



**U.S. Department
of Transportation**

BUDGET ESTIMATES

FISCAL YEAR 2027

FEDERAL TRANSIT ADMINISTRATION

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

FEDERAL TRANSIT ADMINISTRATION
FY 2027 BUDGET SUBMISSION
Budget Overview

The Federal Transit Administration's (FTA) Fiscal Year (FY) 2027 Budget requests **\$16.3 billion** to fund programs and projects that will connect people to opportunities and support family-focused improvements to the Nation's public transportation systems.

The FY 2027 Budget will support the Secretary's priorities by making strategic investments in public transportation infrastructure, advancing innovations that will deliver public transportation systems that meet the high expectations of American families, and conducting oversight to ensure that transit agencies are operating safely and efficiently leveraging Federal support.

This funding will support transit improvements for approximately 950 direct recipients in more than 500 urbanized areas and rural areas across all 50 States and will support scheduled and on-demand services operated by approximately 4,000 local public transportation operators.

Funding requested in the FY 2027 Budget will enable FTA to improve safety for riders and transit workers by implementing performance-based safety management systems and will address high-priority infrastructure needs by investing in projects that will restore transit infrastructure and assets into a state of good repair. FTA will also continue to foster innovative research that advances the demonstration and deployment of technologies that improve the safety and performance of the Nation's public transportation network. FTA will undertake these missions in a lean, results-oriented manner, ensuring a responsible stewardship of taxpayer dollars.

The FY 2027 Budget requests **\$14.9 billion** for FTA's core transit programs through the Transit Formula Grants account. This investment in the Nation's transit systems supports capital and planning projects, operating support, research, technical assistance, and data collection. Funding will support public transportation systems' efforts to sustain or increase service levels, maintain a state of good repair, and increase ridership. FTA will also continue to promote the demonstration and deployment of innovative technologies and practices that improve the safety and operational performance of the Nation's public transportation network, including innovative business models and private-sector technological tools and solutions for enhanced accessibility options for all travelers.

The details of activities funded by this account are dependent upon reauthorization of surface transportation programs. While many core programs previously funded through prior reauthorizations may continue, exact funding amounts, eligibilities, and requirements are all subject to change. FTA looks forward to working with Congress to finalize and implement a reauthorization that advances the Department's mission. Details on current programs and funding levels may be found in prior year budget submissions.

The FY 2027 Budget also requests **\$1.2 billion** for Capital Investment Grants (CIG) to fund projects that have existing full funding grant agreements in place and new projects that may become eligible for grant agreements during FY 2026 and FY 2027. This amount will supplement State, local, and private investment in the construction of major capital projects that provide new and expanded transit service and employ innovative and expedited project delivery

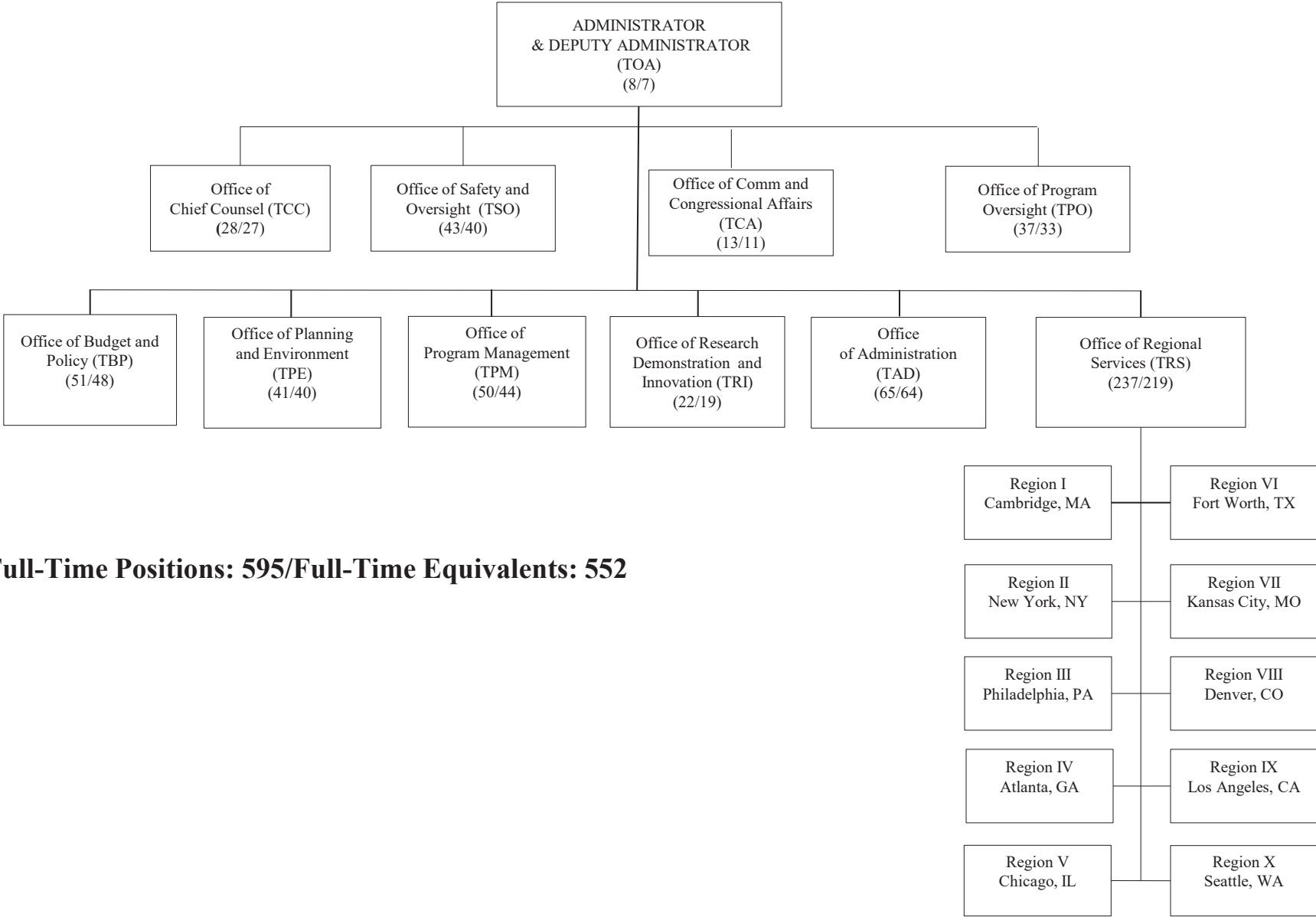
methods. These project investments support increasing transit ridership, providing safe, affordable transportation choices and economic growth, including job creation and retention in communities.

In addition, the FY 2027 Budget designates **\$150 million** for capital projects to maintain the Washington Metropolitan Area Transit Authority (WMATA) system in good repair while actively improving safety and service reliability.

To support the Secretary's priority to enhance the safety of public transportation, FTA will continue to partner with transit systems to offer rulemaking, guidance, and technical assistance aimed at reducing transit-related fatalities and injuries. This is accomplished through the implementation of performance-based safety management systems and the promotion of comprehensive safety plans within public transportation agencies. The FY 2027 Budget supports strengthening transit system safety through such enhanced safety initiatives.

The FY 2027 Budget reflects FTA's dedication to the prudent stewardship of public dollars invested in public transportation infrastructure and operations. In addition to providing oversight of Federal funding invested in public transportation, FTA will improve its efficiency, effectiveness, and accountability by, for example, implementing more targeted and risk-based oversight mechanisms and leveraging shared services for mission support functions to be consolidated within the Office of the Secretary through the Working Capital Fund.

**FEDERAL TRANSIT ADMINISTRATION
 FY 2026 Organizational Chart with
 Full-Time Positions (FTP) and Projected Full-Time Equivalent (FTE)**

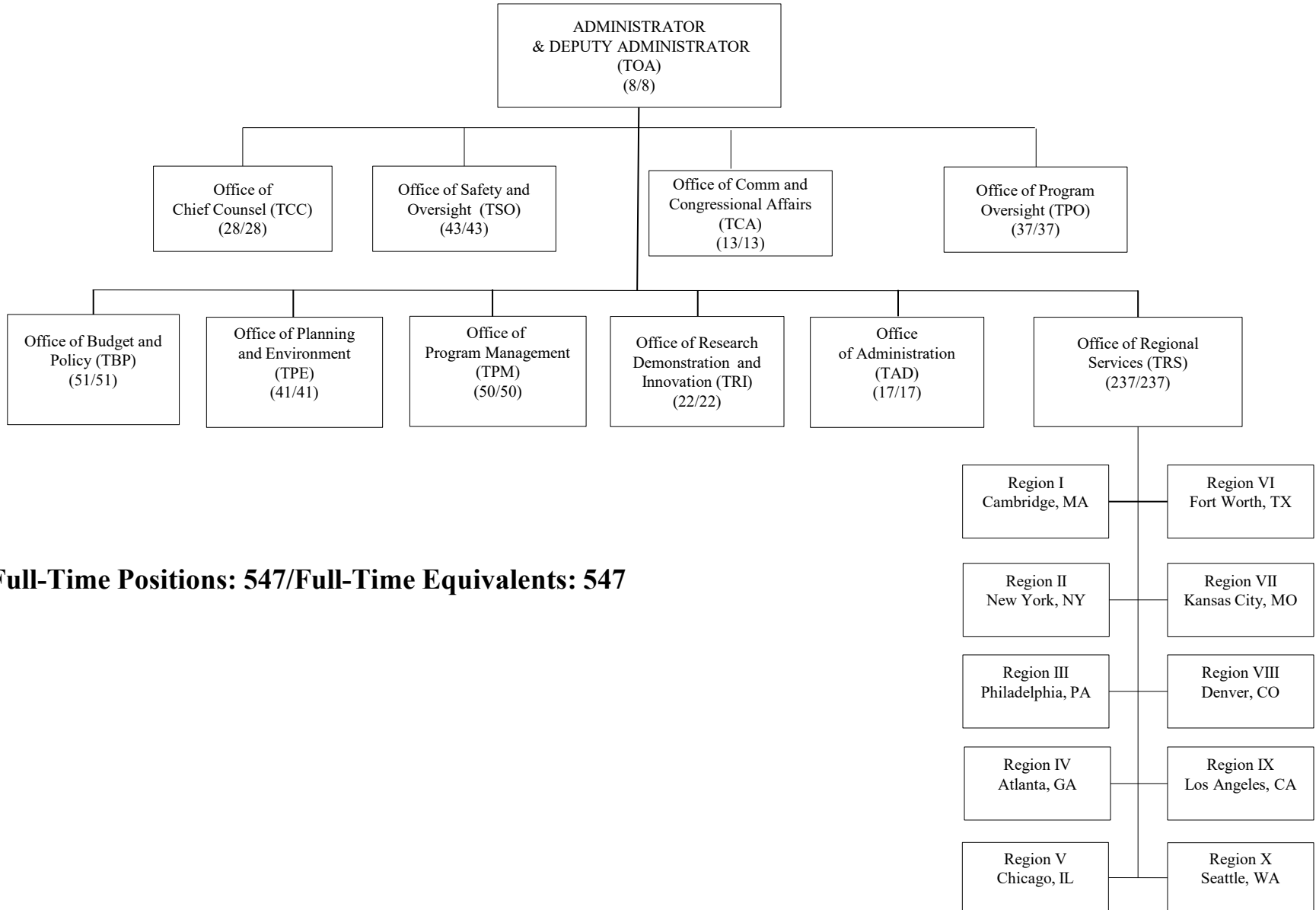


Full-Time Positions: 595/Full-Time Equivalent: 552

FEDERAL TRANSIT ADMINISTRATION

FY 2027 Organizational Chart with Full-Time Positions (FTP) and Projected Full-Time Equivalent (FTE)

FTA - 4



Full-Time Positions: 547/Full-Time Equivalent: 547

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EXHIBIT II-1
FY 2027 BUDGET AUTHORITY
FEDERAL TRANSIT ADMINISTRATION
(\$000)

ACCOUNT NAME	M / D	FY 2025 ACTUAL	FY 2026 ENACTED	FY 2027 REQUEST
Transit Formula Grants (CA) (TF)	M	\$14,279,000	\$14,642,000	\$14,950,000
Capital Investment Grants (GF)	D	\$2,205,000	\$1,700,000	\$1,214,500
Washington Metropolitan Area Transit Authority (GF)	D	\$150,000	\$150,000	\$150,000
Technical Assistance and Training (GF)	D	\$7,500	\$7,500	\$0
Transit Infrastructure Grants (GF)	D	\$45,569	\$23,052	\$0
Gross Budgetary Resources		\$16,687,069	\$16,522,552	\$16,314,500
Rescissions				
Transfers:				
Transit Formula Grants FHWA Flex Funding		\$1,381,095	\$1,300,000	\$1,300,000
Offsets				
NET NEW BUDGET AUTHORITY REQUESTED:		\$18,068,164	\$17,822,552	\$17,614,500
[Mandatory BA]		\$15,660,095	\$15,942,000	\$16,250,000
[Discretionary BA]		\$2,408,069	\$1,880,552	\$1,364,500
IIJA Supplemental (Division J)		\$4,250,000	\$4,392,601	\$0
Capital Investment Grants	D	\$1,600,000	\$1,600,000	\$0
Transit Infrastructure Grants 1/	D	\$2,050,000	\$2,197,576	\$0
All Stations Accessibility Program	D	\$350,000	\$350,000	\$0
Electric or Low-Emitting Ferry Program	D	\$50,000	\$49,005	\$0
Ferry Service for Rural Communities	D	\$200,000	\$196,020	\$0
Grand Total, All Appropriations		\$22,318,164	\$22,215,153	\$17,614,500

1/ FY 2026 includes \$188,371,000 derived from repurposed or transferred unobligated balances originally provided by the Infrastructure Investment and Jobs Act (IIJA).

EXHIBIT II-2
FY 2027 BUDGET AUTHORITY
FEDERAL TRANSIT ADMINISTRATION
Appropriation, Obligation Limitation, and Exempt Obligations
(\$000)

ACCOUNT NAME	U.S.C. 49 Chapter 53 Section	M / D	FY 2025 ACTUAL	FY 2026 ENACTED	FY 2027 REQUEST
Transit Formula Grants (CA) (TF)		M	\$14,279,000	\$14,642,000	\$14,950,000
Transit Oriented Development	2005(b)		\$14,067	\$14,425	
Planning Programs	5305		\$197,423	\$202,442	
Urbanized Area Formula Grants	5307		\$6,851,662	\$7,025,845	
Enhanced Mobility of Seniors and Individuals with Disabilities	5310		\$396,933	\$407,024	
Pilot Program for Enhanced Mobility	3006 (b)		\$4,924	\$5,049	
Formula Grants for Rural Areas	5311		\$935,849	\$959,640	
Public Transportation Innovation	5312		\$39,389	\$40,390	
Technical Assistance and Workforce Development	5314		\$12,661	\$12,983	
Bus Testing Facilities	5318		\$5,346	\$5,482	
National Transit Database	5322(d)		\$5,627	\$5,770	
State of Good Repair Grants	5337		\$3,755,675	\$3,850,497	
Buses and Bus Facilities Grants	5339		\$1,123,983	\$1,152,557	
Growing States and High Density States	5340		\$792,314	\$812,456	
Administrative Expenses	5334		\$143,147	\$147,442	[\$147,442]
Surface Transportation Reauthorization activities					\$14,950,000
Capital Investment Grants (GF)		D	\$2,205,000	\$1,700,000	\$1,214,500
New Start	5309(d)		\$2,130,950	\$1,357,300	
Small Start	5309(h)			\$25,700	
Core Capacity	5309(e)			\$200,000	
Expedited Project Delivery pilot program	3005(b)		\$52,000	\$100,000	
Existing FFGAs and Projects that May Become Ready for Grant Agreements					\$1,202,400
Oversight			\$22,050	\$17,000	\$12,100
Washington Metropolitan Area Transit Authority (GF)	601, Division B, P.L. 110- 432	D	\$150,000	\$150,000	\$150,000
Technical Assistance and Training (GF)	5314	D	\$7,500	\$7,500	\$0
Transit Infrastructure Grants (GF)		D	\$45,569	23,052	\$0
Ferry Boat	5307(h)		20,000		
Research, Development, Demonstration and Deployment Projects	5312		3,569	-	
Bus Testing Facility	5318		1,500		
Community Project Funding/Congressionally Directed Spending (Earmarks)				23,052	
Tribal: Technical Assistance and Resources	5311 (b)(3)(c)		500	-	
Ferry Service for Rural Communities	71103 of Division G		20,000		
Gross Budgetary Resources			\$16,687,069	\$16,522,552	\$16,314,500
Rescissions					
Transfers:					
Transit Formula Grants FHWA Flex Funding			\$1,381,095	\$1,300,000	\$1,300,000
NET NEW BUDGET AUTHORITY REQUESTED:			\$18,068,164	\$17,822,552	\$17,614,500
[Mandatory BA]			\$14,279,000	\$14,642,000	\$14,950,000
[Discretionary BA]			\$3,789,164	\$3,180,552	\$2,664,500
IIJA Supplemental (Division J)			\$4,250,000	\$4,392,601	\$0
Capital Investment Grants		D	\$1,600,000	\$1,600,000	\$0
Transit Infrastructure Grants 1/ All Stations Accessibility Program		D	\$2,050,000	\$2,197,576	\$0
Electric or Low-Emitting Ferry Program		D	\$350,000	\$350,000	\$0
Ferry Service for Rural Communities		D	\$50,000	\$49,005	\$0
Ferry Service for Rural Communities		D	\$200,000	\$196,020	\$0
Grand Total, All Appropriations			\$22,318,164	\$22,215,153	\$17,614,500

1/ FY 2026 includes \$188,371,000 derived from repurposed or transferred unobligated balances originally provided by the Infrastructure Investment and Jobs Act (IIJA).

**EXHIBIT II-4
FY 2027 OUTLAYS
FEDERAL TRANSIT ADMINISTRATION
(in thousands)**

		FY 2025 ACTUAL	FY 2026 ENACTED	FY 2027 REQUEST
021-36-1128	Washington Metropolitan Area Transit Authority	\$115,000	\$181,000	\$173,000
021-36-1129	Formula Grants	\$1,000	\$5,000	\$5,000
021-36-1134	Capital Investment Grants	\$2,599,000	\$2,736,000	\$2,753,000
021-36-1137	Transit Research	\$6,000	\$7,000	\$4,000
021-36-1140	Public Transportation Emergency Relief Program	\$498,000	\$707,000	\$461,000
021-36-1142	Technical Assistance and Training	\$6,000	\$7,000	\$7,000
021-36-1144	Electric or Low-Emitting Ferry Program	\$0	\$0	\$0
021-36-1145	All Stations Accessibility Program	\$30,000	\$128,000	\$200,000
021-36-1146	Ferry Service for Rural Communities	\$54,000	\$70,000	\$92,000
021-36-2812	Transit Infrastructure Grants			
	Non-Supplemental - Transit Infrastructure Grants	\$587,000	\$1,759,000	\$1,938,000
	Coronavirus Aid, Relief, and Economic Security (CARES) Act, 2020	\$470,000	\$0	\$0
	Coronavirus Response and Relief Supplemental Appropriations (CRRSA) Act, 2021	\$1,007,000	\$0	\$0
	American Rescue Plan Act, 2021	\$1,938,000	\$0	\$0
	Infrastructure Investment and Jobs Act	\$1,802,000	\$308,000	\$308,000
	Total	<u>\$5,804,000</u>	<u>\$2,067,000</u>	<u>\$2,246,000</u>
021-36-8350	Transit Formula Grants			
	Discretionary, Highway	\$1,827,000	\$1,891,000	\$1,977,000
	Discretionary, Mass Transit	\$14,408,000	\$14,619,000	\$15,093,000
	Total	<u>\$16,235,000</u>	<u>\$16,510,000</u>	<u>\$17,070,000</u>
TOTAL:		<u>\$25,348,000</u>	<u>\$22,418,000</u>	<u>\$23,011,000</u>

EXHIBIT II-5
SUMMARY OF REQUESTED FUNDING CHANGES FROM FY 2026 to FY 2027
 Federal Transit Administration
 Transit Formula Grants
 Appropriations, Obligation Limitations, and Exempt Obligations
 (\$000)

Transit Formula Grants	FY 2025 Actual	FY 2026 Enacted	Annualization		FY 2027 Pay Raises	Adjustment for Compensable Days (261 days)	GSA Rent	WCF Increase/Decrease	Inflation and other adjustments to base	FY 2027 Baseline Estimate	Program Increases/Decreases	FY 2027 Request
			of Prior Pay Raises	of new 2026 FTE								
Baseline Changes												
PERSONNEL RESOURCES (FTE)	533	407		42		19			468		-30	438
FINANCIAL RESOURCES												
Salaries and Benefits	\$110,069	\$94,720	\$0	\$9,896	\$0	\$0	\$0	\$0	\$3,994	\$108,610	-\$6,763	\$101,847
FECA (Worker's Compensation)	\$73	\$73	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$73	\$0	\$73
Travel	\$2,000	\$1,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500	\$0	\$1,500
Training	\$1,214	\$1,214	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,214	\$0	\$1,214
Transportation	\$141	\$141	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$141	\$0	\$141
Rent	\$4,774	\$3,047	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,047	\$0	\$3,047
Communications, & Utilities	\$119	\$119	\$0	\$0	\$0	\$0	\$61	\$0	\$0	\$180	\$0	\$180
Printing	\$100	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$100
Working Capital Fund 1/	\$16,828	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$79,543	\$79,543
<i>Other Base services</i>	\$6,513	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$27,563	\$27,563
<i>Transit Subsidy</i>	\$224	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$622	\$622
<i>Information Technology</i>	\$10,091	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$51,358	\$51,358
Contracts	\$111,063	\$153,215	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$153,215	\$0	\$153,215
Supplies	\$149	\$149	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$149	\$0	\$149
Equipment	\$1,542	\$753	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$753	\$0	\$753
Grants	\$14,030,829	\$14,386,869	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,386,869	\$221,269	\$14,608,138
Settlements	\$100	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$100
Transit Formula Grants Total	\$14,279,000	\$14,642,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,655,951	\$294,049	\$14,950,000

1/ The consolidation of information technology and procurement activities was approved by Congress in FY 2026. Implementation is actively underway. However, resources are not expected to meaningfully shift from FTA to the Working Capital Fund (WCF) until late in FY 2026. FY 2027 estimates reflect the full consolidation of information technology and procurement, as well as human resources activities within the Office of the Secretary through the WCF. Such expenses are illustrative of the consolidation and may be refined.

EXHIBIT II-5
SUMMARY OF REQUESTED FUNDING CHANGES FROM FY 2026 to FY 2027
Federal Transit Administration
Capital Investment Grants
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

	FY 2025 Actual	FY 2026 Enacted	Annualization of Prior Pay Raises	Annualization of new 2026 FTE	FY 2027 Pay Raises	Adjustment for Compensable Days (261 days)	GSA Rent	WCF Increase/ Decrease	Inflation and other adjustments to base	FY 2027 Baseline Estimate	Program Increases/ Decreases	FY 2027 Request
PERSONNEL RESOURCES												
(FTE)												
Direct FTE												-
FINANCIAL RESOURCES												
Salaries and Benefits	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FECA (Worker's Compensation)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Training	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Transportation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
GSA Rent	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Communications, & Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Printing	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Working Capital Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Other Base services</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Transit Subsidy</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Information Technology</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Contracts	\$22,050	\$17,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,050	-\$9,905	\$12,145
Supplies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grants	\$2,182,950	\$1,683,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,182,950	-\$980,595	\$1,202,355
Settlements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Capital Investment Grants Total	\$2,205,000	\$1,700,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,205,000	(\$990,500)	\$1,214,500

EXHIBIT II-5
SUMMARY OF REQUESTED FUNDING CHANGES FROM FY 2026 to FY 2027
 Federal Transit Administration
 Washington Metropolitan Area Transit Authority
 Appropriations, Obligation Limitations, and Exempt Obligations
 (\$000)

Baseline Changes														
Washington Metropolitan Area Transit Authority	FY 2025 Actual	FY 2026 Enacted	Annualization of 2026 Pay		2027 Pay Raises	Compensable Days (261 days)	GSA Rent	Base Adjustments	WCF Increase/ Decrease	Inflation / Deflation	FY 2027 Baseline Estimate	Program Changes	FY 2027 Request	
			Raises	Raises										
PERSONNEL RESOURCES														
(FTE)														
Direct FTE														-
FINANCIAL RESOURCES														
Salaries and Benefits	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FECA (Worker's Compensation)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Travel	\$4	\$4	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4	\$0	\$0	\$4
Training	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Transportation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
GSA Rent	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Communications, & Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Printing	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Working Capital Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Base services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Transit Subsidy	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Information Technology	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Contracts	\$1,496	\$1,496	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,496	\$0	\$0	\$1,496
Supplies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grants	\$148,500	\$148,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$148,500	\$0	\$0	\$148,500
Settlements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
WMATA Total	\$150,000	\$150,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$150,000	\$0	\$0	\$150,000

EXHIBIT II-5a
SUMMARY OF IIJA SUPPLEMENTAL (DIVISION J) BUDGET OBLIGATIONS OVER FISCAL YEARS
Federal Transit Administration
Transit Infrastructure Grants - IIJA
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

	FY 2025 Actual	FY 2026 Enacted	FY 2027 REQUEST
Unobligated Carryforward Balance, start of FY (+)	\$2,507,733	\$2,407,575	\$1,827,542
FY Advance Appropriations (Budget Authority) (+)	\$2,050,000	\$2,050,000	\$0
FY Planned Obligations (-)	-\$2,150,158	-\$2,630,033	-\$1,531,079
Unobligated Balance, end of FY (+)	\$2,407,575	\$1,827,542	\$296,463
Planned Obligations by Fiscal Year	\$2,150,158	\$2,630,033	\$1,531,079
PERSONNEL RESOURCES (FTE)			
Direct FTE	148	86	71
FINANCIAL RESOURCES			
ADMINISTRATIVE EXPENSES			
Salaries and Benefits	\$39,543	\$0	\$0
Travel	\$464	\$0	\$0
Transportation	\$0	\$0	\$0
GSA Rent	\$0	\$0	\$0
Communications, & Utilities	\$0	\$0	\$0
Printing	\$0	\$0	\$0
Other Services:	\$0	\$0	\$0
-Contracts	\$0	\$0	\$0
-WCF	\$993	\$0	\$0
Supplies	\$0	\$0	\$0
Equipment	\$0	\$0	\$0
Admin Subtotal	\$41,000	\$0	\$0
PROGRAMS			
Ferry Boat		\$25,000	
Bus Testing		\$1,500	
Research, Development & Demonstration Projects		\$2,000	
Community Projects		\$124,871	
Ferry Service for Rural Communities		\$20,000	
Equipment/Facilities Public Safety		\$15,000	
State of Good Repair Grants	\$931,000	\$931,095	\$0
Low-No Competitive Grants	\$1,029,000	\$1,029,105	\$0
Enhanced Mobility of Seniors and Individuals with Disabilities	\$49,000	\$49,005	\$0
OIG Transfer		-\$205	
Programs Subtotal	\$2,009,000	\$2,197,371	\$0
IIJA TOTAL	\$2,050,000	\$2,197,371	\$0

EXHIBIT II-5a
SUMMARY OF IIJA SUPPLEMENTAL (DIVISION J) BUDGET OBLIGATIONS OVER FISCAL YEARS
Federal Transit Administration
Capital Investment Grants - IIJA
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

	FY 2025 ACTUAL	FY 2026 ENACTED	FY 2027 REQUEST
Unobligated Carryforward Balance, start of			
FY (+)	\$2,628,612	\$2,254,423	\$2,316,423
FY Advance Appropriations (Budget			
Authority) (+)	\$1,600,000	\$1,600,000	\$0
FY Planned Obligations (-)	-\$1,974,189	-\$1,538,000	-\$1,500,573
Unobligated Balance, end of FY (+)	\$2,254,423	\$2,316,423	\$815,850
<u>Planned Obligations by Fiscal Year</u>	\$1,974,189	\$1,538,000	\$1,500,573
PERSONNEL RESOURCES (FTE)			
Direct FTE			
<u>FINANCIAL RESOURCES</u>			
ADMINISTRATIVE EXPENSES			
Salaries and Benefits			
Travel			
Transportation			
GSA Rent			
Communications, & Utilities			
Printing			
Other Services:			
-WCF			
Supplies			
Equipment			
Admin Subtotal	\$0	\$0	\$0
<u>PROGRAMS</u>			
Contracts	\$16,000	\$16,000	
Grants	\$1,584,000	\$1,584,000	\$0
Programs Subtotal	\$1,600,000	\$1,600,000	\$0
IIJA TOTAL	\$1,600,000	\$1,600,000	\$0

EXHIBIT II-5a
SUMMARY OF IIJA SUPPLEMENTAL (DIVISION J) BUDGET OBLIGATIONS OVER FISCAL YEARS
Federal Transit Administration
Electric or Low Emitting Ferry Program- IIJA
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

	FY 2025 ACTUAL	FY 2026 ENACTED	FY 2027 REQUEST
Unobligated Carryforward Balance, start of			
FY (+)	\$146,288	\$140,417	\$127,969
FY Advance Appropriations (Budget Authority) (+)	\$50,000	\$50,000	\$0
FY Planned Transfer (-)		-\$995	
FY Planned Obligations (-)	-\$55,871	-\$61,453	-\$67,598
Unobligated Balance, end of FY (+)	\$140,417	\$127,969	\$60,372
 <u>Planned Obligations by Fiscal Year</u>	 \$55,871	 \$61,453	 \$67,598
 PERSONNEL RESOURCES (FTE)			
Direct FTE			
 <u>FINANCIAL RESOURCES</u>			
ADMINISTRATIVE EXPENSES			
Salaries and Benefits			
Travel			
Transportation			
GSA Rent			
Communications, & Utilities			
Printing			
Other Services:			
-WCF	\$995	\$0	\$0
Supplies			
Equipment			
Admin Subtotal	\$995	\$0	\$0
 <u>PROGRAMS</u>			
Grants	\$49,000	\$49,000	\$0
OIG Transfer	\$5	\$5	\$0
 Programs Subtotal	 \$49,005	 \$49,005	 \$0
 IIJA TOTAL	 \$50,000	 \$49,005	 \$0

EXHIBIT II-5a
SUMMARY OF IIJA SUPPLEMENTAL (DIVISION J) BUDGET OBLIGATIONS OVER FISCAL YEARS
Federal Transit Administration
Ferry Service for Rural Communities - IIJA
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

	FY 2025 ACTUAL	FY 2026 ENACTED	FY 2027 REQUEST
Unobligated Carryforward			
Balance, start of FY (+)	\$393,841	\$530,844	\$549,618
FY Advance Appropriations			
(Budget Authority) (+)	\$200,000	\$200,000	\$0
FY Planned Transfer (-)		-\$3,980	
FY Planned Obligations (-)	-\$62,997	-\$177,246	-\$77,441
Unobligated Balance, end of FY (+)	\$530,844	\$549,618	\$472,177
<u>Planned Obligations by Fiscal Year</u>	\$62,997	\$177,246	\$77,441
PERSONNEL RESOURCES (FTE)			
Direct FTE			
<u>FINANCIAL RESOURCES</u>			
<u>ADMINISTRATIVE EXPENSES</u>			
Salaries and Benefits			
Travel			
Transportation			
GSA Rent			
Communications, & Utilities			
Printing			
Other Services:			
-WCF	\$3,980	\$0	\$0
Supplies			
Equipment			
Admin Subtotal	\$3,980	\$0	\$0
<u>PROGRAMS</u>			
Grants	\$196,000	\$196,000	\$0
OIG Transfer	\$20	\$20	\$0
Programs Subtotal	\$196,020	\$196,020	\$0
IIJA TOTAL	\$200,000	\$196,020	\$0

EXHIBIT II-5a
SUMMARY OF IIJA SUPPLEMENTAL (DIVISION J) BUDGET OBLIGATIONS OVER FISCAL YEARS
Federal Transit Administration
All Stations Accessibility Program - IIJA
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

	FY 2025 ACTUAL	FY 2026 ENACTED	FY 2027 REQUEST
Unobligated Carryforward			
Balance, start of FY (+)	\$646,896	\$835,809	\$1,009,436
FY Advance Appropriations			
(Budget Authority) (+)	\$350,000	\$350,000	\$0
FY Planned Obligations (-)	-\$161,087	-\$176,373	-\$131,632
Unobligated Balance, end of FY			
(+)	\$835,809	\$1,009,436	\$877,804
<u>Planned Obligations by Fiscal</u>			
<u>Year</u>	\$161,087	\$176,373	\$131,632
PERSONNEL RESOURCES			
(FTE)			
Direct FTE			
<u>FINANCIAL RESOURCES</u>			
ADMINISTRATIVE			
EXPENSES			
Salaries and Benefits			
Travel			
Transportation			
GSA Rent			
Communications, & Utilities			
Printing			
Other Services:			
-WCF	\$6,965	\$6,965	\$0
Supplies			
Equipment			
Admin Subtotal	\$6,965	\$6,965	\$0
<u>PROGRAMS</u>			
Grants	\$343,000	\$343,000	\$0
OIG Transfer	\$35	\$35	\$0
Programs Subtotal	\$343,035	\$343,035	\$0
IIJA TOTAL	\$350,000	\$350,000	\$0

**EXHIBIT II-6
WORKING CAPITAL FUND
FEDERAL TRANSIT ADMINISTRATION
(\$000)**

	FY 2025 ACTUAL	FY 2026 ENACTED	FY 2027 REQUEST
DIRECT:			
Transit Formula Grants	\$16,828		\$79,543
SUPPLEMENTAL FUNDING:			
IIJA Supplemental (Division J)			
All Stations Accessibility Program - IIJA-	\$6,965	\$13,570	
Ferry Service for Rural Communities - IIJA- 1146	\$3,970		
Transit Infrastructure Grants - IIJA		\$11,326	
Total, All Sources	\$27,763	\$24,896	\$79,543

**EXHIBIT II-7
 FEDERAL TRANSIT ADMINISTRATION
 PERSONNEL RESOURCE -- SUMMARY
 TOTAL FULL-TIME EQUIVALENTS**

<u>DIRECT FUNDED BY APPROPRIATION</u>	FY 2025 ACTUAL	FY 2026 ENACTED	FY 2027 REQUEST
Transit Formula Grants	547	406	438
Public Transportation Emergency Relief	22	19	0
Transit Infrastructure Grants 1/	183	127	109
SUBTOTAL, SUPPLEMENTAL FUNDED	205	146	109
TOTAL FTEs	752	552	547

**EXHIBIT II-8
 FEDERAL TRANSIT ADMINISTRATION
 PERSONNEL RESOURCE -- SUMMARY
 FULL-TIME PERMANENT POSITIONS**

DIRECT FUNDED BY APPROPRIATION	FY 2025 ACTUAL	FY 2026 ENACTED	FY 2027 REQUEST
Transit Formula Grants	524	468	438
Public Transportation Emergency Relief	22	0	0
Transit Infrastructure Grants	197	127	109
SUBTOTAL, SUPPLEMENTAL FUNDED	219	127	109
TOTAL FTPs	743	595	547

Exhibit IV-1: Research, Development, and Technology (RD&T) Budget Authority
Federal Transit Administration
FY 2027 Research, Development, & Technology Budget Authority
(\$000)

	FY 2025 ACTUAL	FY 2026 ENACTED	FY 2027 REQUEST 2/	Basic Research	Basic and Applied Research	Technology Transfer	Facilities	Experimental Development	Major Equipment, R&D Equipment
Transit Formula Grants 1/	\$39,389	\$40,390	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Mobility and Accessibility NeXt (formerly Mobility NeXt)	\$7,000	\$7,000							
Automated Vehicle / Artificial Intelligence (formerly Transit Automation)									
Advanced Digital Construction Management Systems	\$2,145	\$1,555							
Low or No Component Assessment Program (LoNo CAP) 5312(h)	\$5,346	\$5,482							
Small Business Innovation Research Program	\$864	\$886							
Transit Cooperative Research Program (TCRP) 5312(i)	\$7,034	\$7,213							
Research to Practice and Dissemination Program (Tech Transfer)		\$2,000							
Transit Enhanced Living Program	\$5,000								
Mobility for Opportunity, Vitality, and Economic Success		\$3,127							
Safe Infrastructure and People	\$5,000	\$5,127							
Transit Defined Systems and Transit Rail (formerly Transit Defined Systems)	\$7,000	\$6,000							
Research Evaluation (formerly Research Evaluation and Fast Track Studies)		\$2,000							
Transit Infrastructure Grants 1/	\$3,569	\$2,000	\$0						
Research, Development, Demonstration and Deployment Projects	\$3,455								
Small Business Innovation Research Program	\$114								
Accelerating Innovative Mobility (AIM) Initiative		\$2,000							
Total R&D Funding, all appropriations	\$42,958	\$42,390	\$0						

1/ Amounts shown are for planning purposes and may shift based on priorities and needs.

2/ FY 2027 total amounts and program-level detail are subject to surface transportation reauthorization.

Exhibit V
FY 2027 Budget
Information Technology
Department of Transportation
Federal Transit Administration
Budget Authority
(\$000)

Budget Account	FY 2025 ACTUAL	FY 2026 ENACTED	FY 2027 REQUEST
Transit Formula Grants			
Commodity IT Shared Services (WCF)	\$13,376	\$13,432	\$13,432
Programmatic FTA IT (WCF)			\$37,926
Programmatic FTA IT	\$34,321	\$30,634	
IT - Other FTA Office Contributions	\$1,705		
Total	\$49,402	\$44,066	\$51,358

**Section 3:
Budget Request by
Appropriation**

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Transit Formula Grants (TFG) Detailed Justification

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Detailed Justification by Program Activity	TFG – 5

**TRANSIT FORMULA GRANTS
(LIQUIDATION OF CONTRACT AUTHORIZATION)
(LIMITATION ON OBLIGATIONS)
(HIGHWAY TRUST FUND)**

For payment of obligations incurred in *carrying out* the Federal public transportation assistance programs *funded by contract authority* in this account, [and for payment of obligations incurred in carrying out the provisions of 49 U.S.C. 5305, 5307, 5310, 5311, 5312, 5314, 5318, 5329(e)(6), 5334, 5335, 5337, 5339, and 5340, section 20005(b) of Public Law 112–141, and section 3006(b) of Public Law 114–94,] *\$14,950,000,000* [\$14,642,000,000], to be derived from the Mass Transit Account of the Highway Trust Fund and to remain available until expended: *Provided*, That funds available for the implementation or execution of *contract authority for Federal public transportation assistance programs in this account* [authorized under 49 U.S.C. 5305, 5307, 5310, 5311, 5312, 5314, 5318, 5329(e)(6), 5334, 5335, 5337, 5339, and 5340, section 20005(b) of Public Law 112–141, and section 3006(b) of Public Law 114–94], shall not exceed total obligations of *\$14,950,000,000* [\$14,642,000,000] in fiscal year [2026]2027.

EXHIBIT III-1
TRANSIT FORMULA GRANTS
Summary by Program Activity
Appropriations, Obligation Limitations, and Exempt Organizations
(\$000)

APPROPRIATIONS TITLE	FY 2025 ACTUAL	FY 2026 ENACTED	FY 2027 REQUEST
Transit Formula Grants (Contract Authority)			
Transit Oriented Development	\$14,067	\$14,425	
Planning Programs	\$197,423	\$202,442	
Urbanized Area Formula Grants	\$6,851,662	\$7,025,845	
Enhanced Mobility of Seniors and Individuals with Disabilities	\$396,933	\$407,024	
Pilot Program for Enhanced Mobility	\$4,924	\$5,049	
Formula Grants for Rural Areas	\$935,849	\$959,640	
Public Transportation Innovation	\$39,389	\$40,390	
Technical Assistance and Workforce Development	\$12,661	\$12,983	
Bus Testing Facilities	\$5,346	\$5,482	
National Transit Database	\$5,627	\$5,770	
State of Good Repair Grants	\$3,755,675	\$3,850,497	
Buses and Bus Facilities Grants	\$1,123,984	\$1,152,557	
Growing States and High-Density States	\$792,314	\$812,456	
Administrative Expenses	\$143,147	\$147,442	[\$147,442]
Surface Transportation Reauthorization			\$14,950,000
Gross Budgetary Resources	\$14,279,000	\$14,642,000	\$14,950,000
Transfers: FHWA Flex Funding	\$1,300,000	\$1,300,000	\$1,300,000
TOTAL, Base appropriations	\$15,579,000	\$15,942,000	\$16,250,000
Full-Time Equivalent (FTE)	547	406	438
TOTAL	\$15,579,000	\$15,942,000	\$16,250,000

PROGRAM AND PERFORMANCE STATEMENT

The 2027 Budget request includes \$14.95 billion for core transit programs funded under the Mass Transit Account of the Highway Trust Fund. These programs support formula and competitive grants, contracts, and cooperative agreements with transit agencies, State departments of transportation, academia, and the private sector. This account also supports grant management, project development, technical assistance, program and safety oversight, and core operations.

EXHIBIT III-1A

**TRANSIT FORMULA GRANTS
SUMMARY ANALYSIS OF CHANGE FROM FY 2026 TO FY 2027
Appropriations, Obligation Limitations, and Exempt Organizations
(\$000)**

	<u>\$000</u>	<u>FTE</u>
FY 2026 ENACTED	\$14,642,000	406
PROGRAM INCREASES:		
SURFACE TRANSPORTATION REAUTHORIZATION (STR) ACTIVITIES	\$308,000	32
SUBTOTAL, NEW OR EXPANDED PROGRAMS	\$308,000	32
FY 2027 REQUEST	\$14,950,000	438

**DETAILED JUSTIFICATION
TRANSIT FORMULA GRANTS PROGRAM**

The details of activities funded by this account are dependent upon reauthorization of surface transportation programs. While many core programs previously funded through prior reauthorizations may continue, exact funding amounts, eligibilities, and requirements are all subject to change. The Federal Transit Administration looks forward to working with Congress to finalize and implement a reauthorization that advances the Department's mission. Details on current programs and funding levels may be found in prior year budget submissions.

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Capital Investment Grants (CIG)
Detailed Justification

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Detailed Justification by Program Activity.....	CIG – 4

CAPITAL INVESTMENT GRANTS

*For necessary expenses to carry out fixed guideway capital investment grants under section 5309 of title 49, United States Code, and section 3005(b) of the Fixing America's Surface Transportation Act (Public Law 114-94), \$1,214,500,000, to remain available until expended: Provided, That funds previously made available for fixed guideway capital investment grants under section 5309 of title 49, United States Code, and section 3005(b) of the Fixing America's Surface Transportation Act in title I of **division L of the Consolidated Appropriations Act, 2018 (Public Law 115-141; 132 Stat. 348)** that were available for obligation through fiscal year 2021 shall remain available until **September 30, 2031** for the liquidation of valid obligations incurred during fiscal years 2018-2021: Provided further, That the preceding proviso shall be applied as if it were in effect on **September 30, 2026**: Provided further, That funds previously made available for fixed guideway capital investment grants under section 5309 of title 49, United States Code, and section 3005(b) of the Fixing America's Surface Transportation Act] in title I of **division G of the Consolidated Appropriations Act, 2019 (Public Law 116-6; 132 Stat. 13)** that were available for obligation through fiscal year 2022 shall remain available until **September 30, 2032** for the liquidation of valid obligations incurred during fiscal years 2019-2022.*

[For necessary expenses to carry out fixed guideway capital investment grants under section 5309 of title 49, United States Code, and section 3005(b) of the Fixing America's Surface Transportation Act (Public Law 114-94), \$2,205,000,000, to remain available until expended: Provided, That for funds made available under this heading in division J of Public Law 117-58 the second through sixth provisos shall be treated as inapplicable for fiscal year 2026.]

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

	FY 2025 ACTUAL	FY 2026 ENACTED	FY 2027 REQUEST
Capital Investment Grants	\$2,205,000	\$1,700,000	\$1,214,500
TOTAL, Base appropriations	\$2,205,000	\$1,700,000	\$1,214,500
FTEs			
Direct Funded	N/A	N/A	N/A
IIJA Supplemental (Division J)			
Capital Investment Grants	\$1,600,000	\$1,600,000	\$0
TOTAL, Base appropriations	\$1,600,000	\$1,600,000	\$0
FTEs			
Direct Funded	N/A	N/A	N/A
Capital Investment Grants	\$3,805,000	\$3,300,000	\$1,214,500

*This account funds both the Capital Investment Grant and Expedited Project Delivery Pilot Program.

Program and Performance Statement

The Capital Investment Grants (CIG) program supports the construction of new fixed guideway systems or extensions to fixed guideways, including corridor-based bus rapid transit systems and core capacity improvement projects. These projects include heavy rail, light rail, commuter rail, bus rapid transit, and streetcar systems.

The Infrastructure Investment and Jobs Act also provided an additional \$1.6 billion annually for 2022 through 2026 to this account. The remaining balances are also included in the totals for this account.

EXHIBIT III-1a

**CAPITAL INVESTMENT GRANTS
SUMMARY ANALYSIS OF CHANGE FROM FY 2026 TO FY 2027
Appropriations, Obligations, Limitations, and Exempt Obligations
(\$000)**

	<u>(\$000)</u>	<u>(FTE)</u>
FY 2026 ENACTED	\$1,700,000	N/A
PROGRAM DECREASES	(\$485,000)	N/A
FY 2027 REQUEST	<u>\$1,214,500</u>	<u> </u>
TOTAL	\$1,214,500	N/A

*This account funds both the Capital Investment Grant and Expedited Project Delivery Pilot Program.

Detailed Justification for the Capital Investment Grants

FY 2027 – CAPITAL INVESTMENT GRANTS (\$000s)

PROGRAM ACTIVITY	FY 2025 Actual	FY 2026 Enacted	FY 2027 Request
Capital Investment Grants	\$2,205,000	\$1,700,000	\$1,214,500
IIJA Supp. Appropriation	\$1,600,000	\$1,600,000	\$0
TOTALS	\$3,805,000	\$3,300,000	\$1,214,500

*This account funds both the Capital Investment Grant and Expedited Project Delivery Pilot Program.

What are these programs and what does this funding level support?

The FY 2027 Budget requests \$1.215 billion for the CIG and Expedited Project Delivery (EPD) Pilot Programs to support the following:

- \$1.202 billion for existing FFGA’s and other projects that may become ready for construction funding during FY 2027.
- \$12.15 million for management and oversight (1.0% of the FY 2027 funding level).

In order to facilitate the liquidation of obligations made from prior year appropriations, the Budget proposes to extend the disbursement deadline for CIG funding appropriated for FY 2018 from September 30, 2026, to September 30, 2031, and for FY 2019 from September 30, 2027 to September 30, 2032. Congress enacted multi-year appropriations for these fiscal years, which will result in the cancellation of funds five years after the expiration of the period of availability for obligations. While the majority of CIG funds obligated by the deadline will have been liquidated, this will enable large multi-year projects to continue to access funding obligated during the period of availability.

Combined, the CIG and EPD Pilot Programs represent one of the largest competitive grant programs in DOT. It funds new and extended heavy rail, light rail, commuter rail, bus rapid transit, and streetcar projects and provides for reinvestment in highly successful fixed-guideway transit corridors experiencing capacity constraints.

There are three categories of eligible projects under the CIG program (49 U.S.C. 5309):

- New Starts – projects that receive \$150 million or more in CIG funding or have an estimated capital cost equal to or exceeding \$400 million.
- Small Starts – projects that receive less than \$150 million in CIG funding and have a total estimated capital cost of less than \$400 million; and
- Core Capacity Improvements – projects that enhance capacity by at least 10 percent in existing fixed-guideway corridors that are at capacity today or will be in 10 years.

The EPD Pilot Program, authorized in Section 3005(b) of the Fixing America’s Surface Transportation Act, funds projects that utilize public-private partnerships, are seeking up to 25 percent in Federal funds, and are operated and maintained by employees of an existing public transportation provider.

FTA will continue to exercise diligence in administering the CIG and EPD Pilot Program to help ensure that Federal funds go to projects that will use the assistance effectively. The CIG and EPD Pilot Program funding level proposed in FY 2027 continue to invest in expanding the Nation’s infrastructure. These investments support:

- Improving benefits for families and communities, including improving the quality of their lives through enhanced safety, and enabling them to participate more fully in our economy, through increased access to jobs, healthcare facilities, recreational, education and commercial activities.
- Supporting transit-oriented development (TOD) as a component of CIG projects when the economic benefits are the results of sound economic returns.
- Supporting economic recovery and future growth by investing in construction of expanded and improved transit service.
- Spurring domestic manufacturing and assembly of the vehicles and component parts under Buy America requirements.

CIG and EPD Pilot Program applicants include State and local governments and transit agencies. Local project sponsors choose the transit mode they wish to implement. The sponsors then propose transit projects to FTA for consideration for CIG funding. The project sponsors are required by law to complete a rigorous multi-year, multi-step process to be eligible for a CIG construction grant award. While some projects request a smaller CIG funding level that can be accommodated with a single fiscal year appropriation, others require multiple fiscal year CIG appropriations because of the large amount of CIG funding being requested. The EPD Pilot Program is similar to CIG, but does not have the same rigorous multi-year, multi-step process.

FTA performs project oversight to ensure that planning projections are based on realistic assumptions and that design and construction follow acceptable industry practices. Per 49 USC 5309, FTA is required to evaluate and rate proposed CIG projects at specific points during the process against a statutorily defined set of rigorous criteria examining project justification and local financial commitment. The law specifies that CIG projects are not eligible to advance through the steps in the process and receive a construction grant unless they receive a medium or better rating. The law does allow for CIG grants to be awarded for planning and design work, regardless of rating.

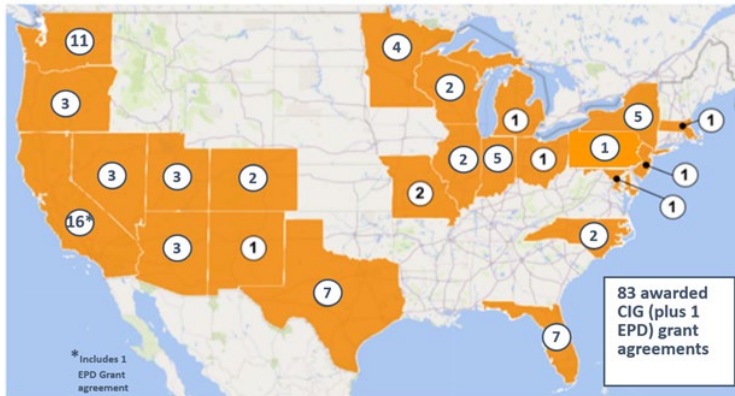
FTA does not sign a CIG construction grant agreement for a project until it is satisfied that the project sponsor can complete the project within the cost estimate and schedule it developed, and that the project sponsor has demonstrated the necessary local financial commitment to construct, operate, and maintain the project in accordance with the terms of the grant agreement.

In evaluating the readiness of a project for a CIG construction grant award, FTA considers the degree of uncertainty underlying the capital cost estimates; any remaining risks inherent in those estimates; the availability of contingency funding to cover any unanticipated cost increases; and any remaining uncertainties regarding the non-CIG sources of funding.

Funding for projects through the CIG and EPD Pilot programs is locked in at a set amount by the construction grant agreement. Any remaining risks inherent in the cost and schedule estimates are borne by the project sponsor. FTA has no liability or obligation to pay for costs exceeding the cost estimate reflected in the signed construction grant agreement.

What benefits will be provided to the American public through this request and why are these programs necessary?

Awarded CIG Grants JAN 2013 through JAN 2025



Cities across the Nation are benefiting from improved transit service that meets their local preferences, whether that is light rail, heavy rail, commuter rail, streetcars, or bus rapid transit. There are currently more than 50 projects in the CIG program seeking funding, including 3 under existing construction grant agreements. The number of projects seeking CIG

funding has grown significantly, with 43 projects entering the program since November 2021. This is an indication of the demand from communities across the United States for new and expanded transit services.

CIG and EPD projects support DOT’s efforts to grow a sustainable economy and invest in our transportation system to provide American workers and businesses with reliable and efficient access to good-paying jobs, resources, and markets. With the \$1.215 billion requested for FY 2027, FTA will continue to make awards that invest in new and extended transit systems and that reinvest in highly successful fixed-guideway transit corridors experiencing capacity constraints. Such investments in heavy rail, commuter rail, light rail, streetcars, and bus rapid transit provide new and expanded transit options to the American people.

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Washington Metropolitan Area Transit Authority (WMATA) Detailed Justification

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Summary Analysis of Change Table (Exhibit III-1a)	WMATA – 3
Detailed Justification by Program Activity	WMATA – 4

**GRANTS TO THE WASHINGTON METROPOLITAN AREA
TRANSIT AUTHORITY**

For grants to the Washington Metropolitan Area Transit Authority as authorized under section 601 of division B of the Passenger Rail Investment and Improvement Act of 2008 (Public Law 110-432), \$150,000,000, to remain available until expended: Provided, That the Secretary of Transportation 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 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 before approving such grants.

EXHIBIT III-1

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

	FY 2025 ENACTED	FY 2026 ENACTED	FY 2027 REQUEST
Washington Metropolitan Area Transit Authority	\$ 150,000	\$ 150,000	\$ 150,000
TOTAL, Base appropriations	\$ 150,000	\$ 150,000	\$ 150,000
FTEs			
Direct Funded	N/A	N/A	N/A
Washington Metropolitan Area Transit Authority	\$ 150,000	\$ 150,000	\$ 150,000

Program and Performance Statement

This program provides grants to the Washington Metropolitan Area Transit Authority (WMATA) for capital investment and asset rehabilitation activities. The FY 2027 Budget requests \$150 million for capital projects to help return the existing system to a state of good repair and to improve the safety and reliability of service throughout the WMATA system. This funding will support WMATA in addressing ongoing safety deficiencies and improve the reliability of service throughout the Metrorail system. In addition, \$5.0 million of the \$150 million funding will support WMATA's Office of Inspector General.

EXHIBIT III-1a

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
SUMMARY ANALYSIS OF CHANGE FROM FY 2026 TO FY 2027
Appropriations, Obligations, Limitations, and Exempt Obligations
(\$000)**

	\$000	FTE
FY 2026 ENACTED	\$150,000	-
PROGRAM CHANGES	-	-
FY 2027 REQUEST	\$150,000	-

**Detailed Justification for the Washington Metropolitan Area Transit Authority
FY 2027 – WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
(\$000)**

PROGRAM ACTIVITY	FY 2025 ENACTED	FY 2026 ENACTED	FY 2027 REQUEST
Washington Metropolitan Area Transit Authority	\$ 150,000	\$ 150,000	\$ 150,000
TOTALS	\$ 150,000	\$ 150,000	\$ 150,000

What are these programs and what does this funding level support?

The Federal Rail Safety Improvements Act, 2008 (P.L. 110–432, Title VI, Sec. 601), provided a 10-year authorization for appropriations along with the Further Consolidated Appropriations Acts of 2020 (P.L. 116–94) and 2021 (P.L. 116–68), for capital and preventive maintenance projects for WMATA. The Federal Rail Safety Improvements Act was reauthorized under the Infrastructure Investment and Jobs Act of 2021 (IIJA, P.L. 117–58) and authorizes appropriations of \$150 million to WMATA annually through FY 2030.

WMATA’s transit services are a critical component of the National Capital Region’s transportation network. The network serves commuters and visitors to the Nation’s Capital and surrounding areas. WMATA’s services are a key factor for businesses starting in and relocating to the region.

Since FY 2010, Congress has directed that FTA prioritize this direct 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. Under the IIJA, funding is aimed at addressing the reinvestment and maintenance backlog to improve the safety and reliability of service, ensuring WMATA utilizes capital planning procedures aligning strategic goals with transit asset management, and providing support for a strong and independent Office of Inspector General of WMATA.

Continuing this funding helps address critical safety and state of good repair needs that have been documented by FTA, NTSB, and the State Safety Oversight Agency (SSOA). Such needs include improved safety of railcars through WMATA’s Rail Vehicle Scheduled Maintenance Program, track infrastructure safety improvements, control room equipment upgrades, emergency ventilation and water leak mitigation in tunnels and stations, radio infrastructure installation, and maintenance and repair of elevated structures, platform rehabilitation, and procurement of the 7000 series railcar.

The \$150 million request will leverage \$148.5 million in matching funds by the District of Columbia, the State of Maryland, and the Commonwealth of Virginia. The three jurisdictions have signed on to the terms of the Federal Rail Safety Enhancement Act of 2008, as continued in the Further Consolidated Appropriations Act of 2020, the Consolidated Appropriations Act of 2021, and the IIJA, which requires that each Federal grant cover no more than 50 percent of 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.

What does the FY 2027 funding level support?

As in previous years, FTA will develop a grant agreement with WMATA detailing how the \$150 million in new funding will be used. FTA will review projects to ensure the investments will improve the safety and reliability of the Metrorail system. Projects expected in FY 2027 may include rail vehicle scheduled maintenance, rail switchgear rehabilitation, elevator and escalator overhaul and replacement, tunnel and leak mitigation, emergency ventilation in tunnels and stations, replacement of Automatic Train Control infrastructure, and other high-priority state of good repair initiatives. Under the IIJA, FTA is required to allocate \$5.0 million of the \$150 million funding to support WMATA’s Office of Inspector General, which must be matched by WMATA. FTA is also authorized to set aside up to \$1.5 million for program management and oversight.

What benefits will be provided to the American public through this request and why are these programs necessary?

FTA will provide and manage awards to WMATA that support a safer transit system that has fewer total transit-related fatalities, fewer fatalities and injuries from transit collision and derailment events, and fewer fatalities and injuries from assaults on all persons. WMATA’s ridership is steadily increasing, while crime rates have declined since the COVID-19 pandemic. The system has now experienced 50 consecutive months of ridership growth. This funding helps address critical safety and state of good repair needs, documented by FTA and the NTSB, as the ridership continues to grow.

**Section 4:
Research, Development,
and Technology**

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Section 4 – Research, Development, and Technology

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**FY 2027 Exhibit and Narrative Justification
Public Transportation Innovation (Title 49 U.S.C. § 5312)**

The Federal Transit Administration (FTA) supports research and development projects and activities to advance innovative public transportation. FTA’s research mission is to improve America’s communities through public transportation by accelerating innovation that improves people’s mobility, enhances public transportation operations, and ensures everyone’s safety. Public transportation uses research and innovation to improve safety, adapt to new work and travel patterns, accelerate economic growth, improve efficiency, and help the U.S. transit industry remain the leader of technological advances. FTA research informs transit agencies’ decisions about operations, infrastructure, and mobility.

To achieve its research mission, FTA develops, demonstrates, evaluates, and deploys transformative technologies and processes to increase public connectivity and essential access to economic mobility. FTA carries out this work in partnership with other U.S. Department of Transportation (DOT) modes, other Federal agencies, State and local entities, academic institutions, nonprofits, businesses, and other industry stakeholders. FTA’s research supports the Department’s strategic goals and aligns with the administration’s priorities.

SUMMARY OF PROGRAMS

Below is a description of the programs that are funded under Section 5312 for FY 2025 and FY 2026. Program-level detail for FY 2027 is subject to surface transportation reauthorization.

RD&T PROGRAM NAME: MOBILITY AND ACCESSIBILITY NEXT (FORMERLY MOBILITY NEXT)

Program Description and Objectives: The Mobility and Accessibility NeXt Program explores, tests, and shares new technologies to transform public transportation and advance mobility for all. Key components of the program include conducting enabling research on emerging transit technologies and practices, demonstrating new transit and mobility solutions, and facilitating partnerships to enable transit and mobility system interoperability.

Fiscal Year 2025: \$7.00 million

In FY 2025, the Mobility and Accessibility NeXt Program’s focuses on advancing the state of knowledge on mobility innovation; unlocking tools to better implement new innovative mobility solutions; demonstrating new innovative mobility solutions in real-world settings; and enabling the implementation of mobility solutions. Mobility NeXt is structured around Artificial Intelligence (AI) applications in transit; emerging behavioral incentive tools in transit; emerging payment technologies; and assistive technology for navigation. Activities focus on scans of innovative transit and mobility technologies and monitored ongoing industry trends.

Fiscal Year 2026: \$7.00 million

In FY 2026, the Mobility and Accessibility NeXt Program continues to advance its four objectives. Efforts will lead to the identification of the multiple ways AI can support transit and innovative mobility solutions. Research will explore how transit providers can incentivize changes in travelers' behaviors. Research will also document how emerging assistive technologies such as smart glasses, hearing aids, or augmented reality can support wayfinding and navigation for travelers in a system. Finally, research will investigate new payment technologies that are outside the boundaries of traditional transit assets such as fare gates, fare boxes, and payment cards.

RD&T PROGRAM NAME: AUTOMATED VEHICLES/ARTIFICIAL INTELLIGENCE (FORMERLY TRANSIT AUTOMATION)

Program Description and Objectives: The Automated Vehicles/Artificial Intelligence (AI) Program examines and addresses new technological developments and emerging challenges in driving automation systems for transit vehicles to meet the needs of public transportation. Key components of the program include conducting enabling research on automated transit buses, demonstrating nearly-market-ready prototype technologies in real-world settings, and learning from and sharing knowledge with the transit stakeholder community.

Fiscal Year 2025: \$0

Activities under this program started under previous Fiscal Year funding. The Strategic Transit Automation Research (STAR) Program learned from the capabilities that advanced rapidly in recent years. The program explored how transit bus automation delivers benefits, including improved safety, enhanced mobility, and a better quality of life for those with little or no other transportation options. The program aimed to make informed automated transit deployment decisions, agencies need additional research and policy guidance to fully understand the benefits, use cases and implications of transit automation. FTA's Strategic Transit Automation Research (STAR) Program aimed to address these issues.

Fiscal Year 2026: \$0

Activities under this program started under previous Fiscal Year funding. Transit Vehicle Automation Research was funded under the Mobility NeXt Program in FY 2026, aiming to invest in innovative automated transit vehicles and services to expand public transportation access and mobility.

RD&T PROGRAM NAME: ADVANCED DIGITAL CONSTRUCTION MANAGEMENT SYSTEMS (ADCMS) PROGRAM

Program Description and Objectives: Federal public transportation law (49 U.S.C. § 5312(b)(4)) authorizes the ADCMS program. The program objectives are to establish, implement, deploy, and evaluate at least two ADCMS program solutions throughout the lifecycle of transit capital construction projects and facilitate advanced digital transformation, technology

adoption and implementation success by fostering partnerships with internal and external partners.

Fiscal Year 2025: \$ 2.15 million

In FY 2025, ADCMS program continue existing transit digital construction management system demonstrations, business models, and documenting best practices while assessing gaps and partnering with key public and private organizations to determine future courses of action. Additionally, the program will maintain its partnerships with the DOT and other Federal agencies to maximize current investments in research demonstrations.

Fiscal Year 2026: \$1.56 million

In FY 2026, the ADCMS Program will continue to drive the adoption of digital construction management systems with the goal of improving efficiency, safety, and cost-effectiveness in transit capital projects. Led by the University of Cincinnati, the program will implement at least two ADCMS solutions across demonstration sites, supported by comprehensive training, stakeholder engagement, and rigorous performance evaluation aligned with ADCMS program goals. The program will also ensure capital projects are delivered on time and on budget, minimize disruptions, and improve the overall quality of transit infrastructure nationwide. ADCMS is designed to fast-track the adoption of advanced digital construction management systems in the public transit sector.

RD&T PROGRAM NAME: LOW OR NO EMISSION COMPONENT TESTING PROGRAM (LoNo-CAP) 5312(h)

Program Description and Objectives: The program is authorized under 49 U.S.C. § 5312(h). The statutory goal of LoNo-CAP is to advance the public transportation industry through research, evaluation, analysis, and component testing of advanced vehicle technology. The main objectives of LoNo-CAP Program are to operate and maintain LoNo-CAP testing centers to conduct testing, evaluation, and analysis of low emission vehicle components, conduct directed technology research innovating new low emission components and strengthening domestic supply chain of the Nation’s transit industry. Currently, this Federal investment funds two competitively selected national centers: Auburn University and the Ohio State University’s Center for Automotive Research (CAR).

Fiscal Year 2025: \$5.35 million

In FY 2025, LoNo-CAP continued to operate and maintain facilities to conduct testing, evaluation, and analysis of vehicle components, and to conduct directed and advanced vehicle research. The facilities continued to acquire equipment and complete capital projects related to testing low emission vehicle components or research related to advanced vehicle technologies that provides advancements to the entire public transportation industry.

Fiscal Year 2026: \$5.48 million

In FY 2026, LoNo-CAP will continue to lower costs and increase the availability of public transportation vehicles. This program enhances America’s communities by modernizing public transportation and making it more affordable and accessible through component testing,

research: to support emerging vehicle bus technologies and innovations to advance the public transportation industry, and capital facilities and equipment to test innovative components and support industry needs.

RD&T PROGRAM NAME: SMALL BUSINESS INNOVATION RESEARCH (SBIR) PROGRAM

Program Description and Objectives: The SBIR Program encourages domestic small businesses to engage in Federal Research/Research and Development (R/R&D) with the potential for commercialization. SBIR invests in promising early-stage innovations often considered risky for private investors. Federal commerce and trade law (15 U.S.C. § 638) authorizes the SBIR Program, established under the Small Business Innovation Development Act of 1982 (P.L. 97-219). The goal of the SBIR Program is to leverage the strengths of small businesses and support their growth by funding product development research in strategic areas related to safety, infrastructure, mobility, and other key transportation priorities.

Fiscal Year 2025: \$0.98 million

In FY 2025, the SBIR program will partner with private sector innovators to stimulate technological innovation in ways that meet Federal research and development needs, while fostering and encouraging participation in innovation and entrepreneurship. SBIR supports innovators through a phased process, beginning with a proof of concept and evaluation of commercial potential, through the development of a prototype and commercialization.

Fiscal Year 2026: \$0.89 million

In FY 2026, the SBIR Program will continue partnering with private sector innovators to stimulate technological innovation aligns with Federal research and development needs. Those needs, and targeted collaborative investment opportunities will help identify areas of innovation with the highest potential return on investment. SBIR supports innovators through a phased process, beginning with a proof of concept and evaluation of commercial potential, through the development of a prototype and commercialization.

RD&T PROGRAM NAME: TRANSIT COOPERATIVE RESEARCH PROGRAM (TCRP)

Program Description and Objectives: Authorized by Federal public transportation law (49 U.S.C. § 5312(i)), TCRP conducts applied research with near-term, practical results addressing key challenges facing the public transportation industry. TCRP then disseminates findings through various publications and resources. TCRP synthesizes information from various transit agencies and develops reports, guidelines, and other resources to help transit professionals make informed decisions and improve their operations.

Fiscal Year 2025: \$7.03 million

In FY 2025, TCRP is focused on developing research solutions to public transportation issues involving facilities, vehicles, equipment, service concepts, operations, policy, planning, human

resources, maintenance, and administrative practices. The research program for FY 2025 includes the following projects: (1) Identification of Causal Factors Leading to Transit Bus Collisions; (2) Innovations and Best Practices in Transit Fare Enforcement; (3) Travel Behavior and Financial Impacts of Fare Capping; (4) Innovative Marketing and Customer Communication Strategies for Rural Transit; (5) Establishing Design Loads, Load Combinations and Structural Design Methodology for Overhead Contact Systems (OCS) Poles and Foundations; (6) Passenger Station Platform Design Considerations and Innovations for Aesthetics and Durability; (7) Strategies for Implementing Same-Day Paratransit Services; (8) Measures of Transit Ambassador and Outreach Program Effectiveness; and (9) Optimizing Work Schedules for Transit Frontline Workers.

Fiscal Year 2026: \$7.21 million

In FY 2026, TCRP will continue to focus on solving public transportation problems by producing and disseminating research solutions to various transit issues, including facilities, vehicles, equipment, service concepts, operations, policy, planning, human resources, maintenance, and administrative practices. TCRP will solicit project proposals from the public transportation industry and the public. The program's governing board, the TCRP Oversight and Project Selection (TOPS) Commission, will continue to assess the current problems facing the public transportation industry and select projects that will be most beneficial in addressing the issues.

RD&T PROGRAM NAME: MOBILITY FOR OPPORTUNITY, VITALITY, AND ECONOMIC SUCCESS (MOVES)

Program Description and Objectives: The MOVES Program builds on the Transit Enhanced Living Program. MOVES works with communities across America to demonstrate new, safe, and effective mobility solutions in various mobility contexts. MOVES evaluates and quantifies the fiscal and personal value of reliable mobility access on factors including safety, economic growth, health, education, and quality of life at the personal family and community levels.

Fiscal Year 2025: \$5.00 million

In FY 2025, MOVES was created, building on the research lessons and results of the Transit Enhance Living Program. Transit Enhance Living uncovered barriers (e.g., technological, economic, institutional, etc.) to secure, reliable transportation in communities across America. The program identified performance measures tied to key public and private sector interests, as well as indicators of personal, family, and community wellbeing.

Fiscal Year 2026: \$3.13 million

In FY 2026, the MOVES program will work with communities across rural America to develop a focused and measured understanding of rural transportation challenges and opportunities. MOVES will build upon and validate FY 2025 baseline measurement efforts to ensure an accurate and detailed understanding of the degree to which the economic and social vitality of rural communities could be enhanced by providing robust mobility access.

RD&T PROGRAM NAME: SAFE INFRASTRUCTURE & PEOPLE (SIP)

Program Description and Objectives: The objectives of the SIP Program are to reduce fatalities and injuries and improve safety culture with the use of innovative technologies, practices, and systems, improve transit operational safety by leveraging state of the art technologies and practices to monitor and maintain critical transit assets, and advance innovation, best practices, and guidance to make transit, road, and street systems safe for workers, operators, riders, and pedestrians.

Fiscal Year 2025: \$5.00 million

In FY 2025, the SIP Program focuses on infrastructure and people to enhance transit rider experience and transit accessibility. The program initiative will advance transit safety for workers, operators, riders, and pedestrians by using innovative technologies, processes, and applications to monitor, predict, and plan operations and maintenance. It will also conduct research to reduce worker injuries; mitigate cybersecurity risks; and increase operator, rider, bicyclist, and pedestrian safety including through transit supportive infrastructure, such as pedestrian and bicycle networks, to safely bring people to and from transit services and their “last mile” destinations. The program also explores ways to improve monitoring and maintenance of transit assets.

Fiscal Year 2026: \$5.13 million

In FY 2026, the SIP program will continue to reduce fatalities and injuries, foster a strong safety culture, equip stakeholders with essential tools to identify, and address safety and security risks. The program will enhance safety and security for transit workers, riders, and all who interact with transit systems. Through this program, FTA ensures public transportation systems remain safe, secure, and efficient for all stakeholders by improving infrastructure, enhancing security measures, and promoting responsible rider behavior.

RD&T PROGRAM NAME: TRANSIT DEFINED SYSTEMS AND TRANSIT RAIL

Program Description and Objectives: The objective of Transit Defines Systems and Transit Rail are to conduct research in innovative transit solutions currently unavailable through agile research and to build resilient vehicles, rail, and infrastructure systems to support transit industry growth and reinforce the domestic supply chain.

Fiscal Year 2025: \$7.00 million

In FY 2025, the program is creating systems and vehicles to enhance transit rider experience and transit accessibility across different user populations and communities. The program will explore the use of new innovations, emerging technologies, and rail and infrastructure systems for transit-specific needs, including focused research and investment in new vehicle and rail systems and diagnostics, vehicle form factors, and smart connected systems for transit.

Fiscal Year 2026: \$6.00 million

In FY 2026, the program will continue to create transit systems and solutions to meet specific transit needs and address identified gaps. It will support the growth of the transit industry and

domestic supply by helping the transit vehicle manufacturing market to expand and stabilize and addressing the innovation gaps in the small American transit manufacturing market, all while enhancing the transit rider and worker experience. The program will also focus on improving the safety and efficiency of both passenger and transit rail operations by conducting research on track maintenance, signal systems, power supply, and the aging of transit infrastructure. Additionally, funding will be made available to help improve safety and efficiency of ferry systems through the development of transformative technologies.

RD&T PROGRAM NAME: RESEARCH EVALUATION

Program Description and Objectives: The Research Evaluation Program improves the timeliness, quality, and efficiency of research across the transit sector. The program’s goal is to meet the statutory requirement (49 U.S.C. § 5312(e)(4)) for an evaluation of research projects under the Public Transportation Innovation Program. The program draws on existing internal FTA and DOT capacity to efficiently execute evaluations and address emerging research priorities in a timely manner.

Fiscal Year 2025: \$0

This program did not receive funding in FY 2025.

Fiscal Year 2026: \$2.00 million

In FY 2026, FTA will launch the Research Evaluation Program initiative to enhance the agency’s capacity to assess the effectiveness of demonstration projects. The initiative will fulfil the statutory requirement for independent evaluation of projects funded under the Public Transportation Innovation Program, ensure effective use of Federal research funds, and support data-driven decision making across its innovative portfolio. The program will focus on developing standardized evaluation protocols and integrating outcome-focused performance measurement into demonstration project lifecycles. These efforts will lay the foundation for a more agile, consistent, and data-driven approach to evaluating FTA’s innovation portfolio and informing future investments.

**Section 5:
Information Technology
Expenditure**

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Section 5 – Information Technology

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**FY 2027 Budget
Information Technology (IT)
Department of Transportation
Federal Transit Administration
Budget Authority
(\$000)**

Budget Account	FY 2025 ACTUAL	FY 2026 ENACTED	FY 2027 REQUEST
Transit Formula Grants			
Commodity IT Shared Services (WCF)	\$13,376	\$13,432	\$13,432
Programmatic FTA IT (WCF)			\$37,926
Programmatic FTA IT	\$34,321	\$30,634	
IT - Other FTA Office Contributions	\$1,705		
Total	\$49,402	\$44,066	\$51,358

The Federal Transit Administration (FTA) is requesting **\$51.4 million** in FY 2027 for information technologies (IT) that support the full spectrum of FTA programs as well as the Department’s initiative to transform and consolidate the management of IT solutions centrally by the Office of the Chief Information Officer (OCIO).

Commodity IT Shared Services through the Working Capital Fund (WCF)

OCIO will continue to provide all modes with Commodity IT Shared Services in FY 2027 to achieve economies of scale and increase consistency of cybersecurity protections across the Department. Commodity IT Shared Services include IT functions and activities dedicated to basic support services, including network operations, end-user computing, telecommunications services, and server operations.

- FTA requests **\$13.4 million** from the Transit Formula Grants account for Commodity IT Shared Services. FTA’s share was based on actual IT consumption in prior years as well as planned future consumption. FTA will only be charged for services rendered.

Modal IT

The following major mission-critical programmatic IT systems will be maintained for FTA through the WCF in FY 2027. This list is only a subset of all IT systems that support FTA and are reported in the Office of Management and Budget’s (OMB) Comprehensive Information Management System (CIMS).

- **National Transit Database (NTD):** FTA requests \$3.1 million in the Transit Formula Grants Oversight funding for the development, modernization, and enhancement (DME) and operations and maintenance (O&M) of this mission-critical system. NTD is FTA’s statistical data collection and reporting system for the U.S. transit industry, required by 49 U.S.C. § 5335, which specifically states that FTA must maintain a National Transit Database. NTD collects data and compliance information from all recipients of FTA grant funding, as required by law. Grants data collected by NTD is primarily used in statutory formula apportionment decisions to determine which agencies received funding (and how much funding they receive) in future fiscal years, in addition to data collection efforts which produce data products used by Congress and the transit industry.
- **Transit Award Management System (TrAMS):** FTA requests \$4.3 million in the Transit Formula Grants Oversight funding for the DME and O&M of this mission-critical system. TrAMS is FTA’s flagship grantmaking system that supports FTA’s mission by providing efficient automation, tracking, and visibility functionality in grantmaking activities. In FY 2027, FTA will continue to enhance TrAMS by integrating links to other Federal systems, adding new modules to track funds transfer information, utilizing emerging technologies within the Appian framework—including AI and chatbots for online help—and providing regular updates to TrAMS functionality to meet evolving legislative and programmatic requirements.
- **FTA Information Management Platform (Appian):** FTA requests \$3.0 million for DME and O&M of this mission-critical software, licensing, and platform framework.
 - This consists of FTA’s licensing investments in the Appian software, the Appian Cloud Platform as a Service (PaaS) resources, Enterprise Support subscriptions (including high availability services), and multiple associated support subscription services. These costs cover updated licensing levels that enable additional Appian technical capabilities including Appian Artificial Intelligence (AI) functionality. The Appian platform supports several other FTA IT solutions in the same way that a foundation supports a house, providing the operating software and hardware services that enable the operation of numerous other FTA applications. For example, FTA’s NTD and TrAMS applications both require the Appian platform to operate.
- **FTA Appian Applications Support:** FTA requests \$4.0 million for the DME and O&M of this mission-critical project.
 - The Appian Apps contract supports the FTA Transit Integrated Appian Development (TrIAD) platform with technical integration support (release management) on the shared platform, performance and standards monitoring, technical liaison audit and monitoring support, development and maintenance of shared services, and micro-applications/tools development.
 - The Appian Apps contract also incorporates emerging technologies within the Appian framework—such as Appian AI, chatbots for online help, document extraction and processing, and generative AI capabilities.

- Appian Apps also supports smaller, but not less critical, Appian applications such as the Discretionary Grants System (DGS), which provides automation and reporting support for discretionary grants; the State Safety Oversight Reporting (SSOR) system, which processes reports of transit safety incidents; the ECHO-Web application, which enables grantees to submit payment requests; and the FTA Access Control Entry System (FACES), which handles security authentication and standards on the Appian platform for all other systems on that platform.
- **FTA Machine Learning and Artificial Intelligence:** FTA requests \$1.2 million to sustain the development, deployment, and operational maintenance of machine learning and AI systems critical to agency modernization. The funding will help create AI tools that make daily tasks more efficient, improve access to critical data, and strengthen cybersecurity to protect sensitive information. For example, AI will automate time-consuming processes like managing contracts, handling grant applications, planning staff workloads, and conducting environmental reviews (NEPA compliance).
 - The contract aligns with Federal goals, including Executive Order 13960, which promotes the use of trustworthy AI across the Federal government and OMB Memorandum M-25-21, which emphasizes accelerating Federal AI adoption through innovation, governance, and public trust. Reducing this funding would delay or weaken the FTA’s ability to use AI effectively. The agency’s specialized AI team, the group with the expertise to lead these efforts, is already making progress, but reduced support would severely hinder FTA’s ability to implement these transformative technologies across the agency.
- **FTA Oversight Tracking System (OTrak):** FTA requests \$2.5 million for the DME and O&M of this mission-critical system.
 - The OTrak system supports FTA’s grants oversight mission by enabling automation and online entry of oversight activities undertaken by FTA regional teams and contractors at grantee locations and project sites. These oversight activities feed into FTA future grantmaking decisions and support considerations and are primarily consumed by FTA’s Office of Program Management (TPM).
 - In FY 2026 and FY 2027, FTA will continue to maintain and enhance the OTrak system to support both existing features and the development of new functionalities. Planned improvements include updates to the Oversight Assessment Tool and reporting features, enhancements to program setup processes, streamlining the assignment of contracting companies, continued recipient functionality rollout, the integration of technical assistance elements and PTASP compliance checks. The SafeStat module will also be maintained to support the Transit Safety Office in conducting State Safety Oversight Program audits, which evaluate grant recipients’ compliance with Federal safety mandates. In addition, the team plans to evaluate and implement select AI use cases to further enhance OTrak’s capabilities.

- **FTA Business Intelligence Systems (BIS) Support:** FTA requests \$4.5 million for the DME and O&M of this mission-critical project as well as purchase renewal of MicroStrategy licenses and adding enhanced AI capabilities.
 - BIS supports the FTA data warehouse, NTD Branch, as well as data transformation through advanced business intelligence. These tools enable rapid creation of data visualizations and dashboards for FTA program offices and management consumption, facilitating efficient responses to Congressional, OMB, and OCIO data calls and the publication of over 100 publicly available NTD data products. In FY 2027, FTA plans to continue to use this contract to enhance data integration capabilities—including data collection, replication, and data transformation to develop infographic dashboards and use centralized data resources to provide FTA offices with useful information and metrics. The team will further amplify these efforts by delivering advanced AI-driven analytics, automating insights and dashboard development to enable faster, smarter decision-making.

- **FTA Applications Helpdesk, Software Development Lifecycle (SDLC) Governance, and Technical Assessment Support:** FTA requests \$1.2 million for consolidated help desk support for FTA-specific custom applications, systems development lifecycle governance oversight, and technical options assessments for new business support requests for this mission-critical project.
 - This contract provides end-user support for FTA’s custom applications, and coordinates and tracks service level agreements across all tiers and teams of support. This contract also provides training and documentation support of FTA’s mission systems; provides support to review, refine, and audit FTA SDLC governance standards; and provides technical documentation and assessment expertise for new information technology solution requests (i.e., new tools or investments).

- **FTA General Support Systems (GSS):** FTA requests \$5.5 million for the DME and O&M of this mission-critical project.
 - GSS supports several FTA business support applications, including the FTA public website, Application Administration and Database Administration support, in addition to numerous smaller FTA-specific applications and tools used for HQ and regional offices.
 - FTA has seen a growing need for business process automation to increase operational efficiencies across the agency, resulting in FTA’s Office of Information Technology receiving numerous new IT project requests and shape-shifting projects. These requests are from several program offices and regions, from various levels of stakeholders including Associate Administrators and Acquisitions and Human Resources personnel. Given the exponential growth in IT projects, the new task order in support of the GSS program will require additional resources to support application administration and development and thereby meet FTA’s mission objectives.

**Section 6:
Ten Year Historical Table**

FEDERAL TRANSIT ADMINISTRATION
10 YEAR FUNDING HISTORY TABLE

(\$000)

ACCOUNT NAME	FY 2018 ACTUAL	FY 2019 ACTUAL	FY 2020 ACTUAL 6/	FY 2021 ACTUAL 7/	FY 2022 ACTUAL	FY 2023 ACTUAL	FY 2024 ACTUAL	FY 2025 ENACTED	FY 2026 ENACTED	FY 2027 REQUEST
Transit Formula Grants (Contract Authority)										
FHWA Flex Funding -- Net	\$9,733,353	\$9,939,380	\$10,150,348	\$10,150,348	\$13,355,000	\$13,634,000	\$13,990,000	\$14,279,000	\$14,642,000	\$14,950,000
Total, Transit Formula Grants (Obligation Limitation)	\$1,290,868	\$1,074,394	\$1,222,000	\$848,830	\$1,093,080	\$1,378,444	\$1,436,062	\$1,381,095	\$1,300,000	\$1,300,000
(Liquidation of Contract Authority)										
Capital Investment Grants (GF) 1/	\$11,024,221	\$11,013,774	\$11,372,348	\$10,999,178	\$14,448,080	\$15,012,444	\$15,426,062	\$15,660,095	\$15,942,000	\$16,250,000
Washington Metropolitan Area Transit Authority (GF)	\$11,933,698	\$11,231,431	\$12,356,083	\$11,885,309	\$14,239,963	\$14,699,097	\$14,934,000	\$15,579,000	\$15,942,000	\$16,250,000
Administrative Expenses (GF) 2/	\$2,650,010	\$2,552,687	\$1,978,000	\$2,014,000	\$2,248,000	\$2,635,000	\$2,205,000	\$2,205,000	\$1,700,000	\$1,214,500
Transit Infrastructure Grants (GF)	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000
Technical Assistance and Training (GF) 4/	\$113,165	\$113,165	\$117,000	\$121,052				\$0		
Electric or Low-Emitting Ferry Program	\$834,000	\$700,000	\$510,000	\$516,220	\$504,263	\$541,959	\$253,387	\$45,569	\$23,052	\$0
Ferry Service for Rural Communities	\$5,000	\$5,000	\$5,000	\$7,500	\$7,500	\$7,500	\$7,500	\$7,500	\$7,500	\$0
Public Transportation Emergency Relief Program	\$330,000	\$10,452				\$213,905	\$0	\$0	\$0	\$0
IIJA Supplemental (Division J)										
Capital Investment Grants					\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	\$0
Transit Infrastructure Grants					\$2,050,000	\$2,050,000	\$2,050,000	\$2,050,000	\$2,197,576	\$0
All Stations Accessibility Program					\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$0
Electric or Low-Emitting Ferry Program					\$50,000	\$50,000	\$50,000	\$50,000	\$49,005	\$0
Ferry Service for Rural Communities					\$200,000	\$200,000	\$200,000	\$200,000	\$196,020	\$0
Rescissions										
Research Training & Human Resources (Unobligated Balance Rescission) [non-add]				[-\$32]						
Formula Grants (Unobligated Balance Rescission) [non-add]		[-\$46,560]		[-\$1,607]	[-\$6,734]					
Job Access and Reverse Commute (Unobligated Balance Rescission) [non-add]				[-\$321]						
Capital Investment Grants (Unobligated Balance Rescission) [non-add] 5/										
Research (Unobligated Balance Rescission) [non-add]										
TOTAL:	\$15,106,396	\$14,545,078	\$14,132,348	\$13,807,950	\$21,607,843	\$22,810,808	\$22,291,949	\$22,318,164	\$ 22,215,153	\$ 17,614,500

[-\$978]

1/In FY 2023, Capital Investment Grants (CIG) includes additional funding for the Fully Funded Grant Agreements for 5339/Sec.165

2/ Beginning in FY2022, Administrative Expenses is funded under the Transit Formula Grants account as enacted under the Bipartisan Infrastructure Law.

3/ The FY 2015 Enacted level includes \$37.5 million for two accounts (\$30 million for Section 5312 and \$3 million for Section 5313) and Technical Assistance and Training (\$0.5 million for Section 5322 and \$4 million for Section 5314).

4/In FY 2016, Technical Assistance and Workforce Development (also known as Technical Assistance and Standards Development Section 5314) is derived from the Mass Transit Account under the Transit Formula Grants account.

5/ Sec. 422 of Division L, Title IV, of the Consolidated Appropriations Act, FY 2022 (P.L. 117-103) rescinds any unobligated balances made available for Capital Investment Grants through Division G of the Consolidated Appropriations Act, 201- (P.L. 116-6) and adds additional budget authority through September FY 2023 for the same purpose. This is not reflected in these totals.

6/ FY 2020 totals do not include \$25 Million funding enacted through the CARES Act.

7/ FY 2021 funding does not include \$14 Million in emergency supplemental funding provided by CRRSA or \$30.5 Million of emergency supplemental funding provided through the American Rescue Plan.

ADMINISTRATIVE PROVISIONS—FEDERAL TRANSIT ADMINISTRATION
(INCLUDING CANCELLATIONS)
(INCLUDING TRANSFER OF FUNDS)

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 heading "Capital Investment Grants" of the Federal Transit Administration for projects specified in this Act not obligated by September 30, [2029]2030, and other recoveries, shall be directed to projects eligible to use the funds for the purposes for which they were originally provided.

SEC. 162. Notwithstanding any other provision of law, any funds appropriated before October 1, [2025]2026, 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.

SEC. 163. None of the funds made available by this Act or any other Act shall be used to adjust apportionments or withhold funds from apportionments pursuant to section 9503(e)(4) of the Internal Revenue Code of 1986 (26 U.S.C. 9503(e)(4)).