety and reasonableness checks are performed on the

data prior to acceptance, including comparisons with previously reported data. Data re-submittal is required in cases where significant or safety-related problems are identified. The accuracy and reliability of the submitted NBI information are evaluated through data checks by both headquarters and division office personnel and as part of FHWA's annual NBIS compliance reviews.

2.2.6a Fix the 10 Most Economically Significant Bridges

Lead: FHWA

Indicator: Number of Economically Significant Bridges with Announced Grants

Scope: This measure counts the number of bridges receiving a grant of more than $100 million when eligible bridge project costs are more than $250 million.

Sources/Commonly Used Data Source: The data used to track the ten most economically significant bridges will come from counts of bridge projects directly from Bridge Investment Program (BIP) Large Bridge Project construction grants, National Infrastructure Project Assistance program (Mega), and Infrastructure for Rebuilding America (INFRA) meeting the above criteria.

Statistical Issues: No statistical issues are expected.

Completeness: The data from the grant programs will be publicly available.

Reliability: Grant awards are made publicly available.

Verification and Validation: The Office of the Assistant Secretary for Budget and Programs (OST-B) will provide quality control in verifying the final count from source data provided by FHWA and OST-P.

2.2.6b Repair the 15,000 In-Most Need Smaller Bridges

Lead: FHWA

Indicator: Number of Smaller Bridges with Projects Authorized

Scope: This measure serves as a direct indication of an obligation of funds towards the improvement of bridges, including those obligated through the Bipartisan Infrastructure Law's (BIL) Bridge Formula Program (BFP) and BIP.

Sources/Commonly Used Data Source: The data used to track the 15,000 smaller bridges will come from the Agency's FMIS.

Statistical Issues: No statistical issues are expected.

Completeness: The data from FMIS originates from the States and is provided as reports are requested.

Reliability: FMIS is a mission-critical system for FHWA, and data are relied upon to make ongoing business decisions.

Verification and Validation: Obligations are based on project authorizations in FMIS, which are signed off on by the State and at least two levels of reviewers within the FHWA Division.

2.2.7 Eliminate 100% of Amtrak's State of Good Repair Backlog of Amtrak-Owned Fleet, ADA Stations Compliance, and Non-NEC Infrastructure by 2035

Lead: FRA

Indicator: Number of Amtrak Stations Brought into Americans with Disabilities Act (ADA) Compliance Since FY 2023; Number of Fleet Assets Introduced into Service Since FY 2023; Number of Major Facilities in a State of Good Repair Since FY 2023; National Infrastructure State of Good Repair

Scope: At the end of September 2022, FRA developed and agreed to terms and conditions and a programmatic Statement of Work (SOW) that outlines all requirements for Amtrak's

Infrastructure Investment and Jobs Act (IIJA) supplemental grants for the Northeast Corridor (NEC) and the National Network (NN). In these documents, FRA developed performance indicators for Amtrak's projects. The grant terms and conditions require Amtrak to periodically report on these performance indicators so that FRA can track and report on Amtrak's progress and performance in meeting its project milestones. Further, the FRA team is currently developing Standard Operating Procedures (SOP) on the IIJA grant that will outline specific responsibilities for the review and reporting of the performance indicators associated with eliminating Amtrak's State of Good Repair (SOGR) backlog of their owned fleet, ADA stations, and non-NEC infrastructure by 2035.

Sources/Commonly Used Data Source: FRA relies on Amtrak's Monthly Project Reports (MPRs) from which to pull the data for reporting. FRA has coordinated with Amtrak to create customized weekly and monthly reporting for ADA compliance monitoring and is currently tracking performance on Amtrak's SOGR backlog of their owned fleet, e.g., ALC locomotives and Intercity Trainsets (ICT), through review of Amtrak reporting as well as reporting from the manufacturer, Siemens. As other fleet programs may be funded by IIJA funds in the future, FRA will add additional sources for that reporting.

Statistical Issues: None at this time.

Completeness: FRA believes that its grants terms and conditions as well as its programmatic and project SOWs require complete reporting. Amtrak has reported information on ADA station compliance for over eight years and FRA and Amtrak track the quality and completeness of that information. Reporting on fleet procurements started in the past couple of years and the FRA staff follow a similar process—review monthly and quarterly Precision Scheduled Railroading (PSRs) for the performance data that Amtrak must report to the FRA on its milestone progress and performance. Amtrak has not yet proposed SOGR capital projects on its non-NEC

infrastructure. The grant programmatic SOW requires Amtrak to inventory and eliminate the SOGR backlog on the NN, including the backlog associated with Level 1 maintenance facilities. Once that is complete, FRA will address creating a structure for reporting Amtrak's progress on its milestones.

Reliability: The data associated with ADA stations and fleet procurements are generally sound. FRA follows up with Amtrak on issues or irregularities found in the reported information. In general, quality assurance of Amtrak data is a continual issue for FRA.

Verification and Validation: FRA verifies and validates Amtrak's data reporting by comparing and cross-referencing reports from multiple sources, such as site visits, compliance checks, contractor project reports, and monthly reviews of Amtrak PSRs.

2.2.8 Reduce the Northeast Corridor State of Good Repair Backlog by 60% and Reduce Corridor-Wide Trip Times by 2035

Lead: FRA

Indicator: Northeast Corridor State of Good Repair Backlog; Corridor-Wide Trip Times

Scope: The performance indicator will reflect the projects initiated by NEC project sponsors (typically, NEC owners and operators) to repair, rehabilitate, or replace NEC infrastructure that is not in a state of good repair, as well as modernize and/or build new infrastructure that supports the improvement of NEC service such that corridor-wide trip times are reduced.

Projects that address SOGR are defined as activities associated with (1) rehabilitation or replacement of major bridges and tunnels, which is not undertaken on a routine basis (NEC infrastructure that is defined as major bridges and tunnels are identified as "major backlog projects" by the NEC Commission and includes a list of 15 identified pieces of major NEC infrastructure), and (2) repair, replacement, rehabilitation, or modernization of basic infrastructure assets including rails, ties, ballast, communication systems, signaling systems, electric traction power systems, and undergrade bridges.

Projects that address service improvements including improved trip times include (1) projects to bring infrastructure assets to a SOGR such that NEC service is improved due to the reduction of delays caused by planned and unplanned maintenance activities, and (2) projects to modernize or build new infrastructure such as foundational investments to address signal restrictions and upgrade catenary systems (e.g., switch from direct fixation catenary systems to constant tension catenary systems), and (3) projects to examine, plan for, and construct new right of way to address speed limitations associated with curve geometries or other restrictions that prevent higher speed operations.

Sources/Commonly Used Data Source: The performance indicator tracks grant awards for projects that achieve the scope identified above. The source of information would be grant applications and awards within the Federal State Partnership for Intercity Passenger Rail grant program specific to NEC projects. The grant awards being tracked are for projects that FRA has identified as achieving the performance objectives through its work in developing the NEC Project Inventory, developed by FRA in coordination with the NEC Commission, a statutorily established organization comprising NEC railroad owners and operators as well as USDOT.

Additionally, FRA will quantify the SOGR that is being addressed and delay minutes saved associated with such grant awards. For FY2023 and FY2024, FRA will work to develop an appropriate indicator to quantify these benefits and apply the indicator to measure the benefits. FRA will coordinate with the NEC Commission to develop the metric and then collect data to apply the indicator. The NEC Commission tracks such performance data as part of its routine work, including the development on a fiscal-yearly basis of the "NEC Annual Report: Infrastructure and Operations" which documents the implementation of the railroads' capital programs as well as the operational performance of NEC trains.

Statistical Issues: None.

Completeness: FRA believes that its grants terms and conditions as well as its programmatic and project SOWs require complete reporting. Additionally, FRA relies on the NEC Commission to collect or estimate performance data and asset conditions data as part of the statutory obligations of the NEC Commission.

Reliability: Data and publications from the NEC Commission are considered reliable as this entity has had statutory responsibility for collecting NEC performance and asset condition data. FRA also requires each grantee to submit periodic progress reports for individual projects. NEC projects are typically sponsored by experienced FRA grantees such as Amtrak and State Departments of Transportation, with a history of providing FRA progress reports that contain comprehensive and reliable data. Data for trip times would be considered moderately reliable, given it is being measured through modeling of delay minutes attributable to specific NEC infrastructure.

Verification and Validation: FRA validates project completion by reviewing periodic progress reports submitted by each grantee and verifying data through site visits and compliance checks. These project reports will serve as references to validate publications from the NEC Commission. Additionally, the NEC Commission data are publicly available.

2.2.9 Initiate Intercity Passenger Rail Service on at Least Three New Corridors by 2035

Lead: FRA

Indicator: New Corridors on which Intercity Passenger Rail Service is Initiated

Scope: This performance indicator will reflect the initiation of new intercity passenger services, operated by any entity (including, but not limited to Amtrak), and may include both short-distance services (under 750 miles) and long-distance services (over 750 miles), consistent with the statuary definition of "corridor" under the Corridor Identification and Development Program. New corridors may include services that operate, in whole or in part, over routes that previously had no intercity passenger rail service, and new services that may overlap existing services, but are significantly different in their service characteristics (e.g., trip time, frequency, target geographic origin-destination markets)—for example, the introduction of a short-distance service that operates over a portion of the route of an existing long-distance service.

Sources/Commonly Used Data Source: FRA relies on grant recipients' quarterly reports from which to pull the data for reporting. The quarterly progress reports are required to include the status of work completed along the corridor. For Amtrak-sponsored projects, Amtrak and FRA participate in weekly meetings to discuss corridor progress and Amtrak submits deliverables in accordance with its grant agreement with FRA.

Statistical Issues: None.

Completeness: No limitations are foreseen, as information will be submitted to FRA directly in conjunction with FRA's role in providing financial and technical assistance toward the development and implementation of corridors. As corridors are identified and selected for the program, the project will be provided financial assistance through an FRA grant that will be tracked and monitored in PMT. The grant agreements will contain requirements for the project sponsor to provide periodic reports that must be complete and accurate.

Reliability: For corridors under FRA-supported development and implementation, the reliability of information is anticipated to be high, and any lack of reliability would likely originate from errors or omissions in required regular periodic progress reports.

Verification and Validation: Projects funded by grant programs are subject to FRA's risk-based monitoring and risk assessment process, including site visits, routine monitoring, and regular validation of grant-funded work against milestones in the grant agreement. This continues through the life of the grant, and any issues are appropriately measured, assessed, and resolved by FRA staff and project sponsors. An example of this effort can be seen through the monthly/quarterly reports that grantees provide FRA as a condition of the grant agreement.

2.2.10 Improve Short Line Railroad Infrastructure and Equipment

Lead: FRA

Indicator: Short Line Railroad Infrastructure and Equipment Improved

Scope: This goal applies to equipment and infrastructure improvements funded by FRA grant programs for short-line rail. A short-line railroad is a small or mid-sized railroad company that operates over a relatively short distance relative to larger, national railroad networks. Short-line railroads generally exist to link two industries requiring rail freight together, to interchange revenue traffic with other, usually larger, railroads; or to operate a tourist passenger train service.

Sources/Commonly Used Data Source: Grant applications within the CRISI program from either Class II/III railroads or an Association representing a Class II/III railroad must contain descriptions of the current state of the infrastructure and equipment needed to improve the infrastructure or equipment. As applications are selected and grants awarded for the projects, the project sponsor will be required to submit periodic progress reports. FRA is also teaming with the American Short Line Railroad Association (ASLRRA) to further identify the needs of the various short-line railroads and to establish indicators to measure progress toward improving the short-line rail network.

Statistical Issues: None.

Completeness: Presently, there is not a comprehensive repository or database of infrastructure or equipment on short-line rail networks. Thus, the completeness of data for the full universe of needs is not available. FRA has engaged with the ASLRRA and begun to identify the data needs as well as identify the various sources of data (like the FRA grade crossing database) that are readily available to help establish the baseline universe of short-line railroad infrastructure needs.

Reliability: As part of this effort, FRA will cross reference the project improvements that are currently active under the various discretionary grant programs, such as CRISI. Additionally, FRA will continue to work with the ASLRRA to identify datasets that are critical to establishing the baseline universe of short-line railroad infrastructure needs as well as continue outreach/technical assistance to short-line railroads in preparation for future rounds of CRISI NOFOs.

Verification and Validation: Infrastructure and equipment improvements funded by grant programs are subject to FRA's risk-based monitoring and risk assessment process, including site visits, routine monitoring, and regular validation of grant-funded work against milestones in the grant agreement. This continues through the life of the grant, and any issues are appropriately measured, assessed, and resolved by FRA staff and project sponsors. An example of this effort can be seen through

the monthly/quarterly reports that grantees provide FRA as a condition of the grant agreement.

2.2.11 Reduce the State of Good Repair Backlog for Transit Revenue Vehicles by 25% by 2030

Lead: FTA

Indicator: State of Good Repair Backlog for Transit Revenue Vehicles (Percent of transit revenue vehicles in backlog)

Scope: The percentage is calculated as the number of transit revenue vehicles in the state of good repair backlog divided by the total number of transit revenue vehicles.

Transit providers report annually on the asset type, number, date of manufacture, and ULB of revenue vehicles for which they have capital responsibility. Vehicles that are not part of a dedicated fleet, meaning that they are used regularly for activities other than public transportation, are excluded. Also excluded are "spare" revenue vehicles that are only used in service for emergencies or other unplanned events.

Assets are considered due for replacement when their age (calculated from the date of manufacture) reaches the ULB value. Assets that are at or beyond their ULB are considered to be in the state of good repair backlog.

Sources/Commonly Used Data Source: NTD Annual Revenue Vehicle Inventory. See the Commonly Used Data Sources section for information on NTD data.

2.2.12 Reduce the State of Good Repair Backlog for Transit Buildings and Facilities by at Least 50% by 2030

Lead: FTA

Indicator: Percentage of Transit Buildings and Facilities in State of Good Repair Backlog

Scope: The percentage is calculated as the number of transit facilities in the state of good repair backlog divided by the total number of transit facilities with reported condition assessments.

Transit buildings and facilities are structures or lots that are used for passenger stations, maintenance, administrative, or passenger parking. Transit agencies are required to inventory all assets used in the provision of public transportation but are only required to assess the condition of assets for which they have direct capital responsibility.

Transit providers assess and rate the overall condition of their facilities using the five-point asset-rating scale in FTA's Transit Economic Requirements Model (TERM). Using the TERM scale, a facility is considered to be in a state of good repair if it has a rating of 3 (Adequate), 4 (Good), or 5 (Excellent). A facility is not considered to be in a state of good repair if it has a rating of 1 (Poor) or 2 (Marginal).

Facility condition assessments must be updated every four years at a minimum.

Sources/Commonly Used Data Source: NTD Annual Transit Facilities Inventory. See the Commonly Used Data Sources section for information on NTD Annual Transit Facilities Inventory data.

2.2.13 Increase the Frequency of Bus Service in Urbanized Areas Over 100,000 in Population by 10% by 2026

Lead: FTA

Indicator: Frequency of Bus Service in Urbanized Areas Over 100,000 in Population

Scope: Frequency of bus service is calculated as bus VRM of transit agencies within a UZA divided by the total square miles of that UZA.

For this measure, the total bus VRM in all UZAs over 100,000 is divided by the sum total square miles of all UZAs over 100,000 in population.

Bus service includes standard fixed-route service, commuter bus service, bus rapid transit and public. The denominator is 79,023 square miles, which includes all UZAs over 100,000 in population, including those without monthly data reported by a primary transit agency.

Sources/Commonly Used Data Source: NTD Monthly Service Reports for VRM data. UZA land areas are obtained from Census UZA tables.

See the Commonly Used Data Sources section for information on NTD VRM data.

Statistical Issues: Data through FY 2023 use 2010 Census Urbanized Area data. Data starting in FY 2024 use 2020 Census Urban Area data. Effective with the 2020 decennial census, the Census Bureau will no longer use the term "Urbanized Areas" and will instead use the term "Urban Areas" to include any areas with greater than 5,000 in population or at least 2,000 housing units. However, FTA still uses the term urbanized areas, or UZAs, based on those urban areas defined by the Census Bureau with a population of at least 50,000 persons.

Completeness: Census-based UZA data is complete.

Reliability: Total UZA square miles for this indicator changes approximately every ten years when new decennial census data becomes available.

Verification and Validation: Visit https://www.census.gov/programs-surveys/decennial-census/decade/2020/planning-management/process/data-quality.html to learn more about decennial census data verification and validation.

2.2.14 By 2036, Repair or Replace 1,000 Miles of High-Risk, Leak-Prone, Community-Owned Legacy Gas Distribution Pipeline Infrastructure in Order to Achieve an Estimated Reduction of 1,000 Metric Tons of Methane Emissions and a Reduction in Fatalities/Serious Injuries

Lead: PHMSA

Indicator: Miles of High-Risk, Leak-Prone, Community-Owned Legacy Gas Distribution Pipeline Infrastructure Repaired or Replaced

Scope: The Natural Gas Distribution Infrastructure Safety and Modernization (NGDISM) grant program, authorized by the IIJA, authorizes $1 billion in grants over five years to municipal and community-owned utilities (excluding for-profit entities) seeking assistance in repairing, rehabilitating, or replacing high-risk, leak-prone natural gas distribution infrastructure. Funds can also be used to acquire equipment that will assist in reducing natural gas distribution pipeline incidents and fatalities, as well as to avoid economic loss from leaks.

Sources/Commonly Used Data Source: Per the FY 2022 and FY 2023 NGDISM grant NOFO, grantees must include the following in the final performance report:

- A summary of the activities and outputs that took place during the period of performance —including estimated reduction in risk of fatalities and/or serious injuries, and estimated reduction in methane emissions. If the projected outputs listed in the approved Project Narrative were not met, an explanation should be provided.

  1. Challenges the grantee faced, and strategies taken to mitigate such challenges.
  2. A complete timeline of the activities that took place during the completed period of performance.
  3. As available, impact statements or analyses regarding the impact that current period of performance grant activities have had on infrastructure improvement for communities, pipeline safety, and mitigation of environmental hazards.

Statistical Issues: NGDISM results in the first years of this program should be interpreted with caution. There is expected to be a normal variation in the number of applicants and quality of proposals over the initial fiscal year of awarded funding. This variation likely reflects PHMSA and operators gaining experience with a novel program.

First-year targets were based on programmatic requirements, rather than experience with prior programs, since this is the agency's first construction grant program and only BIL-funded grant program. In the first several years, this may fluctuate in unexpected ways as new operators submit proposals, prior submissions are improved, or operators expected to submit applications drop out of future fiscal year NOFO opportunities. It is unlikely PHMSA will have reliable estimates for operators submitting applications until the second NOFO year is awarded. At that point, a trend line will be established and calibrated at the end of every fiscal year.

Completeness: NGDISM award recipients will be required to comply with PHMSA reporting requirements per the notice of grant award (NGA). PHMSA reporting requirements include quarterly progress reports, quarterly federal financial reports, final performance reports, and final financial reports.

Reliability: Pursuant to 2 CFR 170.210, non-federal entities must have the necessary processes and systems in place to comply with the reporting requirements should they receive federal funding. Each applicant selected for funding must collect information and report on the project's performance using measures mutually agreed upon by PHMSA and the grantee to assess progress in achieving strategic goals and objectives.

Verification and Validation: PHMSA anticipates verifying and validating the information provided by grant recipients via post-award monitoring tools, such as quarterly calls, spot checks, desk audits, and site visits.

2.2.15 Average NEPA Completion Time for Major Projects Posted on the Permitting Dashboard After BIL Effective Date

Lead: OST-P

Indicator: Average NEPA completion time for major projects posted on the Permitting Dashboard

Scope: This goal tracks the average National Environmental Policy Act (NEPA) process completion time for major projects. BIL established a new "major project" designation in the environmental review process that applies to most FHWA, FRA, and FTA environmental impact statements and some environmental assessments. In addition, BIL requires all major project schedules to be consistent with an agency average of not more than two years. The effective date of BIL was October 1, 2021, so only projects initiated after that date are included in the average. This measure excludes major projects led by State DOTs that have formally been assigned USDOT's responsibilities under a NEPA assignment agreement pursuant to 23 U.S. Code 327. The average also omits official pauses in project development for delays outside of the control of Federal agencies.

Sources/Commonly Used Data Source: The average completion time is calculated based on major project NEPA schedule data taken from the Permitting Dashboard.

Statistical Issues: Outlier projects that experience extended project delays may skew the average and obscure better schedule performance by other projects. Variation in the number of major projects completed each year will also affect the average. These factors may increase the difficulty of identifying trends. Note: not all

delays that affect the project NEPA timeline are reflective of issues arising from the NEPA process (e.g., changes in funding or political support for a project may cause delays).

Completeness: OST-P Infrastructure Permitting Improvement Center (IPIC) staff check Permitting Dashboard project listings against project initiation notices (notices of intent) posted in the Federal Register and coordinate regularly with USDOT's operating administrations (OAs) to ensure that the Permitting Dashboard reflects all active major projects.

Reliability: The DOT Dashboard Reporting Standard requires certain OAs and other entities to post information on the Permitting Dashboard for all Environmental Impact Statements and Environmental Assessments leading to construction, which is inclusive of all projects that meet the major project definition. The OAs are required to promptly update the NEPA schedules on the Dashboard as milestones are completed, and IPIC holds monthly (or more frequent) calls with OAs to ensure that the Dashboard remains up to date.

Verification and Validation: In addition to the major project status information posted on the Dashboard, IPIC solicits supplemental major project status updates from OAs on a bimonthly basis. Near the end of the fiscal year, IPIC sends a reminder to OAs to ensure that project records are up to date. As necessary, IPIC follows up with OAs to resolve any questions or data quality issues prior to reporting on this performance goal.

2.2.16 Average NEPA Schedule Length of In-Progress Major Projects Posted on The Permitting Dashboard

Lead: OST-P

Indicator: Average NEPA schedule length of in-progress major projects posted on the Permitting Dashboard

Scope: This goal tracks the average NEPA process schedule length of in-progress major projects where the NEPA process is ongoing, in contrast to goal 2.2.15 which tracks the average schedule length of major projects where the NEPA process is complete. Tracking in-progress project schedules provides a snapshot of current USDOT NEPA schedule performance on active major projects, whereas tracking schedules for completed projects reflects realized performance. See goal 2.2.15 for additional background on BIL major projects.

Sources/Commonly Used Data Source: For more information, see "2.2.15 Average NEPA Completion Time for Major Projects Posted on the Permitting Dashboard After BIL Effective Date."

2.2.17 The Percentage of Non-Interstate NHS Pavement in Either Good or Fair Condition will be Maintained at 90%

Lead: FHWA

Indicator: Percentage of Non-Interstate NHS Pavement in Either Good or Fair Condition

Scope: This measure serves as an indicator of trends in pavements in Good or Fair conditions on the non-interstate NHS. Effective May 2017, a USDOT-issued Final Rule established a new framework of National performance indicators for pavement and bridge conditions. States are required to make significant progress towards achieving targets for their individual performance indicators for pavements and bridges. Per the regulation, the performance of highway pavements is reported Nationally as the percentage of the non-interstate NHS in Good and Poor condition.

The pavement condition measure is based on a classification system of Good, Fair, and Poor. Data used to determine the measure include mainline lane miles of the interstate system and full extent IRI and distress data (i.e., cracking percent, rutting, and faulting) that is reported by State DOTs in the HPMS. The information in the HPMS contains pavement condition and inventory data items for 0.1-mile sections of the entire NHS as required by the *HPMS Field Manual*. From the data provided, FHWA monitors the condition of the Nation's pavements, which includes identifying those pavements that are in Good and Fair condition.

Sources/Commonly Used Data Source: Data used to determine if pavements are in Good and Fair condition are contained in the HPMS file assembled from annual data submittals from States. The percentage is then calculated from mileage and pavement condition data reported to the HPMS.

Statistical Issues: None identified.

Completeness: States are required to report their data by June 15th each year. However, updates are accepted until August 15th, after which the data are extracted, and measures are calculated and published.

Reliability: To ensure reliability, FHWA provides guidelines for data collection in the HPMS Field Manual and 23 CFR 490.309. Adherence to these guidelines varies by State; however, to help States improve data quality, they are required to develop data quality management plans that define the acceptable level of data quality and describe how the data collection process will ensure this level of quality in its deliverables and processes per 23 CFR 490.319c.

Verification and Validation: An annual review of reported data is conducted by FHWA, both at headquarters and in the division offices in each State. The reported data are subject to comparisons with previously reported data and other reasonability checks. A written annual evaluation is provided to each State to document potential problems and to encourage corrective actions. Data resubmittal is requested in cases where major problems are identified.

Strategic Objective 2.3: Global Economic Leadership

2.3.1 Increase the Number of New Air Transport Agreements, Modernized Air Transport Agreements, and Commercial Concerns Resolved

Lead: OST-X-40

Indicator: Number of New Air Transport Agreements, Modernized Air Transport Agreements, and Commercial Concerns Resolved

Scope: Air transport agreements establish the legal basis for international air services connected to the United States, and sometimes between two or more foreign countries. United States air transport agreements also provide for the commercial opportunities necessary for United States air carriers to do business in foreign countries.

Sources/Commonly Used Data Source: Information is available directly from the Office of Assistant Secretary for Aviation and International Affairs (OST-X-40), which is the organization responsible for the negotiation of air transport agreements and resolving commercial concerns.

Statistical Issues: Not applicable, no statistical analysis is necessary.

Completeness: Information regarding air services agreements and commercial concerns are central to the work of OST-X-40 and records are maintained as a part of performance indicators.

Reliability: Tracking agreements and the resolution of commercial concerns is central to the work of OST-X-40 and tracked as a performance indicator.

Verification and Validation: The U.S. State Department also maintains a repository of air transport agreements; however, its website is not always maintained and up to date. OST-X-40 staff may not track the resolution of minor or easily fixed commercial concerns.

2.3.2 Participate in Policy Meetings to Represent United States International Aviation Policy Interests

Lead: OST-X-40

Indicator: Number of Policy Meetings to Represent United States International Aviation Policy Interests participated in.

Scope: Participation in policy meetings to represent United States interests and advocate or negotiate favorable outcomes is a significant contributor to creating the international regulatory environment necessary to foster economically viable international air services that result in a range of options.

Sources/Commonly Used Data Source: Information is available directly from OST-X-40, which is the organization responsible for representing USDOT in meetings related to international aviation policy.

Statistical Issues: Not applicable, no statistical analysis is necessary.

Completeness: Engagement regarding international aviation policy is a core responsibility of OST-X-40; it is tracked through varying and sometimes redundant performance tracking mechanisms.

Reliability: Engagement regarding international aviation policy is a core responsibility of OST-X-40; it is tracked through varying and sometimes redundant performance tracking mechanisms. However, the staff is likely to record only significant policy-related interactions and would not include day-to-day interactions and events.

Verification and Validation: No statistical verification or validation is necessary.

Strategic Objective 2.4: Resilient Supply Chains

2.4.1 Alleviate Freight Congestion

Lead: FHWA

Indicator: Index of Truck Travel Time Reliability (TTTR)

Scope: Travel time reliability is a key indicator of transportation system performance. The TTTR index measures the reliability or consistency of truck travel times on the interstate from day to day over the course of a year. The TTTR index is the ratio of the 95th percentile truck travel time to the 50th percentile truck travel time for each roadway segment, which is then averaged for the entire interstate system to provide the National TTTR Index.

The TTTR Index represents a system-wide average of extra time or cushion that needs to be added to typical or average travel time to ensure on-time arrival 95 percent of the time. The TTTR Index is reported as 1.0 or greater. The higher the value above 1.0, the less reliable the roadway, while TTTR Index values closer to 1.0 indicate a more reliable roadway. This gives a system-wide indication of how much extra time a motor carrier needs to budget for freight travel on the interstate to account for traffic delays. This additional time results in extra shipping and carrying costs for businesses.

Sources/Commonly Used Data Source: The National Performance Management Research Data Set (NPMRDS) provides vehicle probe-based travel time data for passenger vehicles and trucks and is used by FHWA and State DOTs to calculate the TTTR Index. Probe data are collected from a variety of sources including mobile devices, connected vehicles, portable navigation devices, commercial fleet equipped with Global Positioning System (GPS), and sensors. NPMRDS includes historical average travel times in five-minute increments daily covering the entire NHS.

Statistical Issues: The key concerns are the sample size of commercial vehicle probes and the frequency of the sampling time and position sampling. The reported results provide nationwide coverage using data from 700,000 freight vehicles operating in North America. Most of the data are from medium to large fleets that operate tractor-trailer combination trucks in every sector of the industry and every region of the United States and Canada.

Completeness: The NPMRDS provides average travel times in five-minute increments daily covering the entire NHS. Data completeness for the interstate system has been at least 90 percent.

Reliability: To provide reliable roadway performance estimates, a large enough number of freight vehicles must be equipped with GPS to provide a valid and reliable measure of roadway performance, and to provide the temporal and geographic diversity desired by the system of performance indicators.

Through the use of the NPMRDS, FHWA has made progress in increasing sample size and the frequency of sampling by increasing the sources of the probe data and the number of vehicles providing position information. The NPMRDS travel times are produced using path processing. In path processing, a space mean speed is calculated for each individual probe vehicle from the points along its trajectory path. This provides more accurate average vehicle speed data. Probe vehicle performance systems, such as the NPMRDS, are designed to provide travel time and speed or delay information without traditional fixed-location traffic monitoring and data collection systems. Analysis of the GPS location data allows for very accurate roadway measurements.

Verification and Validation: The NPMRDS includes a measurement of the density of data used to generate each average travel time. There are quarterly validations conducted that compare deployed Bluetooth sensor travel-time data to the NPMRDS data.

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

Lead: PHMSA

Indicator: Hazardous Materials Incidents that Resulted in a Road Closure of One Hour or More

Scope: This performance goal considers incidents by highway and rail that resulted from a failure in the hazardous materials transportation system, a release of hazardous materials, and a road closure of one hour or more. PHMSA plans to measure, track, and evaluate these incidents to improve emergency response and recovery practices to reduce system disruption.

Sources/Commonly Used Data Source: USDOT and PHMSA incident data are used for this measure. For incidents not involving pipelines, hazardous materials transportation incident data are derived from reports submitted on Form DOT F 5800.1 and maintained in the HMIS. In addition, PHMSA's Office of Hazardous Materials Safety seeks information and data to identify potentially reportable incidents through the NRC, as well as monitoring prints, television outlets, and social media daily.

Statistical Issues: Results in any single year should be interpreted with caution. There is some normal annual variation in the number of reported incidents each year.

Completeness: Compliance in reporting is very high and most incidents that meet reporting requirements are submitted. Operators/Filers must submit reports within 30 days of an incident, or face penalties for non-compliance, and have one year to modify their 5800.1 submissions. In 2022 the Office of Hazardous

Materials Safety (OHMS) experienced delays in processing due to a large volume of reports. At present, this issue has been rectified as many of the big filers submitted reports through Extensible Markup Language (XML) which is now automated.

Reliability: All incident data are collected on OMB-approved forms online. Detailed OMB-approved instructions for incident reports are available on the PHMSA website. Validation checks are run in the online instrument prior to submittal to ensure all required data fields have been populated.

Verification and Validation: PHMSA investigators also regularly discuss incidents with shipper personnel during routine inspections. All incident data are collected on OMB-approved forms online. Detailed OMB-approved instructions for incident reports are available on the PHMSA website. Validation checks are run in the online instrument prior to submittal to ensure key data fields have been populated.

2.4.3 Increase the Number of U.S.-Flag Vessels in International Service

Lead: MARAD

Indicator: U.S.-Flag Vessels in International Service

Scope: MARAD tracks the number of large, internationally trading, ocean-going commercial vessels (1,600 gross tons or more) operating under the U.S.-flag to help ensure an adequate U.S.-flag fleet, crewed by United States qualified Merchant Mariners, to meet Department of Defense (DoD) requirements for sealift support during national contingency operations. Most of the ships that MARAD tracks participate in the Voluntary Intermodal Sealift Agreement (VISA) program, and Voluntary Tanker Agreement (VTA) program, including those participating in the Maritime Security Program (MSP), and vessels operating in the recently implemented Cable Security Fleet (CSF) Program. MARAD estimates that at least 125 large, internationally trading U.S.-flag commercial cargo-carrying ships of 1,600 gross tons and over are required to maintain a sufficient force of unlimited credentialed mariners to meet sustainment sealift needs in a major contingency situation exceeding four to six months in duration.

Sources/Commonly Used Data Source: MARAD relies on both commercial and private data sources to maintain an accurate list of ships. This ship list is based on an extract of ship data from S&P Global Market Intelligence, which is a commercial vendor of vessel registry data and is the trusted and widely used source for such data across the maritime shipping industry.

MARAD also validates the data against ship information received from the United States Transportation Command (USTRANSCOM) and the Military Sealift Command. Additionally, MARAD oversees the MSP and CSF Program and receives data on these vessels directly from participants operating in the program. MARAD also uses the Sea Web online database provided by S&P Global to track the actual movements of MSP vessels worldwide to ensure they are meeting program requirements.

Statistical Issues: The list of ships includes the population of ships meeting the vessel criteria outlined above for the measure. Accordingly, no statistical methods are used to create the list. Basic trend analysis is done to identify any anomalies in terms of the number and type of ships. MARAD has constructed an annual time series of the number of cargo-carrying commercial ships of 1,600 tons or more operating in international trade back to 2000. MARAD does not have records of ship lists before that time that would allow discernment between vessels in domestic and international trade. Under an interagency agreement with DoD, aging vessels may be replaced in a phased approach, with periodic increases in the number of vessels for government-owned sealift, before obsolete vessels can be retired.

Completeness: The internationally sailing vessel list produced by MARAD is the complete list of large, U.S.-flag self-propelled, privately-owned merchant vessels carrying cargo from port to port that are not eligible to serve in United States domestic trade. It is relatively easy to keep a good handle on the number of such ships because of the limiting criteria. All ships of this type have an official and unique International Maritime Organization (IMO) number, which allows MARAD to identify and track them with certainty.

Reliability: The number of vessels MARAD tracks is highly reliable. The ships tracked are among the largest in the world fleet, all cataloged in international databases and subject to tracking via established online services. The commercial data vendor is considered the trusted source in the maritime industry.

Verification and Validation: MARAD can ensure validation and verification through data collected directly from vessel operators and other federal resources. MARAD conducts monthly data assurance checks to account for and resolve any discrepancies in the data.

2.4.4 Increase Port Capacity Throughput Availability by 10% by 2026

Lead: MARAD

Indicator: Ratio of Current Port Capacity Throughput in Twenty-Foot Equivalent Units (TEUs) to Baseline Port Capacity Throughput (in TEUs)

Scope: The President's commitment has resulted in a once-in-a-generation investment in our ports and intermodal infrastructure to move goods more quickly, bring down shipping costs, strengthen supply chain resiliency, and reduce the climate impacts of port operations themselves. The increased investments in port and waterways infrastructure will create the modern transportation system our nation needs to speed the movement of freight—supporting continued economic growth, lowering shipping costs,

and ensuring that we can meet Americans' demands now and into the future. To track progress in meeting the goal of increasing port capacity availability by 10 percent by 2026, MARAD monitors the potential container capacity reported by grant recipients for funding awarded to maritime port projects. This includes all USDOT discretionary grant programs awarded annually.

Sources/Commonly Used Data Source: The Port Infrastructure Development Program (PIDP) has the authority to make grants related to maritime port resilience, including projects that support supply chain resilience (46 USC 54301(a)(3)). The awarded grants to container terminals may include an estimate of the increased capacity in TEU containers. Additionally, other discretionary grant programs such as United States Marine Highways (USMH), Rebuilding American Infrastructure with Sustainability and Equity (RAISE), Infrastructure for Rebuilding America (INFRA), Mega, and ROUTES (Rural Opportunities to Use Transportation for Economic Success) may have maritime port-related awards that will contribute toward an increase in TEU handling capacity at ports.

A national baseline has been established from 2021 data on TEU throughput at United States ports available through the BTS. For this estimate, MARAD worked with BTS to analyze monthly historical throughput data to identify the highest throughput month for each port and then multiplied this "high" monthly TEU throughput by 12 to formulate an estimate of annual TEU capacity. Each fiscal year after projects under the discretionary grant programs (mentioned above) have been awarded, MARAD will review and identify the awarded projects that contribute to an increase in TEU handling capacity at United States container ports. Until the awarded project is operational, the capacity contribution will be identified as potential, and once the project is operational the capacity will be identified as actual. This potential capacity from the projects awarded will be tracked annually towards meeting the goal of increasing capacity by ten percent from the established FY 2022 baseline data.

Statistical Issues:

- Measuring maritime port capacity is a detailed and complex process.
  - There is no single, comprehensive source of capacity information for United States ports.
  - Using the highest recorded monthly throughput level simply serves as a proxy for actual TEU capacity and therefore, must be viewed as an estimate.
  - Possible undercounting at ports that have unused, excess capacity.
  - This measure only identifies MARAD's influence with respect to containerized capacity.
- Not all grant applications are created equal.
  - Although most applicants provide detailed projections of capacity and throughput increases, providing such information is not specifically requested in the NOFO soliciting applications. Therefore, MARAD has no control over what data will be made available in each application.
  - Information in applications may not be sufficient for MARAD to make a quantitative determination on whether the project will increase capacity.

Completeness: As mentioned under statistical issues, completeness may suffer if MARAD is not able to determine whether an awarded project contributes to increasing capacity at containership ports.

Reliability: The BTS data are used to estimate the baseline in authoritative information provided through the Port Performance Freight Statistics Program. BTS is required to report on port performance freight statistics under 49 USC 6314. MARAD considers these data to be highly accurate and reliable. The risk of discontinuity in the data source is low. However, there is some risk in reliability in developing a quantitative contribution toward increased TEU capacity at containership ports. As mentioned earlier, there may be cases where MARAD cannot make a quantitative assessment of contribution towards capacity.

Verification and Validation: As it becomes available, the annual port performance data on TEU throughput will be used to help identify any increases in capacity. The BTS figures are throughput figures and not capacity; however, using the methodology described under "Sources" above, MARAD can use the throughput data to get an indication of whether capacity has increased. For example, data for a port that moved more TEUs annually than the capacity identified in the baseline would be analyzed for errors and/or for indications of increased capacity. Future BTS port performance data can also be used to validate capacity increase claims made by applicants who have been awarded grants. Each fiscal year, the cumulative overall total increase for TEUs identified and verified for awarded grants is then compared to the FY 2022 baseline of TEUs for a percentage increase towards meeting the overall targeted increase of 10 percent by FY 2026.

2.4.5 Maintain or Increase the Percentage of Time the United States Portion of the St. Lawrence Seaway is Available to Commercial Users

Lead: GLS

Indicator: Percentage of Time the United States Portion of the St. Lawrence Seaway is Available to Commercial Users

Scope: The reliability of the United States sectors of the St. Lawrence Seaway (including the two United States Seaway locks in Massena, New York) is critical to continuous commercial shipping during the navigation season from late March to late December.

System downtime due to any condition (weather, vessel incidents, malfunctioning equipment) causes delays to ships, impacting international trade to and from the Great Lakes region of North America. Downtime is measured by:

- Hours/minutes of delay for the weather (visibility, fog, snow, ice)
- Vessel incidents (human error, electrical and/or mechanical failure)
- Water level and rate of flow regulation; and
- Lock equipment malfunction

Sources/Commonly Used Data Source: The Great Lakes St. Lawrence Seaway Development Corporation (GLS) Office of Lock Operations and Marine Services.

Statistical Issues: None.

Completeness: The GLS is the Federal agency responsible for the operation and maintenance of the United States portion of the St. Lawrence Seaway. Furthermore, GLS's lock operations unit gathers primary data for all vessel transits through the United States Seaway sectors and locks, including any downtime in operations.

Data are collected onsite at the United States locks, as vessels are transiting or as operations are suspended. This information measuring the system's reliability is compiled and delivered to GLS senior staff and stakeholders each month.

Reliability: The GLS compiles annual system reliability data for comparison purposes. As the GLS gathers data directly from observation, there are no limitations. The GLS historically reports this performance metric for its navigation season (typically late March to late December/early January).

Verification and Validation: The GLS verifies and validates the accuracy of the data through a review of 24-hour vessel traffic control computer records, radio communication between the GLS and vessel operators, and video and audiotapes of vessel incidents.

Strategic Objective 2.5: System Reliability and Connectivity

2.5.1a Under BIL, Fund Participation in Completing 50 New or Replacement Terminals by 2030

Lead: FAA

Indicator: Number of new or replacement terminals funded

Scope: This overall indicator is the lifetime aggregate expenditure of BIL funds on airport modernization and safety infrastructure projects. Meeting the target requires that both 20 terminals and 400 new or rehabilitated pavement projects be partially funded with BIL grant funds.

Airport modernization projects are defined as projects that construct, expand, modify, improve, or update an airport terminal building.

Safety infrastructure projects are defined as projects that enhance airport safety to meet FAA design standards (AC5300-13b and other relevant guidance).

A terminal project includes constructing, expanding, modifying, rehabilitating, or improving a terminal building. A terminal building is defined as a structure where passengers transfer between ground transportation and the facilities that allow them to board and disembark from an aircraft.

Pavement projects are defined to include runways, taxiways, aprons, access roads, and other airport miscellaneous pavements. A rehabilitated pavement project is defined as the restoration of pavement that has a condition index of less than 70 back to its original functionality.

Participation is defined as the issuance/execution of a BIL grant that fund at least a portion of a project.

Sources/Commonly Used Data Source: The Airport Terminal Program (ATP) project applications provide a description of the project scope. For AIG pavement projects, SOAR contains all relevant capital planning and financial data. It has capital planning information to include project description, funded scope, and the pavement condition index, if applicable. It also has financial information on grant approvals, statuses, and expenditures.

Statistical Issues: This indicator requires summing expenditures. It also requires counting specific terminal and pavement projects. No statistical issues are expected.

Completeness: The data for this measure is complete. All BIL grant funding is processed through SOAR and requires all statutory and administrative requirements are met before a grant is issued.

Reliability: The data for this measure is reliable. All BIL grant funding is processed through SOAR and is verified at multiple times and levels throughout the well-defined process.

Verification and Validation: SOAR is a verified and validated data source. Transactional data on each expenditure and details on each project can be provided on request. The Terminal projects are validated through the Notice of Intent (NOI) spreadsheet.

2.5.1b Under BIL, Fund Participation in Completing 2,000 New or Rehabilitated Pavement Projects by 2030

Lead: FAA

Indicator: Number of new or rehabilitated pavement projects funded

Scope: This overall indicator is the lifetime aggregate expenditure of BIL funds on airport modernization and safety infrastructure projects. Meeting the target requires that both 20 terminals and 400 new or rehabilitated pavement projects are partially funded with BIL grant funds.

Airport modernization projects are defined as projects that construct, expand, modify, improve, or update an airport terminal building.

Safety infrastructure projects are defined as projects that enhance airport safety to meet FAA design standards (AC5300-13b and other relevant guidance).

A terminal project includes constructing, expanding, modifying, rehabilitating, or improving a terminal building. A terminal building is defined as a structure where passengers transfer between ground transportation and the facilities that allow them to board and disembark from an aircraft.

Pavement projects are defined to include runways, taxiways, aprons, access roads, and other airport miscellaneous pavements. A rehabilitated pavement project is defined as restoration of pavement that has a condition index less than 70 back to original functionality.

Participation is defined as issuance/execution of a BIL grant that fund at least a portion of a project.

Sources/Commonly Used Data Source: For more information, see "2.5.1a Under BIL, Fund Participation in Completing 50 New or Replacement Terminals by 2030."

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

Lead: FAA

Indicator: Average Daily Arrivals and Departures at Core Airports

Scope: Only the Core airports are included in this indicator. The Core airports are those that have one percent or more of total United States enplanements (the USDOT large hub airports) or 0.75 percent or more of total United States non-military itinerant operations.

Reportable hours are based on a review of actual flight counts for each of the Core airports and represent a consecutive period when at least 90 percent of an airport's operations take place.

Each airport facility determines the number of arrivals and departures it can handle for each hour of each day, depending on various conditions, including weather. These numbers are the arrival and departure rates of the airport for that hour. Data are summed for daily, monthly, and annual totals.

Number of Reportable Hours	Airports
15	IAH
16	ATL, CLT, DCA, DEN, DFW, DTW, IAD, LGA, MCO, MDW, MSP, ORD, PHL, PHX, SAN, SLC, TPA
17	BOS, BWI, EWR, FLL, HNL, LAS, MIA, SEA, SFO
18	JFK, LAX
21	MEM

Annual Average Daily Capacity targets are set prior to the beginning of a fiscal year using historical trend data for the previous three years, information on upcoming construction impacts, procedure changes, etc., and inputs from individual Air Traffic Control facilities.

Sources/Commonly Used Data Source: The Aviation System Performance Metrics (ASPM) database, maintained by FAA's Office of Performance Analysis (AJR-G), provides the data for this indicator. The individual air traffic facilities for the Core airports provide arrival and departure rates through the National Traffic Management Log (NTML). FAA staff feed this information into the ASPM database.

Statistical Issues: None identified.

Completeness: Fiscal year data are finalized approximately 90 days after the close of the fiscal year.

Reliability: The reliability of ASPM is verified daily by the execution of several audit checks, comparison to other published data indicators, and through the use of ASPM by over 1,300 active users.

Verification and Validation: FAA leadership reviews the data each month. Data are reviewed at the FAA's ATO level on a weekly basis.

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

Lead: FAA

Indicator: National Airspace System On-Time Arrival Rate at Core Airports

Scope: A flight is considered on time if it arrives no later than 15 minutes after its published, scheduled arrival time. This definition is used in both the USDOT Airline Service Quality Performance (ASQP), and ASPM reporting systems. Air carriers, however, also file up-to-date flight plans for their services with the FAA that may differ from

their published flight schedules. This indicator measures on-time performance (OTP) against the carriers' filed flight plan, rather than what may be a dated published schedule.

Only the Core Airports are included in this indicator. The Core airports are those that have 1% or more of total United States enplanements (the USDOT large hub airports) or 0.75% or more of total United States non-military itinerant operations.

Sources/Commonly Used Data Source: The ASPM database, maintained by the FAA's Office of Performance Analysis, in conjunction with USDOT's ASQP causation database, provides the data for this metric. By agreement with USDOT, certain major United States carriers file ASQP flight data for flights to and from most large and medium hubs. Flight records contained in the Traffic Flow Management System (TFMS) supplement the flight data.

Statistical Issues: Data are not reported for all carriers; at present, 21 operating carriers report monthly into the ASQP reporting system.

Completeness: Fiscal year data are finalized approximately 90 days after the close of the Fiscal year.

Reliability: The reliability of ASPM is verified daily by the execution of several audit checks, comparison to other published data indicators, and through the use of ASPM by over 1,300 active registered users. ASQP data is filed monthly with USDOT under 14 CFR Part 234, ASQP Reports, which separately requires reporting by major United States air carriers on domestic flights to and from Core airports. External factors such as weather, airline scheduling practices, runway construction/maintenance, and ramp/airport congestion may all impact on-time performance.

Verification and Validation: Each month, FAA senior leadership reviews ASQP data under 14 CFR Part 234, ASQP, which separately requires reporting by major United States air carriers on domestic flights to and from Core airports.

2.5.4 The Percentage of Person-Miles Traveled on the Interstate that are Reliable Will Be At Or Above 82.8%

Lead: FHWA

Indicator: Percentage of Person-Miles Traveled on the Interstate that are Reliable

Scope: The interstate travel time reliability measure examines the reliability of travel (i.e., consistency from day to day and/or hour to hour) on the interstate system from the perspective of the user as reported as the percent of person-miles traveled (PMT) that are reliable.

Sources/Commonly Used Data Source: Data sources include average travel time data for interstates from the NPMRDS. The data reflect actual, observed travel times on the interstates, reported as an average every five minutes. Data are collected by INRIX and provided by the Center for Advanced Transportation Technology Laboratory at the University of Maryland to FHWA as the NPMRDS. The vehicle probe data can be from cell phones, in-vehicle navigation units, and/or fleet (e.g., truck, delivery vehicles, taxi) management systems. Related volume data for weighting the measure are from the HPMS.

Statistical Issues: PMT estimation requires information on the number of vehicle occupants that is not available in the monthly travel data. Additionally, the monthly VMT data does not distinguish between passenger and freight VMT.

Completeness: Missing data points in the NPMRDS do exist, where there are low volumes and no probe vehicles traveling through during a five-minute period especially overnight and in some rural areas. FHWA accounts for missing data, in part, by using average travel times for every 15 minutes.

Reliability: Reliability for these measures is excellent. All indicator submissions, as well as all targets and other reporting, are reviewed by FHWA. Data resubmittal is requested in cases where major problems are identified. As many as 35 States have access to an analysis tool via the American Association of State Highway and Transportation Officials' Transportation Performance Management Technical Service Program which provides consistent and reliable results.

Verification and Validation: NPMRDS data are validated quarterly in limited locations by comparing them to ground truth travel time data. The results are within the specifications of the contract. Recently available volume data from HPMS are used to calculate the results. Typically, there is a lag in data availability and of conflation to the NPMRDS location referencing network.

2.5.5 Increase Intercity Passenger Rail On-Time Arrivals

Lead: FRA

Indicator: Intercity Passenger Rail On-Time Arrivals

Scope: On November 16, 2020, FRA published the final rule for measuring the performance and service quality of intercity passenger train operations. Under the rulemaking, OTP is defined as the percentage of all customers on an intercity passenger rail train who arrive at their detraining point no later than 15 minutes after their published scheduled arrival time, reported by train and by route. Under the final rule, on-time performance is measured based on two consecutive quarters. As such, if a route does not meet the 80% threshold for one quarter, it still has the potential to meet the requirement if the route exceeds 80% on-time arrivals in the following quarter.

NEC routes are those which operate predominantly on the 457-mile NEC (Connecticut, Delaware, District of Columbia, Maryland, Massachusetts, New Jersey, New York, Pennsylvania, and Rhode

Island). State-supported routes are those which operate short-distance corridors of not more than 750 miles between endpoints (not including NEC routes). Long-distance routes are more than 750 miles between endpoints operated by Amtrak as of the date of enactment of the Passenger Rail Investment and Improvement Act of 2008. (49 U.S.C. 24102)

Sources/Commonly Used Data Source: Amtrak captures the data for each service and provides reports to FRA with annual, quarterly, and monthly measures. FRA publishes the quarterly Service Quality and Performance Report for Amtrak Services each quarter using the data.

Statistical Issues: None identified.

Completeness: FRA and stakeholder groups, including the NEC Commission and State-Amtrak Intercity Passenger Rail Committee, monitor and evaluate Amtrak OTP closely. FRA receives adequate information from Amtrak to monitor OTP.

Reliability: No reliability issues in terms of OTP data integrity. Actual Amtrak performance varies depending on the degree of delays caused by Amtrak's host freight railroads, Amtrak's own causes of delay, and third-party issues, such as extreme weather and accidents.

Verification and Validation: FRA tracks Amtrak OTP data each month, matches it against other performance data, and conducts monthly meetings with Amtrak and host railroads to better understand the nature of Amtrak delays.

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

Lead: MARAD

Indicator: Percentage of DoD-Required Shipping Capacity Complete with Crews Available within Mobilization Timelines

Scope: This measure is based on the number of available ships in MARAD's Ready Reserve Force (RRF), and ships enrolled in the VISA program that can be fully crewed within the established readiness timelines. The VISA program includes 60 ships enrolled in the MSP. VISA is MARAD's emergency preparedness program for dry cargo ships and provides DoD with assured access to critical sealift capability for national security contingency requirements. Crewing of the RRF vessels is accomplished by commercial mariners employed by private sector companies under contract to the government. MARAD estimates that at least 125 large, internationally trading U.S. flag commercial cargo carrying ships of 1,600 gross tons and over are required to maintain a sufficient force of unlimited credentialed mariners to meet sustainment sealift crewing needs in a major contingency situation exceeding 4-6 months in duration.

Sources/Commonly Used Data Source: Each month, the RRF, VISA, and MSP fleet readiness are monitored by MARAD to ensure the availability of sufficient capacity and United States mariners. MARAD also maintains records of the sealift ships enrolled in the VISA and MSP, and their crew requirements.

Statistical Issues: None identified.

Completeness: MARAD's measure for shipping capacity and crew availability is to ensure that the level of both commercial and government-owned sealift crew levels is sufficient to meet current and projected DoD requirements for cargo to support United States military and during times of National emergency.

Reliability: The data collected are from the program offices and is considered reliable and useful in managing the readiness programs.

Verification and Validation: MARAD can ensure validation and verification through its direct oversight of the RRF and the activities of contracted vessel managers, as well as its administration of the VISA programs and data collected from other sources. MARAD conducts monthly data assurance checks to account for and resolve any discrepancies in the data on both the Government-owned and commercial fleets.

Goal 3: Equity

Strategic Objective 3.1: Expanding Access

3.1.1 Reduce National Transportation Cost Burden by 5%, Including Transportation Travel Cost as a Percent of Income, by 2030

Lead: OST-P

Indicator: National Transportation Cost Burden (Percent of United States Population Who are Transportation Cost Burdened)

Scope: USDOT calculates this performance goal using a methodology that combines Census data, information from tools developed by the U.S. Environmental Protection Agency (EPA), and several other data sources such as the Consumer Expenditure Survey. The analysis in 2022 (the baseline year for this new performance goal) indicated that 47% of the United States population lives in Census tracts where the average household is "transportation cost burdened," meaning that they spend more than 15% of their annual income on transportation and/or 45% or more of their income on transportation and housing costs combined. USDOT wants to see a 5% reduction in this indicator by 2030, such that the population-weighted number of these Census tracts is reduced by 5% from 47% in FY 2022 to 44.7% or les by 2030. Tthis will be an indication that transportation costs are becoming less of a strain on households. USDOT is continuing to develop and refine its cost burden methodology, which may include new data collection methods in the future.

Sources/Commonly Used Data Source: Key tools and data sources used to calculate this performance goal include:

- U.S Census ACS 5-Year Data (2016-2020)
- U.S. Bureau of Labor Statistics Consumer Expenditure Survey 2020-2021
- EPA National Walkability Index 2021
- EPA Smart Location Database 2021
- EPA's EJScreen 2022
- Equitable Transportation Community (ETC) Explorer Tool: USDOT's Equitable ETC Explorer is an interactive web application that uses 2020 Census tracts and data, to explore the cumulative burden communities experience, as a result of underinvestment in transportation, in the following five components: Transportation Insecurity, Climate and Disaster Risk Burden, Environmental Burden, Health Vulnerability, and Social Vulnerability.
- Climate & Economic Justice Screening (CEJST) Tool: EO 14008 directed Council on Environmental Quality's (CEQ) to develop a new tool called the Climate and Economic Justice Screening Tool, otherwise known as CEJST. The tool has an interactive map and uses datasets that are indicators of burdens in eight categories: climate change, energy, health, housing, legacy pollution, transportation, water and wastewater, and workforce development. The tool uses this information to identify communities that are experiencing these burdens.

Statistical Issues: The current methodology applies some regional and national statistics (i.e., consumer expenditure survey) to census tracts to estimate the cost burden. Additional research and modeling efforts are underway to better estimate the cost burden on a local level.

Completeness: Additional work to further refine the methodology is ongoing, based on a May 2023 workshop where industry experts discussed the methodology for estimating cost burden at the local level. This is part of a more targeted approach to understand and reduce transportation cost burden.

Reliability: Transportation cost is a complex concept that is challenging to represent and analyze. Over the last two years, USDOT has embarked on an evolving process that has included feedback from the public.

Verification and Validation: USDOT initially developed a methodology to calculate transportation cost burden as part of its original Justice40 disadvantaged communities' data index and tool, which was informed by USDOT's May 2021 Request for Information (RFI) on Transportation Equity Data. In fall 2022- spring 2023, as part of the development of USDOT's ETC Explorer, USDOT's cost burden methodology was updated, informed by the February 2023 RFI on USDOT's ETC Explorer Tool and Index Methodology.

Additional work to further refine the methodology is ongoing.

3.1.2 Increase the Number of State ADA Report Submissions in eCivil Rights Connect

Lead: FHWA

Indicator: Number of State ADA Report Submissions in eCivil Rights Connect

Scope: The measure is a numerical count of State DOTs submitting ADA Reports through eCivil Rights Connect.

Sources/Commonly Used Data Source: The eCivil Rights Connect system and database. https://fhwa.civilrightsconnect.com.

Statistical Issues: No statistical issues are expected. eCivil Rights Connect can be filtered directly for this information.

Completeness: No known data limitations. Based on historical information, this is an attainable goal, yet a significant increase.

Reliability: Other FHWA Office of Civil Rights program areas have reliably utilized this system for the collection of data and submission of reports.

Verification and Validation: The database has been in place for four years, and the system is now being updated to provide notification of submissions.

3.1.3 Reduce the Number of Legacy Transit Rail Stations that are Inaccessible to Persons with Disabilities from 965 in 2022 to 895 by 2030

Lead: FTA

Indicator: Number of Legacy Transit Rail Stations that are Inaccessible to Persons with Disabilities

Scope: Transit operators report annually on the number of transit rail stations used to provide service to passengers and how many of those stations are inaccessible to people with disabilities. This measure includes all reported inaccessible transit passenger rail stations. "Inaccessible is defined as not fully accessible to and usable by persons with disabilities, including wheelchair users, according to the criteria contained in Appendix A to 49 CFR Part 37. A legacy transit rail station is any transit passenger rail station built or with construction started prior to the effective date of the Americans with Disabilities Act of 1990 (ADA).

Sources/Commonly Used Data Source: NTD Annual Database Transit Stations. See the Commonly Used Data Sources section for information on NTD data.

Strategic Objective 3.2: Wealth Creation

3.2.1 Increase USDOT Direct Contract Dollars to Small Disadvantaged Businesses from 18.2% in FY 2021 to 22% by FY 2026

Lead: OSDBU / OST-M, OSPE

Indicator: USDOT Direct Contract Dollars to Small Disadvantaged Businesses

Scope: Office of Small and Disadvantaged Business Utilization (OSDBU) measures Departmental performance against established small disadvantaged business (SDB) goals. As part of Departmental efforts to implement equitable practices in USDOT procurement activities and increase SDB participation, OSDBU has established an SDB goal of 22%.

Sources/Commonly Used Data Source: System for Award Management (SAM).

Statistical Issues: There are no statistical issues or concerns. OSDBU assesses Operating Administration (OA) direct award data in the General Services Administration's (GSA) SAM, which is the official government-wide award data system.

Completeness: OSDBU reviews and reports SDB data related to USDOT direct procurement dollars on a monthly basis. OSDBU staff validates Departmental contract data to ensure an accurate record of contract actions in SAM and tracks Departmental performance against established goals.

Reliability: The data used by OSDBU to track and report SDB direct procurement dollars are the same data GSA and Small Business Administration (SBA) use to track federal agencies' SDB performance. At the time of award, data are interfaced with the Federal Procurement Data System (FPDS) reflecting elements such as obligation amount, vendor name, and business size. SAM pulls award information directly from FPDS ensuring data and processes are consistent and reliable.

Verification and Validation: OSDBU does monthly contract data reporting and validation of Department contract actions. Our staff reviews Departmental contract data to ensure accurate information is kept in SAM.

3.2.2 By 2026, Increase the Percentage of Total FAA Direct Procurement Dollars Awarded to Small Disadvantaged Businesses

Lead: FAA

Indicator: Percentage of Total FAA Direct Procurement Dollars Awarded to Small Disadvantaged Businesses

Scope: The scope of this measure includes FAA's percentage of

direct procurement dollars towards SDB concerns, as defined by the FAA Acquisition Management System (AMS) and the SBA. This percentage is reported to the USDOT and the OMB and is publicly available through the SAM.

Sources/Commonly Used Data Source: The SAM.

Statistical Issues: Data are based on direct procurement awards by Contracting Officers (CO) within FAA's Procurement Information System for Management (PRISM) and business size standards as defined by the AMS and SBA. No sampling errors are anticipated.

Completeness: FAA reviews and reports data related to SDB direct procurement dollars on a monthly basis, ensuring there is no data missing and that progress is consistent with established targets and goals.

Reliability: The data from SAM used to report direct procurement dollars to SDB concerns are reliable and have a high confidence rate. At the time of an award in PRISM, data are directly shared with the FPDS reflecting elements such as obligation amount, vendor name, and business size. When FAA and others generate required reports in SAM, it pulls award information directly from FPDS ensuring data and processes are consistent, reliable, and repeatable.

Verification and Validation: In addition to monthly reporting and validation of award information by the FAA Small Business Office (SBO), FAA's National Acquisition Evaluation Program (NAEP) performs annual reviews of awards and associated data to ensure award information in the official contract file and systems of record are consistent, accurate and reportable.

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

Lead: FHWA

Indicator: Number of State DOTs Adopting and Implementing Identified Best Practices When Administering the Disadvantaged Business Enterprise (DBE) Program on Design-Build Projects

Scope: The FHWA Office of Civil Rights (HCR) has researched effective practices in providing opportunities for DBEs to compete fairly for design build contracts. HCR determined that State DOTs that adopt the practice of requiring contractors to submit open ended performance plans (OEPPs) instead of committing to named DBE prior to contract award, increases, and diversifies DBE subcontracting opportunities and decreases the need for terminations and reliance on documented good faith to attain project goals. The measure of success is the number of states adopting OEPPs in their design build contracting process. This initiative was selected for FHWA's Every Day Counts (EDC) 7 initiative. EDC uses a two-year cycle to measure success. Success in following years will include not just additional state adoption, but successful implementation of these practices as a means of institutionalizing these processes and procedures into contract specifications and State DOT culture. As of May 9, 2024, the DBE regulation (49 CFR 26) was updated to include OEPP as a requirement on design-build projects (49 CFR 26.53(e)).

Sources/Commonly Used Data Source: As this initiative was selected for EDC 7, States will report adoption to FHWA through the EDC reporting process.

Statistical Issues: At this time, no statistical issues have been identified.

Completeness: It is likely data will be accurate and complete through the reporting process to EDC.

Reliability: States must document and submit to FHWA their progress on implementing the selected proposals. This is the seventh round of the EDC process and states and FHWA have worked to create a reliable reporting process.

Verification and Validation: EDC report data will be validated by Divisions through the confirmation of updated contract language and DBE Program Plans.

3.2.4 Increase the Total Federal Transit Grant Dollars Announced or Allocated for Rural or Tribal Areas

Lead: FTA

Indicator: Total Federal Transit Grant Dollars Announced or Allocated for Rural or Tribal Areas

Scope: Includes both formula and discretionary grant dollars announced or allocated. Includes Rural Formula (including Rural Transportation Assistance Program and 5340 funds), Tribal Formula, Bus and Bus Facilities (5339a) Formula, Rural Ferry Discretionary, Tribal Transit Discretionary Announced, Rural allocations from Special Services for Elderly and Disabled (5310) Formula, and Rural and Tribal Grant Announcements from Low-No Discretionary and Buses and Bus Facilities Discretionary, and Innovative Coordinated Access and Mobility Discretionary. Does not include COVID-19 supplemental funding (formula or discretionary).

Sources/Commonly Used Data Source: Competitive program project selection announcements and formula program apportionment tables.

Statistical Issues: None.

Completeness: Within the scope defined above, the grant announcement and apportionment data are complete.

Reliability: Announcement and apportionment data are recorded in the Transit Award Management System (TrAMS) and FTA's website, including discretionary project selection announcements and apportionment tables.

Verification and Validation: Announcement and apportionment data are reconciled against other budgetary documentation and congressional reporting.

Strategic Objective 3.3: Power of Community

3.3.1 All 50 State DOTs and Top 100 MPOs Adopt a Quantitative Equity Screening Component to Their S/TIP Development Processes by 2030

Lead: OST-P

Indicator: State DOTs that Adopted a Comprehensive Quantitative Equity Screening Component to Their State Transportation Improvement Program/Transportation Improvement Program (S/TIP) Development Processes; Top 100 MPOs that Adopted a Comprehensive Quantitative Equity Screening Component to Their S/TIP Development Processes

Scope: USDOT calculates this performance goal by conducting surveys and analyzing the results. USDOT conducted a survey of all State DOTs and Metropolitan Planning Organizations (MPOs) in 2022 to develop the 2022 baseline for this indicator. This work indicated that 6% (3/52) of State DOTs and 20% (42/214) of Transportation Management Area (TMA)-Serving MPOs currently include comprehensive quantitative screening components related to equity in their S/TIP development processes for all funding sources, far from the stated goal of 100% adoption.

Sources/Commonly Used Data Source: USDOT-conducted survey of all State DOTs and MPOs

Statistical Issues: Currently State and MPOs are not required to document whether they are including quantitative equity screening tools across all indicators the survey was measuring. Some entities may have responded that they did not have a tool in place because it isn't currently documented.

Completeness: Approximately 70 percent of all State DOTs and MPOs responded to the survey and the response was representative of the overall population.

Reliability: Due to the small number of State DOTs, percentage figures are based on small sample sizes and all of the data was voluntary and self-reported.

Verification and Validation: In developing the Key Performance Indicators (KPI) using the 2022 Equity Practices in the Transportation Planning Process Survey, the survey team tried to ensure that the KPI included valid, reliable data. The series of questions that formed the basis for the KPI included:

- Whether the agency uses equity as a prioritization factor in its project selection and/or programming process for all, some or no funding sources.
- What types of methods are used (quantitative, qualitative, or both) to prioritize projects that address equity in its project selection and/or programming process.
- Description of the quantitative and/or qualitative method used (open end).

The KPI only included agencies that responded to the item by providing a description of their method and the description of the item did not contradict their response to the item.

In addition, significant efforts were made prior to data collection to ensure the reliability of the resulting survey data. A draft of the survey instrument was shared with a number of external stakeholders, including the National Association of Regional Councils (NARC), Association of Metropolitan Planning Organizations (AMPO), and American Association of State Highway and Transportation Officials (AASHTO) for their feedback. In addition, the survey instrument was pre-tested with six agencies to determine if the questions were clear and easy to understand. Following the pre-testers' completion of the survey, the USDOT survey team met separately with each agency to walk through the questionnaire and obtain their feedback. Many of the pre-testers' suggested edits were incorporated in the final version of the questionnaire. Finally, the survey team worked with the Division Offices to ensure that the appropriate contacts were identified to complete the survey.

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

Lead: PHMSA

Indicator: The Percentage of Community Outreach Activities Directed Toward Underserved Communities to Increase Hazmat Transportation Awareness, Preparedness, and Response

Scope: PHMSA intends to increase its outreach efforts to underserved communities to promote the safe transport of hazardous materials and be a resource for emergency preparedness and response, grant opportunities, emergency special permits, technical assistance, and safety data. Objectives of this performance indicator align with USDOT's strategic objective "Job Creation and Fiscal Health" and strategy to support workforce and educational programs that create and promote opportunities for careers in transportation.

Sources/Commonly Used Data Source: PHMSA will track the number of OHMS community outreach activities in underserved areas through the OHMS Outreach and Engagement Tracker. This will be accomplished by capturing the number of outreach activities performed including, but not limited to, community meetings, workshops, webinars, and/or emergency response events.

Statistical Issues: OHMS will utilize various data sources to

identify rural and underserved areas. The outputs will only reflect activities performed by the OHMS Outreach and Engagement Team and not the entire OHMS program.

Completeness: PHMSA has built a tool to identify underserved communities and is actively reaching out to these communities to ensure they are aware of the hazardous materials planning and outreach resources that are available to them.

Reliability: Underserved outreach activities and tracking will be conducted by OHMS; therefore, reliability should not be an issue.

Verification and Validation: The outreach activity tracker will be monitored on a consistent basis to ensure the accuracy and validation of the outreach performed.

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

3.4.1 By 2026, Increase by 5% the Number of USDOT Discretionary Grant Applicants from Disadvantaged Communities Who Have Not Applied for USDOT Funding Since 2016

Lead: OST-P

Indicator: USDOT Discretionary Grant Applicants from Disadvantaged Communities Who Have Never Applied for USDOT Funding Since 2016 (First-Time Applicants from Disadvantaged Communities (DACs)/Total First-Time Applicants)

Scope: USDOT calculates this performance goal using applicant data from Grants.gov. USDOT set a baseline for this performance goal by calculating the percentage of unique applicants from disadvantaged communities applying to USDOT's discretionary grant programs for the first time in 2022 and found that 28% of them were from disadvantaged communities. USDOT wants to see this indicator increase by 5% by 2025, as this will be an indication that USDOT has lowered the barrier to participate in grant programs such that newer applicants from disadvantaged communities are applying for grants.

Sources/Commonly Used Data Source: Key tools and data sources used to calculate this KPI include:

- ETC Explorer Tool: USDOT's ETC Explorer is an interactive web application that uses 2020 Census tracts and data, to explore the cumulative burden communities experience, as a result of underinvestment in transportation, in the following five components: Transportation Insecurity, Climate and Disaster Risk Burden, Environmental Burden, Health Vulnerability, and Social Vulnerability. The ETC Explorer Tool is used for this performance goal to identify DACs based on U.S. Census Bureau tract-level data.
- GRANTS.GOV application data.

Statistical Issues: The ETC Explorer identifies Disadvantaged Communities based on 5-year ACS estimates, the Department of the Interior and National Oceanic and Atmospheric Administration's Climate Mapping for Resilience & Adaptation, the Center for Disease Control and Prevention's Places dataset, and other sources that are routinely updated. Changes in the underlying data, can shift the Census tracts distinguished as DACs, and lead to identifying different DACs across an extended timeframe.

Completeness: All applications are received through GRANTS.GOV. The ETC Explorer contains a national dataset.

Reliability: The applicant type field is self-selected. Applicants can only select one applicant type, although they may qualify for more. As a result, the count of applicants from DACs may reflect fewer applicants than there are. USDOT used the following criteria to identify applicants from DACs:

- By applicant type:
- The governments of United States territories (and subdivisions thereof) and Federally recognized Native American/Alaskan Native tribes and entities, as well as Historically Black Colleges and Universities (HBCUs) and Latino-Serving Institutions of higher education were classified as serving disadvantaged communities.
  - State governments/DOTs and for-profit entities (other than small businesses) were classified as not serving disadvantaged communities because they generally serve broad geographic areas.
  - Applications by private individuals and non-US entities, as well as independent school districts and entities for which it was not possible to identify an applicant type, were excluded from the analysis.
- By geographic location, for those applicants not falling in the above applicant types:
- For local governments and planning organizations, the applicant was considered disadvantaged if the majority of Census tracts within their bounds were identified as disadvantaged communities in the C Explorer, or if the majority of the population within their bounds was located in Census tracts identified as DACs in the ETC Explorer.
- For other applicants, the applicant was coded as disadvantaged if the majority of Census tracts in the zip code of the organization were identified as disadvantaged in the ETC

Explorer, or if the majority of the population of the zip code was located in Census tracts coded as disadvantaged in the ETC Explorer.

Additionally, there is no applicant type for transit agencies, therefore they will choose the type that they deem most appropriate.

Verification and Validation: The raw data, provided to USDOT from the HHS GRANTS.GOV team, was verified for completeness and checked for errors. The baseline results developed by OST-P were validated by BTS.

3.4.2 Assess and Strengthen Civil Rights Program Capacity, Coordination, and Outcomes

Lead: OST-DOCR

Indicator: Civil Rights Program Capacity, Coordination, and Outcomes, including tracking implementation of USDOT's Title VI Order and DBE/ACDBE rule

Scope: The Departmental Office of Civil Rights (DOCR) engaged in strategic planning to assess and strengthen civil rights programs. The planning efforts require analysis of oversight processes, documentation, and performance management. Activities, including pre-award work, will support the implementation of Title VI of the Civil Rights Act of 1964 (Title VI), the ADA, and the DBE Program. The activities also include expanding organizational functions and hiring additional staff sufficient to support these functions.

Sources/Commonly Used Data Source: DOCR, OA civil rights program offices, Office of Human Resource Management (DOHRM), and recipients of Federal funding.

Statistical Issues: On April 9, 2024, the Department issued a final rule that will require enhanced reporting by recipients concerning the population of certified DBEs and Airport Concessions Disadvantaged Business Enterprise (ACDBEs) and their relative bidding and participation history on USDOT-funded projects. DOCR is also working towards enhancing the collection of compliance indicators for Title VI.

Completeness: The final rule revisions remedy current reporting deficiencies and are critical to USDOT's efforts to improve data-driven program evaluation and DBE Program decision-making going forward. The expanded data collection will allow USDOT to look at data across several years to get a thorough assessment of the impact of the DBE Program. DOCR is working with a contractor to build a requirements document for the bidders list system. No other limitations have been identified.

Reliability: Data currently being collected and tracked are considered reliable.

Verification and Validation: Regarding capacity, DOCR works with DOHRM to validate workforce data collected from OA civil rights offices with HR systems data.

3.4.3 Reduce the Number of Displacements Resulting from Federal-Aid Highway Projects

Lead: FHWA

Indicator: Number of Displacements Resulting from Federal-Aid Highway Projects

Scope: Each State DOT reports, on an annual basis, the total number of residents, businesses, farms, houses of worship, and nonprofits displaced by each State DOT when administering Federal-aid projects or programs. The State DOTs report on Federal-aid right-of-way program indicators including the number of acquisitions, condemnations, settlements, and relocations of residential and non-residential occupants.

Sources/Commonly Used Data Source: These data are supplied annually by each State DOT that has carried out Federal-aid highway projects and programs that require the acquisition of real property and which displaced occupants of that real property. The State DOTs submit the annual report to FHWA's Office of Real Estate Services in early December of each year. Starting in FY 2021, State DOTs submit their data through the use of an online form. After the Office of Real Estate Services reviews the data to detect anomalies, the data are then posted on the Office of Real Estate Services' public Website here: https://www.fhwa.dot.gov/real_estate/uniform_act/stats/

Statistical Issues: These statistics are reported by each State DOT and there are no data systems or methods which can be used to cross-check and validate the data. Some State DOT's reported totals do not include local public agencies' (LPAs) data that carry out Federal-aid projects that cause displacements. However, the solicitation for the FY 2023 data, which was sent to FHWA Division Offices on October 5, 2023, clarified that going forward, the information provided by the State DOTs should include data on sub-grantee programs and projects for which they have oversight responsibilities.

Completeness: These data are reported by each State DOT. From 2012 forward, the State DOTs are required to report annually. Prior to 2012, the State DOTs voluntarily reported on an annual basis. In years prior to 2012, there were instances where a State DOT either did not report or reported a zero for a particular measure or measures in that year.

Reliability: These data are provided by each State DOT through an online form and the data are therefore assumed to be

reliable. While the Office of Real Estate Services now uses a data visualization tool to help detect suspected anomalies and follow up with the relevant State DOT(s), there are not currently any other methods by which FHWA can test or assess the reliability of these data.

This measure is meant, in part, to provide a measurable, total number of national displacements, which will provide FHWA with an indication that policy and program requirements are effectively identifying and limiting the impacts of Federal-aid projects on the public and disadvantaged communities. However, these data are a measure of a project's performance which relies on planning, and NEPA processes that were carried out several years ago. Therefore, while these data are likely reliable as an indicator of annual displacement activity, the performance indicator is not a tool that will provide insight into the immediate efficacy of any recent changes in Federal policy or practices surrounding displacements.

Verification and Validation: Beginning in 2021, each State DOT enters its annual report data directly into an online form. In addition, FHWA's website now includes a data visualization tool that provides a method for identifying new and previously reported data which may be anomalous. If anomalies are detected, FHWA follows up with the relevant State DOT through the FHWA Division Office to get clarification.

3.4.4 Complete Three Projects that Reconnect Communities that Were Divided by Transportation Corridors

Lead: OST-P

Indicator: Projects that Reconnect Communities that Were Divided by Transportation Corridors

Scope: This performance goal tracks the number of completed projects funded through the Reconnecting Communities Pilot (RCP) Program and interim measures such as the number of applicants, awards, and completed NEPA processes.

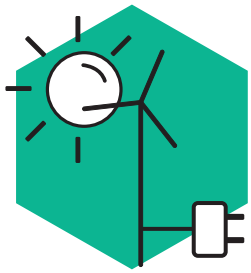
Sources/Commonly Used Data Source: RCP program data.

Statistical Issues: Development of baseline is still in progress.

Completeness: Development of baseline is still in progress.

Reliability: Development of baseline is still in progress.

Verification and Validation: Data will be sourced from the Program, which provides oversight including data verification and validation.



Goal 4: Climate and Sustainability

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

4.1.1 Reduce Transportation Emissions in Support of Net-Zero Emissions Economy-Wide by 2050

Lead: OST-P

Indicator: Transportation Greenhouse gas (GHG) Emissions

Scope: In FY 2023, USDOT provided a qualitative discussion of actions toward achieving this goal. USDOT reported on the development of the US National Blueprint for Transportation Decarbonization and the development of modal decarbonization action plans. In future years, USDOT aims to transition to quantitative reporting.

Sources/Commonly Used Data Source: Currently, USDOT is providing qualitative discussion, drawing from these sources: US National Blueprint for Transportation Decarbonization and modal decarbonization action plans. In future years, USDOT aims to transition to quantitative reporting. EPA provides total US transportation greenhouse gas emissions in its annual Inventory of US Greenhouse Gas Emissions and Sinks (https://www.epa.gov/ghgemissions/inventory-us-greenhouse-gas-emissions-and-sinks).

Statistical Issues: The EPA data mentioned above are two years old by the time they are reported. For more current data, USDOT could calculate greenhouse gas emissions from on-road use based on fuel sales data from the Motor Fuels and Finance Analysis System (Fuels & FASH system), which is collected monthly.

Completeness: The fuel sales data does not cover emissions from maritime, aviation, or rail. For aviation, the numbers reported for goal 4.1.2 below could be used. For maritime and rail, USDOT will investigate options.

Reliability: The fuel sales data is reliable.

Verification and Validation: The fuel sales data is verified and validated, albeit with a time lag. USDOT can compare the data to the EPA data when it becomes available.

4.1.2 Track and Report NAS-Wide Greenhouse Gas Emissions from Domestic Aviation Against the Objective of Being at or Below 85% of 2019 Levels by 2030 (Federal Aviation Administration)

Lead: FAA

Indicator: Greenhouse Gas Emissions from Aviation

Scope: CO_2 is the primary GHG emitted through human activities and is directly related to the fuel burned during the aircraft's operation. Calculating and tracking NAS-wide CO_2 emissions from domestic operations allows FAA to monitor improvements in aircraft/engine technologies and operational procedures, the rollout and use of sustainable aviation fuels (SAF), and enhancements in the air transportation system. This information provides an assessment of their influence on reducing aviation's emissions contribution.

Sources/Commonly Used Data Source: The Aviation Environmental Design Tool (AEDT) model uses satellite-based data from the GPS, the Enhanced Traffic Management System (ETMS), and the OAG schedule information to generate annual inventories of CO_2 emissions and total distance flown data for all United States domestic operations in the NAS. BTS provides the payload factors for commercial aircraft.

Statistical Issues: Potential seasonal variability and variability from year to year can be expected when analyzing air traffic data and commercial domestic operations.

The extent to which enhancements are incorporated to improve model accuracy, for example via more robust aerodynamic performance modeling algorithms and database of aircraft/engine fuel burn information, will impact the overall results and thus the performance target. This could create some statistical variability from year to year if not properly taken into account. In cases where such enhancements have the potential to create a significant shift in baseline, annual inventories may need to be re-processed and/or adjusted to ensure consistency and accuracy of results.

The extent to which aircraft fleet improvements cannot be sufficiently modeled because of a lack of manufacturer proprietary

data may also influence the performance target results. In this case, attempts will be made to characterize such aircraft with the best publicly available information, recognizing that newer aircraft types in the fleet will likely exist in significantly lesser numbers, thus minimizing the influence upon the results.

Completeness: Data used for this performance goal is assessed for quality control purposes. Input data for the AEDT model are validated before proceeding with model runs. Both satellite and radar data are assessed to remove any anomalies, check for completeness, and pre-processed for input to the AEDT model. Aircraft movement data are verified against the OAG and Air Traffic Activity Data System (ATADS) information to ensure that all flights are accounted for in the annual inventory.

In some cases, aircraft movement data lack appropriate fields to conduct quality control, and, in these cases, the data are removed. Data from the AEDT model is verified by comparing output from previous years and analyzing trends to ensure that they are consistent with expectations. In other cases, monthly inventories may be analyzed to validate the results. Model output is subsequently post-processed through Excel worksheets to perform the calculations for the performance target. Formulae and calculations are checked to ensure accuracy.

Full documentation of this target is determined when the annual inventories have been accomplished and the post-processing calculations have been completed, resulting in the current year's total annual CO_2 emissions for domestic operations. The standard for this documentation is set by the FAA Office of Environment and Energy (AEE), which is separate from the organization (USDOT Volpe National Transportation Systems Center) responsible for input and output associated with the AEDT model runs and annual inventories.

Reliability: Calculating the annual CO_2 emissions from NAS-wide domestic operations is heavily dependent on commercial airline operating procedures and day-to-day operational conditions. This includes the airline's operating fleet and route assignments, air traffic conditions, weather, airport operating status, congestion in the system, and any disruptions that introduce delays in scheduled flights. For example, a major sustained disruption or enhancement in air traffic and/or a significant shift in commercial operations amongst airlines, including changes in fleet composition and missions could have a profound impact on achieving the performance target. The use of SAF by industry will also affect the performance indicator and the adoption and consumption of these fuels by industry will need to be accounted for.

Verification and Validation: The processing of data through FAA's AEDT model including the performance of algorithms is not subject to random factors that could influence the results. AEDT has also gone through extensive validation through an International Civil Aviation Organization (ICAO) workgroup and through its own design review group.

4.1.3 Build a National Network of 500,000 EV Chargers by 2030 to Accelerate the Adoption of EVs

Lead: OST-P

Indicator: EV Chargers Built Nationwide

Scope: This will measure the number of EV chargers put into service with a goal of having 500,0000 in place by 2030.

Sources/Commonly Used Data Source: Data is being collected through the Department of Energy National Renewable Energy Laboratory (NREL) Alternative Fuel Data Center (AFDC) and is updated on a regular basis. The AFDC will serve as the primary data source for this indicator with results posted publicly on DriveElectric.gov at: https://driveelectric.gov/stations https://driveelectric.gov/stations.

Statistical Issues: None. The AFDC provides a count of chargers without any statistical analyses.

Completeness: The AFDC is updated on a regular basis and is believed to be a complete representation of the public electric vehicle (EV) charging system in the United States.

Reliability: Differences in methodologies, data confirmation, and inclusion criteria may result in slight variations between the AFDC database and those maintained by other organizations. Users may also submit updates through the "Submit New Station", or "Report a Change" forms and will receive an email confirmation of their submittal. NREL will verify station details before the station is added or updated in the Station Locator.

Verification and Validation: The data in the Alternative Fueling Station Locator are gathered and verified through a variety of methods including both automated and manual processes. The NREL, which maintains the Station Locator, conducts automated counting by aligning with the hierarchy defined in the Open Charge Point Interface (OCPI) protocol: station location, electric vehicle supply equipment (EVSE) port, and connector. NREL also obtains information about new stations from trade media, Clean Cities coalitions, the Submit New Station form on the Station Locator website, and through collaborating with infrastructure equipment and fuel providers, original equipment manufacturers (OEMs), and industry groups. NREL regularly compares its station data with those of other relevant trade organizations and websites.

4.1.4 Announce Selection of Eight New or Improved Public Transportation Connections to an Airport Terminal by 2030

Lead: FAA / FTA, FRA

Indicator: Selections Announced for New or Improved Public Transportation Connections to an Airport Terminal

Scope: This overall indicator is the lifetime aggregate expenditure of BIL funds on airport terminal projects that include mass-transit access and will reduce emissions, based on the application submitted.

A terminal project includes constructing, expanding, modifying, rehabilitating, or improving a terminal building. A terminal building is defined as a structure where passengers transfer between ground transportation and the facilities that allow them to board and disembark from an aircraft. Multi-modal access is a project that includes or improves the access to the terminal from multiple modes of transportation i.e., buses, taxis, transit system, or passenger rail. The project will reduce emissions if the applicant indicates there is evidence of emission benefits from the project.

Sources/Commonly Used Data Source: The ATP project applications provide a description of the project scope.

Statistical Issues: This indicator requires summing projects by counting specific terminal projects that meet the goal.

Statistical Issues: No statistical issues are expected.

Completeness: The data for this measure is complete. All BIL grant funding is processed through SOAR and requires all statutory and administrative requirements to be met before a grant is issued.

Reliability: The data for this measure is reliable. All BIL grant funding is processed through SOAR and is verified at multiple times and levels throughout the well-defined process. This measure could be influenced by the airport sponsors not applying for terminal projects that include multi-modal access and will reduce emissions.

Verification and Validation: The ATP program helps modernize and construct airport terminals and associated roadways, multimodal terminals, airport rail access, and airport sponsor-owned airport traffic control towers. The Terminal projects are validated through a multi-level review of and recommendation of the applications.

4.1.5 Increase the Number of Zero-Emission Bus Vehicles in the National Transit Fleet by 450% to 7,500 Vehicles by 2030

Lead: FTA

Indicator: Zero-Emission Bus Vehicles in the National Transit Fleet

Scope: The number is the total of all zero-emission buses in the national fleet, as reported annually by urbanized area transit operators with at least 30 vehicles.

Zero-emission buses are those propelled by battery electric, hydrogen fuel cell, and electric propulsion. Bus (transit road) vehicles include transit modes comprised of rubber-tired passenger vehicles operating on fixed routes and schedules, or on non-fixed routes, over roadways. National transit fleet means the total number of eligible vehicle types reported by transit agencies to the NTD annually. Eligible vehicle types include all types of traditional rubber-tired public transportation buses as well as smaller rubber-tired vehicles used in demand response services, such as cutaways.

Sources/Commonly Used Data Source: Progress on this measure is tracked through the NTD Annual Revenue Vehicle Inventory. See the Commonly Used Data Sources section for information on NTD data.

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

Lead: PHMSA

Indicator: Gross Volume Spilled from Crude Oil and Refined Products' Pipeline Systems (Barrels Spilled)

Scope: Hazardous liquid pipeline incidents must be reported to PHMSA under 49 CFR 195.50. PHMSA tracks both gross and net volume spilled from pipeline systems transporting crude oil, refined products, and biofuels. The gross spilled volume measure shows how effective pipeline safety standards and programs are at containing energy products moving through pipelines. Beginning in FY 2019, PHMSA included a measure of the gross volume spilled for crude oil, refined products, and biofuels from pipeline systems.

Sources/Commonly Used Data Source: USDOT and PHMSA Hazardous Liquid accident data are used for this measure. The data are submitted online by pipeline operators using PHMSA Form F-7000-1.

Statistical Issues: Results in any single year should be interpreted with caution. There is some normal annual variation in the volume spilled each year, particularly given the annual number of failures, and this variation might not reflect real changes in the underlying risk.

Targets account for year-to-year variations in gross spilled since 2010. The target each year is set at one standard deviation from the trendline that uses a best-fit function to account for normal variation annually.

This performance indicator is not normalized for changes in exposure, or external factors such as changes in pipeline mileage, petroleum consumption, or ton-miles moved through pipelines that could affect the gross volume of hazardous liquids spilled.

Completeness: Compliance in reporting is very high and reports are submitted for most or all incidents that meet reporting requirements. Operators must submit reports within 30 days of an incident or face penalties for non-compliance.

Reliability: PHMSA routinely cross-checks incident reports against other sources of data, such as immediate notifications provided to the NRC and media outlets. PHMSA inspectors also regularly discuss incidents with operator personnel during routine inspections. PHMSA continues to work to improve the quality of the incident data.

Verification and Validation: All pipeline incident data are collected on an OMB-approved form online in the PHMSA Portal. Detailed

OMB-approved instructions are available on the PHMSA website. Validation checks are run in the Portal prior to submittal to ensure all required data fields have been populated. PHMSA staff are responsible for reviewing each incident report to ensure the data matches information gained during PHMSA investigation or media reports. Pipeline operators have online access to each report they have submitted and can supplement the report at any time after the original submittal.

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

Lead: PHMSA

Indicator: Volume of Natural Gas Released During Pipeline Incidents (Million Cubic Feet)

Scope: Incident reporting requirements for gas pipeline systems were revised in 2010 to include a volume criteria of unintentional estimated gas loss of three million cubic feet or more. These incidents must be reported to PHMSA under 49 CFR 191.9 for gas distribution, 49 CFR 191.13, and 191.15 for transmission and gathering systems. Both interstate and intrastate pipeline systems are subject to the reporting requirements. The volume release measure shows how effective pipeline safety standards and programs are at reducing natural gas release while moving through pipelines. Beginning in FY 2022, PHMSA included a measure of the unintentional volume of natural gas released from incidents meeting the volume threshold on gas distribution, gas gathering, and gas transmission pipeline systems.

Sources/Commonly Used Data Source: USDOT and PHMSA gas distribution, gas gathering, and gas transmission incidents data are used for this measure. The data are submitted online by pipeline operators using PHMSA Forms F-7100.1 and F7100.2.

Statistical Issues: Results in any single year should be interpreted with caution. There is some normal annual variation in the volume released each year, particularly given the annual number of incidents, and this variation might not reflect real changes in the underlying risk.

Targets account for year-to-year variations in gas releases since 2011. The target each year is set at one standard deviation from the trendline that uses a best-fit function to account for normal variation annually.

This performance indicator is not normalized for changes in exposure, or external factors such as changes in pipeline mileage, gas consumption, or volume of moved through pipelines, that could affect the volume of the release.

Completeness: See completeness for "4.1.6 Reduce the Gross Volume Spilled from Crude Oil and Refined Products' Pipeline Systems (Barrels Spilled)."

Reliability: PHMSA routinely cross-checks incident reports against other sources of data, such as immediate notifications provided to the NRC and media outlets. PHMSA inspectors and the State Program office also regularly discuss incidents with State partners and operator personnel. PHMSA continues to work to improve the quality of the incident data.

Verification and Validation: See verification and validation for "4.1.6 Reduce the Gross Volume Spilled from Crude Oil and Refined Products' Pipeline Systems (Barrels Spilled)."

Strategic Objective 4.2: Infrastructure Resilience

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

Lead: OST-P / FHWA

Indicator: Percent of States/MPOs that have developed Resilience Improvement Plans

Scope: FHWA has requested that the scope be limited to the 50 states, the District of Columbia, and Puerto Rico. The indicator currently also includes MPOs, which will be more challenging to track because there are hundreds of them.

Sources/Commonly Used Data Source: FHWA will gather information through the FHWA Division offices. The FHWA Division offices in each state will communicate with their state and the MPOs in it to determine which States and MPOs have developed Resilience Improvement Plans.

Statistical Issues: None

Completeness: The Division Offices will likely know whether or not the State DOT has developed a resilience improvement plan but may not know the status of all of the MPOs in the state.

Reliability: No issues.

Verification and Validation: The data will be compiled from across the country so it will need to be double-checked to guard against inadvertent errors in manual data entry.

Strategic Objective 4.3: Climate Justice and Environmental Justice

4.3.1 Ensure that the Benefits of At Least 40% of USDOT Investments in the Areas of Clean Energy and Energy Efficiency, Clean Transportation, and the Remediation and Reduction of Legacy Pollution Flow to Disadvantaged Communities

Lead: OST-P

Indicator: Percent of USDOT Investments in the Areas of Clean Energy and Energy Efficiency, Clean Transportation, and the Remediation and Reduction of Legacy Pollution Whose Benefits Flow to Disadvantaged Communities

Scope: USDOT is monitoring this performance goal by measuring the percentage of the benefits from certain Federal investments that flow to disadvantaged communities, using grant award data and data presented through the CEQ's CEJST and USDOT's ETC Explorer. USDOT worked with program managers across USDOT to gather award data and USA Spending to pull FHWA formula funds data to calculate baselines for USDOT's Justice40 covered programs with funding history, in alignment with government-wide guidance.

USDOT seeks to deliver 40 percent of the benefits of its Justice40 covered programs to disadvantaged communities. Not only will meeting this goal be consistent with the governmentwide Justice40 initiative, but it will also be an indication that USDOT's dollars are flowing to disadvantaged communities. If a program's baseline falls below 40%, USDOT will evaluate what actions are appropriate to help reach the 40% target.

Sources/Commonly Used Data Source: The following tools and data sources were used to identify disadvantaged communities in support of the Justice40 initiative:

- CEJST: EO 14008 directed CEQ to develop CEJST. The tool has an interactive map and uses datasets that are indicators of burdens in eight categories: climate change, energy, health, housing, legacy pollution, transportation, water and wastewater, and workforce development. The tool uses this information to identify communities that are experiencing these burdens.
- ETC Explorer Tool: USDOT's ETC Explorer is an interactive web application that uses 2020 Census tracts and data, to explore the cumulative burden communities experience, as a result of underinvestment in transportation, in the following five components: Transportation Insecurity, Climate and Disaster Risk Burden, Environmental Burden, Health Vulnerability, and Social Vulnerability. The ETC Explorer is designed to complement CEQ's CEJST tool by providing users deeper insight into the Transportation disadvantage component of CEJST, which will help ensure the benefits of USDOT's investments are reversing or mitigating the transportation-related causes of disadvantage.
- Rail corridor capacity expansion projects: USDOT mapped each rail corridor and identified the number of disadvantaged census tracts within each county the corridor passes through. USDOT then multiplied the percentage of disadvantaged tracts by the total award amount to determine the amount of the award benefiting disadvantaged communities.

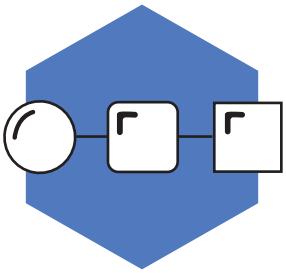
- FTA permits transit systems to supply quantitative, demographic data of their ridership demonstrating the percentage of their ridership that meets the criteria described in Executive Order 14008 for disadvantage.
- Given the statutory nature of some programs, 100% of the benefits flow to disadvantaged populations according to Executive Order 14008's definition of a disadvantaged population.
- Given that formula funds are reported to USA Spending on the county level USDOT assigned disadvantaged designation to a county if:
- 50% or more of Census tracts in the county are disadvantaged; and/or
    - 50% or more of the county's population lives in disadvantaged Census tracts.

Statistical Issues: Five of forty covered programs currently do not have baselines calculated. Three programs did not make awards in FY 2022 or 2023 and two programs awarded funds at the state-wide level, so it was not possible to determine whether a disadvantaged community was benefiting.

Completeness: USDOT developed FY 2022 and FY 2023 baselines for thirty-five of its forty covered programs with awards history. Three programs did not make awards in FY 2022 or 2023 and two programs awarded funds at the state-wide level, so it was not possible to determine whether a disadvantaged community was benefiting.

Reliability: Program managers from across the agency provided award data, on a project level, for all discretionary covered programs with award history. Formula funds were pulled from USA Spending or FTA's funds management system.

Verification and Validation: Not only did each OA verify and validate the awards data but USDOT's Budget Office also verified and validated both the awards data and data pulled from USA Spending to calculate the baselines. Baselines were calculated by one member of OST and then verified by a second member. The baselines were then circulated to each covered program and program manager for verification and validation.



Goal 5: Transformation

Strategic Objective 5.1 Matching Research and Policy to Advance Breakthroughs

5.1.1 Double the Number of Research and Deployment Projects Centered on Breakthrough Discoveries that Introduce New Technologies or Approaches Not Currently Deployed in the Transportation System

Lead: OST-R

Indicator: Research and Deployment Projects Centered on Breakthrough Discoveries that Introduce New Technologies or Approaches Not Currently Deployed in the Transportation System

Scope: The Office of the Assistant Secretary for Research and Technology (OST-R) is committed to expanding its research foundational processes to support its alignment with Departmental strategic goals. Improving coordination and processes to track and monitor research projects across all OAs is the key to identifying the research activities centered on breakthrough discoveries. Identifying the research centered on breakthrough discoveries will lead to introducing new technologies and approaches in the transportation system. OST-R intends to align various Federal mandates that intersect with research grant programs within OST and the OAs achieve to advance the goal of doubling the number of research and deployment projects centered on breakthrough discoveries.

Sources/Commonly Used Data Source: OST-R implemented an internal continuous improvement model and improvements for tools to efficiently track USDOT's research portfolio to increase the level of quality and completeness of research data submitted by the OAs.

Statistical Issues: None.

Completeness: OST-R is coordinating with all OAs to ensure the research and development (R&D) portfolio captures the projects that are aligned with this measure. The OAs are reporting to OST-R on FY 2024 active ongoing or planned projects under modified guidance. The data enhancements expected through the modified guidance will result in reporting improvements throughout FY 2024 for new and ongoing projects as OAs routinely update their project data.

Reliability: OST-R is leading the effort and collecting the data directly from the OAs.

Verification and Validation: OST-R is implementing a review process that collects and reviews KPI to verify and validate information annually. The data enhancements expected through the modified guidance for FY 2024 will result in reporting improvements throughout the fiscal year for adding new and updating ongoing projects by the OAs.

Strategic Objective 5.2: Experimentation

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

Lead: FAA

Indicator: Ensure Safety for Near-Term Operations of Advanced Air Mobility Operations

Scope: Near-Term Advanced Air Mobility (AAM) operations are defined as pilot on board, type certificated, electric aircraft, or electric vertical takeoff and landing (VTOL) aircraft, operating in currently defined airspace adhering to existing or modified safety and security protocols. These operations require a thorough review and may require regulatory updates to ensure safe, secure, and efficient operations in the NAS. For the FAA to be positioned to support AAM through regulatory updates, it must establish policies and procedures to bridge the identified gaps.

Sources/Commonly Used Data Source: AAM Implementation Plan (IP) near-term operations and the Urban Air Mobility (UAM) Concept of Operations (ConOps) characterize the FAA's progression of activities necessary to support the evolution of AAM from its current state to future advanced stages of maturity. The AAM IP was developed in coordination with lead AAM focal Point of Contacts (POCs).

Statistical Issues: N/A

Completeness: The ability to support AAM Entry into Service (EIS) operations is dependent on the state of the industry. AAM is progressing at the speed of industry and the ability that industry had to share and coalesce on aircraft performance characteristics, unique infrastructure requirements, and intended operational use cases.

Reliability: The FAA has developed an AAM IP, which outlines the strategic framework for AAM near-term Operations, but factors other than the regulatory framework are beyond the FAA's control. For example, manufacturing capacity, public demand, the funding and installation of infrastructure, and supply chain capacity will significantly influence the capacity for near-term operations. For certification, the FAA's progress is highly dependent on the applicant's responsiveness and maturity.

Verification and Validation: A group of cross-FAA AAM Innovate 28 teams (iTeams) that represent the major workstreams associated with AAM implementation have been formed to facilitate AAM implementations. These teams, identified by their executive leadership, conduct bi-weekly AAM information exchanges, which include a programmatic review of AAM-related activities. This group provides a mechanism for validating the identified gaps and approaches to bridging the gaps. The Advanced Aviation Advisory Council (AAAC) is an industry-led Federal Advisory Committee. The AAAC is reviewing our AAM strategic framework which captures our information gaps and decision points. Their review will provide industry validation on the gaps identified.

5.2.2 By 2026, Support 25 Novel Data and Technology Approaches Related to Artificial Intelligence, Cybersecurity, and Infrastructure Resilience in Communities Across the United States

Lead: OST-R / OST-P, All Operating Administrations

Indicator: Novel Data and Technology Approaches Related to Artificial Intelligence, Cybersecurity, and Infrastructure Resilience in Communities Across the United States.

Scope: OST-R is committed to expanding its research foundational processes to support its alignment with Departmental strategic goals. Improving coordination and processes to track and monitor research programs across all OAs is the key to identifying the research activities related to Artificial Intelligence, Cybersecurity, and Infrastructure Resilience in communities across the United States. OST-R is identifying research activities that support novel data and technology approaches including coordination with other Federal agencies.

Sources/Commonly Used Data Source: For more information, see "5.1.1 Double the Number of Research and Deployment Projects Centered on Breakthrough Discoveries that Introduce New Technologies or Approaches Not Currently Deployed in the Transportation System."

Statistical Issues: None.

Completeness: OST-R is coordinating with all OAs to ensure the R&D portfolio captures the projects that are aligned with this measure. FY 2022 is the baseline year for this new measure.

Reliability: OST-R is leading the effort and collecting the data directly from the OAs.

Verification and Validation: OST-R is implementing a review process that collects and reviews KPIs to verify and validate information annually. FY 2022 is the baseline year for technologies toward implementation. The OAs are reporting to OST-R on FY 2024 projects under modified guidance. The data enhancements expected through the modified guidance will result in reporting improvements throughout FY 2024 for new and ongoing projects as OAs update their project data previously submitted to OST-R.

Strategic Objective 5.3: Collaboration and Competitiveness

5.3.1 By 2026, Create a Digital Forum to Engage 10k Transportation Professionals to Share Best Practices and Use Cases on Smart Cities/Communities, Technology, and Data in Transportation

Lead: OST-R

Indicator: Digital Forum Created; Transportation Professionals Engaged to Share Best Practices and Use Cases on Smart Cities/Communities, Technology, and Data in Transportation

Scope: OST-R is committed to expanding its research foundational processes to support its alignment with Departmental strategic goals. USDOT plans to establish the Smart Community Resource Center, an online resource in partnership with OAs and other Federal agencies, on the intelligent transportation system and smart community approaches for use by State, local, and Tribal governments. OST-R will engage with transportation professionals and leverage the Smart Community Resource Center to share case studies, best practices, reports, and as a platform for collaboration across the transportation community. This is an online resource that provides information about intelligent transportation system technologies and smart community approaches to State, local, and Tribal government entities.

Sources/Commonly Used Data Source: OST-R supports and sponsors the resource center through an active collaboration across various OAs on intelligent transportation system approaches. OST-R will actively monitor and maintain the resource center.

Statistical Issues: None.

Completeness: OST-R is coordinating with all OAs to ensure the resource is used for collaboration and is responsible for monitoring and maintaining it throughout FY 2022–2026. FY 2023 is the baseline year for engagements as the Resource Center was being established in FY 2022.

Reliability: OST-R is leading the development and monitoring efforts directly.

Verification and Validation: OST-R will launch and monitor various activities to engage with 10,000 transportation professionals and leverage the Smart Community Resource Center to share case studies, best practices, reports, and as a platform for collaboration across the transportation community. FY 2023 is the baseline year for the resource center.

Strategic Objective 5.4: Flexibility and Adaptability

5.4.1 By 2026, Support 25 Projects that Build Data and Technology Systems for Transportation Planning and Infrastructure Operation that Serve as Interoperable Platforms that Can Engage with Various Tools, Technologies, and Approaches

Lead: OST-R / All Operating Administrations

Indicator: Projects that Build Data and Technology Systems for Transportation Planning and Infrastructure Operation that Serve as Interoperable Platforms that Can Engage with Various Tools, Technologies, and Approaches

Scope: OST-R is committed to leveraging its datasets across several programs related to transportation planning and infrastructure operations. USDOT aims to make these datasets more accessible to support better research and planning to future-proof transportation systems while building out robust private markets for transportation innovation. These data and technology investments should be interoperable whenever possible, allowing for seamless integration across technologies, systems, and approaches.

Sources/Commonly Used Data Source: OST-R implemented an internal continuous improvement model and ongoing maintenance for its tools to efficiently track USDOT's research portfolio, increasing the quality and completeness level of research data submitted by the OAs to identify projects that support this measure.

Statistical Issues: None.

Completeness: OST-R is coordinating with all OAs to ensure the R&D portfolio captures the projects that are aligned with this measure.

Reliability: OST-R is leading the effort and collecting the data directly from the OAs.

Verification and Validation: OST-R implemented revised data definitions and a review process that collects and reviews KPIs to verify and validate information annually.

Goal 6: Organizational Excellence

Strategic Objective 6.1: Customer Service

6.1.1 By 2026, Adjudicate 100% of Registrations Within Two Weeks

Lead: FMCSA

Indicator: Weeks to Adjudicate Registration Operating Authority Applications (Weeks)

Scope: Includes new and reinstatement operating authority applications that are over one year since revocation and all passenger carrier reinstatements. Excluded from the count are applications awaiting customer responses and other types of registration applications/requests (e.g., name changes, transfers).

*In general, companies that do the following are required to have interstate operating authority (MC number) in addition to a USDOT Number:

- Operating as for-hire carriers (for a fee or other compensation)
- Transporting passengers, or arranging for their transport, in interstate commerce
- Transporting federally regulated commodities or arranging for their transport, in interstate commerce

Sources/Commonly Used Data Source: Utility for Risk-Based Screening and Assessment (URSA); Unified Registration System (URS); FMCSA Vetting Dashboard.

Statistical Issues: Not applicable as this is not a statistical data collection.

Completeness: Data are complete, and 100% of applications provided to the Vetting Team are reviewed.

Reliability: Data are reliable. This indicator measures staff work output against timeliness.

Verification and Validation: Information to create the indicator is collected by vetting staff from multiple Agency systems and manually entered in an internal tracking sheet. Data are validated weekly. The tracking sheet was automated in early 2022 to record entries directly from the systems with edit checks against manually entered fields. In early 2022, the FMCSA Vetting Dashboard was updated to automate calculating program performance indicators.

6.1.2 Maintain Overall Customer Satisfaction with IT Help Desk Services

Lead: OCIO

Indicator: Positive Response Rate on the Customer Satisfaction Survey (CSS)

Scope: Customer satisfaction with IT Help Desk.

Sources/Commonly Used Data Source: Customer Satisfaction Survey.

Statistical Issues: None Identified.

Completeness: The data are only available after the survey and are a snapshot of time.

Reliability: The survey has been conducted historically by the Department and it is a reliable expectation that the survey will continue.

Verification and Validation: The Department has a robust process to distribute the survey as well as validate each survey.

6.1.3 Maintain the One-Week Service Desk Request Closure Rate

Lead: OCIO

Indicator: One-Week Service Desk Request Closure Rate

Scope: IT Help Desk service desk requests.

Sources/Commonly Used Data Source: IT Help Desk Requests System.

Statistical Issues: None identified as there is a historical baseline available to support this performance indicator.

Completeness: The data set is available within the help desk tracking system to cover all help desk tickets.

Reliability: This is tracked within the IT Help Desk system and can be accessed at any time.

Verification and Validation: The IT Help Desk Requests system and related processes are mature—this information is available and validated continuously.

Strategic Objective 6.2: Workforce Development

6.2.1 80% of OA-Projected Bipartisan Infrastructure Law Hiring Targets are Achieved Starting in FY 2023

Lead: OST-M, DOHR

Indicator: OA-Projected Bipartisan Infrastructure Law Hiring Targets Achieved

Scope: Monitor efforts by OAs in meeting hiring targets set for FY 2023.

Sources/Commonly Used Data Source: The OA Human Resources Offices provide biweekly updates on progress toward hiring targets, and annually review overall hiring targets.

Statistical Issues: No known statistical issues.

Completeness: No known limitations.

Reliability: The data is assumed to be reliable.

Verification and Validation: Progress against the hiring targets will be measured through bi-weekly hiring selections. This information is collected and reviewed by the Departmental Office of Human Resources before being reported to the Office of Personnel Management.

6.2.2 Work to Increase the Diversity of Applicants for Mission-Critical Occupations in Each OA

Lead: OST-M, DOHR / OST-DOCR

Indicator: Diversity of Applicants for Mission-Critical Occupations in Each Operating Administration

Scope: An analysis of the applicant pool for eight priority positions was conducted to identify opportunities where to focus efforts on increasing diversity in the applicant pool. The analysis indicated that female applicants for engineering and IT positions are hired more than two times as frequently as male applicants. However, women make up fewer than 15% of the applicant pool for each of these occupational series. For FY 2023 and FY 2024, USDOT focused on increasing the participation rates of female applicants for Engineering and Information Technology occupations through focused outreach and recruitment.

Sources/Commonly Used Data Source: The assessment included applicant flow data from the hiring tools used by USDOT/FAA and USDOT/Non-FAA and onboard workforce data.

Statistical Issues: There were no identified statistical issues.

Completeness: There were some data gaps as a result of race, national origin, and sex being voluntarily provided by applicants. The analysis of the available applicant flow data and USDOT workforce data is considered complete for this stage of the analysis.

Reliability: The analysis and subsequent findings are considered reliable.

Verification and Validation: Departmental recruitment activities are being tracked by the Departmental Office of Human Resources to ensure outreach to colleges and universities, and professional organizations related to women in engineering. The applicant flow data for engineering and information technology positions will be assessed to determine if these outreach efforts lead to an increase in female applicants.

6.2.3 Increase the Percentage of Large, Cross-Agency Science, Technology, Engineering, and Math Aviation and Space Education Outreach Events to Which the Equity Assessment Tool Has Been Applied

Lead: FAA

Indicator: Percentage of Large, Cross-Agency Science, Technology, Engineering, and Math Aviation and Space Education Outreach Events to Which the Equity Assessment Tool Has Been Applied

Scope: The goal is to create an assessment tool with a list of questions that can be used as a decision-making tool to help the FAA determine (from an equity perspective) the best use of resources for Science, Technology, Engineering, and Math (STEM) Aviation and Space Education (AVSED) outreach at large events. A main emphasis for the tool will be to ensure FAA provides access for all students when planning those events. FAA-sponsored STEM AVSED outreach is testing this tool in situations that meet the following criteria:

- 500+ students
- FAA has participated in the past
- Multiple line-of-business (LOBs) support
- Organizational goals
- Target Communities (Diversity Strategies)
- Demographics

The tool will be used first by the event planning teams for the Aviation Safety (AVS) Symposium, the International Girls in Aviation Day, FAA Aviation Career Education (ACE) camps, and internal and external communication strategy for the STEM AVSED outreach. As other events come to fruition and the tool matures, the subcommittee may choose to utilize the tool for other large outreach activities. The team will find the best IT platform to house the tool and share results with the STEM AVSED Executive Board and the Administrator/ Deputy Administrator.

Sources/Commonly Used Data Source: N/A

Statistical Issues: N/A

Completeness: Successful completion of targets will be measured by looking at the final products, as well as identifying if the tool was

used for each of the identified outreach events. As the team nears completion of each target, it will provide a briefing/presentation to the Steering Committee of its progress and receive feedback to ensure completion. As for the Equity Assessment questions, an internal review was done by the National Engagement and Regional Administration (ARA) and Office of Civil Rights (ACR) leadership prior to finalizing the target. Lastly, the STEM AVSED Executive Board will receive briefings on all targets and make the final determination as to whether the targets are met.

Reliability: N/A

Verification and Validation: Performance information is based upon the assessment of internal actions taken. There is minimal risk of any performance information being inaccurate.

6.2.4a Increase the Percentage of Persons with Disabilities in the FAA Workforce

6.2.4b Increase the Percentage of Persons with Targeted Disabilities in the FAA Workforce

Lead: FAA

Indicator: Percentage of Persons with Disabilities and Persons with Targeted Disabilities in the FAA Workforce

Scope: This indicator will only measure employees who have self-identified their disability on Standard Form 256 - Self Identification of Disability (SF-256) or through their Employee Express profile. The self-identification of disability reporting process is entirely voluntary, except for employees appointed under the Schedule A Excepted Appointing Authority for People with Intellectual Disability, Severe Physical Disability, or Psychiatric Disability (5 CFR 213.3102(u)) or the FAA's On-the-Spot Hiring Authority for People with Disabilities. Agencies will request that these employees identify their disability status and, if they decline to do so, their correct disability code will be obtained from medical documentation used to support their appointment.

Sources/Commonly Used Data Source: The data comes from the Federal Personnel Payroll System (FPPS) which is maintained by the Office of Human Resource Management. The data are compiled through the completion of the SF-256 or updating the Employee Express profile.

Statistical Issues: The completion of the SF-256 form by newly hired employees and the accuracy of entering the appropriate codes into FPPS is paramount to the statistical data that will be collected. Individuals may choose not to identify their disability or may select the wrong disability code based on their personal opinion about the severity of their disability. Also, New Employee Orientation takes place every two weeks so it may take a couple of weeks to be entered into FPPS by the HR specialist as this will cause some lag time in the reporting.

Completeness: ACR completes the annual Management Directive 715 (MD-715) report for the Equal Employment Opportunity Commission (EEOC). The MD-715 calls for periodic agency self-assessments and the identification and elimination of barriers that prevent equal employment opportunities in the workplace. The hiring of persons with disabilities (PWDs) and persons with targeted disabilities (PWTDs) is measured in the MD-715 report. The report will be completed and submitted to the EEOC during the second quarter of each fiscal year.

Reliability: The reliability of this indicator will be based on the completion of the SF-256 form and the accuracy of the reporting process.

Verification and Validation: Pursuant to 29 U.S.C. 791, Agency's Affirmative Action Plans require the FAA to perform a workforce analysis annually to determine the percentage of its employees at each grade level who have disabilities, and the percentage of its employees at each grade level who have targeted disabilities. ACR will collect and review FPPS reports on a monthly basis to verify current PWD and PWTD workforce representation at each grade level.

To ensure the validity of the workforce data, Human Resource Management (AHR) will continue to provide guidance to FAA employees and new hires on completing the SF-256 form to accurately self-identify their disability. In coordination with the USDOT, the FAA will continue to conduct annual campaigns encouraging USDOT employees to update their disability status and provide instructions on how to update their disability status appropriately through Employee Express.

6.2.5 Increase the Percentage of Supervisors and Managers Who Have Received Training on Unconscious Bias

Lead: FHWA

Indicator: Percentage of Supervisors and Managers Who Have Received Training on Unconscious Bias.

Scope: In support of EO 14035 Diversity, Equity, Inclusion, and Accessibility (DEIA) in the Federal Workforce, the USDOT DEIA Strategic Plan FY 2022-26, and the FHWA Diversity and Inclusion Statement, FHWA is providing managers with appropriate tools to advance and integrate DEIA across the workforce. After training leaders at all levels of the organization, FHWA continues to offer training to all employees to focus on emerging leaders. Training and developmental opportunities allow all employees to be equity facilitators and maximize their contributions to the FHWA mission and their service to the American people. FHWA is promoting and offering monthly sessions of Unconscious Bias Training for all employees. This interactive training seeks to not only define bias but also provides tools to counteract biases, so they do not interfere with the work environment. Through this training, participants have an opportunity to better understand how FHWA can contribute to a culture of inclusion.

Sources/Commonly Used Data Source: The Office of Administration will be tracking the training completion rate of all employees in the organization with a supervisory designation.

Statistical Issues: No known variability or statistical issues.

Completeness: No known limitation due to missing data.

Reliability: Data will be consistent based on tracking all completion rates.

Verification and Validation: Completion rates will be verified against roster information including supervisory codes to ensure all supervisors have been reached with this new training requirement.

6.2.6 Increase the Number of Partnerships with Historically Black Colleges and Universities and Minority-Serving Institutes

Lead: FHWA

Indicator: Number of Partnerships with Historically Black Colleges and Universities (HBCUs) and Minority-Serving Institutes (MSIs)

Scope: FHWA's Recruitment, Outreach, and Diversity (ROaD) Team has placed significant focus on the recruitment of diverse candidate pools for available positions. Partnerships with HBCUs, MSIs, and diverse affinity groups to help FHWA reach racially diverse talent pools to close gaps in recruitment from historically underrepresented groups in the FHWA workforce. Recruitment events include attending hiring fairs at MSI, implementing targeted virtual information workshops, and ensuring more diverse pools of talent are invited to attend traditional hiring events such as virtual hiring fairs. FHWA seeks to increase collaboration and engagement with HBCUs, MSIs, and USDOT affinity groups to ensure adequate representation at diverse hiring events.

Sources/Commonly Used Data Source: Data are collected by the FHWA Office of Human Resources where records are tracked and maintained on hiring events attended annually.

Statistical Issues: No known variability or statistical issues.

Completeness: No known limitation due to missing data.

Reliability: Data will be consistent based on an internal methodology for tracking these events.

Verification and Validation: Attendance for recruitment events is planned, funded, and approved by the Office of Human Resources. Resources are provided to staff attending the event and after successful completion of the event, staff reports to HR staff to track attendance and other statistical information such as the number of interested applicants, resumes collected, etc.

6.2.7a Increase the Number of FHWA Pathways Program Hires

Lead: FHWA

Indicator: Number of FHWA Hires from the Pathways Program

Scope: Number of corporately funded positions for the Pathways Program and Persons with Disabilities (Schedule A).

FHWA is an active participant in student programs such as the Pathways, Professional Development Program (PDP), Summer Transportation Program for Diverse Groups (STPDG), Dwight David Eisenhower Transportation Fellowship Program, and other special hiring initiatives. FHWA can reach more potential hires in underrepresented groups. FHWA will increase the resources available for these programs to increase opportunities to attract and bring early career professionals into USDOT.

Sources/Commonly Used Data Source: Personnel data reporting.

Statistical Issues: No known variability or statistical issues.

Completeness: No known limitation due to missing data.

Reliability: Data will be consistent based on tracking all completion rates.

Verification and Validation: Target achievement will be verified against personnel data collected.

6.2.7b Increase the Number of FHWA Hires of Persons with Disabilities

Lead: FHWA

Indicator: Number of Persons in the FHWA Workforce with Disabilities

Scope: Number of corporately funded positions for Persons with Disabilities (Schedule A).

FHWA is an active participant in over 100 recruitment events annually to be able to reach more potential hires in underrepresented groups including persons with Disabilities (Schedule A). FHWA will increase the resources available for recruitment and outreach for these programs to increase opportunities to attract and onboard employees under Schedule A hiring into professional careers in USDOT. Direct hire authority for GS-7s helps with recruitment efforts for recent graduates and employees with disabilities. FHWA will continue to encourage hiring officials to use special hiring authorities as an option for filling positions.

Sources/Commonly Used Data Source: Personnel data reporting.

Statistical Issues: No known variability or statistical issues.

Completeness: No known limitation due to missing data.

Reliability: Data will be consistent based on tracking all completion rates.

Verification and Validation: Target achievement will be verified against personnel data collected.

Strategic Objective 6.3: Data-Driven Programs and Policies

6.3.1 Increase the Number of Users of Department-wide Data Services

Lead: OCIO

Indicator: Users of Department-wide Data Services

Scope: The scope of the measure is Department-wide.

Sources/Commonly Used Data Source: The data source is the list of user accounts that have been provisioned on the Departmental shared services.

Statistical Issues: No statistical issues. This is a direct census of authorized users.

Completeness: No completeness issues. This is a direct census of authorized users.

Reliability: No reliability issues. This is a direct census of authorized users.

Verification and Validation: Accounts are provisioned in accordance with established internal controls. Usernames are associated with OAs in the USDOT Active Directory.

6.3.2 Increase the Percentage of Operating Administrations Leveraging the Fast-Track Paperwork Reduction Clearance Process

Lead: OCIO

Indicator: Operating Administrations Leveraging the Fast-Track Paperwork Reduction Clearance Process

Scope: The scope applies to all OAs.

Sources/Commonly Used Data Source: Generic clearances are already in place for most of the OAs and are reported to OMB through the Regulatory Information Service Center (RISC) / Office of Information and Regulatory Affairs (OIRA) Consolidated Information System (ROCIS) and publicly reported on reginfo.gov.

Statistical Issues: None. This is a direct measurement of an administrative process.

Completeness: None. This is a direct measurement of an administrative process.

Reliability: None. This is a direct measurement of an administrative process.

Verification and Validation: This process relies on existing internal controls on paperwork.

OA	Control Number	Information Collections Used
OST	2105-0573	15
FAA	2120-0746	6
FAA	2120-0772	5
FHWA	2125-0628	18
FMCSA	2126-0049	0
FMCSA	2126-0061	4
FRA	2130-0593	0
FTA	2132-0654	2
FTA	2132-0572	2
MARAD	2133-0543	0
MARAD	2133-0546	0
PHMSA	2137-0640	1

6.3.3 Increase the Percentage of USDOT Information Systems Encrypting Data at Rest and In Transit

Lead: OCIO

Indicator: USDOT Information Systems Encrypting Data at Rest and In Transit

Scope: This measure applies to all USDOT Federal Information Security Modernization Act (FISMA)-reportable information systems.

Sources/Commonly Used Data Source: The information is reported in a data call but can eventually be stored in the Department's cybersecurity risk management system, Cyber Security Assessment, and Management (CSAM).

Statistical Issues: There are potential issues of non-response, there are potentially changing quantities of information systems to which this indicator will apply, and other exogenous factors that may impact our ability to consistently measure.

Completeness: None. This is a direct measurement of an administrative process.

Reliability: None. This is a direct measurement of an administrative process.

Verification and Validation: There are existing programmatic internal controls in the USDOT cybersecurity program to validate the information reported in CSAM.

6.3.4 Increase the Percentage of Operating Administration Webpages Service Departmental Data that Experience an Increase in One or More Elements of the Customer Satisfaction Survey

Lead: OCIO

Indicator: Operating Administration Webpages Service Departmental Data that Experience an Increase in One or More Elements of the Customer Satisfaction Survey

Scope: This performance indicator applies to all USDOT OAs and the webpages they operate that provide public access to the Department's data.

Sources/Commonly Used Data Source: Feedback surveys.

Statistical Issues: Feedback surveys are designed to provide qualitative information (insights, perceptions, opinions, experiences, and expectations) and are not designed to make generalized conclusions about the population of the study.

Completeness: Feedback surveys are voluntary.

Reliability: Feedback surveys are voluntary and do not need to be fully completed.

Verification and Validation: Information gathered is intended to be used only internally for general service improvement and program management purposes and is not intended for release outside of the Department (if released, the Department must indicate the qualitative nature of the information).

Strategic Objective 6.4: Oversight, Performance, and Technical Assistance

6.4.1 Increase the Percentage of IT Budget that Uses Shared Services

Lead: OCIO

Indicator: IT Budget that Uses Shared Services

Scope: The OCIO tracks all IT spending for the Department, including whether the IT spending was used to pay for IT shared services through the Working Capital Fund (WCF).

Sources/Commonly Used Data Source: Data are collected in USDOT's Corporate Investment Management System (CIMS) and Section 5 of USDOT's Congressional Justification (CJ) part of OMB IT Investment data requirements.

Statistical Issues: Not applicable as this is not a statistical data collection.

Completeness: USDOT OCIO relies on program offices and OA portfolio managers to upload relevant data into CIMS and report data in Section 5. To ensure all data are being reported accurately, all IT procurements must include chief information officer (CIO) authorization before being procured, which ensures that all IT procurements are being included in our total IT budget submission and procurements that can be made through a USDOT shared services vehicle are not being made other ways within the Department.

Reliability: Not applicable.

Verification and Validation: All IT procurements are reviewed by OCIO staff using procurement and financial documents to ensure proper reporting of IT costs.

6.4.2 Increase the Number of Software Development Contracts Awarded Under the Department's Mandatory Use SWES BPA

Lead: OCIO

Indicator: Software Development Contracts Awarded Under the Department's Mandatory Use Software Engineering Support Services Blanket Purchase Agreement (SWES BPA)

Scope: Across the Department, there are many IT contracts of a duplicative nature. The SWES BPA was justified as a mandatory use vehicle based on projections that efficiencies realized would potentially reduce IT costs by allowing vendors to compete for smaller scope contracts on a centrally managed, Department-wide IT contract.

Sources/Commonly Used Data Source: Applications and Digital Solutions (S86), FWHA Information Technology Acquisition Center of Excellence (IT ACE), and USAspending.gov.

Statistical Issues: Cost savings and efficiencies are the primary objectives of the SWES BPA. These objectives are expected to be realized when the life-cycle costs are estimated at the program/project level.

Completeness: SWES award data are available on USAspending.gov. Contract quantity and value are both reflected.

Reliability: The number of contracts awarded, and their value are reflected in USDOT's acquisition system, PRISM, which is audited to ensure accuracy on an annual basis.

Verification and Validation: Financial audits at the Department occur on an annual basis to ensure accuracy. Additionally, USAspending.gov is consulted to monitor and ensure data accuracy in reporting. Corrective actions to resolve errors are performed throughout the year as inconsistencies are identified.

6.4.3 Increase the Number of Information Technology Systems Operating on a Shared Platform

Lead: OCIO

Indicator: Information Technology Systems Operating on a Shared Platform

Scope: There are 488 FISMA-reportable systems across the Department. Of these systems, an unidentified quantity resides on shared platforms. Applications and Digital Solutions (S86) will seek to identify which systems or applications are currently on shared platforms and which are candidates for migration to a shared platform. This action will be performed by executing an Application Rationalization effort in FY 2022. A primary objective is to catalog all applications for identification to consolidate and modernize older technologies. These activities are expected to generate savings in cyber security compliance, reduce software and licensing costs, and reduce both acquisition and staff support requirements.

Sources/Commonly Used Data Source: S86, Cybersecurity and Information Protection (S83), Strategic Portfolio Management (S81), and USDOT agencies.

Statistical Issues: Administrative cost savings, improved security, and efficiencies are the primary objectives of this effort and are expected to be realized when the life-cycle costs are estimated at the application level.

Completeness: S86 will engage the USDOT Chief Architect, S83 Chief Information Security Office, and all USDOT OAs to ensure an accurate inventory is captured for assessment.

Reliability: To complete the USDOT portfolio review, the analyst applies specific definitions and guidelines and inputs the appropriate values for each data element into the database. In this way, all data contained in the Application Rationalization are uniform, eliminating differences in collecting and maintaining relevant application records.

Verification and Validation: Reviewing every office portfolio of applications will identify applications used throughout the USDOT organization. This activity will help to ensure consistency in the data acquired and will capture additional factors such as the technologies used, user authentication methods, software version, current security status, and other information. When inconsistencies are discovered, these can be quickly identified, and corrections are made to ensure accurate data collection. To help address these inconsistency issues, steps have been taken to develop a robust collection model to support data quality. This involves manual reviews of the work coded by the collection analysts. Once the full as-is list is validated, S86 will work with each OA Partner to look for efficiencies, opportunities for shared services and platforms, modernization solutions and reduce redundancies while planning the new "To-Be" future state roadmap.

6.4.4 Increase USDOT Spend Under Management Through Contract Obligations on Tiered Contract Vehicles

Lead: OST-M, OSPE

Indicator: USDOT Spend Under Management Through Contract Obligations on Tiered Contract Vehicles

Scope: This performance indicator is one of three KPIs identified by the Government-wide Category Management Program (GWCM). The KPIs were developed to align with OMB Memo M-19-13 and OMB Memo M-22-03.

The scope of Category Management encompasses contract obligation in ten common categories of goods and services. The categories are facilities and construction; professional services; information technology; medical; transportation and logistics: industrial products and services; security and protection; human capital; office management; and travel.

Spend Under Management (SUM) KPI is defined as the percentage of obligations through contracts that are actively managed in compliance with the SUM contract tiered maturity model. Managed vehicles range from Tier 1 (Department-wide vehicles) to Tier 3 (Best-in-Class vehicles).

SUM achievement to target numbers are based on actual obligation data provided with each contract action report. The contract action reports are collected in the FPDS via the beta.sam.gov system. The data are then pulled, cleansed, and summarized for category management agency program officials in the GSA Data to Decision (D2D) dashboards, which are endorsed for use by the OMB.

Sources/Commonly Used Data Source: As the single authoritative repository for federal procurement award data, the FPDS is the primary data source for the SUM data. The data from FPDS is then populated in GSA's D2D dashboards. The dashboards are then used by agencies in managing and overseeing their category management program implementation.

Statistical Issues: To calculate SUM, the GSA Program Management Office (PMO) needs to populate the current information from FPDS into the D2D dashboard. USDOT does not anticipate technical issues from the data transfer impacting the statistics. What will cause statistical issues is the fluctuation of spend by OAs. To accurately pinpoint progress will be a challenge. Utilizing the Department's category management annual plan, USDOT will better be able to track OAs' planned to actual progress.

Completeness: Information collected to assess USDOT's performance against this goal is based on data entered into FPDS by individual contracting officers within USDOT OAs. Federal regulation and USDOT acquisition policy require contracting officers to ensure all records for contracting actions are entered and finalized in FPDS within three days of award.

Reliability: Not applicable.

Verification and Validation: The data are initially entered into FPDS via an interface between USDOT's contract writing system, PRISM, and then validated by individual contracting officers. Since there is a data validation step prior to finalizing the contract action reports in FPDS, USDOT is satisfied that the data are primarily accurate; however, since human error is possible, there may be mistakes in minor pieces of the data pulled from beta.sam.gov.

As an additional verification of FPDS data accuracy, USDOT OA contracting offices perform an annual review of FPDS data to ensure accuracy and completeness in accordance with FAR 4.604 and provide assurance statements to the OSPE as to their results. Using the OA responses, OSPE provides a consolidated report to GSA each fiscal year on behalf of the Department.

6.4.5 Increase the Percentage of Utilization of Best-in-Class Contracts in USDOT's Total Obligation

Lead: OST-M, OSPE

Indicator: Utilization of Best-in-Class Contracts in USDOT's Total Obligation

Scope: This performance indicator is one of three KPIs identified by the GWCM. The KPIs were developed to align with OMB Memo M-19-13 and OMB Memo M-22-03.

The scope of Category Management encompasses spending in ten common categories of goods and services. The categories are facilities and construction; professional services; information technology; medical; transportation and logistics: industrial products and services; security and protection; human capital; office management; and travel.

Best-in-Class (BIC) contracts have been vetted by OMB and the respective Government-wide Category Manager for the category against a rigorous set of criteria and determined to meet the Category Management Principles and thus should be utilized to the maximum extent practicable.

BIC achievement to target numbers is based on actual obligation data provided with each contract action report. The contract action reports are collected in the FPDS via the beta.sam.gov system. The data are then pulled, cleansed, and summarized for category management agency program officials in the GSA D2D dashboards, which are endorsed for use by the OMB.

Sources/Commonly Used Data Source: See sources for "6.4.4 Increase USDOT Spend Under Management Through Contract Obligations on Tiered Contract Vehicles."

Statistical Issues: To calculate BIC, see statistical issues for "6.4.4 Increase USDOT Spend Under Management Through Contract Obligations on Tiered Contract Vehicles."

Completeness: See completeness for "6.4.4 Increase USDOT Spend Under Management Through Contract Obligations on Tiered Contract Vehicles."

Reliability: Not applicable.

Verification and Validation: See verification and validation for "6.4.4 Increase USDOT Spend Under Management Through Contract Obligations on Tiered Contract Vehicles."

6.4.6 Achieve a 99% Payment Accuracy Rate for Programs that Include the Bipartisan Infrastructure Law to Demonstrate Robust Internal Controls at Both the USDOT and Grant Recipient Levels

Lead: OST-B

Indicator: Payment Accuracy Rate for Programs that Include the Bipartisan Infrastructure Law

Scope: Payment Integrity legislation defines a program as susceptible to significant improper payments when annual improper payments exceed 1.5 percent and $10 million of outlays, or $100 million of outlays regardless of the error rate. The legislation requires agencies to obtain a statistically valid estimate of improper payments in programs that were identified, by risk assessment, as susceptible to significant improper payments. As of FY 2024, two USDOT programs have been identified as susceptible to significant improper payments and are subject to annual reporting requirements: FHWA Highway Planning and Construction and FTA Transit Infrastructure Grants COVID-19 Relief Funds.

A risk assessment, statutory law, OMB, or management may identify additional programs as susceptible to significant improper payments and require USDOT to report annual estimates. For FYs 2024 and 2025, USDOT expects to review payment activity and complete risk assessments, if needed, for over 40 programs, many of which received BIL funding. The results of the risk assessments will determine if any additional USDOT programs are susceptible to significant improper payments and are required to calculate an estimate starting in FY 2026.

Sources/Commonly Used Data Source: Payment data are extracted from Delphi, USDOT's financial system of record. A USDOT program office or grant recipient could be the source of detailed supporting documentation on the payment requirements.

Statistical Issues: USDOT derives improper payment estimate rates based on probability samples with estimates for sampling error in accordance with OMB Circular A-123, Appendix C.

Phase 1: Identify Susceptible Programs and Activities with an IP Risk Assessment

Every three years, all of USDOT's programs and activities with over $10 million of annual outlays must complete an improper payment risk assessment. At USDOT, there is a structured qualitative risk assessment. OAs may decide to perform quantitative analysis, in addition to or instead of, the qualitative risk assessment to support the management's decision whether the program or activity is susceptible to significant improper payments. A quantitative assessment (sampling and testing like phase 2) is viewed as a more reliable analysis to support management's decision—this is especially the case for disaster relief type programs receiving billions of Federal funds and additional allowable cost flexibilities in supplements outside of the annual funding exercises. It is possible for Congress, OMB, or USDOT management to override the results of the qualitative and/or quantitative risk assessment and classify a program as susceptible (it does really work the other way). Congress, via the Payment Integrity Information Act of 2019, set the susceptible to significant improper payment threshold at 1.5% and $10 million of estimated improper payment or $100 million of estimated improper payment regardless of the rate. Agencies are required to report whether their programs are or are not susceptible to significant improper payments. They are not required to report the details like risk assessment ratings or results from quantitative reviews.

Phase 2: Report IP Estimates for Identified Susceptible Programs with a Statistically Valid Sampling and Estimation Methodology Plan

Annually, a payment population of prior fiscal payments is sampled and tested for accuracy and completeness. Any sampled payments determined to include improper amounts, in part or whole, by USDOT management are then extrapolated against the payment population. The extrapolated amounts of the improper payments are added together to arrive at the total estimated dollar amount which is then divided by payment population to arrive at the improper payment rate. The payment accuracy rate is the inverse of the improper payment rate. B-30 is responsible for reporting the OA's annual results of the annual estimates and other exercises on OMB's website, www.paymentaccuracy.gov. USDOT's payment accuracy measure in the APP/APR is the combination of our two susceptible programs. If a susceptible program reports results below the statutory threshold, then it may go back to phase 1 with OMB and USDOT's approval.

Requirements for Payment Integrity Improvement. Improper payment estimates only represent the results of programs susceptible to significant improper payments and are not a statistical estimate for all of USDOT's programs.

Completeness: The Enterprise Service Center, USDOT's financial management service provider, reconciles the data extracts to the OA's financial statements to ensure completeness. Next, the statistician and USDOT officials collaborate to identify the final payment populations for sampling.

Reliability: The results of sampling and testing payment accuracy demonstrate the effective stewardship of taxpayer funds. A structured approach to analyzing improper payments helps USDOT identify the root cause of errors made within our internal control systems, implement targeted corrective actions, and reduce improper payments.

Verification and Validation: A statistician prepares, and an agency official certifies that USDOT's sampling and estimation plans are in accordance with OMB Circular A-123, Appendix C requirements. The statistician designs and refines the sampling plans considering the nature and distribution of payments made by our programs. For grant-related programs, USDOT typically employs a multi-stage random selection methodology. The first stage involves generating a sample from USDOT payments to grant recipients. In the second stage, the statistician develops a sample from the list of invoices the grant recipient applied to the USDOT payment. Next, USDOT samples and tests line items from the grant recipient's invoice to determine if the expenditures are proper. After USDOT officials confirm improper payments within the samples, the statistician extrapolates the results to arrive at the estimate.

6.4.7 Achieve 100% Submission Rates on Monthly and Quarterly Data Accountability and Transparency Act Reporting Submissions for All Bipartisan Infrastructure Law Programs to Provide Financial and Award-Level Detail to the American People

Lead: OST-B

Indicator: Submission Rates on Monthly and Quarterly Data Accountability and Transparency (DATA) Act Reporting Submissions for All Bipartisan Infrastructure Law Programs to Provide Financial and Award-Level Detail to the American People

Scope: The scope of this indicator includes all USDOT Treasury Account Symbols (TASs) that include BIL programs.

Sources/Commonly Used Data Source: The information is stored in the Department's financial management system, Delphi, and reported to the Department of Treasury's (Treasury's) DATA Act Broker System (Broker).

Statistical Issues: N/A

Completeness: USDOT's performance against this goal is based on DATA Act files generated in Delphi and uploaded to the Treasury Broker by the Enterprise Services Center. The data included in the DATA Act files must pass a series of data validations without fatal

errors in order to publish the submission. If fatal errors (indicators of data quality issues) cannot be resolved prior to the submission deadline, the TAS(s) causing the fatal error(s) is excluded from the submission and disclosed in the quarterly certification.

Reliability: There are currently no factors affecting USDOT's ability to achieve this measure.

This target can be impacted by changes to the Governmentwide Treasury Account Symbol reporting requirements or data validations in the Treasury Broker. However, Treasury provides advance notification of these changes, and USDOT can identify potential impacts and solutions prior to the monthly submissions.

Verification and Validation: The Government-wide Spending Data Model (GSDM), formerly known as the DATA Act Information Model Schema (DAIMS), is the authoritative source for the terms, definitions, formats, and structures for hundreds of distinct data elements that tell the story of how federal dollars are spent. The GSDM includes validation rules documentation for the business rules the Treasury Broker uses for field and cross-file validations of DATA Act files.

Strategic Objective 6.5: Sustainability Initiatives

6.5.1 Identify New Buildings Entering the Design Phase in FY 2023 and Ensure the Guiding Principles for Sustainable Federal Buildings are Included in the Design for Applicable Facilities

Lead: FAA

Indicator: New Buildings Entering the Design Phase with Guiding Principles for Sustainable Federal Buildings in the Design

Scope: New facilities entering the design phase in FY 2023 and beyond.

Sources/Commonly Used Data Source: Line of Business Energy Management professionals.

Statistical Issues: N/A

Completeness: Organizations must include all guiding principles in their design documents. There is no credit given for facilities that fail to include all of the principles.

Reliability: This target can be impacted by delays in project management and the design phase taking longer than expected.

Verification and Validation: The Guiding Principles and associated guidelines for assessment are established by the Council on Environmental Quality. Agencies are afforded the responsibility to self-certify their facilities as compliant with each of the principles. AEE and Aviation Property Management (APM) review assessment documentation to help ensure the facility is accurately certified as sustainable. Documentation is available for OST or OMB review, upon request.

6.5.2 Reduce the Percentage of Direct Greenhouse Gas Emissions from USDOT Operations, Facilities, and Fleets from 2008 Levels

Lead: OST-M, OFIAM

Indicator: Direct Greenhouse Gas Emissions from USDOT Operations, Facilities, and Fleets

Scope: This measure includes all scope 1 and 2 GHG emissions, including those from facilities and fleet vehicles owned and operated by USDOT and its OAs.

Sources/Commonly Used Data Source: EO 14057 requires USDOT to reduce overall scope 1 and 2 GHG emissions by 65 percent by 2030 relative to the FY 2008 baseline. GHG emissions from fleet vehicles are provided by the Federal Automotive Statistical Tool (FAST) which is maintained by the Department of Energy (DOE). Facility-related GHG emissions are collected at the field level and reviewed by the OAs. The Office of the Secretary is responsible for compiling all GHG emission data from each of the OAs' facilities and fleet vehicles into the Energy Management Data Report workbook maintained by DOE.

Statistical Issues: USDOT and its OAs are responsible for collecting actual GHG emission data from field sites and no known statistical issues exist.

Completeness: DOE's Energy Management Data Report workbook is prescribed by regulations as the official data collection mechanism for USDOT GHG emissions. The annual submission from USDOT to DOE is considered the most complete data set available. A 2008 baseline for these data has been established.

Reliability: There is an extensive review of GHG emission data that occurs at the field, OA, and OST levels prior to entry into the Energy Management Data Report workbook. The Energy Management Data Report workbook is used to prepare many reports for Congress and

other regulatory agencies. Performance goals follow data as reported in the Energy Management Data Report workbook and are the reliable basis for GHG emission data as required under EO 14057.

Verification and Validation: USDOT and its OAs are responsible for examining GHG emission data and validating for accuracy. After validating these data against internal sources, all known major errors in the data are eliminated.

6.5.3 Increase the Percentage of Zero-Emission Light-Duty Vehicle Fleet Acquisitions

Lead: OST-M, OFIAM

Indicator: Zero-Emission Light-Duty Vehicle Fleet Acquisitions

Scope: This measure includes all light-duty vehicle acquisitions for both owned- and leased-vehicles in the fleets of the Department and its OAs.

Sources/Commonly Used Data Source: Executive Order 14057 requires 100 percent zero-emission light-duty vehicle acquisitions in agency fleets of 20 or more by 2027. Vehicle acquisition data is provided by GSA to the Department through the Vehicle Allocation Methodology (VAM) data system. Owned vehicle acquisition data is provided by the individual OAs. The Office of the Secretary is responsible for compiling this data into the Integrated Logistics Management System (ILMS). ILMS is owned and operated by the Department. Vehicle acquisition data are formatted and uploaded into the FAST which is maintained by the DOE.

Statistical Issues: USDOT and its OAs are responsible for examining vehicle acquisition data and validating for accuracy. After validating these data against internal sources and GSA systems, all known major errors in the data are eliminated.

Completeness: The GSA VAM data system is prescribed by regulations as the official comprehensive data collection mechanism for USDOT vehicle acquisition fleet information. Additionally, the Integrated Logistics Management System (ILMS) owned and managed by USDOT contains comprehensive vehicle acquisition data and is used by the OAs to manage fleet information.

Reliability: There is an extensive review of vehicle acquisition data that occurs at the field, OA, and OST levels prior to entry into the ILMS data system, GSA VAM data system, and the DOE FAST system. The GSA VAM data system and the DOE FAST system are used to prepare many reports to Congress and other regulatory agencies. Performance goals follow data as reported in ILMS, GSA VAM, and FAST, and are the reliable basis for light-duty vehicle acquisitions as required under Executive Order 14057.

Verification and Validation: USDOT and its OAs are responsible for examining vehicle acquisition data and validating for accuracy. After validating these data against internal sources and GSA systems, all known major errors in the data are eliminated.

Strategic Objective 6.6: Enterprise Cyber Risks

6.6.1 Increase the Percentage of Federal Information Modernization Act Information Systems Where Privacy Threshold Assessments and Privacy Plans Align with Authority to Operate

Lead: OCIO

Indicator: Federal Information Security Modernization Act Information Systems Where Privacy Threshold Assessments and Privacy Plans Align with Authority to Operate

Scope: This measure applies to all USDOT FISMA-reportable, personally identifiable information (PII) and non-PII FISMA reportable information systems. Prior to ATO, all USDOT OAs must complete privacy threshold assessments (PTAs) or Privacy Continuous Monitoring (PCM), and if required, a Privacy Impact Assessment (PIA) and System of Records Notice (SORN). These documents are collectively known as the system Privacy Plan.

Note: For FY 2021 and 2022, FISMA SAOP indicators were used to track whether PTA/PCM was completed prior to ATO. However, FISMA SAOP indicators only account for PII systems. In accordance with USDOT policy, systems that are non-PII must also have Privacy Plans completed prior to ATO. All systems are also to be reviewed annually prior to authorization and reauthorization, to include the FAA which has a three-year ATO cycle. OCIO has made progress on adjudicating both PII and non-PII systems prior to ATO and this indicator is being adjusted to account for non-PII systems.

Sources/Commonly Used Data Source: USDOT's Chief Privacy Officer (CPO) tracks all Privacy documents that are adjudicated in a given fiscal year and utilizes CSAM to validate numbers. CPO tracking and CSAM validation will be used to verify the number of systems where Privacy documentation aligns with or was completed prior to system ATO. CPO will be reviewing to track:

- Number of information systems that the agency authorized or reauthorized to operate during the reporting period.
- Number of information systems reported that CPO reviewed and approved a system privacy plan for the information system prior to the information system's authorization or reauthorization.

Statistical Issues: CPO will use a consistent formula to calculate the number of systems with reviewed and approved PTA/Privacy Plans prior to the information system's authorization or reauthorization.

Completeness: Completeness issues should be limited as all PTAs and privacy plans must be entered into CSAM. CPO tracks adjudicated system PTAs and ATO dates and uses CSAM to validate data.

Reliability: This is a direct measurement of an administrative process whereby OAs must enter adjudicated PTAs and privacy plans into CSAM.

Verification and Validation: There are existing programmatic internal controls in the USDOT cybersecurity program to validate the information reported in CSAM. The same formula and methods for calculating the number of systems that have a reviewed and approved system privacy plan prior to the system's authorization or reauthorization are consistently applied.

6.6.2 Decrease the Percentage of USDOT-Approved Plans of Actions and Milestones Recorded in the Cybersecurity Assessment Management System

Lead: OCIO

Indicator: USDOT-Approved Plans of Actions and Milestones Recorded in the Cybersecurity Assessment and Management System

Scope: This measure applies to all USDOT FISMA-reportable information systems.

Sources/Commonly Used Data Source: The information is reported and stored in the Department's cybersecurity governance risk and compliance (GRC) system, CSAM.

Statistical Issues: USDOT will evaluate the total of Plans of Action and Milestones (POA&Ms) in CSAM to track and validate closure(s). However, the potentially changing quantities of information systems and new vulnerabilities discovered will impact this indicator.

Completeness: None. This is a direct measurement of an administrative process.

Reliability: None. This is a direct measurement of an administrative process.

Verification and Validation: There are existing programmatic internal controls in the USDOT cybersecurity program to validate the information reported in CSAM.

6.6.3a 100% of Network User Accounts Meeting Compliance on Enterprise Coverage, Monitoring, Protection, and Assessment Requirements, and PIV/MFA Requirements for All Customers by September 30, 2026

Lead: OCIO

Indicator: Percent of Network User Accounts Meeting Compliance on Enterprise Coverage, Monitoring, Protection, and Assessment Requirements, and PIV/MFA Requirements for Internal and External Customers

Scope: This measure applies to all USDOT FISMA-reportable information systems.

Sources/Commonly Used Data Source: The information is reported by data call but can eventually be stored in the Department's cybersecurity risk management system, CSAM, and agency Continuous Diagnostics and Mitigation dashboard that is being developed and deployed in partnership with the U.S. Department of Homeland Security.

Statistical Issues: There are potential issues of non-response, changing quantities of information systems to which this indicator will apply, and other exogenous factors which may impact our ability to have a consistent measure.

Completeness: None. This is a direct measurement of an administrative process.

Reliability: None. This is a direct measurement of an administrative process.

Verification and Validation: There are existing programmatic internal controls in the USDOT cybersecurity program to validate the information reported in the USDOT information system of records and dashboards.

6.6.3b 85%[5] of Eligible Systems Meeting Compliance on Enterprise Coverage, Monitoring, Protection, and Assessment Requirements, and PIV/MFA Requirements for All Customers by September 30, 2026

Lead: OCIO

Indicator: Percent of Eligible Systems Meeting Compliance on Enterprise Coverage, Monitoring, Protection, and Assessment Requirements, and PIV/MFA Requirements for Internal and External Customers

Scope: This measure applies to all USDOT FISMA-reportable information systems.

Sources/Commonly Used Data Source: See sources for "6.6.3a 100% of Network User Accounts Meeting Compliance on Enterprise Coverage, Monitoring, Protection, and Assessment Requirements, and PIV/MFA Requirements for All Customers by September 30, 2026."

Statistical Issues: See statistical issues for "6.6.3a 100% of Network User Accounts Meeting Compliance on Enterprise Coverage, Monitoring, Protection, and Assessment Requirements, and PIV/MFA Requirements for All Customers by September 30, 2026."

Completeness: None. This is a direct measurement of an administrative process.

Reliability: None. This is a direct measurement of an administrative process.

Verification and Validation: See verification and validation for "6.6.3a 100% of Network User Accounts Meeting Compliance on Enterprise Coverage, Monitoring, Protection, and Assessment Requirements, and PIV/MFA Requirements for All Customers by September 30, 2026."

5 In early 2024, OCIO added 62 FAA OT Systems to their list of systems eligible for MFA compliance. This, in turn, decreased the MFA compliance rate significantly.

Appendix IV

Acronyms & Abbreviations

Acronyms & Abbreviations

AADT	Annual Average Daily Traffic
AAM	Near-Term Advanced Air Mobility
AAR	Association of American Railroads
AASHTO	American Association of State Highway and Transportation Officials
AC	Advisory Circular
ACDBEs	Airport Concessions Disadvantaged Business Enterprise
ACE	Aviation Career Education
ACQ	Acquisition
ACR	Office of Civil Rights
ACS	American Community Survey
ADA	Americans with Disabilities Act
AEDT	Aviation Environmental Design tool
AEE	Office of Environment and Energy
AFDC	Alternative Fuel Data Center
AHR	Human Resource Management
AIP	Airport Improvement Program
AJR-G	Office of Performance Analysis
AMPO	Association of Metropolitan Planning Organizations
AMS	Acquisition Management System
ANG	Office of NextGen
AP	Availability Payment
APL	Aviation Policy, Planning, and Environment
APM	Aviation Property Management
ARA	National Engagement and Regional Administration
ARIA	Aviation Risk Identification Assessment
ASIAS	Aviation System Analysis and Sharing
ASLRRA	American Short Line Railroad Association
ASPM	Aviation System Performance Metrics
ASQP	Airline Service Quality performance
ATADS	Air Traffic Activity Data System
ATCT	Airport Traffic Control Towers
ATO	Air Traffic Organization
ATP	Airport Terminal Program

ATQA	Air Traffic Quality Assurance
ATRF	Automated Traffic Recorders
ATRs	Automated Traffic Recorders
AVP	Accident Investigation and Prevention
AVS	Aviation Safety
BASICs	Behavior Analysis and Safety Improvement Categories
BFP	Bridge Formula Program
BIC	Best in Class
BIL	Bipartisan Infrastructure Law
BIP	Bridge Investment Program
BLS	Bureau of Labor Statistics
BTS	Bureau of Transportation Statistics
BUILD	Better Utilizing Investments to Leverage Development
C&P	Conditions and Performance
CAPRI	Compliance Analysis and Performance Review Information
CASTLE	Consolidated Automated System for Time and Labor Entry
CCSs	Continuous Counting States
CDAN	Crash Data Acquisition Network
CDL	Commercial Driver's License
CEDAR	Comprehensive Electronic Data Analysis Reporting
CEJST	Climate and Economic Justice Screening
CEO	Chief Executive Officer
CFOI	Census of Fatal Occupational Injuries
CFR	Code of Federal Regulations
CGA	Common Ground Alliance
CIFS	Center for Innovative Finance Support
CIMS	Corporate Investment Management System
CIS	Consolidated Information System
CJ	Congressional Justification
CMV	Commercial Motor Vehicle
CMVOST	Commercial Motor Vehicle Operator Safety Training
CO	Contracting Officer
CO_2	Carbon Dioxide
ConOps	Concept of Operations
Co-SRMA	Co-Sector Risk Management Agency
CPO	Chief Privacy Officer

CPT	Railcars per Train
CRISI	Consolidated Rail Infrastructure and Safety Improvement
CRSS	Crash Report Sampling System
CSAM	Cyber Security Assessment and Management
CSF	Cable Security Fleet
CSS	Customer Satisfaction Survey
CVSA	Commercial Vehicle Safety Alliance
CY	Calendar Year
D2D	Data to Decisions
DAIMS	Data Act Information Model Schema (Now Referred to as GSDM)
DATA	Data Accountability and Transparency
DataComm	Data Communications
DB1B	Airline Origin and Destination Survey
DBE	Disadvantaged Business Enterprise
DEIA	Diversity, Equity, Inclusion, and Accessibility
DHS	Department of Homeland Security
DIRT	Damage Prevention Reporting tool
DMVs	Department of Motor Vehicles
DoD	Department of Defense
DOCR	Departmental Office of Civil Rights
DOE	Department of Energy
DOHRM	Office of Human Resource Management
DOT	Department of Transportation
EA	Environmental Assessment
ECAC	Estimated Cost at Completion
EDC	Every Day Counts
EERT	Enrollment Review Team
EIS	Environmental Impact Statements
EMBARC	Every Mariner Builds a Respectful Culture
EMS	Emergency Medical Services
EO	Executive Order
ESAC	Estimated Schedule at Completion
ETMS	Enhanced Traffic Management System
EV	Electric Vehicle
EVSE	Electric Vehicle Supply Equipment
FAA	Federal Aviation Administration

FAASI	FAA Alaska Aviation Safety Initiative
FAR	Federal Acquisition Regulation
FARS	Fatality Analysis Reporting System
FAST Act	Fixing America's Surface Transportation Act
FAST	Federal Automotive Statistical Tool
FHWA	Federal Highway Administration
FISMA	Federal Information Security Modernization Act
FMCSA	Federal Motor Carrier Safety Administration
FMCSR	Federal Motor Carrier Safety Regulations
FMIS	Fiscal Management Information System
FPDS	Federal Procurement Data System
FPPS	Federal Personnel/Payroll System
FRA	Federal Railroad Administration
FRPP	Federal Real Property Program
FTA	Federal Transit Administration
FY	Fiscal Year
GA	General Aviation
GAJSC	General Aviation Joint Steering Committee
GAMA	General Aviation Manufacturers Association
GARVEE	Grant Anticipation Revenue Vehicle
GES	General Estimating System
GHG	Greenhouse Gas
GLS	Great Lakes St. Lawrence Seaway Development Corporation
GPS	Global Positioning System
GRC	Governance Risk and Compliance
GSA	General Services Administration
GSDM	Government-wide Spending Data Model
GVWR	Gross Vehicle Weight Rating
GWCM	Government-wide Category Management Program
HazMat	Hazardous Materials
HBCUs	Historically Black Colleges and Universities
HCR	FHWA Office of Civil Rights
HERS	Highway Economic Requirements System
HM	Hazardous Materials
HMIS	Hazardous Materials Information System
HMR	Hazardous Materials Regulations

HMRs	Hazardous Materials Regulations
HOS	Hours-of-Service
HPMS	Highway performance Monitoring System
HPPI	Office of Highway Policy Information
HQ	Headquarters
HR	Human Resources
HSIP	Highway Safety Improvement Program
IBC	Department of Interior Business Center
ICAO	International Civil Aviation Organization
ICD-10	International Classification of Diseases, 10th Revision
ICR	Information Collection Reports
ICT	Intercity Trainsets
IDs	Identification Numbers
IIJA	Infrastructure Investment and Jobs Act
ILMS	Integrated Logistics Management System
IMO	International Maritime Organization
INFRA	Infrastructure for Rebuilding America
IP	Implementation Plan
IPIC	Infrastructure permitting Improvement Center
IRI	International Roughness Index
IT ACE	Information Technology Acquisition Center of Excellence
IT	Information Technology
iTeams	Innovate 28 Teams
KPI	Key performance Indicators
KSN	Knowledge Services Network
LAANC	Low Altitude Airspace and Notification Capability
LOBs	Line-of-Business
LPAs	Local Public Agencies'
LTCCFS	Large Truck Crash Causal Factors Study
MADT	Monthly Average Daily Traffic
MAP-21	Moving Ahead for Progress in the 21st Century Act
MARAD	Maritime Administration
MCMIS	Motor Carrier Management Information System
Mega	National Infrastructure Project Assistance Program
MGS	Monster Government Solutions
MMUCC	Model Minimum Uniform Crash Criteria

MPRs	Monthly Project Reports
MRO	Multiple Runway Operations
MSIs	Minority-Serving Institutes
MSP	Maritime Security Program
NAC	NextGen Advisory Committee
NAEP	National Acquisition Evaluation Program
NAR	Non-Accident Releases
NARC	National Association of Regional Councils
NAS	National Airspace System
NASR	National Airspace System Resource
NBI	National Bridge Inventory
NBIAS	National Bridge Investment Analysis System
NBIS	National Bridge Inspection Standards
NCAP	New Car Assessment Program
NCHS	Centers for Disease Control and Prevention's National Center for Health Statistics
NCSA	National Center for Statistics and Analysis NCSA
NEC	Northeast Corridor
NEMSIS	National Emergency Medical Services Information System
NEPA	National Environmental Policy Act
NextGen	Next Generation Air Transportation System
NGDISM	Natural Gas Distribution Infrastructure Safety and Modernization
NHS	National Highway System
NHTS	National Household Travel Survey
NHTSA	National Highway Traffic Safety Administration
NN	National Network
NOFO	Notice of Funding Opportunity
NOI	Notice of Intent
NPIAS	National Plan of Integrated Airport Systems
NPMRDS	National Performance Management Research Data Set
NRC	National Response Center
NREL	National Renewable Energy Laboratory
NTD	National Transit Database
NTL	National Transportation Library
NTML	National Traffic Management Log
NTSB	National Transportation Safety Board

OA	Operating Administration
OAG	Official Airline Guide
OCIO	Office of the Chief Information Officer
OCPI	Open Charge Point Interface
OD	Original Destination
OEMs	Original Equipment Manufacturers
OEPPs	Open Ended performance Plans
OFIAM	Office of Facilities, Information and Asset Management
OGC	Office of the General Counsel
OHMS	Office of Hazardous Materials Safety
OIG	Office of Inspector General
OIRA	Office of Information and Regulatory Affairs
OMB	Office of Management and Budget
OPM	Office of Personnel Management
OPSNET	Operational Network
OSDBU	Office of Small and Disadvantaged Business Utilization
OSPE	Office of the Senior Procurement Executive
OST-B	Office of the Assistant Secretary for Budget and Programs
OST-M	Office of the Assistant Secretary for Administration
OST-P	Office of the Assistant Secretary for Transportation Policy
OST-R	Office of the Assistant Secretary for Research and Technology
OST-S	Office of Intelligence, Security, and Emergency Response
OST-X-40	Assistant Secretary for Aviation and International Affairs
OTP	On-Time Performance
PAB	Private Activity Bond
PAPAI	Project and Program Action Information
PAR	Police Accident Report
PBN	Performance-Based Navigation
PCM	Privacy Continuous Monitoring
PCR	Police Crash Reports
PDP	Professional Development Program
PHMSA	Pipeline and Hazardous Materials Safety Administration
PIA	Privacy Impact Assessment
PIDP	Port Infrastructure Development Program
PII	Personally Identifiable Information

PMO	Program Management Office
PMT	Person-miles Traveled
POA&Ms	Plans of Action and Milestones
POCs	Point of Contacts
PRISM	Procurement Information System for Management
PSC	Product or Service Code
PSRs	Precision Scheduled Railroading
PTAs	Privacy Threshold Assessments
PVVMT	Private Vehicle - Vehicle Miles Traveled
PWDs	Persons with Disabilities
PWTDs	Persons with Targeted Disabilities
QA/QC	Quality Assurance/Quality Control
R&D	Research and Development
RAISE	Rebuilding American Infrastructure with Sustainability and Equity
RCE	Railroad Crossing Elimination
RCM	Recall Case Manager
RCP	Reconnecting Communities Pilot
REMS	Real Estate Management System
RFI	Request for Information
RISC	Regulatory Information Service Center
RMD	NHTSA Recall Management Division
ROaD	Recruitment, Outreach, and Diversity
ROCIS	Regulatory Information Service Center (RISC) / Office of Information and Regulatory Affairs (OIRA) Consolidated Information System (CIS)
ROD	Record of Decision
ROUTES	Rural Opportunities to Use Transportation for Economic Success
RRF	Ready Reserve Force
RSIS	Railroad Safety Information System
RTF	Reduce the Footprint
S81	Strategic Portfolio Management
S83	Cybersecurity and Information Protection
S86	Applications and Digital Solutions
SAA	State Approving Agency
SAF	Sustainable Aviation Fuels
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SAM	System for Award Management

SASH	Sexual Assault and Sexual Harassment
SBA	Small Business Administration
SBO	Small Business Office
SDB	Small Disadvantaged Business
SF	Square Feet
SGR	State of Good Repair
SIB	State Infrastructure Bank
SME	Subject Matter Experts
SMS	Safety Management System
SOAR	System of Airports Reporting
SOGR	State of Good Repair
SOP	Standard Operating Procedures
SORN	System of Records Notice
SOW	Statement of Work
SPIRE	Simplified Program Information Reporting and Evaluation
SRM	Service Revenue Miles
SS4A	Safe Streets and Roads for All Program
SSO	State Safety Oversight
STB	Surface Transportation Board
STPDG	Summer Transportation Program for Diverse Groups
SUM	Spend Under Management
TAC	Technical Assistance Center
TAM	Transportation Acquisition Manual
TAR	Transportation Acquisition Regulation
TASs	Treasury Account Symbols
TERM	Transit Economic Requirements Model
TEU	Twenty-foot Equivalent Unit
TFMS	Traffic Flow Management System
TIFIA	Transportation Infrastructure Finance and Innovation Act
TIGER	Transportation Investment Generating Economic Recovery
TMA	Transportation Management Area
TMAS	Traffic Monitoring and Analysis System
TrAMS	Transit Award Management System
TRANSCOM	Transportation Command
TRM	Train Revenue Miles
TTTR	Truck Travel Time Reliability

TVT	Travel Volume Trends
UAM	Urban Air Mobility
UAS	Unmanned Aircraft Systems
ULB	Useful Life Benchmark
UPT	Unlinked Passenger Trips
URS	Unified Registration System
URSA	Utility for Risk-Based Screening and Assessment
USCG	United States Coast Guard
USMH	United States Marine Highways
USMMA	United States Merchant Marine Academy
USTRANSCOM	United States Transportation Command
UZA	Urbanized Area
VA	Veteran's Association
VAM	Vehicle Allocation Methodology
VISA	Voluntary Intermodal Sealift Agreement
VMT	Vehicle Miles Traveled
VRM	Vehicle Revenue Miles
VTA	Voluntary Tanker Agreement
VTOL	Vertical Takeoff and Landing
WCF	Working Capital Fund
WIOA	Workforce Innovation and Opportunity Act
WTTS	Workforce Transformation and Tracking System
XML	Extensible Markup Language

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