



**U.S. Department
of Transportation**

BUDGET ESTIMATES

FISCAL YEAR 2014

**FEDERAL TRANSIT
ADMINISTRATION**

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

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FEDERAL TRANSIT ADMINISTRATION

FY 2014 BUDGET SUBMISSION

Administrator's Overview

The President's FY 2014 budget request for the Federal Transit Administration (FTA) continues the second year of Moving Ahead for Progress in the 21st Century (MAP-21), which authorized important changes to FTA's transportation programs. These changes build upon the Administration's commitment to implement programs and requirements that increase transit safety, help bring transit systems into a state of good repair, and expand transit options for all Americans. For FY 2014, FTA requests \$10.9 billion, which represents a \$312 million or 2.9 percent increase over the FY 2012 enacted level. This request will make transit systems more reliable, efficient, desirable, and safer for the tens of millions of travelers who use them every day.

Almost all Americans—from families to business owners—have been affected by economic recession and spikes in gas prices, and could be similarly impacted when the next economic down turn or price spike occurs. This was also true of our nation's transit systems that have had to raise fares or reduce service because of the down turn in the economy and the high cost of fuel. Investments in public transportation can help ensure that the American people do not fall victim to skyrocketing gas prices over the long-term. Reducing our dependence on foreign oil includes offering more Americans—urban, suburban, and rural—the choice to be mobile without having to get into a car and pay for gas.

FTA's budget focuses on transit safety – FTA's highest priority – and the need to bring our nation's transit network into a state of good repair. For safety, the budget includes \$22 million in formula funding for FTA's State Safety Oversight program to aid grantees in meeting new transit safety requirements. Funding is also provided for FTA's Office of Safety and Oversight that will set policies and standards for FTA's transit safety program and oversee compliance with FTA grant requirements.

The budget also requests almost \$2.2 billion for capital improvements through a State of Good Repair program. These funds will be directed by formula to transit rail systems and high-intensity motor bus systems that use high-occupancy vehicle lanes, including bus rapid transit systems (BRT), to help repair and replace assets used in providing day-to-day service to the tens of millions of riders who depend on public transportation every day.

The budget requests \$2.1 billion in funding to expand or provide new transit service in many communities across the country through Capital Investment Grants. Included in this total is funding for projects that improve the capacity of existing fixed guideway services that are currently over capacity. During a time when many Americans look for alternatives to driving, the President's budget request for FTA continues important and strategic investments in public transportation infrastructure, coupled with new flexibilities to provide specialized services and corridor improvements in communities with real needs.

The following is an overview of key priorities in FTA's FY 2014 budget organized by departmental strategic goals.

SAFETY: *Improve public health and safety by reducing transportation-related fatalities and injuries.*

Landmark legislation, MAP-21, signed into law by the President on July 6, 2012, will make nationwide transit safety standards a reality for the first time. As a result of the new authorization, FTA will have a role in helping to ensure the safe operations of transit systems across the country. MAP-21 repeals an antiquated provision of law dating from 1964 that prohibits the FTA from establishing even the most minimal safety standards for transit systems funded with Federal dollars. This new authority directly addresses glaring vulnerabilities faced by the traveling public. While there continues to be considerable concern nationwide about rail transit safety, particularly after recent high-profile collisions and other accidents that killed and injured dozens of passengers and workers and resulted in tens of millions of dollars in property damage, FTA will now be able to play an important role in enhancing the safety of transit riders.

As a result of these sweeping changes, FTA will work to ensure that uniform safety standards are in place at each of the transit systems across the country. To help support this effort, the FY 2014 Budget request includes \$22 million to provide operational support for State Safety Oversight programs. With its new authorization and resources, FTA will help address the findings of a Secretarial working group that found a dangerously lacking and haphazard approach to transit safety.

Additionally, the budget includes \$25 million for FTA's Emergency Relief program so that FTA is ready to aid transit agencies in the wake of a natural disaster. FTA is administering through this program \$10.9 billion in recovery and resiliency funds targeted to transit systems impacted by Hurricane Sandy, but these funds cannot be used for other disasters. Finally, the budget continues \$150 million in funding to address capital needs at the Washington Metropolitan Area Transit Authority, with a priority on system safety.

STATE OF GOOD REPAIR: *Ensure the U.S. proactively maintains its critical transportation infrastructure in a state of good repair.*

Returning transportation assets to a state of good repair is a strategic goal for the Department of Transportation and a high priority for FTA. Well-designed infrastructure investments have long-term economic benefits, but those benefits are not being fully realized because of years of underinvestment in maintaining and recapitalizing our public transportation system. This is evident in a FTA study that found a \$78 billion backlog of bus and rail transit assets nationwide that need to be repaired or replaced.

For FY 2014, the budget requests \$2.2 billion for State of Good Repair Grants within the Transit Formula Grants account. This program targets grants toward restoring and replacing aging transportation infrastructure through formula-based capital investments for fixed guideway systems and buses on high occupancy vehicle lanes. An additional \$428 million is provided through a Bus and Bus Facility Formula Grant program to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities.

To ensure that investments are made wisely and improve asset conditions, MAP-21 requires that agencies have a Transit Asset Management plan that tracks projects funded with State of Good Repair Grants. These plans will aid in the management and reporting of the condition of capital assets, as well as enable FTA and grantees to make evidence-based investment decisions. Strategic and targeted investments focused on replacing and rehabilitating aging transit infrastructure is needed to help bring our Nation's bus and rail systems into a state of good repair. Having newer and more reliable track, signal systems, vehicles and stations will help ensure safe and dependable bus and rail transit service, which is demanded by the American public.

LIVABLE COMMUNITIES: *Foster livable communities through place-based policies and programs that increase transportation choices and access to transportation services.*

Transit systems across the country play an important role by carrying tens of millions of riders each day to jobs, employment centers, schools and colleges. According to FTA's National Transit Database, about 10 billion unlinked transit trips are taken annually. To provide on-going support for these riders and transit services, the budget requests \$8.4 billion for the Livable Communities goal, including \$4.4 billion for Urbanized Area Formula grants, which now provides flexibility to use these funds for Job Access and Reverse Commute activities. Under MAP-21, formula grants can also now be used for operating costs under certain conditions based on a tiered system involving the number of buses operated in fixed route service during peak hours. The new requirements apply to grantees in areas with populations greater than 200,000 as long as they operate not more than a maximum of 100 buses in fixed route service during peak hours.

The President's budget includes a total of \$2.13 billion for Capital Investment Grants, including \$1.98 billion of new budget authority and \$151 million of prior year unobligated balances. The total represents an increase of \$177 million or 9 percent above the FY 2012 enacted level. The request will enable FTA to continue to partner with project sponsors around the nation who are undertaking major projects that expand their transit services. Included in the total is funding for projects that improve the capacity of existing fixed guideway transit services that are currently over capacity.

ENVIRONMENTAL SUSTAINABILITY: *Advance environmentally sustainable policies and investments that reduce carbon and other harmful emissions from transportation sources.*

From a transportation emissions and fuel consumption standpoint, transit sets the standard among transportation modes for environmental sustainability. For this reason, FTA strives to find ways to encourage the public to take transit as well as to make transit systems themselves more energy efficient. For FY 2014, the President's budget proposes \$30 million for the Research Development Demonstration and Deployment Program, which supports research activities that improve the safety, reliability, efficiency, and sustainability of public transportation systems through investments in the development, testing, and deployment of innovative technologies, materials, and processes. Approximately half of this amount will focus on the demonstration and deployment of low-emission and no-emission vehicles that promote clean energy and improve air quality.

ECONOMIC COMPETITIVENESS: *Expanded opportunities for businesses in the transportation sector.*

Ensuring a well-developed and trained workforce that is knowledgeable is crucial to both expanding employment opportunities and for creating efficiencies. Primarily through a new human resources training program, FTA will devote approximately \$5 million to this goal. These funds will enable the transit industry to have a well-trained and diverse workforce ready to meet the challenges posed by new transit technologies and the emerging demands of operating dynamic and aging systems.

ORGANIZATIONAL EXCELLENCE: *Develop a diverse and collaborative workforce that will enable the Department to advance a transportation system that serves the Nation's long-term social, economic, security, and environmental needs.*

The FY 2014 budget request includes \$110 million for administrative expenses, an \$11 million increase over the FY 2012 enacted level. Building on the staffing increase requested in the FY 2013 budget, FTA seeks an additional 37 full-time equivalents (FTEs) compared to the FY 2012 enacted FTE level, so it can carry out new MAP-21 authorities and improve the oversight of the tens of billions of dollars in its large grant portfolio. This includes new FTEs for both core agency operations and the Office of Safety and Oversight to carry out new safety responsibilities authorized under MAP-21.

Since FY 1997, FTA has operated at roughly the same FTE level, while its program size and the number of grants it awards each year have more than doubled. FTA recently reviewed key program areas including civil rights, grant oversight, and environmental review and found that the agency lacks adequate staffing resources in these areas. This fact, coupled with the increased staffing needs of the newly established Office of Safety and Oversight, demonstrates the need for resources to effectively and efficiently carry out FTA's responsibilities and better serve the tens of millions of riders who use our public transportation system every day.

FEDERAL TRANSIT ADMINISTRATION

FY 2014 Administrative Organizational Chart with FTE and Full-Time Positions

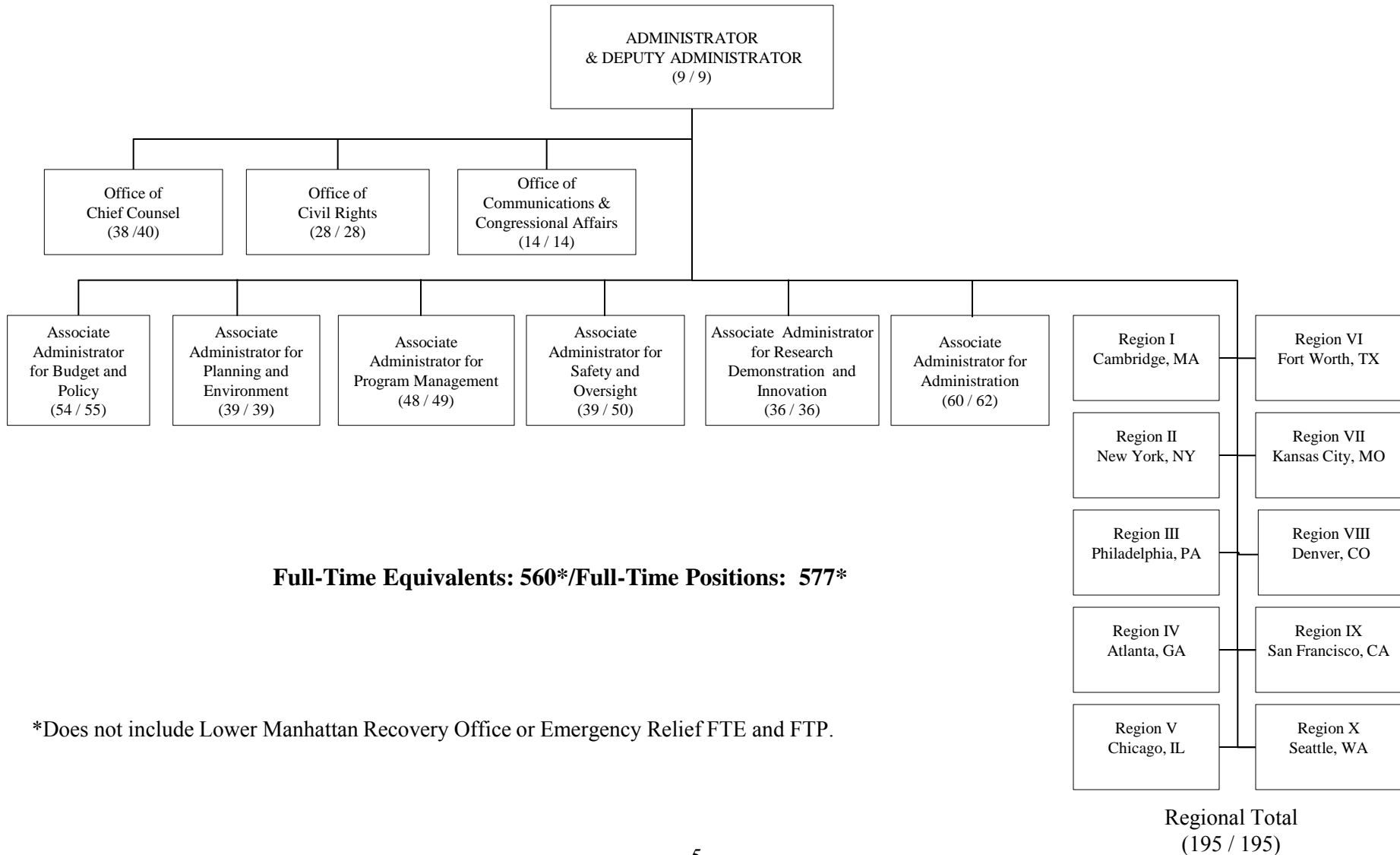


EXHIBIT II-1
FY 2014 COMPARATIVE STATEMENT OF NEW BUDGET AUTHORITY
FEDERAL TRANSIT ADMINISTRATION
(\$000)

ACCOUNTS	FY 2012 ACTUAL	FY 2013 CR ANNUALIZED	FY 2014 REQUEST
1. Formula Grants (TF) (Obligation Limitation) 1/ FHWA Flex Funding -- Net	8,360,565 <u>1,528,502</u>	8,411,732 <u>1,300,000</u>	8,595,000 <u>1,300,000</u>
Subtotal, Formula Grants (Liquidation of Contract Authority)	9,889,067 <u>9,400,000</u>	9,711,732 <u>9,400,000</u>	9,895,000 <u>9,500,000</u>
2. Capital Investment Grants (GF) 2/, 3/	1,944,914	1,966,690	1,981,472
3. Research, Development, Demonstration, and Deployment Program (GF)	44,000	44,269	30,000
4. Transit Cooperative Research (GF)	-	-	7,000
5. Technical Assistance and Standards Development (GF)	-	-	7,000
6. Human Resources and Training (GF)	-	-	5,000
7. Emergency Relief (GF) 4/	-	10,894,000	25,000
8. Washington Metropolitan Area Transit Authority (GF)	150,000	150,918	150,000
9. Administrative Expenses (GF)	98,713	99,317	109,888
SUBTOTAL	<u>12,126,694</u>	<u>22,866,926</u>	<u>12,210,360</u>
10. Immediate Transportation Investment 5/			9,000,000
TOTAL	<u>12,126,694</u>	<u>22,866,926</u>	<u>21,210,360</u>

1/ Amount reflects Obligation Limitation. In FY 2013, MAP-21 provides Contract Authority of \$8.478 billion, or \$66.3 million, more than the obligation limitation under the annualized Continuing Resolution rate.

2/ In FY 2012, \$1.955 billion was appropriated for Capital Investment Grants, including \$5 million for the Denali Commission and \$15 million for the Alaska and Hawaii Ferries program. The FY12 amount includes actual transfers to date (\$5 million for Denali and \$5.086 for Alaska and Hawaii Ferries). The amount does not reflect a rescission of prior year unobligated balances.

3/ FY 2014 amount does not include \$151 million of prior year unobligated balances proposed in the budget for Capital Investment Grants for a total FY 2014 request of \$2.132 billion.

4/ Includes \$10.894 billion in supplemental appropriations for Hurricane Sandy relief in FY 2013. Amount reflects transfer of \$6 million to the Office of the Inspector General for oversight.

5/ Represents the FTA portion of the Administration's \$50 billion Immediate Transportation Investment proposal.

EXHIBIT II-2
FY 2014 TOTAL BUDGETARY RESOURCES BY APPROPRIATION ACCOUNT
FEDERAL TRANSIT ADMINISTRATION
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

<u>ACCOUNT NAME</u>	<u>FY 2012 ACTUAL</u>	<u>FY 2013 CR ANNUALIZED</u>	<u>FY 2014 REQUEST</u>
1. Formula Grants (TF) (Obligation Limitation)	9,889,067	9,711,732	9,895,000
FTA Formula Grants 1/	8,360,565	8,411,732	8,595,000
FHWA Flex Funding -- Net 2/	1,528,502	1,300,000	1,300,000
2. Capital Investment Grants (GF) 3/ 4/	1,944,914	1,966,690	1,981,472
3. Research, Development, Demonstration, and Deployment Program (GF)	44,000	44,269	30,000
Research, Development, Demonstration, and Deployment Projects	25,000	25,153	30,000
<i>Low and no emissions buses (at least 50%)</i>		-	15,000
National Research Program	5,000	5,031	-
Transit Cooperative Research	6,500	6,540	-
National Transit Institute	3,500	3,521	-
University Centers Program	4,000	4,024	-
4. Transit Cooperative Research (GF)	-	-	7,000
5. Technical Assistance and Standards Development (GF)	-	-	7,000
6. Human Resources and Training (GF)	-	-	5,000
7. Emergency Relief Program (GF) 5/	-	10,894,000	25,000
8. Washington Metropolitan Area Transit Authority (GF)	150,000	150,918	150,000
9. Administrative Expenses (GF)	98,713	99,317	109,888
SUBTOTAL	12,126,694	22,866,926	12,210,360
10. Immediate Transportation Investment 6/			9,000,000
TOTAL	12,126,694	22,866,926	21,210,360

1/ Amount reflects Obligation Limitation. In FY 2013, MAP-21 provides Contract Authority of \$8.478 billion, or \$66.3 million, more than the obligation limitation under the annualized Continuing Resolution rate.

2/ Includes actual flex fund transfers for FY 2012 and estimated transfers for FY 2013 and FY 2014.

3/ In FY 2012, \$1.955 billion was appropriated for Capital Investment Grants, including \$5 million for the Denali Commission and \$15 million for the Alaska and Hawaii Ferries program. The FY 2012 amount includes actual transfers to date (\$5 million for Denali and \$5.086 for Alaska and Hawaii Ferries). The amount does not reflect a rescission of prior year unobligated balances.

4/ FY 2014 amount does not include \$151 million of prior year unobligated balances proposed in the budget for Capital Investment Grants for a total of \$2.132 billion.

5/ Includes \$10.894 billion in supplemental appropriations for Hurricane Sandy relief in FY 2013. Amount reflects transfer of \$6 million to the Office of the Inspector General for oversight.

6/ Represents the FTA portion of the Administration's \$50 billion Immediate Transportation Investment proposal.

EXHIBIT II-3
FY 2014 BUDGET REQUEST BY DOT STRATEGIC AND ORGANIZATIONAL GOALS
FEDERAL TRANSIT ADMINISTRATION
(\$000)

	<i>Safety</i>	<i>Environmental Sustainability</i>	<i>State of Good Repair/ Infrastructure</i>	<i>Livable Communities</i>	<i>Economic Competitiveness</i>	<i>Organizational Excellence</i>	Total
ACCOUNT/Program							
Formula Grants	23,918	625	2,167,525	6,399,432	3,500	-	8,595,000
Urbanized Area Formula	22,293			4,436,357			4,458,650
Transit Oriented Development				10,000			10,000
Planning Programs				128,800			128,800
Enhanced Mobility of Seniors and Individuals with Disabilities				258,300			258,300
Formula Grants for Rural Areas				607,800			607,800
Growing States and High Density States				525,900			525,900
National Transit Institute	625	625	625	625	2,500		5,000
National Transit Database				3,850			3,850
Bus Testing Facility	1,000		1,000		1,000		3,000
Bus and Bus Facilities Formula Grants				427,800			427,800
State of Good Repair Grants			2,165,900				2,165,900
Capital Investment Grants				1,981,472			1,981,472
WMATA	150,000						150,000
Research Development Demonstration and Deployment Program	1,875	22,500	1,875	1,875	1,875		30,000
Transit Cooperative Research Program	1,400	1,400	1,400	1,400	1,400		7,000
Technical Assistance and Standards Development	1,750	1,750	1,750	1,750			7,000
Human Resources and Training					5,000		5,000
Emergency Relief	25,000						25,000
Administrative Expenses	5,000		1,000			103,888	109,888
TOTAL	208,943	26,275	2,173,550	8,410,929	11,775	103,888	10,910,360

1/ Does not include estimated Flex Fund transfers or Immediate Transportation Investments.

EXHIBIT II-3-a
FY 2014 BUDGET REQUEST BY DOT OUTCOMES
FEDERAL TRANSIT ADMINISTRATION
(\$000)

DOT Outcome	Program	FY 2014 Request
SAFETY		
Reduction in injuries and fatalities	Formula Grants	23,918
Reduction in injuries and fatalities	Research Development Demonstration and Deployment Program	1,875
Reduction in injuries and fatalities	Transit Cooperative Research Program	1,400
Reduction in injuries and fatalities	Technical Assistance and Standards Development	1,750
Reduction in injuries and fatalities	Emergency Relief	25,000
Reduction in injuries and fatalities	WMATA	150,000
Reduction in injuries and fatalities	Administrative Expenses	5,000
ENVIRONMENTAL SUSTAINABILITY		
Reduced carbon/emissions and dependence on fossil fuels and improved energy efficiency	Formula Grants	625
Reduced carbon/emissions and dependence on fossil fuels and improved energy efficiency	Research Development Demonstration and Deployment Program	22,500
Reduced carbon/emissions and dependence on fossil fuels and improved energy efficiency	Transit Cooperative Research Program	1,400
Reduced carbon/emissions and dependence on fossil fuels and improved energy efficiency	Technical Assistance and Standards Development	1,750
STATE OF GOOD REPAIR		
Increased proportion of U.S. transportation infrastructure in good condition	Formula Grants	2,167,525
Increased proportion of U.S. transportation infrastructure in good condition	Research Development Demonstration and Deployment Program	1,875
Increased proportion of U.S. transportation infrastructure in good condition	Transit Cooperative Research Program	1,400
Increased proportion of U.S. transportation infrastructure in good condition	Technical Assistance and Standards Development	1,750
Increased proportion of U.S. transportation infrastructure in good condition	Administrative Expenses	1,000
LIVABLE COMMUNITIES		
Improved access for people with disabilities and older adults	Formula Grants	6,399,432
Convenient and affordable choices	Capital Investment Grants	1,981,472
Improved public transit experience	Research Development Demonstration and Deployment Program	1,875
Improved public transit experience	Technical Assistance and Standards Development	1,750
Improved public transit experience	Transit Cooperative Research Program	1,400
ECONOMIC COMPETITIVENESS		
Expanded Opportunities for Businesses	Formula Grants	3,500
Expanded Opportunities for Businesses	Research Development Demonstration and Deployment Program	1,875
Expanded Opportunities for Businesses	Transit Cooperative Research Program	1,400
Expanded Opportunities for Businesses	Human Resources and Training	5,000
ORGANIZATIONAL EXCELLENCE		
A diverse and collaborative workforce that will enable the Department to advance a transportation system that serves the Nation's long-term social, economic, security and environmental needs.	Administrative Expenses	103,888
TOTAL 1/		10,910,360

1/ Does not include estimated Flex Fund transfers or Immediate Transportation Investments.

EXHIBIT II-4
FY 2014 BUDGET AUTHORITY
FEDERAL TRANSIT ADMINISTRATION
(\$000)

ACCOUNT NAME	U.S.C. 49 Chapter 53 Section	FY 2012 ACTUAL	FY 2013 CR ANNUALIZED	FY 2014 REQUEST
Formula Grants (Renamed) (Contract Authority) (TF/Mandatory) 1/		\$ 9,889,067	\$ 9,778,000	\$ 9,895,000
Over-the-Road Bus Accessibility Program	3038 TEA-21	8,800	-	-
Transit Oriented Development (discretionary)	20005(b) MAP-21	-	10,000	10,000
Planning Programs	5305	113,500	126,900	128,800
Urbanized Area Formula Grants	5307	4,160,365	4,397,950	4,458,650
Clean Fuels Grant Program	5308	51,500	-	-
Fixed Guideway Modernization	5309	1,666,500	-	-
Bus and Bus Facility Grants	5309	984,000	-	-
Enhanced Mobility of Seniors and Individuals with Disabilities	5310	133,500	254,800	258,300
Formula Grants for Rural Areas	5311	465,000	599,500	607,800
Job Access and Reverse Commute Formula Program	5316	164,500	-	-
New Freedom Program	IV-1	92,500	-	-
Bus Testing Facility	5318	-	3,000	3,000
Paul S. Sarbanes Transit in Parks Program	5320	26,900	-	-
National Transit Institute	5322(d)	-	5,000	5,000
National Transit Database	5335	3,500	3,850	3,850
State of Good Repair Grants	5337	-	2,136,300	2,165,900
Alternatives Analysis Program	5339	25,000	-	-
Bus and Bus Facilities Formula Grants	5339	-	422,000	427,800
Growing States and High Density States	5340	465,000	518,700	525,900
FHWA Flex Funding -- Net 2/		1,528,502	1,300,000	1,300,000
Capital Investment Grants (GF/Discretionary) 3/ 4/		\$ 1,886,414	\$ 1,921,811	\$ 1,981,472
Major Capital Investment Grants	5309	1,955,000	1,966,690	1,981,472
Denali Commission [Transfer Out]	5309(m)(6)(C)	(5,000)	-	-
Alaska and Hawaii Ferry Boats (Section 5309(m)(6)(A) and 5309(m)(6)(B)) [Transfer Out] 2/		(5,086)	-	-
Unobligated Balance Rescission		(58,500)	(44,879)	-
Research, Development, Demonstration, and Deployment Program (GF/Discretionary)		\$ 44,000	\$ 44,269	\$ 30,000
Research, Development, Demonstration, and Deployment Projects	5312	25,000	25,153	30,000
<i>Low- or No- emissions buses and bus facilities (at least 50%)</i>	5312(d)(5)	-	-	15,000
National Research Program	5306, 5312-15, 5322, 5506	5,000	5,031	-
<i>Project ACTION [non-add]</i>		2,550	-	-
<i>National Technical Assistance Center for Senior Transportation[non-add]</i>		850	-	-
Transit Cooperative Research	5313	6,500	6,540	-
National Transit Institute	5315	3,500	3,521	-
University Centers Program	5506	4,000	4,024	-
Transit Cooperative Research (GF/Discretionary)	5313	-	-	\$ 7,000
Technical Assistance and Standards Development (GF/Discretionary)	5314	-	-	\$ 7,000
Human Resources and Training (GF/Discretionary)	5322 (a)(b)(e)	-	-	\$ 5,000
Emergency Relief Program (GF/Discretionary) 5/	5324	-	10,894,000	\$ 25,000
Washington Metropolitan Area Transit Authority (GF/Discretionary)	601, Division B, P.L. 110-432	\$ 150,000	\$ 150,918	\$ 150,000
Administrative Expenses (GF/Discretionary)	5334, 5329, 5326	\$ 98,713	\$ 99,317	\$ 109,888
SUBTOTAL		\$ 12,068,194	\$ 22,888,315	\$ 12,210,360
[Mandatory]		9,889,067	9,778,000	9,895,000
[Discretionary]		2,179,127	13,110,315	2,315,360
Immediate Transportation Investment 6/				\$ 9,000,000
<i>State of Good Repair [non-add]</i>				6,000,000
<i>Transit Capital Assistance [non-add]</i>				2,500,000
<i>Transit Core Capacity Improvement [non-add]</i>				500,000
TOTAL		\$ 12,068,194	\$ 22,888,315	\$ 21,210,360
[Mandatory]		9,889,067	9,778,000	9,895,000
[Discretionary]		2,179,127	13,110,315	11,315,360

1/ Amount reflects Contract Authority. Under the Continuing Resolution in FY 2013, the annualized Obligation Limitation is \$8.412 billion, or \$66.3 million less than Contract Authority under MAP-21. Additionally, no authority to obligate programs to the new Transit Oriented Development program for which \$10 million in Contract Authority is provided under MAP-21.

2/ Flex funding for FY 2012 represents actual net transfers. Figures for FY 2013 and FY 2014 are estimates of net flex fund transfers based on historical levels.

3/ FY 2012 appropriations for Capital Investment Grants made a total of \$15 million available for the Alaska and Hawaii Ferries Program. The \$5.086 million transfer reflects actual transfers to MARAD for this program.

4/ FY 2014 figure does not include \$151 million of prior year unobligated balances proposed in the budget for Capital Investment Grants for a total FY 2014 request of \$2.132 billion.

5/ Includes \$10.9 billion in supplemental appropriations following Hurricane Sandy.

6/ Represents the FTA portion of the Administration's \$50 billion Immediate Transportation Investment proposal.

EXHIBIT II-5
FY 2014 OUTLAYS
FEDERAL TRANSIT ADMINISTRATION
(\$000)

APPROPRIATION TITLE	FY 2012 ACTUAL	FY 2013 CR ANNUALIZED	FY 2014 REQUEST
Transit Formula Grants (Renamed) (TF)	8,197,299	9,252,152	9,885,882
Capital Investment Grants (GF)	2,439,812	2,450,034	2,567,563
Research, Development, Demonstration, and Deployment Program (GF)	54,624	53,000	64,000
Washington Metropolitan Area Transit Authority (GF)	91,153	187,610	231,659
Administrative Expenses (GF)	98,384	100,853	108,831
Grants for Energy Efficiency and Greenhouse Gas Reduction (GF)	10,852	25,240	25,473
Transit Cooperative Research (GF)	-	-	7,000
Technical Assistance and Standards Development (GF)	-	-	5,250
Human Resources and Training (GF)	-	-	4,000
Emergency Relief Program (GF)	-	1,089,000	2,731,000
Transit Capital Assistance, Recovery Act (GF)	1,056,534	670,112	341,417
Fixed Guideway Infrastructure Investment, Recovery Act (GF)	128,054	89,595	3,108
Capital Investment Grants, Recovery Act (GF)	3,354	1,603	928
University Transportation Research (GF)	-	164	123
Job Access and Reverse Commute (GF)	5,364	7,463	7,463
Research, Training, and Human Resources (GF)	-	753	-
Interstate Transfer Grants- Transit (GF)	-	-	-
Formula Grants (GF)	171,134	223,729	143,824
Discretionary Grants (TF)	12,682	9,323	9,323
SUBTOTAL OUTLAYS:	12,269,246	14,160,631	16,136,844
Immediate Transportation Investment			1,410
<i>State of Good Repair [non-add]</i>			960
<i>Transit Capital Assistance [non-add]</i>			375
<i>Transit Core Capacity Improvement [non-add]</i>			75
TOTAL OUTLAYS:	12,269,246	14,160,631	16,138,254
LIQUIDATING CASH APPROPRIATIONS:			
Transit Formula Programs	9,400,000	9,400,000	9,500,000

EXHIBIT II-6
SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE
FEDERAL TRANSIT ADMINISTRATION

Appropriations, Obligation Limitations, and Exempt Obligations

(\$000)

ADMINISTRATIVE EXPENSES

Baseline Changes

	FY 2012 Enacted	FY 2014 1% Pay Raise	GSA Rent	WCF Increase/ Decrease	Inflation/ Deflation	FY 2014 Baseline Estimate	Program Increases/ Decreases	FY 2014 Request
PERSONNEL RESOURCES								
<i>Direct FTE</i>	523					523	37	560
FINANCIAL RESOURCES								
Personnel Compensation & Benefits	70,255	422			-	70,677	5,133	75,810
Travel	1,700				-	1,700	660	2,360
Transportation of Things	40				-	40	60	100
Rent (GSA and Other)	7,420		223		-	7,643	157	7,800
Communications & Utilities	30				0	30	80	110
Printing	150				-	150	82	232
Other Services	12,081				-	12,250	1,809	14,058
<i>WCF</i>	3,581			126	-	3,707	(1,338)	2,369
<i>Other</i>	8,500				43	8,543	3,147	11,689
Supplies & Materials	300				2	302	49	350
Equipment	50				0	50	102	152
Subtotal	92,026	422	223	126	44	92,841	8,131	100,972
INFORMATION TECHNOLOGY INVESTMENTS								
Communications & Utilities	473				2	475	135	610
Other Services	1,434				7	1,441	240	1,681
Other Services WCF	4,292			63		4,355	1,650	6,005
Equipment	488				2	490	130	620
Subtotal Information Technology	6,687	-	-	63	12	6,762	2,154	8,916
TOTAL FUNDING	98,713	422	223	189	56	99,603	10,285	109,888

EXHIBIT II-7

WORKING CAPITAL FUND
FEDERAL TRANSIT ADMINISTRATION
Appropriations, Obligation Limitations, Exempt Obligations and Reimbursable Obligations
(\$000)

	<u>FY 2012 ACTUAL</u>	<u>FY 2013 CR ANNUALIZED</u>	<u>FY 2014 REQUEST</u>	<u>CHANGE</u>
<u>DIRECT:</u>				
Administrative Expenses	7,873,433	8,222,254	8,373,538	151,284
TOTAL Working Capital Fund	<u>7,873,433</u>	<u>8,222,254</u>	<u>8,373,538</u>	<u>151,284</u>

EXHIBIT II-8

**FEDERAL TRANSIT ADMINISTRATION
PERSONNEL RESOURCE - SUMMARY
TOTAL FULL-TIME EQUIVALENTS**

	FY 2012 ACTUAL	FY 2013 CR ANNUALIZED	FY 2014 REQUEST
<u>DIRECT:</u>			
Administrative Expenses	523	523	560
Capital Investment Grants - Lower Manhattan Recovery Office	5	5	5
Public Transportation Emergency Relief	-	6	31
Transit Capital Assistance, Recovery Act	34	-	-
TOTAL FTEs	562	534	596

EXHIBIT II-9

**FEDERAL TRANSIT ADMINISTRATION
RESOURCE SUMMARY - STAFFING
FULL-TIME PERMANENT POSITIONS**

	<u>FY 2012 ACTUAL</u>	<u>FY 2013 CR ANNUALIZED</u>	<u>FY 2014 REQUEST</u>
<u>DIRECT:</u>			
Administrative Expenses	523	543	577
Capital Investment Grants - Lower Manhattan Recovery Office	5	5	5
Public Transportation Emergency Relief	-	12	40
Transit Capital Assistance, Recovery Act	35	-	-
TOTAL FTPs	<u>563</u>	<u>560</u>	<u>622</u>

FORMULA GRANTS

(Liquidation of Contract Authority)
(Limitation on Obligations)
([Highway] *Transportation* Trust Fund)

[Contingent upon enactment of multi-year surface transportation authorization legislation, \$10,000,000,000, to be derived from the Mass Transit Account of the transportation Trust Fund and to remain available until expended, for payment of obligations incurred in carrying out mass transit programs authorized under title 49, United States Code, as amended by such authorization: *Provided*, That funds available for the implementation or execution of mass transit programs authorized under title 49, United States Code, shall not exceed obligations of \$7,691,986,000 for Transit Formula Grants programs in fiscal year 2012, of which \$3,000,000,000, to remain available for obligation through September 30, 2013, is for Urbanized Area and Non-urbanized Area Formula Grants, and the balance of which shall remain available until used for the obligation of funds and shall be in addition to the amount of any limitation imposed on obligations for future years] *For payment of obligations incurred in carrying out the provisions of 49 U.S.C. 5305, 5307, 5310, 5311, 5318, 5322(d), 5329(e)(6), 5335, 5337, 5339, and 5340, as amended by Public Law 112-141; and section 20005(b) of Public Law 112-141, \$9,500,000,000, to be derived from the Mass Transit Account of the Transportation Trust Fund and to remain available until expended: Provided, That funds available for the implementation or execution of programs authorized under 49 U.S.C. 5305, 5307, 5310, 5311, 5318, 5322(d), 5329(e)(6), 5335, 5337, 5339, and 5340, as amended by Public Law 112-141, and section 20005(b) of Public Law 112-141, shall not exceed total obligations of \$8,595,000,000 in fiscal year 2013. Note.--A full-year 2013 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Continuing Appropriations Resolution, 2013 (P.L. 112-175). The amounts included for 2013 reflect the annualized level provided by the continuing resolution.*

FORMULA GRANTS

PROGRAM AND PERFORMANCE

FTA's 2014 budget request is presented in accordance with the MAP-21 program and has significant changes to the account structure in comparison to FTA's funding under its previous authorization (SAFETEA-LU). Funded from the Mass Transit Account of the Transportation Trust Fund, the Formula and Bus Grants account has been renamed the Formula Grants account and certain programs have been reorganized. Some programs previously funded here have been consolidated with others or moved to other accounts.

Formula Grants funds can be used for transit capital purposes including bus and railcar purchases, facility repair and construction, as well as maintenance, and where eligible, planning and operating expenses. These funds help existing transit systems provide safe and reliable transportation options, and promote economically vibrant communities. The 2014 Budget request includes \$8.595 billion for Formula Grants. The 2014 formula grant program structure includes:

Urbanized Area Formula.-\$4.437 billion (does not include \$22 million for State Safety Oversight program described below). For formula grants to urbanized areas with populations of 50,000 or more. Funds may be used for any transit capital purpose. Operating costs continue to be eligible expenses for all urban areas under 200,000 in population; and, in certain circumstances, operating costs may be eligible expenses in urban areas with populations over 200,000. Additionally, under MAP-21, Urbanized Area grants may be used to support job access and reverse commute activities.

State Safety Oversight Program.-\$22 million (set-aside of the Urbanized Area Formula Grants program). Under MAP-21, each State with rail systems not regulated by the Federal Railroad Administration (FRA) will meet requirements for a State Safety Oversight (SSO) program. To aid grantees in meeting new requirements, funding will be provided by a formula developed by FTA based on revenue miles, route miles, and passenger miles. The maximum Federal share for these grants is 80 percent.

State of Good Repair Grants.-\$2.166 billion. A formula-based capital maintenance program to restore and replace aging transportation infrastructure through reinvestment in existing fixed guideway systems and buses on high occupancy vehicle (HOV) lanes.

Formula Grants for Rural Areas.-\$608 million. Formula grants to states for capital, planning, and operating assistance grants to support transit services in rural areas with populations of less than 50,000. Funding may also be used to support intercity bus service. Additionally, under MAP-21, Rural Area grants may be used to support job access and reverse commute activities. Within this amount, MAP-21 also includes \$25 million in formula funds and \$5 million in discretionary grant funds to support the Public Transportation on Indian Reservations program and \$20 million to support the Appalachian Development Public Transportation Assistance Formula Program.

Growing States and High Density States.-\$526 million. Funds are divided between the Urban and Rural Area programs based on the legislative funding formula for this program.

Enhanced Mobility of Seniors and Individuals with Disabilities.-\$258 million. Supports local governments and public and private transportation providers that serve the special needs of these specific transit-dependent populations beyond traditional public transportation services, including

complementary paratransit service. This program is a consolidation of the New Freedom and Elderly and Disabled grant programs authorized by SAFETEA-LU.

Bus and Bus Facility Formula Grants.—\$428 million. Formula funding to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities. This program replaces the Section 5309 Bus and Bus Facilities discretionary grant program authorized by SAFETEA-LU. Under MAP-21, States may use these funds to supplement Urbanized Area and Rural Area formula grant programs.

Bus Testing Facility.—\$3 million. Funding supports a facility where all new bus models purchased using FTA capital assistance will be tested for compliance with performance standards for safety, structural integrity, reliability, performance (including braking performance) maintainability, emissions, noise and fuel economy. Under MAP-21, FTA must develop a Pass/Fail rating system for buses. FTA grantees will not be able use Federal funds to purchase buses that do not receive a "pass" rating.

Planning Programs.—\$129 million. Funding supports cooperative, continuous, and comprehensive transportation infrastructure investment planning. The program requires that all Metropolitan Planning Organizations (MPOs) and States develop performance-driven, outcome-based transportation plans.

Transit Oriented Development Pilot.—\$10 million. This new pilot program funds planning for projects that support transit-oriented development associated with new fixed-guideway and core capacity improvement projects.

National Transit Institute.—\$5 million. Funds for a National Transit Institute for projects to develop and provide training and educational programs to transit employees and the engaged public through higher education.

National Transit Data Base (NTD).—\$4 million. For the operation and maintenance of FTA's NTD, a database of nationwide statistics on the transit industry, that FTA is legally required to maintain. NTD data serves as the basis for FTA formula apportionments to its grant recipients and is used to track the condition and performance of our nation's transit network and is reported to Congress biennially.

EXHIBIT III-1
FORMULA GRANTS
Summary by Program Activity
(\$000)

	<u>FY 2012 ACTUAL</u>	<u>FY 2013 MAP-21 AUTHORIZED</u>	<u>FY 2014 REQUEST</u>	<u>CHANGE FY 2013- 2014</u>
Urbanized Area Formula Grants (Section 5307)	4,160,365	4,397,950	4,458,650	60,700
Fixed Guideway Modernization (Section 5309)	1,666,500	-	-	-
Bus and Bus Facility Grants (Section 5309)	984,000	-	-	-
Over-the-Road Bus Accessibility Program (Section 3038 TEA-21)	8,800	-	-	-
Transit Oriented Development (discretionary) (20005(b) MAP-21)	-	10,000	10,000	-
Clean Fuels Grant Program (Section 5308)	51,500	-	-	-
Planning Programs (Section 5305)	113,500	126,900	128,800	1,900
Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310)	133,500	254,800	258,300	3,500
Formula Grants for Rural Areas (Section 5311)	465,000	599,500	607,800	8,300
Job Access and Reverse Commute Formula Program (Section 5316)	164,500	-	-	-
New Freedom Program (Section 5317)	92,500	-	-	-
Growing States and High Density States (Section 5340)	465,000	518,700	525,900	7,200
National Transit Institute (Section 5322(d))	-	5,000	5,000	-
National Transit Database (Section 5335)	3,500	3,850	3,850	-
Alternatives Analysis Program (Section 5339)	25,000	-	-	-
Bus and Bus Facilities Formula Grants (Section 5339)	-	422,000	427,800	5,800
Bus Testing Facility (Section 5318)	-	3,000	3,000	-
Paul S. Sarbanes Transit in Parks Program (Section 5320)	26,900	-	-	-
State of Good Repair Grants (Section 5337)	-	2,136,300	2,165,900	29,600
FHWA Flex Funding -- Net 1/	<u>1,528,502</u>	<u>1,300,000</u>	<u>1,300,000</u>	<u>-</u>
TOTAL	<u>9,889,067</u>	<u>9,778,000</u>	<u>9,895,000</u>	<u>117,000</u>

1/ Flex funding for FY 2012 represents actual net transfers. Figures for FY 2013 and FY 2014 are estimates of net flex fund transfers based on historical levels.

Program and Performance Statement:

The President's Budget requests \$8.595 billion for the Formula Grants program (formerly named Formula and Bus Grants). Ongoing and modified programs in this account include: Urbanized Area Formula Grants; Formula Grants for Rural Areas, which includes Public Transportation on Indian Reservations and Appalachian Development Public Transportation Assistance programs; Enhanced Mobility of Seniors and Individuals with Disabilities; Growing States and High Density States; Planning Programs; a National Transit Institute; and FTA's National Transit Database. Job access and reverse commute activities are now eligible under both the Urbanized Area and Rural Areas formula programs.

This amount also includes FTA's State Safety Oversight (SSO) grant program that provides formula funding for SSO programs based on revenue miles, route miles, and passenger miles. Additionally, Urbanized Area and Rural Area grant recipients may use up to 0.5 percent of their formula funds to pay for up to 80 percent of the cost to participate in the public transportation safety certification training program for SSO agency employees.

MAP-21 also authorized the new State of Good Repair formula program, a new Bus and Bus Facilities formula grants program, and a new Transit Oriented Development pilot program. A separate Bus Testing Facility program is also included in the Formula Grants account. The program restructuring will allow FTA to better address the Nation's aging transit infrastructure and estimated \$78 billion state of good repair backlog, make the Nation's public transportation safer, and improve transit planning approaches.

EXHIBIT III-1a

**FORMULA GRANTS
SUMMARY ANALYSIS OF CHANGE FROM FY 2013 MAP-21 TO FY 2014
(\$000)**

	<u>AMOUNT</u>	<u>FTE 1/</u>
FY 2013 MAP-21	9,778,000	N/A
Adjustments to Base:	0	
Subtotal, Adjustments to Base	0	
Program Changes:		
Urbanized Area Formula Grants (Section 5307)	60,700	
Transit Oriented Development (discretionary) (20005(b) MAP-21)	0	
Planning Programs (Section 5305)	1,900	
Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310)	3,500	
Formula Grants for Rural Areas (Section 5311)	8,300	
Growing States and High Density States (Section 5340)	7,200	
National Transit Institute (Section 5322(d))	0	
National Transit Database (Section 5335)	0	
Bus and Bus Facilities Formula Grants (Section 5339)	5,800	
Bus Testing Facility (Section 5318)	0	
State of Good Repair Grants (Section 5337)	29,600	
Subtotal, Program Changes	117,000	
Total, FY 2014 Formula Grants 2/	9,895,000	

1/ FTEs are not applicable to this account.

2/ Amount includes estimated flex fund transfers.

**EXHIBIT III-2
ANNUAL PERFORMANCE RESULTS AND TARGETS
FORMULA GRANTS**

The Federal Transit Administration integrates performance results into its budget request to demonstrate alignment with the Department of Transportation's Strategic Plan. Formula Grants support the following DOT level performance measures to demonstrate program results:

DOT Goal/Outcome: Livable Communities/ Increased access to convenient and affordable transportation choices.

Increase the Number of Annual Transit Boarding's Reported by Urbanized Area Transit Providers to at least 10.4 billion (B) by the end of 2014	2010	2011	2012	2013	2014
Target	NA	10.0B	10.1B	10.2B	10.4B
Actual	10.0B	10.1B (r)	10.3B*		

*Projection based on data through August 2012.
(r) revised

DOT Goal/Outcome: Livable Communities/ Increased access to convenient and affordable transportation choices.

Increase the Number of Annual Transit Boarding's Reported by Rural Area Transit Providers to at least 154 million (M) by the end of 2014	2010	2011	2012	2013	2014
Target	NA	140.0M	144.0M	148.0M	154.0M
Actual	138.0M	141.0M			

DOT Goal/Outcome: Livable Communities/Increased access to convenient and affordable transportation choices.

Significantly Increase the Transit "Market Share" Among Commuters to Work in at least 6 of the 50 Most-Populous Urbanized Areas by a Statistically Significant Amount by 2014 from the 2010 Baseline	2010	2011	2012	2013	2014
Target	NA	2	4	5	6
Actual	0	1			

DOT Goal/Outcome: Livable Communities/ Improved access to transportation for people with disabilities and older adults.

Increase the Number of Key Rail Transit Stations Verified as Accessible and Fully Compliant from 522 to 580 by the end of 2014	2010	2011	2012	2013	2014
Target	522(r)	527(r)	531	570	580
Actual	513	522	567		

(r) Revised

DOT Goal/Outcome: State of Good Repair/ Increased percentage of transit assets in good condition.

Reduce the Backlog of Transit Capital Assets in Need of Replacement or Refurbishment (as Defined by an Estimated Condition Rating of 2.5 or Lower) to no More Than \$76.3 billion (B) by the end of 2014	2010*	2011	2012	2013	2014
Target	\$77.7B(r)	\$77.0B(r)	\$76.8B(r)	\$76.5B(r)	\$76.3B
Actual	\$77.7B	NA	NA		

(r) Revised

*Actual data for the 2010 state of good repair backlog of transit capital assets in need of replacement or refurbishment has not been published, but will be released as part of the 2013 DOT Conditions & Performance Report to Congress. FTA’s baseline for this metric was developed using 2008 data and reported in the 2010 DOT Conditions & Performance Report to Congress. It was updated with 2009 data in the 2010 FTA National State of Good Repair Assessment study. Data collection improvements to support annual reporting of this metric are being implemented through modifications to the National Transit Database but will not be fully realized until FY 2014 data is reported.

DOT Goal/Outcome: Safety/ Reduction in transportation-related fatalities.

Reduce the Rate of Transit Fatalities Per 100 Million Passenger Miles Traveled to no More Than 0.530 in 2014	2010	2011	2012	2013	2014
Target	NA	0.547	0.543(r)	0.538(r)	0.530(r)
Actual	0.533	0.535			

(r) Revised – New Targets developed in 2011.

**DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION
TRANSIT FORMULA GRANTS**

Program and Financing (in millions of dollars)

Identification code : 69-8350-X-7-401		2012	2013	2014
		Actual	Est.	Est.
Obligations by program activity:				
0001	Urbanized area programs.....	5,638	5,338	6,045
0002	Fixed guideway modernization.....	1,680	852	243
0003	Bus and bus facility grants.....	990	1,039	299
0004	Over-the-road bus.....	10	10	3
0005	Clean Fuels Program.....	51	48	14
0006	Planning Programs.....	101	142	181
0007	Job Access & Reverse Commute.....	182	168	48
0008	Alternative analysis program.....	33	28	8
0009	Alternative Transportation in Parks and Public Lands.....	30	22	6
0011	Seniors and persons with disabilities.....	214	227	300
0012	Non-urbanized area programs.....	520	504	696
0013	New Freedom.....	102	97	28
0014	National Transit Database.....	3	4	4
0015	Oversight.....	48	81	62
0016	Transit Oriented Development	...	...	4
0017	Bus and Bus Facilities Formula grants.....	...	165	361
0018	Bus Testing Facilities	...	1	3
0019	National Transit Institute.....	...	2	4
0020	State of Good Repair Grants.....	...	828	1,816
0900	Total new obligations.....	9,602	9,556	10,125
Budgetary resources available for obligation:				
1000	Unobligated balance carried forward, start of year.....	7,954	8,296	8,518
1013	Unobligated balance of contract authority transferred to other accounts [69-8083]..	-6	...	...
1021	Recoveries of prior year unpaid obligations.....	61	...	...
1050	Unobligated balance (total).....	8,009	8,296	8,518
Budget authority (gross), detail:				
Appropriations, discretionary:				
1101	Appropriation [8350].....	9,400	9,400	9,600
1120	Appropriations transferred to other accounts [69-8083].....	-20	...	...
1121	Appropriations transferred from other accounts [69-8083].....	1,103	1,386	1,367
1137	Portion applied to liquidate contract authority used	-10,483	-10,786	-10,967
1160	Appropriation (total discretionary).....	...	...	...
Contract authority, mandatory:				
1600	Contract authority.....	8,361	8,478	8,595
1610	Transferred to other accounts	-15	...	...
1611	Transferred from other accounts	1,543	1,300	1,300
1640	Contract authority, mandatory (total).....	9,889	9,778	9,895
1900	Budget Authority (total).....	9,889	9,778	9,895
1930	Total budgetary resources available.....	17,898	18,074	18,413
1941	Unexpired unobligated balance, end of year.....	8,296	8,518	8,288

(Continued on next page)

**DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION
TRANSIT FORMULA GRANTS**

Program and Financing (in millions of dollars)

		2012	2013	2014
Identification code : 69-8350-0-7-401		Actual	Est.	Est.
Change in obligated balances:				
3000	Obligated balance, brought forward, Oct 1 (gross).....	12,082	13,426	13,730
3010	Obligations incurred, unexpired accounts.....	9,602	9,556	10,125
3020	Total outlays (gross).....	-8,197	-9,252	-9,887
3040	Recoveries of prior year unpaid obligations	-61	...	...
		-----	-----	-----
3050	Unpaid obligations, end of year	13,426	13,730	13,968
Memorandum (non-add entries):				
3100	Obligated balance, start of year.....	12,082	13,426	13,730
3200	Obligated balance, end of year.....	13,426	13,730	13,968
Outlays (gross), detail:				
4010	Outlays from new discretionary authority.....	1,430	1,793	1,829
4011	Outlays from discretionary balances.....	6,767	7,459	8,058
4020	Outlays, gross totals.....	8,197	9,252	9,887
4080	Outlays, net (discretionary).....	8,197	9,252	9,887
Mandatory:		-----	-----	-----
4090	Budget authority, gross.....	9,889	9,778	9,895
Net budget authority and outlays:				
4160	Budget authority.....	9,889	9,778	9,895
4180	Budget authority, net (total).....	9,889	9,778	9,895
4190	Outlays, net (total).....	8,197	9,252	9,887
Memorandum (non-add) entries:				
5052	Obligated balance, start of year: Contract Authority.....	6,437	5,838	4,829
5053	Obligated balance, end of year: Contract Authority.....	5,838	4,829	3,757
5061	Limitation on obligations (Transportation Trust Funds).....	9,904	9,712	9,895

**DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION
TRANSIT FORMULA GRANTS**

Object Classification (in thousands of dollars)

		2012	2013	2014
Identification code : 69-8350-X-7-401		Actual	Est.	Est.
Direct obligations:				
25.2	Other services.....	69,486	81,224	61,506
41.0	Grants, subsidies, and contributions.....	9,533,440	9,474,883	10,063,828
99.0	Total new obligations.....	9,602,926	9,556,107	10,125,334

Detailed Justification for Transit Formula Grants

What Do I Need To Know Before Reading This Justification?

- MAP-21 continued some formula programs but also created new programs and consolidated some existing programs. Major new formula programs include State of Good Repair, Bus and Bus Facilities Formula Grants, and a Transit-Oriented Development pilot program.
- Additionally, MAP-21 created new requirements for grantees in the areas of safety, transportation planning, and state of good repair/asset management planning.
- The new State of Good Repair Grants program replaces the Fixed Guideway Modernization program, which funds projects to replace and rehabilitate capital projects required to maintain public transportation systems in a state of good repair. Funding to support bus systems operating on High Occupancy Vehicle (HOV) lanes, including bus rapid transit (BRT) is continued, but under a separate formula.
- Formula funds also are provided for State Safety Oversight programs, for which MAP-21 sets new requirements. Until now, FTA was statutorily prohibited from regulating safety performance at local transit agencies.
- Activities previously funded under the Job Access and Reverse Commute (JARC) program are now eligible under the Urbanized Area and Formula Grants for Rural Areas programs.
- The Elderly and Disabled Program (Section 5310) is merged with the New Freedom Program (Section 5317) under a new Enhanced Mobility of Seniors and Individuals with Disabilities program. Funding formulas are modified in light of new eligibilities and program features.
- MAP-21 did not extend FTA's discretionary Bus and Bus Facilities, Alternatives Analysis, Clean Fuels, Transit in the Parks, JARC, and Over the Road Bus programs.

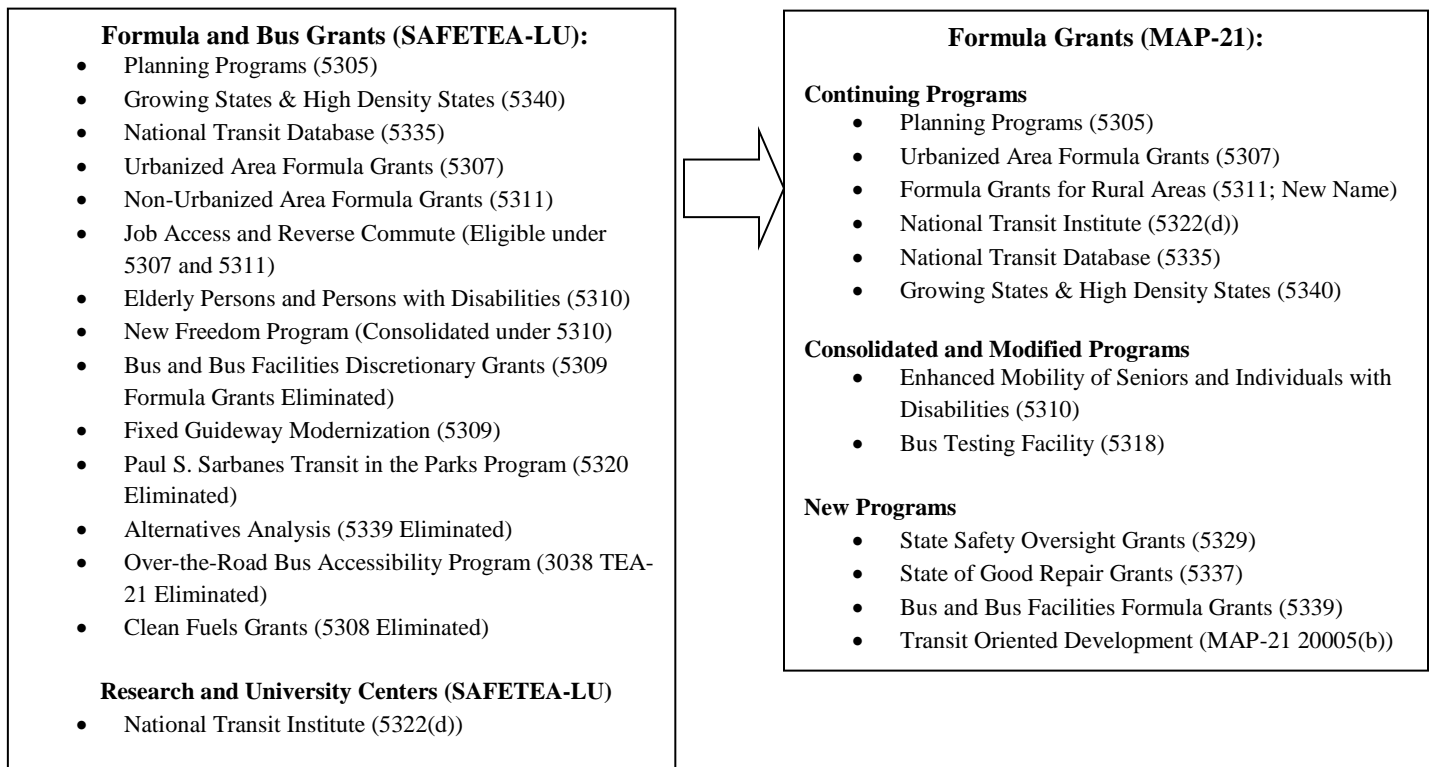
What Is The Request And What Will We Get For The Funds?

FY 2014 – TRANSIT FORMULA GRANTS (\$000)

Program Activity	FY 2012 Actual	FY 2013 MAP-21 Authorized	FY 2014 Request	Difference from FY 2013
Urbanized Area Formula Grants	4,160,365	4,397,950	4,458,650	60,700
Fixed Guideway Modernization	1,666,500	-	-	-
Bus and Bus Facility Grants	984,000	-	-	-
Over-the-Road Bus Accessibility Program	8,800	-	-	-
Transit Oriented Development (discretionary)	-	10,000	10,000	-
Clean Fuels Grant Program	51,500	-	-	-
Planning Programs	113,500	126,900	128,800	1,900
Enhanced Mobility of Seniors and Individuals with Disabilities	133,500	254,800	258,300	3,500
Formula Grants for Rural Areas	465,000	599,500	607,800	8,300
Job Access and Reverse Commute Formula Program	164,500	-	-	-
New Freedom Program	92,500	-	-	-
Growing States and High Density States	465,000	518,700	525,900	7,200
National Transit Institute	-	5,000	5,000	-
National Transit Database	3,500	3,850	3,850	-
Alternatives Analysis Program	25,000	-	-	-
Bus and Bus Facilities Formula Grants	-	422,000	427,800	5,800
Bus Testing Facility	-	3,000	3,000	-
Paul S. Sarbanes Transit in Parks Program	26,900	-	-	-
State of Good Repair Grants	-	2,136,300	2,165,900	29,600
FHWA Flex Funding -- Net	1,528,502	1,300,000	1,300,000	-
Total	9,889,067	9,778,000	9,895,000	117,000

As authorized by Congress in MAP-21, the President’s Budget requests \$8.595 billion for the Formula Grants program, which is \$117 million (1.4 percent) more than the FY 2013 MAP-21 authorized funding level. The funding will help improve the conditions and safety of aging infrastructure, which are top agency priorities. Under MAP-21, the Formula Grants account includes eight core formula-based capital grant programs, plus the new Transit Oriented Development pilot program, the National Transit Database, and a National Transit Institute. The new structure consists of continuing, new, and consolidated programs.

Program Restructuring: SAFETEA-LU to MAP-21



Under MAP-21, Congress emphasized improving the efficiencies of grant operations through program consolidation. The Formula Grants account also includes fewer discretionary programs. Previously, under SAFETEA-LU, approximately 12 percent of this account supported discretionary programs. Under MAP-21, however, approximately 1 percent of Formula Grants programs will be competitively funded.

In FY 2014, FTA will focus on continuing to implement new and modified formula programs by providing grants to support capital and operating assistance and issuing rules and guidance in accordance with MAP-21. FTA’s efforts, when combined with state and local funding, will help to reduce the backlog of transit assets that are not in a state of good repair, improve the safety of public

transportation, ensure sound transportation planning for investments, and provide better access to transit systems in general, as well as transportation options for targeted populations.

What Is This Program?

Through its core formula programs, FTA provides grant assistance, primarily for capital projects, to more than 1,000 grantees across the country. Grants are used to invest in the basic needs of maintaining and sustaining the nation's \$663 billion in transit capital assets. To a limited extent, these funds also support operating assistance for some transit systems.

FTA's partners for the formula programs include local, State, public, and private entities that provide transit services across the nation. Grantees are responsible for maintaining the transit systems for which FTA's formula grants provide capital and operating assistance. MAP-21 requires that grantees assume greater responsibility for undertaking comprehensive planning, ensuring safety, and managing their assets. To report performance, grantees are also responsible for entering transit data into FTA's National Transit Database, which is used to apportion formula funds and measure the conditions and performance of transit agencies. Additionally, FTA partners with higher education institutions to develop and conduct training and educational programs for Federal, State, and local transportation employees and others engaged in public transportation work through a National Transit Institute.

FY 2012 Base Accomplishments

- In FY 2012, FTA obligated approximately:
 - \$5.7 billion for Urbanized Area formula grants,
 - \$1.7 billion for Fixed Guideway Modernization grants,
 - \$506 million for Non-Urbanized Area program grants,
 - \$215 million for Elderly and Individuals with Disabilities program grants
 - \$182 million for Job Access and Reverse Commute grants,
 - \$103 million for Metropolitan and State Planning grants, and
 - \$102 million for New Freedom program grants.
- FTA published a Notice of Funding Availability for \$8.8 million in support of the Over-the-Road Bus Accessibility program.
- In July 2012, FTA announced the selection of projects funder under the FY 2012 Veterans Transportation and Community Living Initiative discretionary grant opportunity, which included \$26.6 million in funding from the Bus and Bus Facilities program.
- In August 2012, FTA announced the selection of capital projects for the State of Good Repair and Bus Livability initiatives funded under the Section 5309 Bus and Bus Facilities program. The State of Good Repair Initiative provided approximately \$651.7 million for 194 projects. This initiative received 568 eligible projects requests totaling almost \$3 billion. The Bus Livability program received 266 eligible proposals totaling \$1.03 billion, for which FTA was able to provide almost \$136 million to fund 61 projects.
- FTA grants funded the purchase or renovation of approximately 10,300 buses and non-rail vehicles, 2,700 rail vehicles, and approximately 9,500 transit infrastructure investment activities,

such as installing bus signs and shelters, upgrading track, and rehabilitating, replacing, or expanding facilities, such as passenger stations, vehicle garages, and maintenance facilities.

FY 2013 Anticipated Accomplishments

- FTA issued an Apportionment Notice, which included allocations, program information, and interim guidance for 14 programs in October 2012.
- In December 2012, FTA announced the selection of projects funded under the FY 2012 Over-the-Road Bus Accessibility competition, which made a total of \$8.8 million available for the program. From the 114 applicants that requested more than \$34.5 million, FTA was able to fund \$6.6 million for intercity fixed-route providers and \$2.2 million for all other providers, such as commuter, charter, and tour operators.
- FTA will work to issue 14 Circulars (including new and revised circulars), which will include guidance for Planning and State of Good Repair grants and implementation.
- FTA will work to issue several rulemakings, which will address programs such as Safety and Transit Asset Management.
- FTA will work to develop safety performance criteria and data reporting requirements, including minimum safety performance standards for vehicles not regulated by other DOT modes or any other Federal agency.
- FTA will respond to 13 new Congressional reporting requirements in MAP-21 and one Memorandum of Agreement in MAP-21, including a Bus Safety Study, an Evaluation of the State Safety Oversight programs, and a report on the accuracy of NTD safety data.

For **FY 2014**, FTA proposes that the Formula Grant account be comprised of the following programs:

Urbanized Area Formula— \$4.437 billion (excluding \$22 million set-aside for State Safety Oversight grants described below) is requested to provide formula grants to urbanized areas with populations of 50,000 or more for public transportation capital, planning, job access and reverse commute (JARC) activities, as well as operating expenses in certain circumstances. Additionally, \$30 million is set aside for passenger ferry grants, which will be allocated through competitive selection. Urbanized Area funds constitute a core investment in the enhancement and revitalization of public transportation systems in the nation's urbanized areas, which depend on public transportation to improve mobility and reduce congestion. FTA apportions funds to designated recipients that then suballocate funds to state and local governmental authorities, including public transportation providers. In determining funding allocations under MAP-21, low-income populations in urban areas are not incorporated as a formula factor.

Operating Assistance

MAP-21 gives urbanized areas with 200,000 or more in population the option to use formula grants for operating costs under certain conditions. First, public transportation systems that operate 75 or fewer buses in fixed route service during peak hours may use up to 75 percent of the annual urbanized formula funds for bus operating assistance. Second, systems that operate 76 to 100 buses in fixed route service during peak hours may use up to 50 percent of apportionments for bus operating assistance. Funds may also be used for job access and reverse commute activities (JARC), including operating assistance, but may not be used for rail fixed guideway operations.

Formula Grants for Rural Areas—\$607.8 million is requested for a formula based program that provides capital, planning, and operating assistance grants to States to support public transportation in rural areas with populations of less than 50,000. Under MAP-21, formula funds (\$25 million) and discretionary funds (\$5 million) are provided for the Public Transportation on Indian Reservations program. The Appalachian Development Public Transportation Assistance Formula Program is a \$20 million set-aside. As with the Urbanized Area Formula program, JARC activities are eligible under this program. In determining funding allocations under MAP-21, low-income populations in rural areas are now incorporated as a formula factor.

State Safety Oversight Program—\$22.3 million is requested for this program. This amount represents a 0.5 percent set-aside within the Urbanized Area Formula Grants program. Under MAP-21, each State with rail systems not regulated by the Federal Railroad Administration (FRA) must meet requirements for a State Safety Oversight (SSO) program. To aid grantees in meeting new requirements, funding will be provided by a formula developed by FTA based on revenue miles, route miles, and passenger miles. The maximum Federal share for these grants is 80 percent.

State Safety Oversight Programs

Since 1964, FTA has been prohibited by law from issuing basic safety standards to protect rail transit passengers and rail workers. The result is a patchwork of State laws that do not provide adequate or consistent safety coverage. MAP-21 will help to remedy these long-standing shortcomings.

As part of FTA's new authority to establish and enforce a comprehensive framework to oversee the safety of public transportation throughout the United States, MAP-21 requires that FTA update the State Safety Oversight (SSO) program to ensure that rail transit systems not regulated by the Federal Railroad Administration meet stringent safety requirements. States have the flexibility to use portions of FTA formula funds to implement State Safety Oversight programs.

In turn, FTA must certify that a State's Safety Oversight program includes: assuming responsibility for oversight of rail fixed-guideway public transportation safety; enforcing Federal law for rail fixed-guideway public transportation safety; and establishing a State Safety Oversight agency. SSO programs, which FTA must approve, will encompass an SSO agency's capacity, organizational structure, financing, and activities. Of the *Urbanized Area* formula funds, \$22.3 million is provided for this activity, equal to the authorized amount (0.5 percent), for which FTA will develop a formula based on three types of mileage calculations.

Additionally, all FTA funding recipients will develop agency safety plans and certify they meet FTA requirements. At a minimum these plans must include: strategies for identifying risks and minimizing exposure to hazards; an adequately trained safety officer to report directly to the general manager or equivalent; safety performance targets; and a staff training program. Urbanized and Rural Area recipients may use up to 0.5 percent of formula funds to pay for up to 80 percent of SSO agency employee safety certification training programs.

Furthermore, FTA will develop minimum safety performance standards for vehicles not regulated by other DOT modes or Federal agencies. FTA also has the authority to inspect and audit all public transportation systems, issue safety reports and directives, investigate accidents and incidents, issue regulations, and inspect equipment.

Growing States and High Density States—\$525.9 million is requested, which will be divided between the Urban and Rural Area programs based on the legislative funding formula for this program. This funding program remains unchanged from SAFETEA-LU under MAP-21.

Enhanced Mobility of Seniors and Individuals with Disabilities—\$258.3 million is requested to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities (ADA) complementary paratransit services. A consolidation of SAFETEA-LU's New Freedom and Elderly and Disabled Programs under MAP-21, operating assistance is now eligible

through this program. At least 55 percent of funds must be used for capital projects that meet the needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable. The remaining 45 percent may be used for projects that exceed ADA requirements, improve access to fixed-route service and decrease reliance by individuals with disabilities on complementary paratransit, and alternatives to public transportation to assist targeted populations. The maximum Federal share for capital projects is 80 percent; 50 percent for operating assistance.

State of Good Repair Grants—\$2.17 billion is requested for this grant program targeted toward restoring and replacing aging transportation infrastructure through formula-based capital investments for fixed guideway systems and buses on high occupancy vehicle (HOV) lanes including bus rapid transit (BRT). This program replaces the discretionary Fixed Guideway Modernization Program under SAFETEA-LU with a new formula program.

State of Good Repair Grants Programs

The new formula-based State of Good Repair (SGR) program is FTA's first stand-alone initiative written into law that is dedicated to repairing and upgrading the nation's rail transit systems and high-intensity motor bus systems, including bus rapid transit (BRT). In FY 2014, MAP-21 authorizes \$2.17 billion for this program. Two types of formula grants are funded: High Intensity Fixed Guideway and High Intensity Motorbus. The Federal share for grants is limited to 80 percent.

Projects included in State of Good Repair grants are limited to replacement or repair of capital assets, such as rolling stock; track; line equipment and structures; signals and communications; power equipment and substations; passenger stations and terminals; security equipment and systems; maintenance facilities and equipment; and operational support equipment, including computer hardware and software. High-occupancy vehicle (HOV) lanes – separate from those supporting high-intensity bus routes - are no longer part of the definition for fixed-guideway systems

In addition, a grantee must develop a Transit Asset Management plan that includes a listing of its planned State of Good Repair projects. The Plan must include, at a minimum, capital asset inventories and condition assessments, decision support tools, and investment prioritization. FTA funds may be used to support development and implementation of this plan.

Furthermore, MAP-21 requires FTA to develop a national transit asset management system, which includes a SGR definition, objective standards for measuring the condition of capital assets, reporting of transit asset conditions, and technical assistance to recipients. The development of a transit asset management plan will be required of all FTA-funded transit operators. Reporting on the conditions of transit assets will be required of those FTA grantees who are designated recipients of FTA funding.

Bus and Bus Facilities Formula Grants—\$427.8 million is requested for this formula program to support capital projects to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities. This program replaces the Section 5309 Bus and Bus Facilities discretionary program authorized under SAFETEA-LU with a formula-based program. MAP-21 makes the funds eligible to be transferred by the State to supplement Urban and Rural formula grant programs and also sets the maximum Federal share at 80 percent.

Bus Testing Facility—\$3 million is requested for a FTA-funded bus testing facility where all new models purchased using FTA capital assistance must be tested for compliance with performance standards for safety, structural integrity, reliability, performance (including braking performance), maintainability, emissions, noise, and fuel economy. Although not a warranty or guarantee that a bus will meet a purchaser’s requirements, FTA’s standards will establish pass/fail criteria. Transit agencies will not be able to use Federal funds to purchase buses that do not receive a “pass” rating.

Planning Programs—\$128.8 million is requested to support cooperative, continuous, and comprehensive planning for transportation investment in metropolitan areas and throughout States. MAP-21 establishes a performance-based planning process that includes requirements for MPOs and States.

Performance-Driven, Outcome-Based Planning Approaches

MAP-21 creates new planning requirements for multimodal transportation planning in metropolitan areas and States. The goal is to make planning cooperative, continuous, and comprehensive, resulting in long-range plans and short-range programs of transportation investment priorities. The planning programs are jointly administered by FTA and the Federal Highway Administration (FHWA), which provides additional funding.

Under MAP-21, planning approaches will focus on achieving accountability and transparency. First, DOT must establish planning performance measures. DOT will follow the regulatory procedures for issuing these measures. Metropolitan Planning Organizations (MPOs) and States are then required to develop transportation plans and improvement programs, which includes targets based on the aforementioned measures. In developing performance targets, MPOs must coordinate with transit providers to ensure consistency with performance targets related to transit asset management and safety, as set forth in 49 U.S.C. 5326(c) and 5329(d). MPO transportation plans must also address performance measures and standards, as well as develop a System Performance Report.

In addition, under MAP-21, a Transportation Improvement Program (TIP) must include a description of the anticipated progress brought about by implementing the TIP toward achieving the performance targets. MPOs may undertake scenario development in preparing the metropolitan transportation plan and are encouraged to consider alternative demographic growth and revenue options. Within two years, MPOs in urbanized areas designated as transportation management areas must include transit officials on their policy boards. Additionally, regional transportation planning organizations may be designated to assist in addressing the transportation needs of nonmetropolitan areas.

By 2017, DOT will submit a report to Congress that includes an evaluation of the effectiveness of performance based planning and provides an assessment of the technical capacity of MPOs in smaller areas to undertake this approach to planning.

Transit Oriented Development—\$10 million is requested for this new pilot program, which funds planning efforts that would facilitate transit-oriented development associated with new fixed-guideway and core capacity improvement projects.

National Transit Institute— \$5 million is requested to enable FTA to partner with an institution of higher education to develop and conduct training programs for transportation employees and others engaged in public transportation work.

National Transit Database (NTD)— \$3.85 million will support FTA’s NTD, which is the primary national database for statistics on the transit industry. Approximately 750 transit authorities and 1,500 sub-recipients, primarily in rural areas, file annual reports through this Internet-based reporting system. Each year, performance data reported to the NTD is used to apportion billions of dollars in FTA formula funds to transit agencies. MAP-21 requires transit agencies to report data on the condition of their assets to the NTD.

Project Oversight Budget

FTA is authorized to administer an *Oversight* program to ensure that Federal funds are used cost effectively and in accordance with applicable laws and regulations. FTA organizes its oversight activities into five basic categories:

- Project Management Oversight – Engineering and technical reviews;
- Financial Management Oversight – Review of grantees’ financial management systems;
- Safety Oversight – Establishment and enforcement of State standards;
- Procurement Oversight – Assurance that grantees’ procurement systems meet Federal standards; and
- Management Oversight – Triennial reviews of 23 areas of statutory and management practices.

Oversight funds are derived from authorized percentage take-downs from FTA’s grant programs. For FY 2014:

- The total oversight budget would be \$75.5 million;
- A 1 percent take-down to the Capital Investment Grants and Washington Metropolitan Area Transit Authority programs;
- A 0.75 percent take-down to FTA’s other grant programs:
 - Urbanized Area Formula Grants,
 - State of Good Repair High Intensity Fixed Guideway Formula Grants; and
- A 0.5 percent take-down to FTA’s other grant programs:
 - Planning Programs;
 - Enhanced Mobility of Seniors and Individuals with Disabilities; and
 - Formula Grants for Rural Areas.

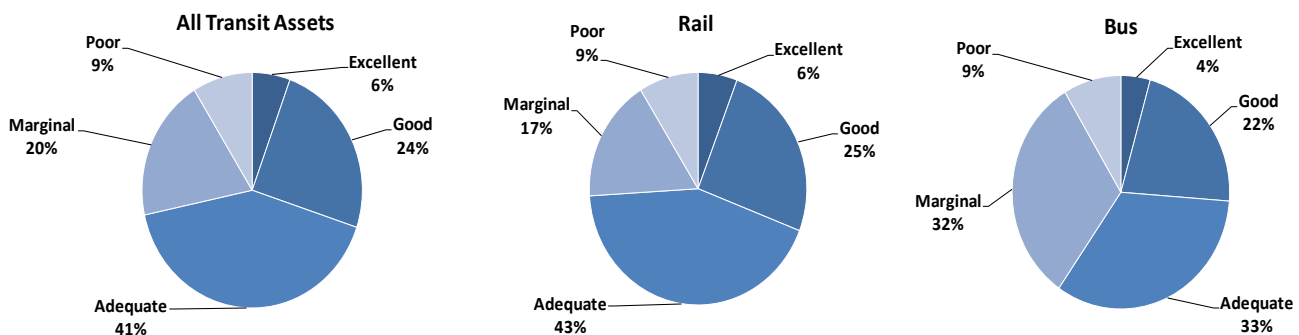
The Transportation Awards and Electronic Management (TEAM) system is an essential tool for delivering FTA’s programs. It supports FTA’s management of its grant funds from project application, to oversight, to closeout, as well as contracts for oversight, research and technical support. TEAM was built in the 1990s and is now beyond its planned lifecycle. FTA is in the process of modernizing the system using funds from its program oversight budget.

Why Is This Particular Program Necessary?

The Formula Grants program is needed to provide continued Federal support for transit agencies to maintain their capital base and provide high-quality service to the traveling public. Virtually all local transit agencies depend on FTA funds as a part of their budget process. Therefore, the reliability of FTA formula funds, which comprise approximately 80 percent of the agency's requested FY 2014 budget, is particularly important. DOT's latest Conditions and Performance Report indicates that in 2008 Federal funds represented 17.1 percent of transit agencies' revenue but accounted for 39.8 percent of total capital expenditures, a consistent investment level over the last decade.¹

These capital investments help to improve the condition of the Nation's transit assets, which studies show are suffering from years of under-investment and suboptimal asset management practices. In April 2009, FTA completed an assessment of the level of investment required to bring the assets of the Nation's seven largest and oldest rail transit agencies into a state of good repair. That assessment, published as the *Rail Modernization Study*², estimated the current state of good repair backlog for these seven rail operators to be roughly \$50 billion (in constant 2008 dollars). In 2010, FTA updated this study to estimate the condition of all transit assets (bus and rail) nationwide.³ FTA found that a \$78 billion investment (2008 constant dollars) would be required to address the national backlog of transit asset repairs and replacements. Moreover, FTA determined that 29 percent of all transit assets are in either poor or marginal condition. FTA's study found that 26 percent of rail assets and 41 percent of bus assets are in marginal or poor condition. (See below).

Asset Conditions Summary



Capital assets in marginal and poor condition can lead to poor and unreliable transit service. Bus break downs, elevator and escalator outages, train derailments, and trains operating at slower speeds because of equipment problems are just some of the problems that occur when capital stock is not properly maintained or replaced. The end effect is that riders are inconvenienced and become less willing to choose public transportation because they find it slow, unreliable, or in the worst conditions unsafe.

¹ Federal Highway Administration and Federal Transit Administration, *2010 Status of the Nation's Highways, Bridges, and Transit: Conditions & Performance Report to Congress*, 2010, <http://www.fhwa.dot.gov/policy/2010cpr/execsum.htm#c6t>

² Federal Transit Administration, *Rail Modernization Study: Report to Congress*, April, 2009, http://www.fta.dot.gov/documents/Rail_Mod_Final_Report_4-27-09.pdf

³ Federal Highway Administration and Federal Transit Administration, *2008 Status of the Nation's Highways, Bridges, and Transit: Conditions & Performance Report to Congress*, 2008, <http://www.fhwa.dot.gov/policy/2008cpr/>

This is reflected in the statistic that Americans' satisfaction with public transit ranks 25th out of 32 Organization for Economic Co-operation and Development nations.

FTA has also found that while some large transit agencies regularly assess the condition of their assets, none had a comprehensive asset management program that was used to set long-term priorities for capital reinvestment. MAP-21 addresses this shortcoming by providing resources and requirements for asset management plans, which are reinforced through new planning requirements that include performance targets based on national performance measurements. Asset management systems can both empower transit agencies to make informed decisions and enable FTA to track and better account for the condition of transit assets nationwide.

In addition to support for capital assets found in the major formula programs, the State of Good Repair program will allow FTA to apportion formula funding on a needs-based approach to rail and fixed guideway systems. The program will allow transit agencies to address the deteriorated capital assets that erode system performance, cause delays because of break-downs and slower operating speeds, waste fuel, increase passenger crowding, and in some instances, compromise safety. Funding will also allow FTA to further contribute to safety through the State Safety Oversight program.

The condition of transit assets does play into the reliability of transit services. In 2011, Bay Area Rapid Transit (BART), the nation's 8th largest transit system, was shut down one Monday evening in August as a communications system failure had left the control center without information on the location of its trains. The system had to be shut down for two hours during late rush hour and passengers were told to find alternative transportation. BART officials have shared that the system needs \$15 billion in upgrades over the next 25 years but the agency has identified only about half of the required funds to make that happen. While its assets are challenged by deteriorating conditions, ridership continues to grow on this system. In 2012, BART carried more than 114 million riders, surpassing all records.

The operating assistance provided through the Urbanized Area Formula Grants and Formula Grants for Rural Areas programs will relieve some budget pressures for transit agencies, particularly those with bus services, in certain circumstances. Furthermore, under MAP-21, JARC activities, which include operating assistance, are eligible under Urbanized and Rural Area grant programs. Operating assistance will also be available to help FTA's recipients train for and meet the new safety requirements provided for in MAP-21.

Effective investment planning is critical for ensuring the sustainability of our Nation's transportation systems. Funding for Planning formula grants, as well as Transit Oriented Development pilot projects, will encourage MPO and State efforts toward taking a holistic approach to planning. This should include key stakeholders and increasing accountability and transparency in decision making processes. In addition to implementing key funding and procedural requirements set forth by MAP-21, FTA will be able track performance and transit trends that enable effective planning with the data housed within its National Transit Database.

How Do You Know The Program Works?

The varied transit services that Federal formula funds support in urbanized and non-urbanized areas are essential. The Nation's approximately 2,250 urban and rural transit providers take people to work, to shop, and to other essential services such as doctor's appointments. These providers include government, non-profit, and for-profit entities that provide transit services. Almost all are among FTA's

more than 1,000 grantees and their subrecipients. The services these entities provide are vital for transit dependent populations living in urban and rural areas, including many of the more than 30 million elderly, working poor, and individuals with disabilities.

FTA relies heavily on data to manage programs. FTA is able to track transit agencies' use of Federal funds and to evaluate program performance using data from its National Transit Database (NTD). The NTD, which has realized a 24 percent increase in reporters since 2001, is used in conjunction with other information to report to Congress about the performance and condition of the transit industry and to assess progress against FTA goals and objectives. Under MAP-21, FTA grantees will be required to report performance data on asset condition, safety, and a number of performance targets set forth under the planning requirements.

Analyses of existing data reveal several trends that indicate that transit systems are in demand. First, system coverage, capacity, and use are increasing as indicated by the 7.5 million growth in transit urban passenger miles (16.7 percent) from 2000 to 2010. Moreover, of the 10.2 billion unlinked transit trips in FY 2011, rural transit operators reported 141 million unlinked passenger trips. Lastly, the number of miles a vehicle remained in service increased for both rail and non-rail public transit systems in the same time period.⁴ FTA will be able to undertake additional analyses to improve the system with the more comprehensive data collection required under MAP-21. Combined with research that indicates inclusive planning practices help improve performance, the 2014 proposal for Formula Grants provides a comprehensive approach to supporting the needs of public transit.

Why Do We Want/Need To Fund The Program At The Requested Level?

The Formula Grants funds reflect a commitment to ensuring that public transit operates safely, efficiently, reliably, and sustainably so that communities can offer balanced transportation choices that help to improve mobility, reduce congestion, and encourage economic development. As authorized under MAP-21, the continued, new, and consolidated Formula Grants programs provide a comprehensive approach to public transportation investments. Funding for this account will allow FTA to provide planning, capital, and operating assistance that promote safe and efficient operation and development of public transportation systems. Such systems will serve the mobility needs also reducing fuel consumption.

Data indicate that the Nation (including Federal, State, and local governments) needs to invest approximately \$78 billion simply to eliminate the back-log of transit capital assets currently in poor or marginal condition. To prevent the backlog from growing, FTA's estimates suggest that the necessary annual investment over 20 years (from all sources including Federal, State, and local governments) would be \$18 billion.⁵ FTA's formula programs will help address this by providing a critical financial foundation through regular and predictable Federal support to large and small transit agencies.

The 2014 request will not reduce the need for State and local governments to continue investments in transit capital and operating assets. Rather, it will help make a down payment on reducing the state of good repair backlog and ensuring the traveling public, including targeted populations, have access to public transportation. Moreover, the planning programs will help ensure that MPO and State approaches

⁴ Federal Highway Administration and Federal Transit Administration, *2010 Status of the Nation's Highways, Bridges, and Transit: Conditions & Performance Report to Congress*, 2010, <http://www.fhwa.dot.gov/policy/2010cpr/execsum.htm#c6t>

⁵ <http://www.fhwa.dot.gov/policy/2010cpr/execsum.htm#c6t>

to transportation planning are more holistic, accountable, and transparent, thereby encouraging sound investments.

CAPITAL INVESTMENT GRANTS

[(Cancellation)]

[Of the funds made available for the Capital Investment Grants program, as authorized by Public Law 105-178, as amended, \$11,429,055 are hereby permanently cancelled: *Provided*, That no amounts may be cancelled from amounts that were designated by the Congress as an emergency requirement pursuant to the Concurrent Resolution on the Budget or the Balanced Budget and Emergency Deficit Control Act of 1985, as amended.]

For necessary expenses to carry out 49 U.S.C. 5309, \$1,981,472,000, to remain available until expended. Note.--A full-year 2013 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Continuing Appropriations Resolution, 2013 (P.L. 112-175). The amounts included for 2013 reflect the annualized level provided by the continuing resolution.

CAPITAL INVESTMENT GRANTS

PROGRAM AND PERFORMANCE

The FY 2014 budget presents FTA's new program authorization and account structure under MAP-21. The FY 2014 budget includes a total of \$2,132,493,041 for Capital Investment Grants, including \$1.981 billion in new budget authority and \$151 million in prior year unobligated balances, for the construction of new fixed guideway systems or extensions to fixed guideway, corridor-based bus systems, and core capacity improvement projects. These projects include heavy rail, light rail, commuter rail, bus rapid transit, ferries, and streetcar systems that are implemented in communities across the country. FTA allocates resources to grantees through a competitive process based on a set of statutory rating criteria.

EXHIBIT III-1
CAPITAL INVESTMENT GRANTS
Summary by Program Activity
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

	<u>FY 2012 ACTUAL</u>	<u>FY 2013 CR ANNUALIZED</u>	<u>FY 2014 REQUEST</u>	<u>CHANGE FY 2012- 2014 2/</u>
Major Capital Investment Grants (5309)	1,955,000	1,966,690	1,981,472	26,472
<i>Denali Commission (Section 5309(m)(6)(C) [Transfer Out non-add]</i>	(5,000)	-	-	-
<i>Alaska and Hawaii (Section 5309(m)(6)(A) and 5309(m)(6)(B)) [Transfer Out non-add]</i>	(5,086)	-	-	-
TOTAL 2/	<u>1,944,914</u>	<u>1,966,690</u>	<u>1,981,472</u>	<u>26,472</u>

1/ The transfers to the Denali Commission and the Alaska and Hawaii ferries are no longer authorized under MAP-21 from this account. The change shown between FY 2012 and FY 2014 reflects the difference between total amounts appropriated to this account.

2/ The Capital Investment Grant projects proposed for FY 2014 total \$2.132B. This total includes the requested \$1.981B (new budget authority) and use of \$151M of prior year unobligated balances.

Program and Performance Statement

FTA's Capital Investment Grants program funds the construction of new fixed guideway systems or extensions to fixed guideway systems, corridor-based bus systems, ferries, and core capacity improvement projects. This includes heavy rail, light rail, commuter rail, bus rapid transit, ferries, and streetcar systems that are implemented in communities across the country. Capital Investment Grants projects are an important component of the Administration's efforts to promote livable communities, improve mobility by offering alternatives to automobile travel, and reduce the impact of auto emissions on the environment.

EXHIBIT III-1a

**CAPITAL INVESTMENT GRANTS
SUMMARY ANALYSIS OF CHANGE FROM FY 2012 TO FY 2014
Appropriations, Obligations, Limitations, and Exempt Obligations
(\$000)**

	<u>AMOUNT</u>	<u>FTE 1/</u>
FY 2012 Actual 2/	1,955,000	N/A
Adjustments to Base:	0	
Subtotal, Adjustments to Base	<hr/> 0	
Program Changes:	0	
Program increase	26,472	
Subtotal, Program Changes	<hr/> 26,472	
Total, FY 2014 Capital Investment Grants	<hr/> 1,981,472	

1/ FTEs are not applicable to this account from appropriations made in FY 2012 or FY 2014. The Lower Manhattan Recovery Office is funded from this account with supplemental appropriations made in 2002 and has 5 FTE associated with it.

2/ The Capital Investment Grant projects proposed for FY 2014 total \$2.132B. This total includes the requested \$1.981B (new budget authority) and use of \$151M of prior year unobligated balances.

**EXHIBIT III-2
ANNUAL PERFORMANCE RESULTS AND TARGETS
THROUGH CAPITAL INVESTMENT GRANTS**

The Federal Transit Administration integrates performance results into its budget request to demonstrate alignment with the Department of Transportation’s Strategic Plan. The following DOT goals and performance measurements are tracked as indicators that FTA’s grant program results in increasing public transportation ridership:

DOT Goal/Outcome: Livable Communities/ Increased access to convenient and affordable transportation choices.

Increase the Number of Annual Transit Boardings Reported by Urbanized Area Transit Providers to At Least 10.4 billion (B) by the end of 2014	2010	2011	2012	2013	2014
Target	NA	10.0B	10.1B	10.2B	10.4B
Actual	10.0B	10.1B (r)	10.3B*		

*Projection based on data through August 2012.
(r) revised

DOT Goal/Outcome: Livable Communities/ Increased access to convenient and affordable transportation choices.

Increase the Number of Annual Transit Boardings Reported by Rural Area Transit Providers to At Least 154 million (M) by the end of 2014	2010	2011	2012	2013	2014
Target	NA	140.0M	144.0M	148.0M	154.0M
Actual	138.0M	141.0M			

DOT Goal/Outcome: Livable Communities/Increased access to convenient and affordable transportation choices.

Significantly Increase the Transit "Market Share" Among Commuters to Work in At Least 6 of the 50 Most-Populous Urbanized Areas by a Statistically Significant Amount by 2014 from the 2010 Baseline	2010	2011	2012	2013	2014
Target	NA	2	4	5	6
Actual	0	1			

DOT Goal/Outcome: Livable Communities/ Improved access to transportation for people with disabilities and older adults.

Increase the Number of Key Rail Transit Stations Verified As Accessible and Fully Compliant from 522 to 580 by the end of 2014	2010	2011	2012	2013	2014
Target	522(r)	527(r)	531	570	580
Actual	513	522	567		

(r) Revised

**DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION
CAPITAL INVESTMENT GRANTS**

Program and Financing (in millions of dollars)

Identification code : 69-1134-X-1-401		2012	2013	2014
		Actual	Est.	Est.
Obligations by program activity:				
0001	Capital Investment Grants.....	2,334	2,141	2,674
0003	Lower Manhattan Recovery P.L. 107-206	72	10	10
0004	Capital Investment Grants, Recovery Act.....	1	...	...
0799	Total direct obligations.....	2,407	2,151	2,684
0801	FEMA Reimbursable LMRO PL 107-206.....	617	2	2
0900	Total new obligations.....	3,024	2,153	2,686
Budgetary resources:				
Unobligated Balances:				
1000	Unobligated balance carried forward, Oct 1.....	2,377	1,318	1,107
1021	Recoveries of prior year unpaid obligations.....	60	...	...
1050	Unobligated balance (total).....	2,437	1,318	1,107
Budget Authority				
Appropriation, discretionary:				
1100	Appropriation.....	1,955	1,967	1,981
1120	Appropriation, transferred to other accounts [95-1200].....	-5	...	...
1120	Appropriation, transferred to other accounts...[69-1750].....	-5	...	...
1131	Unobligated balance of appropriations permanently reduced ...	-59	-44	...
1160	Appropriation, discretionary (total).....	1,886	1,923	1,981
Spending Auth. from offsetting collections, discretionary:				
1700	Collected	19	19	14
1750	Spending Auth. from offsetting collections, disc (total)	19	19	14
1900	Budget Authority (total).....	1,905	1,942	1,995
1930	Total budgetary resources available.....	4,342	3,260	3,102
Memorandum (non-add)entries				
1941	Unexpired unobligated balance, end of year.....	1,318	1,107	416
Changes in obligated balance:				
Obligated balance, start of year (net):				
3000	Unpaid obligations, brought forward, Oct 1 (gross).....	3,398	3,900	3,582
3010	Obligations incurred, unexpired accounts.....	3,024	2,153	2,686
3020	Outlays (gross).....	-2,462	-2,471	-2,583
3040	Recoveries of prior year unpaid obligations, unexpired.....	-60	...	...
Obligated balance, end of year (net):				
3050	Unpaid obligations, end of year (gross).....	3,900	3,582	3,685
3100	Obligated balance, start of year (net):	3,398	3,900	3,582
3200	Obligated balance, end of year (net):	3,900	3,582	3,685
Budget authority and Outlays net:				
Discretionary				
4000	Budget authority, gross.....	1,905	1,942	1,995
Outlays, gross				
4010	Outlays from new discretionary authority.....	511	562	577
4011	Outlays from discretionary balances.....	1,951	1,909	2,006
4020	Outlays, gross (total).....	2,462	2,471	2,583
Offsets against gross budget authority and outlays:				
Offsetting collection (collected) from:				
4033	Non-Federal Sources	-19	-19	-14
4070	Budget authority, net (discretionary).....	1,886	1,923	1,981
4080	Outlays, net (discretionary).....	2,443	2,452	2,569
4180	Budget authority, net (total).....	1,886	1,923	1,981
4190	Outlays net (total).....	2,443	2,452	2,569

**DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION
CAPITAL INVESTMENT GRANTS**

Object Classification (in thousands of dollars)

		2012	2013	2014
Identification code : 69-1134-X-1-401		Actual	Est.	Est.
Direct obligations:				
11.1	Personnel compensation: Full-time permanent.....	1	1	1
25.2	Other Services.....	5	22	22
41.0	Grants, subsidies, and contributions.....	2,401	2,128	2,661
		-----	-----	-----
9.90	Subtotal, obligations, Direct obligations.....	2,407	2,151	2,684
Reimbursable obligations:				
41.0	Grants, subsidies, and contributions.....	617	2	2
		-----	-----	-----
99.9	Total new obligations.....	3,024	2,153	2,686

Employment Summary

		2012	2013	2014
Identification code : 69-1134-0-1-401		Actual	Est.	Est.
Direct:				
	Direct civilian full-time equivalent employment.....	5	5	5

Detailed Justification for the Capital Investment Grants Program

What Do I Need To Know Before Reading This Justification?

- FTA has extensive experience administering Capital Investment Grants projects or “New Starts” and “Small Starts.” Eligible projects include capital investments in fixed-guideway projects such as heavy rail, light rail, commuter rail, bus rapid transit, ferries, streetcars, and corridor based bus systems.
- MAP-21 provides new eligibility for capital investment grants called Core Capacity Projects. This authorization allows for investment in corridor-based improvements that will enhance capacity by at least 10 percent in existing fixed-guideway corridors that are at capacity today or will be in five years.
- MAP-21 streamlines the New Starts evaluation process by reducing the number of steps, which allows projects to be completed sooner.
- MAP-21 creates a new Pilot Program for Expedited Delivery for New Starts or Small Starts projects that demonstrate expedited approaches in delivery and innovative financing.
- MAP-21 creates a new eligibility – Programs of Interrelated Projects – for simultaneous development of new fixed guideway and core capacity improvement projects.

What Is The Request And What Will We Get For The Funds?

FY 2014 – CAPITAL INVESTMENT GRANTS (\$000)

Program Activity	FY 2012 Actual	FY 2013 CR Annualized	FY 2014 Request 1/	Difference from FY 2012
Capital Investment Grants	1,955,000	1,966,690	1,981,472	26,472
Total 2/	1,955,000	1,966,690	1,981,472	26,472

1/ The budget for Capital Investment Grants for FY 2014 totals \$2.132 billion and includes \$1.981 billion (new budget authority) and \$151 million in prior year unobligated New Starts, Bus and Bus Facility, and Alternatives Analysis balances.

2/ Does not reflect rescissions or transfers.

For FY 2014, the budget requests \$2.132 billion for the Capital Investment Grants. The new authorization continues existing Capital Investment Grant programs: New Starts, Small Starts, and Programs of Interrelated Projects and adds a new category, Core Capacity Improvement Projects. In brief:

- New Starts
 - Receive more than \$75 million in Section 5309 discretionary funding or have an estimated net capital cost exceeding \$250 million.
- Small Starts
 - Receive less than \$75 million in Section 5309 discretionary funding and have an estimated net capital cost that is less than \$250 million.
- Core Capacity Improvement Projects
 - Corridor-based improvements that will enhance capacity by at least 10 percent in existing fixed-guideway corridors that are at capacity today or will be in five years.

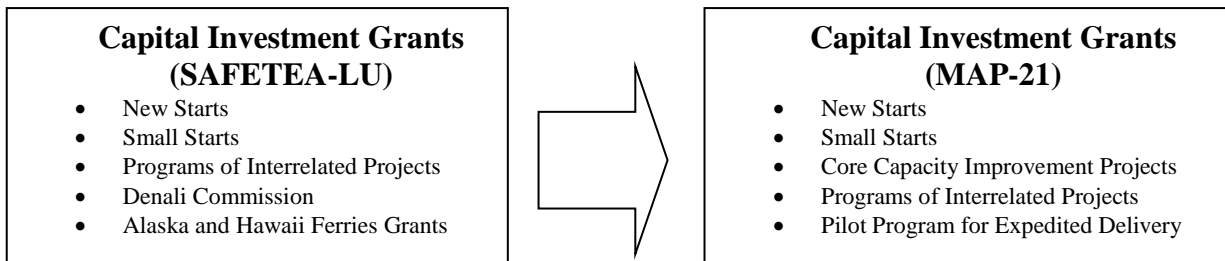
MAP-21 also creates a new “Pilot Program for Expedited Delivery” for certain meritorious New Starts, Small Starts or Core Capacity Improvement projects in the development pipeline that can demonstrate whether innovative methods in development and delivery or innovative financing methods can expedite overall project delivery.

MAP-21 makes several improvements to the New Starts program, most of which streamline the process by reducing the number of steps and improving the evaluation measures that allow FTA to return even more of the billions of hard-earned taxpayer dollars back to communities across the country in the form of reliable transit infrastructure.

Moving ahead, FTA’s project approval process is streamlined with the reduction in the number of steps involved. Moreover, projects meeting certain conditions can qualify for automatic ratings that will reduce the amount of information submitted to FTA and streamline FTA’s evaluation and rating process. Finally, Alternatives Analysis (required under SAFETEA-LU) is no longer required.¹

Core Capacity Improvement Project eligibility is an entirely new category of capital investment grants aimed at increasing the capacity of existing infrastructure. Programs of Interrelated Projects involve simultaneous development of two or more projects that are new fixed guideway projects and/or core capacity improvement projects. Also, the new Pilot Program for Expedited Delivery allows sponsors of meritorious project proposals to demonstrate unique and innovative approaches to project development or local financing prior to receiving a full funding grant agreement.

Program Restructuring: SAFETEA-LU to MAP-21



The \$2.132 billion request for the Capital Investment Grants program will fund the following list of existing and new grant funding agreements for projects (see next page).

¹ The alternatives analysis required a consideration of a wide range of alternatives and how each addressed the transportation problem that existed in the corridor. Under MAP-21, these considerations will occur during the review of alternatives that is performed during the metropolitan planning and environmental review process.

Federal Transit Administration

Proposed FY 2014 Section 5309 Capital Investment Program Projects
(000)

Existing New Starts Full Funding Grant Agreements			FY 2014 1/
CA	South Sacramento Corridor Phase 2	Sacramento	\$2,506
CA	Third Street Light Rail Phase 2- Central Subway	San Francisco	\$150,000
CA	Silicon Valley Berryessa Extension Project	San Jose	\$150,000
CO	Denver Eagle Commuter Rail	Denver	\$150,000
CT	Hartford-New Britain—Hartford Busway	Hartford	\$58,716
FL	Central Florida Commuter Rail Transit, Initial Op Segment	Orlando	\$4,195
HI	Honolulu, High Capacity Transit Corridor Project	Honolulu	\$250,000
MN	St. Paul-Minneapolis, Central Corridor LRT	Minneapolis	\$98,444
NC	LYNX Blue Line Extension-Northeast Corridor	Charlotte	\$100,000
NY	Long Island Rail Road East Side Access	New York	\$215,000
NY	Second Avenue Subway, Phase 1	New York	\$14,640
OR	Portland-Milwaukie Light Rail Project	Portland	\$100,000
TX	Northwest/Southeast LRT MOS	Dallas	\$8,727
TX	North Corridor LRT	Houston	\$88,264
TX	Southeast Corridor LRT	Houston	\$88,264
VA	Dulles Corridor Metrorail Project Extension to Wiehle Ave.	Washington	\$96,000
WA	University Link LRT Extension	Seattle	\$110,000
Total, Existing New Starts Full Funding Grant Agreements			\$1,684,756
Recommended New Starts Projects for FFGA's			
CA	Regional Connector Transit Corridor	Los Angeles	\$65,000
CA	Westside Subway Extension	Los Angeles	\$65,000
WA	Columbia River Crossing Project	Vancouver	\$65,000
Total Recommended New Starts Projects for FFGAs			\$195,000
Existing Small starts Construction Grants-Projects Under Construction			
AZ	Central Mesa LRT Extension	Mesa	\$20,617
MI	Silver Line BRT	Grand Rapids	\$4,469
Existing Small Starts Construction Grants			\$25,086
Small Starts Projects For Consideration			
CA	Fresno Area Express Blackstone/Kings Canyon BRT	Fresno	\$10,000
FL	JTA BRT North Corridor	Jacksonville	\$19,075
FL	JTA BRT Southeast Corridor	Jacksonville	\$19,101
OR	West Eugene EmX Extension	Eugene	\$24,423
TX	Dyer Corridor BRT	El Paso	\$15,237
Total Small Starts			\$87,836
Core Capacity			\$120,000
Oversight Activities			\$19,815
Grand Total			\$ 2,132,493

1/ Numbers may not add due to rounding.

What Is This Program?

The Capital Investment Grants program funds major transit capital projects including heavy rail, light rail, commuter rail, bus rapid transit projects, ferries, and streetcars. This occurs in three primary categories of projects: Small Starts, New Starts and Core Capacity Improvement. Small Starts projects have total estimated net capital costs of less than \$250 million and request less than \$75 million in Section 5309 funding. New Starts projects request greater than \$75 million in Section 5309 funding or have an estimated net capital cost exceeding \$250 million. Core Capacity Improvement projects enhance capacity by at least 10 percent in existing fixed-guideway corridors that are at capacity today or will be in five years. MAP-21 also expanded the eligibility for Programs of Interrelated Projects, which benefits areas implementing multiple projects simultaneously within a reasonable timeframe.

Capital Investment Grants funding directly benefits communities across the country through the construction and expansion of new and existing transit systems and by investing in the transit infrastructure that riders depend on to travel where they need to go each day. This funding supports economic growth and sustainability and ultimately enables transit systems to carry more passengers and to provide the public with more transportation options, all the while saving individuals money in transportation costs. Program partners include State and local governments and transit agencies that develop new or expand existing transit systems. FTA provides capital funding and performs project oversight to ensure that planning projections are based on realistic assumptions and that design and construction follow acceptable industry practices.

FY 2012 Accomplishments

- In March 2012, the Port Authority of Allegheny County in Pittsburgh opened the North Shore Light Rail Transit Connector, a New Starts project, which was supported by a FY 2006 Full Funding Grant Agreement in the amount of \$435 million. The connector is comprised of a light rail transit (LRT) line totaling 1.5 miles in length extending the Port Authority's existing LRT system to the North Shore and Convention Center areas in the city. This capital investment is designed to increase access within the system's existing travel corridor and relieve congestion associated with Heinz Field and PNC Park.
- Eight New Starts full funding grant agreements (FFGAs) and Small Starts project construction grant agreements (PCGAs) were signed in FY 2012, the most signed in any fiscal year.
- FTA made significant changes to the New Starts/Small Starts evaluation and rating process to better capture the wide range of benefits transit can provide (efforts officially began with an Advanced Notice of Proposed Rulemaking (ANPRM) in June 2010). The final rule was published in January 2013.

FY 2013 Anticipated Accomplishments

- The following New Starts projects received FFGAs in early FY 2013: Charlotte's LYNX Blue Line extension; South Sacramento Phase 2 light rail extension; San Francisco Third

Street Light Rail Phase 2 Central Subway Project; and the Honolulu High Capacity Transit Corridor project.

- The following Small Starts projects received PCGAs: Central Mesa LRT extension in Mesa, Arizona; Silver Line BRT project in Grand Rapids, MI; and the Nostrand Avenue BRT project in Brooklyn, NY.
- An additional Small Starts PCGA is anticipated for the Riverside Perris Valley Commuter Rail project.
- FTA will issue program guidance on Core Capacity Improvement Projects and the Pilot Program for Expedited Delivery in the latter half of FY 2013.

MAP-21 Program Changes

MAP-21 makes several improvements to the New Starts program, most of which streamline grant approval processes allowing FTA to return billions of hard-earned taxpayer dollars back to communities across the country. **New Starts** projects continue to be defined as those where sponsors request \$75 million or more in Section 5309 discretionary funds or have a total capital cost of \$250 million or more.

Under MAP-21, FTA's grant approval process is streamlined by reducing the number of approval steps and allowing projects that meet certain conditions to qualify for automatic ratings. Alternatives Analysis (required under SAFETEA-LU) is no longer required. MAP-21 also created new Project Development and Engineering phases, combined with other program changes that will allow projects to reach the construction stage sooner.

Small Starts projects continue to include new fixed guideway and corridor-based bus rapid transit projects where Section 5309 discretionary funding to be provided is less than \$75 million and the total estimated net capital cost of Small Starts projects cannot exceed \$250 million.

In addition to making adjustments to existing programs, MAP-21 adds a new project category under the Capital Investment Grants program, **Core Capacity Improvement Projects**. This is geared toward substantial corridor-based capital investments in existing fixed guideway systems. Eligible projects must expand capacity by at least 10 percent in existing fixed guideway transit corridors that are at or above capacity or will be in five years. Eligible acquisitions may include:

- Rights-of-way
- Double tracking
- Signal improvement
- Electrification
- Expanding platforms
- Rolling stock (as long as it is associated with increasing capacity)
- Construction of in-fill stations

To implement this program feature, FTA will develop proposed policy guidance and regulations describing core capacity eligibility parameters, evaluation criteria, and steps in the process.

The **Programs of Interrelated Projects** feature of MAP-21 allows consideration of the simultaneous development of new fixed guideway and Core Capacity Improvement Projects. The Program of Interrelated Projects, when evaluated as a whole, must meet the requirements of the program. The projects must have logical connectivity to one another and be supported by a program implementation plan demonstrating that construction will begin on each of the projects within a reasonable timeframe and with an acceptable degree of local financial commitment. Also, program implementation plans must be reviewed annually by FTA to determine whether projects are adhering to their schedule. Although time extensions are possible, project sponsors that do not accomplish project milestones in a reasonable period of time are may be required to repaid grant funds to FTA.

MAP-21 also creates a new **Pilot Program for Expedited Project Delivery** targeting meritorious New Starts, Small Starts and Core Capacity Improvement projects utilizing innovative project development or financing methods. Eligible recipients must identify the project, schedule, finance plan, and an analysis of the efficiencies of the proposed project development and delivery methods or innovative financing arrangement for the project. Eligible recipients must certify that the condition of their existing transit system is in a state of good repair. Following the application process, FTA may provide full funding grant agreements to selected projects that have completed National Environmental Policy Act (NEPA) requirements and the project sponsors demonstrate the legal, financial, and technical capacity to carry out the project.

Finally, the grant recipients selected for the new Pilot Program for Expedited Project Delivery must conduct a before-and-after study that compares the estimated impacts of the project on public transportation services, ridership, predicted versus actual benefits, and the costs of the innovative approaches that were used. This report must be submitted to the Secretary of Transportation no later than nine months after the project starts revenue operations.

To implement Core Capacity, Programs of Interrelated Projects, and the Pilot Program for Expedited Delivery, FTA will develop new procedures including eligibility parameters, evaluation criteria, and steps in the process that will be the subject of future policy guidance and rulemakings.

FTA Project Streamlining

FTA follows a rigorous process based on requirements set forth in law when reviewing grant applications for *Capital Investment Grants* funding. This process focuses on awarding Federal dollars to the highest rated and most ready projects. However, sometimes project timelines shift, resulting in protracted schedules and higher costs. FTA has taken steps over several years (prior to MAP-21) to streamline the New Starts program, including publication of an NPRM in January

2012 and a final rule in January 2013.² The changes to the process may shave six months or more off the time currently required to advance major projects through the evaluation process. Moreover, these changes should save the Federal Government and taxpayers' money by allowing approved projects to begin construction sooner. This is a holistic approach to evaluating a project's benefits and includes better measures of environmental benefits and economic development. As a result, red-tape will be reduced and an ability to approve projects that are more reflective of a local vision as opposed to rigid criteria. More specific details are outlined below.

Key Features of the New Starts Notice of Final Rule

In June 2010, FTA began a new rulemaking process by publishing an Advanced Notice of Proposed Rulemaking (ANPRM) to update the *New* and *Small Starts* evaluation and rating process to better capture the wide range of benefits transit can provide, including specific questions on how to measure and evaluate cost-effectiveness, economic development and environmental benefits. FTA published a Notice of Proposed Rulemaking (NPRM) in late January 2012 and the Final Rule in January 2013.

The rulemaking process sought to balance the goals of measuring a wider range of transit project benefits by establishing measures that streamline the project development process. FTA was able to simplify the measures for project justification and local financial commitment and reduce an unnecessary burden on project sponsors. The simplified measures in the Final Rule could save both the Federal Government and taxpayers' money by allowing approved projects to begin construction sooner, thereby creating savings in finance charges and other construction costs.

The key features of these changes include:

- Use of a broad set of more objective measures, including environmental benefits and a project's impact on local economic development.
- Establish measures that support streamlining of the *New Starts* and *Small Starts* project development process, including:
 - Use of project ridership instead of user travel time savings as a streamlined measure of mobility;
 - Streamlined analytical methods to develop the information needed by FTA from project sponsors for project evaluation and rating;
 - Simplified and more clear-cut comparisons for incremental measures of project benefits;
 - Revised local financial commitment criteria to address more clearly the strong interaction between capital and operating funding plans.

² *Major Capital Investment Projects; Notice of Proposed Rulemaking*, 77 Federal Register 16 (25 January, 2012), pp. 3848-3909; *Major Capital Investment Projects; Final Rule*, <http://www.gpo.gov/fdsys/pkg/FR-2013-01-09/pdf/2012-31540.pdf>

In MAP-21, Congress took additional steps to streamline the Capital Investment Grants program process. As stated previously, these changes complemented pre-existing FTA rulemaking efforts. For example, MAP-21 streamlines the capital investment process by eliminating the requirement for “alternatives analysis” under SAFETEA-LU. Alternatives analysis required consideration of a wide range of alternatives and how each addressed the transportation problem that existed in the corridor. Under MAP-21, these considerations will occur during review of alternatives performed during the metropolitan planning and environmental review processes.

Under MAP-21, New Starts and Core Capacity Improvement Project development will commence with the submittal of a letter (by the applicant) to FTA requesting entry into project development. Within 45 days of submittal of the letter, FTA must respond to the applicant indicating if the information that has been provided is sufficient or insufficient. Concurrently, FTA must inform the Senate Committee on Banking, Housing, and Urban Affairs and the House Committee on Transportation and Infrastructure.

No later than two years following entry into the Project Development phase, the applicant must provide information enabling the Secretary to evaluate and rate the project and determine if it may enter the engineering phase. Under MAP-21, criteria will include factors related to project justification as well as local financial commitment. More specifically project justification is based on:

- Mobility improvements
- Environmental benefits
- Cost effectiveness
- Congestion relief (new)
- Land use policy benefiting transit
- Economic development

MAP-21 includes a new rating criterion that evaluates congestion relief and eliminates a previously-required criterion that evaluated operating efficiencies.

Why Is This Particular Program Necessary?

The Capital Investment Grants program is necessary because it allows transit agencies to undertake major capital projects that would otherwise be infeasible for local governments and transit agencies to finance alone. Among existing Federal transportation funding programs, there are no viable alternatives for transit agencies seeking large sums of funding for capital expansions. Many of the nation’s transit systems are struggling to keep up with the new demand for their services. State and local governments are fiscally restricted by balanced budget requirements and economic decline; they rely on the multi-year funding commitment the program provides. Therefore, program funding is critical for meeting the future needs for transit.

How Do You Know The Program Works?

FTA is diligently focused on implementing efficient and effective evaluation processes for major capital investment projects. Recent rulemaking efforts are evidence of this.

FTA's "Before-and-After Studies" compare the estimated capital cost of projects with the actual cost to complete the project and estimated and actual ridership data. The first Before-and-After Study was completed by the Utah Transit Authority (UTA) located in Salt Lake City during FY 2007. The study demonstrated that while UTA's Light Rail University Line - Medical Center extension underwent a number of scope changes throughout the planning process, once the final length and alignment had been decided, the actual costs came in \$6 million under budget and the line was able to open over a year ahead of schedule. The number of weekday trips on the University Line after the Medical Center extension was opened increased from 2,026 in 2002 to 5,210 trips in 2005, an increase of over 150 percent.

Similarly, the Charlotte South Corridor project (opened in 2007) recently completed its "Before-and-After Study." The completed project over-ran originally planned costs by 28 percent as it was constructed during a period of rapid inflation of global and regional construction costs. However, ridership exceeded the opening-year forecast by 19 percent. In the first months of operations, the South Corridor LRT (Blue Line) averaged 12,000 monthly weekday boarding passengers. This number grew to 17,000 by the summer of 2008 before leveling off at 14,000 to 15,000.

Why Do We Want/Need To Fund The Program At The Requested Level?

The budget request of \$2.132 billion supports existing and new FFGAs for New Starts projects and existing and new Small Starts projects. It also funds new Core Capacity projects expected to enter the program in FY 2013. The identified projects will expand transportation options and provide economic benefits to communities where the public seeks alternatives to driving. Transit systems across the country play an important role by carrying tens of millions of riders each day to jobs, employment centers, schools and colleges. FTA's budget request continues important and strategic investments in public transportation infrastructure that help to meet these needs. Without funding at this level, projects under existing FFGAs and PCGAs could be delayed leading to higher costs in the future.

The enactment of MAP-21 brings both new opportunities and challenges to FTA. By significantly streamlining the New Starts program, FTA will be able to more easily deliver capital investments for important transit infrastructure in communities across the country. Also, the addition of the new eligibilities provides FTA and stakeholders with the opportunity to invest in capacity expansion projects as well as the opportunity to demonstrate new and innovative approaches to capital investment. The provisions of MAP-21, however, cannot fully be realized without adequate funding. The \$2.132 billion request for the Capital Investment Grant program will help to ensure that FTA is able to effectively implement MAP-21 provisions. The result will be a strong investment in our nation's infrastructure that is based on a new streamlined, expedited, and innovative approach to building sustainable transit for the traveling public.

RESEARCH, DEVELOPMENT, DEMONSTRATION, AND DEPLOYMENT

Research, *Development, Demonstration, and Deployment* [University Research Centers]

For necessary expenses to carry out 49 U.S.C. 5312, \$30,000,000, to remain available until expended: Provided, That of the amount provided under this heading, up to 50 percent shall be available to carry out the low or no emissions vehicle deployment program under 49 U.S.C. 5312(d)(5): Provided further, That the federal share for contracts and cooperative agreements under the program referred to in the previous proviso may be up to 100 percent. Note.--A full-year 2013 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Continuing Appropriations Resolution, 2013 (P.L. 112-175). The amounts included for 2013 reflect the annualized level provided by the continuing resolution.

RESEARCH, DEVELOPMENT, DEMONSTRATION, AND DEPLOYMENT

PROGRAM AND PERFORMANCE

The 2014 budget presents FTA's new program authorization and account structure under MAP-21. MAP-21 authorizes FTA to conduct research activities that improve the safety, reliability, efficiency, and sustainability of public transportation by investing in the development, testing, and deployment of innovative technologies, materials, and processes. FTA is also authorized to award grants to demonstrate and deploy new technologies that promote clean energy and improve air quality with low-emission or no-emission vehicles. The 2014 budget includes \$30 million for Research, Development, Demonstration, and Deployment.

EXHIBIT III-1
RESEARCH, DEVELOPMENT, DEMONSTRATION, AND DEPLOYMENT PROGRAM
Summary by Program Activity
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

	<u>FY 2012 ACTUAL</u>	<u>FY 2013 CR ANNUALIZED</u>	<u>FY 2014 REQUEST</u>	<u>CHANGE FY 2012- 2014</u>
Research, Development, Demonstration, and Deployment Projects (Section 5312)	25,000	25,153	30,000	5,000
<i>Low- or no- emissions buses (at least 50%) [non-add]</i>	<i>0</i>	<i>0</i>	<i>[15,000]</i>	<i>[15,000]</i>
National Research Program (Section 5306, 5312-15, 5322, 5506)	5,000	5,031	0	(5,000)
Transit Cooperative Research (Section 5313)	6,500	6,540	0	(6,500)
National Transit Institute (Section 5315)	3,500	3,521	0	(3,500)
University Centers Program (Section 5506)	4,000	4,024	0	(4,000)
TOTAL	<u>44,000</u>	<u>44,269</u>	<u>30,000</u>	<u>(14,000)</u>

1/ Does not include funding for Transit Cooperative Research or the National Transit Institute, which are included in other accounts to match the MAP-21 program structure.

Program and Performance Statement:

The Research, Development, Demonstration, and Deployment account supports activities that improve the safety, reliability, efficiency, and sustainability of public transportation. The President's budget requests \$30 million in FY 2014 to focus on priority issues related to transit safety and state of good repair mandated by MAP-21, as well as other immediate transit program research needs. Of this amount, \$15 million is allocated to conduct research and development, as well as to test and deploy approaches to improving transit safety and state of good repair/asset management, increasing transit ridership, and meeting the service needs of targeted populations. FTA will also use 50 percent of the budget request (\$15 million) for demonstrating and deploying low- or no-emission buses and related facilities that promote clean energy and improve air quality.

EXHIBIT III-1a

**RESEARCH, DEVELOPMENT, DEMONSTRATION AND DEPLOYMENT PROGRAM
SUMMARY ANALYSIS OF CHANGE FROM FY 2012 TO FY 2014
Appropriations, Obligations, Limitations, and Exempt Obligations
(\$000)**

	<u>AMOUNT</u>	<u>FTE 1/</u>
FY 2012 Actual	44,000	N/A
Adjustments to Base:	<u>0</u>	
Subtotal, Adjustments to Base	0	
 Program Changes:		
Research, Development, Demonstration, and Deployment Projects (Section 5312)	5,000	
<i>Low- or no- emissions buses [non-add]</i>	<i>[15,000]</i>	
National Research Program (Section 5306, 5312-15, 5322, 5506)	(5,000)	
Transit Cooperative Research (Section 5313)	(6,500)	
National Transit Institute (Section 5315)	(3,500)	
University Centers Program (Section 5506)	<u>(4,000)</u>	
Subtotal, Program Changes	(14,000)	
 <hr/> <hr/>		
Total, FY 2014 Research, Development, Demonstration and Deployment Program 2/	30,000	

1/ FTEs are not applicable to this account.

2/ Does not include funding for Transit Cooperative Research or the National Transit Institute, which are included in other accounts to match the MAP-21 program structure.

**EXHIBIT III-2
ANNUAL PERFORMANCE RESULTS AND TARGETS
RESEARCH, DEVELOPMENT, DEMONSTRATION, AND DEPLOYMENT
PROGRAM**

The Federal Transit Administration (FTA) integrates performance results into its budget request to demonstrate alignment with the Department of Transportation's Strategic Plan. FTA tracks the following DOT level performance measures to demonstrate program results:

DOT Goal/Outcome: Safety/Reduction in transportation-related fatalities

Reduce the Rate of Transit Fatalities Per 100 Million Passenger Miles Traveled to No More Than 0.530 in 2014	2010	2011	2012	2013	2014
Target	NA	0.547	0.543(r)	0.538(r)	0.530(r)
Actual	0.533	0.535			

(r) Revised – New Targets developed in 2011.

DOT Goal/Outcome: Livable Communities/ Increased access to convenient and affordable transportation choices.

Increase the Number of Annual Transit Boardings Reported by Urbanized Area Transit Providers to At Least 10.4B by the end of 2014	2010	2011	2012	2013	2014
Target	NA	10.0B	10.1B	10.2B	10.4B
Actual	10.0B	10.1B (r)	10.3B*		

*Projection based on data through August 2012.

(r) revised

DOT Goal/Outcome: Livable Communities/Increased access to convenient and affordable transportation choices

Increase the Number of Annual Transit Boardings Reported by Rural Area Transit Providers to At Least 154M by the end of 2014	2010	2011	2012	2013	2014
Target	NA	140.0M	144.0M	148.0M	154.0M
Actual	138.0M	141.0M			

DOT Goal/Outcome: Livable Communities/Improved access to transportation for special needs populations and individuals with disabilities

Increase the Number of Key Rail Transit Stations Verified As Accessible and Fully Compliant from 522 to 580 by the end of 2014	2010	2011	2012	2013	2014
Target	522(r)	527(r)	531	570	580
Actual	513	522	567		

(r) Revised

DOT Goal/Outcome: Environmental Sustainability/ Reduction in transportation-related carbon emissions, improved energy efficiency, and reduction in the use of oil in the transportation sector.

Increase the Percentage of Alternative-Fuel and Hybrid Vehicles in the Transit Fixed-Route Revenue Service Fleet to 48 Percent in FY 2014	2010	2011	2012	2013	2014
Target	NA	45%	46%	47%	48%
Actual	44%	45%			

(r) Revised

**DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION
RESEARCH AND UNIVERSITY RESEARCH CENTERS**

Program and Financing (in millions of dollars)

Identification code : 69-1137-X-1-401	2012 Actual	2013 Est.	2014 Est.	
Obligations by program activity:				
0100	Research and University Research Centers.....	41	42	42
0801	Reimbursable program.....	2	2	2
0900	Total new obligations (object class 41.0).....	43	44	44
Budgetary resources available for obligation:				
1000	Unobligated balance carried forward, start of year.....	103	108	113
1021	Resources available from recoveries of prior year obligations	2	5	5
1050	Unobligated balance.....	105	113	118
New budget authority (gross), detail:				
Budget authority:				
Appropriation, discretionary:				
1100	Appropriation	44	44	30
1160	Appropriation, discretionary (total)	44	44	30
Spending authority from offsetting collections:				
discretionary:				
1700	Collected	3	...	...
1701	Change in uncollected customer payments, Federal Sources	-1	...	...
1750	Spending authority from offsetting collections, disc (total)	2	...	...
1900	Budget Authority (total)	46	44	30
1930	Total new resources available.....	151	157	148
Memorandum (non-add) entries:				
1941	Unexpired unobligated balances, end of year.....	108	113	104
Change in obligated balance:				
Obligated balance, start of year (net):				
3000	Unpaid Obligations, brought forward, Oct 1 (gross)	108	91	77
3010	Obligations incurred, unexpired accounts	43	44	44
3020	Outlays (gross).....	-58	-53	-64
3040	Recoveries of prior year unpaid obligations, unexpired.....	-2	-5	-5
Obligated balance, end of year (net).....				
3050	Unpaid Obligations, brought forward, Oct 1 (gross)	91	77	52
3060	Uncollected payments, Fed sources, brought forward, Oct 1	-45	-44	-44
3070	Change in Uncollected payments Fed. Sources.....	1	...	...
3090	Uncollected payments, Fed sources, end of year.....	-44	-44	-44
3200	Obligated balance, end of year (net):.....	47	33	8
Budget authority and outlays, net:				
Discretionary:				
4000	Budget authority, gross.....	46	44	30
Outlays, gross:				
4010	Outlays from new discretionary authority.....	5	7	5
4011	Outlays from discretionary balances.....	53	46	59
4020	Outlays, gross (total).....	58	53	64

(Continued on next page)

**DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION
RESEARCH AND UNIVERSITY RESEARCH CENTERS**

Program and Financing (in millions of dollars)

Identification code : 69-1137-0-1-401		2012	2013	2014
		Actual	Est.	Est.
Offsets against gross budget authority and outlays:				
Offsetting collections collected from:				
4030	Federal sources.....	-3	...	...
Additional Offsets against gross budget authority only:				
4050	Change in uncollected customer payments, Fed sources, unexpired.....	1	...	...
Net budget authority and outlays:				
4070	Budget authority, net (discretionary).....	44	44	30
4080	Outlays, net (discretionary).....	55	53	64
4180	Budget authority, net (total).....	44	44	30
4190	Outlays, net (total).....	55	53	64

**DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION
RESEARCH AND UNIVERSITY RESEARCH CENTERS**

Object Classification (in millions of dollars)

Identification code : 69-1137-X-1-401		2012	2013	2014
		Actual	Est.	Est.
Direct obligations:				
25.2	Research and development contracts.....	14	17	17
41.0	Grants, subsidies and contributions.....	27	25	25
99.0	Subtotal, obligations, Direct obligations	41	42	42
Reimbursable obligations:				
41.0	Grants, subsidies and contributions.....	2	2	2
99.9	Total new obligations.....	43	44	44

Detailed Justification for the –Research, Development, Demonstration, and Deployment Program

What Do I Need To Know Before Reading This Justification?

- The request funds applied research, development, demonstration, and deployment of innovative technology and practices in the public transportation sector.
- MAP-21 sets aside funding in this account for grants to demonstrate, deploy, and evaluate low- or no-emissions bus and bus facilities projects. FTA proposes that 50 percent of funding be allocated to this activity.
- MAP-21 sets the Federal government cost share for the program at 80 percent. FTA proposes a 100 percent Federal cost share for contracts and cooperative agreements that the agency undertakes directly.
- FTA reports on its research activities to Congress on an annual basis. MAP-21 also requires a comprehensive evaluation of demonstration and deployment projects within two years of FTA awarding funds for a particular project.

What Is The Request And What Will We Get For The Funds?

FY 2014 – RESEARCH , DEVELOPMENT, DEMONSTRATION, DEPLOYMENT (\$000)

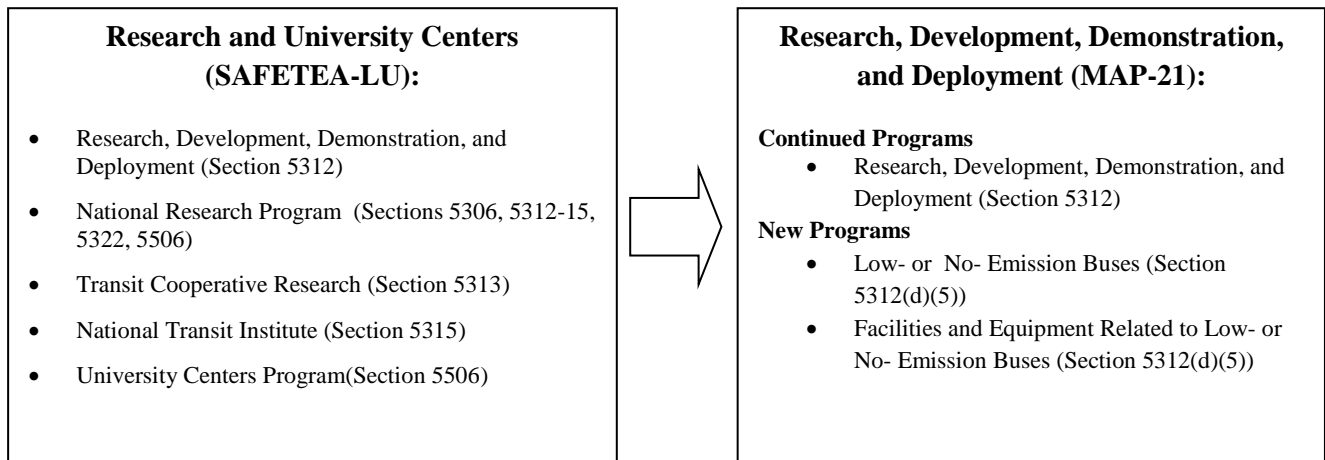
Program Activity	FY 2012 Actual	FY 2013 CR Annualized	FY 2014 Request 1/	Difference from FY 2012
Research, Development, Demonstration, and Deployment Program (Section 5312)	25,000	25,153	30,000	5,000
<i>Low- or no- emissions buses and bus facilities (Section 5312(d)(5) [non-add]</i>	-	-	[15,000]	[15,000]
National Research Program (Section 5306, 5312-15, 5322, 5506)	5,000	5,031	-	(5,000)
Transit Cooperative Research (Section 5313)	6,500	6,540	-	(6,500)
National Transit Institute (Section 5315)	3,500	3,521	-	(3,500)
University Centers Program (Section 5506)	4,000	4,024	-	(4,000)
Total	44,000	44,269	30,000	(14,000)

1/ Does not include funding for Transit Cooperative Research or the National Transit Institute, which are included in other accounts to match the MAP-21 program structure.

For FY 2014, the budget requests \$30 million for the Research, Development, Demonstration, and Deployment program. Together, these activities support the overarching goal of investing in development, testing, and deployment of technology and knowledge assets that strengthen public transportation.

Under MAP-21, Congress broadly restructured FTA's research, technical assistance, and related activities, which were previously funded in FTA's Research and University Centers account. These activities are now divided among four separate budget accounts: Research, Development, Demonstration, and Deployment; Transit Cooperative Research Program; Technical Assistance and Standards Development; and, Human Resources and Training. In addition, MAP-21 moved funding for the National Transit Institute to the Formula Grants account. FTA's authorization for funding University Transportation Center (UTC) program was not extended by MAP-21 as the entire UTC program is now funded by the Federal Highway Administration. However, MAP-21 specifies that FTA will participate in selecting new UTCs, in conjunction with the Secretary of Transportation and the Administrator of the Federal Highway Administration.

Program Restructuring: SAFETEA-LU to MAP-21



FTA's request for its core Research, Development, Demonstration, and Deployment program supports applied research, data collection, analyses, and evaluations related to transit system assets such as low- or no-emissions buses and bus facilities and equipment testing, service quality, and industry competitiveness activities.

What Is This Program?

The Research, Development, Demonstration, and Deployment Program funds research, development, demonstrations, deployments, and evaluations of technology of national significance. These efforts will help improve public transportation services. FTA conducts activities through partnerships with public institutions, transit agencies, non-profits, and universities.

MAP-21 also authorizes FTA to award grants for activities that improve safety and state of good repair, help to advance transit vehicle and system technology, and support the demonstration and deployment of low- or no-emission transit vehicles.

s

FTA's investments help enable the advancement and demonstration of proven technologies. The transit industry has small operating margins and relies heavily on long lifespans for assets. Wide adoption of innovation is often dependent on the demonstration and deployment technologies that are known to work.

FY 2012 Base Accomplishments

- FTA's research funding supported cutting edge research projects that have led to the adoption of new technologies that improved the safety and state of good repair of the public transportation system, as well as increased transit rider satisfaction. For example, FTA research accomplishments included:

- Identification of asset management best practices, business model development, and preparation of implementation guidance and training materials. The purpose of this project was to develop a framework for transit asset management and a guidance document that would describe essential elements of transit asset management and how they should be implemented. This research provided an example of what an acceptable transit asset management system should consist of and suggested technical-assistance tools to help transit agencies follow this guidance model and support new asset management requirements in MAP-21.
- The development of an asset management tool for the transit industry. The objective of this project was to explore how urban rail transit agencies could leverage data in their maintenance management systems to build asset inventories for higher-level analysis to optimize investments in urban bus/rail capital assets. The project mapped the existing process and created a resource of information about existing practices and made recommendations that would lead to “Total Asset Visibility”. It also outlined the steps necessary to achieve total asset visibility for all reportable assets required to meet capital reinvestment, as well as those required for new or future FTA requirements.
- Development of a report on the use of open source data for the provision of transit service information, such as schedules, facilities, real time arrival, and situational status. The research objective is to develop a set of open data policy guidelines for Transit Agencies. The research will address the experiences, opportunities, and challenges that agencies have faced when moving their data into the public domain. It will help transit agencies follow best practices in releasing transit data so it can most effectively improve the customer experience and increase transit ridership.
- Continuation of research to analyze and demonstrate advanced control technologies and operating practices for track that is shared by LRT vehicles and freight trains. The purpose was to demonstrate that through application of vital track components and use of Communications Based Train Control, that it is possible to safely increase access to industrial freight customers while extending the operating hours of service on light rail lines. The results of this demonstration will then be applied on other shared-use corridors in the United States and allow for greater and more efficient use of existing infrastructure by ensuring that both freight and transit vehicles can safely use the same infrastructure without a strict adherence to a solely time-based schedule of separation.
- Design and fabrication of an insulator cleaning system through Mini LLC, Inc., a small business through the DOT Small Business Innovation Research (SBIR) Program to further develop a prototype with higher performance and lower water consumption. The device addresses a problem common to almost all heavy rail (subway, metro and elevated train) systems and some very large commuter rail systems (MTA/Long Island Rail Road and MTA/Metro North Railroad). The accumulation on electrified third rail insulators of grimy metallic dust eventually

can lead to catastrophic failure if it provides a pathway for a high-voltage electrical short-circuit that literally explodes the insulator or can cause a track fire. Dirty insulators constantly leak electrical power, estimated to cost the MTA/New York City Transit Subway over \$1 million annually. Cleaning dirty insulators manually or replacing them with new ones is highly labor intensive and requires shutting down power to the track segment. The cleaning device would require only a few seconds per insulator, greatly reducing track outage and labor costs and prolonging the useful life of insulators. If successful and adopted by American rail transit systems, deployment of this device could result in saving millions of dollars.

- FTA’s research investments also have helped demonstrate and deploy new technologies, which have aided in business growth. For example, FTA research funds enabled the following:
 - Design and development of a modern domestic-built streetcar prototype for the U.S. streetcar market. FTA played an integral part in the development of the prototype streetcar by providing research and development grants. Based on this work, United Streetcar, the only U.S. manufacturer of modern streetcars, already has won orders to produce streetcars for Portland, Oregon, and Tucson, Arizona, and has a pending order for Washington, DC based on the initial prototype streetcar.
 - Testing of new fuel cell buses in partnership with several private and public entities with the goal of commercialization. FTA partnered with industry including manufacturers, suppliers, and transit agencies on multiple research and demonstration projects. Through one project, the partners developed a fuel cell bus with more than 90-percent American-made components, improved performance and lower cost than previous-generation buses. In another project, a new bus company developed a new fuel cell electric battery bus, and leveraged the design into commercial battery electric buses. The buses developed and tested under the program provide a zero-emissions alternative to diesel-powered buses, without the emissions, high maintenance costs, and fuel price fluctuations of diesel buses. Fuel cell bus research also directly benefits other vehicles, such as hybrid and battery-powered buses.

FY 2013 Anticipated Accomplishments

- Develop guidance for research programs, including programs related to low- or no-emissions buses that address policy changes under MAP-21.
- Support cutting edge research projects that will lead to the adoption of new technologies that improve safety, state of good repair, and transit rider satisfaction. For example, FTA research efforts will support:

- On-going work on a project to improve the safety of transit workers that are actively working on rail right of way through new and advanced technologies.
- Completion of the second phase effort analyzing the benefits of implementing Communications-Based Train Control systems for heavy rail operations.
- Completion of a demonstration project to improve the safety of transit workers through innovative use of warning devices at the Metropolitan Atlanta Rapid Transit Authority.
- Completion of the Automated Track Inspection Demonstration project, underway at the New York Metropolitan Transit Authority, to improve safety by increasing the frequency of inspections and reporting of track defects by introducing technologies that allow track inspector's to visually inspect track condition.
- Demonstrate and deploy innovative practices and technologies. For example:
 - Completion of the Proterra Fuel Cell Bus demonstration. Started in 2007, this project ushered in a new company and a new bus design which changed the nature of the U.S. electric bus market.
 - On-going work on a demonstration project to increase pedestrian and cyclist safety through advanced warning systems on transit buses.
 - On-going research to develop concepts for expansion of freight and passenger rail operations while maintaining modal separation through shared use without added infrastructure. The result will be similar to designs also accepted by the Federal Railroad Administration.
 - Continuing phase II of research with BKI, Inc., to complete a detailed analysis of the Binary Recovery Air-Steam Hybrid (BRASH) external engine to produce higher fuel efficiency, greater power and lower emissions than a comparable internal combustion engine.

FY 2014 Request

To build on these accomplishments, the President's budget requests \$30 million for the overall research, development, demonstration, and deployment program of which \$15 million will be used for low- or no-emissions vehicle deployment, including buses, facilities and equipment related to low- or no-emissions buses.

Research, Development, Demonstration, and Deployment Program - \$30 million

The Research, Development, Demonstration, and Deployment Program funds research, development, demonstrations, and deployments and evaluations of technology, techniques and methods of national significance that will improve public transportation services.

In MAP-21, Congress authorized activities in three basic categories:

Research -- Section 5312(b)

- Due to MAP-21's safety mandate, FTA will place a high priority on safety research, development, demonstration, and deployment activities. These activities will support FTA's new role in establishing and enforcing a new comprehensive framework for public transportation safety and complement new national and local safety oversight activities. Potential safety research, development, demonstration and deployment activities will:
 - Assist local transit agencies and state departments of transportation in decreasing transit passenger and operator injuries and fatalities;
 - Support new technologies that will enable safer vehicle operation and maintenance practices; and,
 - Improve transit safety culture at their respective organizations.

Potential research topic areas to support FTA's safety program, may include projects on such topics as:

- Technology demonstrations to improve safety at all grade crossings on transit rail alignments in order to minimize pedestrian accidents and improve vehicle operating safety;
 - Field testing of pedestrian intrusion and obstacle detection technologies to enable automatic and/or real-time transit operations response; and,
 - Demonstration projects to improve passenger safety at transit station platforms.
- Research to improve automated detection, communication and suppression of fire on transit vehicles as well as other events requiring rapid emergency response. FTA will support research that focuses on the development and deployment of innovative ideas, practices and approaches that improves public transportation.

Innovation and Development – Section 5312(c)

- FTA will support projects that help improve public transportation systems nationwide by developing, testing, and evaluating technologies, materials, and processes that may provide more efficient and effective delivery of public transportation services.
- Through MAP-21, FTA is directed to select projects that focus on the following areas:
 - Continued development of public transportation research projects that received assistance under FTA's research program that the Secretary determines were successful;
 - Planning and forecasting modeling and simulation;
 - Capital and operating efficiencies;

- Advanced vehicle design;
- Advancements in vehicle technology;
- The environment and energy efficiency;
- System capacity, including train control and capacity improvements; or
- Any other area that the Secretary determines is important to advance the interests of public transportation, such as State of Good Repair.

Demonstration, Deployment, and Evaluation – Section 5312(d)

- FTA will support activities that promote the early deployment and demonstration of innovation in public transportation that have broad applicability to the transit industry, including grants for Low- or No-Emissions Vehicle Deployment (see discussion below). Project evaluation is required within two years of award.

Low- or No-Emissions Vehicle Deployment Grant Program - Section 5312(d)(5)

- The Low- or No-Emissions Vehicle Deployment program is a new competitive grant program that funds bus and related facility projects that decrease the carbon footprint through lower or zero emissions. This program is authorized under the Demonstration and Deployment Section 5312(d)(5), and therefore would be subject to its general program guidelines including the two-year project evaluation requirement.
- Eligible projects include acquiring or leasing low- or no-emissions vehicles, constructing or leasing facilities and equipment, and rehabilitating or improving existing public transportation facilities to accommodate low- or no-emission vehicles. FTA proposes that this activity comprise no less than 50 percent of the total research budget for Section 5312 (Research, Development, Demonstration, and Deployment) and FTA requests \$15 million for this section in FY 2014. In addition to funding for buses and vehicles, MAP-21 includes a similar set aside for low- or no-emissions bus facilities and equipment, to provide support for the facilities and equipment necessary to operate and maintain low- or no-emission bus systems.

Why Is This Particular Program Necessary?

FTA is the only entity that funds, undertakes and manages public transportation research from a national perspective. The Research, Development, Demonstration, and Deployment Program supports research not generally undertaken by the private sector including studies on transit policy issues, operational efficiency, and travel behavior. Under MAP-21, this account also will provide funding to spur development and deployment of low- or no-emissions buses and the facilities and equipment necessary to maintain these capital assets. These projects will promote the use of clean energy and air quality improvement. The program also funds long-term, high-risk, high-potential payoff investigations of new technologies, which is critical to developing a public transportation system that is efficient, comfortable, and reliable.

How Do You Know The Program Works?

FTA's research investments represent a significant portion of overall funding dedicated to the research, development, and demonstration of new technologies. Past investments have led to demonstration and deployment of projects that have increased efficiency and effectiveness of the industry, as evidenced by adoption by transit agencies. For example, FTA supported research and demonstrations of radio-frequency contactless smart cards for fare collection in the late 1990's and early 2000's. These devices and their back-office systems are now in widespread use at major transit agencies across the country, including Atlanta, Boston, Chicago, Los Angeles, Phoenix, San Francisco, Seattle, and Washington, DC. Smart card systems have resulted in greater passenger convenience and reduced fraud and cash handling costs. Smart cards have also facilitated integration with employer-provided transit benefit programs, resulting in increased transit ridership.

Additionally, FTA's research investments have led to the development of new or expanded businesses that support the transit industry. For instance, under FTA's National Fuel Cell Bus Program (SAFETEA-LU), the Proterra bus manufacturing company was formed to propose the development of a hybrid battery-fuel cell electric bus. Proterra is now a 100-plus employee company, co-located at Clemson University's Center for Automotive Research, partially owned by General Motors, and successfully marketing their zero-emission bus. Furthermore, companies like El Dorado National and BAE are now actively developing zero-emission buses and drive systems as a result of their involvement with FTA sponsored research. To support the Administration's goal of increasing government accountability and openness, FTA will continue to closely oversee its programs and activities. As directed under MAP-21, FTA will continue to report annually on research activities to Congress. This includes a description of projects, an evaluation of each project funded, and a proposed allocation for research assistance for the next fiscal year. MAP-21 also requires a comprehensive evaluation of projects awarded under Section 5312(d) -- Demonstration and Deployment -- which includes low- or no- emission bus grants.

Why Do We Want/Need To Fund The Program At The Requested Level?

The FY 2014 Research, Development, Demonstration, and Deployment request supports FTA's research agenda and helps address the transit industry's highest priorities. In particular, the request includes funds for:

- Safety research to assist FTA in its new safety oversight role;
- Support to the industry in developing effective approaches in maintaining a good state of repair through better asset management practices;
- Research and demonstrations of promising technology and practices in making transit operations and facilities safer and more effective and energy efficient; and,
- Research related to improving livability by improving transit connectivity with local communities and other forms of transportation.

The \$30 million for Research, Development, Demonstration and Deployment programs will fund activities that improve the safety, reliability, efficiency and sustainability of public transportation, including \$15 million for low- or no-emission vehicle development activities. Previously funded through the same account under the former National Research Program and Development and Deployment program, these activities will focus on innovative technologies, materials, and processes that improve the provision of transit services.

TECHNICAL ASSISTANCE AND STANDARDS DEVELOPMENT

For necessary expenses to carry out 49 U.S.C. 5314, \$7,000,000, to remain available until expended: Provided, That the federal share for contracts and cooperative agreements may be up to 100 percent.

TECHNICAL ASSISTANCE AND STANDARDS DEVELOPMENT

PROGRAM AND PERFORMANCE

The 2014 Budget presents FTA's new program authorization and account structure under MAP-21. This program enables FTA to provide technical assistance to the public transportation industry and to develop standards for transit service provision, with an emphasis on improving access for all individuals and transportation equity. Through this program, FTA is able to assist recipients to more effectively and efficiently provide public transportation, administer Federal funding in compliance with the law, and improve public transportation.

EXHIBIT III-1
TECHNICAL ASSISTANCE AND STANDARDS DEVELOPMENT
Summary by Program Activity
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

	<u>FY 2012 ACTUAL</u>	<u>FY 2013 CR ANNUALIZED</u>	<u>FY 2014 REQUEST</u>	<u>CHANGE FY 2012- 2014</u>
Technical Assistance and Standards Development (Section 5314) 1/	-	-	7,000	7,000
TOTAL	<u>-</u>	<u>-</u>	<u>7,000</u>	<u>7,000</u>

1/ Under SAFETEA-LU, program was funded through the *Research and University Centers* account.

Program and Performance Statement:

Through the Technical Assistance and Standards Development program, FTA will have a new strong safety focus in the wake of MAP-21 to more effectively and efficiently provide transit service, and supports the improved administration of Federal transit funds.

EXHIBIT III-1a

**TECHNICAL ASSISTANCE AND STANDARDS DEVELOPMENT
SUMMARY ANALYSIS OF CHANGE FROM FY 2012 TO FY 2014
Appropriations, Obligations, Limitations, and Exempt Obligations
(\$000)**

	<u>AMOUNT</u>	<u>FTE</u> ^{1/}
FY 2012 Actual	0	N/A
Adjustments to Base:	<u>0</u>	
Subtotal, Adjustments to Base	0	
Program Changes:	<u>7,000</u>	
Subtotal, Program Changes	7,000	
Total, FY 2014 Technical Assistance and Standards Development ^{2/}	<u><u>7,000</u></u>	

1/ FTEs are not applicable to this account.

2/ Under SAFETEA-LU, program was funded through the Research and University Centers account.

**EXHIBIT III-2
ANNUAL PERFORMANCE RESULTS AND TARGETS
TECHNICAL ASSISTANCE AND STANDARDS DEVELOPMENT**

The Federal Transit Administration (FTA) integrates performance results into its budget request to demonstrate alignment with the Department of Transportation’s Strategic Plan. FTA tracks the following DOT level performance measures to demonstrate program results:

DOT Goal/Outcome: Safety/Reduction in transportation-related fatalities

Reduce the Rate of Transit Fatalities Per 100 Million Passenger Miles Traveled to No More Than 0.530 in 2014	2010	2011	2012	2013	2014
Target	NA	0.547	0.543(r)	0.538(r)	0.530(r)
Actual	0.533	0.535			

(r) Revised – New Targets developed in 2011.

DOT Goal/Outcome: Livable Communities/ Increased access to convenient and affordable transportation choices

Increase the Number of Annual Transit Boardings Reported by Urbanized Area Transit Providers to At Least 10.4 billion (B) by the end of 2014	2010	2011	2012	2013	2014
Target	NA	10.0B	10.1B	10.2B	10.4B
Actual	10.0B	10.1B (r)	10.3B*		

(r) Revised

(*) Preliminary

DOT Goal/Outcome: Livable Communities/Increased access to convenient and affordable transportation choices

Increase the Number of Annual Transit Boardings Reported by Rural Area Transit Providers to At Least 154 million (M) by the end of 2014	2010	2011	2012	2013	2014
Target	NA	140.0M	144.0M	148.0M	154.0M
Actual	138.0M	141.0M			

DOT Goal/Outcome: Environmental Sustainability/Reduction in transportation-related carbon emissions, improved energy efficiency, and reduction in the use of oil in the transportation sector

Increase the Percentage of Alternative-Fuel and Hybrid Vehicles in the Transit Fixed-Route Revenue Service Fleet to 48 Percent in FY 2014	2010	2011	2012	2013	2014
Target	NA	45%	46%	47%	48%
Actual	44%	45%			

**DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION
TECHNICAL ASSISTANCE AND STANDARDS DEVELOPMENT**

Program and Financing (in millions of dollars)

Identification code : 69-1142-0	2012 Actual	2013 Est.	2014 Est.	
Obligations by program activity:				
0100	Technical Assistance and Standards Development.....	...	...	7
0900	Total new obligations (object class 41.0).....	...	...	7
Budgetary resources:				
Budget authority				
Appropriation, Discretionary.....				
1100	Appropriation.....	...	...	7
1160	Appropriation, Discretionary (total).....	...	...	7
1930	Total budgetary resources available for obligation.....	...	...	7
Change in obligated balances:				
3000	Unpaid obligations, brought forward, Oct 1.....	...	...	...
3010	Obligations incurred, unexpired accounts.....	...	...	7
3020	Outlays (gross).....	...	...	-5
3050	Unpaid obligations, end of year.....	...	...	2
3100	Obligated balance, start of year.....	...	...	...
3200	Obligated balance, end of year.....	...	...	2
4000	Budget authority, gross	...	...	7
Outlays, gross:				
4010	Outlays from new discretionary authority	...	...	5
Budget authority, net (discretionary)				
4070	Budget authority, net (discretionary).....	...	...	7
4080	Outlays, net (discretionary).....	...	...	5
4180	Budget authority, net (total).....	...	...	7
4190	Outlays, net (total).....	...	...	5

**DEPARTMENT OF TRANSPORTATION
 FEDERAL TRANSIT ADMINISTRATION
 TECHNICAL ASSISTANCE AND STANDARD DEVELOPMENT**

Object Classification (in thousands of dollars)

Identification code : 69-1142-0		2012 Actual	2013 Est.	2014 Est.
Direct obligations:				
25.5	Research and Development Contracts.....	...	...	7
99.0	Total new obligations.....	...	...	7

Detailed Justification for the Technical Assistance and Standards Development

What Do I Need To Know Before Reading This Justification?

- In accordance with MAP-21, the FY 2014 budget proposes to fund Technical Assistance and Standards Development, as outlined under Section 5314, through a stand-alone account. Under SAFETEA-LU, these activities were funded within the Research and University Centers account. For FY 2014, the budget requests \$7 million, which is funded through the General Fund.
- Activities funded through this account may include those support technical assistance centers, web portals, training courses or other efforts that will support compliance with the Americans with Disabilities Act (ADA), human services transportation coordination requirements, transportation needs of elderly individuals, increased transit ridership, transportation equity needs, and any other technical assistance activities deemed necessary by FTA, such as safety.
- This funding also enables FTA work with research organizations and/or non-profit organizations to develop voluntary and consensus-based standards and best practices for the transit industry.

What Is This Request And What Will We Get For The Funds?

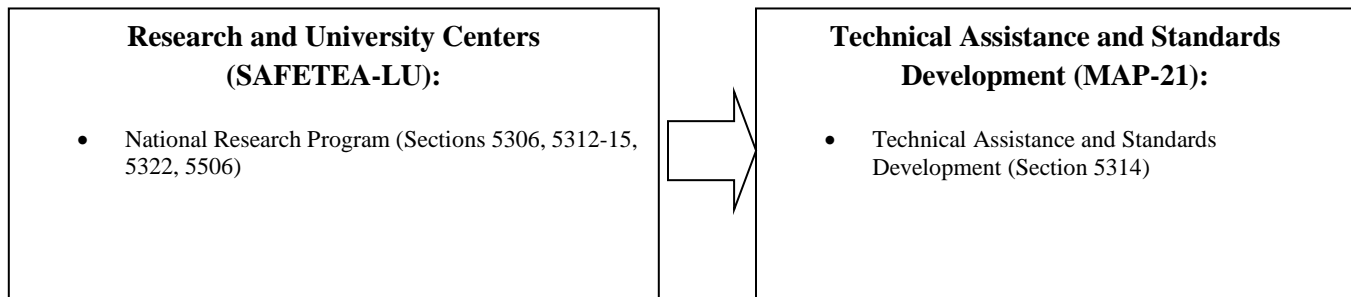
**FY 2014 – TECHNICAL ASSISTANCE AND STANDARDS DEVELOPMENT
(\$000)**

Program Activity	FY 2012 Actual	FY 2013 CR Annualized	FY 2014 Request 1/	Difference from FY 2012
Technical Assistance and Standards Development	-	-	7,000	7,000
Total	-	-	7,000	7,000

1/ Under SAFETEA-LU, program was funded through the Research and University Centers account.

In FY 2014, the budget includes \$7 million for the Technical Assistance and Standards Development account, a newly created account under MAP-21. Previously provided through the former Research and University Centers account, funding for this program will allow FTA to partner with national non-profits and other organizations to provide technical assistance and to develop voluntary, consensus-based standards.

Program Restructuring: SAFETEA-LU to MAP-21



What is This Program?

The purpose of Technical Assistance and Standards Development is two-fold. First, under this program, FTA provides support to non-profit technical assistance centers and other venues that will assist grantees to:

- Comply with the Americans with Disabilities Act (ADA),
- Comply with human services transportation coordination requirements,
- Meet the transportation needs of elderly individuals,
- Increase transit ridership in coordination with metropolitan planning organizations and other entities through development around public transportation stations,
- Address transportation equity needs, and

- Provide any other technical assistance activities deemed necessary by the Secretary, such as safety.

Second, funding enables the development of voluntary and consensus-based standards and best practices by public transportation industry experts. FTA is uniquely positioned to bring together partners from across the transit industry to use a consensus-based approach to develop standards and best practices that can be voluntarily implemented. Focus areas for this program may include safety, fare collection, Intelligent Transportation Systems, accessibility, procurement, security, asset management to maintain a state of good repair, operations, maintenance, vehicle propulsion, communications, and vehicle electronics.

These efforts will be accomplished through grants, cooperative agreements, or contracts.

FY 2012 Base Accomplishments

- Efforts included:
 - Hosting of grantee roundtables to discuss issues around existing high need areas; and
 - Established cooperative agreements for technical assistance centers in areas such as senior transportation and transit-oriented development.
- FTA continued partnerships to develop, implement, and maintain a variety of transit standards, some of which enabled communities across the country to procure safer, more accessible buses and rail cars at a lower cost. Overall, these voluntary and consensus-based standards improved the efficiency, safety, productivity, accessibility, and quality of American transit systems.
- FTA provided technical assistance to the transit industry that targeted selected populations and special needs.
- Interpreted and communicated FTA's new authorities under MAP-21.

FY 2013 Anticipated Accomplishments

- Implement program under MAP-21 authorities, including awarding funding for both Technical Assistance and Standards Development.
- Finalize and publish any necessary operating procedures and regulations.
- Finalize performance measurements and tracking procedures.
- Develop annual report to Congress, including a description of each funded project, an evaluation of the activities carried out by each organization that received assistance, and a proposal for the allocation of funds for the following fiscal year.

Partners in this program include other Federal agencies, State Departments of Transportation, public transportation agencies, non-profit and for-profit entities. The maximum Federal share of funding is 80 percent for all grants. FTA proposes that the Federal share for all contracts and cooperative agreements shall be 100 percent.

Why Is This Particular Program Necessary?

FTA's Technical Assistance Activities, which provide resources and direct assistance, have increasingly become an essential activity to support the transit industry. This need is heightened given the new requirements and programs in MAP-21, such as new safety regulations, planning requirements, and formula grant programs. FTA's activities will potentially include technical assistance for targeted populations; safety; economic, finance and policy issues; livability, state of good repair, disadvantaged business enterprises, and equal opportunity programs; and capacity building programs. Furthermore, combining all technical assistance activities in one focused program area will more efficiently address the needs of transit providers nationwide.

Through the development of standards and best practices, FTA will improve the design, performance, safety, and reliability of transit systems, as well as reduce the risk for the transit supply industry. To maximize the utility and buy-in of this program, FTA's approach to the development of standards and best practices will be both voluntary and consensus-based. As such, FTA and its partners will be able to develop creative and evidence-based solutions to shared challenges as outlined in MAP-21, such as: safety, fare collection, Intelligent Transportation Systems, accessibility, procurement, security, asset management, operations, maintenance, vehicle propulsion, communications, and vehicle electronics.

How Do You Know The Program Works?

Under the previous authorization, FTA provided Technical Assistance through the Research and University Centers account. In recognition of FTA's important role in providing technical assistance and standards development that increases the efficiency and effectiveness of the system, MAP-21 continues this program within a separate account. FTA's technical assistance efforts have enabled local communities to enhance economic developments around transit stations, trained seniors and individuals with disabilities on how to use public transit, and helped to establish voluntary standards to help make bus purchases more economical. Through Technical Assistance and Standards Development, FTA is able to build capacity within the transit industry by developing the knowledge, skills, and connections to deliver public transportation, particularly at the local level.

Why Do We Want/Need To Fund The Program At The Requested Level?

Funding at \$7 million in FY 2014 will enable FTA to continue providing assistance to programs that promote knowledge-sharing, compliance with Federal law, and efficient and effective operations of the public transportation system. Through its role as the Federal agency

responsible for providing guidance and assistance to the public transportation system, FTA is in a unique position to bring together partners to address shared challenges and questions.

Building the technical capacity of transit providers across the industry is extremely important, particularly given the numerous programmatic changes under MAP-21. FTA's responsibility in this area will help public transportation providers to comply with the needs of all riders, particularly targeted populations, succeed in taking innovative approaches to transit oriented development, and ensure equitable access to transit services.

TRANSIT COOPERATIVE RESEARCH PROGRAM

For necessary expenses to carry out 49 U.S.C. 5313, \$7,000,000, to remain available until expended.

TRANSIT COOPERATIVE RESEARCH PROGRAM

PROGRAM AND PERFORMANCE

The 2014 Budget presents FTA's new program authorization and account structure under MAP-21. This new account structure separates the Transit Cooperative Research Program from the Research Technology and Deployment program. This account provides funds to the National Academy of Sciences to conduct investigative research on subjects related to public transportation. The 2014 Budget request includes \$7 million for this account, which is funded through the General Fund.

EXHIBIT III-1
TRANSIT COOPERATIVE RESEARCH PROGRAM
Summary by Program Activity
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

	<u>FY 2012 ACTUAL</u>	<u>FY 2013 CR ANNUALIZED</u>	<u>FY 2014 REQUEST</u>	<u>CHANGE FY 2012- 2014</u>
Transit Cooperative Research (Section 5313) 1/	-	-	7,000	7,000
TOTAL	<u>-</u>	<u>-</u>	<u>7,000</u>	<u>7,000</u>

1/ Under SAFETEA-LU, program was funded through the *Research and University Centers* account.

Program and Performance Statement:

The \$7 million request for the Transit Cooperative Research Program provides funds to the National Academy of Sciences to conduct investigative research on subjects related to public transportation. Previously, this program was funded within the Research and University Centers account.

EXHIBIT III-1a

**TRANSIT COOPERATIVE RESEARCH PROGRAM
SUMMARY ANALYSIS OF CHANGE FROM FY 2012 TO FY 2014
Appropriations, Obligations, Limitations, and Exempt Obligations
(\$000)**

	<u>AMOUNT</u>	<u>FTE</u> ^{1/}
FY 2012 Actual	0	N/A
Adjustments to Base:	0	
Subtotal, Adjustments to Base	<u>0</u>	
Program Changes:	7,000	
Subtotal, Program Changes	<u>7,000</u>	
Total, FY 2014 Transit Cooperative Research Program 2/	<u><u>7,000</u></u>	

1/ FTEs are not applicable to this account.

2/ Under SAFETEA-LU, program was funded through the *Research and University Centers* account.

**EXHIBIT III-2
ANNUAL PERFORMANCE RESULTS AND TARGETS
TRANSIT COOPERATIVE RESEARCH PROGRAM**

The Federal Transit Administration (FTA) integrates performance results into its budget request to demonstrate alignment with the Department of Transportation’s Strategic Plan. FTA tracks the following DOT level performance measures to demonstrate program results:

DOT Goal/Outcome: Safety/ Reduction in transportation-related fatalities.

Reduce the Rate of Transit Fatalities Per 100 Million Passenger Miles Traveled to no More Than 0.530 in 2014	2010	2011	2012	2013	2014
Target	NA	0.547	0.543(r)	0.538(r)	0.530(r)
Actual	0.533	0.535			

(r) Revised – New Targets developed in 2011.

DOT Goal/Outcome: Livable Communities/ Increased access to convenient and affordable transportation choices.

Increase the Number of Annual Transit Boardings Reported by Urbanized Area Transit Providers to at least 10.4 billion (B) by the end of 2014	2010	2011	2012	2013	2014
Target	NA	10.0B	10.1B	10.2B	10.4B
Actual	10.0B	10.1B (r)	10.3B*		

(r)Revised

(*) Preliminary.

DOT Goal/Outcome: Livable Communities/Increased access to convenient and affordable transportation choices

Increase the Number of Annual Transit Boardings Reported by Rural Area Transit Providers to At Least 154 million (M) by the end of 2014	2010	2011	2012	2013	2014
Target	NA	140.0M	144.0M	148.0M	154.0M
Actual	138.0M	141.0M			

DOT Goal/Outcome: State of Good Repair/Increased percentage of transit assets in good condition

Reduce the Backlog of Transit Capital Assets in Need of Replacement or Refurbishment (as Defined by an Estimated Condition Rating of 2.5 or Lower) to no More Than \$76.3 billion (B) by the end of 2014	2010*	2011	2012	2013	2014
Target	\$77.7B(r)	\$77.0B(r)	\$76.8B(r)	\$76.5B(r)	\$76.3B
Actual	\$77.7B	NA	NA		

*Total replacement value in 2008 dollars of all transit assets that are determined to be in need of replacement or significant reinvestment as estimated by the Transit Economic Requirements Model (TERM) condition rating of 2.5 or lower.

DOT Goal/Outcome: Environmental Sustainability/ Reduction in transportation-related carbon emissions, improved energy efficiency, and reduction in the use of oil in the transportation sector.

Increase the Percentage of Alternative-Fuel and Hybrid Vehicles in the Transit Fixed-Route Revenue Service Fleet to 48 Percent in FY 2014	2010	2011	2012	2013	2014
Target	NA	45%	46%	47%	48%
Actual	44%	45%			

**DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION
TRANSIT COOPERATIVE RESEARCH**

Program and Financing (in millions of dollars)

Identification code : 69-1141-0	2012 Actual	2013 Est.	2014 Est.
Obligations by program activity:			
0100	...	...	7
0900	...	...	7
Budgetary resources:			
Budget authority			
1100	...	...	7
1160	...	...	7
1930	...	...	7
Change in obligated balances:			
3000	...	...	...
3010	...	...	7
3020	...	...	-7
3050	...	...	...
3100	...	...	...
3200	...	...	...
4000	Budget authority, gross		
	Outlays, gross: ... 7		
4010	Outlays (gross), detail		
	Outlays from new discretionary authority... 7		
4070	Budget authority, net (discretionary)		
4080	...	...	7
4180	...	...	7
4190	...	...	7

**DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION
TRANSIT COOPERATIVE RESEARCH**

Object Classification (in thousands of dollars)

Identification code : 69-1141-0	2012 Actual	2013 Est.	2014 Est.
25.5	7

Detailed Justification for the –Transit Cooperative Research Program

What Do I Need To Know Before Reading This Justification?

- In accordance with MAP-21, the FY 2014 budget under MAP-21 proposes to fund the Transit Cooperative Research Program as a stand-alone account. Under SAFETEA-LU, these activities were funded within the Research and University Centers account.
- The \$7 million request for the Transit Cooperative Research Program provides funds to the National Academy of Sciences to conduct investigative research on subjects related to public transportation.

What Is The Request And What Will We Get For The Funds?

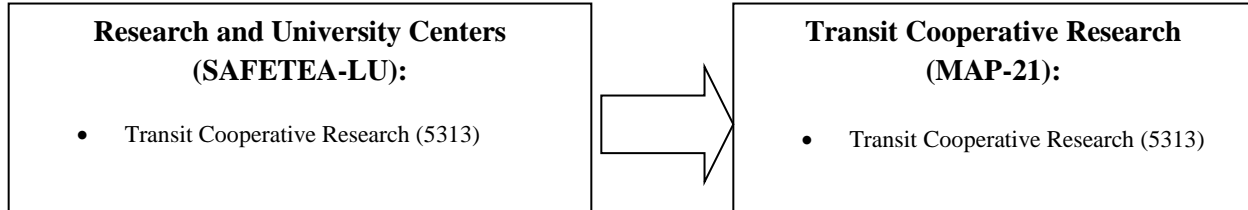
**FY 2014 – TRANSIT COOPERATIVE RESEARCH PROGRAM
(\$000)**

Program Activity	FY 2012 Actual	FY 2013 CR Annualized	FY 2014 Request 1/	Difference from FY 2012
Transit Cooperative Research (5313)	-	-	7,000	7,000
Total	-	-	7,000	7,000

1/ Under SAFETEA-LU, program was funded through the *Research and University Centers* account.

For FY 2014, the President’s budget requests \$7 million for the Transit Cooperative Research program, which provides funds to the National Academy of Sciences to conduct investigative research on subjects related to public transportation.

Program Restructuring: SAFETEA-LU to MAP-21



What Is This Program?

For FY 2014, the budget requests \$7 million for the Transit Cooperative Research Program (TCRP). This program funds shorter-term research projects that address the immediate operational issues facing the transit industry. Funded through the FTA, the TCRP is governed by an independent board, the TCRP Oversight and Project Selection (TOPS) Committee. This committee sets research priorities in cooperation with FTA and the National Academy of Sciences.

TCRP funds shorter-term research projects designed to identify immediate improvements in transit safety and security, equipment and system design, system operations, and the economic development impact of transit investments, among other topic areas. The day-to-day management of the TCRP is the responsibility of the Transportation Research Board (TRB) of the National Academies. Potential research topics are submitted by transit agencies, FTA, universities, the private sector, and other interested parties. Final determinations on areas of research to pursue are delegated by the TOPS Committee every year.

FY 2012 Base Accomplishments

- Through this program, 26 research products were published in FY 2012.
- These research products included using social media in public transportation, elevator and escalator maintenance practices, methodology for determining economic development impacts, a track design handbook for light rail transit, a guidebook on fuel purchasing strategies for transit agencies, and other areas of critical research.

FY 2013 Anticipated Accomplishments

- FTA anticipates that 25 to 30 research products will be published in FY 2013. This will include full research reports, syntheses of practice, quick studies, and other research activities spanning a broad variety of themes in public transportation.

Why Is This Particular Program Necessary?

The Transit Cooperative Research Program (TCRP) funds shorter-term research projects aimed at the local level and designed to identify immediate improvements in transit safety and security, equipment and system design, system operations, and the economic development impact of transit investments. This program brings together partners from across government, industry and other stakeholders to decide research priorities for the transit industry. These partnerships result in more efficient and effective approaches to research that enable the transit industry to address challenges, as well as complement FTA's overall research activities.

How Do You Know The Program Works?

The Transit Cooperative Research Program (TCRP) was established in 1992 to support a program of applied research in public transportation. Since 1992, TCRP has carried out 634 study activities, including 296 research projects, 110 syntheses, and many other legal studies and other projects. TCRP has provided valuable, practical, and accessible research to practitioners at transit agencies that can provide immediate value.

The TCRP is designed to complement other FTA research programs as an operator-based, problem-solving program, researching real-world, day-to-day operational issues with near-term research time frames. TCRP projects are selected by an independent governing board (the TOPS Committee). As a result of this coordinated effort, the resulting research complements—and does not duplicate—FTA's own work. Also, FTA employees serve as liaisons on each TCRP project. This supports the goal of promoting usable research and also provides general guidance. Research theme areas have included: scheduling, vehicle operations, service planning, marketing, engineering of vehicles and equipment, engineering of fixed facilities, maintenance, human resources and workforce development, policy and planning, economics, financial management, and many other topics.

These materials continue to provide a benefit to the transit industry well past their initial publication date – they serve as permanent historical repositories of practices and lessons learned, as well as continuously useful references for enduring issues in public transportation. Numerous surveys conducted by the Transportation Research Board and the American Public Transportation Association (APTA) have validated the use of TCRP materials. A survey held in 2011 of approximately 4,200 key stakeholders in the transit industry found that over 84% of these stakeholders felt that TCRP conducted research that could not be conducted with their agency's budget, provided access to outside expertise, and provided easily accessible information and data to support decision-making.

- For example, currently on-going *TCRP Project E-6: Transit Bus Mechanics: Building for Success – The ASE Transit Bus Maintenance Certification Test Series* has developed Institute for Automotive Service Excellence (ASE) tests to certify bus mechanics as existing ASE material is entirely dedicated to the automotive industry and not for the significantly sized (but relatively small) transit market. From 2006 to 2012, nearly 3200 bus technicians have used and passed the ASE Transit Bus tests, which focus on transit

specific areas like electronics, brakes, HVAC, steering and suspension, and diesel and compressed natural gas (CNG) engines.

- *TCRP Report 135, Controlling System Costs: Basic and Advanced Scheduling Manuals and Contemporary Issues in Transit Scheduling* has been used by MTA New York City Transit, Metro Transit (Minneapolis), Capital Area Transportation Authority (Lansing), San Francisco MUNI, Massachusetts Bay Transportation Authority (MBTA), and Los Angeles County Metropolitan Transportation Authority (LACMTA), as well as other agencies as the primary training and reference tool for existing and new schedulers, saving significant amounts of money from generating their own internal material. The *Transit Capacity and Quality of Service Manual (TCRP Report 100)*, a continuously updated research product has been adopted by many transit agencies as a baseline for calculating transit capacity, as well as a framework for measuring transit availability and quality from a rider perspective. Transit agencies in Atlanta, Birmingham, Broward County (FL), DuPage County (IL), Los Angeles, San Antonio, New Orleans, Seattle, Washington DC, San Francisco, and MTA New York have reported using this report as a standard for their transit planning processes and quality of service evaluations.
- *TCRP Report 118, Bus Rapid Transit Practitioner's Guide*, provides information on the costs, impacts, and effectiveness of implementing selected bus rapid transit (BRT) components, and presents the latest developments and research results related to the costs and impacts of implementing various BRT components and their effectiveness. Los Angeles County Metropolitan Transportation Authority (LACMTA) has indicated that Report 118 is the best and probably only truly useful guide on doing BRT and bus lane planning, and has used it extensively planning for LACMTA BRT.
- Other documents, such as *Analyzing the Costs of Operating Small Transit Vehicles (TCRP Report 61)* and *Hybrid-Electric Transit Buses: Status, Issues, and Benefits (TCRP Report 59)* have provided key information for transit agencies looking for research to drive their purchase and operating decisions and lower costs.
- The implementation of other similar research products have resulted in cost savings in capital or operations activities, and supported increases in the delivery of effective and efficient transit service.

Why Do We Want/Need To Fund The Program At The Requested Level?

The FY 2014 Transit Cooperative Research Program (TCRP) request supports FTA's longer-term research agenda and role in demonstration and deployment through investments in short-term and immediate transit research. In particular, MAP-21 provides a significant focus on demonstration and deployment activities. As these activities focus on technology, vehicle, and component demonstration and deployment, TCRP is necessary to offer a complementary focus on other applied transit research needs such as policy, planning, and service issues. TCRP is able to offer practical and short-term research solutions directly to transit practitioners to inform improvements in policy and program decisions that will assist in the efficient and effective delivery of public transportation service.

HUMAN RESOURCES AND TRAINING

For necessary expenses to carry out 49 U.S.C. 5322(a), (b), and (e), \$5,000,000, to remain available until expended.

HUMAN RESOURCES AND TRAINING

PROGRAM AND PERFORMANCE

The 2014 Budget presents the FTA's new program authorization and account structure under MAP-21. This program enables FTA to carry out human resource and training activities and to establish a competitive workforce development grant program. FTA's goal is to improve the skill and capability of the transit industry workforce to operate increasingly complex transit vehicles and fixed guideway systems.

EXHIBIT III-1
HUMAN RESOURCES AND TRAINING
Summary by Program Activity
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

	<u>FY 2012 ACTUAL</u>	<u>FY 2013 CR ANNUALIZED</u>	<u>FY 2014 REQUEST</u>	<u>CHANGE FY 2012- 2014</u>
Human Resources and Training (Section 5322(a)(b)(c)(e)) 1/	-	-	5,000	5,000
TOTAL	<u>-</u>	<u>-</u>	<u>5,000</u>	<u>5,000</u>

1/ Under SAFETEA-LU, program was funded through the *Research and University Centers* account.

Program and Performance Statement:

The \$5 million request for the Human Resources and Training program provides FTA with the necessary funds to support human resource and workforce development programs as they apply to public transportation activities in an effort to improve the skills and capabilities of employees that work in the transit industry. Programs may include employment training, outreach programs to increase minority and female employment in the public transportation sector, research on public transportation personnel and training needs, and training and assistance for minority business opportunities.

MAP-21 also authorizes a competitive Innovative Workforce Development Program to assist in the development of workforce activities in the transit industry. The MAP-21 authorization directs that, to the extent possible, grant recipients selected be geographically diverse; address needs of rural, urban, large, and small public transportation providers; advance training related to maintenance of alternative fuels, energy efficient, or zero emission transit vehicles and facilities; target areas with high unemployment rates; and address current and projected skilled workforce shortages.

EXHIBIT III-1a

**HUMAN RESOURCES AND TRAINING
SUMMARY ANALYSIS OF CHANGE FROM FY 2012 TO FY 2014
Appropriations, Obligations, Limitations, and Exempt Obligations
(\$000)**

	<u>AMOUNT</u>	<u>FTE</u>
FY 2012 Actual	0	1/ N/A
Adjustments to Base:	0	
Subtotal, Adjustments to Base	<hr/> 0	
Program Changes:	5,000	
Subtotal, Program Changes	<hr/> 5,000	
Total, FY 2014 Human Resources and Training 2/	<hr/> <hr/> 5,000	

1/ FTEs are not applicable to this account.

2/ Under SAFETEA-LU, program was funded through the *Research and University Centers* account.

EXHIBIT III-2
ANNUAL PERFORMANCE RESULTS AND TARGETS
HUMAN RESOURCES AND TRAINING

The Federal Transit Administration (FTA) integrates performance results into its budget request to demonstrate alignment with the Department of Transportation's Strategic Plan. In support of the Department of Transportation's Economic Competitiveness Goal, FTA is in the process of developing a performance metric for Workforce Development, which will be used to measure performance for Human Resources and Training funding. Performance metrics will be updated during FY 2013 in accordance with the increased focus on workforce development under MAP-21.

**DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION
HUMAN RESOURCES AND TRAINING**

Program and Financing (in millions of dollars)

Identification code : 69-1143-0	2012 Actual	2013 Est.	2014 Est.	
Obligations by program activity:				
0100	Human Resources and Training .....	...	...	4
0900	Total new obligations (object class 41.0).....	...	...	4
Budgetary resources:				
Budget authority				
1100	Appropriation, Discretionary.....	...	...	5
1160	Appropriation, Discretionary (total).....	...	...	5
1930	Total budgetary resources available for obligation.....	...	...	5
Memorandum (non-add) entries:				
1941	Unexpired unobligated balance, end of year.....	...	...	1
Change in obligated balances:				
3000	Unpaid obligations, brought forward, Oct 1.....	...	...	...
3010	Obligations incurred, unexpired accounts	...	...	4
3020	Outlays (gross).....	...	...	-4
3050	Unpaid obligations, end of year.....	...	...	...
3100	Obligated balance, start of year.....	...	...	...
3200	Obligated balance, end of year.....	...	...	...
4000	Budget authority, gross			
	Outlays, gross:	...	...	5
Outlays (gross), detail				
4010	Outlays from new discretionary authority	...	...	4
Budget authority, net (discretionary)				
4070	Budget authority, net (discretionary).....	...	...	5
4080	Outlays, net (discretionary).....	...	...	4
4180	Budget authority, net (total).....	...	...	5
4190	Outlays, net (total).....	...	...	4

**DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION
HUMAN RESOURCES AND TRAINING**

Object Classification (in thousands of dollars)

Identification code : 69-1143-0	2012 Actual	2013 Est.	2014 Est.	
Direct obligations:				
1255	Research and Development Contracts.....	...	...	4
9990	Total new obligations.....	...	...	4

Detailed Justification for Human Resources and Training

What Do I Need To Know Before Reading This Justification?

- Prior to authorization of MAP-21, FTA funded workforce development activities through the former Research and University Centers account. MAP-21 established a new grant program for Human Resources and Training, which is authorized under a separate account.
- Through this program, FTA proposes to improve employment training, outreach to increase minority and female employment in the public transportation sector, research on the skills needed to operate and maintain increasingly complex transit vehicle and equipment systems, and training and assistance for minority business owners, as well as other topics.
- The maximum Federal share of these grants is 50 percent.

What is This Request And What Will We Get For The Funds?

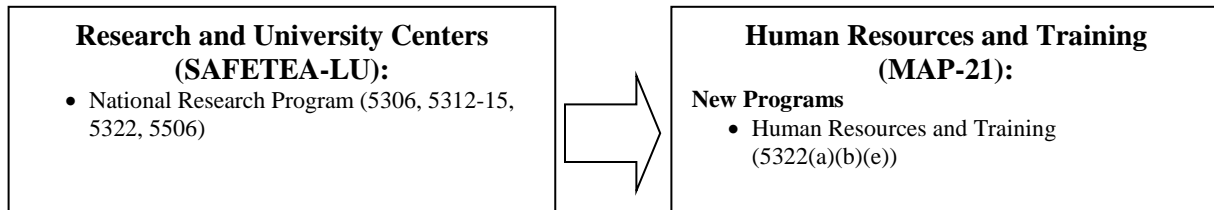
**FY 2014 – HUMAN RESOURCES AND TRAINING
(\$000)**

Program Activity	FY 2012 Actual	FY 2013 CR Annualized	FY 2014 Request 1/	Difference from FY 2012
Human Resources and Training	-	-	5,000	5,000
Total	-	-	5,000	5,000

1/ Under SAFETEA-LU, program was funded through the *Research and University Centers* account.

In FY 2014, the budget includes \$5 million for the Human Resources and Training account created under the MAP-21 authorization. Through this program, FTA will provide human resources and workforce development programs to the transit industry, including targeting outreach efforts to increase minority and female employment and training and assistance for minority business owners. While eligible recipients and partners are not defined in MAP-21, there are a number of selection criteria that focus on creating a diverse array of projects that address challenges faced across the transit sector.

Program Restructuring: SAFETEA-LU to MAP-21



What Is This Program?

This program allows FTA to continue its commitment to maintaining superior levels of knowledge and performance of the U.S. transit community. MAP-21 establishes a competitive grant program to assist in the development of innovative workforce development activities within the Human Resources and Training account. In prior fiscal years, FTA has awarded grants to transportation departments and transit agencies for workforce development programs and projects that include:

- Innovative technician training and certification programs through partnerships between transit agencies and higher education,
- Development of online learning environments, and
- Professional training to develop leadership and management skills in transit employees.

Employment trends indicate that workforce development is increasingly critical for the transit industry. According to the American Public Transportation Association (APTA), the high percentage of projected retirements and other types of attrition over the next decade, and addressing skill development gaps are of utmost concern to the industry.¹ This finding builds on the transportation industry’s numerous workforce challenges identified by the Department of Labor including an inadequate pipeline of potential new employees, particularly among certain individuals including those with disabilities, women, and demobilizing military personnel; a low public image; and high training costs.² Together, these studies indicate a need for more training, particularly as the transit industry demands new employees.

Through the Human Resources and Training program, FTA will aid in recruiting and training the skilled workforce needed to match the expansion and innovation necessary for transit systems that are growing in ridership and complexity. These investments will help public transportation providers prepare for retirements and build a knowledgeable workforce that ensures systems are safe, reliable, and desirable. Funding opportunities will promote innovative efforts for training, including through partnerships between industry and higher education and outreach efforts.

FY 2012 Base Accomplishments

- In May 2012, FTA published a \$5 million Notice of Funding Availability for workforce development efforts; and
- Interpreted and communicated FTA’s new authorities under MAP-21.

FY 2013 Anticipated Accomplishments

- FTA announced workforce development awards in January 2013 using FTA research funds. FTA’s selections will focus on helping agencies develop the skilled technicians and mechanics they need to operate today’s increasingly complex vehicles and equipment, particularly “green technology” buses and alternative fuel propulsion systems. Special attention will be paid to job training for veterans and the unemployed, and the projects selected will be required to show that the training provided will lead directly to job placement;
- Finalize and publish operating procedures and guidance;
- Finalize performance measurements and tracking procedures; and

¹ American Public Transportation Association (2010). *APTA Preliminary Skill Development and Training Needs Report*. <http://www.apta.com/resources/profdev/workforce/Documents/APTA-Skill-Development-Report.pdf>

² The United States Department of Labor (2007). *Identifying and Addressing Workforce Challenges in America’s Transportation Industry*. http://www.doleta.gov/brg/pdf/Transportation%20Report_final.pdf.

- Begin development of a report to Congress that details measurable outcomes and impacts of human resources programs.

Why Is This Particular Program Necessary?

Support of Human Resources and Training programs will enhance the transit providers' ability to meet their missions by building and enhancing the skills and capabilities of the current workforce, as well as developing and attracting new talent to the industry. FTA's partners may include state departments of transportation, local transit agencies, higher education, and non-profit entities. Through collaborative efforts, which include cost sharing for workforce development, FTA aims to promote innovative solutions to industry wide challenges. A Department of Labor research report notes that demand for workers is increasing in the transit industry in the immediate and foreseeable future, particularly in key occupations such as bus drivers, mechanics, and supervisors/managers.³ To address the training needs related to a changing workforce, FTA will provide support to spur investment in expanding innovative training opportunities.

These efforts will address the training needs of both new and incumbent workers, as well as help to recruit new talent to the industry. To the extent possible, FTA will support diverse training experiences that meet the needs of large and small, urban and rural transit providers. Workforce development activities will train mechanics and technicians to meet the skilled-labor needs of today's complex vehicles and systems. Related capacity building programs will ensure sufficient skill-sets are available to fill the necessary transit leadership and management jobs of the future. In concert with funding provided through a National Transit Institute, funding will enable FTA to provide professional capacity building efforts targeted towards the management levels to ensure effective leadership in the transit industry.

How Do You Know The Program Works?

As part of its High Growth Job Training Initiative, the Department of Labor worked with industry to identify several main challenge areas for the transportation sector:

- Image
- Outreach, and Recruitment
- Retention and Advancement
- Training for Entry-Level Workers
- Training for Existing Employees⁴

Drawing on the knowledge gained about the needs of the industry, FTA's workforce development programs are aimed at addressing challenges with anticipated outcomes such as developing basic and advanced skills, increasing retention, and addressing skilled labor

³ http://www.doleta.gov/brg/pdf/Transportation%20Report_final.pdf

⁴ http://www.doleta.gov/brg/pdf/Transportation%20Report_final.pdf.

shortages. FTA already has proven demand for this type of support. For example, in response to a FY 2012 \$5 million Notice of Funding Availability, FTA received 64 proposals totaling more than \$30 million dollars. Furthermore, APTA's data on projected attrition levels is indicative that training demand will likely increase drastically in future years.⁵

Why Do We Want/Need To Fund The Program At The Requested Level?

Public transportation represents an area that is expected to have employment growth in the foreseeable future as a result of retirement and attrition. This, along with identified gaps in skill development and a proven return on investment, suggests a high need for implementation of workforce development programs that are plentiful and diverse, which meet the needs of the transit industry. FTA will not be alone in funding these programs; to promote public transportation sector participation, FTA will provide up to 50 percent of cost. FTA plans to help agencies develop the skilled technicians and mechanics needed to operate today's increasingly complex vehicles and equipment, with particular emphasis on "green technology" buses and alternative fuel propulsion systems.

⁵ <http://www.apta.com/resources/profdev/workforce/Documents/APTA-Skill-Development-Report.pdf>

PUBLIC TRANSPORTATION EMERGENCY RELIEF PROGRAM

For necessary expenses to carry out 49 U.S.C. 5324, United States Code, \$25,000,000, to remain available until expended. Note.--A full-year 2013 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Continuing Appropriations Resolution, 2013 (P.L. 112-175). The amounts included for 2013 reflect the annualized level provided by the continuing resolution as well as amounts from P.L. 113-2, the Disaster Relief Appropriations Act, 2013 (no language shown).

PUBLIC TRANSPORTATION EMERGENCY RELIEF PROGRAM

PROGRAM AND PERFORMANCE

The 2014 Budget presents FTA's new program authorization and account structure under MAP-21. This program helps transit agencies restore needed transportation services immediately following disaster events. Both capital and operating costs are eligible for funding following an emergency; however, this program does not replace the Federal Emergency Management Agency's capital assistance program. FTA administers the FY 2013 \$10.9 billion provided by the Disaster Relief Appropriations Act, 2013 (Public Law 113-2) following Hurricane Sandy through this account.

EXHIBIT III-1
PUBLIC TRANSPORTATION EMERGENCY RELIEF PROGRAM
Summary by Program Activity
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

	<u>FY 2012 ACTUAL</u>	<u>FY 2013 CR ANNUALIZED</u>	<u>FY 2014 REQUEST</u>	<u>CHANGE FY 2012- 2014</u>
Hurricane Sandy Disaster Relief 1/	-	10,894,000	-	-
Public Transportation Emergency Relief Program	-	-	25,000	25,000
TOTAL	<u>-</u>	<u>10,894,000</u>	<u>25,000</u>	<u>25,000</u>
 FTEs 2/ Direct Funded -- Hurricane Sandy	 - 	 6 	 31 	 31

1/ Although authorized by MAP-21, the FY 2013 CR does not provide funding for this program. However, FTA did receive a one-time supplemental appropriation of \$10.9 billion by the Disaster Relief Appropriations Act, 2013 (P.L. 113-2) for Hurricane Sandy relief. The FY2013 amount reflects a \$6 million transfer to the Office of the Inspector General for oversight.

2/ FTEs associated with this account are funded from Disaster Relief Appropriations Act, 2013 (P.L. 113-2) for Hurricane Sandy relief.

Program and Performance Statement

The FY 2014 budget requests \$25 million for FTA’s Public Transportation Emergency Relief program authorized under MAP-21. This program helps States and public transportation systems pay for protecting, repairing, and replacing equipment and facilities that may suffer or have suffered serious damage as a result of an emergency, including natural disasters such as floods, hurricanes, and tornadoes. On March 29, 2013, FTA published an Interim Final Rule in the Federal Register. The rule establishes procedures governing the implementation of the Emergency Relief program.

The program also improves coordination between DOT and the Department of Homeland Security to expedite assistance to public transit providers in times of disasters and emergencies. On March 4, 2013, FTA and the Federal Emergency Management Agency (FEMA) entered into a Memorandum of Agreement (MOA), which provides that, when funding is available, FTA will

provide funding to public transportation agencies for costs eligible under section 5324, even if such costs may otherwise be available under FEMA's Public Assistance Program, provided that costs have not been reimbursed by FEMA. The MOA further provides that when funding is available, FTA will be the primary payor of expenses incurred.

The \$25 million requested in FY 2014 is needed so FTA is prepared to respond immediately in the event of a disaster during FY 2014 as the amount provided for Hurricane Sandy relief in FY 2013 can only be used for recovery and mitigation related to that disaster. The \$25 million is based on data from a Government Accountability Office (GAO) study of the average cost of past transit emergencies.

EXHIBIT III-1a

**TRANSPORTATION EMERGENCY RELIEF PROGRAM
SUMMARY ANALYSIS OF CHANGE FROM FY 2012 TO FY 2014
Appropriations, Obligations, Limitations, and Exempt Obligations
(\$000)**

	<u>AMOUNT 1/</u>	<u>FTE 2/</u>
FY 2012 Actual	0	N/A
Adjustments to Base:	0	
	<hr/>	
Subtotal, Adjustments to Base	0	
Program Changes:		
Public Transportation Emergency Relief Program	25,000	
	<hr/>	
Subtotal, Program Changes	25,000	
	<hr/> <hr/>	
Total, FY 2014 Public Transportation Emergency Relief Program	25,000	

1/ In FY2013 FTA did receive a one-time supplemental appropriation of \$10.9 billion by the Disaster Relief Appropriations Act, 2013 (P.L. 113-2) for Hurricane Sandy relief, which are not reflected in this table.

2/ There are no FTE associated with this account other than those funded from the Disaster Relief Appropriations Act, 2013 (P.L. 113-2). FTE estimates related to Hurricane Sandy relief include 6 FTE in FY 2013 and 31 FTE in FY 2014.

EXHIBIT III-2
ANNUAL PERFORMANCE RESULTS AND TARGETS
PUBLIC TRANSPORTATION EMERGENCY RELIEF PROGRAM

The Federal Transit Administration (FTA) integrates performance results into its budget request to demonstrate alignment with the Department of Transportation's Strategic Plan. FTA is in the process of developing performance measures for this newly authorized program.

**DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION
PUBLIC TRANSPORTATION EMERGENCY RELIEF PROGRAM**

Program and Financing (in millions of dollars)

Identification code : 69-1141-0		2012	2013	2014
		Actual	Est.	Est.
Obligations by program activity:				
0100	2013 Hurricane Sandy Emergency Supplemental..... (P.L. 113-2)	...	1,998	3,698
0200	Public Transportation Emergency Relief Program.....	...	...	13
0300	2013 Hurricane Sandy Emergency Supplemental..... (P.L. 113-2 Administration and Oversight).....	...	2	6
0900	Total new obligations .....	...	2,000	3,717
Budgetary resources:				
1000	Unobligated Balance	...	...	...
	Unobligated Balance Brought Forward, Oct. 1	...	...	8,894
Budget authority:				
1100	Appropriation, Discretionary.....	...	...	...
	Appropriation.....	...	10,900	25
1120	Appropriation.....	...	-6	...
1160	Appropriation, Discretionary (total).....	...	10,894	25
1930	Total budgetary resources available for obligation.....	...	10,894	8,919
Memorandum (non-add) entries:				
1941	Unexpired unobligated balance, end of year.....	...	8,894	5,202
Change in obligated balances:				
3000	Unpaid obligations, brought forward, Oct 1.....	...	...	911
3010	Obligations incurred, unexpired accounts.....	...	2,000	3,717
3020	Outlays (gross).....	...	-1,089	-2,731
3050	Unpaid obligations, end of year.....	...	911	1,897
3100	Obligated balance, start of year.....	...	...	911
3200	Obligated balance, end of year.....	...	911	1,897
4000	Budget authority, gross			
	Outlays, gross:	...	10,894	25
Outlays (gross), detail				
4010	Outlays from new discretionary authority.....	...	1,089	7
4011	Outlays from discretionary balances.....	...	...	2,724
4020	Outlays, gross (total)		1,089	2,731
Budget authority, net (discretionary)				
4070	Budget authority (net).....	...	10,894	25
4080	Outlays (net).....	...	1,089	2,731
4180	Budget authority, net (total).....	...	10,894	25
4190	Outlays, net (total).....	...	1,089	2,731

**DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION
PUBLIC TRANSPORTATION EMERGENCY RELIEF**

Object Classification (in thousands of dollars)

		2012	2013	2014
Identification code : 69-1141-0		Actual	Est.	Est.
Direct obligations:				
Personnel compensation:				
1111	Personnel compensation: Full-time permanent.....	...	1	3
1121	Civilian personnel benefits.....	...	...	1
1410	Grants, subsidies, and contributions.....	...	1,998	3,712

1990	Subtotal, obligations, Direct obligations.....	...	1,999	3,716
9995	Below reporting threshold.....	...	1	1

9999	Total new obligations.....	...	2,000	3,717

		2012	2013	2014
Identification code: 69-1141-0		Actual	Est.	Est.
Direct:				
Total compensable workyears: Full-time equivalent				
	employment.....	...	6	31

Detailed Justification for the Public Transportation Emergency Relief Program

What Do I Need To Know Before Reading This Justification?

- Prior to enactment of MAP-21, FTA did not have a Public Transportation Emergency Relief Program. Transit agencies had to rely on the Federal Emergency Management Agency (FEMA) for emergency assistance.
- GAO evaluated FEMA and FTA's efforts to assist transit agencies following Hurricane Katrina and raised several issues about the effectiveness of emergency assistance programs for public transportation.
- Although FTA received a one-time \$10.9 billion supplemental appropriation from the Disaster Relief Appropriations Act, 2013 (P.L. 113-2), this funding is only available for Hurricane Sandy-related assistance.
- The \$25 million request is critical to ensure that FTA can respond immediately should there be another disaster during FY 2014.

What is This Request And What Will We Get For The Funds?

FY 2014 – PUBLIC TRANSPORTATION EMERGENCY RELIEF PROGRAM (\$000)

Program Activity	FY 2012 Actual	FY 2013 CR Annualized 1/	FY 2014 Request	Difference from FY 2012
Hurricane Sandy Disaster Relief	-	10,894,000	-	-
Public Transportation Emergency Relief Program	-	-	25,000	25,000
Total	-	10,894,000	25,000	25,000

1/ Although authorized by MAP-21, the FY 2013 CR does not provide funding for this program because it did not exist during FY 2012. However, FTA did receive a one-time supplemental appropriation of \$10.9 billion under the Disaster Relief Appropriations Act, 2013 (P.L. 113-2) for Hurricane Sandy relief in January 2013. The FY2013 amount reflects a \$6 million transfer to the Office of the Inspector General for oversight.

For FY 2014, the President's budget requests \$25 million for the Public Transportation Emergency Relief program created in MAP-21. Through this program, FTA would provide grants to transit agencies to help resume operations as quickly as possible in the wake of a disaster.

What is This Program?

The purpose of Public Transportation Emergency Relief is to restore transit operations as quickly as possible in the wake of a disaster. The program provides grants for necessary activities, including providing funds for evacuations, leasing vehicles from other transit agencies to restore service, and any costs eligible for temporary vehicles or facilities. Emergencies are defined as natural disasters affecting a wide area or catastrophic failure from an external cause which the Governor of a State has declared an emergency and the Secretary has concurred or the President has declared a major disaster.

FY 2012 Base Accomplishments

- This program was created through MAP-21 in FY 2012.

FY 2013 Anticipated Accomplishments

- Finalized a Memorandum of Agreement (MOA) with the Secretary of the Department of Homeland Security (as required by MAP-21) and begin to provide quarterly joint briefings to Congress (signed March 2013).
- Finalized and published in the Federal Register an interim final rulemaking on program requirements and guidance on March 29, 2013.
- Finalize performance measures for grant assistance under this program.
- Administer the \$10.9 billion from the Disaster Relief Appropriations Act, 2013 (P.L. 113-2) through grants to States, local governments, and transit agencies affected by Hurricane Sandy.

Transit agencies currently eligible for FTA assistance under Title 49 of Chapter 53 would be eligible for assistance. Like the Federal Highway Administration (FHWA) Emergency Relief program, the FTA program is considering use of a “quick release” mechanism to provide funds to affected communities within days of a disaster. Grants are only for expenses not reimbursed by FEMA and are subject to terms and conditions deemed necessary by the Secretary of Transportation. Moreover, operating costs are eligible for one year beginning on the date of declaration or for two years if the Secretary determines there is a compelling need. While the Federal share of the program is limited to 80 percent, the Secretary of Transportation may waive the local match to address an emergency.

Program beneficiaries are the local residents and visitors to areas that suffer damage as a result of an emergency. Partners in this program are States and governmental authorities, including transit agencies, in communities designated as natural disaster areas. Another key partner would be FEMA, with which FTA would coordinate when providing assistance.

Why Is This Particular Program Necessary?

The Public Transportation Emergency Relief Program is necessary to improve the Federal government’s current system for providing emergency response assistance to transit agencies. The lessons learned after Hurricane Katrina and other disasters demonstrate that FEMA and FTA’s existing programs are not optimally designed to provide such aid in a timely manner (after Hurricane Katrina, FTA funded new transit connections between Baton Rouge and New Orleans because the local commuting patterns were severely disrupted by the storm).¹ The necessity of a Public Transportation Relief program was emphasized again following Hurricane Sandy in 2012.

¹ United States Government Accountability Office, *Emergency Transit Assistance: Federal Funding for Recent Disasters, and Options for the Future*, February, 2008, <http://www.gao.gov/new.items/d08243.pdf>

GAO On Emergency Relief for Transit Agencies

A 2008 Government Accountability Office (GAO) report summarized issues with FEMA and FTA disaster relief efforts as shown below:

- Although the Stafford Act authorizes Federal assistance to meet emergency needs and help affected communities to resume their normal pattern of life as soon as possible, neither FEMA nor FTA had mechanisms in place to provide funding to transit providers immediately after the 2005 Gulf Coast hurricanes.
- FEMA provided funding reimbursement, requiring recipients to spend money from other sources first, and FTA had no program for emergency assistance to transit. However, transit providers had little money to spend from other sources before being reimbursed.
- According to officials from the two major transit agencies affected by the 2005 Gulf Coast hurricanes, transit operations shut down after the disasters and the agencies' revenues from fare collections and other sources were curtailed, limiting their ability to begin restoring transit services on their own.
- Furthermore, FEMA's timeliness and effectiveness in providing assistance for transit after the hurricanes were limited by the agency's lack of guidance on the types of services it could fund, and lack of criteria for the duration of the funding. Without such guidance and criteria, funding approvals took from 1 month to as long as 4 months, and officials from the two major transit agencies affected by the hurricanes contended that FEMA mission assignments ended before some emergency needs were met.
- While Hurricane Katrina was an extreme event that tested the Federal Government's disaster response and recovery capabilities, it is reasonable to expect that smaller disasters could expose similar limitations. The 2010 flooding in Nashville, Tennessee, demonstrates that localized disasters can quickly shut down the operations of medium and small transit agencies.

How Do You Know The Program Works?

Federal government support is crucial for restoring public transit services following emergencies. This is evidenced by the need for funds provided through programs administered by Federal agencies such as FEMA and FHWA. FTA has unique, specialized experience in providing capital and operating grants for public transportation. This knowledge will help ensure that funds are efficiently and effectively used to operate and provide transit services during and following emergencies.

Why Do We Want/Need To Fund The Program At The Requested Level?

Providing \$25 million in FY 2014 for the Public Transportation Emergency Relief Program will help to ensure that FTA has the ability to respond quickly to meet the needs of public transportation providers in the event of an emergency during FY 2014. The \$25 million is based on data contained in a Government Accountability Office (GAO) study of the average cost of past transit emergencies (prior to Hurricane Sandy). During and following emergencies, public transportation is often an important resource for evacuation and recovery of areas affected by disasters. Through this program, FTA will be able to provide the capital and operating assistance to continue transit services in affected areas.

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

For grants to the Washington Metropolitan Area Transit Authority as authorized under section 601 of division B of Public Law 110-432, [\$135,000,000] \$150,000,000, to remain available until expended: *Provided*, That the Secretary shall approve grants for capital and preventive maintenance expenditures for the Washington Metropolitan Area Transit Authority only after receiving and reviewing a request for each specific project: *Provided further*, That prior to approving such grants, the Secretary shall determine that the Washington Metropolitan Area Transit Authority has placed the highest priority on those investments that will improve the safety of the system: *Provided further*, That [of the funds made available for the Washington Metropolitan Area Transit Authority, as authorized by section 14 of Public Law 96-184, as amended, and by Public Law 101-551, as amended, \$523,000 are hereby permanently cancelled: *Provided further*, That no amounts may be cancelled from amounts that were designated by the Congress as an emergency requirement pursuant to the Concurrent Resolution on the Budget or the Balanced Budget and Emergency Deficit Control Act of 1985, as amended] *funds appropriated by this Act, or any other act, to carry out section 601 of Public Law 110-432 may be obligated and expended notwithstanding section 601(e)(1)(B) of such Act. Note.--A full-year 2013 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Continuing Appropriations Resolution, 2013 (P.L. 112-175). The amounts included for 2013 reflect the annualized level provided by the continuing resolution.*

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

PROGRAM AND PERFORMANCE

The Federal Rail Safety Improvements Act, 2008, (P.L. 110-432, Title VI, Sec. 601), provided authorization for capital and preventive maintenance projects for the Washington Metropolitan Area Transit Authority (WMATA). Funding will help WMATA address its reinvestment and maintenance backlog to improve the safety and reliability of service and to expand existing system capacity to meet growing demand. The Secretary will use his authority to approve grants under this program to ensure that available funds first address WMATA's most critical safety needs.

EXHIBIT III-1
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
Summary by Program Activity
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

	<u>FY 2012 ACTUAL</u>	<u>FY 2013 CR ANNUALIZED</u>	<u>FY 2014 REQUEST</u>	<u>CHANGE FY 2012- 2014</u>
Washington Metropolitan Area Transit Authority (GF)	150,000	150,918	150,000	-
TOTAL	<u>150,000</u>	<u>150,918</u>	<u>150,000</u>	<u>-</u>

Program and Performance Statement

This program provides grants to the Washington Metropolitan Area Transit Authority (WMATA) for capital investment and rehabilitation activities. The President's budget requests \$150 million in FY 2014 to help return the existing system to a state of good repair, improve the safety and reliability of service, and expand system capacity to meet growing demand. The Secretary will use his authority to approve grants under this program to ensure that available funds first address WMATA's most critical safety needs.

EXHIBIT III-1a

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
SUMMARY ANALYSIS OF CHANGE FROM FY 2012 TO FY 2014
Appropriations, Obligations, Limitations, and Exempt Obligations
(\$000)**

	<u>AMOUNT</u>	<u>FTE 1/</u>
FY 2012 Actual	150,000	N/A
Adjustments to Base:	0	
 Subtotal, Adjustments to Base	0	
Program Changes:	0	
 Subtotal, Program Changes	0	
Total, FY 2014 Washington Metropolitan Area Transit Authority	150,000	

1/ FTEs are not applicable to this account.

EXHIBIT III-2
ANNUAL PERFORMANCE RESULTS AND TARGETS
GRANTS TO THE WASHINGTON METROPOLITAN AREA TRANSIT
AUTHORITY 1/

The FTA integrates performance results into its budget request to demonstrate alignment with the Department of Transportation’s Strategic Plan. The FTA resources support FTA’s priority of maintaining transit assets in a State of Good Repair.

DOT Goal/Outcome: State of Good Repair/Increased percentage of transit assets in good condition.

Reduce the Backlog of Transit Capital Assets in Need of Replacement or Refurbishment (as Defined by an Estimated Condition Rating of 2.5 or Lower) to no more than \$76.3billion (B) by the end of 2014	2010*	2011	2012	2013	2014
Target	\$77.7B(r)	\$77.0B(r)	\$76.8B(r)	\$76.5B(r)	\$76.3B
Actual	\$77.7B	NA	NA		

(r) Revised

*Actual data for the 2010 state of good repair backlog of transit capital assets in need of replacement or refurbishment has not been published, but will be released as part of the 2013 DOT Conditions & Performance Report to Congress. FTA’s baseline for this metric was developed using 2008 data and reported in the 2010 DOT Conditions & Performance Report to Congress. It was updated with 2009 data in the 2010 FTA National State of Good Repair Assessment study. Data collection improvements to support annual reporting of this metric are being implemented through modifications to the National Transit Database but will not be fully realized until FY 2014 data is reported.

DOT Goal/Outcome: Safety/Reduction in transportation-related fatalities.

Reduce the Rate of Transit Fatalities Per 100 Million Passenger Miles Traveled to no more than 0.530 in 2014	2010	2011	2012	2013	2014
Target	NA	0.547	0.543(r)	0.538(r)	0.530(r)
Actual	0.533	0.535			

(r) Revised – New Targets developed in 2011.

1/ Measures are not limited to WMATA.

**DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**

Program and Financing (in millions of dollars)

Identification code : 69-1128-0	2012 Actual	2013 Est.	2014 Est.	
Obligations by program activity:				
0100	Washington Metro.....	150	225	151
0900	Total new obligations (object class 41.0).....	150	225	151
Budgetary resources available for obligation:				
1000	Unobligated balance carried forward, start of year	150	150	76
Budget authority:				
Appropriation, Discretionary:				
1100	Appropriation.....	150	151	150
1131	Unobligated balance of appropriations permanently reduced.....	...	...	...
1930	Total budgetary resources available for obligation.....	300	301	226
1941	Unexpired unobligated balance, end of year.....	150	76	75
Change in obligated balances:				
3000	Obligated balance, start of year.....	40	99	136
3030	Total new obligations.....	150	225	151
3040	Total outlays (gross).....	-91	-188	-232
3090	Recoveries of prior year obligations.....	99	136	55
3100	Obligated balance, end of year.....	99	136	55
Outlays (gross), detail				
4010	Outlays from new discretionary authority	...	38	38
4011	Outlays from discretionary balances.....	91	150	194
4020	Total outlays (gross).....	91	188	232
Budget authority, net (discretionary)				
4070	Budget authority (net).....	150	151	226
4080	Outlays (net).....	91	188	232
4180	Budget authority, net (total).....	150	151	150
4190	Outlays, net (total).....	91	188	232

**DEPARTMENT OF TRANSPORTATION
 FEDERAL TRANSIT ADMINISTRATION
 WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**

Object Classification (in thousands of dollars)

		2012	2013	2014
Identification code : 69-1128-0		Actual	Est.	Est.
Direct obligations:				
25.2	Other services.....	...	...	1
41.0	Grants, subsidies, and contributions.....	150	225	150
99.0	Total new obligations.....	150	225	151

Detailed Justification for Grants to the Washington Metropolitan Area Transit Authority

What Do I Need To Know Before Reading This Justification?

- Title VI of the *Federal Rail Safety Enhancement Act of 2008* authorizes \$1.5 billion over a 10-year period for WMATA capital maintenance projects.
- The law makes Federal funding contingent on local jurisdictions providing an equal funding match.
- FY 2014 will be the fifth year of Federal funding for WMATA under this authorization, subject to the availability of appropriations by Congress.

What Is The Request And What Will We Get For The Funds?

FY 2014 –WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (\$000)

Program Activity	FY 2012 Actual	FY 2013 CR Annualized	FY 2014 Request	Difference from FY 2012
WMATA	150,000	150,918	150,000	-
Total	150,000	150,918	150,000	-

The President’s budget requests \$150 million for FY 2014 for capital grant funding. This Federal contribution helps WMATA address the capital maintenance backlog, including pressing safety-related investments, to ensure matching capital funding from WMATA’s local compact members.

Funding for FY 2014 will enable WMATA to improve the conditions of its transit system, which transport millions of commuters and visitors to the Nation’s capital each year. This funding is a crucial part of ensuring the continued benefits of a reliable transit system, which has spurred over \$37 billion in economic development at or adjacent to Metro property and removes 500,000 automobiles daily from the region’s roads, which are consistently ranked among the Nation’s most congested.^{1,2}

What Is This Program?

This is a Federally administered capital grant program specifically established to support WMATA. Its purpose is to provide WMATA with the means to make adequate investments that address critical safety needs.

The beneficiaries of the program are the system riders, commuters and visitors to the Nation’s capital who depend on reliable and safe service. WMATA is critical to the mobility of the

¹ Testimony of Richard Sarles before Subcommittee on Health Care, District of Columbia, Census and National Archives under the Committee on Oversight and Government Reform, U.S. House of Representatives, June 24, 2011,

<http://democrats.oversight.house.gov/images/stories/SUBCOS/624%20dcna%20metro/Sarles%20and%20Taborn%20Testimony.pdf>

² Washington Area Metropolitan Transit Authority, *2011-2020 Capital Needs Inventory*, February, 2010, http://www.wmata.com/pdfs/planning/CNI_02.19.10.pdf

Washington area, with recent data showing that 47 percent of all peak period riders are Federal employees.³

As in previous years, in FY 2014 FTA will develop a grant agreement with WMATA detailing how and where capital funds will be used. Since FY 2010, Congress has directed that FTA prioritize funding to first address the immediate safety shortfalls identified by the National Transportation Safety Board (NTSB), which were issued in response to WMATA's July 2009 deadly rail crash.⁴ Safety will continue to be a top priority of FTA as it develops its grant agreements in FY 2013.

FY 2012 Base Accomplishments

Between FY 2010 and FY 2012 Congress provided \$449.7 million to address WMATA's capital needs. With matching grants from the Washington, DC, Maryland, and Virginia, FTA has approved \$899.4 million in capital investments as of August 2012, of which approximately 66 percent (\$599 million) has been outlaid.

The Consolidated Appropriations Act, 2010 (Public Law 111-117), placed certain conditions on the use of those funds, requiring that Metro place the highest priority on "investments that will improve the safety of the system, including but not limited to fixing the track signal system, replacing the 1000 series rail cars, installing guarded turnouts, buying equipment for wayside worker protection, and installing rollback protection on cars that are not equipped with this safety feature." Specifically, among other investments, funds will be used to replace WMATA's "1000-Series" rail cars, which were cited by the National Transportation Safety Board (NTSB) as a contributing factor to the severity of passenger injuries and the number of fatalities in the June 2009 Red Line crash near Fort Totten Station.

FTA partners with WMATA, which is responsible for implementing projects to improve the safety and condition of the system. Maryland, Virginia and the District of Columbia also provided matching local funds to help pay for the improvements, the cumulative total of which matches the Federal share.

Grants have supported more than 100 corrective actions identified by the National Transportation Safety Board (NTSB) and numerous audits and committees, including an FTA audit. These activities include:

- \$306 million for maintenance facilities and equipment, including upgrade and repair of railway signaling and communications equipment to improve system monitoring and control of movement, thereby increasing the safety and productivity of WMATA's operations.

³ Metro Washington Council of Governments, *Compelling Case for WMATA*, no date, <http://www.mwccog.org/uploads/committee-documents/v11YWV420041108095736.pdf>

⁴ National Transportation Safety Board, *Collision of Two Washington Metropolitan Area Transit Authority Metrorail Trains Near Fort Totten Station, Washington, DC, June 22, 2009*, July, 2010, <http://www.nts.gov/doclib/reports/2010/RAR1002.pdf>

- \$303 million to rehabilitate and replace rail system infrastructure and track structures to reduce the likelihood of derailment, fires, and other hazards, thereby increasing the safety and efficiency of the system. Funding has supported numerous projects including the replacement of unguarded turnouts with guarded turnouts, repair of more than 2,600 leaks in tunnels, replacement of more than 20,200 crossties, and tamping of approximately 49 miles of ballasted track.
- A \$244 million initial investment in the replacement or repair of rail cars and bus equipment.⁵ This includes costs to begin replacement of the 1000-series rail cars with 7000-series, which are being built in Lincoln, Nebraska, with delivery starting in 2015.
- \$42 million in station repairs, including escalators and elevators as part of WMATA's planned \$148 million investment to repair or rehabilitate 153 escalators, many of which are over 30-years-old, which is the lifespan of a properly maintained escalator.
- \$5 million for other NTSB recommendations.

FY 2013 Anticipated Accomplishments

FTA will continue to work with WMATA to develop grant agreements to support ongoing investments to improve the safety of the system. Additional funds will be obligated to fund replacement and rehabilitation of vehicles and railways, upgrades and repair of communication equipment, and station repairs.

Why Is This Particular Program Necessary?

WMATA is now a mature transit system with an aging capital base. Unlike other major rail systems, WMATA lacks a dedicated local funding source. This special Federal appropriation leverages matching funds appropriated by WMATA compact members that WMATA needs to support proper levels of capital reinvestment. Without adequate reinvestment, transit assets can deteriorate and ultimately affect system reliability and performance.

How Do You Know The Program Works?

The program will be evaluated by whether over the next decade WMATA maintains its assets in a state of good repair. FTA is currently working with WMATA to determine appropriate benchmarks for assessing adequate maintenance of capital. Additionally, the FTA integrates performance results into its budget request to demonstrate alignment with the Department of

⁵ Support includes replacement costs for obsolete Automatic Vehicle Location Systems, and the necessary support systems, for buses. These devices allow WMATA to monitor bus locations in an effort to improve safety of passengers and employees.

Transportation's Strategic Plan. Exhibit III-2 lists several DOT level performance measures used to demonstrate results from transit grant programs.

Why Do We Want/Need To Fund The Program At The Requested Level?

The \$150 million request represents the Federal government's annual funding commitment, which leverages local funds from DC, Maryland, and Virginia. Those jurisdictions have signed onto the terms of the *Federal Rail Safety Enhancement Act of 2008*, which requires that each Federal grant cover no more than 50 percent of the net project costs, and that the remaining 50 percent be provided in cash from sources other than Federal funds or revenues from the operation of public mass transportation systems. Each jurisdiction has committed to providing an additional \$50 million in matching funds annually (for a total of \$150 million).

ADMINISTRATIVE EXPENSES

For necessary administrative expenses of the Federal Transit Administration's programs authorized by chapter 53 of title 49, United States Code, \$109,888,000, to remain available until expended, not less than \$5,000,000 shall be available to carry out the provisions of 49 U.S.C. 5329 and not less than \$1,000,000 shall be available to carry out the provisions of 49 U.S.C. 5326. Note.--A full-year 2013 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Continuing Appropriations Resolution, 2013 (P.L. 112-175). The amounts included for 2013 reflect the annualized level provided by the continuing resolution.

ADMINISTRATIVE EXPENSES

PROGRAM AND PERFORMANCE

The Federal Transit Administration (FTA) is requesting a total of \$109.9 million for its Administrative Expenses account. These funds will provide financial resources for three distinct activities within the account: salaries, benefits and administrative expenses to carry out the Agency's stewardship of Federal funds, technical assistance to grantees during project development and program implementation, capital project oversight and grantee compliance; the Office of Safety and Oversight for staffing and related activities associated with FTA transit safety oversight including setting policies and standards, and developing and administering a State Safety Oversight program funded through the Formula Grant account; and, Transit Asset Management to support asset management activities required under MAP-21, which include defining state of good repair, developing objective standards to measure capital asset condition and collecting data on the asset condition of FTA's grantees.

EXHIBIT III-1
ADMINISTRATIVE EXPENSES
Summary by Program Activity
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

	<u>FY 2012 ACTUAL</u>	<u>FY 2013 CR ANNUALIZED</u>	<u>FY 2014 REQUEST</u>	<u>CHANGE FY 2012- 2014</u>
Administrative Expenses (GF)	98,713	99,317	109,888	11,175
TOTAL	<u>98,713</u>	<u>99,317</u>	<u>109,888</u>	<u>11,175</u>
FTEs				
Direct Funded	523	523	560	37
Reimbursable, allocated, other	-	-	-	-

Program and Performance Statement

For FY 2014, the President's budget requests \$109.9 million for Administrative Expenses. The account funds FTA personnel and support activities as well as transit safety and the Transit Asset Management requirements in MAP-21.

The FY 2014 request continues support for the Office of Safety and Oversight which will administer FTA's Transit Safety and Oversight authorities, including developing a national public transportation safety plan, establishing a public transportation safety certification training program, and administering the State Safety Oversight program (a program funded in the Formula Grants account). This office also conducts oversight reviews of FTA grant programs.

EXHIBIT III-1A

FEDERAL TRANSIT ADMINISTRATION
ADMINISTRATIVE EXPENSES
SUMMARY ANALYSIS OF CHANGE FROM FY 2012 TO FY 2014
Appropriations, Obligation Limitations and Exempt Obligations
(\$000)

	<u>AMOUNT</u>	<u>FTE</u>
FY 2012 Actual	98,713	523
FY 2014 Adjustments to Base:		
FY 2014 Pay Raise	422	0
GSA Rent	223	0
Working Capital Fund Increase/Decrease	189	0
Non-Pay Inflation 0.5%	56	0
Subtotal, Adjustments to Base	890	0
FY 2014 Program Changes:		
Implementation of Map-21 requirements	9,285	37
Asset Management	1,000	0
Subtotal, Program Changes	10,285	37
Total, FY 2014 Administrative Expenses	109,888	560

**EXHIBIT III-2
ANNUAL PERFORMANCE RESULTS AND TARGETS
ADMINISTRATIVE EXPENSES**

The Federal Transit Administration (FTA) integrates performance results into its budget request to demonstrate alignment with the Department of Transportation’s Strategic Plan. FTA tracks the following DOT level performance measures to demonstrate program results:

DOT Goal: Organizational Excellence

Average number of days to complete grant processing after submission of a completed application.	2010	2011	2012	2013	2014
Target	36	36	36	36	36
Actual	40	34	29		

Percentage of major FTA federally funded transportation infrastructure projects with less than 2 percent annual growth for project completion milestones.	2010	2011	2012	2013	2014
Target	90%	90%	90%	90%	90%
Actual	100%	70%	100%		

Percentage of finance plan cost estimates for major FTA federally funded transportation infrastructure projects with less than 2 percent annual growth in project completion cost.	2010	2011	2012	2013	2014
Target	90%	90%	90%	90%	90%
Actual	90%	70%	100%		

DOT Goal/Outcome: Safety/ Reduction in transportation-related fatalities.

Reduce the Rate of Transit Fatalities Per 100 Million Passenger Miles Traveled to no More Than 0.530 in 2014	2010	2011	2012	2013	2014
Target	NA	0.547	0.543(r)	0.538(r)	0.530(r)
Actual	0.533	0.535			

(r) Revised – New Targets developed in 2011.

**DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION
ADMINISTRATIVE EXPENSES**

Program and Financing (in millions of dollars)

		2012	2013	2014
Identification code : 69-1120-0-1-401		Actual 1/	Est. 1/	Est. 2/
Obligations by program activity:				
0001	Administration expenses	98	99	104
0002	Transit Safety Oversight	...	...	5
0003	Transit Asset Management	...	...	1

0900	Total new obligations.....	98	99	110
Budgetary authority:				
Appropriation, discretionary:				
1100	Appropriation.....	99	99	110

1160	Appropriation, discretionary (total)	99	99	110
1930	Total budgetary resources available for obligation.....	99	99	110
Memorandum (non-add) entries:				
1940	Unobligated balance expiring	-1	...	...
Change in obligated balances:				
3000	Unpaid obligations, brought forward, Oct 1 (gross).....	13	13	11
3010	Obligations incurred, unexpired accounts.....	98	99	110
3011	Obligations incurred, expired accounts.....	1	...	...
3020	Outlays (gross).....	-98	-101	-109
3041	Recoveries of prior year unpaid obligations, expired.....	-1	...	...

3050	Unpaid obligations, end of year.....	13	11	12
Memorandum (non-add) entries:				
3100	Obligated balance, start of year.....	13	11	12
3200	Obligated balance, end of year.....			
Budget authority and outlays, net:				
Discretionary:				
4000	Budget authority, gross.....	99	99	110

		Outlays, gross (total).....		
4010	Outlays from new discretionary authority.....	87	89	99
4011	Outlays from discretionary balances.....	11	12	10

4020	Total outlays (gross).....	98	101	109
Net budget authority and outlays:				
4070	Budget authority.....	99	99	110
4080	Outlays, net (discretionary).....	98	101	109
4180	Budget authority, net (total).....	99	99	110
4190	Outlays, net (total).....	98	101	109

1/ Funding source is annually appropriated general funds (Treasury code 69-1120-0-1-401)

2/ Funding source changed from Discretionary (appropriated) to Mandatory (trust fund 69-8540-4)

**DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION
ADMINISTRATIVE EXPENSES**

Object Classification (in thousands of dollars)

		2012	2013	2014
Identification code : 69-1120-0-1-401		Actual 1/	Est. 1/	Est. 2/
Direct obligations:				
Personnel Compensation:				
11.1	Full- time permanent.....	54	54	57
11.3	Other than full-time permanent.....	1	1	1

11.9	Total personnel compensation.....	55	55	58
12.1	Civilian personnel benefits.....	15	15	16
21.0	Travel and transportation of persons.....	2	2	2
23.1	Rental payments to GSA.....	7	7	8
23.3	Communications, utilities, and misc. charges.....	1	1	1
25.2	Other services.....	12	12	14
25.3	Other services - Federal Sources.....	5	6	10
31.0	Equipment.....	1	1	1

99.0	Total new obligations.....	98	99	110

Identification code : 69-1120-0-1-401		2012	2013	2014
		Actual	Est.	Est.
Direct:				
	Total compensable work years: Full-time equivalent employment.....	523	523	560

1/ based upon the pre-reauthorization structure and funding sources.

2/ based on reauthorization proposal which changes the source of funds from appropriated to trust fund

Detailed Justification for the Administrative Expenses

What Do I Need To Know Before Reading This Justification?

- The FY 2014 budget includes funding for core administrative activities, an Office of Safety and Oversight, and Transit Asset Management requirements authorized in MAP-21.
- Nearly all of FTA's administrative functions (salaries, benefits, travel, rent, communications, printing, contracts, supplies, equipment and other costs) will be funded in this account.
- MAP-21 authorizes FTA to begin regulating the safety practices of local transit agencies and includes funding to carry out the new safety provisions required in 49 USC 5329. This account includes the administrative funds and staff resources related to transit safety. Safety grants are funded in the Formula Grants account.
- This account funds all administrative expenses that support FTA operations in both headquarters and in 10 regional offices located throughout the country.

What Is The Request And What Will We Get For The Funds?

**FY 2014 – ADMINISTRATIVE EXPENSES
(\$000)**

Program Activity	FY 2012 Actual	FY 2013 CR Annualized	FY 2014 Request	Difference from FY 2012
Administrative Expenses	98,713	99,317	109,888	11,175
Total	98,713	99,317	109,888	11,175

The President’s Budget requests \$109.9 million for FY 2014, \$11.2 million above the FY 2012 enacted level. The increase in funding is needed to address new programs, new rulemakings, and new program guidance authorized by MAP-21. Funding also supports an Office of Safety and Oversight to implement new transit safety provisions in MAP-21, conduct oversight reviews of FTA grant programs, and to implement a new Transit Asset Management system required by Section 5326 of MAP-21.

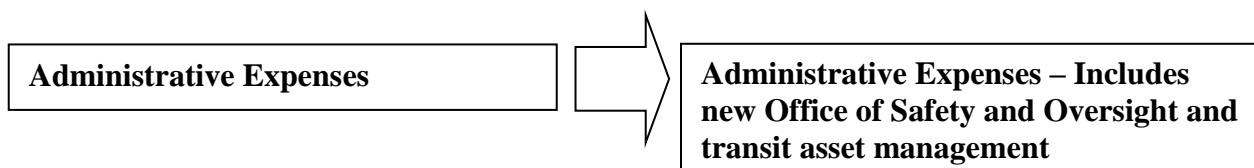
FTA will allocate additional staff resources (FTE) to the Office of Safety and Oversight and to other offices that support the agency’s new safety responsibilities, including rulemaking, reporting, and analysis of safety data, legal, and human resource management and contracting. Additional resources are also needed to support core agency operations and priority areas including civil rights, program oversight, legal counsel, environmental reviews, budget and policy, and contract management. Resources are needed to provide administrative support and inflationary costs (e.g., travel, space rental, telecommunications, contract support, supplies, equipment, and pay raise) for these areas and activities.

The Budget also requests administrative resources to implement the new Transit Asset Management requirements authorized in MAP-21. This includes implementation of a strategic and systematic process of operating, maintaining, and improving transit capital assets effectively over the assets’ life cycles. Under MAP-21, which directs the Secretary to define state of good repair, FTA also must develop an analytical or decision support tool for transit providers to estimate and prioritize investment requirements and a new capital asset reporting module for recipient data on asset conditions.

Administrative Expenses FTE Summary

Activity	FY 2012 Actual	FY 2014 Request	Change
Administrative Expenses	523	560	37
Total	523	560	37

Program Restructuring: SAFETEA-LU to MAP-21



What Is This Program?

The purpose of the Administrative Expenses account is to fund FTA’s operations including its support for new transit safety authority and transit asset management requirements. This account funds nearly all administrative functions for FTA programs including salaries, benefits, travel, rent, communications, printing and reproduction, contracts, supplies, equipment and all other costs.

The Office of Safety and Oversight will provide policy guidance and manage FTA’s rail transit safety activities. This office will also conduct oversight reviews of the billions of dollars of grants in other FTA programs. The budget request includes funding for the administrative costs of the Office of Safety and Oversight through the Administrative Expenses account. Additionally, MAP-21 authorizes separate funding for grant oversight reviews as take-downs (based on a percentage of program funding) from individual grant programs and allows these funds to be used to hire oversight contractors and supplement staff resources.

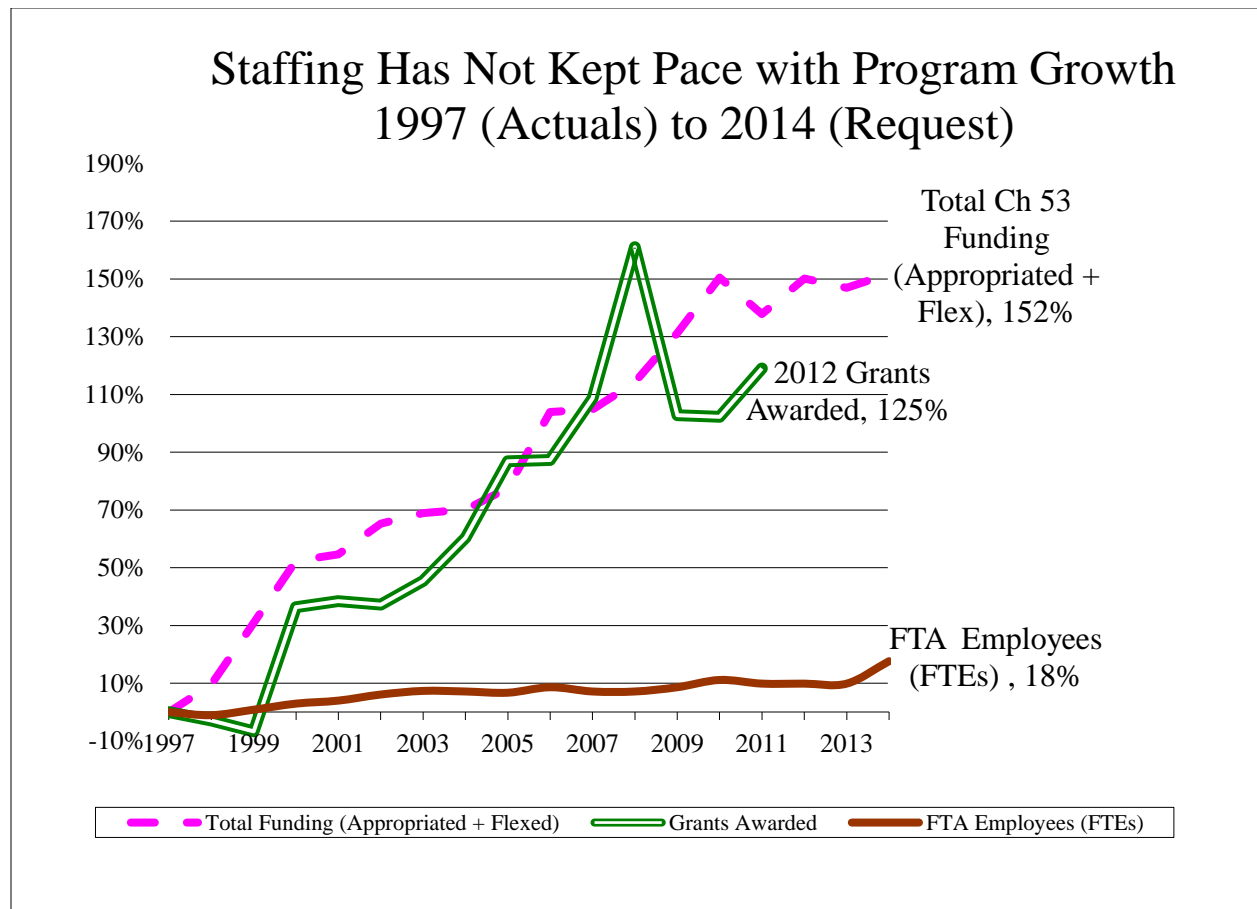
The budget requests \$1 million for Transit Asset Management to support projects such as development of tools to help transit agencies prioritize their capital investments and a capital asset reporting module to FTA’s National Transit Database system. This new capital asset reporting system will enable transit agencies to track and report information about their system assets (e.g. buses, trolleys, light rail, etc.), and allow FTA to accurately track and report to Congress the asset condition backlog of the nation’s public transportation system.

Why Is This Particular Program Necessary?

Without its people and infrastructure located in Washington and in 10 regional offices across the country, the FTA would not be able to effectively deliver its \$10.9 billion transit program, which is augmented by an estimated \$1.3 billion in flex fund transfers from the Federal Highway Administration. FTA provides technical assistance and guidance to more than 1,000 grantees, evaluates funding applications and awards grants, oversees grant-funded projects, develops

program and policy guidance for industry stakeholders, conducts research, and carries out essential financial management and organizational services, among others.

For several years, FTA has roughly maintained the same staffing level – slightly more than 520 FTE. During this time, FTA’s programs have grown significantly, requiring that FTA become increasingly efficient and productive. Furthermore, MAP-21 significantly modifies existing programs and creates new responsibilities that FTA employees must implement, including a new Office of Transit Safety and Oversight. While the FY 2014 appropriations request reflects a 152 percent growth in appropriations (including flex funding transfers from the Federal Highway Administration) since 1997, FTA’s staffing request reflects a modest 18 percent growth in FTE during the same time period.



FTA’s authorized responsibilities have grown along with the increase in program funding. Most significantly, MAP-21 provides new authorities to strengthen public transportation safety and address the current lack of uniform safety standards that apply to all public transportation agencies. Transit safety standards and regulations vary from State to State and the FY 2014 request includes additional resources to support the Office of Safety and Oversight, which will develop and ensure compliance with new FTA transit safety regulations and standards, applied uniformly, for rail transit systems not regulated by the Federal Railroad Administration.

Specifically, MAP-21’s safety provisions authorize FTA to establish regulations, training programs, and reporting requirements for rail transit systems. Recent incidents such as the

March 2011 Bay Area Rapid Transit train derailment that injured passengers and caused \$800,000 in damages, and the April 2011 tunnel fires outside the Massachusetts Bay Transit Authority's Downtown Crossing Station, underscore the need for better oversight. Events such as these threaten the safety of transit riders and can reduce the public confidence, as well as reliability and efficiency of transit service at the same time transit systems are being asked to service more riders.

Additionally, FTA must implement Transit Asset Management requirements set forth in Section 5326 of MAP-21, including developing guidance and tools for use by grantees to improve asset management. Transit Asset Management activities are aimed at implementing a strategic approach to assess transit asset needs and prioritize investments. FTA's request includes \$1 million to develop and deploy a capital asset reporting module that will allow grantees to report transit asset data through FTA's National Transit Database. As outlined in MAP-21, the implementation of a comprehensive approach to transit asset management will help enable evidence-based, targeted investments in capital asset replacement and rehabilitation for local agencies, States, and FTA.

How Do You Know The Program Works?

Although FTEs have grown marginally since the enactment of SAFETEA-LU in 2005, program responsibilities have increased with new programs, new regulations, and new guidance. Including estimated FHWA flex fund transfers, FTA's programs have grown by more than \$2 billion in program funding since 2006 and in FY 2012, FTA awarded 300 more grants than in FY 2006. In FY 2012, FTA obligated approximately \$12.8 billion in all grants awarded that year.

FTA continues to strive to improve the grant-making process, as evidenced by the decrease in the average number of days to process a grant – from 40 days in FY 2010 to 29 days in FY 2012. Moreover, 92 percent of FTA grants were obligated in 60 days during FY 2012. FTA's relatively stable workforce continues to be productive and efficient to keep pace with the increase in responsibilities.

FTA maintains a set of performance metrics to monitor the outcomes of its programs. For example, FTA's rail transit safety performance, and the effectiveness of the Office of Safety and Oversight, will be measured by whether transit injury and fatality rates improve over time. To validate the causal connection between Federal and State oversight efforts and national safety statistics, FTA plans to conduct program evaluations over time. The goal of evaluations will be to determine if the program is designed appropriately to affect transit safety performance. To evaluate the effectiveness of its State of Good Repair formula program and related capital improvement programs, FTA will measure changes in the backlog of assets in need of repair or replacement as well as use data collected through its new Transit Asset Management reporting system.

Why Do We Want/Need To Fund The Program At The Requested Level?

Below are descriptions of the request for FTA's Administrative Expenses account.

Salaries and Benefits

The request includes funding for 560 FTE, or 37 FTE above the FY 2012 enacted level. The salaries and benefits for 560 FTE account for approximately 70 percent of the FY 2014 Administrative Expenses budget. The remaining 30 percent of the administrative budget supports rent, utilities, travel, training, contracts, equipment, supplies, and related expenses.

Prior to enactment of MAP-21, FTA's Deputy Administrator completed top-to-bottom reviews of FTA's oversight and civil rights programs. These reviews found that FTA did not have adequate resources to carry out its core responsibilities in both program areas. Likewise, FTA analyzed the requirements for conducting timely environmental project reviews and determined that more staffing resources are needed to accelerate NEPA reviews so projects do not encounter lengthy and costly delays. In addition, FTA lacks sufficient resources to handle a growing legal caseload and in-house expertise to perform regulatory impact analyses required for major rulemakings – many now required by MAP-21. The proposed FY 2014 funding level for administrative expenses will enable FTA to meet many MAP-21 requirements to develop and implement new programs, establish and implement new requirements and new regulations, and provide guidance to grantees.

The major policy changes in MAP-21 require FTA to:

- Implement new transit safety authority through regulations, oversight, and standards;
- Launch FTA's new Transit Emergency Relief program to fully implement Hurricane Sandy relief (P.L. 113-2) and be prepared for other disasters;
- Stand up new Formula Grants programs -- State of Good Repair Grants, State Safety Oversight Grants, and Bus and Bus Facilities Formula Grants;
- Manage the new Core Capacity Grants and pilot projects that fund major improvements in existing infrastructure;
- Jointly (with FHWA) carry out environmental review provisions to streamline project delivery;
- Implement fundamental reforms to local and statewide transportation planning process, including the implementation of performance-based planning efforts;
- Implement Transit Asset Management requirements including regulations, guidance, tools, and technical assistance;
- Directly interface with grantees, oversee local planning processes, and prepare and issue grant awards;
- Implement the new Private Sector Participation MAP-21 provisions;
and
- Prepare approximately 20 new or updated regulations and carry out legal work associated with expanded authorities, as well as develop approximately 14 new or updated Program Circulars.

To carry out these responsibilities, the budget requests 37 new FTE, for a total of 560 FTE in FY 2014 distributed among the Office of Safety and Oversight, Regional Offices, the Office of Planning and Environment, Office of Program Management, Office of Budget and Policy, Office of Civil Rights, Office of the Chief Counsel, and Office of Administration. These offices each carry out responsibilities related to FTA's new and expanded programs.

Travel

The budget request includes funding to meet the mission-critical travel requirements of successfully overseeing more than \$100 billion in active grants. FTA staff from headquarters and ten regional offices make site visits to transit agencies and properties to conduct oversight activities, provide technical assistance in the planning and management of existing and proposed transit systems and infrastructure, engage in legal actions, and attend quarterly meetings to discuss FTA guidance, policies, and procedures. With FTA's growing responsibilities, the agency needs greater capacity to conduct mission-critical business with its partners and the public.

Contractual Services

The Budget requests request includes support for contracts that provide information technology (IT) support for existing technology infrastructure (e.g. help desk, web application support), IT development (e.g. web-based applications), various interagency agreements (e.g. FPPS personnel system with Department of Interior, Delphi accounting system support with the Federal Aviation Administration (FAA)).

Campaign to Cut Waste

FTA fully supports the President's Campaign to Cut Waste, which requires agencies to efficiently and effectively manage their administrative resources. The reality is that FTA already is a lean organization with just more than 500 FTEs who administer an annual program of more than \$10 billion. Moreover, FTA's modest administrative budget (approximately 1 percent of its total budget) has been frozen for three years requiring that it carefully manage its resources. Although FTA is proposing to grow its administrative budget in FY 2014 (corresponding with unprecedented program growth), FTA recognizes the need to continually find new ways to become more efficient at less cost to the agency. Below are steps the agency is taking in this effort.

Subscriptions

FTA has maintained a very conservative policy regarding subscriptions that will continue into FY 2014. FTA's primary subscription is to Congressional Quarterly, which is a valuable resource for the agency to track legislation and regulatory issues.

Mission-Critical Travel

FTA is making a concerted effort to limit unnecessary travel. However, some trips are essential for FTA to carry out its business. For FTA, mission critical travel includes:

- Site visits to oversee multi-million or multi-billion dollar projects, which is FTA's top travel priority;
- Participating in important meetings with grantees and project stakeholders to address immediate problems or issues;
- Attending selected conferences where FTA can discuss guidance, policies and procedures with a critical mass of stakeholders in a region (such as State transit conferences);
- Attending mission-critical training that enables FTA employees to perform their core functions and maintain important job-related certifications;
- Travel by the Administrator, Deputy Administrator, and other agency leadership to represent FTA at important meetings and other official events; and
- Travel necessary for FTA staff to carry out the agency's core business.

Mission-Critical Training

While FTA places a priority on training to improve employee productivity and performance, in recent years FTA has reduced spending on training because of budget constraints. FTA reduced its training budget by 16 percent from FY 2011 to FY 2012. With less funding, FTA managers have to target limited training resources to ensure that staff are receiving only mission-critical training.

Conference and Large Events

FTA is closely reviewing all meetings, workshops, and conferences sponsored by the agency or attended by FTA staff. FTA has adopted a new internal policy that builds on the February 2012 DOT guidance, including investing in and implementing a new online conference approval and tracking system. Using this system, FTA offices sponsoring an event must now provide detailed information ahead of time and receive Administrator approval to proceed. FTA's Administrator recently reviewed and made decisions on upcoming conference activities which yielded close to \$700,000 in savings covering 19 separate events. This included cancelling three FTA-sponsored events and dropping sponsorships of two external stakeholder meetings. FTA offices have also been briefed on the latest DOT and Administration guidance in this area, and have been directed to coordinate with FTA's Chief Counsel and CFO should they have any questions on whether meeting costs and activities are permissible.

Printing

FTA has successfully reduced its core costs by reducing page counts of FTA published postings by using links to material/content posted on-line that is not otherwise required to be published in the Federal Register. For example, for FY 2012, FTA published its full apportionment notice at the beginning of the year. For the subsequent SAFETEA-LU extensions, FTA published a 1-2 page notice in the Federal Register and posted additional material/tables on its website, which saved tens of thousands of dollars in printing costs. FTA will explore similar options for its Notices of Funding Availability, grant announcements, and other communications.

FTA anticipates producing safety regulations and rules in FY 2014. This means that the agency will have to publish more documents than in the past. These documents will be published for public comments and concerns, then in final form.

Under the guidance of DOT's Strategic Sourcing Executive Steering Committee's cost savings initiative, FTA annually assesses the efficient operation of our print management resources. In FY 2014, FTA plans to continue various print cost reduction efforts, such as:

- Maintain the recently implemented switch to password controlled multi-functional printer (MFP) devices at HQ, which have been shown to reduce print volumes. (Unprocessed print jobs are automatically deleted rather than printed);
- Maintaining print management settings default from color to black and white;
- Maintaining print management settings defaults to double-sided;
- Implementing a print management system that eliminates the need for cover sheets; and
- Ensuring use of improved sleep-mode for all MFP devices (using less power/energy).

Rent

FTA will continue its long-term strategy of conducting program and space assessment needs to determine the agency's optimal space requirements. FTA has managed its office space conservatively and will continue to manage this cost source carefully. As the U.S. General Services Administration (GSA) leases expire and offices are relocated, FTA will take these opportunities to achieve rent reductions when possible. In addition, FTA has phased out a Detroit, MI, satellite office, resulting in an annual rent reduction.

Electronic Devices

FTA has dramatically reduced the costs from portable devices and service fees starting in FY 2012. DOT was successful in negotiating a reduction of almost 50 percent in the monthly recurring costs for Blackberry, Broad Band Access Device, iDevice and cell phone service costs incurred by FTA. FTA has also continued its practice of exercising tight control over wireless devices, which must be justified by Associate or Regional Administrators or their Deputies and approved by the Associate Administrator for Administration or his/her Deputy.

Vehicle Fleet

Within its 10-regional office structure, FTA only maintains three vehicles in high-need regions where it is cheaper to use a vehicle than take air transportation. This represents less than one percent of DOT's total fleet. These are fuel-efficient vehicles and FTA's FY 2014 goal is to continue to increase the use of alternative fuels in these vehicles.

Data Centers

In compliance with OMB directives, FTA currently does not own or operate any dedicated data centers. FTA is co-located with DOT's primary data centers. These DOT data centers are located at the Integrated Communications Solutions facility (ICS) in Frederick, MD and at the DOT Headquarters in the Southeast Federal Center. FTA has worked with the Department as a pilot participant in DOT's server cloud initiative, designed to achieve efficiencies and increases in capability. FTA has only one server in each regional office (this footprint was reduced from three servers to one by virtualization over the last three years). The space used for these servers has been reported as a server "closet" for the Federal Data Center Consolidation Initiative (FDCCI). FTA has already consolidated these servers with a shared data center in those regions where possible to do so (Boston/Volpe Center, Kansas City/FAA building, Lakewood/FHWA Building, and San Francisco/shared DOT server room). In all other locations, there is not an opportunity for FTA to share data center space with another DOT agency under the current DOT infrastructure.

IMMEDIATE TRANSPORTATION INVESTMENTS

EXHIBIT III-1

IMMEDIATE TRANSPORTATION INVESTMENTS

Summary by Program Activity

Appropriations, Obligation Limitations, and Exempt Obligations

(\$000)

	<u>FY 2012 ACTUAL</u>	<u>FY 2013 CR ANNUALIZED</u>	<u>FY 2014 REQUEST</u>	<u>CHANGE FY 2012-2014</u>
Transit Capital Assistance	-	-	2,500,000	2,500,000
Core Capacity State of Good Repair	-	-	500,000	500,000
TOTAL	<u>-</u>	<u>-</u>	<u>9,000,000</u>	<u>9,000,000</u>

Program and Performance Statement

The President's budget proposes \$50 billion in Immediate Transportation Investments to support critical infrastructure projects improving America's roads, bridges, transit systems, border crossings, railways and runways. Of this request, \$9 billion will support transit infrastructure.

Transit Capital Assistance -- \$2.5 billion would be provided for formula-based transit capital assistance grants for maintenance of the Nation's \$663 billion in transit infrastructure in both urbanized and rural areas. To speed project delivery, the Federal share of project costs would be 100 percent. Of the funds provided:

- \$2 billion shall be apportioned to urbanized areas with a population of at least 50,000;
- \$200 million shall be apportioned to "Growing States and High Density States" as provided in Section 5340 of title 49; and
- \$300 million shall be apportioned to rural areas with populations below 50,000.

Funds apportioned to urbanized areas with a population of at least 50,000, but not more than 200,000, are eligible for both capital and operating assistance. Funds apportioned to rural areas are also eligible for operating assistance.

Core Capacity -- \$500 million would be provided for transit capital investment grants in Core Capacity improvement projects that enhance the capacity of an existing fixed guideway system that is at or above capacity, or projected to be at capacity within five years, by at least ten

percent. To speed project delivery, the Federal share of project costs would be 100 percent. Grant awards will be merit-based using additional criteria established through rulemaking and applied through project review.

State of Good Repair -- \$6 billion would be provided to modernize existing fixed guideway systems and to replace and rehabilitate buses and bus facilities through formula-based capital investments. To speed project delivery, the Federal share of project costs would be 100 percent. To target fixed guideway modernization funding to the transit systems with the highest need for state of good repair upgrades, 75 percent of the funds provided will be apportioned based on fixed guideway revenue vehicle miles and passenger miles, as provided in Section 5336(b) of Title 49. The remaining 25 percent shall be available for bus and bus facilities and shall be apportioned based on the formula in Section 5336 other than subsection (b).

EXHIBIT III-1a

**IMMEDIATE TRANSPORTATION INVESTMENTS
SUMMARY ANALYSIS OF CHANGE FROM FY 2012 TO FY 2014
Appropriations, Obligations, Limitations, and Exempt Obligations
(\$000)**

	<u>AMOUNT</u>	<u>FTE</u> ^{1/}
FY 2012 Actual	0	N/A
Adjustments to Base:	0	
Subtotal, Adjustments to Base	0	
Program Changes:	9,000,000	
Subtotal, Program Changes	9,000,000	
Total, FY 2014 Immediate Transportation Investments	9,000,000	

1/ FTEs are not applicable to this account.

Detailed Justification for the Immediate Transportation Investments Program

What Do I Need To Know Before Reading This Justification?

- The Administration proposes creating an Immediate Transportation Investments pool for transportation infrastructure investments. This pool will reach across several DOT programs and provide \$9 billion in FY 2014 for FTA programs.
- One of the Department of Transportation's strategic goals and FTA's highest priorities is restoring the Nation's transportation infrastructure to a state of good repair. Approximately \$78 billion worth of public transportation assets (in 2008 constant dollars) would require replacement to be considered in a State of Good Repair. The \$6 billion Immediate Transportation Investments funding for State of Good Repair programs would allow FTA to help transit systems across the nation address a backlog of capital projects and asset management requirements.
- FTA has had extensive experience administering grants for transit rail and bus projects that would be eligible under Transit Capital Assistance. The proposed, immediate \$2.5 billion investment— that does not require a local share— will help to modernize and extend transit systems and provide critical operating assistance.
- MAP-21 made Core Capacity projects eligible under the Capital Investment Grants program. The proposed \$500 million investment would increase the capacity of existing fixed guideway systems with proven demand by at least 10 percent.

What Is The Request And What Will We Get For The Funds?

FY 2014 –IMMEDIATE TRANSPORTATION INVESTMENTS (\$000)

Program Activity	FY 2012 Actual	FY 2013 CR Annualized	FY 2014 Request	Difference from FY 2012
Transit Capital Assistance	-	-	2,500,000	2,500,000
Core Capacity	-	-	500,000	6,000,000
State of Good Repair	-	-	6,000,000	6,000,000
Total	-	-	9,000,000	9,000,000

The President’s proposal includes \$9 billion for public transportation as part of the Administration’s Immediate Transportation Investments \$50 billion initiative to invest in transportation infrastructure. These funds will help accelerate the development and construction of an additional tranche of projects that without this funding would remain on the drawing board.

The first portion of this request – \$2.5 billion – is for transit formula programs for bus purchases and rail and bus system repair and rehabilitation, including rolling stock. In addition to reinvestment, this program also will fund new investment. Funds will be distributed under FTA’s existing Urbanized (\$2 billion), Non-Urbanized Area (\$300 million), and Growing States and High Density States (\$200 million) program formulas. In addition to capital assistance, operating assistance would be an eligible activity for rural areas with populations of less than 50,000 and urbanized areas with populations of less than 200,000.

Second, \$500 million of this request would fund Core Capacity projects. These projects will help improve ridership by making targeted investments that increase capacity of existing fixed guideway systems by at least ten percent. Eligible systems must be at or above capacity within five years. These grants will make the best use of limited resources by focusing on systems with proven demand, especially in our largest transit systems that already carry the greatest share of riders, to help meet rising transit ridership in our most densely populated urban corridors.

Finally, the largest portion of this request, \$6 billion for State of Good Repair programs, will assist in “buying down” the estimated \$78 billion nationwide capital backlog of transit assets that are in marginal or poor condition (i.e., not in a state of good repair). In light of the size of the backlog, increasing funding for state of good repair is one of FTA’s top priorities. FTA will administer funds for capital projects by MAP-21 formulas aimed at modernizing existing fixed guideway systems and replacing and rehabilitating buses and bus facilities.

By funding 100 percent of project costs, FTA will enable transit agencies to immediately undertake major capital projects without having to identify and commit local matching funds.

This will have both a real and immediate impact on improving the existing problem of deferred investment in America's transit infrastructure.

What Is This Program?

The Immediate Transportation Investments program includes funding for Transit Capital Assistance, Core Capacity, and State of Good Repair projects. Transportation investments are crucial for fixing America's aged transit systems. Funds will be used to:

- Replace or refurbish rail cars and buses,
- Build or improve track, bus terminals, garages, and other transit facilities,
- Begin new capital projects, and
- Provide operating assistance to small and middle size transit providers.

Unlike regular FTA program funding, state and local grantees will not be required to provide local matching funds. This will ensure that the \$9 billion in funding has an immediate impact on the improvement of the nation's transit systems.

The \$2.5 billion requested for Transit Capital Assistance will distribute funds for transit capital projects, and in some cases operating assistance, to Urbanized areas (80 percent), "Growing States and High Density States" (8 percent) and to Non-Urbanized areas (12 percent). Consistent with MAP-21 authorities, in addition to capital funding, operating assistance will also be available to non-urbanized areas and urbanized areas with populations of less than 200,000.

The \$500 million requested for Core Capacity projects will enhance the capacity of existing fixed guideway corridors. As with the newly eligible Core Capacity category within Capital Investment Grants (authorized under MAP-21), FTA would provide merit-based discretionary grants for increasing an existing fixed guideway system's capacity by at least 10 percent. The system must already be at capacity, or projected to reach capacity, within five years.

The State of Good Repair program will target funding to the transit systems with the highest need for state of good repair upgrades. Of the \$6 billion, 75 percent of the State of Good Repair funds will be apportioned by formula to rail projects based on fixed guideway revenue vehicle miles, directional route miles, and passenger miles. The remaining 25 percent will be distributed for bus projects based on formulas for bus and bus facilities.

Why Is This Particular Program Necessary?

America's infrastructure, including transportation is no longer considered to be among the top 10 globally according to the World Economic Forum.¹ Underinvestment in the system lead the American Society of Civil Engineers (ASCE) to give America's public transportation infrastructure a "D" grade in 2013 – the same grade as in 2009. ASCE estimated that in 2010, America lost \$90 billion as a result of a lack of transit investments. These deficiencies are projected by the ASCE to will cost the country approximately \$570 billion in 2020 and over \$1 trillion in 2040, if current funding trends continue.²

FTA projects that transit ridership increased 4.1 percent since FY 2010. More transit riders lead to more intense use of transit infrastructure, which in turn can accelerate growth of the nationwide reinvestment backlog. The increased stress means this backlog will continue to grow without investment. FTA estimates that a funding gap of \$1.6 billion per year from all sources exists, and this gap is expected to grow.³ Meeting the growing demand for transit services requires a system that is safe, efficient, and reliable.

How Do You Know The Program Works?

The growing demand for transit suggests that FTA programs are working, as evidenced by data analyses. First, system coverage, capacity, and use are increasing as indicated by the 7.5 million growth in transit urban passenger miles (16.7 percent) from 2000 to 2010. Moreover, of the more than 10.2 billion unlinked transit trips reported in 2011, rural transit operators reported 141 million unlinked passenger trips. FTA's formula funding helps to support the 2,250 urban and rural transit providers that meet this demand by taking people to work, to shop, and to other essential services such as doctor's appointments. This primarily addresses the basic needs for maintaining and sustaining the nation's \$663 billion in transit capital assets.

Moreover, demand for FTA's programs is significant. One of FTA's top priorities is to bring the nation's backlog of transit assets into a state of good repair. Funding for this priority was provided funding through the American Recovery and Reinvestment Act (ARRA) and three rounds of Bus and Bus Facilities awards from FY 2010 to FY 2012. FTA will measure the success of these three programs by tracking the reduction of total assets in the replacement and refurbishment backlog and by increases in transit system capacity. For example, FTA provided \$652 million to support 194 bus and bus facilities projects in FY 2012 and \$750 million in FY 2011 – far below the billions of dollars requested.

To help ensure sound investments, FTA is currently implementing a new Transit Asset Management System (TAM), required by MAP-21, through rulemaking and technical assistance.

¹ *World Economic Forum* (2012). The Global Competitiveness Index. <http://www.weforum.org/issues/competitiveness-0/gci2012-data-platform/>

² *American Society of Civil Engineers* (March 2013). *Failure to Act, the Impact of Current Infrastructure Investment on America's Economic Frontier*. <http://www.infrastructurereportcard.org/>

³ Federal Highway Administration and Federal Transit Administration, *2010 Status of the Nation's Highways, Bridges, and Transit: Conditions & Performance Report to Congress*, 2010, <http://www.fhwa.dot.gov/policy/2010cpr/execsum.htm#c6t>

The regulation will require each of our grant recipients and sub-recipients to develop a transit asset management plan, including an asset inventory and priorities for investment, to bring transit systems into a state of good repair and keep them there. Asset management regulation will help ensure effective utilization of Immediate Transportation Investments and Formula Grants State of Good Repair program funding.

Lastly, according to data provided by FTA recipients, FTA's ARRA grants helped employ 10,322 people working full time between February 2009, when the Recovery Act was enacted, and September 30, 2012.⁴ The Immediate Transportation Investments in public transportation programs are expected to have similar effects.

Why Do We Want/Need To Fund The Program At The Requested Level?

The President's request for \$9 billion in Immediate Transportation Investments in transit would provide critical capital and operating assistance to address our nation's aging transit infrastructure and the estimated \$78 billion backlog of transit assets that are in poor or marginal condition. Second, these investments provide immediate access to needed capital, and—in some cases—operating assistance without having to secure local matching funds that can be time consuming and may never happen. Moreover, these investments can help increase transit capacity in systems that are strained by growing ridership. Making sound investments now in critical transit infrastructure will help improve our public transportation network and contribute to our nation's economic success.

⁴ FTA bases this measurement on full-time-equivalent data collected from grantees as of September 30, 2012.

FEDERAL TRANSIT ADMINISTRATION

ADMINISTRATIVE PROVISIONS--FEDERAL TRANSIT ADMINISTRATION

Sec. 160. The limitations on obligations for the programs of the Federal Transit Administration shall not apply to any authority under 49 U.S.C. 5338, previously made available for obligation, or to any other authority previously made available for obligation.

Sec. 161. [Notwithstanding any other provision of law, funds appropriated or limited by this Act under the Federal Transit Administration's discretionary program appropriations headings for projects specified in this Act or identified in reports accompanying this Act not obligated by September 30, 2015, and other recoveries, may be directed to any eligible purpose under section 5309 of title 49] *Funds appropriated or limited by this Act under the heading "Fixed Guideway Capital Investment" of the Federal Transit Administration for projects specified in this Act or identified in reports accompanying this Act not obligated by September 30, 2018, and other recoveries, may be directed to any project eligible under 49 U.S.C. 5309.*

Explanation

Updates Section 161 of FTA's Administration Provisions set forth in the Consolidated and Further Continuing Appropriations Act, 2012 (Public Law 112-55). FTA has multiple discretionary programs and the change in language from discretionary program to Fixed Guideway Capital Investment will ensure New Starts earmarks (should there be any) stay with New Starts grants going forward. Additionally, the period of availability to obligate these funds is five years from the date of the appropriation, or 2018, given MAP-21 increased the period of availability (from three years under SAFETEA-LU to five years under MAP-21).

Sec. 162. [Notwithstanding any other provision of law, any funds appropriated before October 1, 2012, under any section of chapter 53 of title 49, United States Code, that remain available for expenditure, may be transferred to and administered under the most recent appropriation heading for any such section] *Any funds appropriated before October 1, 2012, under any section of chapter 53 of title 49, United States Code, that remain available for expenditure, may be transferred to and administered under the most recent appropriation heading for any such section.*

Explanation

This language removes "Notwithstanding any other provision of law" from a standard provision included in FTA appropriations. This provision allows FTA to transfer funds from one budget account to a subsequently established budget account for the same general purpose. Funds would remain available under the original section of law.

Sec. 163. [In addition to the amounts made available under section 5327(c)(1) of title 49, United States Code, the Secretary may use, for program management activities described in section 5327(c)(2), 1 percent of the amount made available to carry out section 5316 of title 49, United States Code: *Provided*, That funds made available for program management oversight shall be used to oversee the compliance of a recipient or subrecipient of Federal transit assistance consistent with activities identified under section 5327(c)(2) and for purposes of enforcement] *Unobligated and recovered fiscal year 2006 through 2012 funds that were made available to carry out 49 U.S.C. 5339 shall be available to carry out 49 U.S.C. 5309, as amended by Public Law 112-141, subject to the terms and conditions required under such section.*

Explanation

The provision would allow FTA to use unobligated and recovered fiscal year 2006 through 2012 alternatives analysis program funds (49 U.S.C. 5339) to carry out eligible fixed guideway capital investment projects pursuant to the terms and conditions required under 49 U.S.C. 5309, as amended by the Moving Ahead for Progress in the 21st Century Act, Pub. L. 112-141. Without this provision, FTA's FY 2014 Capital Investment Grants budget request that relies, in part, on using prior year unobligated balances to support total program funding of \$2.132 billion cannot be implemented.

Sec. 164. [Sec. 164.] For purposes of applying the project justification and local financial commitment criteria of 49 U.S.C. 5309(d) to a New Starts project, the Secretary may consider the costs and ridership of any connected project in an instance in which private parties are making significant financial contributions to the construction of the connected project; additionally, the Secretary may consider the significant financial contributions of private parties to the connected project in calculating the non-Federal share of net capital project costs for the New Starts project.

Sec. 165. New fixed guideway capital bus projects recommended in the President's Budget submission to the Congress of the United States for funds appropriated under the heading "Capital Investment Grants" in this Act or any other Act shall be funded from amounts made available under that heading or unobligated and recovered fiscal year 2012 and prior year funds that were made available to carry out the Federal Transit Administration's discretionary bus and bus facilities program: Provided, That all such projects shall remain subject to the appropriate requirements of 49 U.S.C. 5309 for New Starts, Small Starts, or Core Capacity projects as applicable.

Explanation

The provision would allow FTA to use prior year Section 5309 unobligated funds for Bus Rapid Transit projects proposed in the Capital Investment Grants Account. Without this provision, FTA's FY 2014 Capital Investment Grants budget request that relies, in part, on using prior year unobligated balances to support total program funding of \$2.132 billion cannot be implemented.

**DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION
TRANSIT CAPITAL ASSISTANCE, RECOVERY ACT**

Program and Financing (in millions of dollars)

		2012	2013	2014
Identification code : 69-1101-0-1-401		Actual	Est.	Est.
Obligations by program activity:				
0005	Fixed guideway infrastructure investment.....	12	....	....
0900	Total new obligations.....	12	---	---
Budgetary resources:				
Unobligated balance:				
1000	Unobligated balance brought forward, Oct 1.....	11	....	....
1021	Recoveries of prior year unpaid obligations.....	1	....	....
1050	Unobligated balance total.....	12	....	....
1160	Appropriations, discretionary (total)	....	....	....
1930	Total budgetary resources available for obligation	12	....	....
Memorandum (non-add) entries:				
1941	unexpired unobligated balance, end of year.....	....	....	....
Change in obligated balances:				
3000	Obligated balance, start of year.....	2,140	1,055	385
3010	Obligations incurred, unexpired accounts.....	12	---	....
3020	Total outlays (gross).....	-1,057	-670	-346
3040	Recoveries of prior year unpaid obligations, expired	-1	....	....
3041	Recoveries of prior year unpaid obligations, unexpired	-39	....	....
3050	Unpaid obligations, end of year (gross).....	1,055	385	39
3100	Obligated balance, end of year.....	2,140	1,055	385
3200	Obligated balance, start of year.....	1,055	385	39
Outlays (gross), detail:				
4011	Outlays from discretionary balances.....	1,057	670	346
Offsets against gross budget authority and outlays:				
4033	Collected	....	....	-5
Additional Offsets against gross budget authority only:				
4052	Offsetting collections credited to expired accounts	....	....	5
Net budget authority and outlays:				
4070	Budget authority, net (discretionary).....	...	...	...
4080	Outlays, net (discretionary).....	1,057	670	341
4180	Budget authority, net (total).....	...	...	...
4190	Outlays, net (total).....	1,057	670	341

**DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION
TRANSIT CAPITAL ASSISTANCE, RECOVERY ACT**

Object Classification (in thousands of dollars)

		2012	2013	2014
Identification code : 69-1101-0-1-401		Actual	Est.	Est.
Direct obligations:				
11.1	Personnel Compensation: Full-Time Permanent.....	5	...	...
25.2	Other Services From non-Federal Sources.....	7	...	...
99.0	Total new obligations.....	12	...	...

Employment Summary

1001	Direct civilian full-time equivalent employment	34	--	--
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**DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION
FIXED GUIDEWAY INFRASTRUCTURE INVESTMENT, RECOVERY ACT**

Program and Financing (in millions of dollars)

Identification code : 69-1102-0-1-401	2012 Actual	2013 Est.	2014 Est.
Obligations by program activity:			
0001 Urban Area Formula Grants.....	3	...	...
0900 Total new obligations.....	3		
Budgetary resources available for obligation:			
Unobligated balances:			
1000 Unobligated balance carried forward, start of year	...	...	...
Budget Authority:			
1021 Recoveries of prior year unpaid obligations.....	3	...	...
1050 Unobligated Balance (total)	3	...	...
1160 Appropriation, discretionary (total)	...	...	...
1930 Total Budgetary resources available.....	3	...	...
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year.....	...	...	...
Change in obligated balances:			
Obligated balance, start of year (net):			
3000 Unpaid obligations, brought forward, Oct 1 (gross).....	221	221	3
3010 Obligations incurred, unexpired accounts.....	3	...	...
3020 Outlays (gross).....	-128	-90	-3
3040 Recoveries of prior year unpaid obligations unexpired.....	-3	...	...
Obligated balance, end of year (net):			
3050 Unpaid Obligations, end of year (gross).....	93	131	...
Memorandum (non-add entries):			
3100 Obligated balance, end of year (net).....	221	93	3
3200 Obligated balance, end of year (net).....	93	3	...
Budget authority and outlays, net:			
4011 Outlays from new discretionary authority.....	128	90	3
4080 Outlays, net (discretionary)	128	90	3
4180 Budget authority, net (total).....	...	...	...
4190 Outlays, net (total).....	128	90	3

**DEPARTMENT OF TRANSPORTATION
 FEDERAL TRANSIT ADMINISTRATION
 FIXED GUIDEWAY INFRASTRUCTURE INVESTMENT, RECOVER ACT**

Object Classification (in thousands of dollars)

Identification code : 69-1102-0-1-401	2012 Actual	2013 Est.	2014 Est.
Direct obligations:			
25.2 Other services for non-Federal Sources.....	3	...	...

**DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION
RESEARCH, TRAINING, AND HUMAN RESOURCES**

Program and Financing (in millions of dollars)

Identification code : 69-1121-0-1-401	2012 Actual	2013 Est.	2014 Est.
Change in obligated balances:			
3000			
3020			
3050			
3100			
3200			
Budget Authority and outlays, net:			
4011			
4080			
4180			
4190			

**DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION
MISCELLANEOUS EXPIRED ACCOUNTS**

Program and Financing (in millions of dollars)

		2012	2013	2014
Identification code : 69-1122-0-1-401		Actual	Est.	Est.
1160	Appropriation, discretionary (total)	...	...	...
Net budget authority and outlays:				
41.80	Budget authority, net (total).....	...	...	...
41.90	Outlays, net (total).....	...	...	...

**DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION
JOB ACCESS AND REVERSE COMMUTE GRANTS**

Program and Financing (in millions of dollars)

Identification code : 69-1125-0-1-401	2012 Actual	2013 Est.	2014 Est.
Budgetary resources available for obligation:			
1000	14	15	15
1021	1	.....	.....
1050	15	15	15
Budget authority			
Appropriations discretionary:			
1160	.....	.....	.....
Spending Authority from Offsetting Collections, discretionary:			
Spending authority from offsetting collections, discretionary (total)			
1750	.....	.....	.....
1930	15	15	15
Memorandum (non-add) entries:			
1941	15	15	15
Change in obligated balances:			
Obligated balance, start of year (net):			
3000	21	15	8
3020	-5	-7	-7
3040	-1	.....	.....
3050	15	8	1
Memorandum (non-add) entries:			
3100	21	15	8
3200	15	8	1
Net Budget Authority and Outlays:			
4011	5	7	7
4080	5	7	7
4180	...	...	...
4190	5	7	7

**DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION
INTERSTATE TRANSFER GRANTS**

Program and Financing (in millions of dollars)

		2012	2013	2014
Identification code : 69-1127-0-1-401		Actual	Est.	Est.
Obligations by program activity:				
Budgetary resources available for obligation:				
1000	Unobligated balance carried forward, start of year.....	3	3	3
1160	Appropriations, discretionary (total) .....	...	...	...
1930	Total budgetary resources available for obligation.....	3	3	3
Memorandum (non-add) entries:				
1941	Unexpired unobligated balance, end of year	3	3	3
Net budget authority and outlays:				
4180	Budget authority, net (total).....	...	...	...
4190	Outlays, net (total).....	...	...	...

**DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION
FORMULA GRANTS**

Program and Financing (in millions of dollars)

Identification code : 69-1129-0-1-401	2012 Actual	2013 Est.	2014 Est.
Obligations by program activity:			
0001	25	8	6
0002	1	1	1
0003	1	1	1
0004	...	1	1
0799	27	11	9
0801	...	4	...
0809	...	4	...
0900	27	15	9
Budgetary resources available for obligation:			
Unobligated balance:			
1000	90	86	80
1011	1	7	2
1021	22	2	...
1050	113	95	82
Budget Authority:			
1160	...	...	...
1930	113	95	82
Memorandum (non-add) entries:			
1941	86	80	73
Change in obligated balances:			
Obligated balance start of year (net):			
3000	597	431	220
3010	27	15	9
3020	-171	-224	-144
3040	-22	-2	-2
3050	431	220	83
3060	-14	-14	-14
3090	-14	-14	-14
Memorandum (non-add) entries:			
3100	583	417	206
3200	417	206	69
Budget Authority and Outlays, net:			
Net Budget Authority and Outlays:			
4011	171	224	144
4080	171	224	144
4180	...	...	...
4190	171	224	144

**DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION
FORMULA GRANTS**

Object Classification (in thousands of dollars)

Identification code : 69-1129-0-1-401		2012 Actual	2013 Est.	2014 Est.
Direct obligations:				
41.0	Grants, subsidies, and contributions.....	27	11	9
Reimbursable obligations:				
41.0	Grants, subsidies, and contributions.....	...	4	...
99.0	Total new obligations.....	27	15	9

**DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION
GRANTS FOR ENERGY EFFICIENCY AND GREENHOUSE GAS REDUCTIONS**

Program and Financing (in millions of dollars)

Identification code : 69-1131-0-1-401	2012 Actual	2013 Est.	2014 Est.
Obligations by program activity:			
0001	51	13	1
0900	51	13	1
Budget Resources:			
Unobligated balance:			
1000	65	14	1
Budget Authority:			
1160	.....	.....	.....
1930	65	14	1
Memorandum (non-add) entries:			
1941	14	1	.....
Change in obligated balances:			
3000	59	99	87
3010	51	13	1
3020	-11	-25	-25
3050	99	87	63
Memorandum (non-add) entries:			
3100	59	99	87
3200	99	87	63
Net Budget Authority and Outlays:			
4011	11	25	25
4080	11	25	25
4180	.....	.....	.....
4190	11	25	25

**DEPARTMENT OF TRANSPORTATION
 FEDERAL TRANSIT ADMINISTRATION
 GRANTS FOR ENERGY EFFICIENCY AND GREENHOUSE GAS**

Object Classification (in thousands of dollars)

		2012	2013	2014
Identification code : 69-1131-0-1-401		Actual	Est.	Est.
Direct obligations:				
41.0	Grants, Subsidies, and Contributions	51	13	1

**DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION
UNIVERSITY TRANSPORTATION RESEARCH**

Program and Financing (in millions of dollars)

		2012	2013	2014
Identification code : 69-1136-0-1-401		Actual	Est.	Est.
Obligations by program activity:				
0001	University Transportation Research	...	...	...
0900	Total new obligations (object class 41.0).....	...	...	...
Budgetary resources available for obligation:				
3020	Unobligated balance carried forward, start of year.....	...	...	...
2395	Total new obligations.....	...	...	...
3100	Unobligated balance carried forward, end of year.....	...	...	...
Change in obligated balances:				
3020	Obligated balance, start of year.....	...	...	...
4190	Total outlays (gross).....	...	...	...
3100	Obligated balance, end of year.....	...	...	...
Outlays (gross), detail:				
4190	Outlays from discretionary balances.....	...	...	...
Net budget authority and outlays:				
4180	Budget authority.....	...	...	...
4190	Outlays.....	...	...	...

**DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION
DISCRETIONARY GRANTS**

Program and Financing (in millions of dollars)

		2012	2013	2014
Identification code : 69-8191-0-7-401		Actual	Est.	Est.
Obligations by program activity:				
0001	Discretionary grants.....	...	10	10
0900	Total new obligations (object class 41.0).....	...	10	10
Budgetary resources available for obligation:				
Unobligated balance:				
1000	Unobligated balance carried forward, start of year	5	20	10
1021	Resources available from recoveries of prior year obligations	15	...	...
1050	Unobligated balance (total).....	20	20	10
1930	Total budgetary resources available.....	20	20	10
Memorandum (non-add) entries:				
1941	Unexpired unobligated balance, end of year.....	20	10	...
Change in obligated balances:				
Obligated balance, start of year (net):				
3000	Unpaid obligations, brought forward, Oct 1 (gross).....	36	8	9
3010	Obligations incurred, unexpired accounts.....	...	10	10
3020	Outlays (gross).....	-13	-9	-9
3040	Recoveries of prior year obligations, unexpired.....	-15	...	...
3050	Unpaid obligations, end of year (gross).....	8	9	10
Budget authority and outlays, net:				
Discretionary:				
Outlays, gross:				
4011	Outlays from new discretionary balances.....	13	9	9
4080	Outlays, net (discretionary).....	13	9	9
4180	Budget authority, net (total).....	...	...	...
4190	Outlays, net (total).....	13	9	9
Memorandum (non-add) entries:				
5054	Fund balance in excess of liquidating requirements, SOY			
	Contract authority.....	38	38	38
5055	Fund balance in excess of liquidating requirements, EOY			
	Contract authority.....	38	38	38
5061	Limitation on obligations (Transportation Trust Fund).....	...	...	...

**DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION
DISCRETIONARY GRANTS**

Object Classification (in thousands of dollars)

		2012	2013	2014
Identification code : 69-8191-0-7-401		Actual	Est.	Est.
Direct obligations:				
41.00	Grants, subsidies and contributions.....	...	10	10

TRANSIT CAPITAL ASSISTANCE, RECOVERY ACT

PROGRAM AND PERFORMANCE

The American Recovery and Reinvestment Act of 2009 provided \$6.9 billion to fund transit capital assistance to create jobs to bolster the American economy. Transit capital assistance was provided through urbanized area formula grants, non-urbanized area formula grants, and discretionary Tribal Transit grants. Funds were used for eligible capital projects, preventive maintenance, and to purchase buses and rail rolling stock. Funds were also used for a new discretionary grant program, Transportation Investments in Greenhouse Gas and Energy Reduction, to increase the use of environmentally sustainable operations in the public transportation sector. This schedule shows the obligation and outlay of remaining amounts made available for administration and oversight of these transit capital assistance formula apportionments, discretionary grant awards and associated capital and preventive maintenance projects and vehicle procurements.

FIXED GUIDEWAY INFRASTRUCTURE INVESTMENT, RECOVERY ACT
PROGRAM AND PERFORMANCE

The American Recovery and Reinvestment Act of 2009 provided \$750 million to fund fixed guideway modernization grants to create jobs to bolster the American economy. The funds were apportioned consistent with the allocation formula authorized by SAFETEA-LU. Eligible capital projects included the purchase or rehabilitation of rail rolling stock and the construction or rehabilitation of transit guideway systems, passenger facilities, maintenance facilities and security systems.

RESEARCH TRAINING AND HUMAN RESOURCES

[(Cancellation)]

[Of the funds made available for the Research, Training, and Human Resources program, as authorized by Public Law 95-599, as amended, \$247,579 are hereby permanently cancelled: *Provided*, That no amounts may be cancelled from amounts that were designated by the Congress as an emergency requirement pursuant to the Concurrent Resolution on the Budget or the Balanced Budget and Emergency Deficit Control Act of 1985, as amended.]

RESEARCH TRAINING AND HUMAN RESOURCES
PROGRAM AND PERFORMANCE

Activities have not been funded in the Research, Training and Human Resources account since 2006. This schedule shows the obligation and outlay of amounts made available in fiscal years prior to 2006.

JOB ACCESS AND REVERSE COMMUTE GRANTS

[(Cancellation)]

[Of the funds made available for the Job Access and Reverse Commute program, as authorized by Public Law 105-178, as amended, \$14,661,719 are hereby permanently cancelled: *Provided*, That no amounts may be cancelled from amounts that were designated by the Congress as an emergency requirement pursuant to the Concurrent Resolution on the Budget or the Balanced Budget and Emergency Deficit Control Act of 1985, as amended.]

JOB ACCESS AND REVERSE COMMUTE GRANTS
PROGRAM AND PERFORMANCE

Activities have not been funded in the Job Access and Reverse Commute Grants account since 2006. This schedule shows the obligations and outlays of funding made available for this program in fiscal years prior to 2006. Under MAP-21, Urbanized Area formula grants may be used to support job access and reverse commute activities in fiscal year 2014.

INTERSTATE TRANSFER GRANTS-TRANSIT

[(Cancellation)]

[Of the funds made available for the Interstate Transfer Grants program, as authorized by 23 U.S.C. 103(e)(4), \$2,661,568 are hereby permanently cancelled: *Provided*, That no amounts may be cancelled from amounts that were designated by the Congress as an emergency requirement pursuant to the Concurrent Resolution on the Budget or the Balanced Budget and Emergency Deficit Control Act of 1985, as amended.]

**INTERSTATE TRANSFER GRANTS-TRANSIT
PROGRAM AND PERFORMANCE**

This account funds transit capital projects substituted for previously withdrawn segments of the Interstate Highway System under the provisions of 23 U.S.C. 103(e)(4).

FORMULA GRANTS

[(Cancellation)]

[Of the funds made available for the Formula Grants program, as authorized by Public Law 97-424, as amended, \$70,867,394 are hereby permanently cancelled: *Provided*, That of the funds made available for the Formula Grants program, as authorized by Public Law 91-43, as amended, \$699,307 are hereby permanently cancelled: *Provided further*, That of the funds made available for the Formula Grants program as authorized by Public Law 95-599, as amended, \$928,838 are hereby permanently cancelled: *Provided further*, That no amounts cancelled under this heading may be cancelled from amounts that were designated by the Congress as an emergency requirement pursuant to the Concurrent Resolution on the Budget or the Balanced Budget and Emergency Deficit Control Act of 1985, as amended.] *Note.--A full-year 2013 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Continuing Appropriations Resolution, 2013 (P.L. 112-175). The amounts included for 2013 reflect the annualized level provided by the continuing resolution.*

FORMULA GRANTS
PROGRAM AND PERFORMANCE

This schedule shows the obligation and outlay of formula grant program funding made available in fiscal years prior to 2006. In 2014, funds requested for transit formula grant programs are included in the Transit Formula Grants account and funded exclusively by the Mass Transit Account of the Transportation Trust Fund.

GRANTS FOR ENERGY EFFICIENCY AND GREENHOUSE GAS REDUCTION

PROGRAM AND PERFORMANCE

Initiated within the American Recovery & Reinvestment Act (ARRA) of 2009, the program provided grants to public transit agencies for capital investments to reduce the energy consumption or greenhouse gas emissions of their public transportation operations. Activities have not been funded in this account since 2011. This schedule shows the obligations and outlays of funding made available for this program in fiscal years prior to 2012. Under MAP-21, projects for energy efficiency and greenhouse gas reduction can be funded with Urbanized Area Formula grants and Rural Area Formula grants in 2014.

DISCRETIONARY GRANTS (Transportation Trust Fund, Mass Transit Account)

PROGRAM AND PERFORMANCE

In 2014, no additional liquidating cash is requested to pay previously incurred obligations in the Discretionary Grants account.

TEN YEAR
APPROPRIATIONS HISTORY

Administrative Expenses

Estimates		Appropriations + Oblimits	
1990	---	1990	31,809,000
1991	35,402,000	1991	32,583,000
1992	40,365,000 ¹	1992	37,000,000
1993	14,139,000 ²⁰	1993	38,520,000 ¹⁴
1993 (Supp.) rescission	0	1993 (Supp.) rescission	-305,000
1994	21,295,000 ²¹	1994	39,457,000 ¹⁶
1995	43,060,000	1995	42,315,700 ²
1996	44,202,000 ³	1996	40,722,000 ⁴
1997	43,652,000	1997	41,825,849 ⁵
1998	47,018,000 ¹	1998	45,614,000 ⁶
1999	48,142,000 ¹	1999	53,338,000 ^{7,9,11}
2000	60,000,000 ⁸	2000	59,562,000 ^{8,12}
2001	64,000,000 ¹⁰	2001	63,859,200 ¹³
2002	67,000,000 ¹⁵	2002	67,000,000 ¹⁵
2003	76,586,000 ¹⁷	2003	72,525,500 ^{17,19}
2004	76,500,000 ¹⁸	2004	75,054,550 ^{21,22}
2005	79,931,000	2005	76,423,000 ^{23,24,25}
2006	83,500,000	2006	79,200,000 ²⁶
2007	85,000,000	2007	85,000,000
2008	89,300,000	2008	89,300,000
2009	94,413,000	2009	94,413,000
2010	97,478,000	2010	98,911,000
2011	113,559,000	2011	98,713,000 ²⁷
2012	0	2012	98,713,000
2013	0 ²⁸	2013	99,317,000 ²⁹
2014	109,888,000	2014	

¹ Budget proposes account to be funded from the Mass Transit Account of the Highway Trust Fund.

² Reflects reductions of \$125,000 for working capital fund (sec. 330), \$95,000 for bonuses and awards (sec. 331), and \$59,000 for procurement reform (sec. 323); and transfer of \$188,300 for consolidated civil rights office (P. L. 103-331); reflects reduction of \$279,000 pursuant to P. L. 104-19.

³ Proposed legislation would replace this with funding through the Unified Transportation Infrastructure Investment Program.

⁴ Reflects reduction of \$1,278,000 for working capital funds, bonuses and awards, and field office consolidation.

⁵ Reflects reduction of \$451,135 for TASC (sec. 321) and \$4 for awards (sec. 346). Excludes \$779,988 in obligated balances transferred from Formula Grants.

⁶ Reflects reduction of \$124,000 for TASC (sec. 320).

⁷ Of which \$43,200,000 to be funded from the mass transit account of the Highway Trust Fund; includes obligation limitation.

⁸ Of which \$48,000,000 to be funded from the mass transit account of the Highway Trust Fund; includes obligation limitation.

⁹ Reflects reduction of \$912,000 for TASC (sec. 320).

¹⁰ Of which \$51,200,000 to be funded from the mass transit account of the Highway Trust Fund; includes obligation limitation.

¹¹ Includes \$250,000 in Y2K emergency funding.

¹² Reflects reduction of \$438,000 for TASC (sec. 319).

¹³ Reflects reduction of \$140,800 (.22%) pursuant to section 1403 of P. L. 106-554; includes obligation limitation.

¹⁴ Includes \$25,120,000 derived from the mass transit account of the Highway Trust Fund.

¹⁵ Of which \$53,600,000 to be funded from the mass transit account of the Highway Trust Fund; includes obligation limitation.

¹⁶ Includes \$18,162,000 derived from the mass transit account of the Highway Trust Fund.

¹⁷ Of which \$58,400,000 to be funded from the mass transit account of the Highway Trust Fund; includes obligation limitation. Reflects increase of \$3,586,000 for accruing Employee Pension and Health Benefits.

¹⁸ Does not reflect \$4,325,223 for accruing Employee Pension and Health Benefits.

¹⁹ Reflects reduction of \$474,500 (.65%) pursuant to section 601 of P. L. 108-7; includes obligation limitation. Does not include accruing Employee Pension and Health Benefits.

²⁰ Does not include \$27,748,000 derived from the mass transit account of the Highway Trust Fund.

TEN YEAR
APPROPRIATIONS HISTORY

- ²¹ Reflects reduction of \$445,450 (.59%) pursuant to section 168 (b) of P.L. 108-199, the Consolidated Appropriations Act, 2004.
- ²² Includes obligation limitation of \$60,043,640 derived from the mass transit account of the Highway Trust Fund.
- ²³ Reflects reduction of \$953,000 for working capital fund included in sec. 197 of P.L. 108-447, Consolidated Appropriations Act, 2005.
- ²⁴ Reflects reduction of \$624,000 (0.8%) pursuant to Div J, sec. 122 of P.L. 108-447, the Consolidated Appropriations Act, 2005.
- ²⁵ Includes obligation limitation of \$67,704,000 derived from the mass transit account of the Highway Trust Fund.
- ²⁶ Reflects reduction of \$800,000 (1%) pursuant to Div B, Title III, Chapter 8, Sec 3801 of the Defense Appropriations Act, P.L. 109-148.
- ²⁷ Appropriated amounts are net of .2 percent across the board rescission in PL 112-10.
- ²⁸ The President's FY 2013 budget did not include a request for appropriations in this account.
continuing resolution (P.L. 112-175). The amounts included for 2013 reflect the annualized level which are based on annualized CR rates and
- ²⁹ include a 0.612% increase.

TEN YEAR
APPROPRIATIONS HISTORY
Formula Grants

Estimates		Appropriations	
1990	0 ¹	1990	1,625,110,000
1991	1,076,800,000	1991	1,605,000,000
1992	0 ¹	1992	1,520,000,000
1993	541,299,000	1993	650,975,000
1993 (Supp.)	466,490,000		
1994	1,324,916,000	1994	1,284,916,000
1994 Investment	[699,000,000]		
1995	1,715,050,000	1995	1,341,911,000 ²
1996	1,744,200,000 ³	1996	941,975,000 ⁴
1997	221,122,000	1997	490,000,000
1998	0 ¹	1998	240,000,000
1999	0	1999	519,200,000 ^{5,6}
2000	619,600,000	2000	569,600,000 ⁷
2001	669,000,000	2001	616,640,400 ^{8,9,10}
2002	718,400,000	2002	668,307,000 ^{11,13}
2002	0 ¹²	2002	23,500,000 ¹²
2003	767,800,000	2003	713,134,300 ^{11,15}
2004	0 ¹⁴	2004	763,269,980 ¹⁶
2005	0 ¹⁴	2005	450,389,824 ^{17,18}
2006	0	2006	0
2007 (Supp.)	0	2007 (Supp.)	35,000,000 ¹⁹
2013	-72,495,539 ²⁰	2013	

¹ Proposed to be funded out of the mass transit account of the Highway Trust Fund.

² Reflects reduction of \$89,000 for procurement reform (sec. 323), transfer of \$8,000,000 to transit research and planning.

³ Proposed legislation would replace this with funding through the Unified Transportation Infrastructure Investment Program.

⁴ Reflects reduction of \$950,000 for working capital funds, bonuses and awards, and field office consolidation.

⁵ Reflects transfer of \$50,000,000 to Capital Investment Grants pursuant to P. L. 105-277.

⁶ Reflects transfer of \$800,000 to OIG pursuant to P. L. 105-277.

⁷ Reflects transfer of \$50,000,000 to Capital Investment Grants pursuant to P. L. 106-69.

⁸ Reflects transfer of \$50,000,000 to Capital Investment Grants pursuant to P. L. 106-346.

⁹ Reflects transfer of \$1,000,000 to OIG pursuant to P. L. 106-346.

¹⁰ Reflects reduction of \$1,359,600 (.22%) pursuant to section 1403 of P. L. 106-554.

¹¹ Reflects transfer of \$50,000,000 to Capital Investment Grants pursuant to P. L. 107-87.

¹² Emergency funds appropriated, Department of Defense Appropriations/Emergency Supplemental, P.L. 107-117.

¹³ Reflects rescission of \$93,000 pursuant to P.L. 107-206.

¹⁴ Proposed to be funded in Formula Grants and Research out of the mass transit account of the Highway Trust Fund.

¹⁵ Reflects reduction of \$4,990,700 (.65%) pursuant to section 601 of P. L. 108-7, reflect transfer of \$49,675,000 to Capital Investment Grants.

¹⁶ Reflects reduction of \$4,530,020 (.59%) pursuant to section 168 (b) of P.L. 108-199, the Consolidated Appropriations Act, 2004.

¹⁷ Reflects reduction of \$4,032,176 (0.8%) pursuant to Div J, sec. 122 of P.L. 108-447, the Consolidated Appropriations Act, 2005.

¹⁸ Reflects transfer of \$50,000,000 (\$49,600,000) net rescission to Capital Investment Grants pursuant to P.L. 108-447.

Reflects \$35,000,000 supplemental pursuant to U.S. Troop Readiness, Veterans' Care, Katrina Recovery, and Iraq Accountability

¹⁹ Appropriations Act, 2007, Chapter 8 of Title IV - Additional Hurricane Disaster Relief and Recovery. P.L. 110-28.

²⁰ The Administration proposed to cancel unobligated balances of prior year appropriations in FY 2013.

TEN YEAR
APPROPRIATIONS HISTORY

Formula Grants

(Limitation on Obligations)
(Highway Trust Fund, Mass Transit Account)

Estimates		Limitation	
1990	1,523,000,000	1990	69,790,000
1991	0	1991	235,000,000
1992	2,599,908,000	1992	463,734,000
1993	1,062,274,000	1993	1,049,025,000
1994	1,129,951,000	1994	1,129,951,000
1995	1,150,000,000	1995	1,150,000,000
1996	1,120,850,000	1996	1,109,853,000 ¹⁰
1997	1,930,850,000	1997	1,659,185,000
1998	3,409,500,000 ¹	1998	2,260,000,000
1999	0 ²	1999	2,280,000,000 ⁵
2000	2,960,670,000 ³	2000	2,478,400,000 ^{6,8}
2001	2,676,000,000 ⁴	2001	2,670,112,800 ^{7,12}
2002	2,873,600,000 ⁹	2002	2,873,600,000 ^{9,13,14}
2003	3,071,200,000 ¹¹	2003	3,051,237,200 ^{11,16,17,18}
2004	0 ¹⁵	2004	3,053,079,920 ¹⁹
2005	0 ¹⁵	2005	3,499,927,776 ²⁰

¹ Proposed to be derived from the mass transit account of the Highway Trust Fund.

² Proposed to be funded from the mass transit account of the Highway Trust Fund.

³ Excludes \$619,600,000 proposed appropriations.

⁴ Excludes \$669,000,000 proposed appropriations.

⁵ Excludes \$519,200,000 appropriations.

⁶ Excludes \$569,600,000 appropriations.

⁷ Excludes \$618,000,000 appropriations; reflects reduction of \$5,887,200 (.22%) pursuant to section 1403 of P. L. 106-554.

⁸ Excludes \$1,592,535,882 in FHWA transfers.

⁹ Excludes \$718,400,000 appropriations.

¹⁰ Reflects reduction of \$147,000 pursuant to section 31002 P. L. 104-134.

¹¹ Excludes \$767,800,000 proposed appropriations.

¹² Excludes \$1,230,831,761 in FHWA transfers.

¹³ Excludes \$1,117,456,037 in FHWA transfers.

¹⁴ Excludes \$2,356,510 in FTA transfers to FHWA.

¹⁵ Proposed to be funded in Formula Grants and Research out of the mass transit account of the Highway Trust Fund.

¹⁶ Reflects reduction of \$19,652,800 (.65%) pursuant to section 601 of P. L. 108-7

¹⁷ Excludes \$1,007,401,850 in FHWA transfers, including unobligated balance transfer of \$2,000,000 pursuant to sec. 377 P.L.108-7.

¹⁸ Excludes \$1,435,902 in FTA transfers to FHWA.

¹⁹ Reflects reduction of \$18,120,080 (.59%) pursuant to section 168(b) of P.L. 108-199, the Consolidated Appropriations Act, 2004.

²⁰ Reflects reduction of \$28,225,224 (0.8%) pursuant to Div J, sec. 122 of P.L. 108-447, the Consolidated Appropriations Act, 2005.

TEN YEAR
APPROPRIATIONS HISTORY

University Transportation Research

Estimates		Appropriations + Oblimits	
1990	---	1990	4,930,000 ¹¹
1991	---	1991	5,000,000 ¹¹
1992	6,000,000 ¹	1992	6,985,000 ¹¹
1993	2,025,000	1993	6,000,000 ⁸
1994	3,238,000	1994	6,000,000 ⁹
1995	6,000,000	1995	6,000,000
1996	6,000,000 ¹	1996	6,000,000
1997	6,000,000	1997	6,000,000
1998	6,000,000 ²	1998	6,000,000
1999	6,000,000 ³	1999	6,000,000 ⁴
2000	6,000,000 ⁴	2000	6,000,000 ⁴
2001	6,000,000 ⁴	2001	5,986,800 ^{5,6}
2002	6,000,000 ⁷	2002	6,000,000 ⁷
2003	6,000,000 ⁷	2003	5,961,000 ^{7,12}
2004	0 ¹⁰	2004	5,964,600 ^{13,14}
2005	0 ¹⁰	2005	5,952,000 ^{15,16}
2013	-292,554 ¹⁷	2013	

¹ Proposed legislation would replace this with funding through the Unified Transportation Infrastructure Investment Program.

² Proposed to be funded under Transit Planning and Research.

³ Proposed to be funded under Transit Planning and Research mass transit account of the Highway Trust Fund.

⁴ Includes \$4,800,000 Trust Fund; includes obligation limitation.

⁵ Includes \$4,789,440 Trust Fund.

⁶ Reflects reduction of \$13,200 (.22%) pursuant to section 1403 of P. L. 106-554; includes obligation limitation.

⁷ Includes \$4,800,000 Trust Fund; includes obligation limitation.

⁸ Includes \$3,975,000 Trust Fund; includes obligation limitation.

⁹ Includes \$2,762,000 Trust Fund; includes obligation limitation.

¹⁰ Proposed to be funded in Formula Grants and Research out of the mass transit account of the Highway Trust Fund.

¹¹ Funded from the mass transit account of the Highway Trust Fund.

¹² Reflects reduction of \$39,000 (.65%) pursuant to section 601 of P. L. 108-7; includes obligation limitation.

¹³ Reflects reduction of \$35,400 (.59%), pursuant to section 168(b) of P.L. 108-199, the Consolidated Appropriations Act, 2004.

¹⁴ Includes obligation limitation of \$4,771,680 derived from the mass transit account of the Highway Trust Fund.

¹⁵ Reflects reduction of \$48,000 (0.8%) pursuant to Div J, sec. 122 of P.L. 108-447, the Consolidated Appropriations Act, 2005.

¹⁶ Includes obligation limitation of \$5,208,000 derived from the mass transit account of the Highway Trust Fund.

¹⁷ The Administration proposed to cancel unobligated balances of prior year appropriations in FY 2013.

TEN YEAR
APPROPRIATIONS HISTORY

Job Access and Reverse Commute Grants

	Estimates		Appropriations + Oblimits
1999	0	1999	75,000,000 ³
2000	150,000,000 ^{1,4}	2000	75,000,000 ⁴
2001	150,000,000 ^{2,5}	2001	99,780,000 ^{6,7}
2002	125,000,000 ⁸	2002	125,000,000 ⁸
2003	150,000,000 ⁹	2003	104,317,500 ^{9,11}
2004	0 ¹⁰	2004	124,262,500 ^{12,13}
2005	0 ¹⁰	2005	124,000,000 ^{14,15}
2012	164,500,000	2012	164,500,000
2013	-14,661,719 ¹⁶	2013	0 ¹⁷

¹ Includes \$75,000,000 in revenue aligned budget authority.

² Includes \$50,000,000 in revenue aligned budget authority.

³ Includes \$40,000,000 Trust Fund and \$25,000,000 discretionary GF approp; includes obligation limitation.

⁴ Includes \$60,000,000 Trust Fund; includes obligation limitation.

⁵ Includes \$80,000,000 Trust Fund; includes obligation limitation.

⁶ Includes \$79,824,000 Trust Fund.

⁷ Reflects reduction of \$220,000 (.22%) pursuant to section 1403 of P. L. 106-554; includes obligation limitation.

⁸ Includes \$100,000,000 Trust Fund; includes obligation limitation.

⁹ Includes \$120,000,000 Trust Fund; includes obligation limitation.

¹⁰ Proposed to be funded in Formula Grants and Research out of the mass transit account of the Highway Trust Fund.

¹¹ Reflects reduction of \$975,000 (.65%) pursuant to section 601 of P. L. 108-7; includes obligation limitation. Reflects transfer of \$44,707,500 to Capital Investment Grants.

¹² Reflects reduction of \$737,500 (.59%) pursuant to section 168 (b) of P.L. 108-199, the Consolidated Appropriations Act, 2004.

¹³ Includes obligation limitation of \$99,410,000 derived from the mass transit account of the Highway Trust Fund.

¹⁴ Reflects reduction of \$1,000,000 (0.8%) pursuant to Div J, sec. 122 of P.L. 108-447, the Consolidated Appropriations Act, 2005.

¹⁵ Includes obligation limitation of \$108,500,000 derived from the mass transit account of the Highway Trust fund.

¹⁶ The Administration proposed to cancel unobligated balances of prior year appropriations in FY 2013.

¹⁷ Repealed by MAP-21.

TEN YEAR
APPROPRIATIONS HISTORY

Washington Metropolitan Area Transit Authority

Estimates		Appropriations	
1990	42,000,000	1990	84,745,000
1991	38,000,000	1991	64,100,000
1992	80,000,000	1992	124,000,000
1993	182,000,000	1993	170,000,000
1994	200,000,000	1994	200,000,000
1995	200,000,000	1995	200,000,000
1996	200,000,000 ¹	1996	200,000,000
1997	200,000,000	1997	200,000,000
1998	0 ²	1998	200,000,000
1999	0 ²	1999	50,000,000
2000	0	2000	0
2009	0	2009	150,000,000
2010	150,000,000	2010	150,000,000
2011	150,000,000	2011	149,700,000 ³
2012	150,000,000	2012	150,000,000
2013	134,477,000 ⁴	2013	150,918,000 ⁵
2014	150,000,000	2014	

¹ Proposed legislation would replace this with funding through the Unified Transportation Infrastructure Investment Program.

² Proposed to be derived from the mass transit account of the Highway Trust Fund.

³ Appropriated amounts are net of .2 percent across the board rescission in PL 112-10.

⁴ The Administration proposed to cancel \$523,000 of unobligated balances of prior year appropriations in FY 2013.

⁵ continuing resolution (P.L. 112-175). The amounts included for 2013 reflect the annualized level which are based on annualized CR rates and include a 0.612% increase.

TEN YEAR
APPROPRIATIONS HISTORY

Interstate Transfer Grants - Transit

	Estimates		Appropriations
1990	---	1990	159,520,000
1991	---	1991	149,000,000
1992	---	1992	160,000,000
1993	82,000,000	1993	75,000,000
1994	45,000,000	1994	45,000,000
1995	38,530,000	1995	48,030,000
1999	0	1999 Rescission	-600,000
2005	0	2005	0 ¹
2013	-2,661,568 ²	2013	

¹ Does not include transfer of unobligated balance pursuant to section 164 of P.L. 108-447, Consolidated Appropriations Act, 2005.

² The Administration proposed to cancel unobligated balances of prior year appropriations in FY 2013.

TEN YEAR
APPROPRIATIONS HISTORY

Capital Investment Grants

Estimates		Appropriations	
1999	451,400,000	1999	501,400,000 ¹
2000	490,200,000	2000	537,747,303 ^{2,3}
2001	529,200,000	2001	577,925,760 ^{4,5}
2002	568,200,000	2002	618,200,000 ⁶
2002	0 ^{7,8}	2002	1,900,000,000 ^{7,8}
2003	607,200,000	2003	682,733,200 ¹⁰
2004	9	2004	623,797,750 ¹¹
2005	9	2005	463,614,176 ^{12,13}
2006	9	2006	1,440,681,660 ^{14,15}
2007	1,466,000,000	2007	1,566,000,000
2008	1,399,818,000	2008	1,569,091,997
2009	1,620,828,893	2009	1,809,250,000 ¹⁶
2010	1,827,343,000 ¹⁸	2010	2,000,000,000 ¹⁷
2011	1,820,112,000 ¹⁸	2011	1,304,064,000 ^{17, 19}
2012	0	2012	1,944,914,000 ²⁰
2013	-11,429,055 ^{21, 22}	2013	1,966,689,941 ²³
2014	1,981,472,000 ²⁴	2014	

¹ Reflects transfer of \$50,000,000 from Formula Grants pursuant to P. L. 105-277.

² Reflects transfer of \$50,000,000 from Formula Grants pursuant to P. L. 106-69.

³ Reflects transfer of \$2,452,697 from New Starts to TPR National Research pursuant to P. L. 106-069.

⁴ Reflects transfer of \$50,000,000 from Formula Grants pursuant to P. L. 106-346.

⁵ Reflects reduction of \$1,274,240 (.22%) pursuant to section 1403 of P. L. 106-554.

⁶ Reflects transfer of \$50,000,000 from Formula Grants pursuant to P. L. 107-87.

⁷ Emergency Supplemental funds, Department of Defense Appropriations/Emergency Supplemental, P.L. 107-117.

⁸ Supplemental Appropriations Act for Further Recovery From and Response To Terrorist Attacks, P.L. 107-206

⁹ Proposed to be funded in Major Capital Investment Grants.

¹⁰ Reflects reduction of \$3,946,800 (.65%) pursuant to section 601 of P. L. 108-7, includes \$29,805,000 transfers from Job Access and Reverse Commute and \$49,675,000 from Formula Grants. Does not include transfer to Maritime Admin.

¹¹ Reflects reduction of \$3,702,250 (.59%) pursuant to section 168 (b) of P.L. 108-199, the Consolidated Appropriations Act, 2004.

¹² Reflects reduction of \$3,338,824 (0.8%) pursuant to Div J, sec. 122 of P.L. 108-447, the Consolidated Appropriations Act, 2005.

¹³ Does not reflect transfers of unobligated balances included in sections 169, 171, 175, and 531 of P.L. 108-447, the Consolidated

¹⁴ Reflects reduction of \$14,552,340 (1%) pursuant to Div B, Title III, Chapter 8, sec. 3801, P.L. 109-148, the Defense Appropriation Act, 2006

¹⁵ Does not reflect transfers of \$47,288,340 from Formula and Bus Grants P.L. 109-115, the "DOT Appropriations Act, 2006"

Does not reflect the transfer of \$2,000,000 to the DOT Office of Inspector General from section 5327(c) pursuant to P.L. 111-8, Omnibus

¹⁶ Appropriations Act, 2009, Div. I, Title I.

Does not reflect \$2,000,000 transfer to the DOT Inspector General, pursuant to Omnibus Appropriations Act, 2009 (Pub Law 111-8)

¹⁷ Division I, from funds available to execute contracts under 5327(c).

¹⁸ Does not reflect \$2,000,000 proposed transfer to the DOT Inspector General from funds available to execute contracts under 5327(c).

¹⁹ Appropriated amounts are net of .2 percent across the board rescission in PL 112-10.

²⁰ Net amount after transfers and rescissions.

²¹ The Administration proposed to cancel unobligated balances of prior year appropriations in FY 2013.

²² The President's FY 2013 budget did not include a request for appropriations in this account.

A full-year 2013 appropriation for this account was not enacted at the time the budget was prepared; therefore, this account is operating under a

²³ continuing resolution (P.L. 112-175). The amounts included for 2013 reflect the annualized level which are based on annualized CR rates and

include a 0.612% increase. This figure represents the FY 2012 baseline plus the increase calculated after the prior year rescission continued in the

²⁴ The Capital Investment Grant projects proposed for FY14 total \$2.132B. This total includes the requested \$1.981B (new budget authority) and

use of \$151M of prior year unobligated balances.

TEN YEAR
APPROPRIATIONS HISTORY

Capital Investment Grants

Estimates		Limitations	
1999	1,805,600,000 ⁸	1999	1,805,600,000
2000	1,960,800,000 ⁹	2000	1,943,419,186 ¹
		2000	5,977,000 ^{2,3}
		2000	5,000,000 ⁴
2001	2,116,800,000 ¹⁰	2001	2,112,143,040 ⁵
		2001	4,490,100 ^{6,7}
2002	2,272,800,000 ¹¹	2002	2,272,800,000 ¹¹
2003	2,428,800,000 ¹²	2003	2,427,915,300 ¹⁴
2004	¹³	2004	2,495,191,000 ¹⁵
2005	¹³	2005	2,898,100,224 ¹⁶

¹ Reflects reduction of \$17,381,014 pursuant to P. L. 106-113.

² Trust fund appropriation P. L. 106-113 not subject to limitation.

³ Reflects reduction of \$22,800 pursuant to P. L. 106-113.

⁴ Trust fund appropriation P. L. 106-246 not subject to limitation.

⁵ Reflects reduction of \$4,656,960 (.22%) pursuant to section 1403 of P. L. 106-554.

⁶ Trust fund appropriation P. L. 106-554 not subject to limitation.

⁷ Reflects reduction of \$9,900 (.22%) pursuant to section 1403 of P. L. 106-554.

⁸ Excludes \$451,400,000 proposed appropriations.

⁹ Excludes \$490,200,000 proposed appropriations.

¹⁰ Excludes \$529,200,000 proposed appropriations.

¹¹ Excludes \$568,200,000 proposed appropriations.

¹² Excludes \$607,200,000 proposed appropriations.

¹³ Proposed to be funded in Major Capital Investment Grants.

¹⁴ Reflects reduction of \$15,787,200 (.65%) pursuant to section 601 of P. L. 108-7, includes transfer of \$14,902,500 from Job Access and Reverse Commute

¹⁵ Reflects reduction of \$14,809,000 (.59%), pursuant to section 168 (b) of P.L. 108-199, the Consolidated Appropriations Act, 2004.

¹⁶ Reflects reduction of \$23,371,776 (0.8%) pursuant to Div J, sec. 122 of P.L. 108-447, the Consolidated Appropriations Act, 2005.

TEN YEAR
APPROPRIATIONS HISTORY

Discretionary Grants
(Limitation on Obligations)

Estimates		Limitations	
1990	0	1990	1,135,645,000
1991	1,400,000,000	1991	1,400,000,000 ⁷
1992		1992	1,356,167,000
1993	1,000,000,000	1993	1,725,000,000
1993 (Supp)	270,000,000		
1994	1,771,575,000	1994	1,781,691,000 ¹
1995	1,725,000,000	1995	1,724,904,000 ²
		1995 Rescission	-33,911,500 ³
1996	1,665,000,000 ⁴	1996	1,665,000,000
1997	1,799,000,000	1997	1,900,000,000
		1997 Rescission	-588,000,000
1998	0 ⁵	1998	2,000,000,000
1999	1,805,600,000 ⁵	1999 Rescission	-392,000,000 ⁶
		2005	8

¹ Reflects FY 1994 rescission of \$3,309,000.

² Reflects reduction of \$96,000 for procurement reform section 323 of P. L. 103-331.

³ The Rescission Bill P. L. 104-19 reduced Discretionary Grants from FY 1992 and prior year balances by taking \$33.9 million from Bus (\$1.28 million) and New Starts (\$32.6 million).

⁴ Proposed legislation would replace this with funding through the Unified Transportation Infrastructure Investment Program.

⁵ Proposed to be funded under Major Capital Investments.

⁶ Rescission of remaining contract authority pursuant to Omnibus Consolidated Appropriations Act P. L. 105-277.

⁷ Includes \$200 million for Formula Grants under section 9(B).

⁸ Does not include transfers of unobligated balance pursuant to section 164 of P.L. 108-447, Consolidated Appropriations Act, 2005.

Discretionary Grants

Liquidation of Contract Authorization

Estimates		Appropriations	
1990	---	1990	897,300,000
1991	900,000,000	1991	900,000,000
1992	1,500,000,000	1992	1,500,000,000
1993	1,000,000,000	1993	1,500,000,000
1994	1,000,000,000	1994	1,000,000,000
1994 (Supp.) Rescission	-52,037,325	1994 (Supp.) Rescission	-3,308,935
1995	1,500,000,000	1995	1,500,000,000
1995 (Supp.)	0	1995 (Supp.)	350,000,000
1996	1,700,000,000 ¹	1996	2,000,000,000
1996 (Supp.)	0	1996 (Supp.)	375,000,000
1997	2,000,000,000	1997	2,300,000,000
1998	2,350,000,000 ²	1998	2,350,000,000
1999	1,900,000,000 ²	1999	2,000,000,000 ³
2000	1,500,000,000 ²	2000	1,500,000,000 ³
2001	350,000,000 ²	2001	350,000,000 ³
2002	0	2002	0

¹ Proposed legislation would replace this with funding through the Unified Transportation Infrastructure Investment Program.

² Proposed to be derived from the mass transit account of the Highway Trust Fund.

³ Funded from the mass transit account of the Highway Trust Fund.

TEN YEAR
APPROPRIATIONS HISTORY

Research, Development, Demonstration, and Deployment
[Research and University Research Centers]
[Transit Planning and Research]

Estimates		Appropriations + Oblimits	
1992		1992	104,115,000
1993	28,537,000 ²²	1993	85,000,000 ¹⁴
1994	45,875,000	1994	92,250,000 ¹⁵
1995	92,250,000	1995	100,079,000 ¹
1995 (Supp.) Rescission	0	1995 (Supp.) Rescission	-7,000,000
1996	100,027,000 ²	1996	85,500,000
1997	85,500,000	1997	85,500,000
1998	91,800,000 ³	1998	91,500,000 ⁴
1999	91,900,000 ³	1999	98,000,000 ⁵
2000	107,000,000 ⁶	2000	109,209,311 ^{6,7,8,9}
2001	110,000,000 ¹⁰	2001	109,758,000 ^{11,12,17}
2002	116,000,000 ¹³	2002	116,000,000 ^{13,18}
2003	122,000,000 ¹⁶	2003	121,207,000 ^{20,21}
2004	0 ¹⁹	2004	125,256,600 ^{23,24}
2005	0 ¹⁹	2005	126,976,000 ²⁵
2006	0 ¹⁹	2006	74,448,000 ^{26,27}
2007	61,000,000	2007	61,000,000
2008	61,000,000	2008	65,362,900
2009	59,600,000	2009	67,000,000
2010	67,670,000	2010	65,670,000
2011	29,729,000	2011	58,882,000 ²⁸
2012	0	2012	44,000,000
2013	0 ²⁹	2013	44,269,280 ³⁰
2014	30,000,000 ^{31,32}	2014	

¹ Reflects reduction of \$171,000 for procurement reform section 323 of P. L. 103-331

² Proposed legislation would replace this with funding through the Unified Transportation Infrastructure Investment Program.

³ Proposed to be derived from the mass transit account of the Highway Trust Fund.

⁴ Reflects reduction of \$500,000 pursuant to President's line-item veto.

⁵ Includes \$78,200,000 from the mass transit account of the Highway Trust Fund; includes obligation limitation.

⁶ Includes \$86,000,000 from the mass transit account of the Highway Trust Fund; includes obligation limitation.

⁷ Reflects reduction of \$243,386 pursuant to P. L. 106-113.

⁸ Reflects transfer of \$2,452,697 from New Starts to TPR National Research pursuant to P. L. 106-069.

⁹ Excludes \$54,280,827 in FHWA transfers.

¹⁰ Includes \$87,800,000 from the mass transit account of the Highway Trust Fund; includes obligation limitation.

¹¹ Includes \$87,606,840 from the mass transit account of the Highway Trust Fund; includes obligation limitation.

¹² Reflects reduction of \$242,000 (.22%) pursuant to section 1403 of P. L. 106-554.

¹³ Includes \$93,000,000 from the mass transit account of the Highway Trust Fund; includes obligation limitation.

¹⁴ Includes \$56,000,000 from the Highway Trust Fund.

¹⁵ Includes \$44,125,000 from the Highway Trust Fund.

¹⁶ Includes \$97,800,000 from the mass transit account of the Highway Trust Fund; includes obligation limitation.

¹⁷ Excludes \$60,049,742 in FHWA transfers.

¹⁸ Excludes \$59,601,236 in FHWA transfers.

¹⁹ Proposed to be funded in Formula Grants and Research out of the mass transit account of the Highway Trust Fund.

²⁰ Includes \$87,606,840 from the mass transit account of the Highway Trust Fund; includes obligation limitation.

²¹ Reflects reduction of \$793,000 (.65%) pursuant to section 601 of P. L. 108-7; includes obligation limitation.

²² Does not include \$56,003,000 from the Highway Trust Fund

²³ Reflects reduction of \$743,400 (.59%), pursuant to section 168 (b) of P.L. 108-199, the Consolidated Appropriations Act, 2004.

²⁴ Includes \$111,104,000 in obligation limitation derived from the mass transit account of the Highway Trust Fund.

²⁵ Reflects reduction of \$1,024,000 (0.8%) pursuant to Div J, sec. 122 of P.L. 108-447, the Consolidated Appropriations Act, 2005.

TEN YEAR
APPROPRIATIONS HISTORY

²⁶ Reflects account name pursuant to SAFETEA-LU P.L. 109-59 and the DOT Appropriations Act, 2006 P.L.109-115.

²⁷ Reflects reduction of \$752,000 (1%) pursuant to Div B, Title III, Chapter 8, sec. 3801, P.L. 109-148, the Defense Appropriation Act, 2006.

²⁸ Appropriated amounts are net of .2 percent across the board rescission in PL 112-10.

²⁹ The Administration proposed to fund this program from a Trust Funded account in FY 2013.

A full-year 2013 appropriation for this account was not enacted at the time the budget was prepared; therefore, this account is operating under a continuing resolution (P.L. 112-175). The amounts included for 2013 reflect the annualized level which are based on annualized CR rates and

³⁰ In FY 2014, the Transit Cooperative Research Program under authorities of MAP-21, will separate from the Research account into a stand alone

³¹ Does not include funding for National Transit Institute, which is funded through Formula Grants under MAP-21.

TEN YEAR
APPROPRIATIONS HISTORY
Research, Training and Human Resources

Estimates		Appropriations	
1990		1990	9,970,000
1991	10,000,000	1991	8,000,000
1992		1992	11,000,000 ¹

¹ Reflects rescission of \$5 million. Amounts reconciled with the Intermodal Surface Transportation Efficiency Act (ISTEA).

TEN YEAR
APPROPRIATIONS HISTORY

Formula and Bus Grants
[Formula and Bus Grants]
(Limitation on Obligations)
(Highway Trust Fund, Mass Transit Account)

Estimates		Limitations	
2004	5,615,406,000	2004	0 ²
2005	5,622,871,000	2005	0 ²
2006	6,135,000,000	2006	6,910,131,690 ³
2007	7,262,775,000	2007	7,262,775,000
2008	7,871,895,000	2008	7,767,887,062 ^{5,6}
2009	8,360,565,000	2009	8,260,565,000 ⁷
2010	5,000,000,000	2010	8,343,171,000 ⁸
2011	8,271,700,000	2011	8,343,171,000
2012	7,691,986,000	2012	8,360,565,000
2013	4,759,372,000 ⁹	2013	8,411,732,000 ¹⁰
2014	8,595,000,000	2014	

Transit Formula Grants
[Formula and Bus Grants]

Liquidation of Contract Authorization

Estimates		Appropriations	
2004	690,000,000 ¹	2004	0 ²
2005	710,000,000 ¹	2005	0 ²
2006	3,384,000,000 ¹	2006	1,500,000,000 ⁴
2007	3,925,000,000	2007	4,660,000,000
2008	6,885,000,000	2008	6,855,000,000
2009	8,670,000,000	2009	8,670,000,000
2010	8,852,000,000	2010	9,400,000,000
2011	9,200,000,000	2011	9,400,000,000
2012	10,000,000,000	2012	9,400,000,000
2013	9,400,000,000	2013	9,400,000,000
2014	9,500,000,000	2014	

¹ Proposed to be derived from the mass transit account of the Highway Trust Fund.

² Surface transportation reauthorizing legislation has not been enacted.

³ Reflects reduction of \$69,799,310 (1%) pursuant to Div B, Title III, Chapter 8, Sec 3801 of the Defense Appropriations Act, P.L. 109-148.

⁴ Funded from the mass transit account of the Highway Trust Fund.

⁵ Does not reflect rescission of \$28,660,920 in unobligated contract authority pursuant to P.L. 110-161 Div K, Title I.

⁶ Reflects reduction of obligation limitation and rescission of \$105,005,938 pursuant to P.L. 110-161 Div K, Title I, Section 172 and 173.

⁷ Reflects reduction of obligation limitation and rescission of \$100,000,000 pursuant to P.L. 111-8 Div I, Title I, Section 167.

⁸ Includes net \$1.407 billion flex funds transfer from the Federal Highway Administration (FHWA).

⁹ FTA proposes a new Consolidated Specialized Transportation Grant program that consolidates JARC, New Freedom, and Elderly and Disabled Formula Grant programs.

¹⁰ A full-year 2013 appropriation for this account was not enacted at the time the budget was prepared; therefore, this account is operating under a continuing resolution (P.L. 112-175). The amounts included for 2013 reflect the annualized level which are based on annualized CR rates and

TEN YEAR
 APPROPRIATIONS HISTORY
 Major Capital Investment Grants

Estimates		Appropriations	
2004	1,213,500,000	2004	0 ²
2005	1,234,192,000	2005	0 ²
2006	872,500,000	2006	0 ³

Major Capital Investment Grants
 (Limitation on Obligations)
 (Highway Trust Fund, Mass Transit Account)

Estimates		Limitations	
2004	320,594,000 ¹	2004	0 ²
2005	329,006,000 ¹	2005	0 ²
2006	690,000,000 ¹	2006	0 ³

¹ Proposed to be derived from the mass transit account of the Highway Trust Fund.

² Surface transportation reauthorizing legislation has not been enacted.

³ Funded under Capital Investment Grants pursuant to SAFETEA-LU P.L. 109-59 and DOT Appropriations Act, 2006 P.L. 109-115.

TEN YEAR
APPROPRIATIONS HISTORY

Transit Capital Assistance

Estimates		Appropriations	
2009	-	2009	6,900,000,000 ¹

¹ American Recovery and Reinvestment Act, 2009

TEN YEAR
APPROPRIATIONS HISTORY

Fixed Guideway Infrastructure Investment

	Estimates		Appropriations
2009	-	2009	750,000,000 ¹

¹ American Recovery and Reinvestment Act, 2009

TEN YEAR
APPROPRIATIONS HISTORY

Capital Investments Grants

	Estimates		Appropriations
2009	-	2009	750,000,000 ¹

¹ American Recovery and Reinvestment Act, 2009

TEN YEAR
APPROPRIATIONS HISTORY

Grants for Energy Efficiency and Greenhouse Gas Reductions

Estimates		Appropriations	
2010	-	2010	75,000,000
2011	-	2011	49,900,000 ¹

¹ Appropriated amounts are net of .2 percent across the board rescission in PL 112-10.

TEN YEAR
APPROPRIATIONS HISTORY

Transit Cooperative Research Program

	Estimates		Appropriations
2014	7,000,000	^{1,2}	2014

¹ In FY 2014, FTA proposes to separate the Transit Cooperative Research Program from the Research account as authorized by MAP-21.

TEN YEAR
APPROPRIATIONS HISTORY
Technical Assistance and Standards Development

	Estimates		Appropriations
2014	7,000,000	¹	2014

¹ In FY 2014, FTA proposes to separate the Technical Assistance and Standards Program from the Research account as authorized by MAP-21.

TEN YEAR
APPROPRIATIONS HISTORY

Human Resources and Training

	Estimates		Appropriations
2014	5,000,000	¹	2014

¹ In FY 2014, FTA proposes to separate the Human Resources and Training from the Research account as authorized by MAP-21.

TEN YEAR
APPROPRIATIONS HISTORY

Public Transportation Emergency Relief Program

Estimates		Appropriation	
2013		2013	10,900,000,000 ¹
2014	25,000,000	2014	

¹ Although authorized by MAP-21, the FY 2013 CR does not provide funding for this program. However, FTA did receive a one-time appropriation of \$10.9 billion by the Disaster Relief Appropriations Act, 2013 (P.L. 113-2) for Hurricane Sandy relief, of which \$6 million was transferred to the Office of the Inspector General for oversight.

EXHIBIT V-1
RESEARCH, DEVELOPMENT & TECHNOLOGY
DEPARTMENT OF TRANSPORTATION
BUDGET AUTHORITY
(In thousands of dollars)

FEDERAL TRANSIT ADMINISTRATION	FY 2012 Enacted	FY 2013 CR Annualized	FY 2014 Request	FY 2014 Applied	FY 2014 Development
A. National Research Program	5,000	5,031	-	-	-
Safety Innovative Research	625	629	-	-	-
Bus Program	625	629	-	-	-
Rail Infrastructure Program	625	629	-	-	-
Industry Analysis and Evaluation	625	629	-	-	-
Asset Mgt & Maintenance Research	625	629	-	-	-
Improve the Rider Experience	625	629	-	-	-
Transit Connectivity Research	625	629	-	-	-
Rural and Targeted Populations Research	625	629	-	-	-
B. Research, Development, Demonstration, and Deployment 1/	25,000	25,153	30,000	14,550	450
Research, Development, Demonstration, and Deployment 2/	25,000	25,153	15,000	14,550	450
Low and No- Emission Buses and Bus Facilities and Equipment relating to low/no-emission buses (T)	-	-	15,000	-	-
C. Transit Cooperative Research Program (T) 4/	6,500	6,540	-	-	-
D. National Transit Institute (T)	3,500	3,521	-	-	-
E. University Transportation Centers (T)	4,000	4,024	-	-	-
F. Administrative Expenses	1,812	1,993	2,193	1,588	605
Subtotal, Research & Development	6,812	7,024	17,193	16,138	1,055
Subtotal, Technology Investment (T)	39,000	39,239	15,000	-	-
Subtotal, Facilities (F)	-	-	-	-	-
Total FTA 3/	45,812	46,262	32,193	16,138	1,055

1/ MAP-21 consolidated the previous Research, Development, Demonstration and Deployment Program (Section 5312) and the National Research Program (Section 5314) into one program under Section 5312.

2/ In accordance with changed authorities under MAP-21, FY 2014 funding for this program will support Research and Development. FY 2012 funding, administered under SAFETEA-LU, supported Technology Investments.

3/ Does not include funding for National Transit Institute, which is funded through Formula Grants under MAP-21.

4/ In FY 2014, the Transit Cooperative Research Program under authorities of MAP-21, will separate from the Research account into a stand alone account.