



**U.S. Department  
of Transportation**

# **BUDGET ESTIMATES**

## **FISCAL YEAR 2025**

---

### **FEDERAL TRANSIT ADMINISTRATION**

---

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

# Table of Contents

## Section 1 – Overview

	Page No.
Administrator’s Overview .....	FTA – 1
FY 2024 Organizational Chart.....	FTA – 4
FY 2025 Organizational Chart.....	FTA – 5



## FEDERAL TRANSIT ADMINISTRATION

### FY 2025 BUDGET SUBMISSION

#### Administrator's Overview

The Federal Transit Administration's (FTA) Fiscal Year (FY) 2025 Budget requests **\$16.8 billion to improve America's communities through public transportation**. The Budget builds on the historic investments authorized in the Bipartisan Infrastructure Law, which provided \$4.3 billion in advance appropriations, bringing the total for transit investments to **\$21.1 billion** in FY 2025. The request supports FTA's ability to fund transit infrastructure enhancements, ensures continued safety and compliance oversight, and provides technical assistance to nearly 4,000 local transit systems that operate buses, subways, light rail, commuter rail, and ferries, as well as on-demand service for seniors and individuals with disabilities.

The FY 2025 Budget will support safer, faster, more reliable public transportation in urban, mid-size, tribal, and rural communities. The investments support key equity and climate goals, while supporting the frontline transit workforce. FTA recognizes that public transportation is a great equalizer – when the doors open, everyone has an equal opportunity to walk through those doors and change lives. Unfortunately, transit does not reach everyone in America. One in four American adults cannot access public transportation necessary to meet their daily needs regularly and reliably.

Enhancing access to transit is a key component of encouraging shifts to cleaner modes of transportation and meeting the Nation's 2050 emission goals. Recognizing that transit produces 55 percent less carbon-dioxide emissions per trip than driving or ride hailing, the Administration is committed to electrifying our Nation's transit systems. With funding provided by the Bipartisan Infrastructure Law, FTA has supported the purchase of more than 1,800 zero-emission buses over two years – more than doubling the number of zero-emission buses on America's roadways. Building on these cleaner transportation investments, FTA's continuing capital and operating support helps enhance transit system reliability and viability as the mode of choice.

FTA's FY 2025 request will support new and renewed transit vehicles, infrastructure, and facilities; fund low and zero-emission vehicle adoption; improve safety, operations, and access to federal funds through technical assistance and oversight; and help transform the industry through research that informs the design of safe, equitable, and sustainable transit. By offering more choices for people to connect to jobs, go to school, access healthcare, and see friends and family, transit will make a positive impact on people's lives, improve equity in communities, and address the climate crisis.

The FY 2025 Budget includes:

- **Transit Formula Grants:** The FY 2025 Budget requests **\$14.3 billion** for Transit Formula Grants as authorized in the Bipartisan Infrastructure Law. The request will support existing core transit programs for capital and planning, operating support, research, technical assistance, and data collection. Funding for awards will support public transportation systems' efforts to sustain or increase service levels, maintain a state of good repair, and increase ridership. Through both competitive grants and research funding, the request will support the performance goal of increasing the number of Zero-Emission Buses in the transit

fleet; safety for workers and riders, technical assistance, training, and oversight; and providing resources to administer and oversee these programs, including oversight of recipients and evaluations of key programs.

- **Capital Investment Grants (CIG):** The FY 2025 Budget requests **\$2.4 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 increasing transit ridership, economic growth, affordable transportation choices, and job creation and retention in local communities.
- **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. WMATA will continue to receive additional funding under FTA’s core formula programs.
- **Technical Assistance and Training:** The Budget requests **\$8 million** to increase the capacity and capabilities of States and transit agencies to train, retain, and recruit the workforce to operate and maintain emerging technologies; effectively apply for Federal grants and implement transit programs that meet Federal requirements; and transform transit to meet the mobility, equity, climate, and safety challenges.
- In addition to the FY 2025 Budget request, the Bipartisan Infrastructure Law provides **\$4.3 billion** in advance appropriations for FY 2025, including:
  - **\$1.6 billion** for the Capital Investment Grants (CIG) Program.
  - **\$2.1 billion** to support 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 Stations 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.

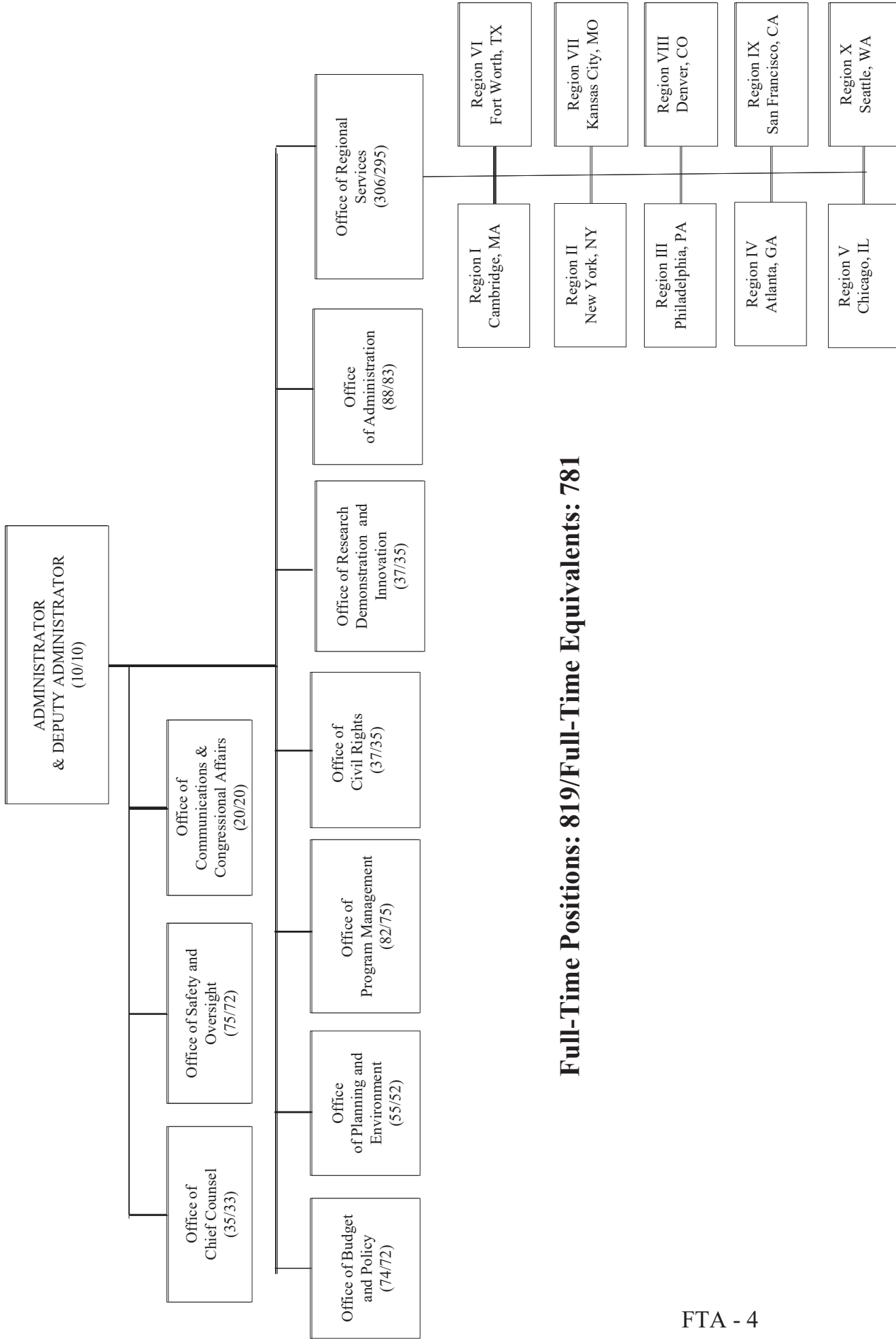
FTA also proposes several provisions to increase access to federal funds across communities:

- Improve Tribal transit agencies’ access to competitive funding by supporting a 100 percent federal share for the Buses and Bus Facilities Competitive Grants Program in support of the Department’s Equity goal.
- Support improved access to Rural and Enhanced Mobility for Seniors and Individuals with Disabilities funding by waiving the match requirement for rural, Tribal, and non-profit providers.
- Provide flexibility for transit agencies to address the transit fiscal cliff as COVID-19

funding is depleted and fare collection remains below pre-pandemic levels by allowing the largest urbanized areas to use Urbanized Area Formula and funding transferred from the Federal Highway Administration (flex funds) for operating assistance, if there is a local maintenance of effort.

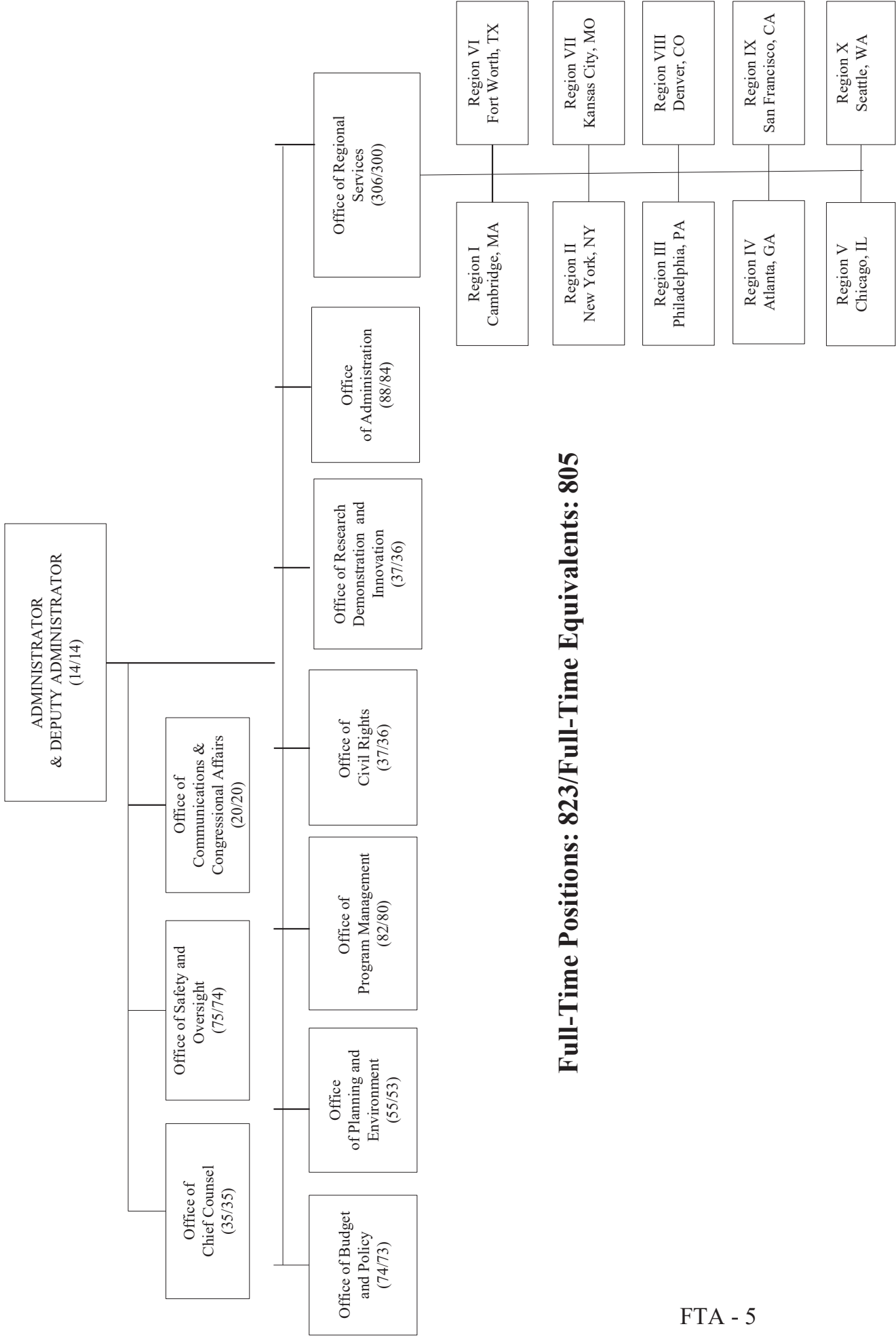
- Enable transit agencies to purchase real property outside an existing transit corridor to support transit agencies' efforts to plan for future needs.
- Enhance connectivity to transit service by allowing FTA grantees to directly fund shared micromobility systems in local communities. Shared-use micromobility transportation includes small, low-speed, human- or electric-powered transportation devices, including bicycles and scooters, and other small, lightweight wheeled conveyances, that are shared among users.
- Encourage standardized purchases of low and no emission buses by providing FTA the flexibility to incentivize standardized low and no emission bus purchases, helping to promote more economical vehicle costs.
- Enable FTA to remove administrative burdens for insular areas with a population of less than 200,000.
- Provide flexibility for FTA to align resources with project readiness under the Capital Investment Grants (CIG) program, by removing programmatic minimums.

**FEDERAL TRANSIT ADMINISTRATION  
 FY 2024 Organizational Chart with  
 Full-Time Positions (FTP) and Projected Full-Time Equivalents (FTE)**



**Full-Time Positions: 819/Full-Time Equivalents: 781**

**FEDERAL TRANSIT ADMINISTRATION**  
**FY 2025 Organizational Chart with**  
**Full-Time Positions (FTP) and Projected Full-Time Equivalents (FTE)**



**Full-Time Positions: 823/Full-Time Equivalents: 805**





# 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 II-1  
FY 2025 BUDGET AUTHORITY  
FEDERAL TRANSIT ADMINISTRATION  
(\$000)**

ACCOUNT NAME	U.S.C. 49 Chapter 53 Section	M / D	FY 2023 ACTUAL	FY 2024 ANNUALIZED CR	FY 2025 PRES. BUDGET
<b>Transit Formula Grants (Contract Authority)</b>		<b>M</b>	<b>\$13,634,000</b>	<b>\$13,634,000</b>	<b>\$14,279,000</b>
Transit Oriented Development	2005(b)		\$13,432	\$13,432	\$14,067
Planning Programs	5305		\$188,505	\$188,505	\$197,423
Urbanized Area Formula Grants	5307		\$6,542,164	\$6,542,164	\$6,851,662
Enhanced Mobility of Seniors and Individuals with Disabilities	5310		\$379,003	\$379,003	\$396,933
Pilot Program for Enhanced Mobility	3006 (b)		\$4,701	\$4,701	\$4,924
Formula Grants for Rural Areas	5311		\$893,575	\$893,575	\$935,849
Public Transportation Innovation	5312		\$37,610	\$37,610	\$39,389
Technical Assistance and Workforce Development	5314		\$12,089	\$12,089	\$12,661
Bus Testing Facilities	5318		\$5,104	\$5,104	\$5,346
National Transit Database	5322(d)		\$5,373	\$5,373	\$5,627
State of Good Repair Grants	5337		\$3,587,778	\$3,587,778	\$3,755,675
Buses and Bus Facilities Grants	5339		\$1,073,212	\$1,073,212	\$1,123,983
Growing States and High Density States	5340		\$756,524	\$756,524	\$792,314
Administrative Expenses	5334		\$134,930	\$134,930	\$143,147
<b>Capital Investment Grants (GF) 1/</b>		<b>D</b>	<b>\$2,210,000</b>	<b>\$2,210,000</b>	<b>\$2,365,525</b>
New Start	5309(d)		\$1,772,900	\$1,772,900	
Core Capacity	5309(e)		\$100,000	\$100,000	
Small Start	5309(h)		\$215,000	\$215,000	
Expedited Project delivery pilot program	3005(b)		\$100,000	\$100,000	
Oversight			\$22,100	\$22,100	
<b>CIG Additional Funding for Existing FFGAs</b>	5309(d)/ 5309(e)	<b>D</b>	<b>\$425,000</b>	<b>\$425,000</b>	-
<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>Technical Assistance and Training (GF)</b>	5314	<b>D</b>	<b>\$7,500</b>	<b>\$7,500</b>	<b>\$8,000</b>
<b>Transit Infrastructure Grants</b>		<b>D</b>	<b>\$541,959</b>	<b>\$541,959</b>	<b>\$0</b>
Ferry Boat	5307(h)		\$15,000	\$15,000	-
Research, Development, Demonstration and Deployment Projects	5312		\$7,000	\$7,000	-
Bus Testing Facility	5318		\$2,000	\$2,000	-
Bus and Bus Facilities Grants	5339(b)		\$90,000	\$90,000	-
Low or No Emission Grants	5339(c)		\$50,000	\$50,000	-
Competitive Grants to Eligible Entities to Assist Areas of Persistent Poverty	6702(a)(1)		-	-	-
Community Project Funding/Congressionally Directed Spending (Earmarks)			\$360,459	\$360,459	-
Ferry Service for Rural Communities	71103 of Division G		\$17,500	\$17,500	-
<b>Public Transportation Emergency Relief Program</b>		<b>D</b>	<b>\$213,905</b>	-	-
<b>Gross Budgetary Resources</b>			<b>\$17,182,364</b>	<b>\$16,968,459</b>	<b>\$16,802,525</b>
<b>Rescissions</b>			-	-	-
<b>Transfers: Transit Formula Grants FHWA Flex Funding Offsets</b>			<b>\$1,378,444</b>	<b>\$1,300,000</b>	<b>\$1,300,000</b>
<b>NET NEW BUDGET AUTHORITY REQUESTED:</b>			<b>\$18,560,808</b>	<b>\$18,268,459</b>	<b>\$18,102,525</b>
[Mandatory BA]			\$15,012,444	\$14,934,000	\$15,579,000
[Discretionary BA]			\$3,548,364	\$3,334,459	\$2,523,525
<b>IJA Supplemental (Division J)</b>			<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>\$22,810,808</b>	<b>\$22,518,459</b>	<b>\$22,352,525</b>

1/ Display consistent with proposed administrative provision (Section 169D) and is aligned with the FY2025 CIG Annual Report

**EXHIBIT II-2**  
**FY 2025 BUDGETARY RESOURCES BY APPROPRIATION ACCOUNT**  
**FEDERAL TRANSIT ADMINISTRATION**  
**Appropriation, Obligation Limitation, and Exempt Obligations**  
**(\$000)**

ACCOUNT NAME	U.S.C. 49 Chapter 53 Section	M / D	FY 2023 ACTUAL	FY 2024 ANNUALIZED CR	FY 2025 PRES. BUDGET
<b>Transit Formula Grants (Contract Authority)</b>		<b>M</b>	<b>\$13,634,000</b>	<b>\$13,634,000</b>	<b>\$14,279,000</b>
Transit Oriented Development	2005(b)		\$13,432	\$13,432	\$14,067
Planning Programs	5305		\$188,505	\$188,505	\$197,423
Urbanized Area Formula Grants	5307		\$6,542,164	\$6,542,164	\$6,851,662
Enhanced Mobility of Seniors and Individuals with Disabilities	5310		\$379,003	\$379,003	\$396,933
Pilot Program for Enhanced Mobility	3006 (b)		\$4,701	\$4,701	\$4,924
Formula Grants for Rural Areas	5311		\$893,575	\$893,575	\$935,849
Public Transportation Innovation	5312		\$37,610	\$37,610	\$39,389
Technical Assistance and Workforce Development	5314		\$12,089	\$12,089	\$12,661
Bus Testing Facilities	5318		\$5,104	\$5,104	\$5,346
National Transit Database	5322(d)		\$5,373	\$5,373	\$5,627
State of Good Repair Grants	5337		\$3,587,778	\$3,587,778	\$3,755,675
Buses and Bus Facilities Grants	5339		\$1,073,212	\$1,073,212	\$1,123,983
Growing States and High Density States	5340		\$756,524	\$756,524	\$792,314
Administrative Expenses	5334		\$134,930	\$134,930	\$143,147
<b>Capital Investment Grants (GF) 1/</b>		<b>D</b>	<b>\$2,210,000</b>	<b>\$2,210,000</b>	<b>\$2,365,525</b>
New Start	5309(d)		\$1,772,900	\$1,772,900	
Core Capacity	5309(e)		\$100,000	\$100,000	
Small Start	5309(h)		\$215,000	\$215,000	
Expedited Project delivery pilot program	3005(b)		\$100,000	\$100,000	
Oversight			\$22,100	\$22,100	
<b>CIG Additional Funding for Existing FFGAs</b>	5309/ 3005(b)	<b>D</b>	<b>\$425,000</b>	<b>\$425,000</b>	-
<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>Technical Assistance and Training (GF)</b>	5314	<b>D</b>	<b>\$7,500</b>	<b>\$7,500</b>	<b>\$8,000</b>
<b>Transit Infrastructure Grants</b>		<b>D</b>	<b>\$541,959</b>	<b>\$541,959</b>	<b>\$0</b>
Ferry Boat	5307(h)		\$15,000	\$15,000	-
Research, Development, Demonstration and Deployment Projects	5312		\$7,000	\$7,000	-
Bus Testing Facility	5318		\$2,000	\$2,000	-
Bus and Bus Facilities Grants	5339(b)		\$90,000	\$90,000	-
Low or No Emission Grants	5339(c)		\$50,000	\$50,000	-
Competitive Grants to Eligible Entities to Assist Areas of Persistent Poverty	6702(a)(1)		-	-	-
Community Project Funding/Congressionally Directed Spending (Earmarks)			\$360,459	\$360,459	-
Ferry Service for Rural Communities	71103 of division G		\$17,500	\$17,500	-
<b>Public Transportation Emergency Relief Program</b>		<b>D</b>	<b>\$213,905</b>	-	-
<b>TOTAL BASE APPROPRIATION</b>					
<b>Gross Budgetary Resources</b>			<b>\$17,182,364</b>	<b>\$16,968,459</b>	<b>\$16,802,525</b>
Rescissions			-	-	-
Transfers			\$1,378,444	\$1,300,000	\$1,300,000
Offsets					
<b>TOTAL BUDGETARY RESOURCES:</b>			<b>\$18,560,808</b>	<b>\$18,268,459</b>	<b>\$18,102,525</b>
Mandatory			\$15,012,444	\$14,934,000	\$15,579,000
Discretionary			\$3,548,364	\$3,334,459	\$2,523,525
[Obligation Limitation]			[\$15,012,445]	[\$14,934,000]	[15,579,000]
<b>Supplemental Funding</b>					
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>\$22,810,808</b>	<b>\$22,518,459</b>	<b>\$22,352,525</b>

1/ Display consistent with proposed administrative provision (Section 169D) and is aligned with the FY2025 CIG Annual Report.

**EXHIBIT II-3**  
**FY 2025 BUDGET REQUEST BY DOT STRATEGIC AND ORGANIZATIONAL GOALS (PRE-DECISIONAL)**  
**Appropriations, Obligation Limitation, and Exempt Obligations**  
**FEDERAL TRANSIT ADMINISTRATION**  
**(\$000)**

	Safety	Economic Strength and Global Competitiveness	Equity	Climate & Sustainability	Transformation	Organizational Excellence	Total
<b>ACCOUNT/ PROGRAM</b>							
<b>Formula Grants</b>	<b>146,351</b>	<b>12,037,524</b>	<b>1,751,517</b>	<b>86,435</b>	<b>9,000</b>	<b>248,172</b>	<b>14,279,000</b>
Transit Oriented Development	-	-	14,068	-	-	-	14,068
Planning Programs	-	186,614	9,822	-	-	987	197,423
Urbanized Area Formula	136,005	6,324,255	340,014	-	-	51,387	6,851,662
Enhance Mobility of Seniors and Individuals with Disabilities	-	-	394,948	-	-	1,985	396,933
Pilot Program for Enhanced Mobility	-	-	4,924	-	-	-	4,924
Formula Grants for Rural Areas	-	-	931,169	-	-	4,679	935,848
Public Transportation Innovation	5,000	12,043	5,000	8,346	9,000	-	39,389
Technical Assistance and Workforce Development	-	6,330	6,330	-	-	-	12,661
Bus Testing Facility	5,346	-	-	-	-	-	5,346
Administrative Expenses	-	-	-	-	-	143,147	143,147
National Transit Database	-	-	5,627	-	-	-	5,627
State of Good Repair Grants	-	3,718,119	-	-	-	37,557	3,755,676
Growing States and High Density States	-	752,698	39,616	-	-	-	792,314
Bus and Bus Facilities Formula Grants	-	1,037,465	-	78,089	-	8,430	1,123,984
<b>Capital Investment Grants</b>	<b>-</b>	<b>995,295</b>	<b>351,281</b>	<b>995,295</b>	<b>-</b>	<b>23,655</b>	<b>2,365,525</b>
<b>WMATA</b>	<b>148,500</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,500</b>	<b>150,000</b>
<b>Technical Assistance and Training</b>	<b>1,000</b>	<b>2,500</b>	<b>1,000</b>	<b>2,000</b>	<b>1,500</b>	<b>-</b>	<b>8,000</b>
<b>IIJA Advance Appropriations</b>	<b>-</b>	<b>1,604,200</b>	<b>825,600</b>	<b>1,751,200</b>	<b>-</b>	<b>69,000</b>	<b>4,250,000</b>
Capital Investment Grants	-	673,200	237,600	673,200	-	16,000	1,600,000
Transit Infrastructure Grants (State of Good Repair Grants)	-	931,000	-	-	-	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>295,851</b>	<b>14,639,519</b>	<b>2,929,398</b>	<b>2,834,930</b>	<b>10,500</b>	<b>342,327</b>	<b>21,052,525</b>

Excludes Flex funding.

<b>Safety:</b> Make our transportation system safer for all people. Advance a future without transportation-related serious injuries and fatalities.	<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 challenges 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.
--	---	--	---	---	---

**EXHIBIT II-4  
FEDERAL TRANSIT ADMINISTRATION  
FY 2025 OUTLAYS  
(in millions)**

	<b>FY 2023 ACTUAL</b>	<b>FY 2024 ANNUALIZED CR</b>	<b>FY 2025 PRES. BUDGET</b>
021-36-1120 Administrative Expenses	\$1	\$2	\$0
021-36-1128 Washington Metropolitan Area Transit Authority	\$151	\$161	\$166
021-36-1129 Formula Grants	\$0	\$3	\$4
021-36-1134 Capital Investment Grants	\$2,337	\$2,703	\$2,790
Infrastructure Investment and Jobs Act	\$0	\$0	\$240
Total	<u>\$2,337</u>	<u>\$2,703</u>	<u>\$3,030</u>
021-36-1137 Transit Research	-\$2	\$4	\$4
021-36-1140 Public Transportation Emergency Relief Program	\$716	\$752	\$842
021-36-1142 Technical Assistance and Training	\$6	\$6	\$7
021-36-1144 Electric or Low-Emitting Ferry Program	\$0	\$0	\$5
021-36-1145 All Stations Accessibility Program	\$0	\$87	\$266
021-36-1146 Ferry Service for Rural Communities	\$0	\$0	\$20
021-36-2812 Transit Infrastructure Grants			
Non-Supplemental	\$371	\$998	\$1,067
Coronavirus Aid, Relief, and Economic Security (CARES) Act, 2020	\$812	\$566	\$396
Coronavirus Response and Relief Supplemental Appropriations (CRRSA) Act, 2021	\$936	\$1,066	\$746
American Rescue Plan Act, 2021	\$7,984	\$2,643	\$1,850
Infrastructure Investment and Jobs Act	\$319	\$287	\$574
Total	<u>\$10,422</u>	<u>\$5,560</u>	<u>\$4,633</u>
021-36-8350 Transit Formula Grants			
Discretionary, Highway	\$1,209	\$1,402	\$1,440
Discretionary, Mass Transit	\$8,757	\$9,920	\$10,665
Total	<u>\$9,966</u>	<u>\$11,322</u>	<u>\$12,105</u>
<b>TOTAL:</b>	<b><u>\$23,598</u></b>	<b><u>\$20,600</u></b>	<b><u>\$21,082</u></b>

**EXHIBIT II-5**  
**SUMMARY OF REQUESTED FUNDING CHANGES FROM FY 2024 to FY 2025**  
 Federal Transit Administration  
 Transit Formula Grants  
 Appropriations, Obligation Limitations, and Exempt Obligations  
 (\$000)

Account Name: Transit Formula Grants	FY 2023 Actual	FY 2024 Annualized CR	Annualization of Prior Pay Raises	Annualization of new 2024 FTE	FY 2025 Pay Raises	Adjustment for Compensable Days (261 days)	GSA Rent	WCF Increase/Decrease	Inflation and other adjustments to base	FY 2025 Baseline Estimate	Program Increases/Decreases	FY 2025 Pres. Budget	Baseline Changes	
													5.2%	2.0%
<b>PERSONNEL RESOURCES (FTE)</b>	526	551								551	7	558		
<b>FINANCIAL RESOURCES</b>														
Salaries and Benefits	\$97,637	\$103,861	\$1,351	\$0	\$1,579	\$0	\$0	\$0	\$878	\$107,669	\$1,213	\$108,882		
FECA (Worker's Compensation)	\$69	\$72	\$0	\$0	\$0	\$0	\$0	\$0	\$1	\$73	\$0	\$73		
Travel	\$1,500	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$2,000		
Training	\$2,783	\$1,214	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,214	\$0	\$1,214		
Transportation	\$141	\$141	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$141	\$0	\$141		
GSA Rent	\$8,194	\$8,541	\$0	\$0	\$0	\$0	\$0	\$0	-\$3,767	\$4,774	\$0	\$4,774		
Communications & Utilities	\$1,061	\$1,061	\$0	\$0	\$0	\$0	\$0	\$0	-\$942	\$119	\$0	\$119		
Printing	\$100	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$100		
Working Capital Fund	\$15,389	\$15,354	\$0	\$0	\$0	\$0	\$0	\$1,474	\$0	\$16,828	\$0	\$16,828		
<i>Other Base Services</i>	\$6,602	\$6,581	\$0	\$0	\$0	\$0	\$0	-\$68	\$0	\$6,513	\$0	\$6,513		
<i>Transit Subsidy</i>	\$282	\$296	\$0	\$0	\$0	\$0	\$0	-\$72	\$0	\$224	\$0	\$224		
<i>Information Technology</i>	\$8,505	\$8,477	\$0	\$0	\$0	\$0	\$0	\$1,614	\$0	\$10,091	\$0	\$10,091		
Contracts	\$106,962	\$101,493	\$0	\$0	\$0	\$0	\$0	\$0	\$7,477	\$108,970	\$3,281	\$112,251		
Supplies	\$149	\$149	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$149	\$0	\$149		
Equipment	\$1,144	\$1,144	\$0	\$0	\$0	\$0	\$0	\$0	\$398	\$1,542	\$0	\$1,542		
Grants	\$13,398,771	\$13,398,771	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,398,771	\$632,057	\$14,030,828		
Settlements	\$100	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$100		
<b>Transit Formula Grants Total</b>	<b>\$13,634,000</b>	<b>\$13,634,000</b>	<b>\$1,351</b>	<b>\$0</b>	<b>\$1,579</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,474</b>	<b>\$4,045</b>	<b>\$13,642,449</b>	<b>\$636,551</b>	<b>\$14,279,000</b>		

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



**EXHIBIT II-5**  
**SUMMARY OF REQUESTED FUNDING CHANGES FROM FY 2024 to FY 2025**  
**Federal Transit Administration**  
**Capital Investment Grants**  
**Appropriations, Obligation Limitations, and Exempt Obligations**  
**(\$000)**

Account Name: Capital Investment Grants	FY 2023 Actual	FY 2024 Annualized CR	Annualization of Prior Pay Raises	Annualization of new 2024 FTE	FY 2025 Pay Raises	Baseline Changes			WCF Increase/Decrease	Inflation and other adjustments to base	FY 2025 Baseline Estimate	Program Increases/Decreases	FY 2025 Pres. Budget
						Adjustment for Compensable Days (261 days)	GSA Rent						
<b>PERSONNEL RESOURCES</b>													
(FTE)													
Direct FTE													
<b>FINANCIAL RESOURCES</b>													
Salaries and Benefits	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FECA (Worker's Compensation)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Training	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Transportation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
GSA Rent	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Communications & Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Printing	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Working Capital Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Other Base Services</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Transit Subsidy</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Information Technology</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Contracts	\$22,100	\$22,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,100	\$1,555	\$23,655
Supplies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grants	\$2,612,900	\$2,612,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,612,900	-\$271,030	\$2,341,870
Settlements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Capital Investment Grants Total</b>	<b>\$2,635,000</b>	<b>\$2,635,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,635,000</b>	<b>(\$269,475)</b>	<b>\$2,365,525</b>

**EXHIBIT II-5**  
**SUMMARY OF REQUESTED FUNDING CHANGES FROM FY 2024 to FY 2025**  
 Federal Transit Administration  
 Washington Metropolitan Area Transit Authority  
 Appropriations, Obligation Limitations, and Exempt Obligations  
 (\$000)

Account Name: Washington Metropolitan Area Transit Authority	Baseline Changes											
	FY 2023 Actual	FY 2024 Annualized CR	Annualization of Prior Pay Raises	FTE of new 2024	FY 2025 Pay Raises	Compensable Days (261 days)	GSA Rent	WCF Increase/Decrease	Inflation and other adjustments to base	FY 2025 Baseline Estimate	Program Increases/Decreases	FY 2025 Pres. Budget
<b>PERSONNEL RESOURCES</b>												
(FTE)												
Direct FTE												
<b>FINANCIAL RESOURCES</b>												
Salaries and Benefits	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FECA (Worker's Compensation)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Travel	\$4	\$4	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4	\$0	\$4
Training	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Transportation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
GSA Rent	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Communications & Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Printing	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Working Capital Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Other Base Services</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Transit Subsidy</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Information Technology</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Contracts	\$1,496	\$1,496	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,496	\$0	\$1,496
Supplies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grants	\$148,500	\$148,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$148,500	\$0	\$148,500
Settlements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>WMATA Total</b>	<b>\$150,000</b>	<b>\$150,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$150,000</b>	<b>\$0</b>	<b>\$150,000</b>

**EXHIBIT II-5**  
**SUMMARY OF REQUESTED FUNDING CHANGES FROM FY 2024 to FY 2025**  
**Federal Transit Administration**  
**Technical Assistance**  
**Appropriations, Obligation Limitations, and Exempt Obligations**  
**(\$000)**

Account Name: Technical Assistance	Baseline Changes											
	FY 2023 Actual	FY 2024 Annualized CR	Annualization of Prior Pay Raises	Annualization of new 2024 FTE	FY 2025 Pay Raises	Adjustment for Compensable Days (261 days)	GSA Rent	WCF Increase/Decrease	Inflation and other adjustments to base	FY 2025 Baseline Estimate	Program Increases/Decreases	FY 2025 Pres. Budget
<b>PERSONNEL RESOURCES</b>												
(FTE)												
Direct FTE												
<b>FINANCIAL RESOURCES</b>												
Salaries and Benefits	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FECA (Worker's Compensation)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Training	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Transportation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
GSA Rent	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Communications & Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Printing	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Working Capital Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Other Base Services</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Transit Subsidy</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Information Technology</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Contracts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Supplies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grants	\$7,500	\$7,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,500	\$500	\$8,000
Settlements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Technical Assistance Total</b>	<b>\$7,500</b>	<b>\$7,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,500</b>	<b>\$500</b>	<b>\$8,000</b>

**EXHIBIT II-5**  
**SUMMARY OF REQUESTED FUNDING CHANGES FROM FY 2024 to FY 2025**  
**Federal Transit Administration**  
**Transit Infrastructure Grants - IIJA**  
**Appropriations, Obligation Limitations, and Exempt Obligations**  
**(\$000)**

Account Name: Transit Infrastructure Grants - IIJA	FY 2023 Actual	FY 2024 Annualized CR	Baseline Changes					FY 2025 Baseline Estimate	Program Increases/Decreases	FY 2025 Pres. Budget
			Annualization of Prior Pay Raises	Annualization of new 2024 FTE	FY 2025 Pay Raises	Adjustment for Compensable Days (261 days)	Inflation and other adjustments to base			
PERSONNEL RESOURCES (FTE) Chapter 53 Admin/Oversight Direct FTE	59	145	5.2%			2.0%	145	20	165	
<b>FINANCIAL RESOURCES</b>										
Salaries and Benefits	\$16,061	\$33,824	\$426	\$498	\$0	\$0	\$274	\$4,216	\$39,238	
FECA (Worker's Compensation)	\$289	\$302	\$0	\$0	\$0	\$0	\$3	\$0	\$305	
Travel	\$464	\$464	\$0	\$0	\$0	\$0	\$0	\$0	\$464	
Training	\$1,508	\$250	\$0	\$0	\$0	\$0	\$0	\$0	\$250	
Transportation	\$76	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
GSA Rent	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Communications & Utilities	\$575	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Printing	\$54	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Working Capital Fund	\$5,496	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Other Base Services	\$3,498	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Transit Subsidy	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Information Technology	\$1,998	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Contracts	\$16,287	\$5,970	\$0	\$0	\$0	\$0	-\$5,227	\$743	\$743	
Supplies	\$81	\$81	\$0	\$0	\$0	\$0	-\$81	\$0	\$0	
Equipment	\$109	\$109	\$0	\$0	\$0	\$0	-\$109	\$0	\$0	
Grants	\$2,009,000	\$2,009,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,009,000	
Settlements									\$0	
<b>Transit Infrastructure Grants Total</b>	<b>\$2,050,000</b>	<b>\$2,050,000</b>	<b>\$426</b>	<b>\$498</b>	<b>\$0</b>	<b>\$0</b>	<b>-\$5,140</b>	<b>\$4,216</b>	<b>\$2,050,000</b>	

EXHIBIT II-5  
SUMMARY OF REQUESTED FUNDING CHANGES FROM FY 2024 to FY 2025  
Federal Transit Administration  
Capital Investment Grants - IIJA  
Appropriations, Obligation Limitations, and Exempt Obligations  
(\$000)

Account Name: Capital Investment Grants - IIJA	FY 2023 Actual	FY 2024 Annualized CR	Baseline Changes				WCF Increase/Decrease	Inflation and other adjustments to base	FY 2025 Baseline Estimate	Program Increases/Decreases	FY 2025 Pres. Budget
			Annualization of Prior Pay Raises	Annualization of new 2024 FTE	FY 2025 Pay Raises	Adjustment for Compensable Days (261 days)					
<b>PERSONNEL RESOURCES (FTE)</b> Direct FTE											
<b>FINANCIAL RESOURCES</b>											
Salaries and Benefits	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FECA (Worker's Compensation)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Training	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Transportation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
GSA Rent	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Communications & Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Printing	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Working Capital Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Other Base Services</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Transit Subsidy</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Information Technology</i>	\$16,000	\$16,000	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$16,000
Contracts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Supplies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grants	\$1,584,000	\$1,584,000	\$0	\$0	\$0	\$0	\$0	\$1,584,000	\$0	\$0	\$1,584,000
Settlements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Capital Investment Grants - IIJA</b>	<b>\$1,600,000</b>	<b>\$1,600,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,600,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,600,000</b>
<b>Total</b>	<b>\$1,600,000</b>	<b>\$1,600,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,600,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,600,000</b>

**EXHIBIT II-5**  
**SUMMARY OF REQUESTED FUNDING CHANGES FROM FY 2024 to FY 2025**  
**Federal Transit Administration**  
**Ferry Service for Rural Communities - IIJA**  
**Appropriations, Obligation Limitations, and Exempt Obligations**  
**(\$000)**

Account Name: Ferry Service for Rural Communities - IIJA	FY 2023 Actual	FY 2024 Annualized CR	Annualization of Prior Pay Raises	Annualization of new 2024 FTE	FY 2025 Pay Raises	Baseline Changes			WCF Increase/Decrease	Inflation and other adjustments to base	FY 2025 Baseline Estimate	Program Increases/Decreases	FY 2025 Pres. Budget
						Adjustment for Compensable Days (261 days)	GSA Rent						
<b>PERSONNEL RESOURCES (FTE)</b>													
Direct FTE													
<b>FINANCIAL RESOURCES</b>													
Salaries and Benefits	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FECA (Worker's Compensation)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Travel	\$10	\$10	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10	\$0	\$0	\$10
Training	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Transportation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
GSA Rent	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Communications & Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Printing	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Working Capital Fund	\$0	\$1,443	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$320	\$0	\$320
<i>Other Base Services</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Transit Subsidy</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Information Technology</i>	\$0	\$1,443	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Contracts 1/	\$3,990	\$2,547	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,123	\$3,670	\$0	\$3,670
Supplies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grants	\$196,000	\$196,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$196,000	\$0	\$196,000
Settlements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Ferry Service for Rural Communities - IIJA Total</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$200,000</b>	<b>\$0</b>	<b>\$200,000</b>

1/ Contracts include a \$20,000 transfer to the Department of Transportation Inspector General from the administration/oversight takedown.

**EXHIBIT II-5**  
**SUMMARY OF REQUESTED FUNDING CHANGES FROM FY 2024 to FY 2025**  
**Federal Transit Administration**  
**Electric or Low Emitting Ferry Program- IIJA**  
**Appropriations, Obligation Limitations, and Exempt Obligations**  
**(\$000)**

Account Name: Electric or Low Emitting Ferry Program - IIJA	Baseline Changes											
	FY 2023 Actual	FY 2024 Annualized CR	Annualization of Prior Pay Raises	Annualization of new 2024 FTE	FY 2025 Pay Raises	Adjustment for Compensable Days (261 days)	GSA Rent	WCF Increase/Decrease	adjustments to base	FY 2025 Baseline Estimate	Program Increases/Decreases	FY 2025 Pres. Budget
<b>PERSONNEL RESOURCES (FTE)</b>												
Direct FTE												
<b>FINANCIAL RESOURCES</b>												
Salaries and Benefits	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FECA (Worker's Compensation)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Travel	\$10	\$10	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10	\$0	\$10
Training	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Transportation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
GSA Rent	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Communications & Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Printing	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Working Capital Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Other Base Services</i>												
<i>Transit Subsidy</i>												
<i>Information Technology</i>												
Contracts	\$990	\$990	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$990	\$0	\$990
Supplies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grants	\$49,000	\$49,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$49,000	\$0	\$49,000
Settlements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Electric or Low Emitting Ferry Program - IIJA Total</b>	<b>\$50,000</b>	<b>\$50,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$50,000</b>	<b>\$0</b>	<b>\$50,000</b>

1/ Contracts include a \$5,000 transfer to the Department of Transportation Inspector General from the administration/oversight takedown.

**EXHIBIT II-5**  
**SUMMARY OF REQUESTED FUNDING CHANGES FROM FY 2024 to FY 2025**  
**Federal Transit Administration**  
**All Stations Accessibility Program - IIJA**  
**Appropriations, Obligation Limitations, and Exempt Obligations**  
**(\$000)**

Account Name: All Stations Accessibility Program - IIJA	Baseline Changes							FY 2025 Baseline Estimate	Program Increases/Decreases	FY 2025 Pres. Budget
	FY 2023 Actual	FY 2024 Annualized CR	Annualization of Prior Pay Raises	Annualization of new 2024 FTE	FY 2025 Pay Raises	Adjustment for Compensable Days (261 days)	WCF Increase/Decrease 3/			
<b>PERSONNEL RESOURCES (FTE)</b>										
Direct FTE										
<b>FINANCIAL RESOURCES</b>										
Salaries and Benefits	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FECA (Worker's Compensation)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Travel	\$10	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Training	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Transportation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
GSA Rent	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Communications & Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Printing	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Working Capital Fund	\$0	\$6,965	\$0	\$0	\$0	\$0	\$0	\$0	\$6,965	\$6,965
<i>Other Base Services</i>	\$0	\$3,680	\$0	\$0	\$0	\$0	\$0	\$0	\$3,680	\$3,680
<i>Transit Subsidy</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Information Technology</i>	\$0	\$3,285	\$0	\$0	\$0	\$0	\$0	\$0	\$3,285	\$3,285
Contracts 1/	\$6,990	\$35	\$0	\$0	\$0	\$0	\$0	\$0	\$35	\$35
Supplies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grants	\$343,000	\$343,000	\$0	\$0	\$0	\$0	\$0	\$0	\$343,000	\$343,000
Settlements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>All Stations Accessibility Program -</b>										
<b>IIJA Total</b>	<b>\$350,000</b>	<b>\$350,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$350,000</b>	<b>\$350,000</b>

1/ Contracts include a \$35,000 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 2023 ACTUAL</b>	<b>FY 2024 ANNUALIZED CR</b>	<b>FY 2025 PRES. BUDGET</b>
<b>DIRECT:</b>			
Administrative Expenses	\$15,389	\$15,354	\$16,828
<b>SUBTOTAL</b>	<b>\$15,389</b>	<b>\$15,354</b>	<b>\$16,828</b>
<b>SUPPLEMENTAL FUNDING:</b>			
IIJA Supplemental (Division J)			
All Stations Accessibility Program - IIJA	-	\$6,984	\$6,984
Ferry Service for Rural Communities - IIJA	-	\$1,443	\$320
Transit Infrastructure Grants - IIJA	\$5,496	-	-
<b>Total, All Sources</b>	<b>\$20,885</b>	<b>\$23,781</b>	<b>\$24,132</b>

**EXHIBIT II-7**

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

<b>DIRECT FUNDED BY APPROPRIATION</b>	<b>FY 2023 ACTUAL</b>	<b>FY 2024 ANNUALIZED CR</b>	<b>FY 2025 PRES. BUDGET</b>
Transit Formula Grants	<b>526</b>	<b>551</b>	<b>558</b>
<b><u>SUPPLEMENTAL FUNDED FTEs</u></b>			
Public Transportation Emergency Relief	25	25	22
COVID-19 Supplemental funding			
<i>CARES Act, FY 2020</i>	37	50	50
<i>CRRSA Act, 2021</i>	8	10	10
IIJA Supplemental Funding			
<i>Transit Infrastructure Grants - IIJA</i>	59	145	165
<b>SUBTOTAL, SUPPLEMENTAL FUNDED</b>	<b>129</b>	<b>230</b>	<b>247</b>
<b>TOTAL FTEs</b>	<b>655</b>	<b>781</b>	<b>805</b>

**EXHIBIT II-8**

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

<b>DIRECT FUNDED BY APPROPRIATION</b>	<b>FY 2023 ACTUAL</b>	<b>FY 2024 ANNUALIZED CR</b>	<b>FY 2025 PRES. BUDGET</b>
Transit Formula Grants	<b>529</b>	<b>551</b>	<b>558</b>
<b><u>SUPPLEMENTAL FUNDED FTP's</u></b>			
Public Transportation Emergency Relief	24	25	22
<i>COVID-19 Supplemental funding</i>			
CARES Act, FY 2020	40	50	50
CRRSA Act, 2021	9	10	10
<i>IIJA Supplemental Funding</i>			
Transit Infrastructure Grants - IIJA	88	183	183
<b>SUBTOTAL, SUPPLEMENTAL FUNDED</b>	<b>161</b>	<b>268</b>	<b>265</b>
<b>TOTAL FTPs</b>	<b>690</b>	<b>819</b>	<b>823</b>

# 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, section 20005(b) of Public Law 112–141, and section 3006(b) of Public Law 114–94, [\$13,990,000,000]**\$14,279,000,000**, 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, section 20005(b) of Public Law 112–141, and section 3006(b) of *Public Law 114–94*, shall not exceed total obligations of [\$13,990,000,000]**\$14,279,000,000** in fiscal year [2024] **2025**.

*Note.--A full-year 2024 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, 2024 and Other Extensions Act (Division A of Public Law 118-15, as amended). The amounts included for 2024 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 2023 ENACTED</b>	<b>FY 2024 ANNUALIZED CR</b>	<b>FY 2025 PRES. BUDGET</b>
<b>Transit Formula Grants (Contract Authority)</b>			
Transit Oriented Development	\$13,432	\$13,432	\$14,067
Planning Programs	\$188,505	\$188,505	\$197,423
Urbanized Area Formula Grants	\$6,542,164	\$6,542,164	\$6,851,662
Enhanced Mobility of Seniors and Individuals with Disabilities	\$379,003	\$379,003	\$396,933
Pilot Program for Enhanced Mobility	\$4,701	\$4,701	\$4,924
Formula Grants for Rural Areas	\$893,575	\$893,575	\$935,849
Public Transportation Innovation	\$37,610	\$37,610	\$39,389
Technical Assistance and Workforce Development	\$12,089	\$12,089	\$12,661
Bus Testing Facilities	\$5,104	\$5,104	\$5,346
National Transit Database	\$5,373	\$5,373	\$5,627
State of Good Repair Grants	\$3,587,778	\$3,587,778	\$3,755,675
Buses and Bus Facilities Grants	\$1,073,212	\$1,073,212	\$1,123,984
Growing States and High-Density States	\$756,524	\$756,524	\$792,314
Administrative Expenses	\$134,930	\$134,930	\$143,147
<b>Gross Budgetary Resources</b>	<b>\$13,634,000</b>	<b>\$13,634,000</b>	<b>\$14,279,000</b>
Transfers: FHWA Flex Funding	\$1,065,097	\$1,300,000	\$1,300,000
<b>TOTAL, Base appropriations</b>	<b>\$14,699,097</b>	<b>\$15,290,000</b>	<b>\$15,579,000</b>
FTEs			
Administrative Expenses (TF)	490	516	516
Oversight Funding (TF)	36	35	42
Subtotal, Direct Funded	526	551	558
<b>IIJA Supplemental (Division J)</b>	N/A	N/A	N/A
<b>TOTAL</b>	<b>\$14,699,097</b>	<b>\$15,290,000</b>	<b>\$15,579,000</b>

## **PROGRAM AND PERFORMANCE**

The FY 2025 Budget request includes \$14.3 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.



**EXHIBIT III-1a**

**TRANSIT FORMULA GRANTS  
SUMMARY ANALYSIS OF CHANGE FROM FY 2024 TO FY 2025  
Appropriations, Obligations, Limitations, and Exempt Obligations  
(\$000)**

	<u>(\$000)</u>	<u>(FTE)</u>
<b>FY 2024 ANNUALIZED CR</b>	<b>\$13,634,000</b>	<b>551</b>
<b>PROGRAM DECREASES</b>	\$645,000	7
<b>FY 2025 REQUEST</b>	<b>\$14,279,000</b>	<b>558</b>
FY 2025 IJA Supplemental Appropriation	N/A	N/A
<b>TOTAL</b>	<b>\$14,279,000</b>	<b>558</b>

## DETAILED JUSTIFICATION

### TRANSIT FORMULA GRANTS PROGRAMS

The FY 2025 Budget request includes \$14.3 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 (BIL), this account also supports Organizational Excellence goals.

The Budget request includes an additional \$1.3 billion under this account in estimated "flex funding" transferred from the Federal Highway Administration (FHWA) to be used for transit projects, bringing the total available in this account to \$15.6 billion in FY 2025.

The FY 2025 budget also includes proposals to address specific challenges faced by transit agencies:

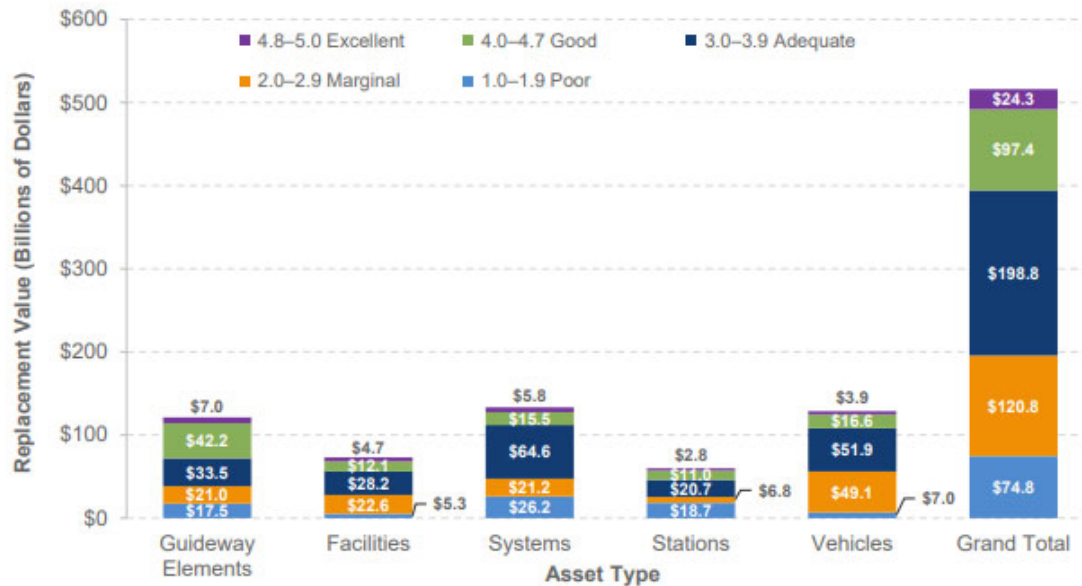
- Many of the Nation's largest transit providers are facing a major financial crisis in the months ahead. As emergency supplemental funding is depleted and ridership has remained below pre-pandemic levels, the largest urban transit providers – many of which have historically relied substantially on fare revenue to support operations – require additional support to address the shortfall. FTA is proposing language that would allow Urbanized Area Formula and FHWA Flex Funds to be used for operating expenses. This will provide transit agencies with additional flexibility to address operating shortfalls.
- The Enhanced Mobility of Seniors & Individuals with Disabilities and Formula Grants for Rural Areas programs fund critical service for older adults, people with disabilities, and rural populations. Many rural and non-profit transit providers have difficulty meeting local match requirements for these programs. The FY 2025 Budget proposes to increase the maximum allowable Federal share to 100 percent for these programs.
- The DOT Annual Performance Plan includes an objective to increase the total Federal Transit grant dollars announced or allocated for rural or tribal areas. Tribal transit providers face an issue securing local matches to meet federal grant requirements. The FY 2025 budget includes a proposal to increase the maximum allowable Federal share to 100 percent for tribal transit providers under the Bus and Bus Facilities competitive program, which includes the Low or No Emissions grant program.

By providing support for transit agencies across the Nation's communities, technical assistance, research, and data collection, FTA's Transit Formula Grants 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, including local, State, public, and private entities that provide transit services across the Nation. 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.

Grants are used to invest in the basic needs of maintaining and sustaining the Nation’s \$850 billion in all transit capital assets. These funds also support operating assistance for rural and small urban transit systems and some small transit systems in large urban areas that rely on FTA funding to provide service. Such systems will serve the mobility needs of citizens, particularly seniors and individuals with disabilities, who rely on transit to get to work, medical appointments, and the grocery store.

**Distribution of Replaceable Asset Physical Conditions by Asset Type for All Modes, 2016**



Note: Exhibit includes replaceable assets, which should be replaced once they are below condition 2.5, and excludes nonreplaceable assets.

Source: Transit Economic Requirements Model (TERM) and National Transit Database.

Capital assets in marginal and poor condition can lead to poor and unreliable transit service. Bus breakdowns, elevator and escalator outages, train derailments, and trains operating at slower speeds due to equipment problems are some of the problems that occur when capital stock is not properly maintained or replaced. The end effect is that riders are inconvenienced, frustrated, and become less willing to choose public transportation because they find it slow, unreliable, or 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 grant awards from the Transit Formula Grants account help address an estimated and growing need to repair, rehabilitate, or replace aging public transportation assets. Projects funded by FTA’s major competitive awards also help to address the \$105 billion state of good repair backlog of assets that are in marginal or poor condition requiring either repair or replacement. These assets include transit assets such as bus and rail vehicles, rail tracks, signal systems, bus transfer stations and maintenance facilities.<sup>1</sup>

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.

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

---

The FY 2025 Budget requests \$14.3 billion in new contract authority for the Transit Formula Grants programs, as authorized under the BIL. 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 2025 program structure includes:

*Transit Oriented Development.* — \$14.1 million. This pilot program funds planning for projects that support transit-oriented development associated with new fixed-guideway and core capacity improvement projects. In FY 2025, FTA will continue to conduct an evaluation of the pilot program to determine whether the program is meeting its objectives, inform future program decisions, and gather feedback from grantees.

*Planning Programs.* — \$197.4 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.* — \$6.9 billion. This program provides formula grants to urbanized areas with populations of 50,000 or more. Funding constitutes 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. 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; in certain limited circumstances, operating costs may be eligible expenses for smaller systems in urban areas with populations over 200,000. Urbanized Area grants may also be used to support job access and reverse commute activities. This program also includes a \$30 million set-aside in law for a competitive Passenger Ferry Boat program.

---

<sup>1</sup>U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration, Status of the Nation’s Highways, Bridges, and Transit: Conditions & Performance Report to Congress, 24th Edition (Washington, DC: 2021) <https://doi.org/10.21949/1521794>

Additionally, the FY 2025 budget includes a policy proposal that would allow Urbanized Area Formula funds and flexed Federal-Aid Highway funds to be used for operating expenses to give large transit agencies short-term relief for operating shortfalls, while requiring a maintenance of effort for state and local funding.

According to the most recently published Grant Statistical Summaries<sup>2</sup>, Urbanized Area formula funds were used to purchase 3,807 buses and vans, 1,252 rail vehicles, and one ferry boat, which demonstrates continuous progress towards improving and expanding public transportation services and improving transit infrastructure in America's communities.

*State Safety Oversight Program (SSO)* — \$51.4 million. This grant program 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 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.

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.

*Enhanced Mobility of Seniors and Individuals with Disabilities*— \$397 million. This program supports 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 most recently published 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*—\$4.9 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*—\$935.8 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, \$37.4 million in formula funds and \$9.4 million in competitive grants support the Public Transportation on Indian Reservations program (also known as the Tribal Transit Program), and \$28.1 million supports the Appalachian Development Public Transportation Assistance Program.

---

<sup>2</sup> U.S. Department of Transportation, Federal Transit Administration, <https://www.transit.dot.gov/funding/grants/fy-2019-statistical-summary>.

*Public Transportation Innovation* — \$39.4 million. Of this amount, \$27 million provides assistance for projects and activities to advance innovative public transportation research, demonstration, deployment, development, and testing, and \$5.3 million is used to evaluate and analyze low or no emission vehicle components intended for use in low or no emission buses. An additional \$7 million in funding is provided to the National Academy of Sciences to administer a public transportation cooperative research program.

*Technical Assistance and Workforce Development* — \$12.7 million. Through partnerships, this program enables FTA to provide technical assistance to the public transportation industry and to develop standards and best practices. Partnerships enable industry workforce training and other educational programs for Federal, State, and local transportation employees, and others engaged in public transportation work. For example, FTA funding supports e-learning courses, blogs, promotion of sound management practices, and planning and pilot grants for innovative, community-based transportation solutions. In FY 2022, over 10,000 participants enrolled in e-learning classes through the National Center for Mobility Management. Funds are also used to address public transportation workforce needs through the National Transit Institute (\$7 million), outreach to underrepresented populations, and training and assistance for veteran and minority business opportunities.

*Bus Testing Facility* — \$5.3 million. This program provides funding 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.

*National Transit Database (NTD)* — \$5.6 million. This program compiles, manages, and maintains a national database authorized by 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.

*State of Good Repair Grants*—\$3.8 billion. This formula-based capital maintenance program restores and replaces 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. The FTA will continue to conduct an evaluation of the State of Good Repair (SGR) Formula Grant Program.

*Buses and Bus Facilities Grants*—\$1.1 billion. This grant program replaces, rehabilitates, purchases, and leases buses and related equipment, and constructs bus-related facilities. Within this total, \$641 million represents formula funding and \$475 million is for competitive funding, including the Low or No Emission Competitive Grants Program at \$77 million. 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.

*Growing States and High-Density States.* —\$792.3 million. This program apportions additional funds to the Urbanized Area Formula and Rural Area Formula programs. Funding is determined based on a statutory formula and are added to the urbanized area formula.

*Administrative Expenses* – \$143.1 million. Funding supports 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 558 full-time equivalent (FTE) staff. These employees manage a portfolio of active grants totaling over \$100 billion. This request will enable FTA’s efforts to carry out complex safety and grant management roles, manage project development and delivery, and oversee FTA’s annual competitive grant programs.

### **OVERSIGHT AND ADMINISTRATIVE EXPENSES**

Through funding for operations, FTA works to ensure that Federal funds are used effectively and efficiently to support the Administration’s goals and in accordance with all applicable laws and regulations. FTA’s operations are funded through authorized percentage takedowns from several of FTA’s grant programs and Administrative Expense funding levels that are set in the BIL. BIL authorizes that oversight funds can be used to pay for administrative expenses. Of the \$273.3 million total FY 2025 request for operations, \$130.2 million is included for Oversight and \$143.1 million for Administrative Expenses. In addition to the funding from Transit Formula Grants, the BIL authorizes a one-percent takedown from Capital Investment Grants and Washington Metropolitan Area Transit Authority amounts, which support oversight of those programs and are reflected within those FY 2025 requests.

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

Through the operating budget, FTA carries out its mission to support safe and high-quality public transportation systems that ensure access and mobility to people across the United States. Funding supports FTA’s headquarters and regional staff as they work to make grant funds available, oversee awards, and provide assistance to recipients. 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.

With its operating funds, FTA is required to ensure that Federal funds are used cost-effectively and in accordance with applicable laws and regulations. In FY 2025, FTA’s operations funding will support the ongoing responsibilities necessary to carry out a \$16.8 billion budget to improve America’s communities through public transportation, as well as address the increasingly complex oversight activities required to ensure compliance with FTA’s authorities.

The FY 2025 Budget request supports 558 full-time equivalents (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. Personnel compensation and benefits include 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. These resources help to carry out FTA's significant and complex oversight functions.

For example, the BIL maintains the requirement of a safety certification training program for certain public transportation industry employees. Expenses associated with this program and related safety training are authorized under Section 5338(c). Public transportation law authorizes oversight funds to carry out responsibilities under the public transportation safety program (Section 5329).

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 for identified safety risks in a transit system's safety performance.

Oversight funds also support contract closeout actions and the compliance review program under the Americans with Disabilities Act (ADA). 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 ongoing program to effectively oversee transit safety risks through a six-step process managed by a 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.

The budget also supports costs such as rent, utilities, travel, training, contracts, equipment, supplies, and related expenses at FTA's national headquarters in Washington, D.C., and 10 regional offices across the U.S. 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 agency-wide succession planning.

## **Combined Oversight and Administrative Expenses Details**

### **Personnel Compensation and Benefits**

The FY 2025 Transit Formula Grants account requests \$109 million for salaries and benefits and related expenses for 558 FTEs. Salaries and benefits for additional FTEs are supported by General Fund accounts. FTA's relatively small workforce continues to be productive and efficient to keep pace with the increase in oversight responsibilities and requirements of prior Congressional authorizations, the BIL, record-high Congressional appropriations, complex requirements for competitive programs, including Capital Investment Grants, and almost \$70 billion in supplemental appropriations in response to COVID-19. 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.

### **Travel**

The FY 2025 request for Transit Formula Grants includes \$2 million to meet the mission-critical travel requirements of successfully overseeing an over \$100 billion portfolio of active grants and FTA-funded major capital projects. Travel is also supported by oversight amounts in General Fund accounts.

Projected mission-critical travel needs have returned to pre-pandemic levels. 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
- 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 projects, engagement in legal actions, and attendance at quarterly meetings to discuss FTA guidance, policies, and procedures. Many site visits are in rural areas of the country, where transportation options are limited and can be costly.

FTA employees carry out quarterly reviews with grantees, planning certifications, triennial reviews, and project and financial management oversight; participate in technical workshops; and provide grantmaking assistance to over 1,000 direct grantees and 3,000 sub-recipients nationwide. A combination of in-person, on-site collaboration and virtual meetings and trainings are utilized based on stakeholder need and best use of taxpayer dollars.

### **Transportation**

Funding will provide an estimated \$141,000 for the transportation costs of government employees and other persons' possessions while in an authorized travel status, that are to be paid by the government either directly or by reimbursement. This includes both time spent away from official stations, subject to regulations governing civilian and military travel, and local travel and transportation of things 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**

Funding will be used to support mission-critical employee training and technical workshops where new agency guidance, policies, and procedures are discussed with employees. The FY 2025 request includes \$1.2 million for training.

### **GSA Rent**

The \$4.8 million in estimated 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 nine of the ten FTA regional offices and all metropolitan offices are made to GSA. The Boston Regional Office space is rented through the Volpe National Transportation Systems Center.

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

### **Communications and Utilities**

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. The FY 2025 request includes \$119,000 for communications and utilities.

## **Contractual Services**

The FY 2025 request includes \$112.3 million for contractual services that provide acquisition, administrative support, learning and knowledge management, transit asset management, internal control reviews, and various interagency agreements. Contractual services are also supported by oversight in General Fund accounts.

## **Printing**

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 includes grant announcements, grant apportionments, new rules and regulations, and various other announcements. 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. The FY 2025 request includes \$100,000 for printing.

## **Working Capital Fund**

Funding will be used to support FTA's contribution to the DOT full range of administrative services, headquarters rent, and other services that are centrally performed in the interest of economy and efficiency. DOT's Office of the Chief Information Officer (OCIO) will continue to provide FTA Commodity IT shared services. Of the total \$24.1 million Working Capital Fund estimate for FY 2025, \$16.8 million is supported by the Transit Formula Grants account. The remaining costs are funded from the oversight takedowns in other General Fund accounts.

## **Supplies and Materials**

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. The FY 2025 request includes \$149,000 thousand for supplies and materials.

## **Equipment**

Equipment funding will provide for miscellaneous office furniture and fixtures, including IT equipment, for the FTA headquarters and regional staff. The FY 2025 request includes \$1.5 million for equipment.

## **Administrative Cost Savings Efforts**

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**

Travel is essential for the FTA to carry out core business functions. For FTA, mission-critical travel includes:

- Site visits to transit properties related to various program oversight reviews and to oversee multi-billion or multi-million 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 allowed to travel to attend training that contributes 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 online 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 2024 and FY 2025. 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.

## 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 FTA's FY 2025 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?**

Funding for programs, oversight, and administrative expenses provides benefits to the American public across the agency's strategic goals, as outlined below:

#### *Economic Strength*

As aligned with goals and key performance indicators outlined in the Department of Transportation's Strategic Plan, about \$12 billion of FTA's Formula and Bus Grant programs will foster a more inclusive and sustainable economy that will increase investment for reliable transportation for American workers and businesses. For transit assets, including revenue vehicles, state of good repair means the condition when the asset can safely operate at a full level of performance or when it is within its useful life. Funding for programs that support ensuring transit assets are in a state of good repair are specifically aimed at reducing the state of good repair backlog for transit revenue vehicles by 25% and for transit buildings and facilities by at least 50% by 2030. In urbanized areas with populations greater than 100,000, FTA also aims to increase the frequency of bus service by 10% by 2026.

To meet these key performance indicators, FTA plans to:

- Administer increased funds from BIL for the State of Good Repair Formula Program and the Buses and Bus Facilities Competitive Program.
- Administer the new Rail Car Replacement grant program.
- Administer programs aimed at enhancing transit services (e.g., National Rural Transit Assistance Program).
- Engage with stakeholders throughout the transit industry.

Through the Transit Asset Management Program, FTA provides resources, learning opportunities, and technical assistance to transit providers, as well as funding from numerous grant programs for the repair or replacement of assets. Due to the long lead time required to replace revenue vehicles and facilities that are not currently in a state of good repair, FTA anticipates marginal improvement in performance data for the two performance goals relating to condition of core transit assets over the next few years.

#### *Equity*

About \$1.8 billion of the Transit Formula Grant programs support equity and access to economic opportunity by creating mobility. Communities of all sizes, including rural areas, include people who, for reasons of age, youth, disability, or low income are unable to rely upon automobile transportation to meet their mobility needs. FTA is specifically aiming to increase the total Federal transit grant dollars announced or allocated for rural or Tribal areas. To do so, FTA will continue to:

- Support the National Rural Transit Assistance Program, which provides training and technical assistance and other support services tailored to meet the needs of transit operators in non-urban areas.
- Administer a significant increase in funds from BIL for the Rural Formula, Tribal Formula, and Tribal Discretionary Programs.
- Prioritize rural projects in the Bus and Bus Facilities Competitive program.

Based on feedback from stakeholders about the difficulty of obtaining dedicated revenue sources to meet local match requirements, the FY 2025 budget also includes a policy proposal to waive the matching requirement for the Rural and Enhanced Mobility programs, as well as for Bus grants to Tribal areas, which will contribute to meeting this performance metric.

### *Safety*

About \$146 million of the funds for this account support a safer transit system that has fewer total transit-related fatalities, fewer fatalities and injuries from transit collision and derailment events, and fewer fatalities and injuries from assaults on all persons. Funding supports training, improved tracking and reporting of assaults, and continuing to implement new BIL requirements related to assaults.

In support of the Department’s safety objectives, FTA also seeks to increase ridership back to FY 2019 levels in the 26 top transit cities. In support of this goal, FTA will continue to administer the \$6.8 billion Urbanized Area Formula program, which was significantly increased under BIL and funds transit capital investments for heavy rail, commuter rail, light rail, streetcars, and bus rapid transit. FTA will prioritize targeted, non-financial support and assistance to transit agencies, MPOs, and State DOTs using a data-driven approach to identify geographical areas where human and technical resources will have the greatest impact. Additionally, FTA is proposing to modify and be the lead agency on a DOT performance goal to increase the percentage of trips to work among non-teleworkers by transit and active transportation modes to 7.1% by FY 2025.

### *Climate & Sustainability*

In support of Climate & Sustainability Goals, FTA’s Formula Grants Program also supports the purchase of low- or no-emission vehicles, Research, and Low-No Component Assessment Programs. From this account, approximately \$86 million is dedicated to these programs. Funding supports FTA’s plans to reduce GHG emissions and environmental impacts from transit construction and operations by increasing the deployment of clean fuels in transit, especially zero-emission battery electric vehicles. By 2030, FTA aims to increase the number of zero-emission bus vehicles in the national transit fleet by 450 percent to 7,500 vehicles. Increasing the number of zero-emission bus vehicles in the Nation’s transit systems will supplement the already favorable influences transit has on the environment. FTA will accomplish this by:

- Continuing to compete and manage grant programs,
- Providing tools and technical assistance to transit agencies, and
- Prioritizing zero-emission buses in appropriate grant selections.

### *Transformation*

FTA's Research and Development program supports the Department's goals to design for the future and modernize the transit system. These research activities cut across the Department's strategic goals and also support the Department's efforts to reduce the national transportation cost burden and mobility cost as a percent of income, as outlined in the DOT Equity Action Plan. Specifically, about \$9 million of the request supports:

- Administering grants that support transit operational efficiency and smarter, climate-friendly mobility choices for travelers with projects that address payments, curated traveler information, making transportation research accessible, and data standards/governance.
- Making investments to understand the utility of advanced vehicle designs, new technologies to improve state of good repair, opportunities for artificial intelligence, and modeling/simulation to assess the effects of emerging technologies.

### *Organizational Excellence*

The Transit Formula Grants request provides approximately \$248 million of Administrative Expense and Oversight funding that enables FTA's workforce to administer the historic investments provided under the BIL. Funding through the Transit Formula Grants account will support 558 of the 805 FTE who implement and oversee FTA's grants programs, regulatory and oversight functions, and mission support functions. FTA will continue efforts to recruit and retain an inclusive, highly qualified workforce, an effort that aligns with the Department's Equity Action Plan. Lastly, funding supports FTA's efforts to adapt communication and collaboration in the transformed workplace.

Funding levels will continue to support work to ensure the funds FTA provides are managed well. The budget continues important investments that leverage IT investments to feed data-driven decision-making, such as the modernized OTrak system to capture the program oversight process from A-to-Z, including direct grantee interface for document collection and finding management. The request supports efforts to enhance enterprise risk management to improve oversight and internal controls, including supporting audit activities. Additionally, FTA's budget request reflects how our agency's performance is managed through program evaluations and the development of new performance goals and measures.

**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 Fixing America's Surface Transportation Act (Public Law 114-94), [\$2,850,000,000] **\$2,365,525,000**, to remain available until expended.

*Note.--A full-year 2024 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, 2024 and Other Extensions Act (Division A of Public Law 118-15, as amended). The amounts included for 2024 reflect the annualized level provided by the continuing resolution.*

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

	<b>FY 2023 ENACTED</b>	<b>FY 2024 ANNUALIZED CR</b>	<b>FY 2025 PRES. BUD.</b>
Capital Investment Grants	\$2,210,000	\$2,210,000	\$2,365,525
Capital Investment Grants – Existing FFGAs	\$425,000	\$425,000	N/A
<b>TOTAL, Base appropriations</b>	<b>\$2,635,000</b>	<b>\$2,635,000</b>	<b>\$2,365,525</b>
FTEs			
Direct Funded	N/A	N/A	N/A
<b>IJA Supplemental (Division J)</b>			
Capital Investment Grants	\$1,600,000	\$1,600,000	\$1,600,000
<b>TOTAL, Base appropriations</b>	<b>\$1,600,000</b>	<b>\$1,600,000</b>	<b>\$1,600,000</b>
FTEs			
Direct Funded	N/A	N/A	N/A
<b>Capital Investment Grants</b>	<b>\$4,235,000</b>	<b>\$4,235,000</b>	<b>\$3,965,525</b>

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

**Program and Performance Statement**

The Capital Investment Grants (CIG) program supports the construction of new fixed guideway systems or extensions to fixed guideways, including corridor-based bus rapid transit systems and core capacity improvement projects. These projects include heavy rail, light rail, commuter rail, bus rapid transit, and streetcar systems. The Infrastructure Investment and Jobs Act (IIJA) provided \$1.6 billion annually for 2022 through 2026 to this account, bringing the total available for this account to \$4.0 billion in 2025.

**EXHIBIT III-1a**

**CAPITAL INVESTMENT GRANTS  
SUMMARY ANALYSIS OF CHANGE FROM FY 2024 TO FY 2025  
Appropriations, Obligations, Limitations, and Exempt Obligations  
(\$000)**

	<u>(\$000)</u>	<u>(FTE)</u>
<b>FY 2024 ANNUALIZED CR</b>	<b>\$2,635,000</b>	<b>N/A</b>
<b>PROGRAM DECREASES</b>	<b>\$269,475</b>	
<b>FY 2025 REQUEST</b>	<b>\$2,365,525</b>	<b>N/A</b>
FY 2025 IJA Supplemental Appropriation	<u>\$1,600,000</u>	
<b>TOTAL</b>	<b>\$3,965,525</b>	<b>N/A</b>

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

## Detailed Justification for the Capital Investment Grants

---

### FY 2025 – CAPITAL INVESTMENT GRANTS ((\$000s))

<b>PROGRAM ACTIVITY</b>	<b>FY 2023 ENACTED</b>	<b>FY 2024 ANNUALIZED CR</b>	<b>FY 2025 PRES. BUD.</b>
Capital Investment Grants	\$2,210,000	\$2,210,000	\$2,365,525
Capital Investment Grants – Existing FFGAs	\$425,000	\$425,000	N/A
IIJA Supp. Appropriation	\$1,600,000	\$1,600,000	\$1,600,000
<b>TOTALS</b>	<b>\$4,235,000</b>	<b>\$4,235,000</b>	<b>\$3,965,525</b>

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

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

---

The FY 2025 Budget requests \$2.4 billion for the CIG and Expedited Project Delivery (EPD) Pilot Programs, which, when combined with the advance appropriation of \$1.6 billion from the Infrastructure Investment and Jobs Act, brings the total available in this account to \$4.0 billion in FY 2025 to support the following:

- \$1.0 billion for four existing New Starts Full Funding Grant Agreements.
- \$2.1 billion for six New Starts projects not yet under construction grants.
- \$60.0 million for other New Starts projects that may become ready for construction funding during FY 2025.
- \$60.0 million for Core Capacity project that may become ready for construction funding during FY 2025.
- \$533.0 million for four Small Starts projects not yet under construction grants.
- \$59.2 million for Small Starts projects that may become ready for construction funding during FY 2025.
- \$60.0 million for EPD Pilot Program projects that may become ready for construction funding during FY 2025; and
- \$39.7 million for FTA management and oversight (1.0% of the FY 2025 funding level).

An administrative provision has been proposed to better align the program resources with anticipated schedules for project delivery as it pertains to the assignment of the resources under each CIG program.

Combined, the CIG and EPD Pilot Programs represent 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.

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

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

The EPD Pilot Program, authorized in Section 3005(b) of the Fixing America’s Surface Transportation (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 2025 continues to invest in expanding the Nation’s infrastructure. These investments support:

- 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 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 the CIG evaluation process that promote the 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.
- Spurring domestic manufacturing and assembly of the vehicles and component parts under Buy America requirements.

CIG and EPD Pilot Program applicants include State and local governments and transit agencies. Local project sponsors choose a transit mode and alignment they wish to implement. The sponsors then propose multi-million or -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.

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 to advance through the steps in the process and receive a construction grant unless they receive a medium or better rating. The law does allow for CIG grants to be awarded for planning and design work, regardless of rating.

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

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

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

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

---

Cities across the Nation are benefiting from improved transit service that meets their local preferences, whether that is light rail, heavy rail, commuter rail, streetcars, or bus rapid transit. There are currently more than 60 projects in the CIG program seeking funding, including four under existing construction grant agreements. The number of projects seeking CIG funding has grown significantly, with 31 projects entering the program since the passage of IIJA in November 2021. This is an indication of the demand from communities across the United States for new and expanded transit services.

The \$4 billion investment requested for the Capital Investment Grants and Expedited Project Delivery Programs supports multiple Departmental strategic goals, including:

### *Economic Strength*

CIG and EPD projects support DOT’s efforts to grow an inclusive and sustainable economy and invest in our transportation system to provide American workers and businesses reliable and efficient access to good-paying jobs, resources, and markets. CIG and EPD investments will also contribute to DOT’s goal to increase the frequency of bus service by 10% by 2026 in urbanized areas with populations greater than 100,000. Additionally, CIG and EPD funding in several transit dependent cities will contribute to increasing ridership in the 26 top transit cities back to FY 2019 levels, a key performance indicator for DOT. FTA will make awards that invest in new and extended systems, along with reinvestment in highly successful fixed-guideway transit corridors experiencing capacity constraints.

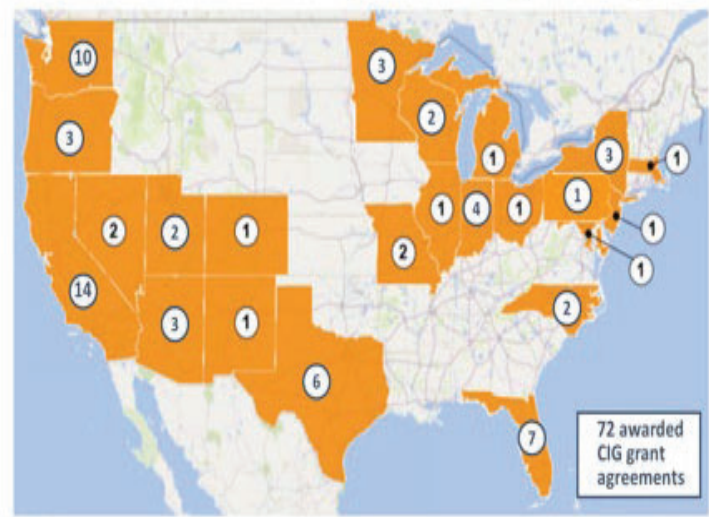
### *Climate & Sustainability*

In support of the Climate & Sustainability goal, this account supports projects that include the purchase of low or zero emission vehicles. FTA’s plans to reduce GHG emissions and environmental impacts from transit construction and operations by increasing the deployment of clean fuels in transit, especially zero-emission battery electric vehicles. By 2030, FTA aims to increase the number of zero-emission bus vehicles in the National Transit Fleet by 450 percent to 7,500 vehicles. Increasing the number of zero-emission bus vehicles in the Nation’s transit systems will supplement the already favorable influences transit has on the environment.

### *Equity*

It is FTA’s goal to increase the percentage of trips to work among non-teleworkers by transit and active transportation modes to 7.1% by FY 2025. It contributes to equity by helping those who cannot operate an automobile to meet mobility needs and increases access. In support of these efforts, FTA will continue to administer the \$4 billion which funds transit capital investments for heavy rail, commuter rail, light rail, streetcars, and bus rapid transit, which help provide new and expanded transit options to people.

Awarded CIG Grants January 2013 through January 2024





**PROPOSED FY 2025 FUNDING  
FOR THE CAPITAL INVESTMENT GRANTS  
AND EXPEDITED PROJECT DELIVERY PILOT PROGRAM  
Funding in Millions\***

<b>Existing New Starts FFGAs</b>			
Westside Subway Section 3	Los Angeles, CA		\$ 315.7
Southwest LRT	Minneapolis, MN		\$ 129.5
Second Avenue Subway Phase 2	New York, NY		\$ 496.8
Lynnwood Link Extension	Seattle, WA		\$ 88.4
<b>Subtotal for Existing FFGAs</b>			<b>\$ 1,030.4</b>
<b>Proposed New Starts Projects</b>			
Inglewood Transit Connector	Inglewood, CA		\$ 200.0
Transbay Downtown Rail Extension	San Francisco, CA		\$ 500.0
Northeast Corridor Rapid Transit Project	Miami, FL		\$ 263.7
Red Line Extension	Chicago, IL		\$ 350.0
Hudson Tunnel	New Jersey-New York		\$ 700.0
Advanced Rapid Transit North-South Corridor	San Antonio, TX		\$ 109.7
Other New Starts Projects That May Become Ready			\$ 60.0
<b>Subtotal for Proposed New Starts Projects</b>			<b>\$ 2,183.4</b>
<b>Proposed Core Capacity Projects</b>			
Other Core Capacity Projects That May Become Ready			\$ 60.0
<b>Subtotal for Core Capacity</b>			<b>\$ 60.0</b>
<b>Proposed Small Starts Projects</b>			
Blue Line Bus Rapid Transit	Indianapolis, IN		\$ 141.9
North-South Bus Rapid Transit	Chapel Hill, NC		\$ 138.3
Advanced Rapid Transit East-West Corridor	San Antonio, TX		\$ 134.7
North-South BRT	Madison, WI		\$ 118.1
Other Small Starts Projects That May Become Ready			\$ 59.2
<b>Subtotal Proposed Small Starts Projects</b>			<b>\$ 592.1</b>
<b>Proposed Expedited Project Delivery Pilot Program</b>			
Other Expedited Project Delivery Pilot Program Projects That May Become Ready			\$ 60.0
<b>Subtotal for Expedited Project Delivery Pilot Program</b>			<b>\$ 60.0</b>
<b>FTA Oversight</b>			<b>\$ 39.7</b>
<b>GRAND TOTAL</b>			<b>\$ 3,965.5</b>



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



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

For grants to the Washington Metropolitan Area Transit Authority as authorized under section 601 of division B of the Passenger Rail Investment and Improvement Act of 2008 (Public Law 110–432), \$150,000,000, to remain available until expended: *Provided*, That the Secretary of Transportation shall approve grants for capital and preventive maintenance expenditures for the Washington Metropolitan Area Transit Authority only after receiving and reviewing a request for each specific project: *Provided further*, That the Secretary shall determine that the Washington Metropolitan Area Transit Authority has placed the highest priority on those investments that will improve the safety of the system before approving such grants.

*Note.--A full-year 2024 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, 2024 and Other Extensions Act (Division A of Public Law 118-15, as amended). The amounts included for 2024 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>FY 2023 ENACTED</b>	<b>FY 2024 ANNUALIZED CR</b>	<b>FY 2025 PRESIDENT'S 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>Washington Metropolitan Area Transit Authority</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 2025 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 2024 TO FY 2025**  
**Appropriations, Obligations, Limitations, and Exempt Obligations**  
**(\$000)**

	<u>(\$000)</u>	<u>FTE</u>
<b>FY 2024 ANNUALIZED CR</b>	<b>\$150,000</b>	<b>N/A</b>
<b>FY 2025 PRESIDENT’S BUDGET</b>	<b>\$150,000</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

### FY 2025 – WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (\$000)

Program Activity	FY 2023 Enacted Level	FY 2024 Annualized CR	FY 2025 President’s Budget
Washington Metropolitan Area Transit Authority	\$150,000	\$150,000	\$150,000
Supplemental Appropriation – – IIJA	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. This 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.

Under section 30019 of IIJA (P.L. 117-58), \$5M of the authorized funding levels must be awarded to WMATA for use exclusively by the WMATA Office of the Inspector General.

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

---

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

WMATA’s transit services are a critical component of the National Capital Region’s transportation network. The network serves commuters and visitors to the Nation’s Capital and surrounding areas. WMATA’s services are a key factor for businesses starting and relocating to the region. WMATA’s capital improvement program is designed to improve rail, bus, and paratransit service to customers.



Since FY 2010, Congress has directed that FTA prioritize this direct funding to first address the immediate safety shortfalls identified by the National Transportation Safety Board (NTSB), which were issued in response to WMATA's July 2009 deadly rail crash. Under IIJA, funding is aimed at addressing the reinvestment and maintenance backlog to improve the safety and reliability of service, ensure WMATA utilizes capital planning procedures aligning strategic goals with transit asset management, and provide funding for a strong and independent Office of Inspector General of WMATA.

Continuing 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. Without capital reinvestment, transit assets will deteriorate and ultimately affect system safety, reliability, and performance.

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. In addition to local funding, WMATA received \$53 million in revenue from fares in FY 2022 from the Federal transit benefit program operated in the National Capital Region.

### **What does the FY 2025 funding level support?**

As in previous years, FTA will develop a grant agreement with WMATA detailing how the \$150 million in new preventive maintenance and capital funds will be used. FTA will review projects to ensure the investments will improve the safety and reliability of the Metrorail system. Projects expected in FY 2025 may include elevator and escalator rehabilitation, 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 state of good repair initiatives. Under IIJA, FTA will allocate \$5.0 million of the \$150 million funding to support WMATA's Office of Inspector General, which must be matched by WMATA.

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

WMATA's funding is aligned with the Department's strategic goal of Safety. FTA will provide and manage awards to WMATA that support a safer transit system that has fewer total transit-related fatalities, fewer fatalities and injuries from transit collision and derailment events, and

fewer fatalities and injuries from assaults on all persons. As part of the Department's Safety goal, FTA also seeks to increase ridership in the 26 top transit cities back to FY 2019 levels. Funding in this account will support reaching this goal in one of the target areas. Additionally, FTA is proposing to be the lead agency on a performance goal to increase the percentage of trips to work among non-teleworkers by transit and active transportation modes to 7.1% by FY 2025. WMATA's ability to attract commuters back to the system will have a direct impact on this performance indicator.



# Table of Contents

## Technical Assistance and Training (TA) Detailed Justification

	Page No.
Appropriations Language.....	TA – 1
Summary by Program Activity (Exhibit III-1).....	TA – 2
Summary Analysis of Change from FY 2024 to FY 2025 (Exhibit III-1a).....	TA – 3
Detailed Justification by Program Activity.....	TA – 4



## TECHNICAL ASSISTANCE AND TRAINING

For necessary expenses to carry out section 5314 of title 49, United States Code, **\$8,000,000**, to remain available until September 30, [2024] **2025**: *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 amounts made available under this heading are in addition to any other amounts made available for such purposes: *Provided further*, That amounts made available under this heading shall not be subject to any limitation on obligations set forth in this or any other Act.

*Note.--A full-year 2024 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, 2024 and Other Extensions Act (Division A of Public Law 118-15, as amended). The amounts included for 2024 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 2023 ACTUAL</b>	<b>FY 2024 ANNUALIZED CR</b>	<b>FY 2025 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	N/A	N/A	N/A
<b>TOTAL</b>	<b>\$7,500</b>	<b>\$7,500</b>	<b>\$8,000</b>

**Program and Performance Statement:**

The Budget requests \$8 million for technical assistance and workforce development activities. These funds will enable FTA to improve public transportation and increase the effectiveness and efficiency of public transportation through investments in technical assistance and standards development projects. FTA’s technical assistance activities are increasing transportation options for people with disabilities and older adults, furthering transit workforce development, improving safety, supporting industry standards, expanding mobility, enhancing the adoption of emerging technologies in transit, and addressing resiliency.

**EXHIBIT III-1a**  
**TECHNICAL ASSISTANCE AND TRAINING**  
**SUMMARY ANALYSIS OF CHANGE FROM FY 2024 TO FY 2025**  
**Appropriations, Obligations, Limitations, and Exempt Obligations**  
**(\$000)**

	<b>(\$000)</b>	<b>(FTE)</b>
<b>FY 2024 ANNUALIZED CR</b>	<b>\$7,500</b>	<b>N/A</b>
<b>PROGRAM INCREASE</b>	<b>\$500</b>	
<b>FY 2025 PRES. BUDGET</b>	<b>\$8,000</b>	<b>N/A</b>
<b>TOTAL</b>	<b>\$8,000</b>	



## Detailed Justification for the Technical Assistance and Training Program

---

### FY 2025 – TECHNICAL ASSISTANCE AND TRAINING – BUDGET REQUEST (\$000)

<b>PROGRAM ACTIVITY</b>	<b>FY 2023 ACTUAL</b>	<b>FY 2024 ANNUALIZED CR</b>	<b>FY 2025 PRES. BUDGET</b>
Technical Assistance and Training	\$7,500	\$7,500	\$8,000
IIJA Supp. Appropriation	N/A	N/A	N/A
<b>TOTAL</b>	<b>\$7,500</b>	<b>\$7,500</b>	<b>\$8,000</b>

For FY 2025, 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?**

---

Through cooperative agreements with national public and private sector partnerships, FTA provides technical assistance, addresses transit workforce needs, and develops voluntary and consensus-based standards and technical assistance centers augment transit agency capabilities and help them build capacity.

Work focuses on topics such as transportation for people with disabilities and older adults, workforce development, safety, accessibility, environmental planning and assessment, and mobility management. Specifically, Technical Assistance funds support:

- Translating emerging transportation technologies for States and localities across the country to develop learning and planning resources for rural, small-urban, and Tribal transportation providers and communities.
- Aiding the transit industry’s workforce development efforts to retain, recruit, reskill and upskill transit agency staff to address frontline worker shortages, operate and maintain low- and zero-emission vehicles, and build the workforce needed today and tomorrow.
- Establishing and promoting promising practices to further equitable, accessible mobility in public transportation systems that serve the needs of people with disabilities and older adults.
- Enhancing 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.

- Helping transit agencies and States improve safety through the development of voluntary safety standards.
- Promoting interoperability and transit operational excellence through the use of data and digital infrastructure through voluntary standards development.

The FY 2025 General Fund request for Technical Assistance will enable FTA to support existing technical assistance activities. Funding supports:

- **The Transit Workforce Center (TWC)**, which supports public transit workforce development and has a mission to assist the transit industry as it recruits, hires, trains, and retains the workforce needed today and in the future. The TWC responds to technical assistance requests from transit entities, unions, original equipment manufacturers, State transit associations, and others. The TWC is currently focusing on retaining, recruiting, reskilling, and upskilling transit staff on the use of advanced technologies, such as operating and maintaining climate-friendly, low- and zero-emission vehicles, as well as traditional transit roles. This becomes more critical as public transportation agencies face significant retirements.
- **The National Center for Applied Transit Technology (N-CATT)** provides technical assistance to small-urban, rural, and Tribal public transportation providers to leverage the power of emerging technologies to make transit systems more efficient. N-CATT is developing resources for emerging and available technologies; identifying and promoting promising practices; enhancing data-literacy; encouraging peer-to-peer learning; and providing direct technical assistance on all of these topical areas at the State and local level.
- **The National Aging and Disability Transportation Center (NADTC)** promotes the availability and accessibility of transportation options for older adults, people with disabilities, and caregivers. The NADTC provides resources, information, training, and technical assistance to federal, state, and local stakeholders to increase the effectiveness of coordinated transportation services. These services are essential lifelines that help ensure older adults, people with disabilities, and their caregivers can get to jobs, schools, healthcare, social services, friends and family, and other recreation and leisure activities.

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

---

FTA aligns its Technical Assistance funds with DOT strategic and organizational goals through general funds and transit formula grant funding. Using Technical Assistance funding, FTA will invest \$2.0 million to tackle the climate crisis and, build more resilient and sustainable transit systems, \$2.5 million to enhance economic strength and global competitiveness through workforce development. \$1.0 million will address equity by increasing data literacy for rural, tribal, and small agencies. These activities will also help transit agencies modernize their fleets and systems to be carbon neutral by 2050 and address the state of good repair backlog.

Connecting communities and enhancing safety are two of FTA's strategic goals. This account will directly support these goals and the Department's Safety (\$1 million) and Transformation (\$1.5 million) goals by addressing safety standards, expanding affordable, accessible mobility and helping transit agencies modernize their systems to meet changing travel demands. Communities of all sizes include people who, for reasons of age, youth, disability, or low income, are unable to rely on automobile transportation to meet their mobility needs. FTA is specifically aiming to increase the total Federal transit grant dollars announced or allocated for rural or Tribal areas. To do so, FTA will administer awards to operate technical assistance centers and standards development that benefit rural and Tribal transit providers, as well as those aimed at enhancing mobility for older adults and persons with disabilities.

## Table of Contents

### Section 4 – Research, Development, and Technology

	Page No.
Exhibit IV-1: Research, Development, and Technology Budget Authority .....	RDT – 1
Exhibit IV-2: RD&T Program Funding by DOT Strategic Goal.....	RDT – 1
Narrative Justification .....	RDT – 2

**Exhibit IV-1: Research, Development, and Technology (RD&T) Budget Authority  
Federal Transit Administration  
FY 2025 Research, Development, & Technology Budget Authority  
(\$000)**

Budget Account	FY 2023 ACTUAL	FY 2024 ANNUALIZED CR	FY 2025 PRES. BUDGET	Basic Research	Applied Research	Experimental Development / Advanced Research	Technology Transfer
<b>Transit Formula Grants 1/</b>	<b>\$37,610</b>	<b>\$37,610</b>	<b>\$39,389</b>	<b>\$0</b>	<b>\$29,179</b>	<b>\$10,210</b>	<b>\$0</b>
Mobility NeXt		\$7,116	\$7,000		\$7,000		
Strategic Transit Automation	\$7,000	\$5,000					
Transit Cybersecurity	\$2,000						
Advanced Digital Construction Management	\$3,000	\$848	\$2,145		\$2,145		
Low No Component Testing 5312(h)	\$5,105	\$5,105	\$5,346			\$5,346	
Small Business Innovation Research Program	\$825	\$825	\$864			\$864	
Bus Testing Learning Lab	\$1,000						
Transit Cooperative Research Program (TCRP) 5312(i)	\$6,716	\$6,716	\$7,034		\$7,034		
Safety	\$8,964	\$10,000					
Research to Practice and Dissemination Program (Tech Transfer)	\$2,000	\$2,000					
Transit Equity Program	\$1,000						
Transit Enhanced Living Program			\$5,000		\$5,000		
Safe Infrastructure and People			\$5,000		\$5,000		
Transit Defined Systems			\$7,000		\$3,000	\$4,000	
<b>Transit Infrastructure Grants</b>	<b>\$7,000</b>	<b>\$7,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Small Business Innovative Research	\$224	\$224					
Research - Innovative Mobility Solution	\$968	\$968					
Research - Accelerate Innovative Mobility Initiatives	\$968	\$968					
Research - Accelerate Adoption of Zero Emission Buses	\$4,840	\$4,840					
<b>Administrative</b>							
<b>Supplemental Funding</b>							
<b>Total 1/</b>	<b>\$44,610</b>	<b>\$44,610</b>	<b>\$39,389</b>	<b>\$0</b>	<b>\$29,179</b>	<b>\$10,210</b>	<b>\$0</b>

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

**Exhibit IV-2 FY 2025 Budget Request – RD&T Program Funding by DOT Strategic Goal  
Federal Transit Administration  
FY 2025 Research, Development, & Technology Budget  
(\$000)**

ACCOUNT/PROGRAM	FY 2025 REQUEST	DOT STRATEGIC GOALS					
		SAFETY	ECONOMIC STRENGTH	EQUITY	CLIMATE & SUSTAINABILITY	TRANSFORMATION	ORGANIZATIONAL EXCELLENCE
<b>Transit Formula Grants (TF)</b>							
Mobility NeXt	\$7,000					\$7,000	
Advanced Digital Construction Management	\$2,145		\$2,145				
Low No Component Testing 5312(h))	\$5,346				\$5,346		
Small Business Innovation Research Program	\$864		\$864				
Transit Cooperative Research Program (TCRP) 5312(i)	\$7,034		\$7,034				
Transit Enhanced Living Program	\$5,000			\$5,000			
Safe Infrastructure and People	\$5,000	\$5,000					
Transit Defined Systems	\$7,000		\$2,000		\$3,000	\$2,000	
<b>TOTAL 1/</b>	<b>\$39,389</b>	<b>\$5,000</b>	<b>\$12,043</b>	<b>\$5,000</b>	<b>\$8,346</b>	<b>\$9,000</b>	

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



**Exhibit IV-1: Research, Development, and Technology (RD&T) Budget Authority  
Federal Transit Administration  
FY 2025 Research, Development, & Technology Budget Authority  
(\$000)**

Budget Account	FY 2023 ACTUAL	FY 2024 ANNUALIZED CR	FY 2025 PRES. BUDGET	Basic Research	Applied Research	Experimental Development / Advanced Research	Technology Transfer
<b>Transit Formula Grants 1/</b>	<b>\$37,610</b>	<b>\$37,610</b>	<b>\$39,389</b>	<b>\$0</b>	<b>\$29,179</b>	<b>\$10,210</b>	<b>\$0</b>
Mobility NeXt		\$7,116	\$7,000		\$7,000		
Strategic Transit Automation	\$7,000	\$5,000					
Transit Cybersecurity	\$2,000						
Advanced Digital Construction Management	\$3,000	\$848	\$2,145		\$2,145		
Low No Component Testing 5312(h)	\$5,105	\$5,105	\$5,346			\$5,346	
Small Business Innovation Research Program	\$825	\$825	\$864			\$864	
Bus Testing Learning Lab	\$1,000						
Transit Cooperative Research Program (TCRP) 5312(i)	\$6,716	\$6,716	\$7,034		\$7,034		
Safety	\$8,964	\$10,000					
Research to Practice and Dissemination Program (Tech Transfer)	\$2,000	\$2,000					
Transit Equity Program	\$1,000						
Transit Enhanced Living Program			\$5,000		\$5,000		
Safe Infrastructure and People			\$5,000		\$5,000		
Transit Defined Systems			\$7,000		\$3,000	\$4,000	
<b>Transit Infrastructure Grants</b>	<b>\$7,000</b>	<b>\$7,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Small Business Innovative Research	\$224	\$224					
Research - Innovative Mobility Solution	\$968	\$968					
Research - Accelerate Innovative Mobility Initiatives	\$968	\$968					
Research - Accelerate Adoption of Zero Emission Buses	\$4,840	\$4,840					
<b>Administrative</b>							
<b>Supplemental Funding</b>							
<b>Total 1/</b>	<b>\$44,610</b>	<b>\$44,610</b>	<b>\$39,389</b>	<b>\$0</b>	<b>\$29,179</b>	<b>\$10,210</b>	<b>\$0</b>

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

**Exhibit IV-2 FY 2025 Budget Request – RD&T Program Funding by DOT Strategic Goal  
Federal Transit Administration  
FY 2025 Research, Development, & Technology Budget  
(\$000)**

ACCOUNT/PROGRAM	FY 2025 REQUEST	DOT STRATEGIC GOALS					
		SAFETY	ECONOMIC STRENGTH	EQUITY	CLIMATE & SUSTAINABILITY	TRANSFORMATION	ORGANIZATIONAL EXCELLENCE
<b>Transit Formula Grants (TF)</b>							
Mobility NeXt	\$7,000					\$7,000	
Advanced Digital Construction Management	\$2,145		\$2,145				
Low No Component Testing 5312(h))	\$5,346				\$5,346		
Small Business Innovation Research Program	\$864		\$864				
Transit Cooperative Research Program (TCRP) 5312(i)	\$7,034		\$7,034				
Transit Enhanced Living Program	\$5,000			\$5,000			
Safe Infrastructure and People	\$5,000	\$5,000					
Transit Defined Systems	\$7,000		\$2,000		\$3,000	\$2,000	
<b>TOTAL 1/</b>	<b>\$39,389</b>	<b>\$5,000</b>	<b>\$12,043</b>	<b>\$5,000</b>	<b>\$8,346</b>	<b>\$9,000</b>	

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

## FY 2025 Exhibit and Narrative Justification Public Transportation Innovation (Title 49 U.S.C. § 5312)

Public transportation uses research and innovation to adapt to new work and travel patterns, address historic inequities, reduce greenhouse gas emissions, and accelerate equitable economic growth. Research informs transit agencies' decisions about operations, infrastructure, and mobility. FTA's research mission is to improve America's communities through public transportation by accelerating innovation that improves people's mobility, enhances public transportation operations, fosters clean energy, and ensures everyone's safety.

To achieve its research mission, FTA develops, demonstrates, evaluates, and deploys transformative technologies and processes that increase public connectivity and essential access to economic mobility while reducing climate impacts. FTA carries out this work in partnership with other DOT modes, Federal agencies, State and local entities, academia, nonprofits, businesses, and other industry stakeholders. In support of the Department's strategic goals, FTA's research supports advances in public transportation transformation; equitable and accessible mobility; deployment of environmentally sustainable systems; and a safe and secure public transportation system.

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

The FY 2025 Budget requests \$39 million to continue support for FTA's new strategic plan to develop tools, technologies, systems, and service models that improve safety, build resiliency, increase



sustainability, improve equity, and connect communities. These research activities will be funded by contract authority under the Transit Formula Grants program. Funding supports new initiatives launched under the Bipartisan Infrastructure Law (BIL), such as the Advanced Digital Construction Management Program to improve efficiency and reduce delays in large transit construction programs and expanding the capabilities of the Low or No Emissions Component Assessment Program.

### Summary of Research Programs

#### **FY 2024**

FY 2024 funding supports the Department's strategic priorities of safety, economic strength and global competitiveness, climate and sustainability, transformation, and equity by:

- Continuing the **Mobility Innovation** work to transform the system by supporting exploratory research on the use of data analytics, technology, and traveler behavior to enhance mobility and public transportation choices; fund demonstration that explore smart operations and tools and/or advanced mobility strategies; and maintain a community of practice to share innovations and



foster collaborations among public and private stakeholders. To increase the number of transit agencies that explore new mobility innovation strategies, FTA will provide research reports, evaluations, and technical assistance.

- Contributing to equity, climate and sustainability, and transformation through research to identify current transit **Advanced Digital Construction Management Systems**, tools/models, best practices, and gaps; establishing partnerships within DOT and other Federal and non-Federal entities to leverage investments and accelerate research activities. FTA will publish information to highlight the availability, capabilities, and limitations of transit bus automation and analyze accessibility implications of automation.
- Supporting **Safety** with a transformative Safe System Approach in research to reduce fatalities and injuries and promote a safety culture for riders and operators. Projects will use artificial intelligence, robotics, digital infrastructure, and other emerging technology to enhance safety for operators, transit riders, and vulnerable road users; design prototype and demonstrate bus operator compartment enhancements, including barriers and other improvements for passenger movement; develop a transit cybersecurity roadmap and implement a strategy; develop automated track detection and flight automation capability to monitor and maintain operational safety, resiliency, and condition; identify technologies to increase public safety awareness; support DOT's National Roadway Safety Strategy by developing tools to improve the safety of pedestrians, bicyclists, and other vulnerable road users; study transit worker health in consultation with OSHA; and conduct follow-on research to challenges facing pregnant women riding transit.
- Continuing improving safety, operational efficiency, and rider experience through **Strategic Transit Automation Research** by evaluating the advanced driver assistance systems and automated driving systems technologies demonstrations and promoting any findings; exploring the transfer and scaling of automated on-demand microtransit to small urban, exurban, and rural areas; and testing and demonstrating technologies that enable people with disabilities to interface with and use automated vehicles without onboard staff assistance. FTA will publish findings and provide technical assistance in support of the Department's Transformation goal.
- Supporting the **Small Business Innovation Research** program to improve economic competitiveness, with a particular focus on projects that reduce transit bus collisions with other vehicles, connect individuals in food deserts to Healthy Foods, and pilot small tests to incentivize blockchain-enabled transit.
- Supporting the **Transit Cooperative Research Program (TCRP)** to identify common transit challenges, select research, and disseminate research.
- Improving equity by exploring ways to mitigate transportation insecurity.

## FY 2025

The FY 2025 request supports DOT's strategic goals by:

- Establishing a new **Safe Infrastructure & People** program to enhance transit rider experience and accessibility with the objectives of reducing fatalities and injuries, improving safety culture and operational safety, and advancing the use of technology and innovation to make transportation safer for all. Research will focus on bus operator human factors, automated track detection and flight automation, cybersecurity, and other impediments to safety. This program supports the Department's Safety goals.
- In support of transformation and sustainability, **Transit Defined Systems** will focus on projects

that continue to explore smart systems' technologies to enhance rider experience and accessibility. For example, FTA will continue establishing a learning lab that creates clean energy solutions for transit, developing next generation batteries, and developing and demonstrating chassis with low platforms and cleaner technologies that can support various uses, communities, and travelers.

- Supporting equity and transformation goals, **Transit Enhanced Living** recognizes mobility as an essential means to connect social functions and purposes in life. Research activities will be organized around three complementary work areas –Human-Centered Design Plans and Demonstrations, National Research, and Research Committee.
- Contributing to Economic Strength but also supporting equity, climate and sustainability, and transformation, the **Advanced Digital Construction Management Systems** research will continue existing transit digital construction management system demonstrations, business models, and documenting best practices while assessing gaps and collaborating with key public and private organizations to determine future courses of action. The program anticipates partnering within DOT and with other Federal agencies to maximize current investments in research demonstrations.
- Continuing **Mobility NeXt** by supporting exploratory research on mobility data analytics, technological solutions, and traveler behavioral research; funding demonstration projects for operational concepts, smart traveler tools, and/or advanced mobility strategies; maintaining a community of practice for mobility innovation.
- Continuing **Low and No Emission Component Assessment Program** to develop and demonstrate the next generation of batteries and increasing density of electric drive systems and initiate directed and advanced vehicle research in low and zero emission components and systems. This program will also continue to explore advancement of U.S.US manufacturing and supply chain. This program supports Climate & Sustainability Goals.
- Continuing support for the **Transit Cooperative Research Program**, including soliciting research ideas from practitioners and the public, supporting a screening committee for research project selection, and disseminating research.
- Supporting **Small Business Innovation Research** with a focus on emerging disruptor technologies and innovation accelerators that support transit cybersecurity, the use of artificial intelligence and machine learning, and data integration tools.

# Table of Contents

## Section 5 – Information Technology

	Page No.
Exhibit V Table and Narrative Justification .....	IT-1-5



**FY 2025 Budget  
Information Technology  
Department of Transportation  
Federal Transit Administration  
Budget Authority**

<b>Budget Account</b>	<b>FY 2023 ENACTED</b>	<b>FY 2024 ANNUALIZED CR</b>	<b>FY 2025 REQUEST</b>
<b>Transit Formula Grants</b>			
Commodity IT, SS, WCF	\$12,527	\$14,298	\$13,376
Programmatic FTA IT	\$31,277	\$27,492	\$34,321
IT- Other FTA Office Contributions	\$2,699	\$1,450	\$1,705
<b>Total</b>	<b>\$46,503</b>	<b>\$43,240</b>	<b>\$49,402</b>

The Federal Transit Administration (FTA) is requesting **\$49.4 million** in FY 2025 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. Please note that the table above shows the entire budget request for FTA IT that aligns with the IT Spend plan, which includes items funded directly by program budgets outside of the Office of Information Technology.

The DOT Office of the Chief Information Officer (OCIO) will continue to provide all modes with Commodity IT Shared Services in FY 2025 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’s Programmatic IT requests include support services, licenses, software, and hardware costs associated with systems and services unique to FTA or otherwise not supported by OCIO shared services. These include the FTA mission systems and associated support contracts, support for products provisioned but not resourced by DOT OCIO (e.g., website support, SharePoint support), and small purchases approved by DOT but not provisioned within the common operating environment.

***Commodity IT Shared Services (ITSS) Through the Working Capital Fund (WCF) and FAA Franchise Fund***

FTA requests **\$13.4 million** from the Transit Formula Grants 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's request includes 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. Additionally, this money is used to pay FTA's contributions to the Federal Aviation Administration (FAA) Franchise Fund, which provisions PRISM, Delphi, and CASTLE common services.

### ***Modal IT***

FTA will support the following major mission-critical Programmatic IT systems in FY 2025. These systems are only a subset of all IT systems that support FTA and are reported in the Office of Management and Budget (OMB) CIMS tool and the FTA Spend Plan.

- **National Transit Database (NTD):** FTA requests **\$2.7 million** in the Transit Formula Grants Oversight funding for the development, modernization, and enhancement (DME) and operations and maintenance (O&M) of this mission-critical system.
  - NTD is FTA's statistical data collection and reporting system for the U.S. transit industry, required by 49 U.S.C. § 5335, which specifically states that FTA must maintain a National Transit Database. NTD collects data and compliance information from all recipients of FTA grant funding, as required by law. Grants data collected by NTD is primarily used in statutory formula apportionment decisions to determine which agencies received funding (and how much funding they receive) in future fiscal years, in addition to data collection efforts which produce data products used by Congress and the transit industry.
- **Transit Award Management System (TrAMS):** FTA requests **\$5.2 million** in the Transit Formula Grants Oversight funding for the development, modernization, and enhancement (DME) and operations and maintenance (O&M) of this mission-critical system.
  - TrAMS is FTA's flagship grantmaking system that supports FTA's mission by providing efficient automation, tracking, and visibility functionality in grantmaking activities. In FY 2025, FTA will continue to enhance TrAMS with links to other federal systems, updated census information, new modules to help track funds transfer information, and regular updates to TrAMS functionality to meet changing legislative and programmatic needs.
- **FTA Information Management Platform (Appian):** FTA requests **\$2.8 million** in the Transit Formula Grants Oversight funding for Appian software, licensing, and platform framework.
  - This consists of FTA's licensing investments in the Appian software, the Appian Cloud Platform as a Service (PaaS) resources, premier support subscriptions (including high availability services), the Login.gov multifactor authentication service, and several associated 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 to operate.

- **FTA Appian Applications Support:** FTA requests **\$4.7 million** in the Transit Formula Grants Oversight funding for the development, modernization, and enhancement (DME) and operations and maintenance (O&M) of this mission-critical project.
  - The Appian Apps contract supports the FTA Transit Integrated Appian Development (TriAD) platform with technical integration support (release management) on the shared platform, performance and standards monitoring, technical liaison audit and monitoring support, development and maintenance of shared services, and micro-applications/ tools development.
  - Appian Apps also supports smaller, but not less critical, Appian applications such as the Discretionary Grants System (DGS), which provides automation and reporting support for discretionary grants; the State Safety Oversight Reporting system (SSOR), which processes reports of transit safety incidents; the ECHO-Web application, which enables grantees to submit payment requests; and the FTA Access Control Entry System (FACES), which handles security authentication and standards on the Appian platform for all other systems on that platform.
- **FTA Oversight Tracking System (OTrak):** FTA requests **\$2.1 million** in the Transit Formula Grants Oversight funding for the development, modernization, and enhancement (DME) and operations and maintenance (O&M) of this mission-critical system.
  - The OTrak system supports FTA’s grants oversight mission by enabling automation and online entry of oversight activities undertaken by FTA regional teams and contractors at grantee locations and project sites. These oversight activities feed into FTA future grantmaking decisions and support considerations and are primarily consumed by FTA’s Office of Program Management (TPM).
  - During FY 2024 and FY 2025, FTA will continue supporting additional functionality to expand grant recipient capabilities in the system, and work will begin to integrate additional FTA review components. Other planned development efforts include Oversight Assessment Tool updates, simplifying process for assigning contracting companies, and adding technical assistance elements, remedies, and sanctions elements.
- **FTA Business Intelligence Systems (BIS) Support:** FTA requests **\$4.0 million** in the Transit Formula Grants Oversight funding for the development, modernization, and enhancement (DME) and operations and maintenance (O&M) of this mission-critical project.
  - BIS supports the FTA data warehouse, as well as data transformation and business intelligence (MicroStrategy) visual analytic tools. This toolkit enables the quick creation of data visualizations and dashboards for FTA program office and management consumption, as well as rapid data analytic capabilities which FTA routinely uses to efficiently respond to Congressional, OMB, and OCIO data calls. In FY 2024 and FY 2025, FTA plans to continue to use this contract to develop infographic dashboards and use centralized data resources to provision FTA offices with useful information and metrics.
- **FTA Applications Helpdesk, Software Development Lifecycle (SDLC) Governance, and Technical Assessment Support:** FTA requests **\$1.2 million** in the Transit Formula Grants Oversight funding for consolidated help desk support for FTA-specific custom applications, systems development lifecycle governance oversight, and technical options assessments for new business support requests for this mission-critical project.

- This contract provides end-user support for FTA’s custom applications, and coordinates and tracks service level agreements across all tiers and teams of support. This contract also provides training and documentation support of FTA’s mission systems; provides support to review, refine, and audit FTA SDLC governance standards; and provides technical documentation and assessment expertise for new information technology solution requests (i.e., new tools or investments).
- **Triennial State Safety Oversight (TriSSO):** FTA requests **\$2.2 million** in Transit Formula Grants funding for the development, operations, and maintenance of the proposed Triennial State Safety Oversight system, an emerging mission-critical project.
  - FTA will build the TriSSO system over the course of FY 2024. TriSSO is intended to support the FTA Transit Safety Office in their administration of triennial state safety audits, which assess grant recipients’ implementation of safety mandates.
- **FTA General Support Systems (GSS):** FTA requests **\$5.7 million** in Administrative Expenses funding 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, in addition to numerous smaller FTA-specific applications and tools used for mission support in FTA HQ and regional offices.

### **FTA – Other IT Support**

The following additional critical Programmatic IT services will be maintained by FTA in FY 2025 to support other programs, projects, and FTA regional offices, and transition activities to Departmental enterprise shared service commodity IT solutions. FTA requests **\$3.7 million** in the Transit Formula Grants account for these activities:

- Machine learning research and development contract support
- Cybersecurity contract services
- Software licensing support
- Telecommunications maintenance and updates through ITSS
- Laptop replacement and refresh purchases through ITSS
- Miscellaneous IT supply purchases
- FTA contributions to Departmental systems
- Records management services

### **FTA – Other Office IT Contributions**

The following projects or contributions are other modal IT investments, listed within the table as IT - Other FTA Office Contributions. These are funds that support other important IT projects but the funds are requested and managed by other offices within FTA instead of by the FTA’s Office of Information Technology. These activities total approximately **\$1.7 million**:

- FTA Financial Intermediary Systems
- Drug and Alcohol MIS Reporting (DAMIS)



- Simplified Trips on Project Software (STOPS)

FEDERAL TRANSIT ADMINISTRATION  
10 YEAR FUNDING HISTORY TABLE  
(\$000)

ACCOUNT NAME	FY 2016 ACTUAL	FY 2017 ACTUAL	FY 2018 ACTUAL	FY 2019 ACTUAL	FY 2020 ACTUAL 5/	FY 2021 ACTUAL 6/	FY 2022 ACTUAL	FY 2023 ACTUAL	FY 2024 ANNUALIZED CR	FY 2025 PRES. BUDGET
<b>Transit Formula Grants (Contract Authority)</b>	\$9,347,605	\$9,733,706	\$9,733,353	\$9,939,380	\$10,150,348	\$10,150,348	\$13,355,000	\$13,634,000	\$13,634,000	\$14,279,000
FHWA Flex Funding -- Net	\$1,227,646	\$1,435,956	\$1,290,868	\$1,074,394	\$1,222,000	\$848,830	\$1,093,080	\$1,378,444	\$1,300,000	\$1,300,000
Total, Transit Formula Grants (Obligation Limitation)	\$10,575,251	\$11,169,662	\$11,024,221	\$11,013,774	\$11,372,348	\$10,999,178	\$14,448,080	\$15,012,444	\$14,934,000	\$15,579,000
<b>(Liquidation of Contract Authority)</b>	\$11,491,560	\$11,922,855	\$11,933,698	\$11,231,431	\$12,356,083	\$11,883,309	\$14,239,963	\$14,699,097	\$14,934,000	\$15,579,000
Capital Investment Grants (GF) 1/	\$2,177,000	\$2,412,631	\$2,650,010	\$2,552,687	\$1,978,000	\$2,014,000	\$2,248,000	\$2,635,000	\$2,635,000	\$2,365,525
Washington Metropolitan Area Transit Authority (GF)	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000
Administrative Expenses (GF) 2/	\$108,000	\$113,165	\$113,165	\$113,165	\$117,000	\$121,052				
Transit Infrastructure Grants (GF)			\$834,000	\$700,000	\$510,000	\$516,220	\$504,263	\$541,959	\$541,959	
Transit Research and Training (GF) 3/										
Technical Assistance and Training (GF) 4/		\$5,000	\$5,000	\$5,000	\$5,000	\$7,500	\$7,500	\$7,500	\$7,500	\$8,000
Public Transportation Emergency Relief Program			330,000	\$10,452				\$213,905		
<b>IIJA Supplemental (Division J)</b>										
Capital Investment Grants							\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000
Transit Infrastructure Grants							\$2,050,000	\$2,050,000	\$2,050,000	\$2,050,000
All Stations Accessibility Program							\$350,000	\$350,000	\$350,000	\$350,000
Electric or Low-Emitting Ferry Program							\$50,000	\$50,000	\$50,000	\$50,000
Ferry Service for Rural Communities							\$200,000	\$200,000	\$200,000	\$200,000
<b>Rescissions</b>										
Research Training & Human Resources (Unobligated Balance Rescission) [non-add]						[-\$32]				
Formula Grants (Unobligated Balance Rescission) [non-add]				[-\$46,560]		[-\$1,607]	[-\$6,734]			
Job Access and Reverse Commute (Unobligated Balance Rescission) [non-add]										
Capital Investment Grants (Unobligated Balance Rescission) [non-add] 4/										
<b>TOTAL:</b>	<b>13,010,251</b>	<b>\$13,850,458</b>	<b>\$15,106,396</b>	<b>\$14,545,078</b>	<b>\$14,132,348</b>	<b>\$13,807,950</b>	<b>\$21,607,843</b>	<b>\$22,810,808</b>	<b>\$22,518,459</b>	<b>\$22,352,525</b>

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

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

3/ The FY 2015 Enacted level includes \$37.5 million for two accounts (\$30 million for Section 5312 and \$3 million for Section 5313) and Technical Assistance and Training (\$0.5 million for Section 5322 and \$4 million for Section 5314).  
4/In FY 2016, Technical Assistance and Workforce Development (also known as Technical Assistance and Standards Development Section 5314) is derived from the Mass Transit Account under the Transit Formula Grants account.

5/ Sec. 422 of Division L, Title IV, of the Consolidated Appropriations Act, FY 2022 (P.L. 117-103) rescinds any unobligated balances made available for Capital Investment Grants through Division G of the Consolidated Appropriations Act, 2011 - (P.L. 116-6) and adds additional budget authority through September FY 2023 for the same purpose. This is not reflected in these totals.

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

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

ADMINISTRATIVE PROVISIONS—FEDERAL TRANSIT ADMINISTRATION  
[(INCLUDING RESCISSIONS)]

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.

**Explanation:**

Exempts authority previously made available for Transit Formula Grants and Capital Investment Grants from the obligation limitations in this Act.

SEC. 161. Notwithstanding any other provision of law, funds appropriated or limited by this Act under the heading "Capital Investment Grants" of the Federal Transit Administration for projects specified in this Act not obligated by September 30, [2027] **2028**, and other recoveries, shall be directed to projects eligible to use the funds for the purposes for which they were originally provided.

**Explanation:**

Allows funds provided in this Act for Capital Investment Grants that remain unobligated by September 30, 2028 to be available for projects 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, [2023] **2024**, under any section of chapter 53 of title 49, United States Code, that remain available for expenditure, may be transferred to and administered under the most recent appropriation heading for any such section.

**Explanation:**

Allows funds appropriated before October 1, 2024, that remain available for expenditure to be transferred to the most recent appropriation heading.

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)).

**Explanation:**

Prohibits enforcement of the Rostenkowski test.

SEC. 164. Funds obligated in fiscal year [2024]**2025** for grants under sections 5310 and 5311 of title 49, United States Code, may be used for up to 100 percent of the eligible net costs of a project, notwithstanding subsection (d) of section 5310 and subsection (g) of section 5311 of such title.

**Explanation:**

Continues FTA's proposal to increase the federal share to 100% for the Section 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities) and Section 5311 (Formula Grants for Rural Areas). The rural program makes up just 4% of FTA's authorized funding for FY 2024. Rural transit services predominantly serve transit-dependent populations who for reasons of age, disability or low income are unable to rely upon automobiles to meet their mobility needs. Due to the small size of these communities, they often struggle to generate political support for providing local match funds. The Enhanced Mobility of Seniors and Individuals with Disabilities program is less than half of the size of the rural program.

Most grant dollars in this program fund vehicles operated and maintained by non-profit organizations that provide transportation services designed to meet the special needs of seniors and individuals with disabilities when public transit is insufficient, inappropriate, or unavailable. The remaining funds may be used for public transportation projects that exceed the requirements of the Americans with Disabilities Act of 1990; public transportation projects that improve access to fixed route service and decrease reliance by individuals with disabilities on complementary paratransit; and alternatives to public transportation that assist older adults and people with disabilities with transportation. This policy change will advance equity and result in a significant positive impact on rural and non-profit operators serving older adults and people with disabilities at a small dollar cost.

SEC. 165. Section 5323 of title 49, United States Code, is amended in subsection (q)— [(2) in paragraph (1)— (A) by striking “right-of-way” each time it appears and inserting “real property interests”; and (B) by inserting “acquired” after “may use the”; and (3) in paragraph (2), by striking “Right-of-way” and inserting “Real property interests.”]

- (1) in the matter preceding paragraph (1), by striking "CORRIDOR PRESERVATION" and inserting "REAL PROPERTY INTERESTS";
- (2) in paragraph (1)—
  - (A) by striking "right-of-way" each time it appears and inserting "real property interests"; and
  - (B) by inserting "acquired" after "may use the"; and
- (3) in paragraph (2), by striking "Right-of-way" and inserting "Real property interests".

**Explanation:**

Continues FTA's proposal to expand the situations in which land acquisition is permitted prior to NEPA completion by amending 49 U.S.C. §5323(q) to cover acquisition of "real property interests," not just for "corridor preservation." This change would bring FTA's programs into parity with Federal Highway Administration's (FHWA) programs.

Under existing statute, FTA project sponsors may purchase property prior to NEPA completion at their own risk when the property is within a planned transit corridor. This covers many transit properties, but not all. For example, if a transit agency/project sponsor is considering a property for an operations or maintenance building but it is not within an existing “corridor,” the project sponsor may not be able to acquire the property and preserve it for future use. This has been increasingly problematic for transit agencies located in areas

with competitive real estate markets.

The difference in exceptions between FHWA and FTA is a source of confusion for FTA project sponsors that also work with FHWA and has led to several scenarios where FTA could not participate in a project due to a transit agency's confusion about its authority to buy land prior to completing NEPA. Creating a more universal standard would streamline the process for many project sponsors. The requirement to complete environmental reviews prior to any development on the property would remain. FTA's existing reimbursement policies would also remain in effect.

SEC. 166. Funds obligated in fiscal year [2024]2025 for grants under section 5307 of title 49, United States Code, may be used for eligible operating expenses in an urbanized area with a population of greater than 199,999 individuals, notwithstanding subsection (a) of such section: Provided, That such operating expenses are not re- quired to be included in a transportation improvement program, metropolitan transportation plan, statewide transportation improvement program, or a statewide transportation plan, notwithstanding subsection (b) of such section: Provided further, That the recipient shall certify to the Secretary that the recipient will ensure a maintenance of effort for the fiscal years for which the recipient proposes to use such operating assistance that is comparable to the recipient's maintenance of effort for the most recent fiscal year for projects funded under such section 5307.

SEC. 167. Amounts transferred and obligated during fiscal year [2024]2025 under the authority of section 5334(i) of title 49, United States Code, or section 104(f)(1) of title 23, United States Code, including unobligated prior year balances, shall be available for operating assistance: Provided, That, notwithstanding section 149(m) of title 23, United States Code, no time limitation shall be imposed on such operating assistance.

### **Explanation:**

Through a combination of the language in Section 166 and 167, FTA continues the proposal included in the FY 2024 President's Budget to allow large transit agencies to use Section 5307 Urbanized Area Formula Program and flexed Federal Highway Administration program funding for operating costs. This will enable several of the Nation's largest transit agencies the flexibilities needed to face an imminent "fiscal cliff." In FY 2025, severe budget shortfalls could represent 10-15 percent of the nation's largest transit agencies' operating budgets in the absence of federal, state, or local funding. High level modeling, adjusted to incorporate recent funding developments for large transit agencies, suggests a potential nationwide gap of up to \$2.9 billion in FY 2025, without additional federal, state, or local funding.

Addressing the fiscal cliff is imperative to avoiding a "death spiral" for some of the Nation's largest systems meeting the Administration's equity, climate, and economic strength goals. Agencies facing budget gaps would likely cut service and raise fares, which could lead to less service and increased transportation costs for riders. Approximately 71 percent of transit riders are people of color and/or low income, meaning disadvantaged communities would be disproportionately impacted. Additionally, less service and higher costs would negatively impact the goals of increasing ridership in areas where mode shift could have the greatest

impact on climate change. There would also be economic repercussions of the fiscal cliff, as transit supports the economic health of many US cities as a \$79 billion industry that employs more than 370,000 people nationwide.

Transit operators are exhausting the supplemental funding made available to them during the COVID-19 pandemic (the Coronavirus Aid, Relief, and Economic Security (CARES) Act from March 2020, the Coronavirus Response and Relief Support Act (CRRSAA) of December 2020, and the American Rescue Plan Act from March 2021.) Prior to the pandemic, many of the largest transit systems relied heavily upon on fare revenues to cover anywhere from 33% to 75% of their operating expenses.

To assist these transit agencies in transitioning to a new financial model for the future, FTA proposes in Section 166 to allow all transit systems to use Section 5307 Urbanized Area Formula Program grant funding for operating expenses. Federal law already permits all transit systems in smaller urbanized areas to do so, as well as small transit system in larger urbanized areas. This proposal will give large transit systems in larger urbanized areas much needed flexibility to apply their Federal formula dollars where they are most needed for sustaining essential services. Under the proposal, recipients would have to certify that the level of non-federal support would continue to be as much as the most recent fiscal year during which the recipient received Section 5307 funding to use Urbanized Area Formula Program funds for operating expenses. Section 167 extends the same provision to the Federal Highway Administration program funding (Flex Funds) transferred to the FTA's Section 5307 program.

The proposal will address an urgent need for action to support some of the Nation's largest transit systems. Even during the pandemic, these large transit systems still served 8 million trips per day, employed more than 100,000 workers, and provided mobility in cities that account for about 25% of the Nation's GDP. The proposal will help bridge the beginning of the transition to a new funding model for these essential services.

*SEC. 168. Notwithstanding section 5339(b)(6)(B) of title 49, United States Code, the Federal share of the costs for projects awarded to an Indian Tribe with funds made available in this Act for activities carried out under section 5339(b) of title 49, United States Code, may be, at the option of the Indian tribe, up to 100 percent.*

*SEC. 169. Notwithstanding section 5339(c)(7)(A) of title 49, United States Code, the Federal share of the costs for projects awarded to an Indian Tribe with funds made available in this Act for activities carried out under section 5339(c) of title 49, United States Code, may be, at the option of the Indian tribe, up to 100 percent.*

### **Explanation:**

Through Section 168 and 169, FTA proposes to increase the federal share to 100% for Tribal transit providers for Bus and Bus Competitive and Low-No Emissions Competitive grants. Based on feedback received from these stakeholders, most recently at the Tribal Transit Symposium, Tribal transit agencies often have difficulty securing a local match. By proposing a 100% federal share, FTA would be better positioned to meeting its goals in awarding more funds to rural and tribal recipients.

*SEC. 169A. Notwithstanding section 5302(2) of title 49, United States Code, capital costs of shared use micromobility projects, including bicycles, scooters, and bicycle or scooter share systems, shall be eligible for grants available for “associated transit improvements” under chapter 53 of title 49, United States Code, using funds made available in this Act or any other Act under the heading, “Federal Transit Administration.”*

**Explanation:**

FTA proposes to allow grantees to fund, as associated transit improvements, the capital costs of shared micromobility systems that use small, low speed, human or electric-powered transportation devices including bicycles and scooters, and other small lightweight wheeled conveyances that are shared among users. Currently, under 5302(2) of title 49, some bike infrastructure, such as bicycle storage shelters and equipment for transporting bicycles on public transportation vehicles, may be funded as an “associated transit improvement.” The definition, however, does not allow for the purchase of the shared bikes themselves, nor other capital costs of other micromobility systems, such as scooters.

Micromobility provides options for short trips, including first-and last- mile connections, effectively expanding the transit service area. The proposal would enhance overall connectivity to transit in local communities by expanding the definition of associated transit improvements to include all capital costs of shared used micromobility systems. By improving access to transit, shared-use micromobility can reduce transportation emissions while improving equitable access to transportation.

*SEC. 169B. Notwithstanding chapter 53 of title 49, United States Code, for projects selected in fiscal year 2025 under the Buses and Bus Facilities grant program under 5339(b) of title 49, United States Code, or Low or No Emission grant program under 5339(c) of title 49, United States Code, the Secretary may lower the Federal share to no less than 50 percent to disincentivize vehicle customization.*

**Explanation:**

Agencies procuring base or standard model buses are more likely to have their buses delivered faster, at a lower unit cost, and with less risk than agencies procuring highly customized buses. By disincentivizing vehicle customization, this provision will help ensure federal funds are delivering as many new, efficient, and reliable buses as possible, as quickly as possible while also strengthening the U.S. bus manufacturing industry.

High levels of customization in bus orders lead to additional and repetitive engineering and manufacturing costs, which are then passed along to transit providers; extended procurement and manufacturing cycles; and increased supply chain, warranty, and other risks. Lowering customization in bus orders allows manufacturers to create efficiencies to control costs and decrease manufacturing timelines. This gets new buses on the street faster and allows both federal and local funds supporting vehicle procurement to go further.

Although the statute for both programs (49 U.S.C. 5339) provides discretion regarding the

Federal share (the Federal share “shall not exceed 80%”) there is a different provision in Chapter 53 that limits FTA’s discretion with respect to these programs. Per 49 U.S.C. 5323(i), a grant for acquiring vehicles for purposes of complying with the Americans with Disabilities Act or the Clean Air Act must have a Federal share of 85%. Because grants under both programs meet that threshold, the Federal share must be 85% unless the grantee requests a lower share. FTA does not have discretion to lower the Federal share otherwise. Thus, the budget language is necessary to provide the Administrator discretion to lower the Federal share anywhere from 50-85% to disincentivize vehicle customization.

*SEC. 169C. An insular area with a population of less than 200,000 shall not be required to comply with section 5303 of title 49, United States Code.*

**Explanation:**

FTA and FHWA routinely partner to review the impacts of their agency rules, regulations, and policies with a special focus on areas where applying rules, regulations, and policies would result in unintended outcomes. While FTA’s and FHWA’s legislative requirements are largely harmonized, one case where a disconnect remains is for certain island territories of the United States. Typically, an urbanized area is designated by the Census as an urban area with more than 50,000 in population. This designation triggers certain centralized planning requirements to remain eligible for federal funding. However, FHWA has flexibilities, provided by Congress, to waive these requirements that FTA does not have. Specifically, Congress provided FHWA with discretion to exempt insular areas from administratively burdensome planning requirements. FTA seeks Congressional authority to create parity between FHWA and FTA’s treatment of island territories. This would prevent smaller insular-area governments from facing a steep administrative burden that would be inconsistent with compliance requirements typically encountered in those areas and the resources available to those governments.

*SEC.169D. The second through sixth provisos under the heading "Federal Transit Administration--Capital Investment Grants" in division J of Public Law 117-58 shall not apply in fiscal year 2025 to amounts made available under such heading in such Act.*

**Explanation:**

This provision will provide increased administrative flexibility for funding provided to the Capital Investment Grants (CIG) program under the Infrastructure Investment and Jobs Act for FY 2025. The current law prescribes minimum amounts that must be provided to each type of CIG project (ex-New Starts, Small Starts, Core Capacity, etc.). These minimum amounts constrain FTA’s ability to fund projects that will become ready for funding agreements in FY 2025, which will likely extend project timelines, increase costs, and delay funding outlays. This provision will ensure that funding is available to be directed to those projects that become ready for funding agreements in FY 2025. Similar flexibility is also requested in the budget for the annual FY 2025 CIG appropriation.