

U.S. Department of Transportation
2018-19 Annual Performance Plan –
2017 Annual Performance Report

Overview

Established in 1967 by Congress, The U.S. Department of Transportation (DOT) consolidated more than 30 transportation agencies and functions. Today, almost 55,000 DOT employees work across the country in the Office of the Secretary of Transportation (OST), the Office of Inspector General, and 10 operating administrations and bureaus, each with its own management and organizational structure.

Mission Statement

The mission of DOT is to ensure our Nation has the safest, most efficient and modern transportation system in the world that improves the quality of life for all American people and communities, from rural to urban, and increases the productivity and competitiveness of American workers and businesses.

Strategic Overview

DOT has four strategic goals and nine strategic objectives, as depicted in the following table.

Safety	Infrastructure	Innovation	Accountability
<p>Systemic Safety Approach: Mitigate risks and encourage infrastructure and behavior change by using a data-driven systemic safety approach to identify risks, enhance standards and programs and evaluate effectiveness.</p>	<p>Project Delivery, Planning, Environment, Funding and Finance: Facilitate expanded infrastructure development, modernization, and construction in both rural and urban communities by fostering more efficient and collaborative planning and construction techniques, accelerating project approval, leveraging all sources of funding, and promoting innovative financing while maintaining environmental stewardship.</p>	<p>Development of Innovation: Encourage, coordinate, facilitate, and foster world-class research and development to enhance the safety, security, and performance of the Nation's transportation system.</p>	<p>Regulatory Reform: Reduce current regulatory burdens and bureaucracy to ensure a safe, efficient, accessible, and convenient transportation system for people and commerce</p>
	<p>Life Cycle and Preventive Maintenance: Keep the Nation's transportation infrastructure secure and in a state of good repair by maintaining and upgrading existing systems in rural and urban communities.</p>	<p>Deployment of Innovation: Accelerate and expand the deployment of new technologies and practices by reducing barriers to innovation and actively promoting innovations that enhance the safety and performance of the Nation's transportation system.</p>	<p>Mission Efficiency and Support: Support mission requirements by efficiently and effectively planning for and managing human capital, finances, procurement, sustainable operations, information technology, emergency preparedness, and other mission support services.</p>
	<p>System Operations and Performance: Enhance reliable and efficient movement of people and goods by promoting effective management and ensuring leadership in securing data and in sharing information across the transportation system.</p>		
	<p>Economic Competitiveness and Workforce: Promote transportation policies and investments that bring lasting economic benefits to the Nation by ensuring multimodal infrastructure connectivity to foster efficient movement of people and goods at home and abroad; increasing foreign market access and opportunities for American businesses and services; and by meeting the Nation's transportation workforce needs.</p>		

Changes from the Previous Performance Plan

Safety

DOT is continuing its commitment to safe operations of the U.S. transportation system. Safety is the number one strategic goal and continues to be the Department's number one priority. DOT is supplementing the existing aviation and highways measures for the safety priority goal with a full complement of surface safety measures, encompassing all modes of surface travel, including: transit, rail, and pipelines. In the Operating Administration indicators, NHTSA, FRA, and FMCSA will feature focused indicators that measure their specific contributions to a safer transportation system.

Infrastructure

The new Infrastructure strategic goal combines the previous State of Good Repair and Economic Competitiveness goals that were presented separately in previous iterations of the strategic plan. Improving the nation's infrastructure encompasses improving both system conditions and system performance in support of the Nation's economy, as well as speeding up project delivery.

DOT will track improvements to the environmental review process as an agency priority. Environmental review is one of the more time consuming portions of the planning process for large transportation projects.

DOT needs to improve how it measures system condition with more thorough data and clearer metrics. DOT has elevated key transportation system condition metrics to an agency priority.

The Department will also be tracking cost and schedule for all large DOT-funded construction projects.

Innovation

DOT is embracing innovation to drive enhanced safety and improved transportation infrastructure conditions. Because of its importance, DOT is placing a special strategic focus on its research, development and technology transfer activities. This includes new measures for research utilization and support for new technologies.

Accountability

DOT plays an important role in the regulation of the U.S. transportation system. Recent Executive Orders on reducing regulation and controlling regulatory costs will reshape DOT's role. The Department will be tracking adherence to both Executive Orders as an agency priority.

Strategic Goal 1: Safety

Reduce Transportation-Related Fatalities and Serious Injuries across the Transportation System.

DOT's top priority is to make the U.S. transportation system the safest in the world. The Nation has made good progress in reducing overall transportation-related fatalities and injuries during the past two decades even though the U.S. population and travel increased significantly.

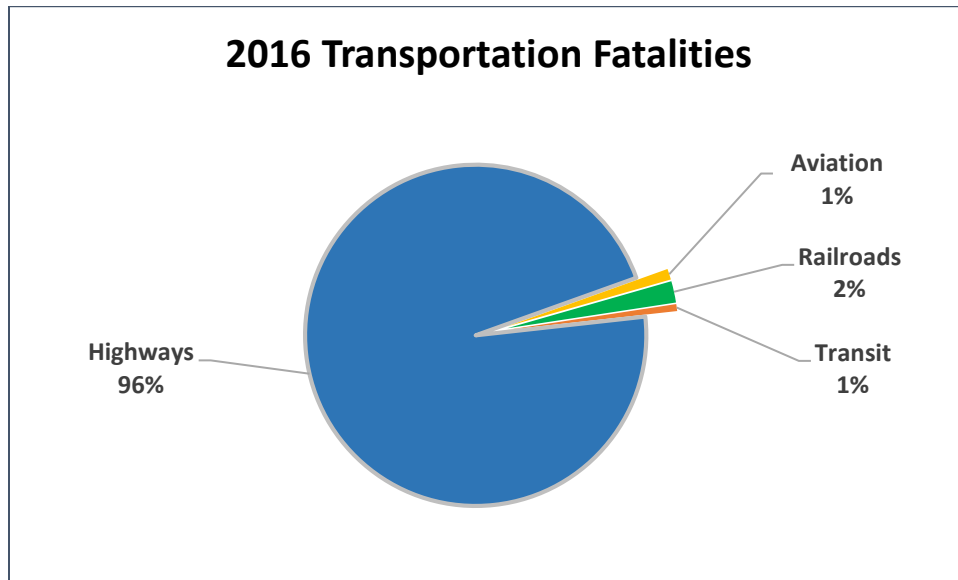
Safety Objective 1: Systemic Safety Approach

Mitigate risks and encourage infrastructure and behavior change by using a data-driven systemic safety approach to identify risks, enhance standards and programs, and evaluate effectiveness.

Agency Priority Goal: Reduce Surface Transportation-Related Fatalities

DOT's top priority is to make the U.S. transportation system the safest in the world. The Nation has made good progress in reducing overall transportation-related fatalities and injuries during the past two decades even though the U.S. population and travel increased significantly.

The chart that follows, shows the proportion of fatalities by mode of transportation. The vast majority of transportation-related fatalities occur on the Nation's roadways. Recently, motor vehicle related fatalities have increased and DOT faces a critical and urgent challenge to reverse this trend.

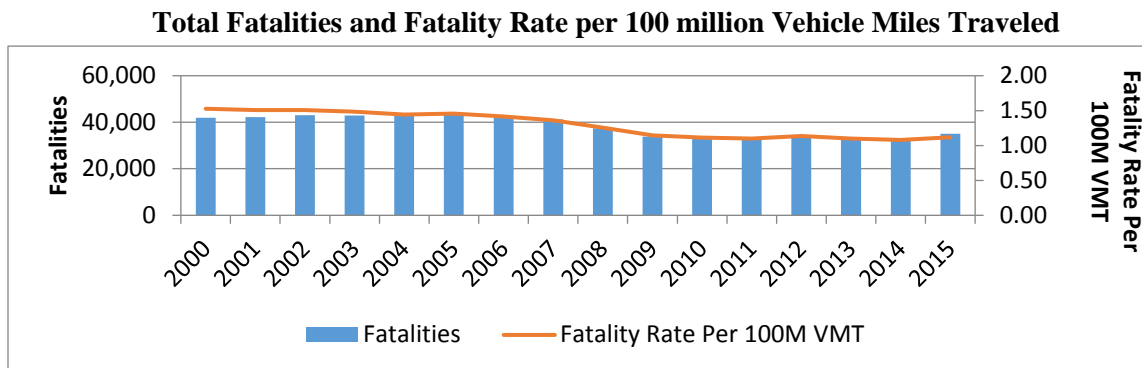


Source: Bureau of Transportation Statistics

APG Overview:

Over the past 15 years, the number of fatalities on the Nation's roadways has dropped by 16 percent. However, that success has been tempered by recent increases in roadway fatalities over the last two years (see graph below.) During 2016, 37,461 people died in crashes on the Nation's roadways. An average of 102 people died each day in motor vehicle crashes, one fatality every 14 minutes. Each lost life leaves grief and loss in its wake. This highlights the need to redouble efforts to stem the tide of short-term increases, and ensure that the long-term downward trend continues.

Baseline/Trends: Motor Vehicle Related Fatalities:



	2012	2013	2014	2015	2016
Total Motor Vehicle Related Fatalities	33,782	32,893	32,744	35,485	37,461
Motor Vehicle Related Fatality Rate	1.14	1.10	1.08	1.15	1.18

APG Performance Measures and Targets:

Goal Statement: DOT will work to reduce surface transportation-related fatalities by 2019, with specific focus on reducing motor vehicle-related roadway fatalities to 1.02 fatalities per 100 million vehicle miles traveled by September 30, 2019.

Reduce Motor Vehicle-Related Fatalities (FHWA, FMCSA, NHTSA)				
	2016 Baseline	2017 Target	2018 Target	2019 Target
Motor vehicle-related roadway fatalities per 100 million vehicle miles traveled	1.18	1.02	1.02	1.02

DOT's strategies to accomplish the APG include the following:

- Improve and enhance data collection and analysis;
- Research and deploy advanced vehicle technology;
- Develop and enforce vehicle safety standards;
- Conduct national safety campaigns to promote safe driving practices;
- Support roadway infrastructure improvements and safer roadway design;
- Boost implementation of proven safety countermeasures, and address risks that impact vulnerable road users and rural communities; and
- Provide oversight of commercial operators and drivers.

Motor Vehicle-Related Fatality Supporting Indicators (FHWA, NHTSA, FMCSA)				
	2016 Baseline	2017 Target	2018 Target	2019 Target
Passenger fatalities per 100 million vehicle miles traveled	0.75	0.75	0.75	0.74
Large truck and bus fatalities per 100 million vehicle miles traveled	0.144	0.114	0.114	0.114
Non-occupant fatalities (pedestrian, bicycle) per 100,000 population	2.19	2.15	2.15	2.10
Motorcycle fatalities per 100,000 motorcycle registrations	62	62	62	62

Goal Leads

FHWA: Brandye Hendrickson, Acting Administrator

NHTSA: Heidi King, Deputy Administrator

FMCSA: Raymond P. Martinez, Administrator

Other Surface Safety Indicators

Transit Fatalities

	2012	2013	2014	2015	2016	2017
Total Transit Fatalities	265	272	236	254	257	255

Fatalities are calculated by calendar year. The 2017 figure is preliminary.

Reduce Transit-Related Fatalities (FTA)			
	2017 Baseline	2018 Target	2019 Target
Total transit fatalities per 100 million passenger miles	0.597	0.607	0.601

Goal Lead:

FTA: Tom Littleton, Associate Administrator for Safety & Oversight

Rail Related Fatalities

Reduce Rail-Related Fatalities (FRA)			
	2017 Baseline*	2018 Target	2019 Target
Highway-rail grade crossing incident rate per million train-miles	3.006	2.85	2.84
Rail right-of way trespass incident rate per million train-miles	1.500	1.55	1.51

*As of January 31, 2018

A highway-rail incident is any impact regardless of severity between rail and highway users at a public or private crossing. A trespass incident is any event that causes a death or injury in a rail right-of-way, other than at a highway-rail grade crossing.

Highway-rail grade crossing and trespass incidents account for almost all rail-related deaths. The number of grade crossing deaths has averaged over 250 and the number of trespass deaths has averaged over 450 per year since 2009. FRA strategies to reach the performance targets include education, e.g., public awareness programs about the dangers and consequences of trespassing and safe driving around highway-rail grade crossings, and engineering, by recommending installation of lights, gates, and dividers, and separating highways from train tracks. Also, FRA is validating crossing latitude and longitude data, developing human behavior predictive modeling, enhancing law enforcement and first responder strategies, strengthening State crossing safety action plans, and updating FRA's Crossing Handbook. Because FRA does not directly influence some significant grade crossing safety risks, including highway

vehicle miles traveled and driver behavior, FRA partners with States, local governments, and organizations that can complement FRA activities.

Goal Lead:

FRA: Robert C. Lauby, Associate Administrator for Railroad Safety and Chief Safety Officer

Pipeline and Hazardous Materials Incidents (Involving Injury or Fatality)

	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017
Total Pipeline Incidents Involving Death or Major Injury	26	24	31	31	28
Total Hazardous Materials Incidents Involving Death or Major Injury	29	29	39	27	13p

p – preliminary

Reduce Serious Pipeline Incidents (PHMSA)			
	2017 Baseline	2018 Target	2019 Target
Incidents involving death or major injury resulting from the transport of hazardous materials by all modes, including pipelines	63	63	63

Incidents involving death or major injury resulting from the transport of hazardous materials by all modes including pipeline is a combined measure of both pipeline-related and hazardous materials-related incidents involving death or major injury. Each component is further defined as follows: (1) hazardous materials incidents include those involving a fatality or a major injury requiring admittance to the hospital and/or loss of three days or more from work due to the extent of injury; and (2) pipeline incidents include those involving a fatality or injury requiring in-patient hospitalization, but Fire First incidents are excluded. Fire First Incidents are gas distribution incidents with a cause of Other Outside Force Damage and sub-cause of Nearby Fire/Explosion as Primary Cause of Incident.

PHMSA will continue to closely assess all incident data to identify potential contributing causes, and take action where necessary and prudent to help protect people and the environment. PHMSA will also continue to focus on its top safety rulemakings, the safe transportation of energy products, risk-based inspection, and outreach activities. PHMSA will also continue to urge operators to be vigilant in their operating practices to prevent accidents. In addition, the implementation of Safety Management Systems (SMS) by pipeline operators and other industries has been demonstrated to achieve results in improving safety. As such, PHMSA will continue to engage with the regulated industry to implement SMS and improve safety culture to further improve performance.

Goal Leads:

PHMSA: William Schoonover, Associate Administrator for Hazardous Materials Safety

PHMSA: Alan Mayberry, Associate Administrator for Pipeline Safety

Agency Priority Goal: Reduce Aviation-Related Fatalities

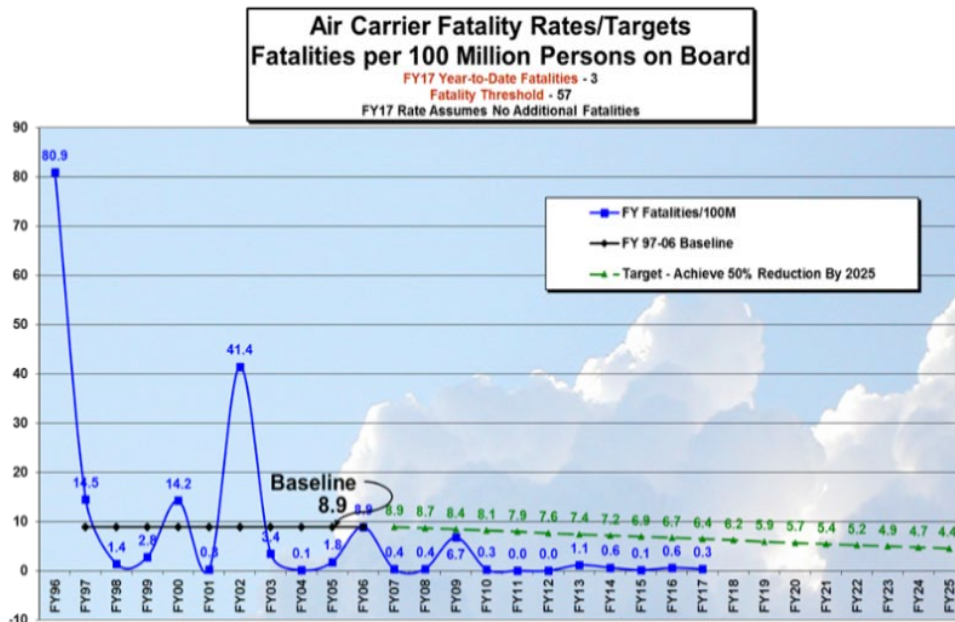
APG Overview:

DOT distinguishes between U.S. Commercial Aviation and General Aviation. U.S. Commercial Aviation covers U.S. owned carriers only. This metric includes both scheduled and nonscheduled flights of U.S. passenger and cargo air carriers (14 CFR Part 121) and scheduled passenger flights of commuter operators (14 CFR Part 135). It excludes on-demand (i.e., air taxi) service and general aviation. Accidents involving passengers, crew, ground personnel, and the uninvolved public are all included.

General Aviation covers private aircraft. This metric includes U.S. registered aircraft operating on-demand (non-scheduled Title 14 Code of Federal Regulations (14 CFR) Part 135) and general aviation flights. General aviation comprises a diverse range of aviation activities, from gliders, single-seat homebuilt aircraft, helicopters, balloons, single and multiple engine land and seaplanes, experimental ex-military fighter jets, to highly sophisticated, extended range turbojets.

Baseline/Trends: U.S.-Owned Commercial Aviation Fatalities:

Commercial aviation continues to be the safest forms of transportation. While rare, however, commercial aviation accidents have the potential to result in large loss of life. Our commercial safety record indicates the agency has successfully addressed the majority of known system hazards contributing to accidents or incidents. 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 Air Space (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 risks.



U.S.-Owned Commercial Carrier Aviation Fatalities

	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Total U.S.-owned commercial carrier aviation fatalities	0	9	5	1	5

APG Performance Measure and Targets:

Goal Statement: DOT will work to reduce commercial air carrier fatalities per 100 million persons on board to no more than 5.9 by September 30, 2019. Long term, DOT is committed to reduce fatalities by 50 percent over the next 18 years.

Reduce U.S.-Owned Commercial Carrier Aviation Fatalities per 100 million Persons On Board (FAA)			
	FY 2017 Baseline	FY 2018 Target	FY 2019 Target
U.S.-owned commercial carrier fatalities per 100 million persons on board	6.4	6.2	5.9

FAA’s strategies to accomplish the APG include the following:

- Work with stakeholders to establish and implement safety management systems to address and reduce risk within their operations and the National Air Space.
- Collaborate with the aviation community to encourage voluntarily investing in safety enhancements that reduce the fatality risk.
- Ensure that safety risk is systematically included as part of the equation when decisions are made in the FAA.

Baseline/Trends: U.S. General Aviation Fatalities:

Aviation fatality rates in general aviation are at historic lows and continue to decrease over time. The Federal Aviation Administration (FAA) has an imperative to be smarter about how it assures safety as the aviation industry grows more complex. FAA recognizes the need to identify precursors to accidents in order to improve safety. The three most recent final general aviation rates, FY13-FY15, were used as the baseline. Government and industry consensus was to target a 10 percent reduction in 10 years from this baseline. Each year’s annual target is a one percent reduction to achieve the overall.



U.S. General Aviation Fatalities

	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Total general aviation fatalities	267	259	252	238	219

APG Performance Measure and Targets:

Goal Statement: DOT will work to reduce general aviation fatal accidents to no more than 1.05 fatal accidents per 100,000 flight hours by September 30, 2019. Long term, DOT seeks to reduce general aviation fatal accidents to no more than 0.96 fatal accidents per 100,000 flight hours by FY 2028.

	2017 Baseline	2018 Target	2019 Target
U.S. General Aviation fatal accidents per 100,000 flight hours.	1.01	1.00	0.98

FAA's strategies to accomplish this APG include the following:

- Support the installation of new safety-enhancing technology in general aviation aircraft by streamlining the certification and installation process and encouraging aircraft owners to install such equipment.
- Continue implementation of new Airman Testing and Training Standards to improve airman training and testing by establishing an integrated, holistic airman certification system that clearly aligns testing with certification standards, guidance, and reference materials.
- Work in partnership with industry on a data-driven approach to understand fatal accident causes and develop safety enhancements to mitigate the risk.
 - The General Aviation Joint Steering Committee (GAJSC) has developed 39 safety enhancements, of which 29 are aimed at addressing the number one cause of fatal accidents, loss of control-inflight. The GAJSC will continue implementing the remaining 19 enhancements. These include technological improvements to engine performance, improved education and training for both pilots and mechanics, and outreach on a range of topics aimed at preventing loss of control and power plant failure related accidents.
 - The US Helicopter Safety Team (USHST) has drafted 22 Helicopter Safety Enhancements and is in the process of prioritizing them for implementation. These cover instrument operations under poor meteorological conditions, Loss of Control-Inflight, and Low Altitude Operations fatal accidents. The USHST Outreach Program will focus on the top industry sectors with the highest percentage of fatal accidents.
- Reduce pilot deviations, including Runway Incursions, caused by a lack of English language proficiency.
- Encourage the general aviation community to educate pilots and other stakeholders on the benefits of sharing (in a protected, non-punitive manner) safety data.
- Leverage FAA Safety Team (FAASTeam) program products and product delivery outreach systems. National FAASTeam Outreach Initiatives include safety articles in the FAA Safety Briefing magazine, FAAST Blast emails, aviation safety courses through the FAASafety.gov

website, runway safety educational posters, and live safety seminars on weather, ADS-B, UAS, Loss of Control and aeronautical decision making.

Goal Leads

FAA: Ali Bahrami, Associate Administrator, Aviation Safety

FAA: Ricardo Domingo, Acting Deputy Associate Administrator, Aviation Safety

Supporting Performance Goal: Reducing Runway Incursions

A runway incursion is an incident where an unauthorized aircraft, vehicle or person is on an airport movement area (runway or taxiway).

The FAA collaborates with the aviation community on initiatives to reduce runway incursions. The stakeholders in this community include FAA Airports, Aviation Safety, and Air Traffic Organization as well as industry representatives from air traffic, airport and aircraft operators.

Together, these stakeholders develop focused implementation of integrated, data-driven strategies to reduce the number and severity of runway safety events.

Since fiscal year (FY) 2008 and continuing until FY 2018, FAA has measured category A and B runway incursions as they are an important precursor to runway collisions. In 2019, FAA will introduce a more comprehensive measure that includes all categories of runway incursions (not just the two most serious) runway excursions (veer offs or overrun of runway) and other surface incidents such as lining up for take-off on the wrong runway.

Supporting Goal: Reduce Runway Incursions (Near Misses) Per Total Procedures (FAA)				
	FY 2016 Baseline	FY 2017 Target	FY 2018 Target	FY 2019 Target
Category A and B runway incursions per total number of runway operations	0.282	0.395	0.395	New Indicator
Runway incursions and excursions per total number of runway operations				TBD

Air traffic controllers and pilots are the primary source of runway incursion reports. The data are recorded in the Comprehensive Electronic Data Analysis Reporting (CEDAR) system.

Operations data used to calculate the runway incursion rate are provided via Operations Network (OPSNET), and are downloaded directly from the FAA Operations and Performance Data database.

Additional Safety Measures can be found in the following modal sections:

FMCSA:

Reduce High Risk Motor Carriers

Reduce Motor Carrier Crashes

FRA:

Reduce Train Accidents

Improve Safe Transport of Hazardous Materials by Rail

FTA:

Reduce Passenger Injuries

Reduce Transit Collisions

Reduce Transit Collisions Involving Persons

Increase the Number of Certified State Safety Oversight Programs

NHTSA:

Reduce Serious Injuries

Improve Safety of Fleet on U.S. Roadways

Improve Timeliness of Data

PHMSA:

Increase Awareness of Calling #811 Before Digging

Strategic Goal 2: Infrastructure

Invest in Infrastructure to Ensure Mobility and Accessibility and to Stimulate Economic Growth, Productivity and Competitiveness for American Workers and Businesses.

Infrastructure Objective 1: Project Delivery, Planning, Environment, Funding and Finance

Facilitate expanded infrastructure development, modernization, and construction in both rural and urban communities by fostering more efficient and collaborative planning and construction techniques, accelerating project approval, leveraging all sources of funding, and promoting innovative financing while maintaining environmental stewardship.

Agency Priority Goal: Simplify and Enhance Environmental Review Process for Major Transportation Infrastructure Projects

DOT will reduce the time it takes to complete the Federal environmental review process for major transportation infrastructure projects. This APG applies to all modes that fund large projects that require an environmental review.

APG Overview:

On August 15, 2017, President Trump signed Executive Order 13807, “Establishing Discipline and Accountability in the Environmental Review and Permitting Process for Infrastructure.” This order requires a lead Federal Agency to navigate each major infrastructure project through the Federal environmental review and authorization process, with the aim of making timely decisions with the goal of completing all Federal environmental reviews and authorizations decisions for major infrastructure projects within 24 months. A major infrastructure project is defined in E.O. 13807 as a project for which multiple authorizations by Federal agencies will be required to proceed to construction; the lead Federal agency has determined that it will prepare an EIS under NEPA; and the project sponsor has identified the reasonable availability of funds sufficient to complete the project.

Baseline/Trends

While major transportation infrastructure projects make up only a small portion of all projects for which full environmental reviews are required, they are likely to be high-profile, complex, and time-consuming. Traditionally, environmental reviews for major infrastructure projects take much longer than two years and the length required for review has increased over time. Between 2000 and 2015, the average preparation time for environmental impact statements (the most complex type of review) increased at an average rate of 40.2 days per year government-wide.¹

DOT’s experience is consistent with government-wide statistics. Per a 2014 Government Accountability Office report, it takes an average of seven years for a complex highway project to complete the environmental review process. Moreover, the latest data from the Federal Highway Administration (FHWA) on median EIS completion time (measured from the date of the Notice of Intent to the date of the Record of Decision), show slight increases over time (see table).²

FHWA Median Environmental Impact Statement Completion Time

Fiscal Year	2012	2013	2014	2015	2016	2017
Median Time (months)	41	42	46	45	44	46

APG Performance Measures and Targets

Goal Statement: DOT will maintain accountability by ensuring that 90% of its projects posted on the Permitting Dashboard are on schedule. Long range, by the end of FY 2021, DOT will reduce the median time to complete those environmental reviews to 24 months.

Maintain Accountability for Permitting Projects (FHWA, FTA, FAA)		
	2018 Target	2019 Target
Percent of DOT Projects Posted on Permitting Dashboard that are on Schedule	90%	90%

Title 41 of the Fixing America’s Surface Transportation (FAST) Act created the Federal Permitting Improvement Steering Council (FPISC), composed of agency Deputy Secretary-level members and chaired by an Executive Director appointed by the President. It also established new procedures that standardize interagency consultation and coordination practices, including the use of the Permitting Dashboard to track project timelines.

Reduce the Time to Complete an Environmental Review (FHWA, FTA, FAA, FRA)			
	2020 Baseline	2021 Target	2022 Target
Months to Complete an Environmental Review for Major Infrastructure Projects for Which DOT is the NEPA Lead.		24 Months	24 Months

This goal aligns with Executive Order 13807.

¹ National Association of Environmental Professionals. Annual NEPA Report 2015 of the National Environmental Policy Act (NEPA) Practice. August 2016. <http://www.naep.org/nepa-2015-annual-report>

² Federal Highway Administration. Environmental Review Toolkit- April 2018

https://www.environment.fhwa.dot.gov/nepa/timeliness_of_nepa.aspx

Strategy to Accomplish the APGs:

- Use provisions in the two most recent transportation reauthorizations, MAP-21 and the FAST Act, to streamline environmental review for major transportation projects. For example, we will increase the number of State DOTs assuming Federal responsibilities for environmental review via NEPA assignment (23 U.S.C. 327), which often reduces environmental review time.
- Use the Federal Permitting Dashboard to track large or complex projects throughout each stage of environmental review and permitting. This enhanced transparency will encourage agencies to work concurrently, rather than sequentially. Sharing environmental documents and information will reduce duplicative environmental reviews and identify challenges early in the process, expediting resolutions and accelerating project delivery.
- Institutionalize best practices across the department, including programmatic agreements, liaison positions, Planning and Environment Linkages, and Implementing Quality Environmental Documents.
- Work closely with the Federal Permitting Improvement Steering Council and the Council on Environmental Quality to root out inefficiency, clarify lines of authority and streamline Federal, State, and local procedures so the review process can be as efficient as possible while still improving environmental and community outcomes.
- Explore ways to create more flexibility in the review process to ensure that transportation projects do not spend years languishing in a cumbersome and ineffective process.

Goal Leads

OST: Barbara McCann, Director, Office of Policy Development, Strategic Planning, and Performance
OST: Gerry Solomon, Deputy Director, Office of Policy Development, Strategic Planning, and Performance

Additional Project Delivery Performance Goals can be found in the following modal sections:

FHWA:

Increase the Number of States and Local Agencies using a Federal Innovative Finance Tool
Monitor Major Project Performance in FHWA Portfolio

FTA:

Improve Major Project Performance of FTA's Portfolio
Monitor Financial Health of FTA Grantees

OST:

Monitor Major Project Performance in DOT's Loan Portfolio

Infrastructure Objective 2: Life Cycle and Preventative Maintenance

Keep the Nation's transportation infrastructure secure and in a state of good repair by maintaining and upgrading existing systems in rural and urban communities.

Agency Priority Goal: Improve Conditions of America’s Transportation-Related Infrastructure

APG Overview:

DOT has not traditionally published a comprehensive, multi-modal assessment score. This APG reflects an aspirational goal to look holistically at America’s infrastructure and measure condition over time. We acknowledge that information is more readily available to DOT for parts of the transportation systems that are constructed and/or maintained in part with Federal funding; and for publicly owned assets such as roadways and airports rather than privately-owned assets such as railroads and seaports. Because of the Department’s inability to monitor and assess the condition and performance of all infrastructure assets, we decided instead to assess progress and show improvement over time based on the infrastructure-related measures that DOT does collect and report.

Baseline/Trends

Since the unit of analyses for these measures differ, it is not possible to draw comparisons between the measures. However, as shown in the figure below, it is possible to compare the results within each measure by observing the change over time and determining whether condition or performance is better, the same, or worse. Comparisons over a 5-year period from 2010 to 2015 is a useful starting point.

Comparison of Condition by Asset, 2010 to 2015.

Asset by Travel Mode	Comparison between 2010 and 2015	Change in Performance	Desired Direction						
Air – National Plan of Integrated Airport System Runways in Good Condition	<table border="1"> <caption>Runway pavement condition (FAA)</caption> <thead> <tr> <th>Year</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>2010</td> <td>97.2%</td> </tr> <tr> <td>2015</td> <td>97.7%</td> </tr> </tbody> </table>	Year	Percentage	2010	97.2%	2015	97.7%	Maintained; Exceeded Same Target	Maintain
Year	Percentage								
2010	97.2%								
2015	97.7%								
Surface – National Highway System Pavements in Good Condition	<table border="1"> <caption>NHS Pavement condition (FHWA)</caption> <thead> <tr> <th>Year</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>2010</td> <td>55.0%</td> </tr> <tr> <td>2015</td> <td>60.3%</td> </tr> </tbody> </table>	Year	Percentage	2010	55.0%	2015	60.3%	Improved; Exceeded Higher Target	Continue
Year	Percentage								
2010	55.0%								
2015	60.3%								
Surface – National Highway System Bridges in Poor Condition	<table border="1"> <caption>NHS Bridge condition (FHWA)</caption> <thead> <tr> <th>Year</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>2010</td> <td>8.3%</td> </tr> <tr> <td>2015</td> <td>5.6%</td> </tr> </tbody> </table>	Year	Percentage	2010	8.3%	2015	5.6%	Improved; Met Lower Target	Continue
Year	Percentage								
2010	8.3%								
2015	5.6%								
Transit – State of Good Repair Backlog	<table border="1"> <caption>SOGR Backlog (FTA)</caption> <thead> <tr> <th>Year</th> <th>Amount</th> </tr> </thead> <tbody> <tr> <td>2010</td> <td>\$78.0</td> </tr> <tr> <td>2015</td> <td>\$89.8</td> </tr> </tbody> </table>	Year	Amount	2010	\$78.0	2015	\$89.8	Worsened; Exceeded Projected Target	Reverse Trend
Year	Amount								
2010	\$78.0								
2015	\$89.8								

Definitions for Change in Condition:

Improved - condition improved; and improvement was needed

Maintained - condition remained the same; but improvement was not needed.

Worsened - condition did not improve; and improvement was needed

Each trend chart must be interpreted in its operational context because an increase in the trend for a measure (e.g., pavement condition) can reflect a better condition or performance; while for other measures (e.g. bridge condition), an increase can reflect a worse condition or performance.

APG Performance Measures and Targets:

Goal Statement: DOT will maintain good conditions of airport runway surfaces, National Highway System bridge deck area and the Transit State of Good Repair maintenance funding backlog through FY 2019. DOT will develop improved ways of tracking infrastructure condition of key modes of transportation. In the near term, DOT will focus on data available for roadway, runway, and transit infrastructure.

Maintain Good Runway Condition (FAA)			
	FY 2017 Baseline	FY 2018 Target	FY 2019 Target
Percent of Runways in FAA’s National Plan of Integrated Airport Systems in Good Condition	93%	93%	93%

FAA Strategy to Accomplish the APG:

Assessing pavement condition via scheduled and surveillance safety inspections of certificated airports.

- Collect safety and pavement condition data under a contract program to inspect non-certificated public use airports every 3 years.
- Maintain a 5-year, forward-looking analysis of airport capital requirements that includes runway rehabilitation requirements, published in the biennial NPIAS report.
- Enforce requirements to have pavement preventive maintenance programs at Federally obligated airports.

Improve Bridge Condition in the National Highway System (FHWA)			
	2017 Actual	2018 Target	2019 Target
Percent NHS bridges in Poor Condition	5.0%	5.0%	5.0%

Improve Roadway Pavement Condition (FHWA)			
	2017 Target	2018 Target	2019 Target
Percentage of VMTon NHS pavements with good to very good ride quality	60.3%	61.0%	61.6%

FHWA Strategy to Accomplish the APGs:

DOT established a Final Rule effective May 2017 that establishes a new framework of national performance measures for pavement and bridge conditions. States are required to make significant progress towards achieving targets for performance measures, with the state-by-state results being aggregated and reported nationally. The measures are percent of pavements of the Interstate and non-

Interstate NHS, respectively, in Good and Poor condition. The results shown in the table above are for the measure, Percent of VMT on NHS pavements with good to very good ride quality, which will be replaced with results for the new performance measures in FY 2019. The bridge condition measures use a classification system of Good, Fair, and Poor. The proposed measure is the percent of NHS bridges classified as in Poor condition. The proposed condition measures will reflect the lowest National Bridge Inspection component (i.e., Deck, Superstructure, Substructure, and Culvert) condition rating for a bridge, weighted by the deck area.

DOT advances strategies and initiatives to improve the condition and performance of the Nation’s roadways. The National Highway System (NHS), which includes the Interstate system, principal arterial routes, the Strategic Highway Network and connectors, and intermodal connectors. It comprises most major routes with the largest bridges, greatest amounts of traffic, and most important linkages between ports and cities. While the NHS represents only 5% of highway mileage and 9% of lane mileage, it handles approximately 55% of the Nation’s vehicle miles traveled (VMT) and about 83% of truck travel, including most of the heavy truck movement across multiple state lines. While representing only about 24% of the more than 614,000 bridges in the Nation, NHS bridges comprise about 58% of the total bridge deck area, and carry 79% of annual daily traffic.

Monitor Condition and Performance of Transit Systems				
(FTA)				
	2016 Baseline	2017 Target	2018 Target	2019 Target
<i>State of Good Repair Backlog (current-year dollars)</i>	\$85.9B*	\$94B	\$98B	\$98B

**From FY 2015 Conditions and Performance Report*

FTA Strategy to Accomplish the APG:

- Require all FTA grantees to establish of Transit Asset Management Plans by October 1, 2018.
- All FTA grantees must integrate state of good repair performance targets into the Metropolitan Planning Process and the Statewide Planning Process
- Require annual reporting of asset inventories, condition assessments, and state of good repair performance results to the National Transit Database.
- FTA will continue to obligate and oversee its portfolio of grants in the State of Good Repair Formula, Urbanized Area Formula, Rural Formula, Bus and Bus Facilities Formula, Bus and Bus Facilities Discretionary, Ferry Discretionary, Tribal Transit, and Enhanced Mobility Formula Programs.

Goal Leads

FAA: Winsome Lenfert, Acting Associate Administrator for Airports
 FAA: John Dermond, Acting Deputy Associate Administrator for Airports
 FHWA: Brandye Hendrickson, Acting Administrator
 FTA: Robert J. Tuccillo, Associate Administrator for Budget and Policy

Infrastructure/Life Cycle and Preventative Maintenance measures can be found in

FHWA: Increase Number of States with Certified State Asset Management Plan

Infrastructure Objective 3: System Operations and Performance

Enhance reliable and efficient movement of people and goods by promoting effective management and ensuring leadership in securing data and in sharing information across the transportation system.

Performance goals for this objective can be found in the following modal sections:

FAA: Decrease Average Wait Time; Increase Airport Capacity

FHWA: Alleviate Urban Congestion

FRA: Improve Intercity Passenger Rail (On-Time) Performance

FTA: Increase Rural Transit Ridership

MARAD: Sealift Capacity; Increase of U.S-Flag Vessels

Infrastructure Objective 4: Economic Competitiveness and Workforce

Promote transportation policies and investments that bring lasting economic benefits to the Nation by ensuring multimodal infrastructure connectivity to foster efficient movement of people and goods at home and abroad; increasing foreign market access and opportunities for American businesses and services; and by meeting the Nation's transportation workforce needs.

Performance goals for this objective can be found in the following modal sections:

FHWA: Alleviate Freight Congestion

PHMSA: Reduce Time to Issue Hazmat Transportation Permits

SLSDC: Percent of Time US Portion of the St. Lawrence Seaway is Available to Commercial Users

Strategic Goal 3: Innovation

Lead in the Development and Deployment of Innovative Practices and Technologies that Improve the Safety and Performance of the Nation's Transportation System.

Innovation Objective 1: Development of Innovation

Encourage, coordinate, facilitate, and foster world class research and development to enhance the safety, security, and performance of the Nation's transportation system.

Innovation Research and Development Measures can be found in the OST Modal Section:

OST: Increase Dissemination of DOT Funded Research Reports

Increase Production of Tangible DOT Funded Research Outputs

Increase DOT Technology Transfer Activity

Innovation Objective 2: Deployment of Innovation

Accelerate and expand the deployment of new technologies and practices by reducing barriers to innovation and actively promoting transportation innovations that enhance the safety and performance of the Nation's transportation system.

Innovation Deployment Performance Goals and Measures can be found in the following Modal sections:

FAA: Percentage of NextGen Projects Completed On Time

OST: Increase Tangible Production of DOT Funded Research
Increase Technology Transfer Activity for R&D Agreements

Strategic Goal 4: Accountability

Serve the Nation with Reduced Regulatory Burden and Greater Efficiency, Effectiveness and Accountability.

Accountability Objective 1: Regulatory Reform

Reduce current regulatory burdens and bureaucracy to ensure a safe, efficient, accessible, and convenient transportation system for people and commerce.

Agency Priority Goal: Control Regulatory Burden by Complying with Executive Orders to Reduce Number and Economic Impact of Regulations

APG Overview:

Improvement of regulations is a continuous focus for the Department. There should be no more regulations than necessary, and those regulations should be straightforward, clear, and designed to minimize burdens. Once issued, regulations and other agency actions should be reviewed periodically and revised to ensure that they continue to meet the needs for which they originally were designed, remain cost-effective and cost-justified. Among other actions seeking to achieve these means, the President issued Executive Order 13771, “Reducing Regulation and Controlling Regulatory Costs.” OMB has issued guidance on implementing this Executive Order, and DOT has established a Regulatory Reform Task Force to evaluate existing regulations and make recommendations to the Secretary regarding their repeal, replacement, or modification. Other activities to reduce regulatory burdens also fit into this area, such as the review required by Executive Order 13783, “Promoting Energy Independence and Economic Growth”, and the subsequent burden reducing efforts that will result from the review.

APG Performance Measures and Targets

Goal Statement: DOT will implement regulatory reform initiatives by evaluating existing regulations in order to lower regulatory burdens on industry and the public. In conjunction with the release of the agency’s Fall Unified Agenda of Federal Regulatory and Deregulatory Actions, the Department will implement a regulatory reform agenda through the end of FY 2019, focusing specifically on providing for two deregulatory actions for every new regulatory action proposed and achieving a total incremental cost of all regulatory and deregulatory actions of less than -\$35 million per year for FY 2018.

For each Fiscal year thereafter, agencies will work with OMB to calculate their total incremental cost savings target to be achieved. DOT’s FY 2019 total incremental cost savings target will be updated in conjunction with the agency’s issuance of their Fall Unified Agenda of Federal Regulatory and Deregulatory Actions.

Reduce the Regulatory Burden on the Transportation Industry & Public while Still Achieving Safety Standards (Department-wide)			
	2017 Baseline	2018 Target	2019 Target
Compliance with Executive Order to reduce two regulations for each new regulation (ratio)	2:1	2:1	2:1
Reduce the economic impact of regulations, expressed in terms of total cost savings (annualized, adjusted at a 7% discount rate)	-\$22 M	-\$35M	TBD

Strategies to Achieve Goal:

The Department will seek input from the public on existing regulations and other agency actions that are good candidates for repeal, replacement, or modification. In recognition of the fact that safety is the Department’s highest priority, the Department will seek comments on those existing regulations and other agency actions that may be repealed, replaced, or modified without compromising safety. The public will be encouraged to identify regulations that (a) eliminate jobs or inhibit job creation; (b) are outdated, unnecessary, or ineffective; (c) impose costs that exceed benefits; (d) create a serious inconsistency or otherwise interfere with regulatory reform initiatives and policies; (e) could be revised to use performance standards in lieu of design standards, or (f) potentially burden the development or use of domestically produced energy resources. The Department may also decide to hold public meetings to help inform our regulatory review activities. We will review all public input received to help the Department determine what regulations may be modified or repealed. In addition, DOT will utilize the Regulatory Reform Task Force (RRTF) to evaluate existing regulations and to make recommendations for their repeal, replacement, or modification.

Goal Lead

OST: James Owens, Deputy General Counsel

Accountability Objective 2: Mission Efficiency and Support

Support mission requirements by efficiently and effectively planning for and managing human capital, finances, procurement, sustainable operations, information technology, emergency preparedness, and other mission support services.

Performance Goals for the Mission Efficiency and Support Objective can be found in the OST Modal Section:

- Improve IT Project Performance
- Consolidate Data Centers
- Improve DOT's Cyber Security
- Decrease Improper Payments
- Increase Performance Based Grants
- Improve Effectiveness and Efficiency of Support Services
- Increase Use of Best in Class Contracts
- Monitor Total Federal FTE
- Facility Consolidation Measure
- Reduce the Number of Unessential Federal Advisory Committees

Modal Sections

Federal Aviation Administration

Safety/Systematic Safety Approach

All Safety measures can be found in the front section.

Infrastructure/Project Delivery

Improve NextGen Rollout			
	FY 2017 Baseline	FY 2018 Target	FY 2019 Target
Percentage of NextGen Projects Completed On-Time and on Budget	95%	90%	90%

“On-time and on Budget” for each project means completing the schedule within 10% of the baseline completion date and completing the program within 10% of the total cost baseline established for the program in the acquisition program baseline.

The NextGen milestones are based on the overall series of programs and activities the FAA is executing for NextGen, designed to focus on implementation of improvements that industry indicates are high priorities.

The FAA and industry monitor progress against these commitments through the NextGen Advisory Committee (NAC) and jointly agree to adjust commitments to better suit the NAS’s needs.

Infrastructure/Efficient Operations

Decrease Average Wait Time			
	FY 2017 Baseline	FY 2018 Target	FY 2019 Target
On-Time Arrival at Core Airports	91.25%	88%	88%

On-time arrival is computed by dividing the number of flights arriving on or before 15 minutes of flight plan arrival time by the total number of completed flights. This is based on 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 (ASQP). Core airports are the nation’s thirty busiest airports. Each airport has 1% or more of total U.S. passenger enplanements or handles 0.75% or more of total U.S. non-military flights.

Maintain Airport Capacity			
	FY 2017 Baseline	FY 2018 Target	FY 2019 Target
Maintain an Average Daily Capacity of Arrivals and Departures at Core Airports	60,492	59,136	Maintain

Average daily capacity (ADC) is the sum of airport arrivals and departures for each month divided by the number of days in the month during reportable hours. Reportable hours capture periods when at least 90% of an airports operations take place. The overall ADC for the fiscal year is computed as the weighted sum of the monthly capacity levels.

Annual targets are set using historical trend data for the previous three years, information on upcoming construction impacts, and inputs from individual Air Traffic Control facilities.

Increase the Integration of Drones into the Airspace without Sacrificing Safety			
	FY 2017 Baseline	FY 2018 Target	FY 2019 Target
Average Time for Processing Part 107 Unmanned Aircraft Systems (UAS) Airspace authorizations.	85 days	72 days	70 days
Average Time for Processing UAS Part 107 Waivers	50 days	50 days	45 days

Part 107 UAS Airspace Authorization processing time is calculated as the number of days between receipt of request, either manually or through an automated tool, and delivery of a response. The response can be either an approval or a denial.

Part 107 UAS Waiver processing time is calculated as the number of days between receipt of request and delivery of a response. The response can be either an approval or a denial.

Federal Highway Administration

Safety/Systemic Safety

All highway fatality-related safety measures can be found in the Agency Priority Goal for Surface Safety.

Infrastructure/Project Delivery, Planning, Environment, Funding and Finance

Number of States and Local Agencies that have used Federal Innovative Finance Methods			
	2017 Baseline	2018 Target	2019 Target
Number of States and Local Agencies that have used Federal Innovative Finance Methods	15	18	20

In FY 2019, National Highway Performance Program (NHPP) funds will be used to support important activities associated with further implementing FAST Act provisions including support

for State and local transportation agencies as they work to apply innovative revenue generation, procurement, and project finance strategies to support major infrastructure enhancements.

Through the TIFIA program, DOT will continue to provide flexible financing to help advance critical infrastructure investment around the country. The implementation of the provisions of the FAST Act will impact the TIFIA program in several ways:

- Mandates organizational changes intended to streamline and improve program delivery;
- Expands the eligibility for states to use specific sources of Federal assistance to pay the subsidy and administrative costs associated with obtaining TIFIA credit assistance;
- Increases the accessibility for rural projects by allowing TIFIA funding to support the financial and legal fees associated with such projects;
- Allows TIFIA to provide credit assistance to state infrastructure banks, potentially allowing smaller projects to access funding more quickly; and
- Establishes a streamlined application process for use by an eligible applicant under certain circumstances.

Improve Major Project Performance in FHWA Portfolio			
	2017 Baseline	2018 Target	2019 Target
Percentage of FHWA-funded Projects over \$500 Million within 2% of Schedule	70%	80%	80%
Percentage of FHWA-funded Projects over \$500 Million within 2% of Cost	84%	80%	80%

- Work with State and local partners to create more flexibility in the review process to ensure that transportation projects are completed in a more timely manner.
- Institutionalize best practices across the department, including programmatic agreements, liaison positions, Planning and Environment Linkages (PEL), and Implementing Quality Environmental Documents (IQED).

Infrastructure / System Operations and Performance

Alleviate Urban Congestion			
	2017 Baseline	2018 Target	2019 Target
Travel Time Index	1.33	1.33	1.33

Travel Time Index is the ratio of the peak period travel time as compared to the free-flow travel time. Peak periods are AM (6:00AM to 9:00AM) and PM (4:00PM to 7:00PM) on weekdays. Average travel time across urban areas, road sections, and time periods are weighted by vehicle-miles of travel (VMT) using volume estimates derived from the Highway Performance Monitoring System. The higher the index, the more congestion exists during peak hours of travel. More information about the Travel Time Index can be found at this site: https://ops.fhwa.dot.gov/perf_measurement/ucr/documentation.htm

Infrastructure / Economic Competitiveness and Workforce

Alleviate Freight Congestion			
	2017 Baseline	2018 Target	2019 Target
Freight Buffer Index	20.8	18.5	18.5

FHWA collects spot speed data directly from trucks along 25 domestic freight corridors that represent the highest tonnage flows. These corridors are evaluated using actual truck probe data from over 600,000 trucks that provide billions of position points every year that are analyzed for speed and travel time. The speeds of multiple trucks are then aggregated to determine average speed on a road segment.

Speeds are then used to calculate travel time reliability, using a buffer index (BI). FHWA calculates the baseline assuming that shippers and receivers expect on-time arrival 95 percent of the time. The higher the index, more time needs to be budgeted to make a trip on time at a given level of certainty.

To achieve this goal, FHWA will

- Demonstrate innovative practices that speed construction, reducing traffic delays;
- Work with State and local partners to strengthen routine traffic operations and control practices, and proactively manage the transportation system during disruptions such as traffic incidents, work zones, adverse weather, special events, and emergency situations; and
- Help State and local partners investigate and implement ridesharing, parking demand management, and congestion pricing

Federal Motor Carrier Safety Administration

Safety/ Systemic Safety

Reduce High Risk Motor Carriers			
	2017 Baseline	2018 Target	2019 Target
Average Days to Investigate “high risk” Designated Carriers	45.6 Days	55 Days	55 Days

This metric measures the average number of days from identification as “High-Risk” to when an investigation is conducted. This population demonstrates an average crash rate that is four times the national average. In addition to the strategies listed under the Reduce Motor Vehicle-Related Fatalities metric on page 5, FMCSA will achieve this target by continuing to prioritize high-risk carrier investigations. These carriers are the Agency’s top investigative priority. FMCSA policy is to investigate identified high-risk carriers within 90 days. The highest risk carrier population is identified monthly using an improved high-risk methodology that was implemented in January 2016. Investigative outcomes show that 45% of high-risk carrier investigations result in enforcement actions compared to a 15% enforcement rate observed on non-high-risk carriers.

Reduce Motor Carrier Fatal Crashes				
	2016 Baseline	2017 Target	2018 Target	2019 Target
Number of Motor Carrier Incidents	4,079	4,045	4,011	3,977

This metric measures the number of large truck and bus fatal crashes. This metric is a lagging indicator (2 years). The target is for a 5% reduction from the 2016 baseline by 2022. In addition to the strategies listed under the Reduce Motor Vehicle-Related Fatalities metric on page 5, FMCSA will achieve this target by continuing to administer activities and maintain innovative technology and/or new projects not included in Commercial Vehicle Safety Plans that will have a positive impact on Commercial Motor Vehicle safety. Some strategies include:

Our Roads, Our Responsibilities. Continue the *Our Roads, Our Responsibilities* program that was initiated in the summer of 2016. With over 12 million CMVs on the road, this program was developed to help raise awareness among the general driving public about operating safely around and sharing the road with large trucks and buses. The program’s outreach efforts focus specifically on educating passenger vehicle drivers, CMV drivers, bicyclists and pedestrians about CMV blind spots or “No Zones.”

National Registry for Certified Medical Examiners (NRCME). Continue to support the NRCME. The NRCME program sets baseline training and testing standards to equip medical examiners with a thorough understanding of DOT fitness standards to ensure that truck and bus drivers meet the physical qualification requirements to operate safely on the Nation’s highways and roads.

CDL Drug and Alcohol Clearinghouse. Implement the Drug and Alcohol Clearinghouse final rule. The drug and alcohol clearinghouse final rule-published December 5, 2016- establishes requirements for a central database for verified positive controlled substances and alcohol test results for CDL holders and refusals by such drivers to submit to testing. This rule will ensure that CDL holders, who have tested positive or have refused to submit to testing, complete the return-to-duty process before driving a truck. The compliance date is January 6, 2020.

Electronic Logging Devices (ELD). Implement Phase 2 of the ELD rule. The ELD rule is intended to help create a safer work environment for drivers, and make it easier, faster to accurately track, manage, and share records of duty status data. The ELD Final Rule is estimated to save 26 lives and prevent 562 injuries, resulting from crashes involving large commercial motor vehicles, annually. Phase 2, the Full Compliance Phase, is from December 18, 2017 to December 16, 2019.

Federal Railroad Administration

Safety/Systemic Safety

Reduce Train Accidents			
	2017 Baseline*	2018 Target	2019 Target
Train Accidents per Million Train-Miles	2.387	2.30	2.30

*As of January 31, 2018

Train accidents involve damage to on-track rail equipment above the annual reporting threshold (\$10,700 for CY 2018) and exclude grade crossing and trespass incidents.

To accomplish this goal, FRA’s comprehensive safety program targets inspections and other oversight activities to railroads and regions with below average performance. FRA subject matter experts provide ongoing technical assistance to railroads and field personnel to address challenges.

Improve Safe Rail Transport of Hazardous Materials				
	2016 Baseline	2017 Actual	2018 Target	2019 Target
Rate of Non-Accident Releases of Hazardous Materials per 10,000 Tank-Car Originations	2.320	Not yet available	2.25	2.20

A non-accident release (NAR) is an unintentional release of a hazardous material while in transportation (including loading and unloading while in railroad possession) not caused by derailment, collision, or other rail-related accident. NARs consist of any amount of product (liquid, solid or vapor) released from improperly secured or defective valves, fittings, and tank shells. These include undesired venting of non-atmospheric gases from safety relief devices. Most NARs involve small quantities of material. Data is derived from multiple sources, which limits its timeliness.

To accomplish this goal, FRA’s tank car program includes inspections and other oversight activities of tank car facilities and tank car fleet owners to ensure compliance with the regulations and to ensure that owners establish appropriate maintenance intervals for service equipment to reduce the likelihood of in-transportation failures. In addition, FRA is focusing on ensuring that processes and technologies hazmat shippers and receivers have implemented in recent years are accurate and consistent with regulatory requirements. FRA works with the Association of American Railroads’ Tank Car Committee to understand emerging issues, improve safety, and enhance oversight of tank car facilities and owners. Moreover, FRA continues to work with PHMSA to implement regulatory and other changes as recommended through processes such as the Rail Safety Advisory Committee and the Tank Car Committee.

Infrastructure/ Systems Operations and Performance

Improve Passenger Rail Performance			
	2017 Baseline	2018 Target	2019 Target
On-Time Performance for Shorter Distance Intercity Passenger Rail Corridor			
Northeast Corridor	76.2%	84%	85%
State Supported Routes	80.7%	84%	85%

On-time performance is the percentage of total train arrivals on-time at each station, with every arrival weighted equally. An Acela train is late when it arrives at a station more than 10 minutes after its scheduled time; a Northeast Regional or State-Supported train is late when it arrives more than 15 minutes after its scheduled time.

The Administration believes that Amtrak should comprehensively evaluate its operations and use of resources and then implement reforms to provide a more efficient and valuable service to its passengers and the Nation. Improved delivery of capital projects to maintain and improve infrastructure, equipment, stations, and systems are essential for Amtrak to improve performance and reduce its reliance on future Federal funding. FRA will support improved passenger rail performance by continuing to oversee the delivery of Amtrak’s capital program and operating initiatives.

Federal Transit Administration

Safety/Systemic Safety

Improve Safe Transit Operations (FTA)			
	2017 Baseline	2018 Target	2019 Target
Total Rail Transit Collisions with Persons	378	450	440
Total Transit Injuries	23,715	23,000	22,900

Increase State Safety Oversight Programs			
	2017 Baseline	2018 Target	2019 Target
Total Number of Certified States with MAP-21 SSO Programs	1	16	30

FTA strategies to accomplish the goal include the following:

- FTA continues to manage and provide oversight to the 30 State Safety Oversight Programs responsible for providing state-level safety oversight of rail transit systems. FTA has certified 6 out of the 30 programs as of March 22, 2018, and will continue to provide technical assistance and oversight to the remaining 24 programs, all of which face a deadline of April 15, 2019 for certification. FTA also provides formula grants to the 30 State Safety Oversight Programs to help them administer their programs.
- FTA continues to provide direct safety oversight of the Washington Metropolitan Area Transit Authority’s MetroRail system. FTA continues to provide technical assistance to Maryland, Virginia, and the District of Columbia as they continue to stand up the Metrorail Safety Commission that will eventually take over direct safety oversight of the MetroRail System from FTA. During 2017, as part of its MetroRail oversight, FTA conducted 398 safety inspections, completed one safety investigation, and issued one safety directive.
- FTA continues to provide safety training to personnel at transit systems and State Safety Oversight Agencies as established by the Interim Public Transportation Safety Certification Program.
- FTA continues to monitor compliance with its Drug and Alcohol Testing Program.
- FTA is continuing to develop the statutorily-required Agency Safety Plan Rule which will require most FTA’s grantees to develop Agency Safety Plans.
- FTA continues to fund research projects designed to enhance safety. In FY2017, FTA funded 20 research projects to support safety, infrastructure resiliency, and emergency response. FTA also issued a guidebook in 2017 to document best practices in providing safe access for pedestrians and bicycles to transit facilities.

Infrastructure/ Project Delivery, Planning, Environment, Funding and Finance

Improve Major Project Performance of FTA’s Portfolio			
	2017 Baseline	2018 Target	2019 Target
Percentage of FTA-Funded Projects over \$500 Million within or Minus 2% of Schedule or Cost	93.3%	85%	85%

- Continue its robust project management oversight program.
- Continue to ensure that the Federal interest in FTA-funded projects is protected and that our grantees deliver the projects they committed to in their grant agreements

Maritime Administration

Infrastructure / Economic Competitiveness and Workforce

Provide Sustainment Sealift Capacity to the U.S Armed Forces			
	2017 Baseline	2018 Target	2019 Target
Percentage increase of U.S. Flag Vessels	81 vessels	+0%	+1%

MARAD tracks the number of large internationally trading ocean-going commercial vessels operating under U.S-flag to help ensure an American fleet that is crewed by skilled, qualified U.S. Merchant Mariners and capable of meeting Department of Defense (DoD) requirements for sealift support during national contingency operations.

MARAD estimates that at least 125 large internationally-trading U.S. Flag commercial ships of 1,600 gross tons and over are required to maintain a sufficient force of unlimited credentialed mariners to meet the Nation's sealift needs in a major contingency situation.

Surge sealift is provided by MARAD's Ready Reserve Force, as well as vessels operated by the Military Sealift Command. Sustainment sealift is provided by large, oceangoing ships of the U.S.-flag international commercial fleet. The majority of these vessels participate in the Voluntary Intermodal Sealift Agreement program and Maritime Security Program (MSP). For MSP, resource programming maintains a fleet of 60 U.S.-flag, U.S.-crewed internationally trading vessels available to meet contingency requirements. MARAD is pursuing initiatives aimed at increasing the size of the U.S.-flag fleet in international trade, including efforts to expand cargo opportunities for U.S.-flag vessels. MARAD is also working with the U.S. Coast Guard and U.S.-flag carriers to identify ways to reduce the costs of registering and operating ships under U.S. versus foreign registry.

Pipeline and Hazardous Materials Safety Administration

Safety / Systemic Safety

PHMSA's mission is to protect people and the environment by advancing the safe transportation of energy and other hazardous materials that are essential to our daily lives. This includes oil, natural gas, and petroleum products by pipeline, rail, and truck.

Hazardous Material Shipment		Value
Year		
2002	\$	660,181,000,000
2007	\$	1,448,218,000,000
2012	\$	2,334,425,000,000
2017	\$	3,155,185,000,000

U.S. Census Bureau, Commodity Flow Survey, Hazmat Data, 2017 Projected

Each hazardous materials delivery carries a safety risk requiring the care of pipeline operators, packagers, shippers and carriers to avoid leaks and spills of these products. PHMSA provides critical safety assistance and oversight over the transportation of these products to market.

PHMSA safety programs include regular inspections of pipeline operators, packaging manufacturers, and shippers, research, development and deployment of modern safety tools and technology, outreach and training, developing effective safety standards, and damage and incident prevention. PHMSA measures its success in maximizing the safe

delivery of hazardous materials, focusing on policy and programs that support delivery without incident. The table below displays PHMSA’s expected and achieved results:

Improve Safe Delivery of Pipeline Products and Hazardous Materials			
	2017 Baseline	2018 Target	2019 Target
Safe delivery rate of hazardous liquids by pipeline¹	99.9996362%	99.9996362%	99.9996362%
Pipeline hazardous liquid products (net) spilled (barrels)	58,941	58,941	58,941
Safe delivery rate of hazardous materials by modes other than pipeline²	99.9999994%	99.9999994%	99.9999994%
Hazardous materials incidents reported annually	17,363	17,363	17,363

1/ Approximately 16.2 Billion barrels of hazardous liquid product moved annually through pipelines with a reported 60,047 barrels spilled in 2016.

2/ Hazardous materials safe delivery rate is a statistic meant to relate the number of hazardous materials incidents to the total hazardous materials freight transported. This rate is expressed as a percentage and is calculated as follows: $100\% - (\text{number of hazardous materials incidents} / \text{amount of hazardous materials freight transported}) / 100$. In FY 2017, approximately 307,524,000,000 ton-miles of hazardous materials freight was transported.

Preventing Incidents: PHMSA invests in programs that prevent incidents before they occur. This includes safety standards that assist shippers preparing and carriers transporting hazardous materials safely, and prevention programs that prepare communities and first responders for the unique threats these hazardous materials and pipelines pose. PHMSA supports a number of state and local activities that prevent leaks, spills, and other incidents. PHMSA provides funding to states through One-Call and State Damage Prevention grants. PHMSA also provides direct outreach and education to communities for the prevention of pipeline accidents.

Prevent Accidental Damage to Gas and Hazardous Liquid Pipelines			
	2017 Baseline	2018 Target	2019 Target
Percentage of respondents likely to call 811 # before you dig	59%	59%	60%

A cornerstone prevention program for pipeline safety is the “Call Before You Dig (811)” program. Through this program, home and business owners tell an operator where they are planning to dig and affected local utility companies send locators to the dig site to mark the approximate location of buried pipelines and other utilities, marking the lines with flags or paint. This prevents the accidental break of gas and hazardous liquid pipelines. Since designating 811 as the national call center number in 2007, this program has prevented millions of accidental damages to gas and hazardous liquid pipelines. This

prevention program provides funding to states through One-Call and State Damage Prevention grants. PHMSA also promotes awareness of 811 through education and outreach and working in partnership with the Common Ground Alliance (CGA).

The targets are based on the percentage of respondents to an independent survey, "Call Before You Dig/811 National Awareness Survey," conducted annually by Povaddo, LLC. The FY 2018 target of 59% is based on the 2016 survey results, where 59% of respondents (households, contractors, other professionals) stated they are likely to call 811 before digging near pipelines or other underground lines.

Infrastructure / Economic Competitiveness and Workforce

Improving Support for Industry: PHMSA is committed to helping industry operate pipelines and package and ship hazardous materials safely. We facilitate the use of innovative safety products and methods, and quickly respond to requests for assistance through special permit requests. PHMSA also has implemented new and modernized systems to better respond to industry’s needs. For example, manufacturers of explosives rely on PHMSA to efficiently process and evaluate explosive classification approval applications. PHMSA measures its success by reducing the number of days to render a decision that ultimately brings products to market safely and efficiently. The table below displays PHMSA’s expected and achieved results:

Reduce Time to Issue Hazmat Transportation Permits			
	2017 Baseline	2018 Target	2019 Target
Hazardous materials special permit applications average # of days to resolution	120	120	115

PHMSA will facilitate the use of innovative safety products and methods, and quickly respond to requests for assistance through approval of special permit requests from hazardous materials shippers and packagers.

National Highway Traffic Safety Administration

Safety/ Systemic Safety

Reduce Serious Injuries from Motor Vehicle Crashes		
	2018 Target	2019 Target
Occupants ejected from passenger vehicles per 100 Emergency Medical Services (EMS) motor vehicle crash dispatches.	1.2	1.1

Motor vehicles have become much safer over time due to the Federal Motor Vehicle Safety Standards (FMVSS). In fact, more than 600,000 lives were saved between 1960 – 2012 by safety technology required by the FMVSS such as seat belts or airbags. These technologies save lives because in part they help prevent occupants from being ejected from a vehicle, which is one of the most dangerous things that can occur in a crash. Reducing occupant ejection in vehicle crashes is an effective way to reduce serious injuries. NHTSA will work with its EMS partners nationwide to track occupant ejections in vehicle crashes through the National EMS Information System.

Improve Safety of Fleet on U.S. Roadways			
	2017 Baseline	2018 Target	2019 Target
Percentage of Fleet Crash Tested by Model Year	86%	86%	86%

In the United States, manufacturers traditionally release new model year vehicles in the previous year. Therefore, the model year often pre-dates the calendar year. NHTSA tests new vehicles by model year.

NHTSA's New Car Assessment Program (NCAP) provides comparative information on the safety of new vehicles to assist consumers with vehicle purchasing decisions and encourage motor vehicle manufacturers to make vehicle safety improvements. To keep pace with advancements in occupant protection and the introduction of advanced technologies, NHTSA periodically updates the program.

Improve Timeliness of Data			
	2017 Baseline	2018 Target	2019 Target
Percentage of States that meet the quarterly timeliness benchmark for reporting motor vehicle fatalities in FARS.	80%	80%	82%

Collection of motor vehicle crash data provides the foundation to better understand and quantify the nature of the problem and to develop evidence-based countermeasures, identify emerging trends, and evaluate program effectiveness. NHTSA works closely with the States to develop and implement crash data collection systems. Ensuring that the States meet the quarterly benchmarks for entering data will help ensure that the process is as efficient as possible.

Innovation/ Deployment

Supporting Measure: Monitor Adoption of Self-Driving Vehicles		
	2017 Baseline	This measure will be monitored from 2018-2019
<i>Facilitate the safe deployment of ADS by removing unnecessary barriers.</i>	NA	Data will be reported as it becomes available

Automated driving systems (ADS) offer tremendous potential to reduce vehicle crashes, injuries and fatalities. However, the pace and nature of the technological change required to reach the highest levels of automation will require a new paradigm compared to the more traditional methods used for introducing new safety technology in vehicles.

Part of that change process will include being more nimble and flexible in developing new policies and procedures for automakers to help facilitate the safe deployment of ADS.

Office of the Secretary

Infrastructure/ System Operations and Performance

Rebuild Transportation Infrastructure Damaged by Major Hurricanes (All Modes)		
	2018 Baseline	2019 Target
Transportation Systems Restored or Re-Built after 2017 Hurricane Damage (Progress against baseline)	TBD	70%

- Work with State DOTs to make sure a sufficient amount of funds and technical expertise are made available to Hurricane affected areas of the U.S.

Innovation/ Development

Increase Dissemination of Tangible DOT Research Reports (OST-R)		
	2018 Baseline	2019 Target
Percentage of Reports with Five or Fewer Downloads (New)	TBD	Decrease 10%
Research reports published on the Internet/National Transportation Library (New)	TBD	Increase 10%
Increase technology transfer language in research funding agreements	TBD	Increase

DOT is committed to increasing the efficiency and influence of its research investments. If external stakeholders cannot find the software, data, and papers generated by a DOT-sponsored research project two problems arise: DOT research ends up underutilized and the overall pace of transportation innovation is slowed. To expand information accessibility, DOT is committed to identifying stakeholders and technology transfer deliverables early in the process of formulating research agreements in order to make research more beneficial;

- Publishing its research reports to the National Transportation Library;

Increasing the number of research outputs listed on Research Hub 2.0, which is expected to become operational in 2018. Research Hub highlights the research outputs of each report and links to the full technical report that resides on the National Transportation Library; and

- Making data sets associated with DOT-sponsored research publicly available, in accordance with the DOT Public Access Plan.

This will enhance cross-modal collaboration between DOT entities and external stakeholders and provide a full view of DOT's research portfolio to transportation researchers around the world.

Increase Efficient Utilization of DOT Research Assets (OST-R)		
	2018 Baseline	2019 Target
Research Dollars per Download Ratio	TBD	Decrease 10%
Research Facility Utilization Rate	TBD	Increase 10%

Research facility utilization rate will be calculated by determining the percent square footage used for each operating day.

DOT features an array of laboratories that engage in advanced transportation research: FAA’s William J. Hughes Technical Center, FHWA’s Turner-Fairbank Highway Research Center, OST-R’s Volpe National Transportation Systems Center, NHTSA’s Vehicle Research and Test Center, and FRA’s Transportation Technology Center. In addition, DOT provides funding to research facilities at a variety of University Transportation Centers (UTCs).

To cultivate innovative transportation technologies, DOT will assess utilization of its research facilities, identify barriers that hinder such utilization, and implement measures to ultimately increase utilization of these facilities. In leading this effort, OST-R will coordinate directly with facility managers to review challenges and best practices to determine methods of increasing research throughput and reducing inefficiencies. OST-R will also work to increase awareness of the outputs and outcomes associated with DOT research facilities through its Technology Transfer program.

Accountability/Mission Efficiency and Support

Improve IT Project Performance (OCIO)		
	2018 Target	2019 Target
Percentage of Major DOT IT Projects within or Minus 10% of Projected Costs while Meeting Incremental Development Targets	25%	50%

The Capital Planning and Investment Control (CPIC) teams across the modes submit incremental development data as part of the monthly submission to the Federal IT Dashboard. Progress is captured quarterly as part of the OMB’s Integrated Data Call (IDC) and OCIO will work with the teams to support reporting and assess whether major IT investments in the modes are hitting these targets.

Reduce DOT Data Centers 40% by 2020 (OCIO-All Modes)			
	2017 Baseline	2018 Target	2019 Target
Percentage of Data Centers Consolidated, by Operating Administration			
FAA	35%	35%	48%
FHWA	0%	0%	0%
FMCSA	0%	0%	0%
FRA	100%	100%	100%
FTA	100%	100%	100%
MARAD	0%	0%	0%
NHTSA	64%	64%	93%
OIG	14%	14%	14%
OST	25%	25%	50%
PHMSA	23%	23%	23%
SLSDC	0%	0%	0%

Improve DOT's Cyber Security (OCIO, All Operating Administrations)		
	2018 Target	2019 Target
Percent of Systems with Proper Security Authorizations	99%	99%
Percent of Systems Converted to an Ongoing Authorization Process	25%	50%

- In line with DHS and OMB metrics, OAs will be scored on progress towards authorizing all DOT systems in accordance with federal requirements
- To support these metrics, OCIO will work with the modes to prioritize system authorization. OCIO will leverage the IT Spend Plan review to identify the level of resourcing being directed to these efforts.

Decrease Improper Payments (OST-B)			
	2017 Baseline	2018 Target	2019 Target
Improper Payment Percentage	.30%	.49%	.45%

- Provide target training to its staff on identifying payment risk areas and evaluating State DOT financial systems
- Will reissue guidance on document retention requirements

Improve Effectiveness and Efficiency of Support Services (2018 Target	2019 Target
Percent Accomplished Against Shared Services (HR, IT & Acquisition) Implementation Plan	33%	66%

- DOT has begun evaluating which operations can be switched to a Shared Services Enterprise to take advantage of multi-year savings.

Increase Use of Best in Class Contracts (OST-M)				
	2016 Baseline	2017 Actual	2018 Target	2019 Target
Percentage of all DOT Contracts that are Qualified for a Best In Class Contract as Defined by OMB/GSA	1.2%	3.13%	35%	40%

- DOT is analyzing all new and existing contracts to make sure acquisition of services are up to the highest standards.

Facility Consolidation Measure (OST-M)		
	2018 Target	2019 Target
Square Footage Reduced	(59,624)	(47,471)

- As part of OMB's Freeze the Footprint and Reduce the Footprint efforts, DOT will reduce its office and warehouse footprint which is currently at 12,183,327 square feet
- DOT's Operating Administrations will reduce their office and warehouse footprint by 200,000 square feet by FY 2022, or approximately 11,983,327 square feet

Reduce the Number of Federal Advisory Committees (OST-M)		
	2018 Target	2019 Target
Federal Advisory Committees Reduced	12	19

- Working with modes to identify and analyze ineffective and outdated committees for reduction or elimination

Infrastructure/ System Operations and Performance

Provide a Safe, Secure, Reliable, and Efficient U.S Portion of the St. Lawrence Seaway to its Commercial Users				
	2016 Baseline	2017 Target	2018 Target	2019 Target
Percent of Time the U.S Portion of the St. Lawrence Seaway is Available to Commercial Users	99.7%	99%	99%	99%

- SLSDC will work to improve its system reliability performance by providing safer and more efficient vessel traffic control and passage through the U.S. locks and waters.
- Maintaining, rehabilitating, and modernizing U.S. Seaway infrastructure, performing safety inspections and ballast water examinations of all foreign-flag vessels, continuing close coordination and involvement with the Canadian St. Lawrence Seaway Management Corporation in all aspects of Seaway operations, and utilizing and enhancing technology to more efficiently manage vessel traffic control and lock transits.

Cross Agency Priority Goals

Per the GPRA Modernization Act requirement to address Cross-Agency Priority (CAP) Goals in the agency strategic plan, the annual performance plan, and the annual performance report please also refer to www.performance.gov for more on the agency's contributions to those goals and progress, where applicable. DOT will provide a detailed report on CAP Goal progress in next year's annual performance report.

Performance Report Summary Tables

ROADWAY SAFETY (FHWA, FMCSA, NHTSA)								
Performance Measure	2012	2013	2014	2015	2016	2017 Target	2017 Actual	Target Met/Not Met
Highway fatality rate per 100 million vehicle-miles traveled (VMT).	1.14r	1.10	1.08r	1.15r	1.18	1.02	N/A	Not Met (2016)
Passenger vehicle occupant fatality rate per 100 million VMT.	0.73r	0.71r	0.70r	0.73r	0.75	0.75	N/A	Met (2016)
Motorcyclist rider fatality rate per 100,000 motorcycle registrations	58.63r	54.54r	54.58r	57.85r	TBD	62	N/A	Met (2015)
Non-occupant fatality rate per 100 million VMT.	0.17	0.17	0.19	0.19	N/A	N/A	N/A	N/A
Non-occupant fatality rate per 100,000 population.	N/A	N/A	N/A	N/A	2.19	2.15	N/A	Not Met (2016)
Large truck and bus fatality rate per 100 million VMT.	0.142	0.143	0.138	0.140	0.144	0.114	N/A	Not Met (2016)

AVIATION SAFETY (FAA)								
Performance Measure	2012	2013	2014	2015	2016	2017 Target	2017 Actual	Target Met/Not Met
Number of U.S.-registered, commercial air carrier fatalities per 100 million persons on board.	0.0r	1.1r	0.6r	0.1	0.6	6.4r	0.3r	Met
Number of fatal general aviation accidents per 100,000 flight hours.	1.09r	1.11r	1.09	0.99r	0.89r	1.01r	0.84r	Met
Category A&B runway incursions per million operations.	0.117	0.138	0.356	0.220	0.282	0.395	0.159r	Met

RAIL, TRANSIT, PIPELINE, HAZMAT SAFETY AND SAFETY POLICY								
Performance Measure	2012	2013	2014	2015	2016	2017 Target	2017 Actual	Target Met/Not Met
Rail-related accidents and incidents per million train-miles. (FRA)*	15.326	15.270	16.249	15.872	16.350	15.850	16.563	Not Met
Transit fatalities per 100 million passenger-miles traveled. (FTA)	N/A ***	0.609r	0.524r	0.584r	0.593r	0.543	0.597p	Potentially Not Met
Pipeline incidents involving death or major injury (PHMSA)	29	26	24	31	31	32	28	Met

* Actual data are subject to change and might differ from prior year budget materials based on the latest information available.

Performance Measure	2012	2013	2014	2015	2016	2017 Target	2017 Actual	Target Met/Not Met
Hazardous materials incidents involving death or major injury. (PHMSA)	23	29	29r	39r	27	31	13p	Met
Number of States and localities that adopt roadway designs that accommodate all road users. (FHWA)	N/A	214r	246r	398r	652	270	N/A	Met

STATE OF GOOD REPAIR

Performance Measure	2012	2013	2014	2015	2016	2017 Target	2017 Actual	Target Met/Not Met
Roadway: Percent of VMT on National Highway System (NHS) with good to very good ride quality. (FHWA)	55%	54.3% (r)	57.1% (r)	57.7% (r)	59.6%	60.3%	N/A	Potentially Met
Roadway: Percent of Deck Area on NHS Structurally Deficient Bridges. (FHWA)	8.3%	7.8%	7.1%	6.8% (r)	6.0%	5.4%	5.0%	Met
Transit: Backlog of transit capital assets in need of replacement or refurbishment. Biennial measure. (FTA)	No data	\$77.7 billion	No data	\$85.9 billion	No data	\$94 billion	N/A	Potentially Met
Runways: Percent of runway pavement in excellent, good, or fair condition for paved runways in the National Plan of Integrated Airport Systems. (FAA)	97.2%	97.4%	97.5%	97.5%	97.6%	93%	97.7%	Met

ECONOMIC COMPETITIVENESS

Performance Measure	2012	2013	2014	2015	2016	2017 Target	2017 Actual	Target Met/Not Met
High Performance Passenger Rail: Number of individual construction projects that achieve initial construction (FRA)	N/A	8	27	48	60	65	67	Met
High Performance Passenger Rail: Number of planning, preliminary engineering, environmental analysis, and construction projects that are substantially complete. (FRA)	NA	N/A	N/A	36	51	74	74	Met
Modernizing Air Traffic Control Systems:	9	17	20	NA	NA	NA	NA	Potentially Met

Cumulative number of continental U.S. En Route air traffic control centers achieving initial operating capability on ERAM. (FAA)									
Cumulative number of U.S. En Route air traffic control centers achieving full operational availability. (FAA)	N/A	N/A	16	20	N/A	N/A	N/A	N/A	
Improve the efficiency of the National Airspace System through more effective data communications systems – By the end of FY2017 (September 2017), DATACOMM will be implemented at a cumulative total of 18 Airport Traffic Control Towers (ATCTs). (FAA)	N/A	N/A	N/A	N/A	46	18	55	Met	
Transit Ridership: Total number of urban boardings. (FTA)	10.3 billion	10.4 billion	10.5 billion	10.3 billion	10.2 billion	10.8 billion	9.9 billion	Not Met	
Transit Ridership: The transit market share among commuters to work in at least 10 of the top 50 urbanized areas by population. (FTA)	0	1	4	3	5r	5	TBD	Potentially Met	
International Commerce: Reach 3 or more new bilateral and multilateral aviation agreements to remove market-distorting barriers to transportation. (DOT-OST)	7	4	4	5	3	3	5	Met	
Domestic Commerce: Number of Twenty Foot Equivalent (TEU) containers transported across America’s Marine Highway routes. (MARAD)	16,031	16,191	29,981	29,318	32,215	35,000	46,050	Met	
Domestic Commerce: Percent of time the U.S. portion of the St. Lawrence Seaway is available to commercial users. (SLSDC)	99.8%	99.0%	99.7%	99.1%	97.2%	99.0%	97.2%	Not Met	

QUALITY OF LIFE

Performance Measure	2012	2013	2014	2015	2016	2017 Target	2017 Actual	Target Met/Not Met
Number of intercity passenger rail miles traveled. (FRA)	5.90 billion	6.33 billion	6.80 billion	6.80 billion	6.65 billion	6.90 billion	N/A	N/A
States that have developed an Americans with Disabilities Act (ADA) transition plan that is current. (FHWA)	N/A	N/A	15(r)	17	24(r)	32	34	Not Met
Number of key rail stations verified as accessible and fully compliant. (FTA)	513	522	567	567	607	605	607	Met
Percent of intercity passenger rail stations that comply with the requirements of the ADA (FRA).	N/A	N/A	< 1%	< 3%	N/A	17%	N/A	N/A

ENVIRONMENTAL SUSTAINABILITY

Performance Measure	2012	2013	2014	2015	2016	2017 Target	2017 Actual	Target Met/Not Met
Track fuel burn out to FY 2020 associated with NAS-wide domestic commercial aircraft operations to ensure fuel burn does not exceed base year 2005 levels (42.1 Tg) (FAA)	36.3	35.9	36.2	36.5	37.7	42.1	38.2	Met
Number of State DOTs, MPOs and Federal land management agencies that have conducted highway system climate change vulnerability assessments (FHWA)	N/A	N/A	N/A	N/A	65	69	71	Met
Percent of alternative-fuel and hybrid vehicles in the transit revenue service fleet. (FTA)	44%	45%	47%	50%	50%	50%	50%	Met
Percent reduction in greenhouse gas emissions from DOT facilities and fleets. (DOT)	7.9%	15.4%	29%	29.4%	23%	8%	N/A†	N/A†

Percent reduction in greenhouse gas emissions from DOT employee business travel and commuting. (DOT)	N/A	(4.7%)	0.1%	27.3%	31%	6%	N/A†	N/A†
Percent reduction of DOT vehicle fleet petroleum use. (DOT)	5%	4.9%	14.5%	22.1%	23.7%	20%	N/A	N/A
Cumulative number of ships safely removed from the Suisun Bay Reserve Fleet for disposal. (MARAD)	36	44	52	54	55	57	57	Met
Maintain a 1:1 ratio of incoming Federally owned vessels to be processed for disposal to vessels removed (MARAD)	N/A	N/A	1.0	1.0	1.0	1.0	1.0	Met
Hazardous liquid pipeline spills with environmental consequences (PHMSA)	94	117	124r	120r	142	N/A	N/A	N/A
Impacts U.S. population exposed to significant aircraft noise around airports. (FAA)	315,000	319,000	321,000	340,000	343,000	315,000	408,000	Not Met
Percent improvement in DOT water efficiency (DOT)	(1.2%)	(9.7%)	0.9%	24.1%	19%	16%	N/A	N/A
Percent DOT recycling and waste diversion (DOT)	N/A	N/A	11%	20%	31%	50%	N/A	N/A
Percent of all applicable DOT contracts that meet sustainability requirements (DOT)	N/A	95%	95%	95%	95%	95%	N/A	N/A
Major hazardous liquid pipeline spills (PHMSA)	N/A	N/A	N/A	N/A	N/A	34	49	Not Met

NATIONAL SECURITY PREPAREDNESS AND OTHER

Performance Measure	2012	2013	2014	2015	2016	2017 Target	2017 Actual	Target Met/Not Met
Total operating days U.S.-flagged, foreign commercial ships enrolled in the Maritime Security Program	21,593	21,794	21,600	21,659	20,661	19,200	21,235	Met

that are available to meet DoD requirements (MARAD)								
Percentage of DoD-required shipping capacity complete with crews available within mobilization timelines (MARAD)	N/A	N/A	96%	97%	93%	94%	97%	Met
Percentage of DoD-designated commercial ports available for military use within DoD-established timelines (MARAD)	N/A	N/A	94%	100%	99%	90%	99.5%	Met
Number of U.S. Merchant Marine Academy graduates (MARAD)	219 r	201 r	224 r	227 r	229 r	178	172	Not Met
Number of State Maritime Academy graduates (MARAD)	642 r	658 r	734 r	765 r	888 r	660	895	Met
Percent of total dollar value of DOT direct contracts awarded to small, disadvantaged businesses. (DOT)	14.50%	19.45%	17.98%	19.30 %	20%	5%	TBD	TBD
Percent of total dollar value of DOT direct contracts awarded to women-owned businesses. (DOT)	7.85%	11.14%	8.77%	11.44 %	12%	5%	TBD	TBD

r – Revised

Note: Data was revised for MARAD’s reporting on number of graduates from the U.S. Merchant Marine Academy, as well as graduates from the State Maritime Academy to coincide with the calendar year.