



**U.S. Department  
of Transportation**

# **BUDGET ESTIMATES**

## **FISCAL YEAR 2023**

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### **FEDERAL TRANSIT ADMINISTRATION**

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

# Table of Contents

## Section 1 – Overview

	Page No.
Administrator’s Overview .....	FTA – 1
FY 2021 Organizational Chart.....	FTA – 3
FY 2022 Organizational Chart.....	FTA – 4
FY 2023 Organizational Chart.....	FTA – 5



# FEDERAL TRANSIT ADMINISTRATION

## FY 2023 BUDGET SUBMISSION

### Administrator's Overview

The Federal Transit Administration's (FTA) Fiscal Year (FY) 2023 Budget requests **\$16.9 billion**. The Budget builds on the historic investments authorized in the Bipartisan Infrastructure Law, which provided \$4.3 billion supplemental advance appropriations, bringing the total for transit investments to \$21.1 billion in FY 2023. The request supports FTA's ability to support transit infrastructure enhancements, ensure continued safety and compliance oversight, and provide technical assistance to nearly 4,000 local transit systems that operate buses, subways, light rail, commuter rail, ferries and on-demand service for seniors and individuals with disabilities. Through these investments, FTA will continue to improve America's communities through public transportation by supporting safe, equitable and affordable transportation options.

The FY 2023 Budget is built on FTA's core values: service, integrity, innovation, sustainability, and equity. Through both formula-driven funding and competitive funding opportunities, the request will enable FTA to assist the Nation in ensuring the safety of transit, creating equitable economic recovery from COVID-19, improving racial equity, mitigating the climate crisis, and supporting equitable economic growth in urban, suburban, and rural communities. The request supports investments to improve transportation network resilience and prepare transportation systems for technological advances and partnership opportunities.

The FY 2023 Budget request supports FTA's continued efforts to improve the quality of public transportation services across the Nation. Decades of underinvestment in infrastructure have led to an over \$105 billion backlog in transit state of good repair needs. These needs lead to service delays and disruptions that strand riders and discourage transit use. This request will support the repair and upgrade of hundreds of stations, along with vehicles, track, signals, and other infrastructure. It also enables FTA to assist communities across the Nation to develop new and expand existing transit and rail services and provides funding to support the replacement of thousands of diesel transit vehicles with new low and zero emission vehicles. In addition, the request continues support for FTA's innovative research, demonstration, and deployment of technologies that improve the safety and performance of the Nation's public transportation network.

The FY 2023 Budget includes:

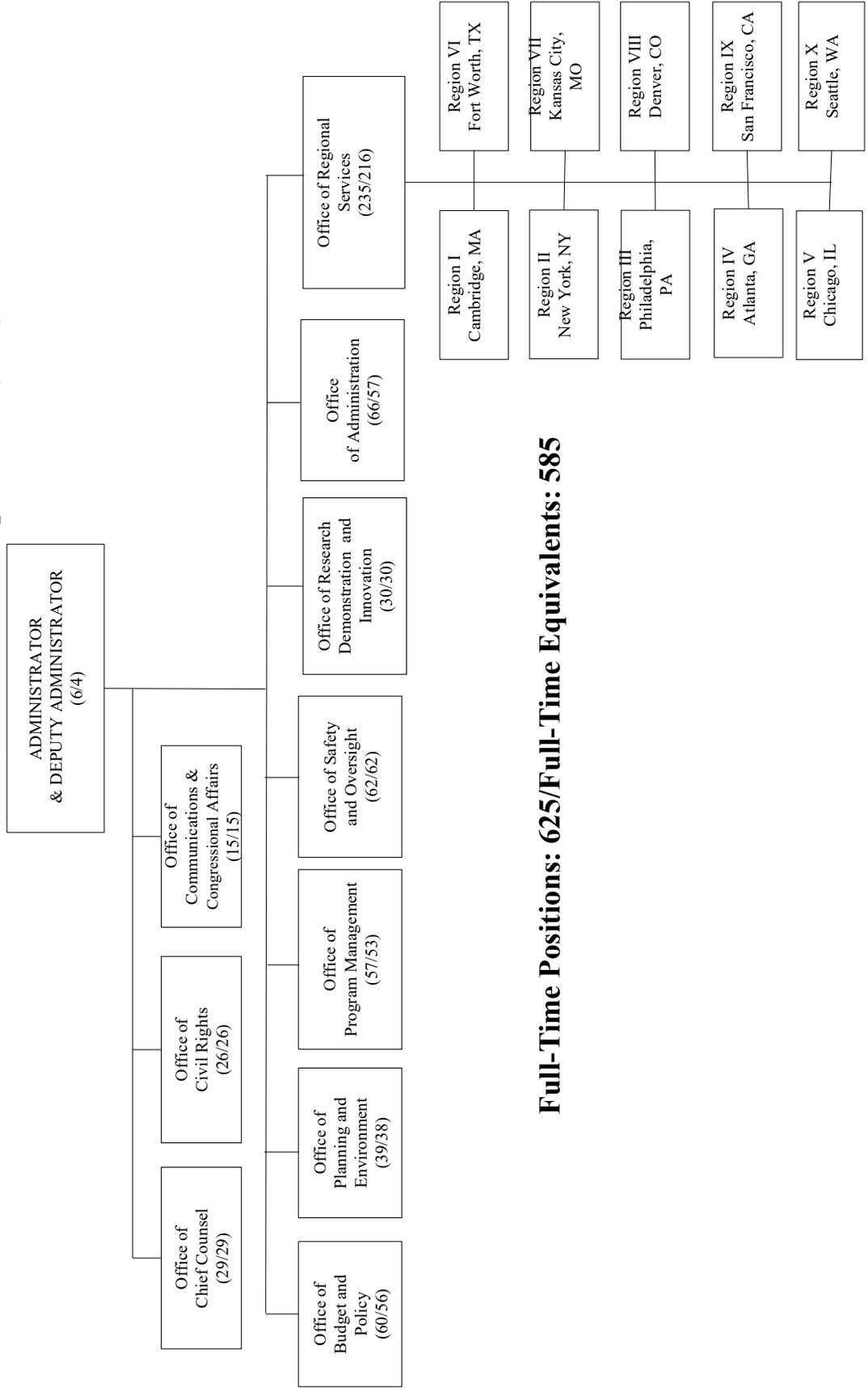
- **Transit Formula Grants:** The FY 2023 Budget requests **\$13.6 billion** for Transit Formula Grants as authorized in the Bipartisan Infrastructure Law. The request will support existing core transit programs, as well as FTA's Administrative Expenses. This request includes funding for Planning Grant Programs, Urbanized Area Formula Grants, Rural Area Formula Grants, State of Good Repair Formula Grants, Railcar Replacement Grants, Grants for Buses and Bus Facilities, Enhanced Mobility of Seniors and Individuals with Disabilities, State Safety Oversight, Public Transportation Innovation, Technical Assistance and Workforce Development, Bus Testing, the National Transit Database, and Administrative Expenses. These programs provide critical funding to support public transportation systems in communities across the United States and provides the resources needed to administer and oversee these programs.

- **Capital Investment Grants (CIG):** The FY 2023 Budget requests **\$2.9 billion** for CIG. The request will supplement State, local, and private investment in the construction of major capital projects that provide new and expanded transit service. These project investments support economic growth, affordable transportation choices, and job creation and retention in local communities. This funding would be in addition to \$1.6 billion in advance appropriations for CIG as enacted in the Bipartisan Infrastructure Law.
- **Washington Metropolitan Area Transit Authority (WMATA):** Consistent with the Bipartisan Infrastructure Law, **\$150 million** will fund 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 network. WMATA will continue to receive additional funding under FTA’s core formula programs for capital and preventive maintenance to address state of good repair needs.
- **Transit Infrastructure Grants:** The Budget requests **\$200 million** to support transformative projects under several new transit infrastructure programs: Zero Emission System Transformation Planning Grants, Climate Resilience and Adaptation Grants, and Integrated Smart Mobility Pilot Grants. These competitive grant programs will support agencies as they plan for their transition to zero emission buses and associated infrastructure; improve resilience of transit assets; and support adoption of innovative approaches to mobility.
- **Transit Research:** The Budget requests **\$30 million** to support research, demonstration and deployment projects that advance the development of robust public transportation networks that connect communities and protect the environment.
- **Technical Assistance and Training:** The Budget requests **\$8 million** to fund technical assistance and training activities to increase the capacity and capabilities of States and transit agencies to: train to retain the workforce to operate and maintain emerging technologies and to attract the next generation of transit workers; effectively implement transit programs and meet Federal requirements; and transform transit to meet the mobility, equity, climate and safety challenges facing communities and the Nation.
- In addition to the FY 2023 Budget request, the Bipartisan Infrastructure Law provides **\$4.3 billion** in Supplemental Advance Appropriations for FY 2023, including:
  - **\$1.6 billion** to support the Capital Investment Grants (CIG) Program.
  - **\$2.1 billion** to support the following programs: State of Good Repair grants (\$950 million); Low or No Emission grants (\$1.1 billion), and Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities (\$50 million).
  - **\$350 million** to support competitive All Station Accessibility Program grants to State or local government authorities to upgrade the accessibility of legacy rail fixed guideway systems for persons with disabilities, including those who use wheelchairs.
  - **\$50 million** to support grants for the purchase of electric or low-emitting ferries and the electrification of -- or other reduction of emissions from -- existing ferries.
  - **\$200 million** to support competitive grants to States to provide basic essential ferry service in rural communities.

# FEDERAL TRANSIT ADMINISTRATION

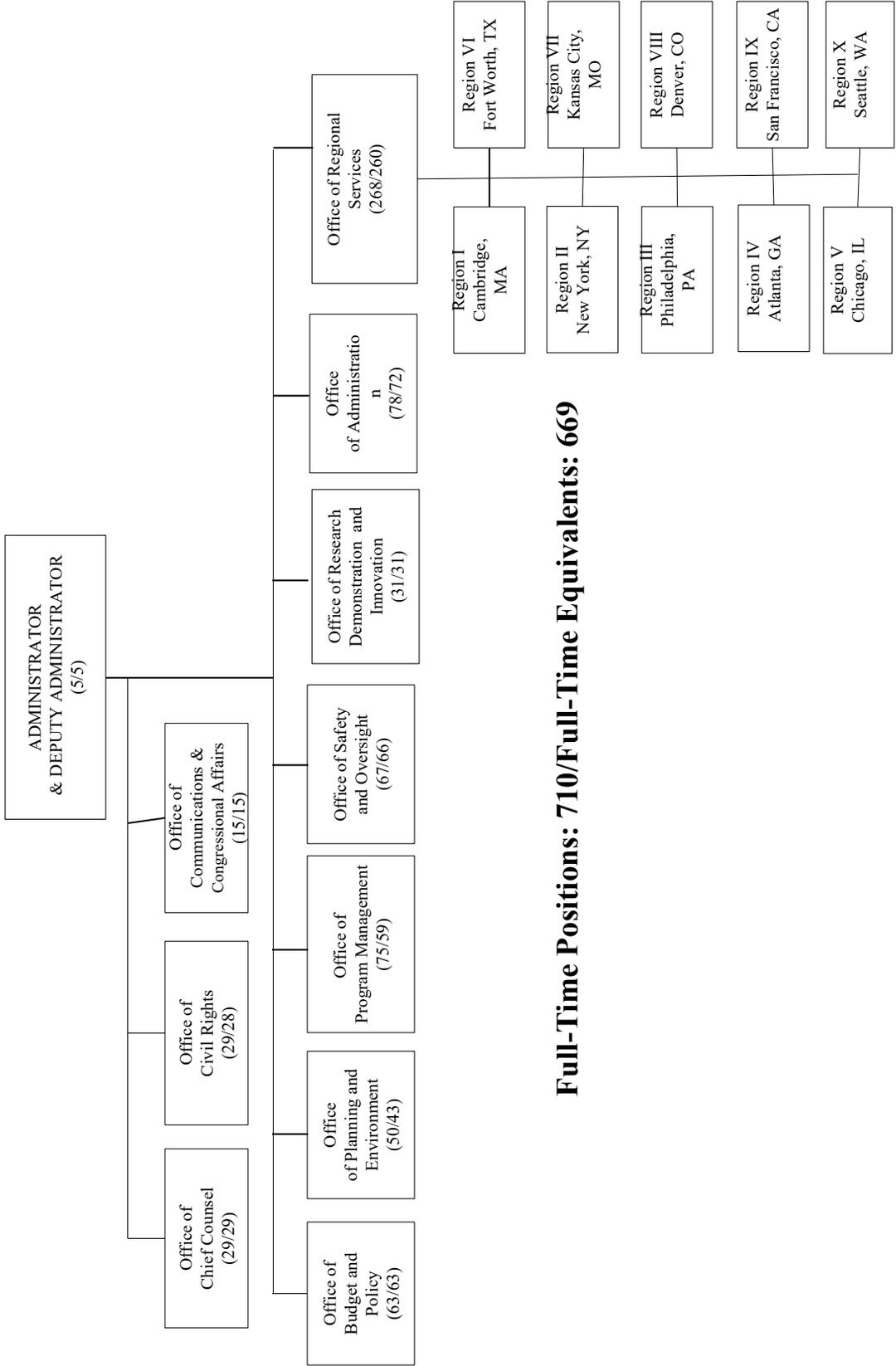
## FY 2021 Organizational Chart with

### Full-Time Positions (FTP) and Full-Time Equivalents (FTE)



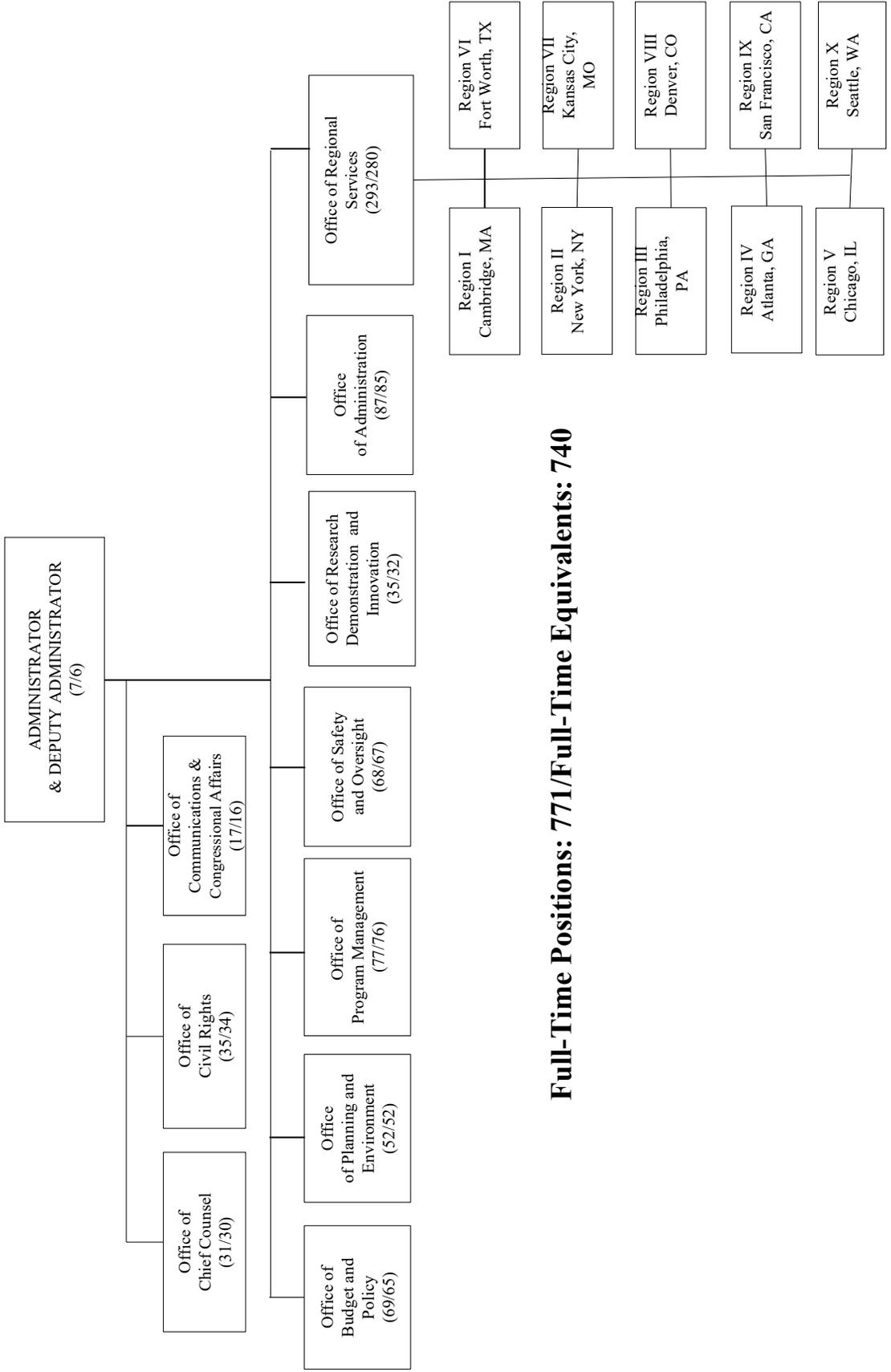
**Full-Time Positions: 625/Full-Time Equivalents: 585**

**FEDERAL TRANSIT ADMINISTRATION  
 FY 2022 Organizational Chart with  
 Full-Time Positions (FTP) and Projected Full-Time Equivalents (FTE)**



**Full-Time Positions: 710/Full-Time Equivalents: 669**

**FEDERAL TRANSIT ADMINISTRATION**  
**FY 2023 Organizational Chart with**  
**Full-Time Positions (FTP) and Projected Full-Time Equivalents (FTE)**



**Full-Time Positions: 771/Full-Time Equivalents: 740**

# Table of Contents

## Section 2 – Budget Summary Tables

	Page No.
Exhibit II-1 – FY 2023 New Budget Authority .....	Exh. II-1
Exhibit II-2 – FY 2023 Budgetary Resources by Appropriation Account.....	Exh. II-2
Exhibit II-3 – FY 2023 Budget Request by DOT Strategic and Organizational Goals .....	Exh. II-3
Exhibit II-4 – FY 2023 Outlays .....	Exh. II-3
Exhibit II-5 – Summary of Requested Funding Changes from FY 2022 to FY 2023 .....	Exh. II-5
Exhibit II-6 – Working Capital Fund.....	Exh. II-6
Exhibit II-7 – Personnel Resources – Summary of FTE.....	Exh. II-7
Exhibit II-8 – Personnel Resources – Summary of FTP .....	Exh. II-8
Exhibit IV-1- Research, Development and Technology Table.....	Exh. IV-1
Exhibit IV-2 - RD&T Program Funding by DOT Strategic Goal.....	Exh. IV-2
Exhibit V - Information and Technology Table.....	Exh. V



**EXHIBIT II-1**  
**FY 2023 BUDGET AUTHORITY**  
**FEDERAL TRANSIT ADMINISTRATION**  
**(\$000)**

ACCOUNT NAME	U.S.C. 49 Chapter 53 Section	M / D	FY 2021 ENACTED	FY 2022 CR (w/ IIJA Oblim)	FY 2022 ENACTED	FY 2023 PRES. BUDGET
<b>Transit Formula Grants (Contract Authority)</b>		<b>M</b>	<b>\$10,150,348</b>	<b>\$13,355,000</b>	<b>\$13,355,000</b>	<b>\$13,634,000</b>
Transit Oriented Development	2005(b)		\$10,000	\$13,157	\$13,157	\$13,432
Planning Programs	5305		\$142,036	\$184,647	\$184,647	\$188,505
Urbanized Area Formula Grants	5307		\$4,929,452	\$6,408,288	\$6,408,288	\$6,542,164
Enhanced Mobility of Seniors and Individuals with Disabilities	5310		\$285,575	\$371,247	\$371,247	\$379,003
Pilot Program for Enhanced Mobility	3006 (b)		\$3,500	\$4,605	\$4,605	\$4,701
Formula Grants for Rural Areas	5311		\$673,300	\$875,290	\$875,290	\$893,575
Public Transportation Innovation	5312		\$28,000	\$36,840	\$36,840	\$37,610
Technical Assistance and Workforce Development	5314		\$9,000	\$11,841	\$11,841	\$12,089
Bus Testing Facilities	5318		\$3,000	\$5,000	\$5,000	\$5,104
National Transit Database	5322(d)		\$4,000	\$5,263	\$5,263	\$5,373
State of Good Repair Grants	5337		\$2,683,798	\$3,515,528	\$3,515,528	\$3,587,778
Buses and Bus Facilities Grants	5339		\$808,654	\$1,051,250	\$1,051,250	\$1,073,212
Growing States and High Density States	5340		\$570,033	\$741,043	\$741,043	\$756,524
Administrative Expenses	5334			\$131,000	\$131,000	\$134,930
<b>Capital Investment Grants (GF)</b>		<b>D</b>	<b>\$2,014,000</b>	<b>\$2,014,000</b>	<b>\$2,248,000</b>	<b>\$2,850,000</b>
New Start	5309(d)		\$1,169,000	\$1,169,000	\$1,459,020	\$2,080,480
Core Capacity	5309(e)		\$525,000	\$525,000	\$345,000	\$139,520
Small Start	5309(h)		\$200,000	\$200,000	\$321,500	\$151,500
Expedited Project delivery pilot program	3005(b)		\$100,000	\$100,000	\$100,000	\$450,000
Other CIG Projects/Expedited Project Delivery Pilot Program Oversight	5309/3005(b)		\$20,000	\$20,000	\$22,480	\$28,500
<b>Washington Metropolitan Area Transit Authority (GF)</b>	601, Division B, P.L. 110- 432	<b>D</b>	<b>\$150,000</b>	<b>\$150,000</b>	<b>\$150,000</b>	<b>\$150,000</b>
<b>Administrative Expenses (GF)</b>	5334	<b>D</b>	<b>\$121,052</b>			
Safety Oversight [non-add]	5329		[\$4,000]			
Transit Asset Management [non-add]	5326		[\$1,000]			
<b>Technical Assistance and Training (GF)</b>	5314	<b>D</b>	<b>\$7,500</b>	<b>\$7,500</b>	<b>\$7,500</b>	<b>\$8,000</b>
<b>Transit Infrastructure Grants 1/</b>		<b>D</b>	<b>\$516,220</b>	<b>\$516,220</b>	<b>\$504,263</b>	<b>\$200,000</b>
Urbanized Area Formula Program	5307					
Ferry Boat	5307(h)		\$8,000	\$8,000	\$6,500	
Formula Grants for Rural Areas	5311		\$40,000	\$40,000		
Research, Development, Demonstration and Deployment Projects	5312		\$2,000	\$2,000	\$12,000	
Bus Testing Facility	5318		\$2,000	\$2,000	\$2,000	
State of Good Repair Grants	5337		\$40,000	\$40,000		
Bus and Bus Facilities Grants	5339(b)		\$368,000	\$368,000	\$175,000	
Low or No Emission Grants	5339(c)				\$75,000	
High Density State Apportionments	5340		\$40,000	\$40,000		
Zero Emission System Transformation Planning Grants						\$50,000
Climate Resilience and Adaptation Competitive Grants						\$100,000
Integrated Smart Mobility Pilot Grants						\$50,000
Competitive Grants to Eligible Entities to Assist Areas of Persistent Poverty	6702(a)(1)		\$16,220	\$16,220	\$20,000	
Community Project Funding/Congressionally Directed Spending (Earmarks)					\$200,798	
Ferry Service for Rural Communities	71103 of division G				\$12,965	
<b>Transit Research</b>		<b>D</b>				<b>\$30,000</b>
<b>Gross Budgetary Resources</b>			<b>\$12,959,120</b>	<b>\$16,042,720</b>	<b>\$16,264,763</b>	<b>\$16,872,000</b>
<b>Rescissions</b>			(1,960)	(1,960)	(6,734)	-
<b>Transfers: Transit Formula Grants FHWA Flex Funding Offsets</b>			1,300,000	1,300,000	1,300,000	1,300,000
<b>NET NEW BUDGET AUTHORITY REQUESTED:</b>			<b>\$14,257,160</b>	<b>\$17,340,760</b>	<b>\$17,558,029</b>	<b>\$18,172,000</b>
[Mandatory BA]			\$10,150,348	\$13,355,000	\$13,355,000	\$13,634,000
[Discretionary BA]			\$2,808,772	\$2,687,720	\$2,909,763	\$3,238,000
<b>Supplemental Funding</b>						
COVID-19 Supplementals			<b>44,461,356</b>			
Transit Infrastructure Grants (CRRSA-Supplemental Appropriations)(GF)		<b>D</b>	14,000,000			
Transit Infrastructure Grants (ARPA - Supplemental Appropriations) (GF)		<b>M</b>	30,461,356			
IIJA Supplemental (Division J)			-	<b>\$4,250,000</b>	<b>\$4,250,000</b>	<b>\$4,250,000</b>
Capital Investment Grants		<b>D</b>		\$1,600,000	\$1,600,000	\$1,600,000
Transit Infrastructure Grants		<b>D</b>		\$2,050,000	\$2,050,000	\$2,050,000
All Stations Accessibility Program		<b>D</b>		\$350,000	\$350,000	\$350,000
Electric or Low-Emitting Ferry Program		<b>D</b>		\$50,000	\$50,000	\$50,000
Ferry Service for Rural Communities		<b>D</b>		\$200,000	\$200,000	\$200,000
<b>Grand Total, All Appropriations</b>			<b>\$58,718,516</b>	<b>\$21,590,760</b>	<b>\$21,808,029</b>	<b>\$22,422,000</b>

**EXHIBIT II-2**  
**FY 2023 BUDGETARY RESOURCES BY APPROPRIATION ACCOUNT**  
**FEDERAL TRANSIT ADMINISTRATION**  
**Appropriation, Obligation Limitation, and Exempt Obligations**  
**(\$000)**

ACCOUNT NAME	U.S.C. 49	M / D	FY 2021	FY 2022 CR	FY 2022	FY 2023 PRES.
	Chapter 53		ENACTED	(w/ IIJA Oblim)	ENACTED	BUDGET
	Section					
<b>Transit Formula Grants (Contract Authority)</b>		<b>M</b>	<b>\$10,150,348</b>	<b>\$13,355,000</b>	<b>\$13,355,000</b>	<b>\$13,634,000</b>
Transit Oriented Development	2005(b)		\$10,000	\$13,157	\$13,157	\$13,432
Planning Programs	5305		\$142,036	\$184,647	\$184,647	\$188,505
Urbanized Area Formula Grants	5307		\$4,929,452	\$6,408,288	\$6,408,288	\$6,542,164
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Pilot Program for Enhanced Mobility	3006 (b)		\$3,500	\$4,605	\$4,605	\$4,701
Formula Grants for Rural Areas	5311		\$673,300	\$875,290	\$875,290	\$893,575
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National Transit Database	5322(d)		\$4,000	\$5,263	\$5,263	\$5,373
State of Good Repair Grants	5337		\$2,683,798	\$3,515,528	\$3,515,528	\$3,587,778
Buses and Bus Facilities Grants	5339		\$808,654	\$1,051,250	\$1,051,250	\$1,073,212
Growing States and High Density States	5340		\$570,033	\$741,043	\$741,043	\$756,524
Administrative Expenses	5334			\$131,000	\$131,000	\$134,930
<b>Capital Investment Grants (GF)</b>		<b>D</b>	<b>\$2,014,000</b>	<b>\$2,014,000</b>	<b>\$2,248,000</b>	<b>\$2,850,000</b>
New Start	5309(d)		\$1,169,000	\$1,169,000	\$1,459,020	\$2,080,480
Core Capacity	5309(e)		\$525,000	\$525,000	\$345,000	\$139,520
Small Start	5309(h)		\$200,000	\$200,000	\$321,500	\$151,500
Expedited Project delivery pilot program	3005(b)		\$100,000	\$100,000	\$100,000	\$450,000
Other CIG Projects/Expedited Project Delivery Pilot Program Oversight	5309/3005(b)		\$20,000	\$20,000	\$22,480	\$28,500
	601, Division B, P.L. 110-432	<b>D</b>	<b>\$150,000</b>	<b>\$150,000</b>	<b>\$150,000</b>	<b>\$150,000</b>
<b>Washington Metropolitan Area Transit Authority (GF)</b>						
<b>Administrative Expenses (GF)</b>	5334	<b>D</b>	<b>\$121,052</b>			
Safety Oversight [non-add]	5329		[\$4,000]			
Transit Asset Management [non-add]	5326		[\$1,000]			
<b>Technical Assistance and Training (GF)</b>	5314	<b>D</b>	<b>\$7,500</b>	<b>\$7,500</b>	<b>\$7,500</b>	<b>\$8,000</b>
<b>Transit Infrastructure Grants</b>		<b>D</b>	<b>\$516,220</b>	<b>\$516,220</b>	<b>\$504,263</b>	<b>\$200,000</b>
Urbanized Area Formula Program	5307					
Ferry Boat	5307(h)		\$8,000	\$8,000	\$6,500	
Formula Grants for Rural Areas	5311		\$40,000	\$40,000		
Research, Development, Demonstration and Deployment Projects	5312		2,000	2,000	\$12,000	
Bus Testing Facility	5318		2,000	2,000	\$2,000	
State of Good Repair Grants	5337		40,000	40,000		
Bus and Bus Facilities Grants	5339(b)		368,000	368,000	\$175,000	
Low or No Emission Grants	5339(c)				\$75,000	
High Density State Apportionments	5340		40,000	40,000		
Zero Emission System Transformation Planning Grants						\$50,000
Climate Resilience and Adaptation Competitive Grants						\$100,000
Integrated Smart Mobility Pilot Grants						\$50,000
Competitive Grants to Eligible Entities to Assist Areas of Persistent Poverty	6702(a)(1)		16,220	16,220	\$20,000	
Community Project Funding/Congressionally Directed Spending (Earmarks)					\$200,798	
Ferry Service for Rural Communities	71103 of division G				\$12,965	
<b>Transit Research</b>	5312	<b>D</b>				<b>\$30,000</b>
<b>TOTAL BASE APPROPRIATION</b>						
<b>Gross Budgetary Resources</b>			<b>\$12,959,120</b>	<b>\$16,042,720</b>	<b>\$16,264,763</b>	<b>\$16,872,000</b>
Rescissions			(1,960)	(1,960)	(\$6,734)	-
Transfers			1,300,000	1,300,000	\$1,300,000	1,300,000
Offsets						
<b>TOTAL BUDGETARY RESOURCES:</b>			<b>\$14,257,160</b>	<b>\$17,340,760</b>	<b>\$17,558,029</b>	<b>\$18,172,000</b>
[Mandatory]			\$10,150,348	\$13,355,000	\$13,355,000	\$13,634,000
[Discretionary]			\$2,808,772	\$2,687,720	\$2,909,763	\$3,238,000
[Obligation Limitation]			11,450,348	14,655,000	14,655,000	14,934,000
<b>Supplemental Funding</b>						
COVID-19 Supplementals			<b>44,461,356</b>			
Transit Infrastructure Grants (CRRSA-Supplemental Appropriations)(GF)		<b>D</b>	14,000,000			
Transit Infrastructure Grants (ARPA - Supplemental Appropriations) (GF)		<b>M</b>	30,461,356			
IIJA Supplemental (Division J)		<b>D</b>		<b>\$4,250,000</b>	<b>\$4,250,000</b>	<b>\$4,250,000</b>
Capital Investment Grants				\$1,600,000	\$1,600,000	\$1,600,000
Transit Infrastructure Grants				\$2,050,000	\$2,050,000	\$2,050,000
All Stations Accessibility Program				\$350,000	\$350,000	\$350,000
Electric or Low-Emitting Ferry Program				\$50,000	\$50,000	\$50,000
Ferry Service for Rural Communities				\$200,000	\$200,000	\$200,000
<b>Grand Total, All Appropriations</b>			<b>\$58,718,516</b>	<b>\$21,590,760</b>	<b>\$21,808,029</b>	<b>\$22,422,000</b>

**EXHIBIT II-3**  
**FY 2023 BUDGET REQUEST BY DOT STRATEGIC AND ORGANIZATIONAL GOALS**  
**Appropriations, Obligation Limitation, and Exempt Obligations**  
**FEDERAL TRANSIT ADMINISTRATION**  
**(\$000)**

	Safety	Economic Strength	Equity	Climate & Sustainability	Transformation	Organizational Excellence	Total
<b>ACCOUNT/ PROGRAM</b>							
<b>Formula Grants</b>	<b>1,492,541</b>	<b>6,030,109</b>	<b>2,794,098</b>	<b>1,581,304</b>	<b>1,500,869</b>	<b>235,079</b>	<b>13,634,000</b>
Transit Oriented Development			13,432				13,432
Planning Programs	37,512	37,512	37,512	37,512	37,512	943	188,505
Urbanized Area Formula	1,298,620	1,298,620	1,298,620	1,298,620	1,298,620	49,066	6,542,164
Enhance Mobility of Seniors and Individuals with Disabilities			377,108			1,895	379,003
Pilot Program for Enhanced Mobility			4,701				4,701
Formula Grants for Rural Areas			889,107			4,468	893,575
Public Transportation Innovation			10,746	13,432	13,432		37,610
Technical Assistance and Workforce Development		6,044	6,044				12,089
Bus Testing Facility	5,104						5,104
Administrative Expenses			150			134,780	134,930
National Transit Database			5,373				5,373
State of Good Repair Grants		3,551,900				35,878	3,587,778
Growing States and High Density States	151,305	151,305	151,305	151,305	151,305		756,524
Bus and Bus Facilities Formula Grants		984,728		80,435		8,049	1,073,212
<b>Capital Investment Grants</b>		<b>940,500</b>	<b>940,500</b>		<b>940,500</b>	<b>28,500</b>	<b>2,850,000</b>
<b>WMATA</b>	<b>148,500</b>					<b>1,500</b>	<b>150,000</b>
<b>Technical Assistance and Training</b>		<b>4,000</b>	<b>4,000</b>				<b>8,000</b>
<b>Transit Research</b>	<b>5,008</b>	<b>992</b>	<b>5,000</b>	<b>10,000</b>	<b>9,000</b>		<b>30,000</b>
<b>Transit Infrastructure Grants</b>			-	<b>148,500</b>	<b>49,500</b>	<b>2,000</b>	<b>200,000</b>
Zero Emission System Transformation Planning Grants				49,500		500	50,000
Climate Resilience and Adaptation Competitive Grants				99,000		1,000	100,000
Integrated Smart Mobility Pilot Grants					49,500	500	50,000
<b>IJJA Supplemental Advance Appropriations</b>	<b>186,200</b>	<b>714,200</b>	<b>1,302,200</b>	<b>1,264,200</b>	<b>714,200</b>	<b>69,000</b>	<b>4,250,000</b>
Capital Investment Grants		528,000	528,000		528,000	16,000	1,600,000
Transit Infrastructure Grants (State of Good Repair Grants)	186,200	186,200	186,200	186,200	186,200	19,000	950,000
Transit Infrastructure Grants (Low-No Competitive Grants)				1,029,000		21,000	1,050,000
Transit Infrastructure Grants (Enhanced Mobility)			49,000			1,000	50,000
All Stations Accessibility Program			343,000			7,000	350,000
Electric or Low-Emitting Ferry Program				49,000		1,000	50,000
Ferry Service for Rural Communities			196,000			4,000	200,000
<b>Total</b>	<b>1,832,249</b>	<b>7,689,801</b>	<b>5,045,798</b>	<b>3,004,004</b>	<b>3,214,069</b>	<b>336,079</b>	<b>21,122,000</b>

Excludes Flex funding.

<b>Safety:</b> Make our transportation system safer for all people. Work toward a future where transportation-related serious injuries and fatalities are eliminated.	<b>Economic Strength and Global Competitiveness:</b> Grow an inclusive and sustainable economy. Invest in our transportation system to provide American workers and businesses reliable and efficient access to good-paying jobs, resources, and markets.	<b>Equity:</b> Reduce inequities. Support and engage people and communities to promote safe, affordable, accessible, and multimodal access to opportunities and services while reducing transportation-related disparities, adverse community impacts, and health effects.	<b>Climate &amp; Sustainability:</b> Tackle the climate crisis by ensuring that transportation plays a central role in the solution. Substantially reduce greenhouse gas emissions and transportation-related pollution and build more resilient and sustainable transportation systems to benefit and protect communities.	<b>Transformation:</b> Design for the future. Invest in purpose-driven research and innovation to meet the challenge of the present and modernize a transportation system of the future that serves everyone today and in the decades to come.	<b>Organizational Excellence:</b> Strengthen our world class organization. Advance the Department's mission by establishing policies, processes, and an inclusive and innovative culture to effectively serve communities and responsibly steward the public's resources.
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**EXHIBIT II-4  
FEDERAL TRANSIT ADMINISTRATION  
FY 2023 OUTLAYS  
(in millions)**

M/D	FY 2021 ENACTED	FY 2022 CR (w/ IIJA Oblim)	FY 2023 PRES. BUDGET
021-36-1120 Administrative Expenses	\$116	\$135	6
021-36-1125 Job Access and Reverse Commute	-	\$1	
021-36-1128 Washington Metropolitan Area Transit Authority	\$130	\$136	\$138
021-36-1129 Formula Grants	\$9	\$9	\$9
021-36-1134 Capital Investment Grants	\$1,897	\$2,918	\$2,778
021-36-1137 Transit Research	\$7	\$7	\$10
021-36-1140 Public Transportation Emergency Relief Program	\$874	\$785	\$780
021-36-1142 Technical Assistance and Training	\$5	\$7	\$7
021-36-2812 Transit Infrastructure Grants	\$241	\$851	\$656
Coronavirus Aid, Relief, and Economic Security (CARES) Act, 2020	\$8,554	\$4,432	\$10
Coronavirus Response and Relief Supplemental Appropriations (CRRSA) Act, 2021	\$3,770	\$4,092	\$2,864
American Rescue Plan Act, 2021	\$806	\$11,862	\$8,304
Infrastructure Investment and Jobs Act		\$20	\$266
Total	\$13,371	\$21,257	\$12,100
021-36-8191 Discretionary Grants	-	\$15	
021-36-8350 Transit Formula Grants			
Discretionary, Highway	\$1,119	\$1,375	\$1,373
Discretionary, Mass Transit	\$6,843	\$7,467	\$8,750
Total	\$7,962	\$8,842	\$10,123
<b>TOTAL:</b>	<b>\$24,371</b>	<b>\$34,112</b>	<b>\$25,951</b>

**EXHIBIT II-5**  
**SUMMARY OF REQUESTED FUNDING CHANGES FROM FY 2022 to FY 2023**  
**Federal Transit Administration**  
**Transit Formula Grants**  
**Appropriations, Obligation Limitations, and Exempt Obligations**  
**(\$000)**

Account Name: Transit Formula Grants	FY 2021 Enacted	FY 2022 CR (with IIJA Oblim) 1/	Baseline Changes				FY 2023 Baseline Estimate	Program Increases/Decreases	FY 2023 Request
			Annualization of Prior Pay Raises	Annualization of new 2022 FTE	2023 Pay Raises	Adjustment for Compensable Days (260 days) 2/			
<b>PERSONNEL RESOURCES (FTE)</b>	35	35							35
Direct FTE			2.7%		4.6%				
<b>FINANCIAL RESOURCES</b>									
Salaries and Benefits	\$5,553	\$5,727	\$39	\$199	-\$23	\$5,941			\$5,941
FECA (Worker's Compensation)									
Travel									
Training									
Transportation									
GSA Rent									
Communications, & Utilities									
Printing									
Working Capital Fund									
Other Base services									
Transit Subsidy									
Information Technology									
Contracts	\$69,825	\$92,531				\$92,531	\$1,826		\$94,358
Supplies									
Equipment									
Grants	\$10,074,970	\$13,125,742				\$13,125,742	\$273,029		\$13,398,771
Settlements									
Administrative Expenses 4/		\$131,000	\$597	\$3,072	-\$353	\$1,153	-\$539		\$134,930
<b>Transit Formula Grants Total</b>	<b>\$10,150,348</b>	<b>\$13,355,000</b>	<b>\$635</b>	<b>\$3,271</b>	<b>-\$376</b>	<b>\$1,153</b>	<b>-\$539</b>	<b>\$274,855</b>	<b>\$13,634,000</b>

1/ Beginning in FY 2022, Administrative Expenses is funded under the Transit Formula Grants account as enacted under the Bipartisan Infrastructure Law.

2/ There are 260 compensable days in FY 2023 vs 261 in FY 2022.

3/ Working Capital Fund costs are estimates.

4/ Administrative Expenses details are included under Exhibit II-5 Administrative Expenses - Transit Formula Grants. FTEs, Salaries and Expenses, and Contracts included in this exhibit are for oversight only.

**EXHIBIT II-5**  
**SUMMARY OF REQUESTED FUNDING CHANGES FROM FY 2022 to FY 2023**  
**Federal Transit Administration**  
**Administrative Expenses - General Fund**  
**Appropriations, Obligation Limitations, and Exempt Obligations**  
**(\$000)**

Account Name: Administrative Expenses - General Fund	FY 2021 Enacted	FY 2022 CR (with IIJA Oblim) 1/	Annualization of Prior Pay Raises	Annualization of new 2022 FTE	2023 Pay Raises	Adjustment for Compensable Days (260 days) 2/	GSA Rent	WCF Increase/Decrease 3/	Baseline Changes		Program Increases/Decreases	FY 2023 Request
									Inflation and other adjustments to base	FY 2023 Baseline Estimate		
<b>PERSONNEL RESOURCES</b>												
(FTE)												
Direct FTE		516			4.6%							
					2.7%							
<b>FINANCIAL RESOURCES</b>												
<b>ADMINISTRATIVE EXPENSES</b>												
Salaries and Benefits	\$85,703											
FECA (Worker's Compensation)	\$66											
Travel	\$373											
Training	\$1,700											
Transportation	\$134											
GSA Rent	\$8,610											
Communications, & Utilities	\$1,050											
Printing	\$100											
Working Capital Fund	\$0											
Other Base services	\$4,126											
Transit Subsidy	\$628											
Information Technology	\$6,782											
Contracts	\$11,348											
Supplies	\$142											
Equipment	\$190											
Grants	\$0											
Settlements	\$100											
<b>Admin Total</b>												<b>\$121,052</b>

1/ Beginning in FY 2022, Administrative Expenses is funded under the Transit Formula Grants account as enacted under the Bipartisan Infrastructure Law.

2/ There are 260 compensable days in FY 2023 vs 261 in FY 2022.

3/ Working Capital Fund costs are estimates.

**EXHIBIT II-5**  
**SUMMARY OF REQUESTED FUNDING CHANGES FROM FY 2022 to FY 2023**

Federal Transit Administration  
 Administrative Expenses - Transit Formula Grants - Trust Fund  
 Appropriations, Obligation Limitations, and Exempt Obligations  
 (\$000)

Account Name: Administrative Expenses - Trust Fund	FY 2021 Enacted	FY 2022 CR (with ILJA Oblim) 1/	Baseline Changes				WCF Increase/Decrease 3/	Inflation and other adjustments to base	FY 2023 Baseline Estimate	Program Increases/Decreases	FY 2023 Request
			Annualization of Prior Pay Raises	Annualization of new 2022 FTE	2023 Pay Raises	Adjustment for Compensable Days (260 days) 2/					
<b>PERSONNEL RESOURCES (FTE)</b>											
Direct FTE	516	516	2.7%		4.6%			516			516
<b>FINANCIAL RESOURCES</b>											
<b>ADMINISTRATIVE EXPENSES</b>											
Salaries and Benefits	\$85,703	\$88,380	\$597	\$0	\$3,072	-\$353		\$91,696	\$0	\$91,696	
FECA (Worker's Compensation)	\$66	\$66					\$3	\$69		\$69	
Travel	\$373	\$500					\$1,000	\$1,500		\$1,500	
Training	\$1,700	\$2,783						\$2,783		\$2,783	
Transportation	\$134	\$141						\$141		\$141	
GSA Rent	\$8,610	\$8,727					\$236	\$8,963		\$8,963	
Communications, & Utilities	\$1,050	\$1,061						\$1,061		\$1,061	
Printing	\$100	\$100						\$100		\$100	
Working Capital Fund	\$0	\$0						\$0		\$0	
Other Base services	\$4,126	\$6,677						\$6,518		\$6,518	
Transit Subsidy	\$628	\$628						\$366		\$366	
Information Technology	\$6,782	\$6,931						\$8,505		\$8,505	
Contracts	\$11,348	\$14,558						\$12,780		\$12,780	
Supplies	\$142	\$149						\$149		\$149	
Equipment	\$190	\$199						\$199		\$199	
Grants	\$0	\$0						\$0		\$0	
Settlements	\$100	\$100						\$100		\$100	
<b>Admin Total</b>	<b>\$121,052</b>	<b>\$131,000</b>	<b>\$597</b>	<b>\$0</b>	<b>\$3,072</b>	<b>-\$353</b>	<b>\$1,153</b>	<b>\$134,930</b>	<b>\$0</b>	<b>\$134,930</b>	

1/ Beginning in FY 2022, Administrative Expenses is funded under the Transit Formula Grants account as enacted under the Bipartisan Infrastructure Law.

2/ There are 260 compensable days in FY 2023 vs 261 in FY 2022.

3/ Working Capital Fund costs are estimates.

**EXHIBIT II-5**  
**SUMMARY OF REQUESTED FUNDING CHANGES FROM FY 2022 to FY 2023**  
**Federal Transit Administration**  
**Capital Investment Grants**  
**Appropriations, Obligation Limitations, and Exempt Obligations**  
**(\$000)**

Account Name: Capital Investment Grants	FY 2021 Enacted	FY 2022 CR (with IIJA Oblim)	Annualization			Adjustment for		WCF Increase/Decrease		FY 2023 Baseline Estimate	Program Increases/Decreases	FY 2023 Request
			of Prior Pay Raises	of new 2022 FTE	2023 Pay Raises	Compensable Days (260 days)	GSA Rent	Inflation and other adjustments to base				
<b>PERSONNEL RESOURCES</b>												
(FTE)												
Direct FTE	-											-
<b>FINANCIAL RESOURCES</b>												
Salaries and Benefits												
FECA (Worker's Compensation)												
Travel												
Training												
Transportation												
GSA Rent												
Communications, & Utilities												
Printing												
Working Capital Fund												
Other Base services												
Transit Subsidy												
Information Technology												
Contracts	\$20,000	\$20,000							\$20,000	\$8,500	\$28,500	
Supplies												
Equipment												
Grants	\$1,994,000	\$1,994,000							\$1,994,000	\$827,500	\$2,821,500	
Settlements												
<b>Capital Investment Grants Total</b>	<b>\$2,014,000</b>	<b>\$2,014,000</b>							<b>\$2,014,000</b>	<b>\$836,000</b>	<b>\$2,850,000</b>	

**EXHIBIT II-5**  
**SUMMARY OF REQUESTED FUNDING CHANGES FROM FY 2022 to FY 2023**  
 Federal Transit Administration  
 Capital Investment Grants - IIJA Supplemental  
 Appropriations, Obligation Limitations, and Exempt Obligations  
 (\$000)

Account Name: Capital Investment Grants - IIJA Supplemental	FY 2021 Enacted	FY 2022 CR Annualization of Prior Pay				Annualization of new 2022 FTE		2023 Pay Raises		Adjustment for Compensable Days (260 days)	Baseline Changes		FY 2023 Baseline Estimate	Program Increases/Decreases	FY 2023 Request	FY 2023 IIJA Mandatory Supplemental	
		FY 2022 CR (with IIJA Oblim)	Annualization of Prior Pay	Annualization of new 2022 FTE	2023 Pay Raises	WCF Increase/Decrease	GSA Rent	Inflation and other adjustments to base									
<b>PERSONNEL RESOURCES (FTE)</b>																	
Direct FTE	-															-	
<b>FINANCIAL RESOURCES</b>																	
Salaries and Benefits																	
FECA (Worker's Compensation)																	
Travel																	
Training																	
Transportation																	
GSA Rent																	
Communications, & Utilities																	
Printing																	
Working Capital Fund																	
Other Base services																	
Transit Subsidy																	
Information Technology													\$16,000			\$16,000	
Contracts																	
Supplies																	
Equipment																	
Grants													\$1,584,000			\$1,584,000	
Settlements																	
<b>Capital Investment Grants - IIJA</b>																	
<b>Total</b>													<b>\$1,600,000</b>			<b>\$1,600,000</b>	

**EXHIBIT II-5**  
**SUMMARY OF REQUESTED FUNDING CHANGES FROM FY 2022 to FY 2023**  
**Federal Transit Administration**  
**Transit Investment Grants**  
**Appropriations, Obligation Limitations, and Exempt Obligations**  
**(\$000)**

Account Name: Transit Investment Grants	FY 2021 Enacted I/	FY 2022 CR (with IIJA Oblim)	Annualization			Adjustment for			WCF Increase/Decrease	Inflation and other adjustments to base	FY 2023 Baseline Estimate	Program Increases/Decreases	FY 2023 Request
			of Prior Pay Raises	of new 2022 FTE	2023 Pay Raises	Compensable Days (260 days)	GSA Rent						
<b>PERSONNEL RESOURCES (FTE)</b>													
Chapter 53 Admin/Oversight Direct FTE			2.7%			4.6%							
<b>FINANCIAL RESOURCES</b>													
Salaries and Benefits													
FECA (Worker's Compensation)													
Travel													
Training													
Transportation													
GSA Rent													
Communications, & Utilities													
Printing													
Working Capital Fund													
Other Base services													
Transit Subsidy													
Information Technology													
Contracts	\$3,360	\$3,360								\$3,360	-\$1,360	\$2,000	
Supplies													
Equipment													
Grants	\$512,860	\$512,860								\$512,860	-\$314,860	\$198,000	
Settlements													
COVID-19 Supplementals	\$44,461,356												
<b>Transit Infrastructure Grants Total</b>	<b>\$44,977,576</b>	<b>\$516,220</b>								<b>\$516,220</b>	<b>-\$316,220</b>	<b>\$200,000</b>	

**EXHIBIT II-5**  
**SUMMARY OF REQUESTED FUNDING CHANGES FROM FY 2022 to FY 2023**  
 Federal Transit Administration  
 Transit Investment Grants - IIJA Supplemental  
 Appropriations, Obligation Limitations, and Exempt Obligations  
 (\$000)

Account Name: Transit Investment Grants - IIJA Supplemental	FY 2021 Enacted 1/	FY 2022 CR (with IIJA Oblim)	Annualization of Prior Pay Raises	Annualization of new 2022 FTE	2023 Pay Raises	Adjustment for Compensable Days (260 days) 1/	GSA Rent	WCF Increase/Decrease 2/	Inflation and other adjustments to base	FY 2023 Baseline Estimate	Program Increases/Decreases	FY 2023 Request	FY 2023 IIJA Mandatory Supplemental
<b>PERSONNEL RESOURCES (FTE)</b>													
Chapter 53 Admin/Oversight Direct FTE		28		29						57	44		101
<b>FINANCIAL RESOURCES</b>													
Salaries and Benefits		\$4,799	\$32	\$5,004	\$339	-\$39				\$10,135	\$7,832		\$17,967
FECA (Worker's Compensation)		\$56								\$56	-\$20		\$36
Travel		\$333								\$333	-\$121		\$212
Training		\$2,369								\$2,369	-\$861		\$1,508
Transportation		\$120								\$120	-\$44		\$76
GSA Rent		\$7,430								\$7,430	-\$2,703		\$4,727
Communications, & Utilities		\$903								\$903	-\$328		\$575
Printing		\$85								\$85	-\$31		\$54
Working Capital Fund											\$0		\$0
Other Base services		\$5,685								\$5,685	-\$2,068		\$3,617
Transit Subsidy		\$535								\$535	-\$195		\$340
Information Technology		\$5,901								\$5,901	-\$2,146		\$3,755
Contracts		\$12,487								\$12,487	-\$4,542		\$7,945
Supplies		\$127								\$127	-\$47		\$80
Equipment		\$169								\$169	-\$61		\$108
Grants		\$2,009,000								\$2,009,000			\$2,009,000
Settlements													
<b>Transit Infrastructure Grants Total</b>		<b>\$2,050,000</b>	<b>\$32</b>	<b>\$5,004</b>	<b>\$339</b>	<b>-\$39</b>				<b>\$2,055,336</b>	<b>-\$5,336</b>		<b>\$2,050,000</b>

1/There are 260 compensable days in FY 2023 vs 261 in FY 2022.

2/Working Capital Fund costs are estimates.

**EXHIBIT II-5**  
**SUMMARY OF REQUESTED FUNDING CHANGES FROM FY 2022 to FY 2023**  
**Federal Transit Administration**  
**Transit Research**  
**Appropriations, Obligation Limitations, and Exempt Obligations**  
**(\$000)**

Account Name: Transit Research	FY 2021 Enacted	FY 2022 CR (with IIJA Oblim)	Annualization of Prior Pay Raises	Annualization of new 2022 FTE	2023 Pay Raises	Baseline Changes			FY 2023 Baseline Estimate	Program Increases/Decreases	FY 2023 Request
						Compensable Days (260 days)	GSA Rent	WCF Increase/Decrease			
<b>PERSONNEL RESOURCES</b>											
(FTE)											
Direct FTE											
<b>FINANCIAL RESOURCES</b>											
Salaries and Benefits											
FECA (Worker's Compensation)											
Travel											
Training											
Transportation											
GSA Rent											
Communications, & Utilities											
Printing											
Working Capital Fund											
Other Base services											
Transit Subsidy											
Information Technology											
Contracts											
Supplies											
Equipment											
Grants									\$30,000	\$30,000	\$30,000
Settlements											
<b>Transit Infrastructure Grants</b>											
<b>Total</b>									<b>\$30,000</b>	<b>\$30,000</b>	<b>\$30,000</b>

**EXHIBIT II-5**  
**SUMMARY OF REQUESTED FUNDING CHANGES FROM FY 2022 to FY 2023**  
 Federal Transit Administration  
 Washington Metropolitan Area Transit Authority  
 Appropriations, Obligation Limitations, and Exempt Obligations  
 (\$000)

Account Name: Washington Metropolitan Area Transit Authority	FY 2021 Enacted	Annualization				Baseline Changes Adjustment for			FY 2023 Baseline Estimate	Program Increases/Decreases	FY 2023 Request
		of Prior Pay	of new FY 2022 FTE	FY 2023 Pay	Compensable Days (260)	WCF Increase/Decrease	Inflation and other adjustments to base				
<b>PERSONNEL RESOURCES</b>											
(FTE)	-										
Direct FTE	-										
<b>FINANCIAL RESOURCES</b>											
Salaries and Benefits											
FECA (Worker's Compensation)											
Travel	\$4							\$4		\$4	
Training											
Transportation											
GSA Rent											
Communications, & Utilities											
Printing											
Working Capital Fund											
Other Base services											
Transit Subsidy											
Information Technology											
Contracts	\$1,496								\$1,496	\$1,496	
Supplies											
Equipment											
Grants	\$148,500								\$148,500	\$148,500	
Settlements											
<b>WMATA Total</b>	<b>\$150,000</b>								<b>\$150,000</b>	<b>\$150,000</b>	

**EXHIBIT II-5**  
**SUMMARY OF REQUESTED FUNDING CHANGES FROM FY 2022 to FY 2023**  
**Federal Transit Administration**  
**Technical Assistance**  
**Appropriations, Obligation Limitations, and Exempt Obligations**  
**(\$000)**

Account Name: Technical Assistance	FY 2021 Enacted	FY 2022 CR (with ILJA Oblim)	Annualization of Prior Pay Raises	Annualization of new 2022 FTE	2023 Pay Raises	Adjustment for Compensable Days (260 days)	WCF Increase/Decrease	Inflation and other adjustments to base	FY 2023 Baseline Estimate	Program Increases/Decreases	FY 2023 Request	Baseline Changes	
<b>PERSONNEL RESOURCES</b>													
(FTE)													
Direct FTE													
<b>FINANCIAL RESOURCES</b>													
Salaries and Benefits													
FECA (Worker's Compensation)													
Travel													
Training													
Transportation													
GSA Rent													
Communications, & Utilities													
Printing													
Working Capital Fund													
Other Base services													
Transit Subsidy													
Information Technology													
Contracts													
Supplies													
Equipment													
Grants	\$7,500	\$7,500							\$7,500	\$500	\$8,000		
Settlements													
<b>Technical Assistance Total</b>	<b>\$7,500</b>	<b>\$7,500</b>							<b>\$7,500</b>	<b>\$500</b>	<b>\$8,000</b>		

**EXHIBIT II-5**  
**SUMMARY OF REQUESTED FUNDING CHANGES FROM FY 2022 to FY 2023**  
 Federal Transit Administration  
 Electric or Low Emitting Ferry Program- IIJA Supplemental  
 Appropriations, Obligation Limitations, and Exempt Obligations  
 (\$000)

Account Name: Electric or Low Emitting Ferry Program - IIJA Supplemental	FY 2021 Enacted	FY 2022 CR (with IIJA Oblim)	Annualization				Baseline Changes			FY 2023 Baseline Estimate	Program Increases/Decreases	FY 2023 Request	FY 2023 IIJA Mandatory Supplemental
			Annualization of Prior Pay	Annualization of new 2022 FTE	2023 Pay Raises	Adjustment for Compensable Days (260 days)	GSA Rent	WCF Increase/Decrease	Inflation and other adjustments to base				
<b>PERSONNEL RESOURCES (FTE)</b>													
Direct FTE	-												-
<b>FINANCIAL RESOURCES</b>													
Salaries and Benefits													
FECA (Worker's Compensation)													\$10
Travel		\$10											\$10
Training													
Transportation													
GSA Rent													
Communications, & Utilities													
Printing													
Working Capital Fund													
Other Base services													
Transit Subsidy													
Information Technology													
Contracts		\$990											\$990
Supplies													
Equipment													
Grants		\$49,000											\$49,000
Settlements													
<b>Electric or Low Emitting Ferry Program - IIJA Total</b>		<b>\$50,000</b>											<b>\$50,000</b>

I/ Contracts include a \$5 thousand dollar transfer to the Department of Transportation Inspector General from the administration/oversight takedown.

**EXHIBIT II-5**  
**SUMMARY OF REQUESTED FUNDING CHANGES FROM FY 2022 to FY 2023**  
 Federal Transit Administration  
 All Stations Accessibility Program - IIJA Supplemental  
 Appropriations, Obligation Limitations, and Exempt Obligations  
 (\$000)

Account Name: All Stations Accessibility Program - IIJA Supplemental	FY 2021 Enacted	FY 2022 CR Annualization				2023 Pay			Adjustment for		WCF Increase/ Decrease	Inflation and other adjustments to base	FY 2023 Baseline Estimate	Program Increases/ Decreases	FY 2023 Request	FY 2023 IIJA Mandatory Supplemental	
		FY 2022 CR (with IIJA Oblim)	Annualization of new 2022 FTE	Annualization of new 2022 FTE	Annualization of new 2022 FTE	2023 Pay Raises	2023 Pay Raises	2023 Pay Raises	2023 Pay Raises	Compensable Days (260 days)							GSA Rent
<b>PERSONNEL RESOURCES (FTE)</b>																	
Direct FTE	-																
<b>FINANCIAL RESOURCES</b>																	
Salaries and Benefits																	
FECA (Worker's Compensation)																	
Travel				\$10									\$10				\$10
Training																	
Transportation																	
GSA Rent																	
Communications, & Utilities																	
Printing																	
Working Capital Fund																	
Other Base services																	
Transit Subsidy																	
Information Technology																	
Contracts I/ Supplies																	\$6,990
Equipment																	
Grants																	\$343,000
Settlements																	
<b>All Stations Accessibility Program - IIJA Total</b>																	<b>\$350,000</b>

I/ Contracts include a \$35 thousand dollar transfer to the Department of Transportation Inspector General from the administration/oversight takedown.

**EXHIBIT II-5**  
**SUMMARY OF REQUESTED FUNDING CHANGES FROM FY 2022 to FY 2023**  
 Federal Transit Administration  
 Ferry Service for Rural Communities - IIJA Supplemental  
 Appropriations, Obligation Limitations, and Exempt Obligations  
 (\$000)

Account Name: Ferry Service for Rural Communities - IIJA Supplemental	FY 2021 Enacted	FY 2022 CR Annualization				Baseline Changes			FY 2023 Baseline Estimate	Program Increases/Decreases	FY 2023 Request	FY 2023 IIJA Mandatory Supplemental
		FY 2022 CR (with IIJA Oblim)	Annualization of Prior Pay	Annualization of new 2022 FTE	2023 Pay Raises	Adjustment for Compensable Days (260 days)	WCF Increase/Decrease	GSA Rent				
<b>PERSONNEL RESOURCES (FTE)</b>												
Direct FTE	-											-
<b>FINANCIAL RESOURCES</b>												
Salaries and Benefits												
FECA (Worker's Compensation)												\$10
Travel		\$10										\$10
Training												
Transportation												
GSA Rent												
Communications, & Utilities												
Printing												
Working Capital Fund												
Other Base services												
Transit Subsidy												
Information Technology												
Contracts 1/												
Supplies												\$3,990
Equipment												
Grants												\$196,000
Settlements												
<b>Ferry Service for Rural Communities - IIJA Total</b>												<b>\$200,000</b>

1/ Contracts include a \$20 thousand dollar transfer to the Department of Transportation Inspector General from the administration/oversight takedown.

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

	<b>FY 2021 ENACTED</b>	<b>FY 2022 PRES. BUD.</b>	<b>FY 2023 REQUEST</b>
<b>DIRECT:</b>			
<b>Administrative Expenses</b>			
Working Capital Fund	\$11,536	\$14,236	\$15,389
<b>TOTAL</b>	<b>\$11,536</b>	<b>\$14,236</b>	<b>\$15,389</b>

**EXHIBIT II-7**

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

	<b>FY 2021 ACTUAL</b>	<b>FY 2022 CR (w/ IIJA Oblim)</b>	<b>FY 2023 PRES. BUD.</b>
<b><u>DIRECT FUNDED BY APPROPRIATION</u></b>			
Administrative Expenses	507		
Public Transportation Emergency Relief	27	29	28
Transit Formula Grants			
<i>Chapter 53 Administrative Budget (TF)</i>		516	516
<i>Chapter 53 Oversight Funding (TF)</i>	35	35	35
Coronavirus Aid, Relief, and Economic Security (CARES) Act, 2020	15	50	50
Coronavirus Response and Relief Supplemental Appropriations (CRRSA) Act, 2021	1	10	10
Transit Infrastructure Grants - IIJA		29	101
<b>TOTAL FTEs</b>	<b>585</b>	<b>669</b>	<b>740</b>

**EXHIBIT II-8**

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

	<b>FY 2021 ACTUAL</b>	<b>FY 2022 CR (w/ IIJA Oblim)</b>	<b>FY 2023 PRES. BUD.</b>
<b><u>DIRECT FUNDED BY APPROPRIATION</u></b>			
Administrative Expenses	525		
Public Transportation Emergency Relief	31	31	31
Transit Formula Grants			
<i>Chapter 53 Administrative Budget (TF)</i>		525	525
<i>Chapter 53 Oversight Funding (TF)</i>	36	37	35
Coronavirus Aid, Relief, and Economic Security (CARES) Act, 2020	30	50	50
Coronavirus Response and Relief Supplemental Appropriations (CRRSA) Act, 2021	3	10	10
Transit Infrastructure Grants - IIJA		57	120
<b>TOTAL FTEs</b>	<b>625</b>	<b>710</b>	<b>771</b>

**DEPARTMENT OF TRANSPORTATION  
FY 2023 BUDGET  
FEDERAL TRANSIT ADMINISTRATION  
RESEARCH, DEVELOPMENT & TECHNOLOGY BUDGET NARRATIVE  
(Budget Authority in Thousands)**

Program	FY 2021 ENACTED	FY 2022 CR (w/ IIJA Oblim)	FY 2022 ENACTED	FY 2023 REQUEST	Applied	Tech Transfer	Facilities	Experimental Development	Major Equipment, R&D Equipment
<b>PUBLIC TRANSPORTATION INNOVATION</b>									
<i>Mobility Innovation Program</i>	\$3,672	\$3,672	\$3,672						
<i>Strategic Transit Automation Program</i>				\$7,000				\$7,000	
<i>Transit Cybersecurity</i>				\$2,000	\$2,000				
<i>Advanced Digital Construction Management</i>									
		\$2,093	\$2,093	\$3,000	\$3,000				
<i>Low No Component Testing 5312(h)</i>		\$5,000	\$5,000	\$5,105				\$5,105	
<i>Small Business Innovation Research Program</i>	\$640	\$808	\$808	\$825				\$825	
<i>Infrastructure Program</i>	\$6,480	\$6,480	\$6,480						
<i>Bus Testing Learning Lab</i>				\$2,000				\$2,000	
<i>Transit Cooperative Research Program (TCRP) 5312(i)</i>	\$5,000	\$6,579	\$6,579	\$6,716	\$6,716				
<i>Safety</i>	\$10,208	\$10,208	\$10,208	\$8,964	\$8,964				
<i>Technology Transfer and Performance</i>	\$2,000	\$2,000	\$2,000	\$2,000		\$2,000			
<b>Subtotal, Transit Formula Grants</b>	<b>\$28,000</b>	<b>\$36,840</b>	<b>\$36,840</b>	<b>\$37,610</b>	<b>\$20,680</b>	<b>\$2,000</b>		<b>\$14,930</b>	
<b>TRANSIT INFRASTRUCTURE GRANTS</b>									
<i>Small Business Innovative Research</i>	\$64	\$64	\$384						
<i>Research - Innovative Mobility Solution</i>	\$968	\$968	\$968						
<i>Research - Accelerate Innovative Mobility Initiatives</i>	\$968	\$968	\$968						
<i>Research - Accelerated Adoption of Zero Emission Buses</i>			\$9,680						
<b>Subtotal, Transit Infrastructure Grants</b>	<b>\$2,000</b>	<b>\$2,000</b>	<b>\$12,000</b>						
<b>TRANSIT RESEARCH</b>									
<i>Safety NeXt</i>				\$5,008	\$5,008				
<i>Mobility NeXt</i>				\$14,000	\$14,000				
<i>Environmental Sustainability and Resiliency</i>				\$10,000	\$10,000				
<i>Small Business Innovation Research Program</i>				\$992				\$992	
<b>Subtotal, Transit Research</b>				<b>\$30,000</b>	<b>\$29,008</b>			<b>\$992</b>	
<b>TOTAL FEDERAL TRANSIT ADMINISTRATION</b>	<b>\$30,000</b>	<b>\$38,840</b>	<b>\$48,840</b>	<b>\$67,610</b>	<b>\$49,688</b>	<b>\$2,000</b>		<b>\$15,922</b>	

**Exhibit IV-2 FY 2023 Budget Request – RD&T Program Funding by DOT Strategic Goal**

**Department of Transportation - FY 2023 Budget  
Federal Transit Administration  
Research, Development, & Technology Budget**

ACCOUNT/PROGRAM	FY 2023 Request	DOT STRATEGIC GOALS					ORGANIZATIONAL EXCELLENCE
		SAFETY	ECONOMIC STRENGTH	EQUITY	CLIMATE & SUSTAINABILITY	TRANSFORMATION	
<b>Transit Formula Grants</b>							
<i>Strategic Transit Automation</i>	\$7,000					\$7,000	
<i>Transit Cybersecurity</i>	\$2,000	\$2,000					
<i>Advanced Digital Construction Management</i>	\$3,000					\$3,000	
<i>Bus Testing Learning Lab</i>	\$2,000		\$2,000				
<i>Safety</i>	\$8,964	\$8,964					
<i>Research to Practice and Dissemination Program (Tech Transfer)</i>	\$2,000					\$2,000	
<i>Low No Component Testing 5312(h)</i>	\$5,105				\$5,105		
<i>Transit Cooperative Research Program</i>	\$6,716		\$1,000	\$3,716	\$1,000	\$1,000	
<i>Small Business Innovation Research Program</i>	\$825		\$825				
<b>Transit Research</b>							
<i>Mobility NeXt</i>	\$14,000			\$5,000		\$9,000	
<i>Safety NeXt</i>	\$5,008	\$5,008					
<i>Environmental Sustainability and Resiliency</i>	\$10,000				\$10,000		
<i>Small Business Innovation Research Program</i>	\$992		\$992				
<b>TOTAL</b>	<b>\$67,610</b>	<b>\$15,972</b>	<b>\$4,817</b>	<b>\$8,716</b>	<b>\$16,105</b>	<b>\$22,000</b>	<b>\$0</b>

**FY 2023 Budget  
Information Technology  
Department of Transportation  
Federal Transit Administration  
Budget Authority  
(\$000)**

<b>Budget Account</b>	<b>FY 2021 Enacted</b>	<b>FY 2022 CR (w/ IIJA Oblim)</b>	<b>FY 2023 President's Budget</b>
<b>Administrative Expenses</b>	<b>\$17,091</b>		
Commodity IT, SS, WCF	\$7,685		
Programmatic FTA IT	\$8,026		
IT- Other FTA Office Contributions	\$1,380		
<b>Transit Formula Grants- Oversight Funding</b>	<b>\$18,939</b>		
<i>Administrative Expenses Funding 1/</i>			
Commodity IT, SS, WCF		\$10,882	\$11,170
Programmatic FTA IT		\$8,060	\$4,302
IT- Other FTA Office Contributions		\$1,380	\$1,659
<i>Oversight Funding</i>			
Programmatic FTA IT	\$18,734	\$16,287	\$16,489
IT- Other FTA Office Contributions	\$205	\$207	\$209
<b>Total</b>	<b>\$36,030</b>	<b>\$36,816</b>	<b>\$33,829</b>

1/ Beginning in FY 2022, Administrative Expenses is funded under the Transit Formula Grants account as enacted under the Bipartisan Infrastructure Law.



# Table of Contents

## Transit Formula Grants (TFG) Detailed Justification

	Page No.
Appropriations Language.....	TFG – 1
Summary by Program Activity (Exhibit III-1).....	TFG – 2
Summary Analysis of Change Table (Exhibit III-1a) .....	TFG – 4
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 the Federal Public Transportation Assistance Program 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[, as amended by the Fixing America's Surface Transportation Act], section 20005(b) of Public Law 112–141, and section 3006(b) of [the Fixing America's Surface Transportation Act] Public Law 114–94, [\$10,800,000,000] **\$13,634,000,000**, 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 programs authorized under 49 U.S.C. 5305, 5307, 5310, 5311, 5312, 5314, 5318, 5329(e)(6), 5334, 5335, 5337, 5339, and 5340, [as amended by the Fixing America's Surface Transportation Act,] section 20005(b) of Public Law 112–141, and section 3006(b) of [the Fixing America's Surface Transportation Act] Public Law 114–94, shall not exceed total obligations of [\$10,150,348,462] **\$13,634,000,000** in fiscal year [2022] **2023**.]: Provided further, That the Federal share of the cost of activities carried out under 49 U.S.C. section 5312 shall not exceed 80 percent, except that if there is substantial public interest or benefit, the Secretary may approve a greater Federal share. ]

*Note.—A full-year 2022 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Continuing Appropriations Act, 2022 (Division A of P.L. 117- 43, as amended). The amounts included for 2022 reflect the annualized level provided by the continuing resolution.*

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

<b>APPROPRIATIONS TITLE</b>	<b>FY 2021 ENACTED</b>	<b>FY 2022 CR (w/ IIJA Oblim)</b>	<b>FY 2023 PRES. BUDGET</b>
Transit Oriented Development Planning	\$10,000	\$10,000	\$13,432
Planning Programs	\$142,036	\$142,036	\$188,505
Urbanized Area Formula Grants	\$4,929,452	\$4,929,452	\$6,542,164
Enhanced Mobility of Seniors and Individuals with Disabilities	\$285,575	\$285,575	\$379,003
Pilot Program for Enhanced Mobility	\$3,500	\$3,500	\$4,701
Formula Grants for Rural Areas	\$673,300	\$673,300	\$893,575
Public Transportation Innovation	\$28,000	\$28,000	\$37,610
Technical Assistance and Workforce Development	\$9,000	\$9,000	\$12,089
Bus Testing Facilities	\$3,000	\$3,000	\$5,104
Administrative Expenses			\$134,930
National Transit Database	\$4,000	\$4,000	\$5,373
State of Good Repair Grants	\$2,683,798	\$2,683,798	\$3,587,778
Buses and Bus Facilities Grants	\$808,654	\$808,654	\$1,073,212
Growing States and High Density States	\$570,033	\$570,033	\$756,524
<b>Gross Budgetary Resources</b>	<b>\$10,150,348</b>	<b>\$10,150,348</b>	<b>\$13,634,000</b>
Transfers: FHWA Flex Funding	\$1,300,000	\$1,300,000	\$1,300,000
<b>TOTAL, Base appropriations</b>	<b>\$11,450,348</b>	<b>\$11,450,348</b>	<b>\$14,934,000</b>
FTEs			
Direct Funded	35	35	35
<b>IIJA Supplemental (Division J)</b>	N/A	N/A	N/A
<b>TOTAL</b>	<b>\$11,450,348</b>	<b>\$11,450,348</b>	<b>\$14,934,000</b>

## **TRANSIT FORMULA GRANTS**

### **PROGRAM AND PERFORMANCE**

The FY 2023 Budget request includes \$13.6 billion for existing core transit programs, including State and Metropolitan Planning Formula Grants, Urbanized Area Formula Grants, Railcar Replacement Grants, Rural Area Formula Grants, State of Good Repair Formula Grants, Grants for Buses and Bus Facilities, Enhanced Mobility of Seniors and Individuals with Disabilities, State Safety Oversight, Public Transportation Innovation, Technical Assistance and Workforce Development, Bus Testing, the National Transit Database, and Administrative Expenses 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 includes support for grant management, project development, technical assistance, program and safety oversight, and core operations.

## DETAILED JUSTIFICATION

### TRANSIT FORMULA GRANTS PROGRAMS

The FY 2023 Budget request includes \$13.6 billion in new contract authority for core FTA grant programs. FTA's core programs support the Secretary's strategic goals of Safety, Economic Strength & Global Competitiveness, Equity, Climate & Sustainability, and Transformation. With the addition of Administrative Expenses to the Transit Formula Account under the Bipartisan Infrastructure Law, this account also supports Organizational Excellence goals.

The Budget request also includes an additional \$1.3 billion under this account in estimated "flex funding" transferred from the Federal Highway Administration (FHWA) and used for transit projects, bringing the total available in this account to \$14.9 billion in FY 2023.

Transit Formula Grant funds help ensure that public transportation operates safely, efficiently, and reliably, so that communities can offer balanced transportation choices that help to improve mobility, reduce congestion, and encourage economic development. The formula grant programs provide a comprehensive approach to public transportation investments. Funding for this account will allow FTA to provide planning, capital, and operating assistance that promote the safe and efficient operation and development of public transportation systems. Such systems will serve the mobility needs of citizens, particularly seniors and individuals with disabilities that rely on transit to get to work, medical appointments, and the grocery store.

FTA's core programs support the Secretary's highest priorities –making our public transportation systems safer; growing an inclusive and sustainable economy; reducing inequities across our transportation systems and the communities they affect; tackling the climate crisis with sustainable transportation solutions; and transforming the system with purpose-driven research and innovation. . Through its core formula programs, FTA provides grant assistance, primarily for capital projects, to more than 1,000 direct grantees and 3,000 sub recipients across the country. Grants are used to invest in the basic needs of maintaining and sustaining the nation's \$850 billion in transit capital assets that prior to the pandemic, public transportation supported just under 10 billion transit trips each year. To a limited extent, these funds also support operating assistance for rural and small urban transit systems that rely on FTA funding to provide service and for some small transit systems in large urban areas.

This Budget request, when combined with State and local funding, will help address the nearly \$105 billion backlog of transit assets that are not in a state of good repair, improve the safety and reliability of public transportation, ensure sound transportation planning for investments, and provide better access to transit systems for the public, as well as provide better transportation options for senior citizens and individuals with disabilities.

FTA's stakeholders and recipients of the formula grant programs include local, State, public, and private entities that provide transit services across the Nation. Grantees are responsible for maintaining and operating the transit systems for which FTA's formula grants provide capital, and in some instances, operating assistance. To ensure Federal funds are used on sound investments, FTA requires that grantees assume a significant level of responsibility for undertaking comprehensive planning, ensuring safety, and managing their assets consistent with the national transit asset management system.

Public transportation law authorizes grants to urbanized areas (UZAs) for public transportation capital, planning, and job access and reverse commute projects, as well as operating expenses in certain circumstances. These funds constitute a core investment in the enhancement and revitalization of public transportation systems in the nation's approximately 400 Census-designated urbanized areas, which depend on public transportation to improve mobility and reduce congestion. This program also includes \$30 million set-aside in law for a competitive Passenger Ferry Boat program.

In addition, public transportation law continues to support State and transit agencies that serve rural areas and small urbanized areas with populations less than 50,000. The Formula Grants for Rural Areas program provides funding for public transportation capital, planning, job access and reverse commute projects and operating assistance. This funding is apportioned to States to support public transportation in rural areas with populations less than 50,000. The Formula Grants for Rural Areas program includes \$44.7 million set-aside by law for a competitive (\$8.9 million) and formula (\$35.7 million) tribal transit grants program. Also included is \$26.8 million set-aside for the Appalachian Development Public Transportation Assistance Program (ADTAP), which allocates funds by a statutory formula to States in the Appalachian region of the country.

Grantees are also responsible for reporting finance, asset, and ridership data to FTA's National Transit Database, which is used to apportion almost \$10 billion in formula funds, and to evaluate and report to Congress on the condition and performance of the nation's transit system. Additionally, FTA partners with institutions of higher education to develop and conduct industry workforce training and other educational programs for Federal, State, and local transportation employees, and others engaged in public transportation work, through a National Transit Institute.

Within the \$13.6 billion request is \$37.6 million to support public transportation innovation through research, demonstrations, and deployment of new technologies and best practices on mobility. This includes \$6.7 million to support transportation research conducted by the National Academy of Sciences.

Additionally, the FTA budget request includes two programs focused on addressing the Nation's aging and deteriorating transit infrastructure as authorized in public transportation law: State of Good Repair Formula Grants and formula and competitive Buses and Bus Facilities grants. Specifically, these programs help address an estimated and growing need to repair, rehabilitate, or replace aging public transportation assets. Projects will address the most critical funding needs using a "fix it first" mentality for major FTA competitive awards. Approximately 88 percent of rail assets make up the nearly \$105 billion state of good repair backlog. These assets are in marginal or poor condition requiring either repair or replacement.

This request also supports FTA's State Safety Oversight (SSO) grant program of rail systems. The request for \$49.1 million will allow FTA to continue providing formula funds for SSO programs based on fixed-guideway revenue miles, route miles, and passenger miles. Additionally, Urbanized Area and Rural Area grant recipients may use up to 0.5 percent of their

formula funds to pay for up to 80 percent of the cost to participate in the public transportation safety certification training program for SSO agency employees.

The following justification provides more detailed information on FTA's core programs within the Transit Formula Grants account, followed by more detailed information about the oversight and administrative resources necessary to ensure efficient and effective use of program funds.

## Detailed Justification for Transit Formula Grants

### **What is this program and what does this funding level support?**

---

The FY 2023 Budget requests \$13.6 billion in new contract authority for the Transit Formula Grants programs. Funding will continue to implement programs authorized under public transportation law that provide grants to support capital improvements to our nation's transit infrastructure and, for some rural and small urban transit systems, operating assistance. The FY 2023 program structure includes as authorized under the Bipartisan Infrastructure Law:

*Transit Oriented Development.* —\$13.4 million. This pilot program funds planning for projects that support transit-oriented development associated with new fixed-guideway and core capacity improvement projects.

*Planning Programs.* —\$189 million. This funding supports cooperative, continuous, and comprehensive transportation infrastructure investment planning. The program requires that all Metropolitan Planning Organizations (MPOs) and States develop performance-driven, outcome-based transportation plans.

*Urbanized Area Formula Grants.* —\$6.542 billion. For formula grants to urbanized areas with populations of 50,000 or more. Generally, funds may be used for any transit capital purpose. Operating costs continue to be eligible expenses for all urban areas under 200,000 in population; and, in certain circumstances, operating costs may be eligible expenses to smaller systems in urban areas with populations over 200,000. Additionally, Urbanized Area grants may be used to support Job Access and Reverse Commute activities.

Data from FTA's FY 2019 Grant Statistical Summaries reported that Urbanized Area formula funds were used to purchase 3,807 buses and vans, 1,252 rail vehicles, and 1 ferry boat. This demonstrates the continuous improvement efforts to expand public transportation services and improve transit infrastructure in America's communities. FTA's Grant Statistical Summaries provide information about the major FTA financial aid programs during a given Federal fiscal year. The data used in the Grant Statistical Summaries are compiled from the capital, operating, and planning assistance grant applications submitted to FTA by transit authorities, states, planning agencies, and other units of local government and eligible recipients.

State Safety Oversight Program (SSO)—\$49.1 million is requested for this program and is based on a 0.75 percent set-aside authorized within the Urbanized Area Formula program. States with rail systems not regulated by the Federal Railroad Administration (FRA) were required to meet requirements for a SSO program and to be certified by FTA by April 15, 2019. To aid States in maintaining these requirements, funding is provided by a formula developed by FTA based on fixed guideway revenue miles, route miles, and passenger miles. The maximum Federal share for these grants is 80 percent. Funding for this program supports grantees in oversight of the design, construction and operations of the rail transit facilities and equipment to help reduce the risk of accidents, injuries and incidents on rail transit systems through new technologies, procedures, and public education campaigns.

*Enhanced Mobility of Seniors and Individuals with Disabilities*—\$379 million is requested to enhance the mobility of seniors and persons with disabilities by providing capital and operating

funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services, including complementary paratransit services. FTA's FY 2019 Grant Statistical Summaries reported that grant funding provided through this program supported the purchase of 3,728 buses and 79 vans.

*Pilot Program for Enhanced Mobility*—\$4.7 million. This pilot program assists in financing innovative projects for the transportation disadvantaged that help improve the coordination of transportation services and non-emergency medical transportation services.

*Rural Area Formula Grants*—\$893.6 million. This program provides formula grants for capital, planning and operating assistance to States and Federally recognized Indian tribes to support public transportation in rural areas with populations less than 50,000. Funding may also be used to support intercity bus service and job access and reverse commute projects. Within this amount, \$35.7 million in formula funds and \$8.9 million in competitive grants support the Public Transportation on Indian Reservations program, and \$26.8 million supports the Appalachian Development Public Transportation Assistance Program.

*Public Transportation Innovation*—\$37.6 million. Of this amount, \$25.8 million provides assistance for projects and activities to advance innovative public transportation research, demonstration, deployment, development and testing, and \$5.1 million is used to evaluate and analyze low or no emission vehicle components intended for use in low or no emission buses. An additional \$6.7 million in funding is provided to the National Academy of Sciences to administer a public transportation cooperative research program.

*Growing States and High-Density States.* —\$756.5 million is allocated between the Urban and Rural Area programs based on the legislative funding formula for this program.

*Technical Assistance and Workforce Development*—\$12.1 million. This program enables FTA to provide technical assistance to the public transportation industry and to develop standards and best practices. Funds are also used to address public transportation workforce needs through a National Transit Institute (\$6.7 million) and for a frontline workforce program to support employment training, outreach to under-represented populations, and training and assistance for veteran and minority business opportunities.

*Bus Testing Facility*—\$5.1 million is requested for an FTA-funded bus testing facility which has tested 413 buses since its inception and identified almost 8,900 test failures, 41 of which were critical safety hazards. Public transportation law requires all new bus models purchased using FTA funds to be tested on a pass/fail system for compliance with performance standards for safety, structural integrity, reliability, performance (including braking performance), maintainability, emissions, noise, and fuel economy.

*Administrative Expenses* – \$134.9 million will support FTA's grant management, project development, technical assistance, program and safety oversight, and core operations. These funds will support a highly capable and innovative workforce of 546 full-time equivalents. These employees manage a portfolio of active grants totaling more than \$100 billion. This request will continue to support FTA's efforts to carry out complex safety and grant management roles, manage project development and delivery, and the support the processing and management of FTA's annual competitive grant programs.

*National Transit Database (NTD)* — \$5.4 million will support FTA’s NTD, which is the national database authorized in law for statistics on the transit industry. Approximately 820 transit authorities and 1,340 sub-recipients, primarily in rural areas, file annual reports through this Internet-based reporting system. Each year, performance data reported to the NTD is used to apportion billions of dollars in FTA formula funds to transit agencies. Beginning in 2022, transit agencies will be required to submit additional details on service coverage and safety incidents to the NTD.

*State of Good Repair Grants*—\$3.6 billion is requested for a formula-based capital maintenance program to restore and replace aging transportation infrastructure through reinvestment in existing rail fixed guideway systems and high-intensity motorbus systems. Within this amount, \$300 million is requested for the railcar replacement competitive grant program.

*Buses and Bus Facilities Grants*—\$1.1 billion is requested for formula funding (\$612 million of the total) and competitive funding, including low or no emission competitive grants (\$453 million of the total) to replace, rehabilitate, purchase, and lease buses and related equipment, and to construct bus-related facilities. Specifically, eligible capital projects include the purchase or lease of buses for fleet and service expansion, bus maintenance and administrative facilities, transfer facilities, bus malls, transportation centers, intermodal terminals, park-and-ride stations, acquisition of replacement vehicles, bus rebuilds, passenger amenities such as passenger shelters and bus stop signs, accessory and miscellaneous equipment such as mobile radio units, supervisory vehicles, fare boxes, computers and shop and garage equipment.

### **FY 2022 Proposed Accomplishments:**

FTA expects to accomplish the following activities during FY 2022:

**Safety:** Surface transportation related fatalities will be reduced by improving safety operations. FTA will continue to work with transit systems through rulemakings, guidance, and by providing technical assistance and training to aid them in minimizing transit-related fatalities and injuries by implementing performance-based safety management systems, promoting the use of public transportation agency safety plans, and certifying State authorities that oversee rail transit systems.

- Implement FTA’s safety risk management process to identify risk factors that contribute to fatalities and serious injuries and implement evidence-based risk elimination and mitigation strategies.
- Provide Federal funding and proactive technical assistance to help transit agencies support the phased reopening of local economies.
- Coordinate and implement the emergency management response for the National Response Program, the Department’s domestic emergency preparedness, response, and recovery program for disasters and crises to communicate transit agency ridership, economic and worker impacts to the Department’s Office of Intelligence, Security and Emergency Response.
- Bus compartment design: Identify new technologies to increase traveler safety, and the bus compartment redesign program will identify designs to improve the bus

compartments so the program can move to phase II- manufacturer and test the most promising designs.

- Build upon the identified areas of Human Factors research in the Transit COVID19 Pandemic Response.
- FTA will continue to provide technical assistance to transit agencies to support their recovery from the COVID-19 public health emergency.
- FTA will continue to provide technical assistance to support transit agencies to comply with the PTASP and PTSCTP regulations.
- FTA will continue to deliver safety training, with an increased focus on developing and delivering virtual training solutions.
- FTA's SAT will identify, assess, and prioritize transit safety risk for potential mitigation, including risk identified through NTSB recommendations.
- FTA will implement a new charter for its Transit Advisory Committee for Safety.

**Economic Strength and Global Competitiveness:** Funding for FTA programs continue to provide for critical improvements to our nation's transit infrastructure. These programs fund new projects to deliver equitable economic strength and improve core assets through a transformational investment in reducing the \$105 billion transit infrastructure backlog while positioning the nation's transit systems for the future. Planned activities include the following:

- Continue documenting program policies and standard operating procedures for its oversight and compliance programs.
- Continue development and feature expansion of the OTrak system. One of the first new features to come online in FY 2022 will be the ability for grant recipients to access the system for the first time. Providing access for grant recipients allows them to provide information directly rather than having regional user or contractors collect information and enter it or upload it in to OTrak.
- Launch a new performance analysis program to track and measure the effectiveness of its oversight review programs.
- Develop a formal technical assistance program for Program Oversight to help build recipient capacity and promote compliance with applicable statutory, regulatory, and administrative requirements.
- Improve major capital project oversight
- Conduct Quality Assurance reviews as a part of a Performance Analysis program to measure the effectiveness of Program Oversight reviews.
- Begin an overhaul and the creation of a new roadmap for bus testing that takes into consideration new advanced technologies such as automation that require testing modalities that are not yet in place today.

**Climate and Sustainability:** FTA's Budget addresses the climate crisis by encouraging transportation options that reduce emissions, enabling more people to choose lower-emissions lifestyle choices, and by making a landmark investment in the energy efficiency of transit systems themselves. In addition, FTA's Budget requests funding for programs that

demonstrate and deploy innovative technologies and practices to reduce emissions and improve the resilience of the nation's public transportation systems to climate-related hazards.

- The evaluation of unmanned aerial systems (UAS) and robotics to improve operations and support COVID19 recovery in public transportation, building upon other modes experience and fielding a new innovative research initiative in UAS.
- Through a new partnership with the Department of Energy (DOE)- National Energy Technology Laboratory (NETL) in support of the DOE's Office of Energy Efficiency and Renewable Energy (EERE) Vehicle Technologies Office (VTO), FTA will invest to improve the efficiency and effectiveness of transit so that it better meets Americans' transportation demands.
- FTA will encourage transitioning from conventional (i.e. diesel and gasoline fueled) vehicles to zero-emission vehicles, such as battery electric and fuel cell electric buses, as evidenced by greater numbers of zero-emission vehicles in the transit industry; FTA will also enable effective transitions to electrification maintenance and operational jobs that ensure equitable economic strength, and building public transportation's core assets back better.

**Equity** continues to ensure that there is consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities, such as Black, Latino, and Indigenous and Native American persons, Asian Americans and Pacific Islanders, and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality.”

- Formula Grants for Rural Areas provides funding to all 50 States to support public transportation service in rural communities. Funding is available for planning, capital improvements, and operating costs. The program funds are managed by each State, who determine how best to use the funds in their State. Funds are allocated by formula and through competition.
- Tribal Transit Program and provides funding for planning, capital, and operating assistance to Federally recognized tribes in rural areas. There are currently 124 tribes participating in this program. An additional \$16 million is requested for Rural Transportation Assistance which provides technical assistance to rural transit agencies.

**OVERSIGHT PROGRAM**  
**Comparative Summary of Activity**  
(\$000)

	<b>FY 2021 ENACTED</b>	<b>FY 2022 CR (w/ IIJA Oblim)</b>	<b>FY 2023 PRES. BUDGET</b>
Program Level- Oversight	\$100,238	\$100,238	\$131,799
IIJA Supplemental (Division J)		\$16,000	\$16,000
<b>Total</b>	<b>\$100,238</b>	<b>\$116,238</b>	<b>\$147,799</b>

The FY 2023 budget requests \$131.8 million for program oversight and administration. FTA is required by law to administer an oversight program to ensure that Federal funds are used cost-effectively and in accordance with applicable laws and regulations. Oversight funding, based on various percentage takedowns (between one-half and one percent) from many FTA programs, pays for contractor support of program-level reviews related to procurement, financial management, safety, civil rights compliance, and grants management practices. In addition, FTA’s oversight program provides key program and project-management oversight on large and complex transit construction projects costing over \$500 million, to ensure the projects stay within scope and on budget. Funding also supports the salaries and benefits of FTA employees performing oversight functions and for certain information technology systems.

FTA’s FY 2023 oversight funds will address the ongoing oversight responsibilities necessary to support a \$16.9 billion annual transit program, as well as address the increasingly complex oversight activities required to ensure compliance with FTA’s new safety authority.

The Bipartisan Infrastructure Law maintains the requirement of a safety certification training program for certain public transportation industry employees and in FY 2023 expenses associated with this program and related safety training will be made available with funds authorized under Section 5338(e). Public transportation law authorizes oversight funds to carry out Section 5329 safety responsibilities.

FTA’s Oversight Program, authorized under 49 U.S.C. 5327 and 49 U.S.C. 5338(e), is an integral, critical element of FTA’s efforts to ensure that Federal funds are spent efficiently and effectively, and in accordance with applicable laws and regulations. The Program was initially authorized in FY 1987 to provide FTA with the ability to ensure the effective management and implementation of major capital projects. In recognition that Federal oversight of the transit program was needed for areas beyond major capital projects, the program was expanded in FY 1990 to include "*safety, procurement, management and financial compliance reviews, and audits of any recipient of funds*" under the Federal transit assistance programs.

The Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21), Sec. 3024, confirmed the importance of the oversight program, extending it to include the authority “*to provide technical assistance to correct deficiencies identified in compliance reviews and audits carried out under this section.*” The Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) continued these

authorities and expanded FTA's oversight authority to include technical assistance to prevent deficiencies. The Bipartisan Infrastructure Law authorizes oversight funds to carry out Section 5329 safety responsibilities.

Oversight funds are derived from several different authorized percentage takedowns (between one-half and one percent) from the total request of FTA's key grant programs:

- 1 percent from the Capital Investment Grants program total budget request (included in the Capital Investment Grants appropriation account) and
- 1 percent from the Grants to the Washington Metropolitan Area Transit Authority (WMATA) total budget request (included in the Grants to WMATA appropriation account).
- 1 percent from the Transit Infrastructure Grants total budget request (included in the Transit Infrastructure Grants appropriation account).
- Other FTA grant programs with oversight takedowns from the Transit Formula Grants account (taken off the top of the total amount of funding for each program) include:

- 
- Urbanized Area Formula Grants - .75 percent
  - State of Good Repair Formula Grants – 1.0 percent
  - Bus and Bus Facilities Formula Grants - .75 percent
  - Bus and Bus Facilities Discretionary Grants - .75 percent
  - Planning Programs – .5 percent
  - Enhanced Mobility of Seniors and Individuals with Disabilities – .5 percent
  - Formula Grants for Rural Areas – .5 percent

With these funds, FTA administers several mission-critical oversight activities. In general, FTA's Oversight portfolio of activities include the following areas:

- Project Management Oversight (PMO)
- Management Oversight
- Safety Oversight
- Financial Management Oversight (FMO)
- Procurement Oversight
- Triennial Review (program compliance)

FTA's Project Management Oversight (PMO) program provides project-level oversight of major capital projects. FTA's Management, Safety, Financial Management, Triennial Review and Procurement Oversight activities focus on program-level oversight. Oversight funds are also used to pay the salaries and benefits of the FTA staff that perform oversight activities and for information technology systems used in overseeing FTA grant programs.

FTA is responsible for supporting Transit Safety through fully implementing Safety Management Systems (SMS), Rail Safety Program Planning, State Safety Oversight Program, Drug and Alcohol Compliance/Oversight Program and Compliance Reviews. To support these efforts, FTA developed safety regulations, policy, and guidance, research safety standards, manages a safety certification training program, collects and analyzes safety performance data, implements pilot programs; evaluates safety hazards and risks, and identifies mitigations to decrease the impact from identified safety risks on a transit system's safety performance.

Oversight funds also support contract close out actions and compliance review program under the Americans with Disabilities Act (ADA). The on-site reviews assess FTA grantees compliance with the ADA regulatory requirements and culminate in a final report with findings and corrective actions. Other on-site reviews support the Title VI of the Civil Rights Act of 1964, the Equal Employment Opportunity program, and the Disadvantaged Business Enterprise program, collectively known as "TED."

Finally, FTA is developing a Safety Risk Management Framework (SRMF) to support its oversight of the Safety Program. The SRMF establishes an on-going program to effectively oversee transit safety risks through a six-step process managed by an FTA Safety Assessment Team, with leadership and oversight provided by an FTA Executive Safety Risk Board (ESRB). The goal of the ESRB is to identify and prioritize safety risks and recommend mitigations or intervention activities from FTA.

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### **FY 2023 Oversight Program Request:**

The FY 2023 budget requests \$131.8 million for the portfolio of core oversight activities.

FTA's FY 2023 oversight funds will address the ongoing oversight responsibilities necessary to support a \$16.9 billion annual transit program, as well as attend to the increasingly complex oversight activities required to ensure compliance with FTA's new safety authority.

The extension of the Bipartisan Infrastructure Law still requires FTA to establish a safety certification training program for certain public transportation industry employees and in FY 2023 expenses associated with this program and related safety training will be made available with funds authorized under Section 5338(e).

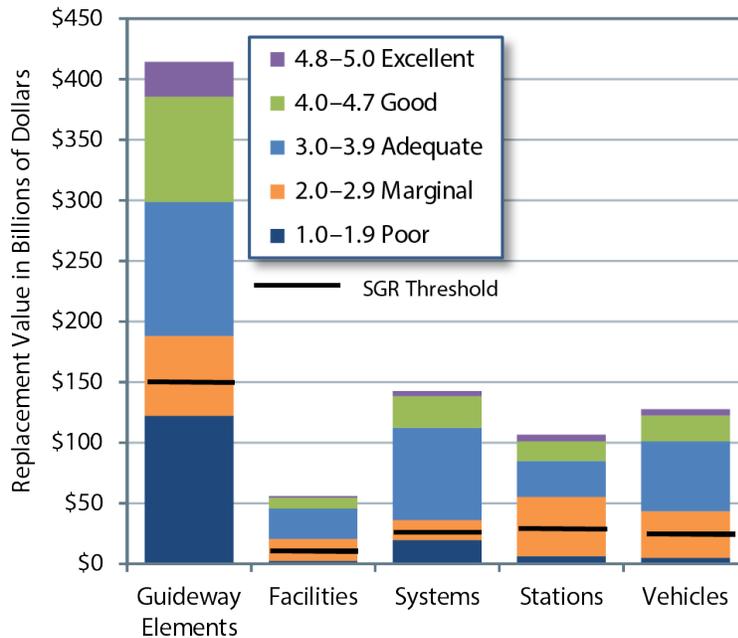
The focus of FTA's oversight activities is to prevent and identify recipients' non-compliance with Federal regulations and guidance. FTA has conducted a top-to-bottom review of its overall

oversight approach to improve its activities and enforcement tools. This has led to a streamlined oversight program to help address and reduce risks associated with grant programs.

**Why is this program necessary and what does this funding level support?**

The Transit Formula Grants program is needed to provide continued Federal support for transit agencies to maintain their capital base and provide high-quality, safe, and efficient service to the tens of millions of riders that use transit every day. Virtually all local transit agencies depend on FTA funds as a revenue source for their budgets and many small transit agencies in rural communities are dependent on FTA operating assistance to provide service. Therefore, the reliability and predictability of FTA formula and bus funds, which comprise nearly 84 percent of FTA’s requested FY 2023 budget, is particularly important to the success of transit systems nationwide. For example, according to FTA’s National Transit Database, in 2018 Federal funds accounted for 15% of total revenues for the transit industry, but that represented 35% of the total revenue for capital expenditures<sup>1</sup>

**Distribution of Asset Physical Condition by Asset Type for All Modes**



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

<sup>1</sup> Federal Highway Administration and Federal Transit Administration, 2015 Status of the Nation’s Highways, Bridges, and Transit: Conditions & Performance Report to Congress, 2015  
<http://www.fhwa.dot.gov/policy/2010cpr/execsum.htm#c6t>

frustrated, and become less willing to choose public transportation because they find it slow, unreliable, or, in the worst conditions, unsafe. As a result of FTA's Transit Asset Management requirements and technical assistance efforts, transit agencies are able to make informed decisions and FTA is able to track and better account for the condition of transit assets nationwide. FTA's budget request includes funding to continue to provide resources and technical assistance to transit agencies as they update their asset management plans.

**What benefits will be provided to the American public through this request and why is this program necessary?**

The Transit Formula Grants program is needed to provide continued Federal support for transit agencies to maintain and improve their capital assets and provide high-quality, safe, and efficient service to the tens of millions of riders that use transit every day. Public transportation provides tens of millions of Americans with daily access to jobs, schools, health care and other essential services. Buses provide nearly half of all transit trips in the United States and operate service in nearly every community in the nation. According to recent U.S. DOT reports, 20.2 percent of transit revenue vehicles are not within their Useful Life Benchmarks and should be replaced or rehabilitated. The funding authorized under the Bipartisan Infrastructure Law will help the nation's transit agencies bring their systems into a state of good repair.

**FY 2023 – ADMINISTRATIVE EXPENSES**  
**(\$000)**

<b>PROGRAM ACTIVITY</b>	<b>FY 2021 ENACTED</b>	<b>FY 2022 CR (with IIJA Oblim 1/</b>	<b>FY 2023 REQUEST</b>
Salaries and Expenses		\$88,446	\$91,765
Program Costs		\$42,554	\$43,165
<b>Total</b>		<b>\$131,000</b>	<b>\$134,930</b>
FTE		516	516

1/ Beginning in FY 2022, the IIJA Senate Bill proposes Administrative Expenses will be trust funded under the Transit Formula Grants account.

The FY 2023 Budget requests \$134.9 million and 516 full-time equivalents (FTEs), an increase of \$3.9 million above the FY 2022 level. The changes in the FY 2023 Budget request include:

- An increase of \$597 thousand for annualization of prior year pay raises.
- An increase of \$4.3 million for FY 2023 includes pay raise and adjustments to compensable days previously funded under other sources. The budget also supports FTA’s safety and grant management roles, program evaluation for the Evidence Act, manage project development and delivery, and the processing and management of FTA’s annual competitive grant programs through Notices of Funding Opportunities (NOFOs).
- An increase of \$1.236 thousand for GSA rent and travel.
- \$1.2 million increase for the Working Capital Fund.
- A decrease of \$1.7 million to contracts.

**What is this program and what does this funding level support?**

The FTA is comprised of a national headquarters in Washington, D.C. and 10 regional offices located throughout the United States. The purpose of the Administrative Expenses budget is to provide resources to carry out FTA’s mission to support safe and high-quality public transportation systems that ensure access and mobility to the nation and its citizens. These resources support salaries, benefits, travel, rent, communications, printing, contracts, supplies, equipment and all other administrative and operational costs that allow FTA to manage and oversee approximately \$100 billion in active transit grants annually and achieve its strategic mission. A significant share of the costs for administering these grants are funded from the Administrative Expenses account and represent less than one percent of FTA’s annual budget of over \$16.8 billion.

FTA program funding supports transit systems through annual grant programs that provide substantial public benefits such as decreasing transit-related fatalities and injuries among passengers and transit workers, reducing the need for more roadway capacity; reducing congestion; and improving mobility and accessibility in rural and urban areas – particularly for low-

income populations, the elderly, and individuals with disabilities who rely on public transportation to get to work, school, and medical appointments.

FTA also manages several oversight programs covering transit safety, its many grant programs, more than 1,000 grantees, and thousands of projects, including major capital projects over \$1 billion, as well as mid-size and smaller projects. The FTA's substantial oversight responsibilities and review of several lines of business include the following:

- State Safety Oversight
- Project Management Oversight
- Procurement Oversight
- Financial Oversight
- Triennial Reviews (compliance reviews)
- State Management Reviews
- Procurement System Reviews
- Civil Rights Reviews
- Emergency Relief Program Oversight
- Transit Asset Management
- Transportation Infrastructure Finance and Innovation Act (TIFIA) Program transit loan project review and oversight

To ensure grantees comply with Congressional statutes and Federal regulations, Administrative Expenses resources are crucial to successfully execute the effort each oversight activity requires.

## **FY 2022 Anticipated Accomplishments**

- Continue to administer new grant programs identified under Transit Infrastructure Grants and administer almost \$70 billion in supplemental appropriations provided in response to COVID-19.
- Continue to implement FTA's safety risk management process to identify risk factors that contribute to fatalities and serious injuries and implement evidence-based risk elimination and mitigation strategies.
- Provide Federal funding and proactive technical assistance to help transit agencies support the phased reopening of local economies.
- Deliver a modernized OTrak system that captures the program oversight process from A-to-Z including direct grantee interface for document collection and findings management.
- Conduct Quality Assurance reviews as a part of a Performance Analysis program to measure the effectiveness of Program Oversight reviews.
- Improve major capital project oversight.
- Reduce the number of inactive grants in FTA's grant portfolio.
- Undertake Before-and-After Studies to document the outcomes of Major Capital Investment Grant projects.
- Publish the second round of state of good repair targets, as well as the actual results for the first round of state of good repair targets.
- Begin identifying data reported to FTA's National Transit Database related to autonomous vehicles and service related to partnerships with transportation network companies (TNCs) for the first time.

## **What is this program and what does this funding level support?**

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The FY 2023 Budget request supports 516 Full Time Equivalent (FTE) from the Transit Formula Grants account. FTA's authorized responsibilities have grown under previous surface transportation authorizations enacted by Congress, along with the increase in appropriated program funding, active and new transit projects, and the number of grants awarded each year. Approximately 68 percent of the \$134.9 million request supports Personnel Compensation and Benefits (PC&B) costs. PC&B includes regular salaries and benefits paid to full-time, part-time, temporary, and intermittent employees and other costs including: terminal leave; overtime, holiday pay, night pay differential, post differentials, and hazardous duty pay; relocation and other expenses related to a permanent change of station; transit benefits; worker's compensation payments; and benefits for former officers and employees or their survivors, such as unemployment compensation.

The remaining 32 percent of the administrative budget supports non-personnel costs such as rent, utilities, travel, training, contracts, equipment, supplies, and related expenses. Compulsory costs

typically increase annually and include the Working Capital Fund, rent, information technology, printing, contractual services, certain travel expenses for the execution of numerous and extensive program and project oversight reviews, and training to maintain professional certifications and to prepare employees for leadership roles through succession planning agency-wide.

Both the FAST Act and the Bipartisan Infrastructure Law provide new and significantly expanded program authorities that strengthen public transportation safety requirements at the Federal level. These authorities include the issuance of nationwide transit safety directives, restrictions, or prohibitions on operations at unsafe transit agencies, a review and report of the safety standards and protocols used in public transportation systems to examine the effectiveness of existing standards and protocols. The Bipartisan Infrastructure Law continues the focus on urban and rural transit systems nationwide and provides equity in transit investments in the nation's rural and small urban communities. The FY 2023 budget request is based on continuing these activities while continuing to aggressively address the nation's nearly \$105 billion State of Good Repair backlog, and the need to improve the performance and reliability of transit systems.

**FTA Administrative Expenses (AE) Summary - FY 2021 -FY 2023**  
**(\$000)**

<b>Program</b>	<b>FY 2021 ENACTED</b>	<b>FY 2022 CR (with IIJA Oblim) 1/</b>	<b>FY 2023 REQUEST</b>
<b>Administrative Expenses (AE)</b>			
Salaries and Benefits		\$88,446	\$91,765
Travel		\$500	\$1,500
Training		\$2,783	\$2,783
Transportation		\$141	\$145
Rent		\$8,727	\$8,963
Communications & Utilities		\$1,061	\$1,061
Printing		\$100	\$100
Working Capital Fund		\$14,236	\$15,389
Contracts		\$14,558	\$12,780
Supplies		\$149	\$149
Equipment		\$199	\$199
Settlements		\$100	\$100
Total		\$131,000	\$134,930
<i>PC&amp;B as a % of total AE</i>		<b>66%</b>	<b>68%</b>
<i>All other costs as a % of total AE</i>		<b>34%</b>	<b>32%</b>

1/ Beginning in FY 2022, Administrative Expenses is funded under the Transit Formula Grants account as enacted under the Bipartisan Infrastructure Law.

## Federal Transit Administration Expenses

### **Personnel Compensation and Benefits: \$91,765,000**

FTA's relatively small workforce continues to be productive and efficient to keep pace with the increase in responsibilities and requirements of prior congressional authorizations, the Bipartisan Infrastructure Law, and record-high congressional appropriations and requirements for competitive programs including the Capital Investment Grants Program and almost \$70 billion in supplemental appropriations in response to COVID-19. FTA's responsibilities have outpaced growth in administrative resources, however.

For example, with the enactment of the Bipartisan Infrastructure Law, FTA's transit safety oversight responsibilities considerably increased. The number of grant competitions, environmental reviews, capital project applications, and other grant activity and oversight reviews have increased the workload in both headquarters and regional FTA offices. The FY 2023 Budget requests \$91.8 million for salaries and benefits and related expenses for 516 FTEs.

### **Travel: \$1,500,000**

The budget request includes funding to meet the mission-critical travel requirements of successfully overseeing more than a \$100 billion portfolio of active grants and FTA-funded major capital projects. The travel amount is adjusted to reflect pre-pandemic levels for mission critical travel needs. The FTA staff at headquarters and 10 regional offices make site visits to transit agencies and properties to conduct quarterly reviews, technical assistance, program delivery and oversight activities such as:

- Capital Investment Grant project development
- TIFIA and RRIF loans and National Infrastructure Investments (RAISE) grants project development
- State Safety Oversight
- Project Management Oversight
- Procurement Oversight
- Financial Oversight
- Triennial Reviews
- State Management Reviews
- Procurement system Reviews
- Civil Rights Reviews

Travel activities also consist of technical assistance in the planning and management of existing and proposed transit systems and infrastructure, engagement in legal actions, and attendance at quarterly meetings to discuss the FTA guidance, policies, and procedures. Many site visits are in rural areas of the country where transportation options are limited and travel costs are not competitive, and in some cases prohibitive, when compared to more heavily travelled urban areas.

The FTA is actively taking advantage of information technology to reduce the cost of travel. For example, although video conferencing has been used for meetings between headquarters and

regions and regions and transit agencies during the past two years, this technology can only go so far to meet the needs of the agency and better serve the public. The FTA anticipates returning to in-person visits in 2023 to carry out quarterly reviews with grantees, planning certifications, triennial reviews, and project and financial management oversight; to participate in technical workshops; and to provide grant-making assistance to over 1,000 direct grantees and 3,000 sub recipients nationwide.

**Transportation: \$141,000**

Funding will provide for the travel and transportation costs of government employees and other persons while in an authorized travel status that are to be paid by the government either directly or by reimbursing the traveler. This includes both travels away from official stations, subject to regulations governing civilian and military travel, and local travel and transportation of persons in or around the official station of an employee. Transportation of things includes the transportation of government property and employee possessions (e.g. Permanent Change of Station).

**Training: \$2,783,000**

Funding will be used to support mission-critical employee training and technical workshops where new agency guidance, policies and procedures are discussed with employees.

**GSA Rent: \$8,963,000**

Rent costs include payments to the General Services Administration (GSA) and other non-GSA facility managers for the rental of space and rent-related services, as well as physical security improvements required by the Department of Homeland Security. Monthly rent payments for the headquarters building, nine of the ten FTA regional offices, and all associated metropolitan offices are made to GSA. The Boston Regional Office space is rented through the Volpe National Transportation Systems Center.

In addition to Boston, the FTA also has regional offices located in New York, Philadelphia, Atlanta, Chicago, Fort Worth, Kansas City, Denver, San Francisco, and Seattle and metropolitan offices in Los Angeles and Washington, DC.

**Communications and Utilities: \$1,061,000**

Funding for communications and utilities will provide for postage, contractual mail and messenger services, and rental of postage meter machines. The FTA will review all postal costs to validate the source of the cost and to identify opportunities for future cost avoidance or improvements in service.

**Contractual Services: \$12,780,000**

The budget request includes contracts that provide acquisition, administrative support, learning and knowledge management, transit asset management, internal control reviews, and various interagency agreements (e.g. Background Investigations with the Office of Personnel

Management, Federal Personnel Payroll System with Department of the Interior, and Delphi accounting system support with the Federal Aviation Administration (FAA)).

**Printing: \$100,000**

The FTA is legally required to publish many of its rulemakings, policy guidance, and decisions in the Federal Register to allow for transparency and public comment. This involves grant announcements, grant apportionments, new rules and regulations, and various other announcements. Thus, the agency must use the Government Printing Office's Federal Register. Since FY 2012, FTA has made a conscious effort to reduce the number of pages printed and directs readers of the Federal Register to the FTA website for many of the supporting documents associated with the publication.

**Working Capital Fund: \$15,883,000**

Funding will be used to support FTA's contribution to the DOT full range of administrative services and other services that are centrally performed in the interest of economy and efficiency. The Office of the Chief Information Officer (OCIO) will continue to provide FTA Commodity IT shared services.

**Supplies and Materials: \$149,000**

Supplies and materials covers office supplies, such as pencils, paper, calendar pads, and notebooks for headquarters and regional office staff. Supply funding also covers publications, including periodicals, pamphlets, books, and newspapers.

**Equipment: \$199,000**

Equipment funding will provide for miscellaneous office furniture and fixtures for the FTA headquarters and regional staff.

**Administrative Cost Savings Efforts**

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FTA has operated on a very lean administrative budget for over 10 years. Consequently, the FTA has actively looked for ways to reduce its administrative costs to fund mission-critical activities more efficiently. Below are examples of other cost savings activities undertaken in recent years.

**Mission-Critical Travel**

While travel is essential for the FTA to carry out core business functions, the FTA has made a concerted effort to limit unnecessary, non-mission critical travel. The FTA has encouraged its program offices to decrease the number of employees attending site visits to the minimum number needed for an effective visit. This has saved the FTA tens of thousands of dollars in travel related to mission-critical activities. Employees are also not allowed to travel to attend optional training – or training that does not contribute directly to the ability to perform important job requirements. For FTA, mission critical travel includes:

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

### **Mission-Critical Training**

The FTA places a high priority on training to improve employee productivity and performance. Managers have targeted limited training resources to ensure that staff are receiving only mission-critical training. Employees are not allowed to travel to attend training that does not contribute directly to the enhancement of duties.

### **Conference and Large Events**

The FTA has adopted an internal conference approval policy to ensure effective and efficient spending by closely reviewing all meetings, workshops, and conferences sponsored by the agency or attended by staff. This policy is consistent with OMB and DOT conference guidance and includes using a system that focuses travel resources on high-priority business such as safety, capital project management, and program oversight, with senior officials reviewing and approving all FTA-sponsored conferences/workshops that cost over \$20,000.

### **Printing**

The FTA will continue to control its printing costs by reducing the number of pages published in the Federal Register through posting supporting documents on-line that are not otherwise required to be published in the Federal Register. For example, the FTA published a 1-2-page notice in the Federal Register and posted additional materials on its website, which saved tens of thousands of dollars in printing costs. The FTA will continue to exercise similar options for its Notices of Funding Opportunity (NOFO), grant announcements, and other required communications. FTA anticipates printing funding apportionments and programmatic guidance updates in FY 2022 and FY 2023. The FTA will use its website to publish tables and related documents to a Federal Register Notice to the fullest extent possible while still complying with its legal requirements for printing various items.

In FY 2023, the FTA plans to continue various desktop printing cost reduction efforts such as:

- Maintaining the recently implemented switch to password controlled multi-functional printer (MFP) devices at headquarters, which have been shown to reduce print volumes. For example, unprocessed print jobs are automatically deleted rather than printed.
- Maintaining print management settings default from color to black and white.

- Maintaining print management settings defaults to double-sided.
- Implementing a print management system that eliminates the need for cover sheets; and
- Ensuring use of improved sleep-mode for all MFP devices to conserve energy.

## **Vehicle Fleet**

Within its 10-regional office structure, the FTA only maintains three vehicles in high-need regions where it is less expensive to use a vehicle than take air or rail transportation. This represents less than one percent of DOT's total fleet. These are fuel-efficient vehicles and the FTA's FY 2023 goal is to continue to increase the use of alternative fuels in these vehicles.

### **What benefits will be provided to the American public through this request and why is this program necessary?**

FTA program funding supports transit systems through annual grant programs that provide substantial public benefits such as decreasing transit-related fatalities and injuries among passengers and transit workers, reducing the need for more roadway capacity; reducing congestion; and improving mobility and accessibility in rural and urban areas – particularly for low-income populations, the elderly, and disabled individuals who rely on public transportation to get to work, school, and medical appointments. Tens of millions of riders rely on public transportation every day. These resources are critical to FTA's mission to improve public transportation for America's communities.

# Table of Contents

## Capital Investment Grants (CIG) Detailed Justification

	Page No.
Appropriations Language.....	CIG – 1
Summary by Program Activity (Exhibit III-1) .....	CIG – 2
Summary Analysis of Change Table (Exhibit III-1a).....	CIG – 3
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 Infrastructure and Investment Jobs Act (Public Law 117-58, also known as the “Bipartisan Infrastructure Law”), [\$2,473,000,000,] **\$2,850,000,000**, to remain available until expended.

*Note.—The budget incorporates the FY 2022 Omnibus Appropriation Bill which included \$2.248 billion for the CIG and EPD programs.*

## CAPITAL INVESTMENT GRANTS (INCLUDING TRANSFER OF FUNDS)

[For an additional amount for "Capital Investment Grants", \$8,000,000,000, to remain available until expended: *Provided*, That \$1,600,000,000, to remain available until expended, shall be made available for fiscal year 2022, \$1,600,000,000, to remain available until expended, shall be made available for fiscal year 2023, \$1,600,000,000, to remain available until expended, shall be made available for fiscal year 2024, \$1,600,000,000, to remain available until expended, shall be made available for fiscal year 2025, and \$1,600,000,000, to remain available until expended, shall be made available for fiscal year 2026: *Provided further*, That not more than 55 percent of the funds made available under this heading in this Act in each fiscal year may be available for projects authorized under section 5309(d) of title 49, United States Code: *Provided further*, That not more than 20 percent of the funds made available under this heading in this Act in each fiscal year may be available for projects authorized under section 5309(e) of title 49, United States Code: *Provided further*, That not more than 15 percent of the funds made available under this heading in this Act in each fiscal year may be available for projects authorized under section 5309(h) of title 49, United States Code: *Provided further*, That not more than 10 percent of the funds made available under this heading in this Act in each fiscal year may be available for projects authorized under section 3005(b) of the Fixing America's Surface Transportation Act: *Provided further*, That the Secretary may adjust the percentage limitations in any of the preceding four

provisos by up to 5 percent in each fiscal year for which funds are made available under this heading in this Act only when there are unobligated carry over balances from funds provided for section 5309(d), section 5309(e), or section 5309(h) of title 49, United States Code, or section 3005(b) of the Fixing America's Transportation Act that are equal to or greater than amounts provided under this heading in this Act: *Provided further*, That for each fiscal year through 2026, as part of the annual budget submission of the President under section 1105(a) of title 31, United States Code, the Secretary of Transportation shall submit a list of potential projects eligible for the funds made available under this heading in this Act for that fiscal year, including project locations and proposed funding amounts consistent with the projects Full Funding Grant Agreement annual funding profile where applicable: *Provided further*, That funds allocated to any project during fiscal years 2015 or 2017 pursuant to section 5309 of title 49, United States Code, shall remain allocated to that project through fiscal year 2023: *Provided further*, That such amount is designated by the Congress as being for an emergency requirement pursuant to section 4112(a) of H. Con. Res. 71 (115th Congress), the concurrent resolution on the budget for fiscal year 2018, and to section 251(b) of the Balanced Budget and Emergency Deficit Control Act of 1985.] (*Infrastructure Investments and Jobs Appropriations Act.*)

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

	<b>FY 2021 ENACTED</b>	<b>FY 2022 ENACTED</b>	<b>FY 2023 REQUEST</b>
Capital Investment Grants	\$2,014,000	\$2,248,000	\$2,850,000
IIJA Supp. Approp.	N/A	\$1,600,000	\$1,600,000
<b>TOTAL</b>	<b>\$2,014,000</b>	<b>\$3,848,000</b>	<b>\$4,450,000</b>

**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. This account also received an additional advance appropriation of \$1.6 billion from the Infrastructure Investment Jobs Act bringing the total available for this account to \$4.5 billion in 2023.

**EXHIBIT III-1a**

**CAPITAL INVESTMENT GRANTS  
SUMMARY ANALYSIS OF CHANGE FROM FY 2022 TO FY 2023  
Appropriations, Obligations, Limitations, and Exempt Obligations  
(\$000)**

	<b>Changes from FY 2022 to FY 2023 (\$000)</b>	<b>Changes from FY 2022 to FY 2023 (FTE)</b>
<b>FY 2022 ANNUALIZED CR</b>	<b>\$2,014,000</b>	<b>N/A</b>
<b>FY 2022 ENACTED</b>	<b>\$2,248,000</b>	<b>N/A</b>
<b>PROGRAM INCREASES</b>	<b>\$602,000</b>	
<b>FY 2023 REQUEST</b>	<b>\$2,850,000</b>	<b>N/A</b>
FY 2023 IJA Supplemental Appropriation	\$1,600,000	
<b>TOTAL</b>	<b>\$4,450,000</b>	<b>N/A</b>

**Detailed Justification for the Capital Investment Grants**

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**FY 2023 – CAPITAL INVESTMENT GRANTS - BUDGET REQUEST  
(\$000)**

<b>PROGRAM ACTIVITY</b>	<b>FY 2021 ENACTED</b>	<b>FY 2022 CR (w/ IIJA Oblim)</b>	<b>FY 2022 ENACTED</b>	<b>FY 2023 PRES. BUDGET</b>
Capital Investment Grants	\$2,014,000	\$2,014,000	\$2,248,000	\$2,850,000
IIJA Supp. Appropriation	N/A	\$1,600,000	\$1,600,000	\$1,600,000
<b>TOTALS</b>	\$2,014,000	\$3,614,000	\$3,848,000	\$4,450,000

The FY 2023 Budget requests \$2.85 billion for the CIG and EPD Pilot Programs to support the following project categories. Also included is an additional advanced appropriation of \$1.6 billion from the proposed Infrastructure Investment and Jobs Act, bringing the total available in this account to \$4.5 billion in FY 2023:

FTA is requesting in the President’s FY 2023 Budget an appropriation of \$2.85 billion in funds for the Section 5309 CIG and EPD Programs, with the proposed distribution as follows:

- \$1,522.4 billion for seven existing New Starts FFGAs;
- \$558.1 million for two New Starts projects not yet under construction grants;
- \$139.5 million for one existing Core Capacity FFGA;
- \$151.5 million for other Small Starts projects that may become ready for construction funding during FY 2023 and/or for planning and design grants for projects in Project Development as allowed by 5309(b)(1).
- \$450.0 million for two projects not yet under construction grants under the Section 3005(b) EPD Pilot Program; and
- \$28.5 million for management and oversight (1.0% of the FY 2023 funding level).

This report also documents how FTA is proposing to allocate the \$1.6 billion in FY2023 advance appropriations pursuant to Division J of the IIJA. The proposed distribution is as follows:

- \$871.2 million for New Starts (55 percent of the total per direction in IIJA) including:
  - \$350.0 million for seven existing FFGAs;
  - \$100.0 million for one project not yet under a construction grant; and
  - \$421.2 million for other projects that may become ready for construction funding during FY 2023 and/or for planning and design grants for projects in Project Development and Engineering as allowed by 5309(b)(1).
- \$316.8 million Core Capacity projects (20 percent of the total per direction in IIJA) including:
  - \$200.0 million for one existing FFGA; and
  - \$116.8 million for other projects that may become ready for construction funding during FY 2023.

- \$237.6 million for Small Starts (15 percent of the total per direction in IIJA) including:
  - \$106.2 million for two projects not yet under construction grants; and
  - \$131.4 million for other projects that may become ready for construction funding during FY 2023 and/or for planning and design grants for projects in Project Development as allowed by 5309(b)(1).
- \$158.4 million for Expedited Project Delivery Pilot Program (10 percent of the total per direction in IIJA) for projects that may become ready during FY 2023.
- \$16.0 million for FTA oversight of these projects (one percent per direction in IIJA).

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

The CIG and EPD Pilot Program are competitive discretionary grant programs that fund major transit capital projects including heavy rail, light rail, commuter rail, bus rapid transit projects, and streetcars.

There are three categories of eligible projects under the CIG program at 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 in Section 3005 (b) of the FAST 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 2023 continues to invest in expanding the Nation's infrastructure. These investments meet the goals of:

- Improving access to opportunities for disadvantaged populations through incentives built into the CIG evaluation process that credit projects serving larger transit dependent populations, that are located in corridors with high levels of affordable housing, and that have local plans and policies to encourage additional affordable housing;
- Reducing emissions and improving air quality to address climate change through incentives built into in the CIG evaluation process that promote purchase of green vehicles and construction of green facilities;

- Supporting economic recovery and future growth by investing in construction of expanded and improved transit service; and
- 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. FTA performs project oversight to ensure that planning projections are based on realistic assumptions and that design and construction follow acceptable industry practices. The law requires FTA 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 for funding unless they receive a *medium* or better rating.

FTA does not sign a CIG construction grant agreement for a project until it is satisfied that the project sponsor has the ability to 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.

The CIG and EPD Pilot Program funding is locked in at a set amount. 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.

### **FY 2022 Anticipated Accomplishments**

FTA supported existing full funding grant agreements and provided funding to new CIG projects. The FY 2022 appropriation provides \$2.248 billion for CIG and EPD Pilot Programs for the following categories:

- \$1.4626 billion for 17 existing Full Funding Grant Agreements (FFGAs), including 13 New Starts and four Core Capacity projects;
- \$158.1 million for two New Starts projects not yet under construction grants including one light rail project and one bus rapid transit project that will use diesel-electric hybrid buses that reduce emissions;

- \$321.5 million for six Small Starts projects not yet under construction grants, all of which are bus rapid transit projects that will use electric or diesel-electric buses that reduce emissions;
- \$183.3 million in funding for other New Starts projects that may become ready for Section 5309 CIG construction funding during FY 2023 and/or for planning and design grants for projects in Project Development and Engineering as allowed by 5309(b)(1);
- \$100.0 million for other projects that may become ready for Section 3005(b) EPD Pilot Program funding during FY 2022; and
- \$22.48 million for oversight (1.0% of the FY 2022 funding level.)

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

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Prior to the pandemic, nationwide transit ridership numbers reached 9.87 billion trips during 2019. Census and other historical demographic trends indicate that we can expect transit ridership growth in the future. As the population ages, an increasing number of elderly adults depend on public transit to access medical care and other vital services. At the same time, the percentage of 15 to 34-year-olds without a driver's license continues to grow. Taken together, these trends increase the demand on our nation's public transportation systems to respond and provide sufficient service.

During the pandemic, public transit helped essential workers get to and from work and provided a way to deliver essential services and supplies to people in need. The CIG program supports the nation's economic recovery by providing funding for transit infrastructure investment and expansion.

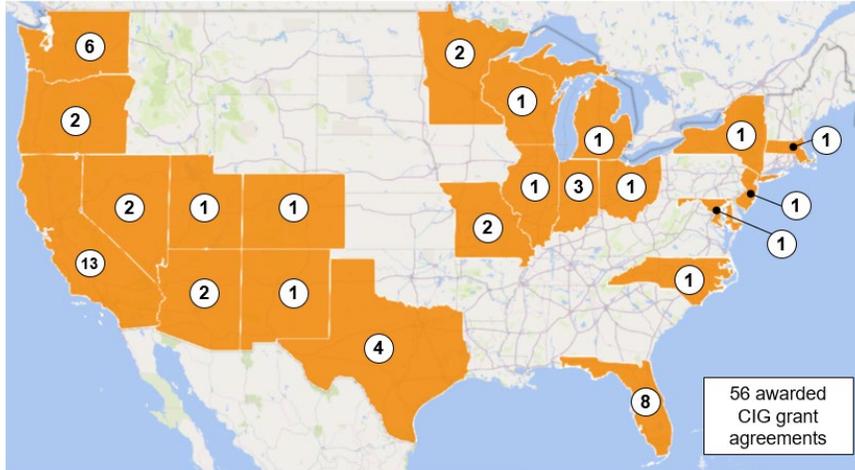
The CIG program is one of the largest competitive Federal grant programs. It funds new and extended heavy rail, light rail, commuter rail, bus rapid transit, and streetcar projects and provides for reinvestment in highly successful fixed-guideway transit corridors experiencing capacity constraints.

Local project sponsors chose a transit mode and alignment they wish to implement. The sponsors then propose these multi-million or sometimes multi-billion-dollar 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 graphics below provide information on the 56 projects awarded CIG construction grants from 2013 through May 2021. Cities across the nation are benefitting from improved transit

service that meets their local preferences whether that is light rail, heavy rail, commuter rail, streetcars, or bus rapid transit.

## Awarded CIG Grants 2013 - 2021



There are currently 78 projects in the CIG program seeking funding in FY 2022 and beyond, including 18 under existing construction grant agreements and those in the earlier phases of development. The number of projects seeking CIG funding has grown significantly with, 20 projects entering the program in calendar year 2021, which was a 150 percent increase over the number that entered in calendar year 2020. This is—a clear indication of the demand from communities around the United States for new and expanded transit services.

Federal Transit Administration  
Proposed FY 2022 and FY 2023 Funding For the Capital Investment Grants and Expedited Project Delivery Pilot Programs  
\$ millions

		FY 2022		FY 2023	
		FY22 Adv. Approp. \$1.600 B *	FY22 Omnibus \$2.248 B	FY23 Adv. Approp. \$1.600 B *	FY23 Budget \$2.850 B
<b>Existing New Starts Full Funding Grant Agreements</b>					
South Central/Downtown Hub	Phoenix, AZ	132.12	100.00	-	-
Westside Subway Section 1	Los Angeles, CA	74.27	100.00	50.00	263.02
Westside Subway Section 2	Los Angeles, CA	74.27	100.00	50.00	200.00
Westside Subway Section 3	Los Angeles, CA	74.27	100.00	50.00	200.00
Mid-Coast Corridor Transit Project	San Diego, CA	74.27	100.00	50.00	191.37
Double Track	Northern Indiana	22.96	50.00	-	-
West Lake Corridor	Northern Indiana	56.86	100.00	-	-
Green Line Extension	Boston, MA	-	48.41	-	-
National Capital Purple Line	Maryland	-	94.75	-	-
Southwest Light Rail	Minneapolis, MN	74.27	100.00	50.00	200.00
Streetcar Main Street Extension	Kansas City, MO	-	24.42	-	-
Federal Way Link Extension	Seattle, WA	74.27	100.00	50.00	268.02
Lynnwood Link Extension	Seattle, WA	74.27	100.00	50.00	200.00
<b>Subtotal Existing New Starts Full Funding Grant Agreements</b>		<b>731.85</b>	<b>1,117.58</b>	<b>350.00</b>	<b>1,522.40</b>
<b>Existing Core Capacity Full Funding Grant Agreements</b>					
Peninsula Corridor Electrification Project	San Carlos, CA	29.04	45.00	-	-
BART Transbay Core Capacity Project	San Francisco, CA	43.30	100.00	-	-
Portal North Bridge	Seacucus, NJ	78.98	100.00	200.00	139.52
Red and Purple Line Modernization Project Phase 1	Chicago, IL	165.48	100.00	-	-
Funding for Other Core Capacity Projects That May Become Ready		-	-	116.80	-
<b>Subtotal Existing Core Capacity Full Funding Grant Agreements</b>		<b>316.80</b>	<b>345.00</b>	<b>316.80</b>	<b>139.52</b>
<b>Proposed New Starts Projects</b>					
Northwest Extension Phase 2 ^	Phoenix, AZ	-	58.12	-	-
METRO Gold Line Bus Rapid Transit	St. Paul, MN	139.35	100.00	-	-
Hudson Tunnels #	Seacucus, NJ	-	-	100.00	-
Second Avenue Subway Phase 2	New York, NY	-	-	-	400.00
Advanced Rapid Transit North-South Corridor	San Antonio, TX	-	-	-	158.08
Funding for Other New Starts Projects That May Become Ready for Construction		-	183.32	421.20	-
Funding and for Project Development and Engineering Grants		-	-	-	-
<b>Subtotal Recommend New Starts Projects</b>		<b>139.35</b>	<b>341.44</b>	<b>521.20</b>	<b>558.08</b>
<b>Recommended Small Starts Projects</b>					
Rapid Transit	Rochester, MN	-	56.09	-	-
Expo Center Bus Rapid Transit	Austin, TX	-	30.86	-	-
Pleasant Valley Bus Rapid Transit	Austin, TX	-	34.75	-	-
RapidRide I Line	Seattle, WA	-	66.72	-	-
Pacific Avenue/SR 7 Bus Rapid Transit	Tacoma, WA	-	75.20	-	-
East-West Bus Rapid Transit	Madison, WI	45.11	57.89	-	-
Downtown-Uptown-Oakland-East End BRT	Pittsburgh, PA	50.05	-	-	-
Innovation Corridor BRT	Memphis, TN	-	-	46.04	-
RapidRide J Line	Seattle, WA	-	-	60.13	-
Funding for Other Small Starts Projects That May Become Ready for Construction		142.44	-	131.43	151.50
Funding and for Project Development Grants		-	-	-	-
<b>Subtotal Recommended Small Starts Projects</b>		<b>237.60</b>	<b>321.50</b>	<b>237.60</b>	<b>151.50</b>
<b>Expedited Project Delivery (EPD) Pilot Program</b>					
BART Silicon Valley Phase II Extension	San Jose, CA	-	-	-	200.00
East San Fernando Valley Transit Corridor Phase 1	Los Angeles, CA	-	-	-	250.00
Funding for Other EPD Projects That May Become Ready		158.40	100.00	158.40	-
<b>Subtotal Recommended Expedited Project Delivery (EPD) Pilot Program</b>		<b>158.40</b>	<b>100.00</b>	<b>158.40</b>	<b>450.00</b>
<b>Oversight Activities</b>		<b>16.00</b>	<b>22.48</b>	<b>16.00</b>	<b>28.50</b>
<b>Grand Total</b>		<b>1,600.00</b>	<b>2,248.00</b>	<b>1,600.00</b>	<b>2,850.00</b>

\* Division J of the IJA provides \$1.6 billion per year in advance appropriations for FY 2022 - FY2026.

^ - The Phoenix NW project was a proposed FFGA in the FY 2022 President's Budget, but has now been awarded an FFGA. It is shown in the proposed FFGA category to better show FY22 proposed allocations.

# These funds will not be allocated to the Hudson Tunnel project until the project sponsor meets statutory requirements for receipt of Federal funds.

# Table of Contents

## Transit Infrastructure Grants (TIG) Detailed Justification

	Page No.
Appropriations Language.....	TIG – 1
Summary by Program Activity (Exhibit III-1) .....	TIG – 3
Summary Analysis of Change (Exhibit III-1a).....	TIG – 5
Detailed Justification by Program Activity.....	TIG – 6



## TRANSIT INFRASTRUCTURE GRANTS

For necessary expenses for Zero Emission System Transformation Planning grants, Climate Resilience and Adaptation grants, and Integrated Smart Mobility grants, [and Transit Modernization Sprint grants, \$550,000,000] \$200,000,000, to remain available until expended: Provided, That of the sums provided under this heading—

(1) \$50,000,000[\$250,000,000] shall be available for competitive Zero Emission System Transformation Planning grants to eligible entities for [the purchase or lease of zero emission buses and associated infrastructure: Provided further, That eligible entities are designated recipients, local governmental authorities, States, and Indian Tribes: Provided further, That an eligible subrecipient is any entity eligible to be a recipient:]planning related to conversion of recipient's transit bus fleet to zero emission buses, and other related planning expenses; Provided, That eligible entities are eligible recipients under section 5339(c) of title 49, United States Code; Provided further, That the Federal share for projects funded under this paragraph shall not exceed 80 percent of the net project cost;

(2) \$100,000,000[\$50,000,000] shall be available for competitive Climate Resilience and Adaptation grants to eligible entities for capital projects that improve the resilience of transit assets related to climate hazards by protecting transit infrastructure, including stations, tunnels, and tracks, from flooding, extreme temperatures, and other climate-related hazards: Provided [further], That eligible entities are designated recipients, local governmental authorities, States, and Indian Tribes: Provided further, That an eligible subrecipient is any entity eligible to be a recipient: Provided further, That the Federal share for projects funded under this paragraph shall not exceed 80 percent of the net project cost; and

(3) \$50,000,000 shall be available for no more than five competitive Integrated Smart Mobility grants to eligible entities for planning and capital projects that support the adoption of innovative approaches to mobility that will improve safety, accessibility, and equity in access to community services and economic opportunities, including first and last mile options such as optimizing transit route planning and using integrated travel planning and payment systems: Provided [further], That eligible entities are designated recipients, local governmental authorities, States, and Indian Tribes: Provided further, That an eligible subrecipient is any entity eligible to be a recipient: Provided further, That the Federal share for projects funded under this paragraph shall not exceed 80 percent of the net project cost :[; and ]

[(4) \$200,000,000 shall be available for competitive Transit Modernization Sprint grants for capital projects to address the nation's critical state of good repair needs: Provided further, That eligible entities are designated recipients, local governmental authorities, States, and Indian Tribes: Provided further, That an eligible subrecipient is any entity eligible to be a recipient: Provided further, That the Federal share for projects funded under this paragraph shall not exceed 80 percent of the net project cost: ]

Provided further, That the amounts made available under this heading shall be derived from the general fund: Provided further, That the amounts made available under this heading shall not be subject to any limitation on obligations for transit programs set forth in this or any other Act: Provided further, That notwithstanding any other provision of law, 1 percent of the funds provided for grants under this heading shall be available for administrative expenses and ongoing program management oversight as authorized under sections 5334 and [5338(f)(2)]5338(c)(2) of title 49,

United States Code, and shall be in addition to any other appropriations available for such purpose: Provided further, That unless otherwise specified, applicable requirements under chapter 53 of title 49, United States Code, shall apply to the amounts made available under this heading.

*Note.—A full-year 2022 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Continuing Appropriations Act, 2022 (Division A of P.L. 117-43, as amended). The amounts included for 2022 reflect the annualized level provided by the continuing resolution.*

## **TRANSIT INFRASTRUCTURE GRANTS**

**[(INCLUDING TRANSFER OF FUNDS)]**

[For an additional amount for "Transit Infrastructure Grants", \$10,250,000,000, to remain available until expended: Provided, That \$2,050,000,000, to remain available until expended, shall be made available for fiscal year 2022, \$2,050,000,000, to remain available until expended, shall be made available for fiscal year 2023, \$2,050,000,000, to remain available until expended, shall be made available for fiscal year 2024, \$2,050,000,000, to remain available until expended, shall be made available for fiscal year 2025, and \$2,050,000,000, to remain available until expended, shall be made available for fiscal year 2026: Provided further, That the funds made available under this heading in this Act shall be derived from the general fund of the Treasury, shall be in addition to any other amounts made available for such purpose, and shall not affect the distribution of funds provided in any Act making annual appropriations: Provided further, That the funds made available under this heading in this Act shall not be subject to any limitation on obligations for the Federal Public Transportation Assistance Program set forth in any Act making annual appropriations: Provided further, That, of the amount provided under this heading in this Act, the following amounts shall be for the following purposes in equal amounts for each of fiscal years 2022 through 2026— ]

[(1) \$4,750,000,000 shall be to carry out the state of good repair grants under section 5337(c) and (d) of title 49, United States Code; ]

[(2) \$5,250,000,000 shall be to carry out the low or no emission grants under section 5339(c) of title 49, United States Code; and]

[(3) \$250,000,000 shall be to carry out the formula grants for the enhanced mobility of seniors and individuals with disabilities as authorized under section 5310 of title 49, United States Code:]

[Provided further, That not more than two percent of the funds made available under this heading in this Act shall be available for administrative and oversight expenses as authorized under section 5334 and section 5338(c) of title 49, United States Code, and shall be in addition to any other appropriations for such purpose: Provided further, That one-half of one percent of the amounts in the preceding proviso shall be transferred to the Office of Inspector General of the Department of Transportation for oversight of funding provided to the Department of Transportation in this title in this Act: Provided further, That such amount is designated by the Congress as being for an emergency requirement pursuant to section 4112(a) of H. Con. Res. 71 (115th Congress), the concurrent resolution on the budget for fiscal year 2018, and to section 251(b) of the Balanced Budget and Emergency Deficit Control Act of 1985.]

*(Infrastructure Investments and Jobs Appropriations Act.)*

**EXHIBIT III-1**

**TRANSIT INFRASTRUCTURE GRANTS  
Summary by Program Activity  
Appropriations, Obligations, and Exempt Obligations  
(\$000)**

<b>APPROPRIATIONS TITLE</b>	<b>FY 2021 ENACTED<sup>1/</sup></b>	<b>FY 2022 CR (w/ IIJA Oblim)</b>	<b>FY 2023 PRES. BUDGET</b>
Urbanized Area Formula Program	-	-	-
Buses and Bus Facilities Grants	\$368,000	\$368,000	-
Low to No Emissions Bus Testing	-	-	-
Research, Development, Demonstration and Deployment Projects	\$2,000	\$2,000	-
Competitive grants to eligible entities to assist areas of persistent poverty	\$16,220	\$16,220	-
Bus Testing Facility	\$2,000	\$2,000	-
State of Good Repair Grants	\$40,000	\$40,000	-
Growing States and High Density States	\$40,000	\$40,000	-
Formula Grants for Rural Areas	\$40,000	\$40,000	-
Ferry Boat	\$8,000	\$8,000	-
Zero Emission System Transformation Planning Grants	-	-	\$50,000
Climate Resilience and Adaptation Grants	-	-	\$100,000
Competitive Integrated Smart Mobility Grants	-	-	\$50,000
<b>TOTAL, Base appropriations</b>	<b>\$ 516,220</b>	<b>\$ 516,220</b>	<b>\$ 200,000</b>
FTEs <sup>2/</sup>			
Direct Funded		29	101
<b>IIJA Supplemental (Division J)</b>	-	<b>\$2,050,000</b>	<b>\$2,050,000</b>
<b>TOTAL</b>	<b>\$ 516,220</b>	<b>\$ 2,566,220</b>	<b>\$ 2,250,000</b>

<sup>1/</sup>The table above does not reflect \$14 billion from the Coronavirus Response and Relief Supplemental Appropriations (CRRSA) Act, 2021 and \$30.5 billion from the American Rescue Plan Act of 2021. The American Rescue Plan Act of 2021, is classified as mandatory funding (M) and enacted within the discretionary (D) Transit Infrastructure Grants account.

<sup>2/</sup>The FTE for FY 2022 and FY 2023 do not reflect FTE funded from the COVID-19 supplementals. The FTE referenced in this table are funded from the IIJA Supplemental (Division J).

## **Program and Performance Statement**

The FY 2023 Budget requests \$200 million for Transit Infrastructure Grants to fund competitively-selected projects. This request includes \$100 million for the Climate Resilience and Adaptation Grants to improve resilience of transit assets to climate-related hazards; \$50 million for the Integrated Smart Mobility Grants to fund up to five pilot projects that adopt innovative approaches to mobility that will improve safety, accessibility, and equity; and \$50 million for the Zero Emission System Transformation Planning Grants to support agencies' planning for transition to zero emission buses and associated infrastructure. This account also received an additional advance appropriation of \$2.1 billion from the Infrastructure Investment Jobs Act (\$950 million for State of Good Repair formula funding; \$1.1 billion for Low or No Emission Grants; and \$50 million for Enhanced Mobility of Seniors and Individuals with Disabilities grants) bringing the total available for this account to \$2.3 billion in FY 2023.

**EXHIBIT III-1a**

**TRANSIT INFRASTRUCTURE GRANTS  
SUMMARY ANALYSIS OF CHANGE FROM FY 2022 TO FY 2023  
Appropriations, Obligation Limitations, and Exempt Organizations  
(\$000)**

	<b>Change From FY 2022 to FY 2023<sup>1/</sup> \$000</b>	<b>Change From FY 2022 to FY 2023<sup>2/</sup> FTE</b>
<b>FY 2022 ANNUALIZED CR</b>	<b>\$516,220</b>	<b>N/A</b>
<b>PROGRAM REDUCTIONS</b>		
Buses and Bus Facilities Grants	(\$368,000)	
Research, Development, Demonstration and Deployment Projects	(\$2,000)	
Competitive grants to eligible entities to assist areas of persistent poverty	(\$16,220)	
Bus Testing Facility	(\$2,000)	
State of Good Repair Grants	(\$40,000)	
Growing States and High Density States	(\$40,000)	
Formula Grants for Rural Areas	(\$40,000)	
Ferry Boat	(\$8,000)	
<b>SUBTOTAL, PROGRAM REDUCTIONS</b>	<b>(\$516,220)</b>	<b>N/A</b>
<b>NEW OR EXPANDED PROGRAMS</b>		
Climate Resilience and Adaptation Grants	\$100,000	N/A
Competitive Integrated Smart Mobility Grants	\$50,000	
Zero Emission System Transformation Planning Grants	\$50,000	
<b>SUBTOTAL, NEW OR EXPANDED PROGRAMS</b>	<b>\$200,000</b>	<b>N/A</b>
<b>FY 2023 REQUEST</b>	<b>\$200,000</b>	<b>N/A</b>
<b>Supplemental Appropriations: IIJA (Division J)</b>	<b>\$2,050,000</b>	<b>101</b>
<b>TOTAL</b>	<b>\$2,250,000</b>	<b>101</b>

<sup>1/</sup> This table does not reflect COVID-19 supplemental funding.

<sup>2/</sup> The FTE referenced in this table are funded from the IIJA Supplemental (Division J).

## Detailed Justification for Transit Infrastructure Grants

### What Is the Request and What Funds Are Currently Spent on the Program?

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The FY 2023 Budget requests \$200 million. This includes \$50 million for new Zero Emission System Transformation Planning Competitive Grants, \$50 million for Integrated Smart Mobility Pilot Grants and \$100 million for Climate Resilience and Adaptation Competitive Grants. Also included is an additional advanced appropriation of \$2.1 billion from the Infrastructure Investment and Jobs Act, bringing the total available in this account to \$2.3 billion in FY 2023.

Specifically, the \$200 million request supports:

- *Zero Emission System Transformation Planning Competitive Grants* - \$50 million will support the Zero Emission System Transformation Planning Grants to fund competitive grants to support agencies as they plan for their agency's transition to zero emission buses and associated infrastructure, including considerations relating to technology, utilities, workforce development, service planning, and system operations.
- *Climate Resilience and Adaptation Competitive Grants* - \$100 million for competitive grants that will support improvements to the resilience of transit assets to climate-related hazards by protecting transit stations, tunnels, tracks and other infrastructure from flooding, extreme temperatures, and other climate-related hazards.
- *Competitive Integrated Smart Mobility Pilot Grants* - \$50 million to support transformational investments in up to five projects that support a combination of active transportation, shared use mobility, and public transportation improvements. In addition to addressing door to door safety, these projects will support the transformation of transportation to an integrated services model. It will also support innovative approaches to mobility that will improve accessibility and equity in access to community services and economic opportunities including first and last mile operations.

### **FY 2022 Anticipated Accomplishments**

The FY 2022 Annualized Continuing Resolution level provided \$516 million for the Transit Infrastructure Grants account for the following purposes:

- *Buses and Bus Facilities Grants*—\$368 million in formula funding (\$118 million of the total) and competitive funding, including low or no emission vehicles, (\$250 million of the total) to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities. Specifically, eligible capital projects include the purchase of buses for fleet and service expansion, bus maintenance and administrative facilities, transfer facilities, bus malls, transportation centers, intermodal terminals, park-and-ride stations, acquisition of replacement vehicles, bus rebuilds, bus preventive maintenance, passenger amenities such as passenger shelters and bus stop signs, accessory and miscellaneous equipment such as mobile radio units, supervisory vehicles, fare boxes, computers and shop and garage equipment.

- *Research, Development, Demonstration and Deployment Projects* - \$2 million for projects and activities to advance innovative public transportation research, demonstration, deployment, development and testing.
- *Competitive grants to eligible entities to assist areas of persistent poverty* - \$16.2 million for planning, engineering, or development of technical or financing plans for projects eligible under Chapter 53 of Title 49.
- *Bus Testing Facility* - \$2 million for an FTA-funded bus testing facility that has tested 413 buses since its inception and identified almost 8,900 test failures, 41 of which were critical safety hazards. Public transportation law requires all new bus models purchased using FTA funds to be tested on a pass/fail system for compliance with performance standards for safety, structural integrity, reliability, performance (including braking performance), maintainability, emissions, noise, and fuel economy.
- *State of Good Repair Grants* - \$40 million for capital grants to restore and replace aging transportation infrastructure through reinvestment in existing rail fixed guideway systems and high-intensity motorbus systems.
- *High Density State Apportionments* - \$40 million is allocated between the Urban and Rural Area programs based on the legislative funding formula for this program.
- *Ferry Boat* - \$8 million in competitive funding for capital projects to support existing ferry service, establish new ferry service, and repair and modernize ferry boats, terminals, and related facilities and equipment. Funds may not be used for operating expenses, planning, or preventive maintenance.

Both Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) and American Rescue Plan Act (ARPA) funds continue to provide funding for operations and payroll at 100-percent federal share. Funding continues to focus on urban and rural areas, tribal governments, and enhanced mobility of seniors and individuals with disabilities in communities that demonstrate additional pandemic-associated needs. The following highlight the continued efforts to address the COVID-19 pandemic:

- FTA continues to hold regular conference calls and listening sessions with transit stakeholders and to post Frequently Asked Questions (FAQs) on its website to provide guidance to the transit industry, ensuring that transit service continues to be available to make communities strong and provide essential service to support the economy.
- FTA implemented flexibilities under FTA's Emergency Relief Program to allow Urban Area (5307) and Rural Area (5311) formula funding to be used at 100 percent federal share for COVID-19 related expenses, including operations expenses for large urban recipients.



**Table of Contents**

**Transit Research (TR)  
Detailed Justification**

	Page No.
Appropriation Language .....	TR – 1
Summary by Program Activity (Exhibit III-1) .....	TR – 2
Summary Analysis of Change (Exhibit III-1a).....	TR – 3
Detailed Justification by Program Activity.....	TR – 4



## TRANSIT RESEARCH

For necessary expenses to carry out section 5312 of title 49, United States Code, \$30,000,000, to remain available until expended: *Provided*, That such amounts are in addition to any other amounts made available for such purposes and shall not be subject to any limitation on obligations for transit programs set forth in this or any other Act.

*Note.—A full-year 2022 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Continuing Appropriations Act, 2022 (Division A of P.L. 117-43, as amended). The amounts included for 2022 reflect the annualized level provided by the continuing resolution.*

**EXHIBIT III-1**

**TRANSIT RESEARCH**  
**Summary by Program Activity**  
**Appropriations, Obligations, and Exempt Obligations**  
**(\$000)**

<b>APPROPRIATIONS TITLE</b>	<b>FY 2021 ENACTED</b>	<b>FY 2022 CR (w/ IIIJA oblim)</b>	<b>FY 2023 Pres. Bud.</b>
Transit Research Program (Section 5312)	\$0	\$0	\$30,000
<b>TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$30,000</b>

**Program and Performance Statement:**

Transit Research will provide funding to support research, demonstration and deployment projects that will leverage new mobility trends in a post-COVID world, accelerate the adoption of zero-emission buses in public transportation, and advance transit safety innovation research. The FY 2023 budget requests \$30 million.

**EXHIBIT III-1a**

**TRANSIT RESEARCH**

**SUMMARY ANALYSIS OF CHANGE FROM FY 2022 TO FY 2023  
Appropriations, Obligation Limitations, and Exempt Organizations  
(\$000)**

	<b>Change From FY 2022 to FY 2023 (\$000)</b>	<b>Change From FY 2022 to FY 2023 FTE</b>
<b>FY 2022 CR</b>	<b>\$0</b>	<b>N/A</b>
<b>FY 2023 REQUEST</b>	<b>\$30,000</b>	

## Detailed Justification for the Transit Research Program

### What is the Request and What Funds are Currently Spent on the Program?

The FY 2023 Budget requests \$30 million in General Funds to support Public Transportation Innovation in the following key areas:

- \$14 million for New Mobility research and demonstrations through the Mobility NeXt program, which supports the administration’s goals to address racial equity, help transit agencies transform by building back better and “future proofing” their systems in support of climate and sustainability goals.
- \$5.08 million for safety research and innovation through FTA’s Safety NeXt Program to make public transportation systems safer for workers, riders, pedestrians, bicyclists, and all who interact with local transit systems in support of the DOT safety goal.
- \$10 million for zero-emission and asset management research through FTA’s Environmental Sustainability and Resilience Program that addresses the administration’s climate change, transformation, and economic growth goals by improving management of core assets and accelerating the adoption of zero-emission buses and associated electrification infrastructure, increasing system resiliency and decreasing emissions from the transport sector.

These FY 2023 innovative research programs address the most pressing needs in transit systems today and support administration priorities of:

- **Safety:** enhancing state safety oversight programs by strengthening rail inspection practices, protect workers and riders from injuries and ensure safe, equitable access to transit.
- **Modernization:** repairing and upgrading aging transit infrastructure and modernize bus and rail fleets.
- **Climate:** protecting the Earth, and our children, from pollution, keeping our air and our water cleaner by replacing buses and ferries with cleaner, greener vehicles.
- **Equity:** investing millions to upgrade transit stations to ensure that everyone can ride. We will also bring better transit to communities that have long had more limited access.

FTA’s research program furthers safety, improves core assets, addresses racial equity and economic inclusion, supports transitions to zero-emissions by 2050, and helps agencies field transformative operational models and modernize infrastructure to build back better to achieve a safe, equitable, and sustainable transportation system. Some examples of new FY 2022 projects will be enhancing the use of flex-funding, addressing mobility insecurity, safety applications of Automated Driver Assistance Systems for transit buses, exploring the use of Unmanned Aircraft Systems in transit, and cybersecurity research for transit agencies.

Major research activities for FY 2022 will include New Mobility demonstration – termed Mobility NeXt - research to meet racial equity, economic inclusion as well as transformation and “future proofing” goals. FTA will also start projects that address the administration’s climate, resilience and economic strength goals by accelerating the adoption of zero-emission buses and associated

electrification infrastructure. FTA will continue safety research to increase the safety of riders and reduce operator assaults.

FTA's FY 2022 innovation and research efforts will help to deliver the following outcomes:

- Improve efficiency, effectiveness, and quality of public transportation services through utilizing new, more equitable mobility technologies that help agencies transform and adapt to post-COVID-19 ridership, while addressing economic inclusion, transformation, and “future proofing” public transportation systems. The overarching expected impact provides ways to track equity, and significantly improved ridership from COVID-19 related levels.
- Accelerate transition from conventional (i.e. diesel and gasoline fueled) vehicles to zero-emission vehicles, such as battery electric and fuel cell electric buses, as evidenced by greater numbers of zero-emission vehicles in the public transportation industry; effective transitions to electrification maintenance and operational jobs that ensure equitable economic strength and building transit's core assets back better.
- Reduce risk of transit safety incidents, injuries and fatalities for transit workers, riders, pedestrians, and bicyclists.

Working toward the transit fleet of the future, in FY2022, FTA will implement innovative research projects to accelerate the adoption of zero-emission buses and associated electrification infrastructure. This research builds upon the results of previous low or no emissions research, including the \$76 million national fuel cell bus program and \$110 million in the low or no bus research.

### **What are these Programs and what does this funding level support?**

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The \$30 million General Fund investment will support the following key areas:

#### **Mobility NeXt (\$14 million) –**

In 2023, FTA's Mobility NeXt program will continue to focus on uncovering the NeXt iteration of the most promising technologies, practices, and strategies to accelerate public transportation transformation – preparing for the future. The program will continue to seek opportunities to mobilize Federal and private sector investments in mobility research to advance new mobility concepts, technologies, and solutions. This program supports the DOT strategic goals of transformation and equity.

#### **Program Objectives:**

- Invest to find solutions to address mobility insecurity.
- Continue to assess promising practices with integrated mobility systems and payment.
- Advance exploratory research on transformational mobility that improves accessibility, supports smart travelers through personalized mobility, and provides information to enhance low-carbon transportation choices through the Mobility NeXt program.

### **Anticipated Program Activities:**

*Mobility NeXt Enabling Research:* Continue exploratory research on transformational mobility data analytics and technological solutions that enable smart transit operations through integrated mobility, and smart travelers through personalized mobility.

*Mobility NeXt Demonstration:* Prepare for demonstrations of public transportation transformation, while achieving climate and equitable mobility outcomes.

These activities will help FTA implement Executive Order 13985 *Advancing Racial Equity and Support for Underserved Communities Through the Federal Government* and support the administration's goals of rebalancing investments to meet racial equity, economic inclusion as well as transformation and "future proofing."

### **Safety NeXt (\$5 million) –**

- In 2023, the Safety NeXt program will enhance safety by leveraging innovative technologies such as AI and machine learning to monitor, predict and plan operations and maintenance that can reduce worker injuries; advanced technologies that can increase rider, bicyclists, and pedestrian safety; and assess the utility of UAS and robotics to conduct surveys, inspections and repairs using advanced mapping, and video analytics. The program will also enable FTA to support the industry's use of advanced technologies to improve rider safety through lessons learned from the COVID-19 research demonstration program and FY 2022 research to improve safely moving riders onto and off transit vehicles.

### **Program Objective:**

- Apply research findings to develop and demonstrate applications that improve transit worker and traveler safety through Safety NeXt.
- Apply safety risk management and new national roadway safety principles and systems to safety research.
- Safety NeXt will support research to reduce fatalities and injuries and improve safety culture with the use of innovative technologies, practices, and systems.

### **Anticipated Program Activities:**

*Worker Safety:* Apply roadway transit worker safety research findings and undertake application development and demonstration.

*Rider Safety:* Continue to utilize advanced technologies to ensure rider safety building upon lessons learned from the COVID-19 research demonstration program and FY2022 research into ways to ensure safe embarking and disembarking from transit vehicles.

*Pedestrian and Bicyclist Safety:* Apply pedestrian and bicyclist safety research findings and undertake application development and demonstration.

## **Environmental Sustainability and Resiliency (\$10 million) -**

In FY 2023, this program will modernize infrastructure and field climate solutions through innovative research investments that support the transition to carbon-neutral transit fleets. The program will build from lessons learned in FY 2022. The Environmental Sustainability and Resiliency program supports the Department's economic growth, and climate solutions strategic goals.

### **Program Objectives:**

- Develop and review zero-emissions transition needs for transit agencies and research solutions to address operational areas such as new route-planning, optimizing charging costs and utility partnerships, as well as build on research to recommend next steps to transition transit fleets for the future to meet the carbon-reduction goals of a zero-emissions transit fleet by 2050.
- Attracting new riders and further reduce emissions from transit, so public transportation can play a major role in reducing emissions.

### **Anticipated Program Activities:**

*Transit Electrification:* Develop and refine user scenarios into concepts of operation, prototype development, testing and demonstration on novel ways to charge and optimize charging costs and operations. Identify recommendations, next steps and actions from the policy and institutional barriers study for transit fleet transition to battery electric and hydrogen fuel cell no emission buses including common vehicle specification and procurement for large, small and rural transit agencies.

These priorities will help further Executive Order 14008 *Tackling the Climate Crisis at Home and Abroad*. The research activities will support the administration's goals of climate and resilience as well as equitable economic strength and improving core assets.

**Small Business Innovation Research (SBIR) (3.2% of the total request)** – A portion of the request will be dedicated to support U.S. small businesses as they explore technological projects with the potential for commercialization. The purpose of the SBIR program is to support scientific excellence and technological innovation through the investment of Federal research funds in critical American priorities to build a strong national economy. The program was established to stimulate technological innovation; meet Federal research and development needs; foster and encourage participation in innovation and entrepreneurship by women and socially or economically disadvantaged persons; and increase private-sector commercialization of innovations derived from federal research and development funding. FTA selects topics for SBIR projects related to the administration's goal to grow U.S. based businesses in key markets associated with achieving zero-emissions in public transportation and address economic equity by supporting small businesses in historically disadvantaged communities.



# Table of Contents

## Washington Metropolitan Area Transit Authority (WMATA) Detailed Justification

	Page No.
Appropriation Language .....	WMATA – 1
Summary by Program Activity (Exhibit III-1) .....	WMATA–2
Analysis of Change Table (Exhibit III-1a) .....	WMATA – 3
Detailed Justification by Program Activity.....	WMATA – 4



## 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.[: *Provided further*, That the Secretary, in order to ensure safety throughout the rail system, may waive the requirements of section 601(e)(1) of division B of the Passenger Rail Investment and Improvement Act of 2008 (Public Law 110–432).]

*Note.—A full-year 2022 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Continuing Appropriations Act, 2022 (Division A of P.L. 117-43, as amended). The amounts included for 2022 reflect the annualized level provided by the continuing resolution.*

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

<b>APPROPRIATIONS TITLE</b>	<b>FY 2021 ENACTED</b>	<b>FY 2022 CR (w/ IIJA Oblim)</b>	<b>FY 2023 PRES. BUDGET</b>
Washington Metropolitan Area Transit Authority	\$150,000	\$150,000	\$150,000
<b>TOTAL, Base appropriations</b>	<b>\$150,000</b>	<b>\$150,000</b>	<b>\$150,000</b>
FTEs			
Direct Funded	N/A	N/A	N/A
<b>IIJA Supplemental (Division J)</b>	N/A	N/A	N/A
<b>TOTAL</b>	<b>\$150,000</b>	<b>\$150,000</b>	<b>\$150,000</b>

**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 2023 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.

**EXHIBIT III-1a**

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY  
SUMMARY ANALYSIS OF CHANGE FROM FY 2022 TO FY 2023  
Appropriations, Obligations, Limitations, and Exempt Obligations  
(\$000)**

	<b>Changes from FY 2022 to FY 2023 (\$000)</b>	<b>Changes from FY 2022 to FY 2023 (FTE)</b>
<b>FY 2022 ANNUALIZED CR</b>	<b>\$150,000</b>	<b>N/A</b>
<b>FY 2023 REQUEST</b>	<b>\$150,000</b>	<b>N/A</b>
<b>Supplemental Appropriation: IIJA (Division J)</b>	<b>N/A</b>	<b>N/A</b>
<b>TOTAL</b>	<b>\$150,000</b>	<b>N/A</b>

**Detailed Justification for the Washington Metropolitan Area Transit Authority**

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**FY 2023 – WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY  
(\$000)**

<b>PROGRAM ACTIVITY</b>	<b>FY 2021 ENACTED</b>	<b>FY 2022 CR (w/ IJJA Oblim)</b>	<b>FY 2023 PRES. BUDGET</b>
Washington Metropolitan Area Transit Authority	\$150,000	\$150,000	\$150,000
Supplemental Appropriation - IJJA	N/A	N/A	N/A
<b>TOTAL</b>	<b>\$150,000</b>	<b>\$150,000</b>	<b>\$150,000</b>

The budget requests \$150 million for WMATA to address capital and preventive maintenance projects). The Passenger Rail Investment and Improvement Act of 2008 was amended to include funding for the Office of Inspector General of WMATA in the amount of \$5,000,000 authorized for a fiscal year under section 601(f). Additionally, the \$150 million in funding leverages and ensures matching capital funding from WMATA’s local compact members -- the District of Columbia, the State of Maryland, and the Commonwealth of Virginia. In addition, WMATA will continue to receive additional funding annually under FTA’s core formula programs for capital and preventive maintenance to address the state of good repair needs.

In FY 2020, WMATA received \$876 million under the Coronavirus Aid, Relief, and Economic Security (CARES) Act. In FY 2021, WMATA received \$714 million under the Coronavirus Response and Relief Supplemental Appropriations Act and an additional \$1 billion under the American Rescue Plan Act.

**What is this program and what does this funding level support?**

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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 and each annual appropriation provided to WMATA is \$150 million in funding. Continuing this funding in FY 2023, will help WMATA address its reinvestment and maintenance backlog to improve the safety and reliability of service and provide funding for a strong and independent Office of the Inspector General of WMATA. Funding will provide WMATA with additional Federal funds matched by WMATA’s local compact members, the District of Columbia, the State of Maryland, and the Commonwealth of Virginia, to make investments that address critical safety needs.

The beneficiaries of the program are the system riders – both commuters and visitors to the Nation’s Capital and surrounding areas, who depend on reliable and safe transit service. Many Federal employees receive transit benefits funded by their agency to use the WMATA system.

WMATA received \$102 million in fares in FY 2019 from the Federal transit benefit program operated in the National Capital Region.

Since FY 2010, Congress has directed that FTA prioritize this direct funding to first address the immediate safety shortfalls identified by the NTSB, which were issued in response to WMATA's July 2009 deadly rail crash, and place the highest priority on those investments that will improve the safety of the system before approving such grants.

The \$150 million request leverages \$148.5 million (after the statutory reduction of 1% or \$1.5 million for Federal oversight) 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, 2021, and the Infrastructure Investment and Jobs Act of 2021 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. Without capital reinvestment, transit assets will deteriorate and ultimately affect system safety, reliability, and performance.

### **FY 2022 Anticipated Accomplishments**

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WMATA will continue to work with FTA to develop grant agreements that support ongoing investments to improve the safety of the system. FY 2022 funding supports addressing safety related corrective actions; ongoing investments in radio and cellular infrastructure improvement; continuing replacement of Automatic Train Control infrastructure; critical rehabilitation of outdoor platforms; the overhaul and replacement of elevators and escalators; and continuing to track component replacement, and railcar renovations focused on safe operations.

### **What does FY 2023 funding level support?**

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As in previous years, FTA will develop a grant agreement with WMATA detailing how the \$150 million in new capital funds will be used. The program evaluates WMATA every year to determine whether assets are in a state of good repair, and FTA will review projects to ensure the highest priority is placed on investments that will improve safety and reliability of the Metrorail system. Projects expected in FY 2023 could include elevator and escalator rehabilitation, rehabilitation of the Yellow Line steel tunnel liner and bridge structure repairs, station platform improvement and modernization, tunnel and leak mitigation, emergency ventilation in tunnels and stations, radio infrastructure installation, replacement of Automatic Train Control infrastructure, and other high priority safety and state of good repair initiatives.

### **What Benefits Will Be Provided To The American Public Through This Request?**

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WMATA's transit services are a critical component of the National Capital Region's transportation network and is a key factor for businesses starting and relocating to the region. Its

capital improvement program is designed to improve rail, bus and paratransit service to customers.

This funding helps address critical safety and state of good repair needs documented by FTA, NTSB and the State Safety Oversight Agency (SSOA), including the improved safety of railcars, track infrastructure safety improvements, emergency ventilation in tunnels and stations, radio infrastructure installation, and maintenance and repair of elevated structures. Ongoing platform rehabilitation supports ADA and equity goals by providing level-boarding at station platforms that have severely deteriorated. These projects will improve the effectiveness and efficiency of WMATA railcar service by addressing critical safety and a backlog of repair needs. By continuing to support this program, measurable gains towards safety, equity and economic recovery, will be achieved.

A continued commitment to ensure a sustainable, safe, equitable and reliable transit infrastructure allows WMATA to stand behind its commitment to social equity in transit access across all areas of business.

**Table of Contents**

**Technical Assistance, Workforce and Training (TA)  
Detailed Justification**

	Page No.
Appropriations Language.....	TA – 1
Program and Performance Statement.....	TA – 2
Summary by Program Activity (Exhibit III-1) .....	TA – 3
Detailed Justification by Program Activity.....	TA – 4



## TECHNICAL ASSISTANCE AND TRAINING ACCOUNT

For an additional amount for necessary expenses to carry out section 5314 of title 49, United States Code, \$8,000,000, to remain available until September 30, 2024: *Provided*, That the assistance provided under this heading does not duplicate the activities of section 5311(b) or section 5312 of title 49, United States Code: *Provided further*, That such amounts are in addition to any other amounts made available for such purposes and shall not be subject to any limitation on obligations set forth in this or any other Act.

*Note.—A full-year 2022 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Continuing Appropriations Act, 2022 (Division A of P.L. 117-43, as amended). The amounts included for 2022 reflect the annualized level provided by the continuing resolution.*

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

<b>APPROPRIATIONS TITLE</b>	<b>FY 2021 ENACTED</b>	<b>FY 2022 CR (w/ IIIJA Oblim)</b>	<b>FY 2023 PRES. BUDGET</b>
Technical Assistance and Training	\$7,500	\$7,500	\$8,000
<b>TOTAL, Base appropriations</b>	<b>\$7,500</b>	<b>\$7,500</b>	<b>\$8,000</b>
FTEs			
Direct Funded	-	-	-
<b>IIJA Supplemental (Division J)</b>	-	-	-
<b>TOTAL</b>	<b>\$7,500</b>	<b>\$7,500</b>	<b>\$8,000</b>

**Program and Performance Statement:**

The FY 2023 budget requests \$8 million for technical assistance and training activities. These funds will increase the capacity and capabilities of States and transit agencies to attract and retain the next generation of the transit workforce, effectively implement transit programs and meet Federal requirements, and transform transit to meet the mobility, equity, climate and safety challenges facing communities and the Nation.

EXHIBIT III-1a

TECHNICAL ASSISTANCE AND TRAINING  
SUMMARY ANALYSIS OF CHANGE FROM FY 2022 TO FY 2023  
Appropriations, Obligations, Limitations, and Exempt Obligations  
(\$000)

	Changes from FY 2022 to FY 2023 (\$000)	Changes from FY 2022 to FY 2023 (FTE)
<b>FY 2022 ANNUALIZED CR</b>	<b>\$7,500</b>	N/A
<b>PROGRAM INCREASES</b>		
Technical Assistance and Training	\$500	-
<b>SUBTOTAL, PROGRAM INCREASES</b>	<b>\$500</b>	-
<b>FY 2023 REQUEST</b>	<b>\$8,000</b>	N/A
<b>Supplemental Appropriation: IIJA (Division J)</b>	N/A	N/A
<b>TOTAL</b>	<b>\$8,000</b>	N/A

## Detailed Justification for the Technical Assistance Program

### What is the Request and What Funds are Currently Spent on the Program?

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#### FY 2023 – TECHNICAL ASSISTANCE AND TRAINING - BUDGET REQUEST (\$000)

<b>PROGRAM ACTIVITY</b>	<b>FY 2021 ENACTED</b>	<b>FY 2022 CR (w/ IJA Oblim)</b>	<b>FY 2023 PRES. BUDGET</b>
Technical Assistance and Training	\$7,500	\$7,500	\$8,000
Supplemental Appropriation - IJA	N/A	N/A	N/A
<b>TOTAL</b>	<b>\$7,500</b>	<b>\$7,500</b>	<b>\$8,000</b>

For FY 2023, FTA is requesting \$8 million for technical assistance and workforce programs and projects working closely with public transportation agencies and nonprofit cooperative agreement partners.

#### **What is this program and what does this funding level support?**

This program enables FTA to provide technical assistance, workforce development, standards, and training to the public transportation industry. In FY2023, FTA will continue to support existing technical assistance activities that provide essential support to transit agencies in key areas such as accessibility, equitable services, mobility services, environmental resilience, and workforce development. Funds will continue to support the new workforce development center that was announced in FY2021 to retain, recruit, reskill and upskill transit staff to support transit operations and advanced technologies as well as traditional transit roles as public transportation agencies face significant retirements. From a frontline workforce perspective, one major area is assisting transit agencies to have the right personnel who can operate and maintain climate-friendly, low and zero emission vehicles.

These activities will help agencies achieve the Department of Transportation strategic goals to foster safety in the United States transportation system; enhance economic development; further equity; develop climate friendly solutions; and transform public transportation by building back better for a new and exciting future.

#### **What benefits will be provided to the American public through this request and why is this program necessary?**

The benefits to the American Public for these investments include:

- Addressing the specific needs of rural and tribal systems.
- Helping transit systems address cybersecurity challenges.

- Aiding the transit industry's efforts to reskill and upskill transit agency staff to operate and maintain low and zero emission vehicles, working towards developing a fully zero-emission transit fleet over the next few decades.
- Helping transit agencies retain and recruit a diverse workforce capable of providing all aspects of agency services.
- Establishing and promoting promising practices to further equitable, accessible mobility in public transportation systems.
- Supporting the deployment of advanced technology systems.
- Helping transit agencies plan and field programs that enhance environmental sustainability.
- Developing useful resources to help transit agencies move from fossil fuel to zero-emissions fleets including information on how to choose the right zero-emission bus; how to plan, deploy, and maintain charging infrastructure; and how to develop agreements with utility companies.
- As needed, invest in the development of standards that increase safety and support climate solutions.

Technical assistance centers provide critical information, assistance, outreach, and subject matter expertise that augment transit agency capabilities and often provides support to help agencies tailor programs to their specific needs in the critical areas noted above. Additionally, as FTA sees results from FY2021 and FY2022 investments in technical assistance, workforce development, and standards, FTA will build upon those outcomes as all of these projects evolve to meet the needs of transit agencies to serve the American public with the best services possible for today and tomorrow. As they demonstrated throughout the COVID-19 public health emergency, public transportation agencies are key resource that helps essential workers get to their jobs and can be mobilized to support activities such as helping people get vaccinations. FTA expects that public transportation agencies will transform significantly in FY 2023 based upon what they learned in FY2021 and will learn in FY 2022. FTA will continue to find ways to support their transformation through well targeted investments from the Technical Assistance and Workforce Development Program.



## Table of Contents

### Section 4 – Research, Development and Technology

	Page No.
Exhibit IV-1 Table.....	RDT-1
Exhibit IV-2 Table.....	RDT-2
Narrative Justification .....	RDT-3



**DEPARTMENT OF TRANSPORTATION  
FY 2023 BUDGET  
FEDERAL TRANSIT ADMINISTRATION  
RESEARCH, DEVELOPMENT & TECHNOLOGY BUDGET NARRATIVE  
(Budget Authority in Thousands)**

Program	FY 2021 ENACTED	FY 2022 CR (w/ IIJA Oblim)	FY 2022 ENACTED	FY 2023 REQUEST	Applied	Tech Transfer	Facilities	Experimental Development	Major Equipment, R&D Equipment
<b>PUBLIC TRANSPORTATION INNOVATION</b>									
<i>Mobility Innovation Program</i>	\$3,672	\$3,672	\$3,672						
<i>Strategic Transit Automation Program</i>				\$7,000				\$7,000	
<i>Transit Cybersecurity</i>				\$2,000	\$2,000				
<i>Advanced Digital Construction Management</i>									
		\$2,093	\$2,093	\$3,000	\$3,000				
<i>Low No Component Testing 5312(h)</i>		\$5,000	\$5,000	\$5,105				\$5,105	
<i>Small Business Innovation Research Program</i>	\$640	\$808	\$808	\$825				\$825	
<i>Infrastructure Program</i>	\$6,480	\$6,480	\$6,480						
<i>Bus Testing Learning Lab</i>				\$2,000				\$2,000	
<i>Transit Cooperative Research Program (TCRP) 5312(i)</i>	\$5,000	\$6,579	\$6,579	\$6,716	\$6,716				
<i>Safety</i>	\$10,208	\$10,208	\$10,208	\$8,964	\$8,964				
<i>Technology Transfer and Performance</i>	\$2,000	\$2,000	\$2,000	\$2,000		\$2,000			
<b>Subtotal, Transit Formula Grants</b>	<b>\$28,000</b>	<b>\$36,840</b>	<b>\$36,840</b>	<b>\$37,610</b>	<b>\$20,680</b>	<b>\$2,000</b>	<b>\$-</b>	<b>\$14,930</b>	<b>\$-</b>
<b>TRANSIT INFRASTRUCTURE GRANTS</b>									
<i>Small Business Innovative Research</i>	\$64	\$64	\$384						
<i>Research - Innovative Mobility Solution</i>	\$968	\$968	\$968						
<i>Research - Accelerate Innovative Mobility Initiatives</i>	\$968	\$968	\$968						
<i>Research - Accelerated Adoption of Zero Emission Buses</i>			\$9,680						
<b>Subtotal, Transit Infrastructure Grants</b>	<b>\$2,000</b>	<b>\$2,000</b>	<b>\$12,000</b>						
<b>TRANSIT RESEARCH</b>									
<i>Safety NeXt</i>				\$5,008	\$5,008				
<i>Mobility NeXt</i>				\$14,000	\$14,000				
<i>Environmental Sustainability and Resiliency</i>				\$10,000	\$10,000				
<i>Small Business Innovation Research Program</i>				\$992				\$992	
<b>Subtotal, Transit Research</b>				<b>\$30,000</b>	<b>\$29,008</b>			<b>\$992</b>	
<b>TOTAL FEDERAL TRANSIT ADMINISTRATION</b>	<b>\$30,000</b>	<b>\$38,840</b>	<b>\$48,840</b>	<b>\$67,610</b>	<b>\$49,688</b>	<b>\$2,000</b>	<b>\$-</b>	<b>\$15,922</b>	<b>\$-</b>

**Exhibit IV-2 FY 2023 Budget Request – RD&T Program Funding by DOT Strategic Goal**

**Department of Transportation - FY 2023 Budget  
Federal Transit Administration  
Research, Development, & Technology Budget**

ACCOUNT/PROGRAM	FY 2023 Request	DOT STRATEGIC GOALS					ORGANIZATIONAL EXCELLENCE
		SAFETY	ECONOMIC STRENGTH	EQUITY	CLIMATE & SUSTAINABILITY	TRANSFORMATION	
<b>Transit Formula Grants</b>							
<i>Strategic Transit Automation</i>	\$7,000					\$7,000	
<i>Transit Cybersecurity</i>	\$2,000	\$2,000					
<i>Advanced Digital Construction Management</i>	\$3,000					\$3,000	
<i>Bus Testing Learning Lab</i>	\$2,000		\$2,000				
<i>Safety</i>	\$8,964	\$8,964					
<i>Research to Practice and Dissemination Program (Tech Transfer)</i>	\$2,000					\$2,000	
<i>Low No Component Testing 5312(h))</i>	\$5,105				\$5,105		
<i>Transit Cooperative Research Program</i>	\$6,716		\$1,000	\$3,716	\$1,000	\$1,000	
<i>Small Business Innovation Research Program</i>	\$825		\$825				
<b>Transit Research</b>							
<i>Mobility NeXt</i>	\$14,000			\$5,000		\$9,000	
<i>Safety NeXt</i>	\$5,008	\$5,008					
<i>Environmental Sustainability and Resiliency</i>	\$10,000				\$10,000		
<i>Small Business Innovation Research Program</i>	\$992		\$992				
<b>TOTAL</b>	<b>\$67,610</b>	<b>\$15,972</b>	<b>\$4,817</b>	<b>\$8,716</b>	<b>\$16,105</b>	<b>\$22,000</b>	<b>\$0</b>

## FY 2023 Exhibit and Narrative Justification Public Transportation Innovation Title 49 U.S.C. §5312

Research and innovation play an increasingly important role in helping public transportation reinvent itself and adapt to new work and travel patterns while tackling historic inequities, reducing greenhouse gas emissions, and accelerating equitable economic growth. Research provides information and solutions for transit agencies' decision-making related to operations, infrastructure, and mobility. FTA's research mission is to enable a robust and safe public transportation network that connects communities and protects the environment.

FTA achieves its research mission by developing, demonstrating, evaluating, and deploying transformative technologies and processes that increase public connectivity and access essential to economic mobility while reducing climate impacts. In support of the Department's strategic goals, FTA's strategic research goals are to facilitate equitable accessible mobility; support the deployment of environmentally sustainable systems; and enable a safe and secure public transportation system.

*Figure 1. FTA research focused around areas of impact that will improve public transportation for America's communities.*

The FTA's research activities are authorized by Federal public transportation law (49 U.S.C. § 5312), which states that the Secretary of Transportation: "may make grants and enter into contracts,

cooperative agreements, and other agreements for research, development, demonstration, and deployment projects, and evaluation of research and technology of national significance to public transportation, that the Secretary determines will improve public transportation."



The FY 2023 Budget requests a total of \$68 million. The funding requests includes \$30 million in General Funds and \$36.7 million in Trust Fund programs authorized under the Bipartisan Infrastructure Law. The funds support Public Transportation Innovation in the following key areas:

### General Fund Activities

- \$14 million for research and demonstrations through the Mobility NeXt program, which supports the administration's goals to address racial equity and help transit agencies transform by building back better and "future proofing" their systems in support of climate and sustainability goals.
- \$5 million for research and innovation through FTA's Safety NeXt Program to make public transportation systems safer for workers, riders, pedestrians, bicyclists, and all who encounter local transit systems in support of the DOT safety goal.
- \$10 million for zero-emission and asset management research through FTA's Environmental

Sustainability and Resilience Program that addresses the administration's climate change, transformation, and economic growth goals by improving management of core assets and accelerating the adoption of zero-emission buses and associated electrification infrastructure, increasing system resiliency and decreasing emissions from the transport sector.

### **Trust Fund Activities**

- \$7 million for Strategic Transit Automation activities to utilize transit automation to enhance public transportation operations, expand mobility mitigate inequities, and maintain domestic leadership and economic growth in the industry. This research supports the DOT's transformation goal.
- \$3 million for programs to address Transit Cybersecurity in support of DOT's safety goal. Cybersecurity efforts will identify vulnerabilities, threats, and risks and assess and develop solutions based on initial research findings with applications that transit agencies can implement.
- \$2 million for the Advanced Digital Construction Management Systems Program, authorized under 49 U.S.C. § 5312(b)(4). FTA will promote, implement, deploy, demonstrate, showcase, support, and document the application of practices, performance, and benefits to support transformation.
- \$2 million for a Bus Testing Learning Laboratory to use findings from bus testing, explore human factors, and drive the use of new advanced technologies such as modeling and simulation to support transit vehicle manufacturer bus innovations that will enhance the ability for transit agencies to be carbon neutral by 2050. This research supports DOT's economic growth and climate and sustainability goals and will work closely with the new provisions noted in the Bipartisan Infrastructure Law for the Low or No Component Testing Centers to also do LONO research.
- \$2 million to support Technology Transfer and Performance Dissemination to ensure that transit agencies can access information about and implement promising research results in support of the DOT's transformation goal.
- \$6.7 million for the statutorily required Transit Cooperative Research Program (49 USC § 5312(i)).
- \$9 million for safety projects to explore ways to utilize transformative technologies to increase the safety of transit systems.
- \$5.1 million for the statutorily required Low or No Emissions Component Testing Program (49 USC § 5312(h)). These activities support economic growth, climate and sustainability, and transformation goals.

### **General and Trust Fund Activities**

- \$1.8 million for the statutorily required Small Business Innovation Program (the Department of Transportation asks each mode to allocate 3.2% of discretionary research funding).

The request builds upon the innovative research investments made in mobility innovation, infrastructure, and safety, as well as progress FTA will make with new FY2022 projects in Safety, Mobility, and Environmental Sustainability and Resilience. FTA's innovative investments will support exploration in a myriad of areas, including: cashless payment systems, worker safety, reinventing transit post the COVID-19 driven ridership changes, traveler information, real-time monitoring of transit assets, safe transit automation, and best practices in transitioning to zero-emission transit vehicle

fleets to reduce the carbon footprint of public transportation, and enhanced cybersecurity.

## **Summary of Research Programs**

### **Fiscal Year 2021**

In FY2021, the Federal Transit Administration (FTA) thoroughly assessed its research priorities, programs, and focus. After over ten years of focus on the research priorities of mobility innovation, infrastructure, and safety, it was time to establish a new research focus, especially given the need to address the long-term effects of the COVID-19 public health emergency. FTA's research mission statement was updated to note that: FTA's innovation and research activities enable a robust public transportation network that connects communities and protects the environment. FTA also established new research goals:

1. Facilitate the development of equitable, accessible mobility;
2. Help agencies adopt environmentally sustainable systems;
3. Support safe and secure transit.

FTA's innovative research investments have successfully assisted transit agencies' evolution to meet the changing needs of the people and communities they serve. For example, in 2016, FTA funded approximately \$8 million for mobility on demand projects. By 2020, transit agencies chose to make significant non-research program investments to field mobility innovation programs – collectively, approximately 232 projects for over \$350 million from other funding sources. In FY2021, FTA obligated over \$30 million more for almost fifty new mobility innovation programs through the Integrated Mobility Innovation and Accelerating Innovative Mobility Programs. In FY2022, FTA will build on this success and launch the Enhanced Mobility Innovation Program.

FTA also awarded approximately \$15 million for COVID-19 related research and over \$9 million for safety related projects in FY2021. Through the COVID-19 demonstration projects, transit agencies worked to find the best solutions for vehicle, facility, equipment and infrastructure cleaning and disinfection; exposure mitigation measures; and measures that strengthen public confidence in transit services. Safety related projects through the Safety Research Demonstration Program addressed rail-crossing and pedestrian safety and suicide mitigation measures.

After creating a new data-analytics initiative in the research office, FTA finalized a performance measurement framework for the three former research priority areas: safety, mobility innovation, and infrastructure. A major element of the FTA research data-analytic initiative was to create a business intelligence database of information to study, resulting in FTA gaining a greater understanding of the return on investment and utility of research seed funding. This system includes an inventory of datasets regarding transit service provided (i.e. from FTA's National Transit Database – NTD), travel patterns (using data from the Census and the National Household Travel Survey), the location of transit service (using the National Transit Map), and data that relates transit usage to environmental and health outcomes. To track technology adoption, FTA developed a technology inventory that identified and categorized approximately 45 technologies and the implementation status of each technology on a quarterly basis. Lastly, FTA can now measure the number and total funding allocated to projects that recipients choose to fund associated with past research. This is an ongoing effort and in FY2022, FTA

will seek ways to measure innovative research success in the strategic goals of equity, modernization, climate/carbon-reduction, and safety.

### **Fiscal Year 2022**

The FY 2022 projects will increase safety, improve core assets, address racial equity and economic inclusion, support transitions to zero-emissions by 2050, and help agencies field transformative operational models and modernize infrastructure to build back better to achieve a safe, equitable, and sustainable transportation system. In FY 2022, FTA plans to undertake projects such as enhancing the use of flex-funding, addressing mobility insecurity, safety applications of Automated Driver Assistance Systems for transit buses, exploring the use of Unmanned Aircraft Systems in transit, and cybersecurity research.

Major research activities for FY 2022 will include New Mobility demonstration – termed Mobility NeXt - research to meet racial equity, economic inclusion, transformation, and “future proofing” goals. Building on results of previous low or no emissions research, including the \$76 million national fuel cell bus program and \$110 million in the low or no bus research, FTA will also undertake projects that accelerate the adoption of zero-emission buses and associated electrification infrastructure in support of administration’s climate, resilience, and economic strength goals. FTA will continue research to increase the safety of riders and reduce operator assaults.

FTA’s FY 2022 innovation and research efforts will help to deliver the following outcomes:

- Improve efficiency, effectiveness, and quality of public transportation services through utilizing new, more equitable mobility technologies that help agencies transform and adapt to post-COVID-19 ridership, while addressing economic inclusion, transformation, and “future proofing” public transportation systems. The overarching expected impact will provide ways to track equity and significantly improve ridership from COVID-19 related levels.
- Accelerate transition from conventional (i.e. diesel and gasoline fueled) vehicles to zero-emission vehicles, such as battery electric and fuel cell electric buses, as evidenced by greater numbers of zero-emission vehicles in the public transportation industry; effective transitions to electrification maintenance and operational jobs that ensure equitable economic strength and building public transportation’s core assets back better.
- Reduce risk of transit safety incidents, injuries and fatalities for transit workers, riders, pedestrians, and bicyclists.

### **Fiscal Year 2023**

The FY 2023 innovative research plan addresses the most pressing needs in transit systems today and support administration priorities. These priorities are:

- **Safety:** We will enhance safety through a safe systems approach that protects workers, riders and all travelers from injuries and ensure safe, equitable access to transit.
- **Modernization:** We will support the repair and upgrading of our aging transit infrastructure and fleets and improve processes that facilitate modernization.

- **Climate:** We will protect the Earth, and our children, from pollution, keeping our air and our water cleaner by replacing buses and ferries with cleaner, greener vehicles and supporting mode shift toward public transportation, shared mobility, and active transportation.
- **Equity:** We will improve access to transit to ensure that everyone can ride, improve transit services in communities that have long had more limited access, and explore ways to reduce transportation insecurity.

There are many pressing needs in communities today related to transit systems. It is essential to improve the safety of the transit system – a system that is historically one of the safety modes. However, disturbing trends such as increases in operator assaults, suicides and trespassing incidents, vehicle crashes (pedestrians, people on bicycles, other vehicles), and cybersecurity breaches must be mitigated. With the changes in ridership related to shifting commuter trends to greater telework, agencies are addressing equity to reduce negative impacts to historically disadvantaged communities. Use of transit reduces carbon emissions, but according to FTA’s National Transit Database, less than 1% of buses are zero-emissions, so it is critical that FTA’s innovative research supports transit agencies in their transition to carbon-neutral vehicle fleets. Significant disparities exist in equity. The Bureau of Transportation Statistics notes that workers who commute by bus have 1.7x longer commute times than workers who drive alone; and low-income households spend 37% of pretax income on transportation compared to just 19% spent by the middle quintile (and even less for upper quintiles). Finally, the American Public Transportation Association notes that 45% of Americans have no access to public transportation while the Centers for Disease Control indicates that 31% of adults with disabilities have inadequate transportation. Therefore, a large percentage of FTA’s innovation research funding is expected to be in equity and mobility related projects.

FTA’s work builds upon prior research. For example, the FY 2023 request:

**Enhances safety for people and transit system by:**

- Applying research findings to develop and demonstrate applications that improve transit worker and traveler safety through Safety NeXt. The program will also enable FTA to support the industry’s use of advanced technologies to improve rider safety through lessons learned from the COVID-19 research demonstration program and FY 2022 research to improve safely moving riders onto and off transit vehicles.
- Transit automation demonstration program that promote safety.
- Applying safety risk management and new national roadway safety principles and systems to safety research.
- Build and test applications to monitor threats to public transportation through the Transit Cybersecurity program.

**Modernizes infrastructure and fields climate solutions through innovative research investments including:**

- Partnering to develop the Bus Test Learning Laboratory. First year efforts will include defining organizational plans, processes, and management for Laboratory’s operations.
- Leveraging the new capability from the Bipartisan Infrastructure Law for the Low or No Component Testing Centers to do low or no component research as well as testing.

- Developing and reviewing zero-emissions transition needs for transit agencies and researching solutions to address operational areas such as new route-planning, optimizing charging costs and utility partnerships, as well as build on research to recommend next steps to transition transit fleets for the future to meet the carbon-reduction goals of a zero-emissions transit fleet by 2050.
- Accelerate the adoption of Advanced Digital Construction Management Systems to improve information-sharing and construction management to improve infrastructure project management and transparency.

**Promotes equity and leads transformative innovative research with projects that:**

- Invest to find solutions to address mobility insecurity.
- Continue to assess promising practices with integrated mobility systems and payment
- Advance exploratory research on transformational mobility that improves accessibility, supports smart travelers through personalized mobility, and provides information to enhance low-carbon transportation choices through the Mobility NeXt program.

FTA continues to manage statutory programs such as the Small Business Innovations Research Program (SBIR). In the USDOT, the multi-modal SBIR initiative receives 3.2% of the total research discretionary request. FTA selects topics for SBIR projects related to the administration’s goal to grow U.S. based businesses in key markets associated with achieving zero-emissions in public transportation and address economic equity by supporting small businesses in historically disadvantaged communities.

In sum, the FY 2023 innovative research request will further the provisions of the Bipartisan Infrastructure Law to contribute toward a number of community benefits, including:

- Giving more people a chance to connect with their community, and focus on equity, worker, and climate concerns as we move toward a clean, American-made transportation future.
- Attracting new riders and further reducing emissions from transit, public transportation can play a major role in reducing emissions.

# Table of Contents

## Section 5 – Information Technology

	Page No.
Exhibit V Table and Narrative Justification .....	IT-1-2



**FY 2023 Budget  
Information Technology  
Department of Transportation  
Federal Transit Administration  
Budget Authority  
(\$000)**

<b>Budget Account</b>	<b>FY 2021 ENACTED</b>	<b>FY 2022 CR (w/ IIJA Oblim)</b>	<b>FY 2023 President's Budget</b>
<b>Administrative Expenses</b>	<b>\$17,091</b>		
Commodity IT, SS, WCF	\$7,685		
Programmatic FTA IT	\$8,026		
IT- Other FTA Office Contributions	\$1,380		
<b>Transit Formula Grants- Oversight Funding</b>	<b>\$18,939</b>		
<i>Administrative Expenses Funding<sup>1/</sup></i>			
Commodity IT, SS, WCF		\$10,882	\$11,170
Programmatic FTA IT		\$8,060	\$4,302
IT- Other FTA Office Contributions		\$1,380	\$1,659
<i>Oversight Funding</i>			
Programmatic FTA IT	\$18,734	\$16,287	\$16,489
IT- Other FTA Office Contributions	\$205	\$207	\$209
<b>Total</b>	<b>\$36,030</b>	<b>\$36,816</b>	<b>\$33,829</b>

<sup>1/</sup> Beginning in FY 2022, Administrative Expenses is funded under the Transit Formula Grants account as enacted under the Bipartisan Infrastructure Law.

The Federal Transit Administration (FTA) is requesting **\$33.829 million** in FY 2023 for information technologies that support the full spectrum of FTA mission programs as well as the Department's initiative to transform and consolidate the management of certain IT solutions in shared service solutions.

OCIO will continue to provide all modes with Commodity IT Shared Services in FY 2023 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 **\$11.2 million** for Commodity IT Shared Services. FTA's share was based on actual commodity IT consumption in prior years as well as planned future consumption. OCIO, in collaboration with FTA, assumed a one-to-one cost estimate to transition all commodity IT to OCIO. FTA will only be charged for services rendered.

- FTA requests its share of Department investments in Cybersecurity and commodity information technology including voice, cable, and networks, desktop services, server operations, directory and messaging services, enterprise licensing and enterprise dashboards which are provided through the Working Capital Fund.

## FTA IT

The following major mission-critical IT systems will be maintained by FTA in FY 2023. These systems are only a subset of all IT systems that support FTA and are reported in OMB's CIMS tool.

- **National Transit Database (NTD):** FTA requests **\$2.072 million** in the Transit Formula Grants Oversight account 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. Grant 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 **\$3.829 million** in the Transit Formula Grants Oversight account for the development, modernization, and enhancement (DME), and operations and maintenance (O&M) of this mission-critical system.
  - TrAMS is FTA's flagship grant-making system, and supports FTA's grant-making mission by providing efficient automation, tracking, and visibility functionality in grant-making activities. TrAMS processes more than \$14 billion in grants to state and local agencies on average, and processed significantly more as part of FTA's response to the COVID-19 pandemic in FY 2020.
- **FTA Information Management Platform (Appian):** FTA requests **\$1.933 million** in the Transit Formula Grants Oversight account for the development, modernization, and enhancement (DME), and operations and maintenance (O&M) of this mission-critical system.
  - The FTA Information Management Platform consists of FTA's licensing investments in the Appian software, the Appian Cloud Platform as a Service (PaaS) resources, premier support subscriptions (including high availability services), and several support, maintenance, and development contracts. The Appian platform supports several other FTA systems 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 systems. For example, FTA's NTD and TrAMS systems both require the Appian platform in order to operate.

- **FTA Appian Applications Support:** FTA requests **\$3.177 million** in the Transit Formula Grants Oversight account for the development, modernization, and enhancement (DME), and operations and maintenance (O&M) of this mission-critical project.
  - The Appian Apps contract supports the entire 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, and development and maintenance of shared services and micro applications/ tools development in Appian on the shared platform. This includes FTA's 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 system (SSOR), which processes reports of transit safety incidents; 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 Oversight Tracking System (OTrak):** FTA requests **\$2.025 million** in the Transit Formula Grants Oversight account for the development, modernization, and enhancement (DME), and operations and maintenance (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.
- **FTA Business Intelligence Systems (BIS) Support:** FTA requests **\$2.895 million** in the Transit Formula Grants Oversight account for the development, modernization, and enhancement (DME), and operations and maintenance (O&M) of this mission-critical project.
  - BIS supports the FTA data warehouse, as well as data transformation and business intelligence analytics (MicroStrategy) visual analytic tools. This toolkit enables the quick creation of data visualizations and dashboards for FTA management consumption, as well as rapid data analytic capabilities.
- **FTA Applications Helpdesk, SDLC Governance, and Technical Assessment Support:** FTA requests **\$1.014 million** in the Transit Formula Grants Oversight account for consolidated help desk support for FTA-specific custom applications, systems development lifecycle governance oversight, and technical options assessments for new business support requests 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 provides training and documentation support of FTA's mission systems; 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 **\$3.320 million** in the Administrative Funding account for the development, modernization, and enhancement (DME), and operations and maintenance (O&M) of this mission-critical project.

- GSS supports several FTA business support applications, including the FTA website and FTA local support for Microsoft Teams and Microsoft SharePoint activities.

### **FTA- Other IT Support**

The following critical IT services will be maintained by FTA in FY 2023 for other programs, projects, FTA regional offices and transition activities to Departmental enterprise shared service commodity IT solutions. FTA requests **\$1.9 million** for these activities.

- Machine learning research and development
- Software licensing support
- Telecommunications maintenance and updates through ITSS
- Laptop replacement and refresh purchases through ITSS
- Miscellaneous IT supply purchases
- Minor business applications
- FTA contributions to Departmental systems

## **ADMINISTRATIVE PROVISIONS**

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 or identified in the explanatory statement [described in section 4 (in the matter preceding division A of this consolidated Act)] or reports accompanying this Act not obligated by September 30, [2025]2026, 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, [2021]2022, 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)).

[SEC. 169. Any unexpended balances from amounts previously appropriated for low or no emission vehicle component assessment under 49 U.S.C. 5312(h) under the headings "Transit Formula Grants" and "Transit Infrastructure Grants" in fiscal years 2016 through 2020 may be used by the facilities selected for such vehicle component assessment for capital projects in order to build new infrastructure and enhance existing facilities in order to expand bus and component testing capability, in accordance with the industry stakeholder testing objectives and capabilities as outlined through the work of the Federal Transit Administration Transit Vehicle Innovation and Deployment Centers program and included in the Center for Transportation and the Environment report submitted to the Federal Transit Administration for review.]