

**Department of Transportation**  
**American Rescue Plan (ARP) Act**  
**Financial Summary Through Quarter 1, FY 2022**  
*(in thousands)*

<b>Operating Administration</b>	<b>Appropriation</b>	<b>Budget Authority</b>	<b>Made Available</b>	<b>Obligations</b>	<b>Outlays</b>	<b>Unobligated Balance</b>	<b>% Obligated</b>	<b>% Outlayed</b>
<b>Federal Aviation Administration</b>		<b><u>\$8,009,000</u></b>	<b><u>\$8,001,136</u></b>	<b><u>\$6,937,138</u></b>	<b><u>\$915,561</u></b>	<b><u>\$1,071,862</u></b>	<b><u>87%</u></b>	<b><u>11%</u></b>
	Airport Improvement Program (M)	\$8,000,000	\$8,000,000	\$6,936,002	\$914,425	\$1,063,998	87%	11%
	Employee Leave Fund (M)	\$9,000	\$1,136	\$1,136	\$1,136	\$7,864	13%	13%
<b>Federal Transit Administration</b>		<b><u>\$30,461,356</u></b>	<b><u>\$28,222,326</u></b>	<b><u>\$10,723,067</u></b>	<b><u>\$2,363,379</u></b>	<b><u>\$19,738,289</u></b>	<b><u>35%</u></b>	<b><u>8%</u></b>
	Transit Infrastructure Grants (M)	\$30,461,356	\$28,222,326	\$10,723,067	\$2,363,379	\$19,738,289	35%	8%
<b>Federal Railroad Administration</b>		<b><u>\$1,700,000</u></b>	<b><u>\$1,698,000</u></b>	<b><u>\$1,698,000</u></b>	<b><u>\$1,698,000</u></b>	<b><u>\$2,000</u></b>	<b><u>100%</u></b>	<b><u>100%</u></b>
	NE Corridor Grants to Amtrak (M)	\$970,388	\$969,388	\$969,388	\$969,388	\$1,000	100%	100%
	National Network Grants to Amtrak (M)	\$729,612	\$728,612	\$728,612	\$728,612	\$1,000	100%	100%
<b>Office of the Secretary of Transportation</b>		<b><u>\$3,000,000</u></b>	<b><u>\$3,000,000</u></b>	<b><u>\$610,243</u></b>	<b><u>\$303,042</u></b>	<b><u>\$2,389,757</u></b>	<b><u>20%</u></b>	<b><u>10%</u></b>
	Aviation Manufacturing Jobs Protec.	\$3,000,000	\$3,000,000	\$610,243	\$303,042	\$2,389,757	20%	10%
<b>Department of Transportation Total</b>		<b>\$43,170,356</b>	<b>\$40,921,462</b>	<b>\$19,968,448</b>	<b>\$5,279,982</b>	<b>\$23,201,908</b>	<b>46%</b>	<b>12%</b>

**Federal Aviation Administration:** ARP includes \$8 billion in funding for relief to airports and rent relief to eligible airport concessions and \$9 million to support FAA employees COVID-19 related leave.

**FY 2022 Q1 Accomplishments:**

- As of December 31, FAA has obligated 1,351 general grants for 1,952 airports totaling \$6.1 billion, and 75 concessions grants totaling \$276 million representing more than 80% of the total funds available for grants, and expended \$914 million.
- On November 24, FAA issued updated guidance primarily clarifying reimbursements under concessions relief grants and subsequently began executing and obligating those grants.

**FY 2022 Q2 Outlook:**

- FAA will continue processing remaining general (approximately 170) and concessions relief (approximately 30) grant applications. FAA will continue reimbursing airport sponsors' eligible expenses.

**Federal Transit Administration:** The \$30.5 billion received by FTA through ARP supports existing programs such as the urbanized and rural transit formula programs to offset lost revenue. ARP funds also support intercity bus operators and include \$2.2 billion for urban and rural areas that require additional assistance.

**FY 2022 Q1 Accomplishments:**

- FTA has allocated \$28.2 billion across 4 programs to provide relief for transit agencies impacted by COVID-19.
- FTA has supported the obligation of \$10.7 billion in a total of 300 grants across the country. For example, FTA awarded \$679.6 million to the Southeastern Pennsylvania Transportation Authority (SEPTA) and \$125 thousand to the Mashantucket Pequot Tribal Nation to fund critical continued public transit operations operating expenses with ARP funds.

- FTA has disbursed over \$2.3 billion to recipients to support expenses incurred in operating continued transit service to meet the needs of essential employees and underserved communities reliant on transit.

#### **FY 2022 Q2 Outlook:**

- In the next three months, FTA expects to obligate over \$12.7 billion in additional ARP funding.
- FTA expects to announce selections of \$5 million in tribal competitive funding
- FTA expects to announce selections of \$25 million in Route Planning Restoration competitive funding
- FTA expects to announce selections of \$2.2 billion in Additional Assistance competitive funding

**Federal Railroad Administration:** Similar to previous COVID-19 supplementals, the \$1.7 billion received by FRA through ARP is intended to offset lost revenue and support continued operations for Amtrak.

#### **FY 2022 Q1 Accomplishments:**

- Through November, Amtrak had expended over \$740 million in ARP funds. Remaining ARP funds will continue to offset lost revenues in FY 2022 due to COVID-19.
- Amtrak ridership continues to improve. Amtrak's FY 2021 ridership was over 12.1 million passengers, which exceeded initial projections by 40 percent. Ridership continued to increase in the first quarter of FY 2022, with October and November marking the highest ridership months since the pandemic began at approximately 66 percent of pre-pandemic levels (official December data not yet available).
- From a financial perspective, through November, Amtrak had incurred a net operating loss of \$89 million for FY 2022, which represents a 50 percent improvement over the same timeframe in FY 2021.

#### **FY 2022 Q2 Outlook:**

- Amtrak and its state partners plan to continue restoring service frequencies on the Northeast Corridor and State-Supported service lines during FY 2022, with capacity expected to reach approximately 95 percent of FY 2019 levels.
- However, the Omicron variant of COVID-19 is affecting Amtrak's operations. In January 2022, Amtrak announced service cuts across its three service lines due to staff shortages caused by Omicron. These service reductions include the suspension of 8 percent of weekly Northeast Corridor Regional departures, suspension of 6 percent of State-Supported service weekly departures, and the reduction of nine Long Distance routes from daily service to five days per week. These service decreases are scheduled to be in effect through March 27.

**Office of the Secretary of Transportation:** ARP included a new program, the Aviation Manufacturing Jobs Protection (AMJP) Program, which provides \$3 billion to help cover employee compensation at eligible aircraft manufacturing, maintenance, and repair businesses.

#### **FY 2022 Q1 Accomplishments:**

- Completed evaluation of a second-round application process, adding 158 eligible recipients and approximately \$184 million in awards.
- Expedited Initial Disbursements for those new recipients prior to the Thanksgiving holiday.
- The Round 2 results brought the total to \$666.5 million in AMJP financial assistance offered, to help approximately 29,000 U.S. workers against involuntary layoff, furloughs, or reductions in pay or benefits. These awards were offered to businesses based in 41 states plus Puerto Rico.
- Approximately 60 percent of these awards were for businesses with fewer than 100 employees, and 80 percent for businesses with fewer than 250 employees.

- OST obligated approximately \$603 million in financial assistance awards prior to the end of the first quarter, and authorized disbursements to recipients totaling approximately \$300 million.

**FY 2022 Q2 Outlook:**

- Complete evaluation of a third and final round of applications, which DOT decided to invite because of apparent confusion about the relationship between the AMJP Program and the Employee Retention Tax Credit (ERTC) program.
- DOT anticipates publicly announcing additional awards in early-to-mid February, with the intention of officially awarding the agreements by mid-February, followed by initial disbursements.
- Meanwhile, the first round of awards (issued in mid-September 2021) will begin ending by mid-March 2022, so DOT will begin processing closeout reviews for those awards.
- DOT is in the process of soliciting an independent program evaluation, focused particularly on the number of applications received and factors that may have affected industry response. Preliminary information suggests that the principal issue was timing—i.e., some businesses and associations have indicated that the economic recovery is already far enough along that some eligible businesses no longer needed this particular type of financial assistance.

**Department of Transportation**  
**Coronavirus Response and Relief Supplemental Appropriations (CRRSA) Act**  
**Financial Summary Through Quarter 1, FY 2022**  
*(in thousands)*

<b>Operating Administration</b>	<b>Appropriation</b>	<b>Budget Authority</b>	<b>Made Available</b>	<b>Obligations</b>	<b>Outlays</b>	<b>Unobligated Balance</b>	<b>% Obligated</b>	<b>% Outlayed</b>
<b>Federal Aviation Administration</b>		<b><u>\$2,000,000</u></b>	<b><u>\$2,000,000</u></b>	<b><u>\$1,999,034</u></b>	<b><u>\$1,002,979</u></b>	<b><u>\$966</u></b>	<b><u>100%</u></b>	<b><u>50%</u></b>
	Airport Improvement Program (D)	\$2,000,000	\$2,000,000	\$1,999,034	\$1,002,979	\$966	100%	50%
<b>Federal Highway Administration</b>		<b><u>\$10,000,000</u></b>	<b><u>\$10,000,000</u></b>	<b><u>\$4,911,273</u></b>	<b><u>\$2,387,795</u></b>	<b><u>\$5,088,727</u></b>	<b><u>49%</u></b>	<b><u>24%</u></b>
	Highway Infrastructure Programs (D)	\$10,000,000	\$10,000,000	\$4,911,273	\$2,387,795	\$5,088,727	49%	24%
<b>Federal Transit Administration</b>		<b><u>\$14,000,000</u></b>	<b><u>\$14,000,000</u></b>	<b><u>\$11,431,249</u></b>	<b><u>\$5,352,929</u></b>	<b><u>\$2,568,751</u></b>	<b><u>82%</u></b>	<b><u>38%</u></b>
	Transit Infrastructure Grants (D)	\$14,000,000	\$14,000,000	\$11,431,249	\$5,352,929	\$2,568,751	82%	38%
<b>Federal Railroad Administration</b>		<b><u>\$1,000,000</u></b>	<b><u>\$1,000,000</u></b>	<b><u>\$1,000,000</u></b>	<b><u>\$999,156</u></b>	<b><u>\$0</u></b>	<b><u>100%</u></b>	<b><u>100%</u></b>
	NE Corridor Grants to Amtrak (D)	\$655,431	\$655,431	\$655,431	\$655,431	\$0	100%	100%
	National Network Grants to Amtrak (D)	\$344,569	\$344,569	\$344,569	\$343,725	\$0	100%	100%
<b>Office of the Secretary of Transportation</b>		<b><u>\$23,332</u></b>	<b><u>\$23,332</u></b>	<b><u>\$23,332</u></b>	<b><u>\$23,294</u></b>	<b><u>\$0</u></b>	<b><u>100%</u></b>	<b><u>100%</u></b>
	Essential Air Service (M)	\$23,332	\$23,332	\$23,332	\$23,294	\$0	100%	100%
	Salaries and Expenses (SCASDP - D)	[\$4,000]	[\$4,000]	[\$4,000]	\$0	\$0	100%	0%
<b>Department of Transportation Total</b>		<b>\$27,023,332</b>	<b>\$27,023,332</b>	<b>\$19,364,888</b>	<b>\$9,766,152</b>	<b>\$7,658,444</b>	<b>72%</b>	<b>36%</b>

**CRRSA Implementation and Execution through Q1 FY 2022:**

- As of December 31, FAA has expended over \$1.0 billion (more than half the total appropriation). On November 24, FAA issued updated guidance primarily clarifying reimbursements under concessions relief grants.
- FHWA has apportioned all Highway Infrastructure Program funding to the States, and has provided \$48 million directly to Tribes, while working with the Bureau of Indian Affairs (BIA) at the Department of Interior to provide \$66 million for those Tribes with direct agreements with BIA. To date FHWA has obligated \$4.8 billion to 47 States for Surface Transportation Block Grants.
- FTA made CRRSA grant funding available in January 2021 and has awarded 296 grants for \$11.4 billion
- FRA obligated and disbursed CRRSA funds to Amtrak in February 2021. Through November, Amtrak had expended about \$955 million (96%) of the \$1 billion provided.

**Expected Activity through Q2 FY 2022:**

- FAA will continue reimbursing airport sponsors' eligible expenses.
- FTA is actively processing CRRSA grants, with approximately 94 grants currently under reviewed requesting nearly \$1.6 billion.
- FRA will continue to track expenditure of CRRSA funding for Amtrak.

**Department of Transportation**  
**Coronavirus Aid, Relief, and Economic Security (CARES) Act**  
**Financial Summary Through Quarter 1, FY 2022**  
*(in thousands)*

<b>Operating Administration</b>	<b>Appropriation</b>	<b>Budget Authority</b>	<b>Made Available</b>	<b>Obligations</b>	<b>Outlays</b>	<b>Unobligated Balance</b>	<b>% Obligated</b>	<b>% Outlayed</b>
<b>Federal Aviation Administration</b>		<b><u>\$10,025,000</u></b>	<b><u>\$10,024,931</u></b>	<b><u>\$9,789,859</u></b>	<b><u>\$7,989,815</u></b>	<b><u>\$235,141</u></b>	<b><u>98%</u></b>	<b><u>80%</u></b>
	Operations (D)	\$25,000	\$24,931	\$24,931	\$24,027	\$69	100%	96%
	Airport Improvement Program (D)	\$10,000,000	\$10,000,000	\$9,764,928	\$7,965,788	\$235,072	98%	80%
<b>Federal Transit Administration</b>		<b><u>\$25,000,000</u></b>	<b><u>\$25,000,000</u></b>	<b><u>\$24,565,398</u></b>	<b><u>\$21,279,417</u></b>	<b><u>\$434,602</u></b>	<b><u>98%</u></b>	<b><u>85%</u></b>
	Transit Infrastructure Grants (D)	\$25,000,000	\$25,000,000	\$24,565,398	\$21,279,417	\$434,602	98%	85%
<b>Federal Railroad Administration</b>		<b><u>\$1,018,250</u></b>	<b><u>\$1,018,250</u></b>	<b><u>\$1,018,250</u></b>	<b><u>\$1,018,250</u></b>	<b><u>\$0</u></b>	<b><u>100%</u></b>	<b><u>100%</u></b>
	NE Corridor Grants to Amtrak (D)	\$492,000	\$492,000	\$492,000	\$492,000	\$0	100%	100%
	National Network Grants to Amtrak (D)	\$526,000	\$526,000	\$526,000	\$526,000	\$0	100%	100%
	Safety and Operations (D)	\$250	\$250	\$250	\$250	\$0	100%	100%
<b>Office of the Secretary of Transportation</b>		<b><u>\$57,753</u></b>	<b><u>\$57,753</u></b>	<b><u>\$57,753</u></b>	<b><u>\$57,032</u></b>	<b><u>\$0</u></b>	<b><u>100%</u></b>	<b><u>99%</u></b>
	Essential Air Service (M)	\$56,000	\$56,000	\$56,000	\$55,279	\$0	100%	99%
	Salaries and Expenses (D)	\$1,753	\$1,753	\$1,753	\$1,753	\$0	100%	100%
<b>Federal Motor Carrier Safety Administration</b>		<b><u>\$150</u></b>	<b><u>\$150</u></b>	<b><u>\$150</u></b>	<b><u>\$150</u></b>	<b><u>\$0</u></b>	<b><u>100%</u></b>	<b><u>100%</u></b>
	Operations and Programs (M)	\$150	\$150	\$150	\$150	\$0	100%	100%
<b>Maritime Administration</b>		<b><u>\$4,134</u></b>	<b><u>\$3,835</u></b>	<b><u>\$3,835</u></b>	<b><u>\$3,786</u></b>	<b><u>\$299</u></b>	<b><u>93%</u></b>	<b><u>92%</u></b>
	Operations & Training (D)	\$3,134	\$2,835	\$2,835	\$2,786	\$299	90%	89%
	State Maritime Academy Operations (D)	\$1,000	\$1,000	\$1,000	\$1,000	\$0	100%	100%
<b>Office of the Inspector General</b>		<b><u>\$5,000</u></b>	<b><u>\$425</u></b>	<b><u>\$425</u></b>	<b><u>\$425</u></b>	<b><u>\$4,575</u></b>	<b><u>9%</u></b>	<b><u>9%</u></b>
	Salaries and Expenses (D)	\$5,000	\$425	\$425	\$425	\$4,575	9%	9%
<b>Department of Transportation Total</b>		<b>\$36,110,287</b>	<b>\$36,105,344</b>	<b>\$35,435,670</b>	<b>\$30,348,875</b>	<b>\$674,617</b>	<b>98%</b>	<b>84%</b>

**CARES Implementation and Execution through Q1 FY 2022:**

- CARES funding is almost fully obligated, with approximately \$650 million remaining between FAA and FTA.
- As of December 31, FAA has obligated 2,148 grants to 3,229 airports totaling over \$8.9 billion, which includes 43 development addenda totaling \$178 million, and has expended nearly \$8.0 billion (approximately 80% of the total appropriation).
- FTA has outlayed approximately 85% of the CARES Act funding and is continuing work on liquidating obligations.
- Amtrak has fully expended all CARES Act funding provided by FRA.

**Expected Activity through Q2 FY 2022:**

- FAA will continue reimbursing airport sponsors' eligible expenses. There are nine airports that have not yet applied for or declined their allocations. FAA will continue processing development addenda as projects are ready to proceed. FAA also will process 9 remaining grant applications if they are submitted, but these airport sponsors have been unresponsive to multiple outreach attempts.
- Similarly, FTA continues to award CARES Act grants, and is currently processing about 67 applications for over \$43.6 million.
- Continued obligations from OIG will occur as oversight and review of CARES Act and other COVID-supplemental funding is initiated.