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## **FEDERAL TRANSIT ADMINISTRATION**

### **FY 2015 BUDGET SUBMISSION**

#### **Administrator's Overview**

For FY 2015, FTA requests \$17.6 billion, an increase of \$6.8 billion over the FY 2014 enacted level. These resources are needed to fund new transit systems and extensions to existing systems in many communities nationwide that demand them because of population increases and congestion or to address environmental concerns. These funds will also help FTA address our nation's aging transit infrastructure and the huge rail and bus repair and replacement backlog that continues to grow even under the higher funding levels authorized in MAP-21, and funding provided by state and local governments. It is important that we make all transit systems more reliable, efficient, desirable, and safer for the tens of millions of travelers who use them every day.

Several trends support the need for increased investment in transit. First, almost all Americans—from families to business owners—have been affected by economic recession and spikes in gas prices, and could be similarly impacted when the next economic down turn or price spike occurs. This was also true of our nation's transit systems that have had to raise fares or reduce service because of the down turn in the economy and the high cost of fuel. Second, urban populations are growing and are expected to continue to grow. While transit is an important component of all transportation networks in all communities, transit is particularly important to ensuring and improving mobility in both established and growing urban areas. Third, Americans are driving less miles and fewer Americans under the age of 30 are choosing to own cars. These trends suggest people are relying on alternative modes of transportation, such as transit, as evidenced by the increase in public transportation ridership.

Strategic investments in public transportation can help ensure communities are ready and able to face these pressures so that they can provide ladders of opportunity for all Americans to get to work, school, shopping, and have access to services like medical care without depending on a personal automobile. Also, public transportation investments support larger economic gains for the country. For example, transit creates jobs – in fact, the U.S. Department of Labor has identified an increasing demand for trained transit workers. Transit eases bottlenecks on our nation's roadways, particularly in cities where traffic congestion has negative consequences -- including increased shipping times and wasted fuel. Furthermore, supporting transit reduces the nation's risk of falling victim to skyrocketing gas prices over the long-term by offering more Americans—urban, suburban, and rural—the choice to be mobile without having to get into a car and pay for gas.

To deliver a safe, reliable, and adequate public transportation system, FTA's budget focuses on key priorities including: improving safety – FTA's highest priority; bringing transit assets into a state of good repair; and building system capacity to meet ridership demand. Together, these investments will help to bolster a transit network that improves mobility for all Americans.

For safety, the budget includes \$23 million in formula funding for FTA's State Safety Oversight grant program to aid grantees in meeting new transit safety requirements. Funding is also provided for FTA's Office of Safety and Oversight that sets policies and standards for FTA's transit safety program and oversees compliance with FTA grant requirements.

The budget also requests an immediate increase of \$5.1 billion above FY 2014 enacted levels to support strategic “Fix It First Investments.” Of these funds, an increase of \$3.6 billion will be directed to boost capital improvements through the State of Good Repair program. These funds will be directed by formula to transit rail systems and high-intensity motor bus systems that use high-occupancy vehicle lanes, including bus rapid transit systems (BRT), to help repair and replace assets used in providing day-to-day service to the tens of millions of riders who depend on public transportation every day. In addition, the budget provides “Fix It First” funds for bus and bus facilities by requesting an additional \$1.5 billion for the Bus and Bus Facilities grant program. These funds will focus on the 40 percent of bus assets that are in marginal or poor condition. The budget proposes to administer Bus and Bus Facilities funding through a formula (70 percent) and a discretionary grant program (30 percent).

The budget requests \$2.5 billion to expand or provide new transit service in many communities across the country through FTA’s Capital Investment Grants program. This program funds new and expanded transit services to improve capacity for fixed guideway systems in communities nationwide. During a time when many Americans look for alternatives to driving, FTA’s budget request continues important and strategic investments in public transportation infrastructure, coupled with new flexibilities to provide specialized services and corridor improvements in communities with real needs.

In addition, the budget request includes \$500 million to support a new Bus Rapid Transit discretionary grant program directed at fast growing communities. The Rapid Growth Area Transit Program seeks to provide access to resources to meet the transit needs of cities across the country experiencing moderate to significant population growth. This program will also allow communities to use Federal Highway formula funds as a part of the local funding match and promote a multi-modal transportation solution.

The following is an overview of key priorities in FTA’s FY 2015 budget organized by goal in the Department’s strategic plan.

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

Landmark legislation, MAP-21, signed into law by the President on July 6, 2012, made nationwide transit safety standards a reality for the first time and gave FTA a role in helping to ensure the safe operations of transit systems across the country. This authority directly addresses glaring vulnerabilities faced by the traveling public. While there continues to be considerable concern nationwide about rail transit safety, particularly after recent high-profile collisions and other accidents that killed and injured dozens of passengers and workers and resulted in tens of millions of dollars in property damage, FTA plays an important role in enhancing the safety of transit riders.

As a result of these sweeping changes, FTA is working to ensure that uniform safety standards are in place at each of the transit systems across the country. To help support this effort, the FY 2015 Budget request includes \$23 million to provide operational support for State Safety Oversight programs. With its new authorization and resources, FTA will help address the findings of a

Secretarial working group that found a dangerously lacking and haphazard approach to transit safety across the country.

Additionally, the budget includes \$25 million for FTA's Emergency Relief program so that FTA is ready to quickly aid transit agencies in the wake of a natural disaster. FTA is administering through this program \$10.2 billion in recovery and resiliency funds targeted to transit systems impacted by Hurricane Sandy, but these funds cannot be used for other disasters. Finally, the budget continues \$150 million in funding to address capital needs at the Washington Metropolitan Area Transit Authority with a priority on safety improvements.

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

Returning transportation assets to a state of good repair is a strategic goal for the Department of Transportation and a high priority for FTA. Well-designed infrastructure investments have long-term economic benefits, but those benefits are not being fully realized because of years of under-investment in maintaining and recapitalizing our public transportation system. This is evident in an FTA study that found an \$86 billion backlog that continues to grow of bus and rail transit assets nationwide that need to be repaired or replaced.

For FY 2015, the budget requests \$7.7 billion for State of Good Repair Formula Grants and Bus and Bus Facilities Grants within the Transit Formula Grants account. These programs, which include \$3.6 billion in "Fix It First" funding focus on restoring and replacing aging transportation infrastructure through formula-based capital investments for fixed guideway systems, buses on high occupancy vehicle lanes, and other bus systems. An additional \$1.5 billion for "Fix It First" investments in Bus and Bus Facilities grants will help address large bus system capital investments, such as intermodal and maintenance facilities, not provided for under MAP-21. Moreover, FTA's Urbanized and Rural Area Formula grants help supplement FTA's State of Good Repair and Bus and Bus Facilities grant programs since these funds can also be used for both rail and bus capital repair and replacement.

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

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

From a transportation emissions and fuel consumption standpoint, transit sets the standard among transportation modes for environmental sustainability. For this reason, FTA strives to find ways to encourage the public to take transit as well as to make transit systems themselves more energy

efficient. For FY 2015, FTA proposes \$60 million for the Transit Research and Training program. This program supports research activities that improve the safety, reliability, efficiency, and sustainability of public transportation systems through investments in the development, testing, and deployment of innovative technologies, materials, and processes. It also supports workforce development grants to provide ladders of opportunity while addressing one of the greatest operational issues facing the transit industry – a trained workforce. Lastly, this funding can be used to provide critical technical assistance to help grantees comply with FTA’s program guidelines and requirements.

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

Mobility is important to ensuring the economic competitiveness of the nation. Enhanced mobility helps ensure the effective and efficient transportation of both people and goods. Public transportation supports mobility both in the nation’s cities and rural areas by providing transportation options to a broad range of individuals. Transit provides mobility for people to get to work, education institutions, and retail areas while minimizing the use of personal automobiles.

To enhance mobility, FTA’s request includes a total of \$8.1 billion. First, \$500 million is requested for a new Rapid Growth Area Transit Program. This program will support the development of bus rapid transit projects, which may include acquisition of right-of-way or land for purposes of future enhancements to public transportation in the project corridor in communities that are experiencing fast growth, which can help the economy but also strains existing infrastructure and can increase air pollution.

The budget also includes \$2.5 billion for Capital Investment Grants -- an increase of \$557 million above the total FY 2014 enacted funding level. The request will enable FTA to continue to partner with project sponsors around the nation who are undertaking major new projects or extensions to existing projects to expand their transit services. Included in the total is funding for projects that improve the capacity of existing fixed guideway transit services in corridors that are currently over capacity and in need of expansion.

The request provides \$4.5 billion for Urbanized Area Formula grants and \$608 million for the Rural Area Formula program. Both programs provide flexibility for grantees to use funding for job access and reverse commute activities.

FTA’s request also seeks to foster the development of a stronger transit workforce through its Transit Research and Training program which requests \$20 million to support workforce development efforts. These grants will provide ladders of opportunity for individuals to gain technical skills to support the transit industry as it builds a 21<sup>st</sup> Century workforce.

Finally, FTA’s request includes \$500 million for a new competitive grant program that will encourage innovative solutions to address emerging transportation needs. The Fixing and Accelerating Surface Transportation (FAST) program, jointly administered with the Federal Highway Administration, will provide financial incentives to States and local governments who are implementing transformative reforms to their transportation programs.



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

The FY 2015 budget request includes \$114.4 million for administrative expenses, an \$8.5 million increase over the FY 2014 enacted level. This increase acknowledges the need for effective administration of FTA's grant programs so that we can best support improved mobility across the nation. The request includes two important changes. First, the budget proposes to fund FTA's Administrative Expenses from the Mass Transit Account of the Transportation Trust Fund.

Second, building on the increase in human capital resources requested in the FY 2014 budget, FTA requests an additional 50 full-time equivalents (FTEs), to complete the staffing plan needed for the new Office of Safety and Oversight and to carry out and improve the oversight of the tens of billions of dollars in middle to large-sized projects under construction and identified in several recent Government Accountability Office (GAO) and Department of Transportation Office of Inspector General (OIG) reports.

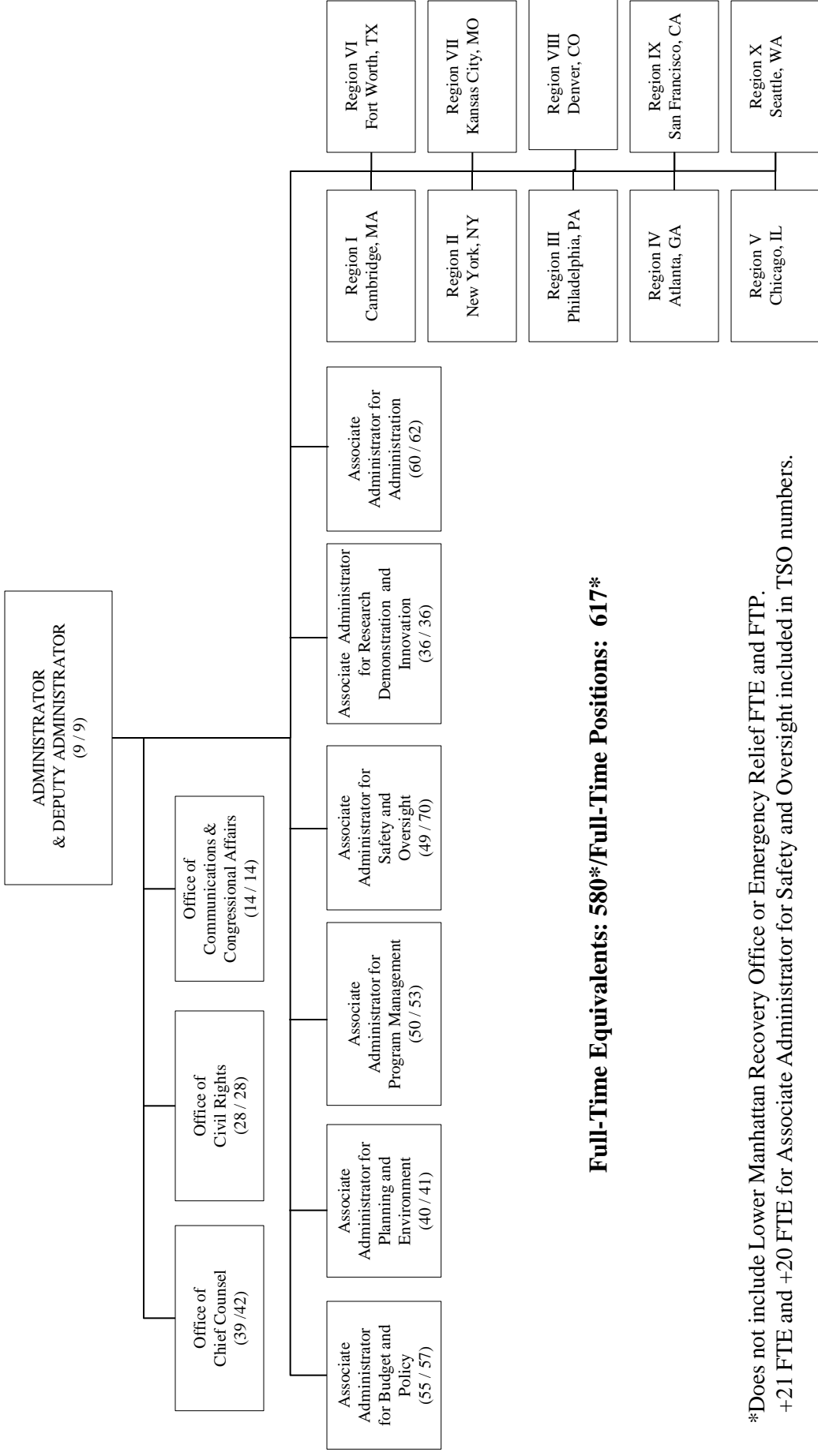
Since FY 1997, FTA has operated at roughly the same FTE level, while its program size and the number of grants it awards each year have more than doubled. FTA recently reviewed key program areas including civil rights, grant oversight, transit data reporting and analysis, and environmental review and found that the agency lacks adequate staff resources in these key areas.

Recent GAO and OIG audits identify grant management oversight, Disadvantaged Business Enterprise (DBE) compliance, and the quality of data reported to FTA by transit agencies as areas for improvement. This fact, coupled with the increased staffing needs of the recently established Office of Safety and Oversight, demonstrates the need for resources to effectively and efficiently carry out FTA's responsibilities and better serve the tens of millions of riders who use our public transportation system every day.



# FEDERAL TRANSIT ADMINISTRATION

## FY 2015 Administrative Organizational Chart with FTE and Full-Time Positions



**Full-Time Equivalents: 580\*/Full-Time Positions: 617\***

\*Does not include Lower Manhattan Recovery Office or Emergency Relief FTE and FTP.  
+21 FTE and +20 FTE for Associate Administrator for Safety and Oversight included in TSO numbers.



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**EXHIBIT II-1**  
**FY 2015 COMPARATIVE STATEMENT OF NEW BUDGET AUTHORITY**  
**FEDERAL TRANSIT ADMINISTRATION**  
**(\$000)**

ACCOUNTS	FY 2013 ACTUAL	FY 2014 ENACTED	FY 2015 REQUEST
	1/		2/
1. Transit Formula Grants (TF)	8,478,000	8,595,000	13,800,000
Reductions	(16,956)	-	-
Administrative Expenses (TF) 3/	-	-	114,400
Subtotal, Transit Formula Grants	8,461,044	8,595,000	13,914,400
FHWA Flex Funding -- Net	1,405,782	1,300,000	1,300,000
Total, Transit Formula Grants (Obligation Limitation)	9,866,826	9,895,000	15,214,400
(Liquidation of Contract Authority)	9,400,000	9,500,000	13,914,400
2. Capital Investment Grants (TF) (Obligation Limitation) 4/	1,955,000	1,942,938	2,500,000
Reductions	(100,001)	-	-
Subtotal, Capital Investment Grants	1,854,999	1,942,938	2,500,000
(Liquidation of Contract Authority)	-	-	2,500,000
3. Transit Research and Training (TF) (Obligation Limitation) 5/	44,000	43,000	60,000
Technical Assistance and Standards Development (GF)	-	5,000	-
Reductions	(2,301)	-	-
Subtotal Transit Research and Training	41,699	48,000	60,000
(Liquidation of Contract Authority)	-	-	60,000
4. Washington Metropolitan Area Transit Authority (GF)	150,000	150,000	150,000
Reductions	(7,846)	-	-
Subtotal, Washington Metropolitan Area Transit Authority	142,154	150,000	150,000
5. Administrative Expenses (GF) 3/	102,713	105,933	-
Reductions	(5,171)	-	-
Subtotal Administrative Expenses	97,542	105,933	-
6. Emergency Relief Program (TF) (Obligation Limitation)	-	-	25,000
(Liquidation of Contract Authority)	-	-	25,000
7. Fixing And Accelerating Surface Transportation (TF) (Obligation Limitation)	-	-	500,000
(Liquidation of Contract Authority)	-	-	500,000
8. Rapid Growth Area Transit Programs (TF)	-	-	500,000
(Liquidation of Contract Authority)	-	-	500,000
<b>SUBTOTAL (Without FHWA Flex Funding)</b>	<b>10,597,438</b>	<b>10,841,871</b>	<b>17,649,400</b>
<b>SUBTOTAL (With FHWA Flex Fund Funding)</b>	<b>12,003,220</b>	<b>12,141,871</b>	<b>18,949,400</b>
9. Emergency Relief Program- Hurricane Sandy (GF) 6/	10,709,000	-	-
Reductions	(544,700)	-	-
Subtotal	10,164,300	-	-
<b>GRAND TOTAL (including FHWA Flex and Sandy)</b>	<b>22,167,520</b>	<b>12,141,871</b>	<b>18,949,400</b>

1/ Includes a 0.2% across-the-board rescission and mandated sequester amounts.

2/ Except for WMATA, the Administration proposes to reclassify all surface transportation budget authority and outlays as mandatory, and to also move a number of current General Fund programs into the Transportation Trust Fund.

3/ The FY 2015 request includes a request for the Administrative Expenses to be funded from the Transit Formula Grants account. The Transit Formula Grants account is funded from the Mass Transit Account of the Transportation Trust Fund. Administrative Expenses were funded from the General Fund in FY 2013 and the FY 2014.

4/ The total budget for the Capital Investment Grant program in FY 2014 is \$2.132 billion. This includes \$1.943 billion (new budget authority) and \$189 million of prior year unobligated balances

5/ The FY 2014 Enacted budget included \$48 million for two accounts: Transit Research (\$40 million for Section 5312 and \$3 million for Section 5313) and Technical Assistance and Training (\$3 million for Section 5314 and \$2 million for Section 5322). The combined FY 2015 budget request for these accounts is \$60 million. Consistent with FY 2013 and prior years, FTA proposes to fund these two accounts from the newly named Transit Research and Training account in FY 2015.

6/ Includes \$10.2 billion in supplemental appropriations for Hurricane Sandy relief in FY 2013. Amount reflects transfer of \$6 million to the Office of the Inspector General for oversight, \$545 million reduction due to across the board rescissions and mandated sequester amounts, \$185 million transfer to Federal Railroad Administration.





**EXHIBIT II-2**  
**FY 2015 TOTAL BUDGETARY RESOURCES BY APPROPRIATION ACCOUNT**  
**FEDERAL TRANSIT ADMINISTRATION**  
**Appropriations, Obligation Limitations, and Exempt Obligations**  
**(\$000)**

<u>ACCOUNT NAME</u>	<u>FY 2013 ACTUAL</u>	<u>FY 2014 ENACTED</u>	<u>FY 2015 REQUEST</u>
1. Transit Formula Grants (TF)	8,461,044	8,595,000	13,800,000
Administrative Expenses (TF) 3/	-	-	114,400
Subtotal, Transit Formula Grants (Obligation Limitation)	8,461,044	8,595,000	13,914,400
FHWA Flex Funding -- Net	1,405,782	1,300,000	1,300,000
Subtotal, Transit Formula Grants (with Flex Funding)	9,866,826	9,895,000	15,214,400
2. Capital Investment Grants (TF) 4/	1,854,999	1,942,938	2,500,000
3. Transit Research and Training (TF) 5/	41,699	48,000	60,000
4. Washington Metropolitan Area Transit Authority (GF)	142,154	150,000	150,000
5. Administrative Expenses (GF) 3/	97,542	105,933	-
6. Emergency Relief Program (TF)	-	-	25,000
7. Fixing And Accelerating Surface Transportation (TF)	-	-	500,000
8. Rapid Growth Area Transit Programs (TF)	-	-	500,000
<b>SUBTOTAL (Without FHWA Flex Funding)</b>	<b>10,597,438</b>	<b>10,841,871</b>	<b>17,649,400</b>
<b>SUBTOTAL (With FHWA Flex Funding)</b>	<b>12,003,220</b>	<b>12,141,871</b>	<b>18,949,400</b>
9. Emergency Relief Program- Hurricane Sandy (GF) 6/	10,164,300	-	-
<b>GRAND TOTAL</b>	<b>22,167,520</b>	<b>12,141,871</b>	<b>18,949,400</b>

1/ Includes a 0.2% across-the-board rescission and mandated sequester amounts.

2/ Except for WMATA, the Administration proposes to reclassify all surface transportation budget authority and outlays as mandatory, and to also move a number of current General Fund programs into the Transportation Trust Fund.

3/ The FY 2015 request includes a request for the Administrative Expenses to be funded from the Transit Formula Grants account. The Transit Formula Grants account is funded from the Mass Transit Account of the Transportation Trust Fund. Administrative Expenses were funded from the General Fund in FY 2013 and FY 2014.

4/ FY 2014 amount does not include \$189 million of prior year unobligated balances for Capital Investment Grants for a total of \$2.132 billion.

5/ The FY 2014 Enacted budget included \$48 million for two accounts: Transit Research (\$40 million for Section 5312 and \$3 million for Section 5313) and Technical Assistance and Training (\$3 million for Section 5314 and \$2 million for Section 5322). The combined FY 2015 budget request for these accounts is \$60 million. Consistent with FY 2013 and prior years, FTA proposes to fund these two accounts from the newly named Transit Research and Training account in FY 2015.

6/ Includes \$10.2 billion in supplemental appropriations for Hurricane Sandy relief in FY 2013. Amount reflects transfer of \$6 million to the Office of the Inspector General for oversight, \$545 million reduction due to across the board rescissions and mandated sequester amounts, \$185 million transfer to Federal Railroad Administration.



**EXHIBIT II-3**  
**FY 2015 BUDGET REQUEST BY DOT STRATEGIC AND ORGANIZATIONAL GOALS**  
**FEDERAL TRANSIT ADMINISTRATION**  
**(\$000)**

	<b>Safety</b>	<b>Environmental Sustainability</b>	<b>State of Good Repair Infrastructure</b>	<b>Economic Competitiveness</b>	<b>Organizational Excellence</b>	<b>Total</b>
<b>ACCOUNT/ PROGRAM</b>						
<b>Transit Formula Grants</b>	<b>24,479</b>	<b>640</b>	<b>6,690,163</b>	<b>7,084,718</b>	<b>114,400</b>	<b>13,914,400</b>
Urbanized Area Formula	22,816			4,540,367		4,563,183
Transit Oriented Development				10,234		
Planning Programs				131,819		
Enhance Mobility of Seniors and Individuals with Disabilities				264,356		
Formula Grants for Rural Areas				622,050		622,050
Growing States and High Density States				538,230		538,230
National Transit Institute	640	640	640	3,199		5,118
National Transit Database				3,940		3,940
Bus Testing Facility	1,023		1,023	1,023		3,070
Bus and Bus Facilities Formula Grants			969,500	969,500		1,939,000
State of Good Repair Grants			5,719,000			5,719,000
Administrative Expenses					114,400	114,400
<b>Capital Investment Grants</b>				<b>2,500,000</b>		<b>2,500,000</b>
<b>WMATA</b>	<b>150,000</b>					<b>150,000</b>
<b>Research Development Demonstration and Deployment Program</b>	<b>3,750</b>	<b>45,000</b>	<b>3,750</b>	<b>7,500</b>		<b>60,000</b>
<b>Emergency Relief</b>	<b>25,000</b>					<b>25,000</b>
<b>Fixing Accelerating Surface Transportation</b>				<b>500,000</b>		<b>500,000</b>
<b>Rapid Growth Area Transit Programs</b>				<b>500,000</b>		<b>500,000</b>
<b>TOTAL</b>	<b>203,229</b>	<b>45,640</b>	<b>6,693,913</b>	<b>10,592,218</b>	<b>114,400</b>	<b>17,649,400</b>

1/ Does not include estimated Flex Fund transfers.



**EXHIBIT II-3-a**  
**FY 2015 BUDGET REQUEST BY DOT STRATEGIC AND ORGANIZATIONAL GOALS**  
**FEDERAL TRANSIT ADMINISTRATION**

(\$000)

DOT Outcome	Program	FY 2015 Request
<b>SAFETY</b>		
Improve the safety of the transportation system for all users.	Transit Formula Grants	24,479
Improve the safety of the transportation system for all users.	Research Development Demonstration and Deployment Program	3,750
Improve the safety of the transportation system for all users.	Emergency Relief	25,000
Improve the safety of the transportation system for all users.	WMATA	150,000
<b>ENVIRONMENTAL SUSTAINABILITY</b>		
Reduced carbon/emissions and dependence on fossil fuels and improved energy efficiency	Transit Formula Grants	640
Reduced carbon/emissions and dependence on fossil fuels and improved energy efficiency	Research Development Demonstration and Deployment Program	45,000
<b>STATE OF GOOD REPAIR</b>		
Maintain or improve the availability, reliability, and performance of the Nation's transportation infrastructure.	Transit Formula Grants	6,690,163
Maintain or improve the availability, reliability, and performance of the Nation's transportation infrastructure.	Research Development Demonstration and Deployment Program	3,750
<b>ECONOMIC COMPETITIVENESS</b>		
Improve the contribution of the transportation system to the Nation's productivity and economic growth.	Transit Formula Grants	7,084,719
Improve the contribution of the transportation system to the Nation's productivity and economic growth.	Capital Investment Grants	2,500,000
Improve the contribution of the transportation system to the Nation's productivity and economic growth.	Research Development Demonstration and Deployment Program	7,500
Improve the contribution of the transportation system to the Nation's productivity and economic growth.	Fixing Accelerating Surface Transportation	500,000
Improve the contribution of the transportation system to the Nation's productivity and economic growth.	Rapid Growth Area Transit Programs	500,000
<b>ORGANIZATIONAL EXCELLENCE</b>		
A diverse and collaborative workforce that will able the Department to advance a transportation system that serves the Nation's long-term social, economic, security and environmental needs.	Transit Formula Grants	114,400
<b>TOTAL</b>		<b>17,649,400</b>



**EXHIBIT II-4**  
**FY 2015 BUDGET AUTHORITY**  
**FEDERAL TRANSIT ADMINISTRATION**  
**(\$000)**

ACCOUNT NAME	U.S.C. 49 Chapter 53 Section	FY 2013 ACTUAL	1/ FY 2014 ENACTED	FY 2015 REQUEST
Transit Formula Grants (Contract Authority) (TF/Mandatory)		9,866,826	9,895,000	15,214,400
Transit Oriented Development (discretionary)	20005(b) MAP-21	9,980	10,000	10,234
Planning Programs	5305	126,646	128,800	131,820
Urbanized Area Formula Grants	5307	4,389,154	4,458,650	4,563,183
Enhanced Mobility of Seniors and Individuals with Disabilities	5310	254,290	258,300	264,356
Formula Grants for Rural Areas	5311	598,301	607,800	622,050
Bus Testing Facility	5318	2,994	3,000	3,070
National Transit Institute	5322(d)	4,990	5,000	5,117
National Transit Database	5335	3,842	3,850	3,940
State of Good Repair Grants	5337	2,132,027	2,165,900	5,719,000
Bus and Bus Facilities Grants	5339	421,156	427,800	1,939,000
Growing States and High Density States	5340	517,663	525,900	538,230
Administrative Expenses 2/	5334, 5329, 5326	0	0	114,400
FHWA Flex Funding -- Net 3/		1,405,782	1,300,000	1,300,000
Capital Investment Grants (TF/Mandatory) 4/	5309	1,854,999	1,942,938	2,500,000
Transit Research and Training (TF/Mandatory) 5/	5312-5314, 5322	41,699	48,000	60,000
Washington Metropolitan Area Transit Authority (GF/Discretionary)	601, Division B, P.L. 110-432	142,154	150,000	150,000
Administrative Expenses (GF/Discretionary)	5334, 5329, 5326	97,542	105,933	0
Emergency Relief Program (TF/Mandatory) 6/	5324	10,164,300	0	25,000
Fixing Accelerating Surface Transportation (TF/Mandatory)		0	0	500,000
Rapid Growth Area Transit Programs (TF/Mandatory)		0	0	500,000
Capital Investment Grants (Unobligated Balance Resc)		0	(11,429)	0
Research Training & Human Resources (Unobligated Balance Resc)		0	(419)	0
Urban Discretionary Grants		0	(679)	0
Job Access and reverse Commute Account (Unobligated Balance Resc)		0	(15,704)	0
Interstate Transfer Grants-Transit (Unobligated Balance Resc)		0	(2,687)	0
Washington Metro (Unobligated Balance Resc)		0	(523)	0
Formula Grants (Unobligated Balance Resc)		0	(65,190)	0
University Transportation Research (Unobligated Balance Resc)		0	(596)	0
		<b>22,167,520</b>	<b>12,044,644</b>	<b>18,949,400</b>
[Mandatory]		9,866,826	9,895,000	18,799,400
[Discretionary]		12,300,694	2,149,644	150,000

1/ Includes a 0.2% across-the-board rescission and mandated sequester amounts.

2/ The FY 2015 request includes a request for the Administrative Expenses to be funded from the Transit Formula Grants account. The Transit Formula Grants account is funded from the Mass Transit Account of the Transportation Trust Fund. Administrative Expenses were funded from the General Fund in FY 2013 and FY 2014.

3/ Reflects estimated net flex fund transfers.

4/ FY 2014 amount does not include \$189 million of prior year unobligated balances proposed in the budget for Capital Investment Grants for a total of \$2.132 billion.

5/ The FY 2014 Enacted budget included \$48 million for two accounts: Transit Research (\$40 million for Section 5312 and \$3 million for Section 5313) and Technical Assistance and Training (\$3 million for Section 5314 and \$2 million for Section 5322). The combined FY 2015 budget request for these accounts is \$60 million. Consistent with FY 2013 and prior years, FTA proposes to fund these two accounts from the newly named Transit Research and Training account in FY 2015.

6/ Includes \$10.2 billion in supplemental appropriations for Hurricane Sandy relief in FY 2013. Amount reflects transfer of \$6 million to the Office of the Inspector General for oversight and \$185 million transfer to Federal Railroad Administration.

*This table includes updated figures, when compared to the Budget Appendix, as the reclassification of prior year spending in the database did not accurately capture net transfers between accounts*





**EXHIBIT II-5  
FY 2015 OUTLAYS  
FEDERAL TRANSIT ADMINISTRATION  
(\$000)**

<b>APPROPRIATION TITLE</b>	<b>FY 2013 ACTUAL</b>	<b>FY 2014 ENACTED</b>	<b>FY 2015 REQUEST</b>
Transit Formula Grants (Renamed) (TF)	8,091,511	9,083,320	10,318,000
Capital Investment Grants (GF) Rebased 1/	2,111,680	2,374,444	1,833,000
Transit Research and Training (GF) Rebased 1/	46,017	53,000	52,000
Technical Assistance and Standards Development (GF) Rebased 1/	-	4,000	1,000
Administrative Expenses (GF) Rebased 1/ 2/	93,958	113,000	5,000
Emergency Relief Program (GF)	210,590	609,858	914,787
Washington Metropolitan Area Transit Authority (GF)	148,469	140,158	141,304
Capital Investment Grants (TF)	-	-	725,000
Transit Research and Training (TF)	-	-	12,000
Emergency Relief Program (TF)	-	-	10,000
Fast and Accelerating Surface Transportation (TF)	-	-	95,000
Rapid Growth Area Transit Programs (TF)	-	-	75,000
Grants for Energy Efficiency and Greenhouse Gas Reduction (GF)	24,600	25,473	21,230
Transit Capital Assistance, Recovery Act (GF)	714,304	287,000	20,000
Fixed Guideway Infrastructure Investment, Recovery Act (GF)	62,840	30,000	-
Capital Investment Grants, Recovery Act (GF)	1,770	-	-
Job Access and Reverse Commute (GF)	7,595	5,000	-
Formula Grants (GF)	133,830	134,000	85,000
Discretionary Grants (TF)	6,672	9,323	9,323
<b>SUBTOTAL OUTLAYS:</b>	<b>11,653,835</b>	<b>12,868,576</b>	<b>14,317,644</b>
<b>LIQUIDATING CASH APPROPRIATIONS:</b>			
Transit Formula Program	9,400,000	9,500,000	13,914,400
Capital Investment Grants	-	-	2,500,000
Transit Research and Training	-	-	60,000
Fast and Accelerating Surface Transportation	-	-	500,000
Rapid Growth Area Transit Programs	-	-	500,000
Emergency Relief	-	-	25,000

1/ FY2013 budget rebases outlays from discretionary to mandatory except for the WMATA, all surface transportation funding and spending are mandatory, attributed to the Transportation Trust Fund (TTF), and are proposed to be subject to PAYGO. Outlays flowing from contract authority, prior obligations of the Highway Trust Fund, baseline discretionary budget authority and outlays of programs merged into the TTF are now classified as mandatory and subject to PAYGO in all years. Additionally, 2014 enacted and 2015 estimated discretionary budget authority and outlays for programs merged into the TTF are also reclassified as mandatory for comparability purposes.

2/ The FY 2015 budget request includes a request for Administrative Expenses to be funded and expensed from the Transit Formula Grants account. As a result, the outlays for the Administrative Expenses Account only show the anticipated balance carried over from FY 2014.



EXHIBIT II-6  
SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE  
FEDERAL TRANSIT ADMINISTRATION  
Appropriations, Obligation Limitations, and Exempt Obligations  
(\$000)  
ADMINISTRATIVE EXPENSES

Baseline Changes

PERSONNEL RESOURCES	FY 2013 Actual	FY 2014 Enacted	Annualization of 2014 Pay Raise	Annualization of 2014 FTE	2015 Pay Raises	GSA	Rent	WCF Increase/ Decrease	Inflation/ Deflation	FY 2015 Baseline Estimate	Program Increases/ Decreases	FY 2015 Request
Direct FTE	506	530	1.0%		1.0%					530	50	580

FINANCIAL RESOURCES

Personnel Compensation & Benefits	70,258	71,197	519		534					72,250	7,075	79,325
Travel	1,200	1,086							11	1,097	1,303	2,400
Transportation of Things	25	200							2	202	-100	102
Rent (GSA and Other)	7,401	8,000					240			8,240	-167	8,073
Communications & Utilities	30	100							1	101	10	111
Printing	130	45							0	45	189	234
Other Services	11,721	17,779							178	17,956	-1,992	15,964
WCF	3,420	2,987						17		3,004	536	3,540
Other	8,301	14,792							148	14,940	-2,516	12,424
Supplies & Materials	150	403							4	407	-54	354
Equipment	25	145							1	146	7	154
Subtotal	90,940	98,955	519		534		240	17	168	100,432	6,284	106,716

INFORMATION TECHNOLOGY INVESTMENTS

Communications & Utilities	473	400							4	404	106	510
Other Services	1,090	1,681							17	1,698	88	1,786
Other Services WCF	4,609	4,442						12		4,454	304	4,758
Equipment	430	455							5	460	170	630
	6,602	6,978	-		-		-	12	25	7,015	669	7,684

TOTAL FTE

	506									530	50	580
TOTAL FUNDING	97,542	105,933	519		534		240	29	193	107,448	6,952	114,400
	97,542	105,933										114,400



**EXHIBIT II-7**

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

	<b><u>FY 2013 ACTUAL</u></b>	<b><u>FY 2014 ENACTED</u></b>	<b><u>FY 2015 REQUEST</u></b>	<b><u>CHANGE</u></b>
<b><u>DIRECT:</u></b>				
Administrative Expenses	<u>8,265</u>	<u>8,525</u>	<u>8,570</u>	<u>45</u>
<b>TOTAL- Working Capital Fund</b>	<b>8,265</b>	<b>8,525</b>	<b>8,570</b>	<b>45</b>



**EXHIBIT II-8**

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

	<b>FY 2013 ENACTED</b>	<b>FY 2014 ACTUAL</b>	<b>FY 2015 REQUEST</b>
<b><u>DIRECT:</u></b>			
Administrative Expenses	506	530	580
Capital Investment Grants - Lower Manhattan Recovery Office	5	5	5
Public Transportation Emergency Relief	11	31	40
<b>TOTAL FTEs</b>	<b>522</b>	<b>566</b>	<b>625</b>





**EXHIBIT II-9**

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

	<b><u>FY 2013 ACTUAL</u></b>	<b><u>FY 2014 ENACTED</u></b>	<b><u>FY 2015 REQUEST</u></b>
<b><u>DIRECT:</u></b>			
Administrative Expenses	543	577	617
Capital Investment Grants - Lower Manhattan Recovery Office	5	5	5
Public Transportation Emergency Relief	12	40	45
<b>TOTAL FTPs</b>	<b><u>560</u></b>	<b><u>622</u></b>	<b><u>667</u></b>



**Federal Transit Administration**  
**Crosswalk Between FY 2014 Enacted and FY 2015 - FY 2018 Reauthorization Proposal - Total Budget Authority**

	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018
	Enacted				
<b>TRANSIT FORMULA GRANTS (TF)</b>	<b>8,595,000,000</b>	<b>13,914,400,000</b>	<b>14,140,000,000</b>	<b>14,372,000,000</b>	<b>14,610,000,000</b>
Transit Oriented Development	10,000,000	10,234,449	10,489,394	10,752,670	11,024,278
Planning Programs	128,800,000	131,819,706	135,103,394	138,494,393	141,992,702
<i>Metropolitan Transportation Planning -- 82.72% [non-add]</i>	106,543,360	109,041,261	111,757,528	114,562,562	117,456,363
<i>Statewide Transportation Planning -- 17.28% [non-add]</i>	22,256,640	22,778,445	23,345,867	23,931,831	24,536,339
Urbanized Area Formula Grants	4,458,650,000	4,563,182,694	4,676,853,640	4,794,239,323	4,915,339,743
<i>Passenger Ferry Boat Program (discretionary) [non-add]</i>	30,000,000	30,000,000	30,000,000	30,000,000	30,000,000
<i>Operational Support Of State Safety Oversight -- .5% [non-add]</i>	22,293,250	22,815,913	23,384,268	23,971,197	24,576,699
Enhanced Mobility of Seniors and Individuals with Disabilities	258,300,000	264,355,823	270,941,046	277,741,473	284,757,103
Formula Grants for Rural Areas	607,800,000	622,049,823	637,545,365	653,547,298	670,055,621
<i>Rural Transportation Assistance Program -- .02% [non-add]</i>	12,156,000	12,440,996	12,750,907	13,070,946	13,401,112
<i>Projects of National Scope (not more than 15% of RTAP) [non-add]</i>	1,823,400	1,866,149	1,912,636	1,960,642	2,010,167
<i>Public Transportation on Indian Reservations (\$5M competitive; remainder formula) [non-add]</i>	30,000,000	35,000,000	35,871,500	36,764,700	37,680,141
<i>Appalachian Development Public Transportation Assistance Program</i>	20,000,000	20,000,000	20,000,000	20,000,000	20,000,000
Bus Testing Facility	3,000,000	3,070,335	3,146,818	3,225,801	3,307,283
National Transit Institute	5,000,000	5,117,225	5,244,697	5,376,335	5,512,139
National Transit Database	3,850,000	3,940,263	4,038,417	4,139,778	4,244,347
State of Good Repair Grants	2,165,900,000	5,719,000,000	5,775,000,000	5,832,000,000	5,890,000,000
<i>High Intensity Fixed Guideway Formula-- 97.15% [non-add]</i>	2,104,171,850	5,556,008,500	5,610,412,500	5,665,788,000	5,722,135,000
<i>High Intensity Motorbus State of Good Repair -- 2.85% [non-add]</i>	61,728,150	162,991,500	164,587,500	166,212,000	167,865,000
Bus and Bus Facilities Grants	427,800,000	1,939,000,000	1,950,000,000	1,961,000,000	1,972,000,000
<i>Formula -- 70% [non-add]</i>	-	1,357,300,000	1,365,000,000	1,372,700,000	1,380,400,000
<i>Discretionary Grants -- 30% [non-add]</i>	-	581,700,000	585,000,000	588,300,000	591,600,000
Growing States and High Density States Formula	525,900,000	538,229,684	551,637,229	565,482,929	579,766,784
<i>High Density State Apportionments (Urbanized Areas) -- 50% [non-add]</i>	262,950,000	269,114,842	275,818,614	282,741,464	289,883,392
<i>Growing State Apportionments -- 50% [non-add]</i>	262,950,000	269,114,842	275,818,614	282,741,464	289,883,392
Administrative Expenses	-	114,400,000	120,000,000	126,000,000	132,000,000
<b>CAPITAL INVESTMENT GRANTS (GF/TF)</b>	<b>1,942,938,000</b>	<b>2,500,000,000</b>	<b>2,625,000,000</b>	<b>2,756,000,000</b>	<b>2,894,000,000</b>
<b>TRANSIT REASEARCH AND TRAINING (GF/TF)</b>	<b>43,000,000</b>	<b>60,000,000</b>	<b>61,000,000</b>	<b>63,000,000</b>	<b>67,000,000</b>
Research, Development, Demonstration, and Deployment Projects	40,000,000	26,000,000	27,000,000	29,000,000	31,000,000
Transit Cooperative Research	3,000,000	7,000,000	7,000,000	7,000,000	7,000,000
Technical Assistance and Standards Development		7,000,000	7,000,000	7,000,000	9,000,000
Human Resources and Training		20,000,000	20,000,000	20,000,000	20,000,000
<b>TECHNICAL ASSISTANCE AND TRAINING (GF)</b>	<b>5,000,000</b>	-	-	-	-
Technical Assistance and Standards Development	3,000,000	-	-	-	-
Human Resources and Training	2,000,000	-	-	-	-
<b>WMATA (GF)</b>	<b>150,000,000</b>	<b>150,000,000</b>	<b>TBD</b>	<b>TBD</b>	<b>TBD</b>
<b>ADMINISTRATIVE EXPENSES (GF)</b>	<b>105,933,000</b>	-	-	-	-
<i>Public Transportation Safety Program -- set aside -- not less than [non-add]</i>	4,000,000	-	-	-	-
<i>Transit Asset Management -- set aside -- not less than [non-add]</i>	1,000,000	-	-	-	-
<b>EMERGENCY RELIEF PROGRAM (TF)</b>	-	25,000,000	25,000,000	25,000,000	25,000,000
<b>FIXING AND ACCELERATING SURFACE TRANSPORTATION (FAST) (TF)</b>	-	500,000,000	500,000,000	500,000,000	500,000,000
<b>RAPID GROWTH AREA TRANSIT PROGRAM (TF)</b>	-	500,000,000	525,000,000	550,000,000	600,000,000
<b>TOTAL</b>	<b>10,841,871,000</b>	<b>17,649,400,000</b>	<b>17,876,000,000</b>	<b>18,266,000,000</b>	<b>18,696,000,000</b>
Trust Fund (TF) Contract Authority	8,595,000,000	17,499,400,000	17,876,000,000	18,266,000,000	18,696,000,000
General Fund (GF) Budget Authority	2,246,871,000	150,000,000	TBD	TBD	TBD

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**EXECUTIVE SUMMARY**  
**TRANSIT FORMULA GRANTS**

*(LIQUIDATION OF CONTRACT AUTHORITY)*  
*(LIMITATION ON OBLIGATIONS)*  
*(TRANSPORTATION TRUST FUND)*

*Contingent upon enactment of multi-year surface transportation authorization legislation, [For]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, 5318, 5322(d), 5329(e)(6), 5335, 5337, 5339, and 5340, and section 20005(b) of Public Law 112 –141, [\$9,500,000,000,]\$13,914,400,000 to be derived from the Mass Transit Account of the [Highway]Transportation Trust Fund and to remain available until expended: Provided, That prior to allocation of program funds available to carryout suchsections under 49 U.S.C. 5338, \$114,400,000 shall be available for necessary administrative expenses of the Federal Transit Administration's program authorized under Chapter 53 of title 49 U.S.C., and any other applicable Federal law: Provided further,That funds available for the implementation or execution of programs authorized under 49 U.S.C. 5305, 5307, 5310, 5311, 5318, 5322(d), 5329(e)(6), 5335, 5337, 5339, and 5340, and section 20005(b) of Public Law 112–141, shall not exceed total obligations of[\$8,595,000,000] \$13,914,400,000 in fiscal year [2014]2015. (Department ofTransportation Appropriations Act, 2014.)*

## **TRANSIT FORMULA GRANTS**

### **PROGRAM AND PERFORMANCE**

FTA's 2015 Budget request builds upon the successes of the previous authorization, MAP-21, which provided two years of stable funding for transit programs. The account structure is generally comparable to FTA's funding under MAP-21. The Transit Formula Grants account is funded from the Mass Transit Account of the Transportation Trust Fund. Transit Formula Grants funds can be used for transit capital purposes including bus and railcar purchases, facility repair and construction, as well as maintenance, and where eligible, planning and operating expenses. These funds help existing transit systems provide safe and reliable transportation options, and promote economically vibrant communities.

The Budget requests \$13.9 billion in new contract authority for Transit Formula Grants including \$114.4 million in Administrative Expenses. In previous years, Administrative Expenses were funded from the General Fund account. Furthermore, the Budget includes an additional \$1.3 billion under this account in estimated flex funding transferred from the Federal Highway Administration (FHWA) bringing the total available to \$15.2 billion. The FY 2015 Transit Formula Grants account structure includes:

*Urbanized Area Formula.*—\$4.563 billion. For formula grants to urbanized areas with populations of 50,000 or more. Funds may be used for any transit capital purpose. Operating costs continue to be eligible expenses for all urban areas under 200,000 in population; and, in certain circumstances, operating costs may be eligible expenses in urban areas with populations over 200,000. Additionally, Urbanized Area grants may be used to support Job Access and Reverse Commute activities.

*State Safety Oversight Program.*—\$23 million. Each State with rail systems not regulated by the Federal Railroad Administration (FRA) will meet requirements for a State Safety Oversight (SSO) program. To aid grantees in meeting new requirements, funding will be provided by a formula developed by FTA based on revenue miles, route miles, and passenger miles. The maximum Federal share for these grants is 80 percent.

*State of Good Repair Grants.*—\$5.719 billion. For a formula-based capital maintenance program to restore and replace aging transportation infrastructure through reinvestment in existing fixed guideway systems and buses on high occupancy vehicle (HOV) lanes.

*Rural Area Formula.*—\$622 million. For formula grants to provide funds for capital, planning and operating assistance grants for transit service implemented by States in rural areas with populations of less than 50,000. Funding may also be used to support intercity bus service. Additionally, Rural Area grants may be used to support Job Access and Reverse Commute activities. Within this amount, \$30 million in formula funds and \$5 million in discretionary grant funds to support the Public Transportation on Indian Reservations program and \$20 million to support the Appalachian Development Public Transportation Assistance Formula Program.

*Growing States and High Density States.*—\$538 million. For funds that are divided between the Urban and Rural Area programs based on the legislative funding formula for this program.

*Enhanced Mobility of Seniors and Individuals with Disabilities.*—\$264 million. Supports local governments and public and private transportation providers that serve special needs of these specific transit-dependent populations beyond traditional public transportation services, including complementary paratransit service. This program is a consolidation of the New Freedom and Elderly and Disabled grant programs.

*Bus and Bus Facilities Grants.*—\$1.939 billion. For formula funding (70%) and discretionary funding (30%) to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities States may use these funds to supplement Urbanized Area and Rural Area formula grant programs. At least 10% of the discretionary funding will go to rural transit agencies.

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

*Planning Programs.*—\$132 million. Funding supports cooperative, continuous, and comprehensive transportation infrastructure investment planning. The program requires that all Metropolitan Planning Organizations (MPOs) and States develop performance-driven, outcome-based transportation plans.

*Transit Oriented Development Pilot.*—\$10.2 million. This new pilot program funds planning for projects that support transit-oriented development associated with new fixed-guideway and core capacity improvement projects.

*National Transit Institute.*—\$5 million. To fund projects that enable FTA to partner with higher education to develop and provide training and educational programs to transit employees and others engaged in providing public transit services.

*National Transit Data Base (NTD)* .—\$4 million. For operation and maintenance of the NTD, a database of nationwide statistics on the transit industry, which FTA is legally required to maintain under 49 U.S.C. 5335(a)(1)(2). NTD data serves as the basis for FTA formula grant apportionments and is used to track the condition and performance of our Nation's transit network.

*Administrative Expenses.*—\$114.4 million. To fund salaries, benefits and administrative expenses to carry out the FTA's stewardship of federal funds. FTA administrative expenses were provided in prior years in the Administrative Expenses account and funded from the General Fund

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

	<b><u>FY 13</u></b> <b><u>ACTUAL</u></b>	<b><u>FY 14</u></b> <b><u>ENACTED</u></b>	<b><u>FY 2015</u></b> <b><u>REQUEST</u></b>	<b><u>CHANGE</u></b> <b><u>FY 2014-2015</u></b>
Transit Oriented Development (discretionary)	10,000	10,000	10,234	234
Planning Programs	126,900	128,800	131,820	3,020
Urbanized Area Formula Grants	4,397,950	4,458,650	4,563,183	104,533
Enhanced Mobility of Seniors and Individuals with Disabilities	254,800	258,300	264,356	6,056
Formula Grants for Rural Areas	599,500	607,800	622,050	14,250
Bus Testing Facility	3,000	3,000	3,070	70
National Transit Institute	5,000	5,000	5,117	117
National Transit Database	3,850	3,850	3,940	90
State of Good Repair Grants	2,136,300	2,165,900	5,719,000	3,553,100
Bus and Bus Facilities Grants	422,000	427,800	1,939,000	1,511,200
Growing States and High Density States	518,700	525,900	538,230	12,330
Administrative Expenses 1/	-	-	114,400	114,400
Reductions 2/	<u>(16,956)</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>Subtotal-Formula Grants</b>	<b>8,461,044</b>	<b>8,595,000</b>	<b>13,914,400</b>	<b>5,319,400</b>
FHWA Flex Funding – Net 3/	1,405,782	1,300,000	1,300,000	-
<b>TOTAL</b>	<b><u>9,866,826</u></b>	<b><u>9,895,000</u></b>	<b><u>15,214,400</u></b>	<b><u>5,319,400</u></b>

1/ Administrative Expenses were funded from the General Fund in FY 2013 and FY 2014. In FY 2015, FTA proposes to fund administrative expenses out of the Mass Transit Account of the Transportation Trust Fund in the Transit Formula Grants account.

2/ Includes a 0.2% across-the-board rescission.

3/ Flex funding in FY 2014 and FY 2015 represents estimates of net flex fund transfers between FTA and FHWA based on historical levels.



**EXHIBIT III-1a**

**TRANSIT FORMULA GRANTS  
SUMMARY ANALYSIS OF CHANGE FROM FY 2014 TO FY 2015  
(\$000)**

	<u><b>AMOUNT</b></u>	<u><b>FTE 1/</b></u>
<b>FY 2014 Base</b>	<b>\$8,595,000</b>	<b>530</b>
<b>Adjustments to Base:</b>	<u>0</u>	
<b>Subtotal, Adjustments to Base</b>	<b>0</b>	
<b>Program Changes:</b>		
Transit Oriented Development (discretionary)	234	
Planning Programs	3,020	
Urbanized Area Formula Grants	104,533	
Enhanced Mobility of Seniors and Individuals with Disabilities	6,056	
Formula Grants for Rural Areas	14,250	
Bus Testing Facility	70	
National Transit Institute	117	
National Transit Database	90	
State of Good Repair Grants	3,553,100	
Bus and Bus Facilities Formula Grants	1,511,200	
Growing States and High Density States	12,330	
Administrative Expenses 2/	<u>114,400</u>	<u>50</u>
<b>Subtotal, Program Changes</b>	<b>5,319,400</b>	<b>50</b>
<b>Subtotal, FY 2015 Transit Formula Grants</b>	<b>13,914,400</b>	
FHWA Flex Fund Funding --Net 3/	<u>1,300,000</u>	
<b>Total, FY 2015 Transit Formula Grants</b>	<b>\$15,214,400</b>	<b>580</b>

1/ FTEs are associated with Administrative Expenses.

2/ Administrative Expenses were funded from the General Fund in FY 2013 and FY 2014. In FY 2015, FTA proposes to fund this account out of the Mass Transit Account of the Transportation Trust Fund.

3/ Flex funding in FY 2015 represents estimates of net flex fund transfers between FTA and FHWA based on historical levels.







## **DETAILED JUSTIFICATION**

### **TRANSIT FORMULA GRANTS PROGRAMS**

The FY 2015 Budget request includes \$13.9 billion in new contract authority for the core FTA grant programs. The Budget builds upon the successes of the previous authorization, MAP-21, which provided two years of stable funding for transit programs. The account funding is generally comparable to FTA's funding under MAP-21. The Transit Formula Grants account is funded from the Mass Transit Account of the Transportation Trust Fund. Furthermore, the Budget includes an additional \$1.3 billion under this account in estimated flex and funding transferred from the Federal Highway Administration (FHWA) bringing the total available to \$15.2 billion.

Funds support the following programs: Urbanized Area Formula Grants; Formula Grants for Rural Areas, which includes Public Transportation on Indian Reservations and Appalachian Development Public Transportation Assistance programs; Enhanced Mobility of Seniors and Individuals with Disabilities; Growing States and High Density States Formula; Planning Programs; the Transit Oriented Development Pilot Program; a National Transit Institute; FTA's National Transit Database; and Administrative Expenses.

Additionally, the FTA request includes support for two programs focused on addressing the nation's aging transit infrastructure: State of Good Repair Formula Grants and an enhanced Bus and Bus Facilities program. FTA proposes to increase funding for both of these programs in FY 2015 in recognition of the Administration's goals to address a growing state of good repair backlog in the nation's infrastructure. Specifically, this will help address an estimated and growing need of more than \$86 billion to repair, rehabilitate, or replace aging public transportation investments.

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

FTA's core formula programs support key national and departmental goals and initiatives. These include safety, state of good repair, economic competitiveness, quality of life in communities, and environmental sustainability. Furthermore, the eligibilities under these programs allow grantees to use funds to support departmental initiatives.

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

	<b><u>FY 13</u></b> <b><u>ACTUAL</u></b>	<b><u>FY 14</u></b> <b><u>ENACTED</u></b>	<b><u>FY 2015</u></b> <b><u>REQUEST</u></b>	<b><u>CHANGE</u></b> <b><u>FY 2014-2015</u></b>
Transit Oriented Development (discretionary)	10,000	10,000	10,234	234
Planning Programs	126,900	128,800	131,820	3,020
Urbanized Area Formula Grants	4,397,950	4,458,650	4,563,183	104,533
Enhanced Mobility of Seniors and Individuals with Disabilities	254,800	258,300	264,356	6,056
Formula Grants for Rural Areas	599,500	607,800	622,050	14,250
Bus Testing Facility	3,000	3,000	3,070	70
National Transit Institute	5,000	5,000	5,117	117
National Transit Database	3,850	3,850	3,940	90
State of Good Repair Grants	2,136,300	2,165,900	5,719,000	3,553,100
Bus and Bus Facilities Grants	422,000	427,800	1,939,000	1,511,200
Growing States and High Density States	518,700	525,900	538,230	12,330
Administrative Expenses 1/	-	-	114,400	114,400
Reductions 2/	<u>(16,956)</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>Subtotal-Formula Grants</b>	<b>8,461,044</b>	<b>8,595,000</b>	<b>13,914,400</b>	<b>5,319,400</b>
FHWA Flex Funding – Net 3/	1,405,782	1,300,000	1,300,000	-
<b>TOTAL</b>	<b><u>9,866,826</u></b>	<b><u>9,895,000</u></b>	<b><u>15,214,400</u></b>	<b><u>5,319,400</u></b>

Note:

1/ Administrative Expenses were funded from the General Fund in FY 2013 and FY 2014. In FY 2015, FTA proposes to fund these expenses in the Transit Formula Grants account which is funded from the Mass Transit Account of the Transportation Trust Fund.

2/ Includes a 0.2% across-the-board rescission.

3/ Flex funding represents actual funding transferred in FY 2013 and estimates of net flex fund transfers between FTA and FHWA based on historical levels for FY 2014 and FY 2015.

*This table includes updated figures, when compared to the Budget Appendix, as the reclassification of prior year spending in the database did not accurately capture net transfers between accounts.*

**EXHIBIT III-1a**

**TRANSIT FORMULA GRANTS  
SUMMARY ANALYSIS OF CHANGE FROM FY 2014 TO FY 2015  
(\$000)**

	<u><b>AMOUNT</b></u>	<u><b>FTE 1/</b></u>
<b>FY 2014 Base</b>	<b>\$8,595,000</b>	<b>530</b>
<b>Adjustments to Base:</b>	<u>0</u>	
<b>Subtotal, Adjustments to Base</b>	<b>0</b>	
<b>Program Changes:</b>		
Transit Oriented Development (discretionary)	234	
Planning Programs	3,020	
Urbanized Area Formula Grants	104,533	
Enhanced Mobility of Seniors and Individuals with Disabilities	6,056	
Formula Grants for Rural Areas	14,250	
Bus Testing Facility	70	
National Transit Institute	117	
National Transit Database	90	
State of Good Repair Grants	3,553,100	
Bus and Bus Facilities Formula Grants	1,511,200	
Growing States and High Density States	12,330	
Administrative Expenses 2/	<u>114,400</u>	<u>50</u>
<b>Subtotal, Program Changes</b>	<b>5,319,400</b>	<b>50</b>
<b>Subtotal, FY 2015 Transit Formula Grants</b>	<b>13,914,400</b>	
FHWA Flex Fund Funding --Net 3/	<u>1,300,000</u>	
<b>Total, FY 2015 Transit Formula Grants</b>	<b><u>\$15,214,400</u></b>	<b>580</b>

1/ FTEs are associated with Administrative Expenses

2/ Administrative Expenses were funded from the General Fund in FY 2013 and FY 2014. In FY 2015, FTA proposes to fund this account out of the Mass Transit Account of the Transportation Trust Fund.

3/ Flex funding in FY 2015 represents estimates of net flex fund transfers between FTA and FHWA based on historical levels.

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

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

**DOT Goal/Outcome: Economic Competitiveness / Improve the contribution of the transportation system to the Nation's productivity and economic growth.**

Increase the total number of urban and rural transit boardings to 11.2 billion in 2018.	2010*	2011*	2012*	2013	2014	2015
Target	NA	10.0B	10.1B	10.5B	10.6B	10.8B
Actual	10.0B	10.1B (r)	10.3B	NA	NA	NA

\* The targets and results for 2010-2012 reflect the old measure of "increase the number of annual transit boardings reported by urbanized area transit providers to at least 10.5 billion by 2015.

(r) Revised

The purpose public transportation is twofold, to provide people with transportation options for their daily life, and to also provide basic mobility to people who may not be able to drive. Increasing public transportation ridership demonstrates that's FTA's grant investments and research efforts are supporting services that meet those needs for millions of Americans every day.

**DOT Goal/Outcome: Economic Competitiveness / Improve the contribution of the transportation system to the Nation's productivity and economic growth.**

Increase the transit market share among commuters to work in at least 10 of the top 50 urbanized areas by population, when compared to a 2010 baseline.	2010	2011	2012	2013	2014	2015
Target	NA	2	4	5	6	7
Actual	0	1	4	NA	NA	NA

Public transportation's role in providing additional transportation options for America's communities is reflected indirectly in data reporting by the Bureau of the Census' American Community Survey on what modes of transportation people are selecting for their daily commute to work. These modal choices tend to be very stable over time, but increasing use of public transportation will be reflected in the number of cities showing a statistically-significant (i.e. at least 0.5 percentage points or more) increase in market share for public transportation from the 2010 baseline.



**DOT Goal/Outcome: State of Good Repair / Maintain or improve the availability, reliability, and performance of the Nation's transportation infrastructure.**

Keep the nation's transit state of good repair backlog to less than \$100 billion (current-year dollars) through 2018.	2010*	2011	2012	2013	2014	2015
Target	\$77.7B	\$88B (r)	\$90B (r)	\$92B (r)	\$94B (r)	\$96B (r)
Actual	\$85.9B	NA	NA	NA	NA	NA

(r) Revised

\*Actual data for the 2010 state of good repair backlog of transit capital assets in need of replacement or refurbishment has been released as part of the 2013 DOT Conditions & Performance Report to Congress. FTA's baseline for this metric was developed using 2008 data and reported in the 2010 DOT Conditions & Performance Report to Congress.

FTA's most-recent Conditions and Performance Report to Congress estimates that the current state of good repair backlog in the Nation's transit systems is \$86 billion, and moreover, that it is growing, on average, by \$2.5 billion per year. This goal of trying to keep the state of good repair backlog below \$100 billion through 2018 reflects FTA's efforts to implement better asset management practices through the National Transit Asset Management System rulemaking envisioned by MAP-21, and also reflects the increased Federal commitment to transit capital investments proposed in this budget.

**DOT Goal/Outcome: Safety/ Improve the safety of the transportation system for all users.**

Reduce total transit fatalities to 0.491 per 100 million passenger miles traveled by 2018.	2010	2011	2012	2013	2014	2015
Target	NA	0.547	0.543(r)	0.538(r)	0.530(r)	0.520(r)
Actual	0.533	0.535	0.602	.563(p)		

(r) Revised – New Targets developed in 2011.

(p) Preliminary

FTA is committed to making an already-safe mode of transportation even more safe. With that being said, it was only in 2012 that Congress first granted FTA expanded authority to promote an effective safety culture across the transit industry. FTA is still in the midst of an aggressive process to complete hiring for the staff of our new Office of Safety & Oversight. FTA is also moving forward with rulemakings to establish the National Safety Plan, require Agency Safety Plans, implement Safety Training Certification Requirements, and to update the rules governing the State Safety Oversight Program. These critical steps will be completed over the near-term in order to further enhance public transportation's already-strong safety record.

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

**Program and Financing (in millions of dollars)**

		2013	2014	2015
Identification code: 69-8350-4-7-401		Actual	Enacted	Est.
<b>Obligations by program activity:</b>				
0001	Urbanized area programs.....	...	...	21
0002	Planning Programs.....	...	...	1
0003	Seniors and persons with disabilities.....	...	...	1
0008	Bus and Bus Facilities Formula grants.....	...	...	600
0011	State of Good Repair Grants.....	...	...	1,400
0012	LAE Administrative Expenses.....	...	...	114
0900	Total new obligations.....	...	...	2,137
<b>Budgetary resources:</b>				
<b>Budget authority:</b>				
Appropriations, mandatory:				
<b>Contract authority, mandatory:</b>				
1600	Contract authority.....	...	...	5,151
1640	Contract authority, mandatory (total).....	...	...	5,151
1900	Budget Authority (total).....	...	...	5,151
1930	Total budgetary resources available.....	...	...	5,151
Memorandum (non-add entries):				
1941	Unexpired unobligated balance, end of year.....	...	...	3,014
(Continued on next page)				

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

**Program and Financing (in millions of dollars)**

		2013	2014	2015
Identification code: 69-8350-4-7-401		Actual	Enacted	Est.
<b>Change in obligated balances:</b>				
3000	Obligated balance, brought forward, Oct 1.....	...	...	...
3010	Obligations incurred, unexpired accounts.....	...	...	2,137
3020	Total outlays (gross).....	...	...	-979
3050	Unpaid obligations, end of year.....	...	...	1,158
Memorandum (non-add entries):				
3100	Obligated balance, start of year.....	...	...	...
3200	Obligated balance, end of year.....	...	...	1,158
<b>Budget authority and outlays, net:</b>				
Mandatory:				
4090	Budget authority, gross.....	...	...	5,151
Outlays, gross:				
4100	Outlays from new mandatory authority.....	...	...	979
4160	Budget authority, net (mandatory).....	...	...	5,151
4170	Outlays, net (mandatory).....	...	...	979
4180	Budget authority, net (total).....	...	...	5,151
4190	Outlays, net (total).....	...	...	979
Memorandum (non-add) entries:				
5052	Obligated balance, SOY: Contract Authority.....	...	...	...
5053	Obligated balance, EOY: Contract Authority.....	...	...	5,151
(Continued on next page)				

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

**Object Classification (in millions of dollars)**

		2013	2014	2015
Identification code: 69-8350-4-7-401		Actual	Enacted	Est.
<b>Direct obligations:</b>				
Personnel Compensation:				
11.1	Full-time permanent.....	...	...	59
11.3	Other than full-time permanent.....	...	...	3
11.9	Total personnel compensation.....	...	...	62
12.1	Civilian personnel benefits.....	...	...	17
21.0	Travel and transportation of persons.....	...	...	2
23.1	Rental payments to GSA.....	...	...	8
23.3	Communications, utilities, and miscellaneous charges.....	...	...	1
25.2	Other services.....	...	...	2
25.3	Other goods and services from Federal sources.....	...	...	20
25.7	Operation and maintenance of equipment.....	...	...	2
41.0	Grants, subsidies, and contributions.....	...	...	2,023
99.9	Total new obligations.....	...	...	2,137

## Detailed Justification for Transit Formula Grants

### What Do I Need To Know Before Reading This Justification?

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- Demand for public transportation is on the rise as evidenced by increased ridership trends and by the number of communities expanding existing systems or opening new transit systems. More transit riders help to improve mobility, but also put a strain on the capacity of existing and aging systems. Moreover, communities across the nation are looking to establish or grow existing transit services as urban populations grow and the need for specialized transportation services for elderly and disabled rider's increases. The result is a need for increased investment by all levels of Government to meet repair and capacity needs.
- MAP-21 continued some formula programs but also created new programs and consolidated some programs authorized under the previous authorization. Major formula programs include grants to Urban and Rural areas, State of Good Repair, and Bus and Bus Facilities Grants. In large part, FTA proposes to maintain the MAP-21 program structure in FY 2015, while significantly increasing funding for State of Good Repair and Bus and Bus Facilities Grants to help address a growing transit asset backlog.
- Additionally, MAP-21 created new requirements for grantees in the areas of safety, performance-based planning, and state of good repair/asset management. FTA also proposes to continue these requirements in FY 2015.
- The U.S. is seriously under-investing in both the maintenance and recapitalization of the legacy transit systems that it has built over the last century and data show that the nation's rail and bus systems face roughly an \$86 billion maintenance backlog that continues to grow. MAP-21 created a State of Good Repair Formula Grants program that funds replacement and rehabilitation of capital assets for fixed-guideway and bus systems operating on High Occupancy Vehicle (HOV) lanes, including bus rapid transit (BRT). FTA's budget includes a significant increase in funding that will enable it to better address the Administration's goals of bringing these assets into a state of good repair.
- However, our nation's bus systems also face deteriorating and aging assets. FTA found that approximately 40 percent of bus assets also need significant investments to bring them into a state of good repair. The current program structure and funding does not meet the need to address this issue, nor are there funds available for lumpy investments that occur periodically, such as the cost of maintenance facilities. The FY 2015 Budget will help address the bus backlog and provide a source of funding for larger bus and facility investments through a combination formula and discretionary grant program.
- Formula funds also are provided to continue support for FTA's State Safety Oversight program, a key element of FTA's safety authority established under MAP-21.

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

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### FY 2015 – TRANSIT FORMULA GRANTS (\$000)

<b>Program Activity</b>	<b>FY 13 ACTUAL 1/</b>	<b>FY 14 ENACTED</b>	<b>FY 2015 REQUEST</b>	<b>Difference from FY 2014</b>
Transit Oriented Development (discretionary)	9,980	10,000	10,234	234
Planning Programs	126,646	128,800	131,820	3,020
Urbanized Area Formula Grants	4,389,154	4,458,650	4,563,183	104,533
Enhanced Mobility of Seniors and Individuals with Disabilities	254,290	258,300	264,356	6,056
Formula Grants for Rural Areas	598,301	607,800	622,050	14,250
Bus Testing Facility	2,994	3,000	3,070	70
National Transit Institute	4,990	5,000	5,117	117
National Transit Database	3,842	3,850	3,940	90
State of Good Repair Grants	2,132,027	2,165,900	5,719,000	3,553,100
Bus and Bus Facilities Grants	421,156	427,800	1,939,000	1,511,200
Growing States and High Density States	517,663	525,900	538,230	12,330
Administrative Expenses 2/	-	-	114,400	114,400
<b>Subtotal Transit Formula Grants</b>	<b>8,461,044</b>	<b>8,595,000</b>	<b>13,914,400</b>	<b>5,319,400</b>
FHWA Flex Funding -- Net 3/	1,405,782	1,300,000	1,300,000	-
<b>TOTAL</b>	<b>9,866,826</b>	<b>9,895,000</b>	<b>15,214,400</b>	<b>5,319,400</b>

1/ Includes a 0.2% across-the-board rescission.

2/ Administrative Expenses were funded from the General Fund in FY 2013 and FY 2014. In FY 2015, FTA proposes to fund these expenses in the Transit Formula Grants account which is funded from the Mass Transit Account of the Transportation Trust Fund.

3/ Flex funding represents estimates of net flex fund transfers between FTA and FHWA based on historical levels.

FTA requests \$13.9 billion in new contract authority for the *Transit Formula Grants* programs, \$5.3 billion more than the FY 2014 enacted level including administrative expenses. The majority of the increase (\$5.2 billion) supports programs focused on one of the Administration's highest priorities – improving the condition, performance, and safety of the nation's aging transportation infrastructure.

In FY 2015, FTA will focus on continuing to implement programs that were new and modified under MAP-21 by providing grants to support capital and operating assistance. This Budget, when combined with State and local funding, will help to address the backlog of transit assets that are not in a state of good repair, improve the safety of public transportation, ensure sound transportation planning for investments, and provide better access to transit systems in general, as well as transportation options for targeted populations.

FTA is authorized to administer an *Oversight* program to ensure that Federal funds are used cost effectively and in accordance with applicable laws and regulations. Oversight funding – based upon a percentage takedown from many of FTA's programs - pays for contractors to perform program-level reviews related to procurement, financial management, safety, and management practices. In addition, FTA's Oversight program provides key project-management oversight on large or complex transit construction projects to ensure the projects stay within scope and on budget.

The importance of FTA's oversight is growing as grants – and related transit projects - become larger and more complex. As such, FTA proposes adding an oversight take-down percentage for the Bus and Bus Facilities (0.75 percent) program and increasing the Capital Investment Grants oversight takedown (in the Capital Investment Grants account) from 1.0 percent to 1.5. These takedowns will enable FTA to better align oversight resources with audit findings, mitigate the risk of many mega projects (projects over \$1 billion), and to address the growth of program resources and the complexity of today's transit projects. The Bus and Bus Facilities takedown would be equal to that of State of Good Repair, since both programs are focused on the repair and replacement of transit assets.

## **What Is This Program?**

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Through its core formula programs, FTA provides grant assistance, primarily for capital projects, to more than 1,000 grantees across the country. Grants are used to invest in the basic needs of maintaining and sustaining the nation's \$679 billion in transit capital assets. To a limited extent, these funds also support operating assistance for some transit systems.

FTA partners for the formula programs include local, State, public, and private entities that provide transit services across the nation. Grantees are responsible for maintaining the transit systems for which FTA's formula grants provide capital and operating assistance. 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.

Grantees are also responsible for entering data into FTA's National Transit Database (NTD), which is used to apportion formula funds and measure the conditions and performance of transit agencies. Additionally, FTA partners with higher education institutions to develop and conduct training and educational programs for Federal, state, and local transportation employees and others engaged in public transportation work through a National Transit Institute.

## FY 2013 Accomplishments

- **Improved mobility:** Transit ridership is projected to have been 10.5 billion in FY 2013, an increase of nearly 100 million riders from FY 2012. This includes more than 10.3 billion boardings in urban areas and another 140 million in rural areas. The ridership increase is supported by a number of programs including Urban Area and Rural Area Formula Grants, Growing States and High Density States, and Enhanced Mobility of Seniors and Individuals with Disabilities.
- **Provided service and access to essential services:** FTA estimates that about \$850 million in Federal operating assistance funding supports more than 5.9 million hours of transit service and more than 234 million passenger trips. Furthermore, about \$1.9 billion in Federal funding for preventive maintenance supports 68.9 million hours of transit service, supplying 2.7 billion passenger trips. These trips are made possible through the Urbanized- and Rural Area and Enhanced Mobility of Seniors and Individuals with Disabilities programs.
- **Increased capacity:** Funding awarded in FY 2012 allowed FTA's grantees to purchase or repair about 7,500 buses in FY 2013. Based on the average number of trips per bus annually, these buses will carry about 700 million riders nationwide.
- **Rebuilt existing infrastructure and maintained the Federal investment:** FTA estimates that about \$3.5 billion in Federal formula funding helped bring transit assets into a state of good repair. These investments are a down payment on a large – and growing -- critical backlog that poses mobility and potential safety risks to the riding public if left unaddressed. FTA estimates that FY 2014 Federal formula funds will result in about the same level of re-investment.
- **Supported access to jobs:** Based on transit industry estimates, Federal formula funding supported about 300,000 jobs.<sup>1</sup>
- **Made wise transportation investment choices:** FTA planning programs provided about \$160 million in grants to aid metropolitan areas and States in developing comprehensive multimodal transportation plans. The agency worked with partners across the Department to develop guidelines that will lead to performance-based, outcome driven approaches to planning that offer better mobility.
- **Better investment decisions:** About \$4 million supported FTA efforts to collect and analyze data reported to its National Transit Database (NTD) by transit agencies across the nation. NTD data is used by the transit industry for peer bench-marking for investment prioritization and to promote efficient and effective delivery of transit service. NTD data is used in apportioning Federal formula funds.

<sup>1</sup> Estimates based on FY 2013 authorized amounts and estimates prepared by Weisbrod, G. and Reno, A, Economic Impact of Public Transportation Investment, 2009 (prepared for American Public Transportation Association).



- **Maintained safe public transportation service, operations and infrastructure:** Through its safety efforts, FTA reduced the number of transit fatalities per 100 million passenger miles traveled to 0.563, a reduction from 0.602 in FY 2012.
- **Made strides in setting up new safety authority:** FTA made progress in establishing MAP-21 State Safety Oversight framework, completed training for 13 State Safety Oversight Managers and certified all State Safety Oversight agencies by September 30, 2013.

## **FY 2014 Anticipated Accomplishments**

- **Improve mobility:** Transit ridership is expected to increase to 10.6 billion – 10.5 billion in urbanized areas and 140 million in rural areas. The ridership increase is supported by a number of programs including Urban Area and Rural Area Formula Grants, Growing States and High Density States, and Enhanced Mobility of Seniors and Individuals with Disabilities.
- **Provide service and access to essential services:** FTA estimates that \$859 million in Federal operating assistance will support more than 6 million hours of transit service and on average about 237 million passenger trips. About \$1.9 billion in Federal formula funding for preventive maintenance will support 70 million hours of transit service, supplying 2.7 billion passenger trips.
- **Support access to jobs:** Based on industry estimates, Federal formula funding is expected to support approximately 320,000 jobs.<sup>2</sup>
- **Safer Transit Vehicles:** The Bus Testing Facility in Altoona, PA, funded by FTA expects to test 14 buses for compliance with eight performance standards and is likely to identify as many as 75 deficiencies based on current test failure rates. Unless these failures are addressed, FTA funds cannot be used to purchase deficient bus models. Therefore, the testing will ultimately result in safer transportation for bus passengers across the country.
- **Maintain safe public transportation service, operations and infrastructure:** Through its safety efforts, FTA expects to reduce the number of transit fatalities per 100 million passenger miles traveled to 0.530 in FY 2014 from 0.563 in FY 2013.
- **More and better skilled transit workforce:** The National Transit Institute (NTI) funded by FTA will train about 10,000 transit employees in 330 courses in FY 2014. The skills learned in NTI courses help strengthen the knowledge and abilities of transit employees across the industry, which ultimately results in better service for the riding public.

<sup>2</sup> Estimates based on FY 2014 authorized amounts and estimates prepared by Weisbrod, G. and Reno, A, Economic Impact of Public Transportation Investment, 2009 (prepared for American Public Transportation Association).

The FY Budget request includes \$13.914 billion in contract authority for Transit Formula Grants. The 2015 formula grant program structure includes:

*Urbanized Area Formula*— \$4.540 billion (excludes \$23 million set-aside for State Safety Oversight Grants described below). Funds may be used for any transit capital purpose. Operating costs continue to be eligible expenses for all urban areas under 200,000 in population; and, in certain circumstances, operating costs may be eligible expenses in urban areas with populations over 200,000. Additionally, Urbanized Area grants may be used to support Job Access and Reverse Commute activities.

*Rural Area Formula*—\$622 million. For formula grants to provide funds for capital, planning and operating assistance grants for transit service implemented by States in rural areas with populations of less than 50,000. Funding may also be used to support intercity bus service. Additionally, Rural Area grants may be used to support Job Access and Reverse Commute activities. Within this amount, \$30 million in formula funds and \$5 million in discretionary grant funds support the Public Transportation on Indian Reservations program and \$20 million supports the Appalachian Development Public Transportation Assistance Formula Program.

*State Safety Oversight Program*—\$23 million is requested for this program and is based on a 0.5 percent set-aside within the Urbanized Area Formula program. States with rail systems not regulated by the Federal Railroad Administration (FRA) must meet requirements for a State Safety Oversight (SSO) program. To aid grantees in meeting these requirements, funding is provided by a

### **State Safety Oversight Programs**

Since 1964, FTA has been prohibited by law from issuing basic safety standards to protect rail transit passengers and rail workers. The result is a patchwork of State laws that do not provide adequate or consistent safety coverage. FTA's authorities, beginning under MAP-21 in FY 2013, are helping to remedy these long-standing shortcomings.

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

In turn, FTA must certify that a State's Safety Oversight program includes: assuming responsibility for oversight of rail fixed-guideway public transportation safety; enforcing federal law for rail fixed-guideway public transportation safety; and establishing a State Safety Oversight agency. SSO programs, which FTA must approve, encompass a SSO agency's capacity, organizational structure, financing, and activities. Of the *Urbanized Area* formula funds, \$22.8 million is provided for this activity (or 0.5 percent), to be distributed by a formula based on three types of mileage calculations.

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

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

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.

*Growing States and High Density States*—\$538 million is requested, which is divided between the Urban and Rural Area programs based on the legislative funding formula for this program.

*Enhanced Mobility of Seniors and Individuals with Disabilities*—\$264 million is requested to enhance the mobility of seniors and persons with disabilities by providing capital and operating funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services including complementary paratransit services.

*State of Good Repair Grants*—\$5.719 billion is requested for this formula grant program targeted toward restoring and replacing aging transportation infrastructure for fixed guideway systems and buses on high occupancy vehicle (HOV) lanes including bus rapid transit (BRT). Funds will be used to replace both vehicle and non-vehicle assets – where track and signaling present the biggest challenge to achieving a state of good repair.

### **Supporting Bus and Rail State of Good Repair**

State of Good Repair initiatives are aimed at one of the Department's top strategic goals - improving the condition of the nation's transit capital assets that studies show are suffering from years of under-investment and suboptimal asset management practices. Deteriorated capital assets erode system performance, cause delays because of break-downs and slower operating speeds, waste fuel, increase passenger crowding, and in some instances, compromise safety.

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

In FY 2015, FTA proposes to focus the Bus and Bus Facilities program on improving the condition of the nation's bus assets, where FTA found that 40 percent were in poor or marginal condition in 2010. Funding will be divided between a state of good repair formula program (70 percent) and a discretionary program (30 percent) that will support investment in larger facility and equipment investments that are not feasible under a formula apportionment.

To enable grantees to leverage federal funds to increase the near-term investments in rehabilitating and replacing aging equipment, FTA will encourage transit agency use of Grant Anticipation Notes (GANs). GANs are a debt financing tool that grantees can use to access borrowed funds by using the pledge of future federal funds to issue bonds. This means that transit agencies do not have to encumber transit revenue sources to access capital markets, which may prohibit immediate investments. While some FTA grant funds will be used to pay debt service, FTA believes the potential for an accelerated pace of recapitalization of transit assets is promising given other limited funding sources available for transit.

*Bus and Bus Facilities Grants*—\$1.939 billion is requested for a formula program (\$1,357 billion or 70 percent) and a discretionary program (\$582 million or 30 percent) to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities.

*Bus Testing Facility*—\$3 million is requested for an FTA-funded bus testing facility, which has tested 413 buses since its inception, revealing almost 8,900 failures, 41 of which were critical safety hazards. MAP-21 requires all new 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.

*Planning Programs*—\$132 million is requested to support cooperative, continuous, and comprehensive planning for transportation investments in metropolitan areas and throughout States. These programs support the Department's efforts to establish a performance-based planning process that includes requirements for Metropolitan Planning Organizations (MPOs) and States.

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

*National Transit Institute*— \$5 million is requested to enable FTA to partner with institutions of higher education to develop and conduct training programs for transportation employees and others engaged in public transportation work. These programs support ladders of opportunity for transit employees.

*National Transit Database (NTD)* — \$4 million will support FTA's NTD, which is the primary national database for statistics on the transit industry. Approximately 750 transit authorities and 1,500 sub-recipients, primarily in rural areas, file annual reports through this Internet-based reporting system. Each year, performance data reported to the NTD is used to apportion billions of dollars in FTA formula funds to transit agencies. Furthermore, transit agencies report asset condition data to the NTD.

### **Project Oversight Budget**

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

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

Oversight funds derive from authorized percentage take-downs from FTA's grant programs. For FY 2015:

- A 1.5 percent take-down to the Capital Investment Grants

### **Project Oversight Budget (continued)**

- A 1.0 percent take-down to Washington Metropolitan Area Transit Authority
- A 0.75 percent take-down to FTA's other grant programs:
  - Urbanized Area Formula Grants
  - State of Good Repair High Intensity Fixed Guideway Formula Grants
  - Bus and Bus Facilities Grants
- A 0.5 percent take-down to FTA's other grant programs:
  - Planning Programs
  - Enhanced Mobility of Seniors and Individuals with Disabilities
  - Formula Grants for Rural Areas

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

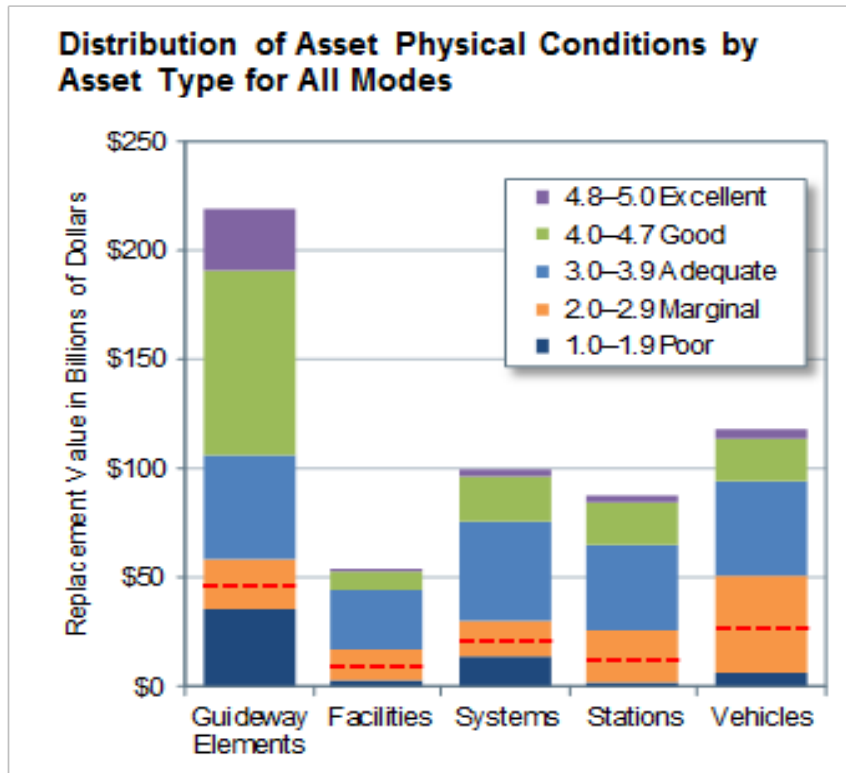
### **Why Is This Particular Program Necessary?**

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The Transit Formula Grants program is needed to provide continued Federal support for transit agencies to maintain their capital base and provide high-quality service to the traveling public. Virtually all local transit agencies depend on FTA funds as a part of their budget. Therefore, the reliability of FTA formula funds, which comprise nearly 80 percent of the agency's requested FY 2015 budget, is particularly important. DOT's latest Conditions and Performance Report indicates that in 2010 Federal funds represented 19 percent of transit agencies' revenue, including 41 percent of total capital expenditures.<sup>3</sup>

These capital investments help to improve the condition of the nation's transit assets, which studies show are suffering from years of under-investment and suboptimal asset management practices. In 2013, DOT's latest Conditions and Performance Report found that \$86 billion investment (2010 dollars) would be required to address the national backlog of transit asset repairs and replacements. Most significantly, more than 10 percent of all buses are estimated to be in need of replacement, more than 5 percent of all heavy rail and light rail vehicles are estimated to be in need of replacement, and more than one fifth of all track and guideway elements are estimated to be in need of replacement. The backlog of track and guideway elements alone includes \$13.7 billion worth of assets estimated to be in poor condition – the lowest rating on FTA's five point scale.

<sup>3</sup> Federal Highway Administration and Federal Transit Administration, *2013 Status of the Nation's Highways, Bridges, and Transit: Conditions & Performance Report to Congress*, 2013, <http://www.fhwa.dot.gov/policy/2010cpr/execsum.htm#c6t> (GET NEW CITATION and LINK, if available)



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

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

In addition to support for capital assets found in the major urban and rural formula programs, the State of Good Repair and Bus and Bus Facilities programs will allow FTA to apportion formula funding on a needs-based approach to rail, fixed guideway, and bus systems. These programs will allow transit agencies to address the deteriorated capital assets that erode system performance, cause delays because of break-downs and slower operating speeds, waste fuel, increase passenger crowding, and in some instances, compromise safety. The Bus and Bus Facilities program will provide discretionary funding for large bus facilities and equipment, including intermodal facilities in some cases, currently lacking a dedicated Federal funding source. Funding will also allow FTA to further contribute to safety through the State Safety Oversight program.

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

Furthermore, the operating assistance provided through the Urbanized Area Formula Grants and Formula Grants for Rural Areas programs will relieve some budget pressures for transit agencies, particularly those with bus services, in certain circumstances. These monies can also help to ensure current capacity is maintained in the face of tight operating budgets. Operating assistance will also be available to help FTA's recipients train for and meet upcoming safety requirements.

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

### **How Do You Know The Program Works?**

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The varied transit services that federal formula funds support in urbanized and non-urbanized areas are essential. The nation's approximately 2,000 urban and rural transit providers take people to work, to shop, and to other essential services such as doctor's appointments. These providers include government, non-profit, and for-profit entities that provide transit services. Almost all are among FTA's more than 1,000 grantees and their subrecipients. The services these entities provide are vital for transit dependent populations living in urban and rural areas, including many of the more than 30 million elderly, working poor, and individuals with disabilities.

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

Analyses of existing data reveal several trends that indicate that transit systems are in demand. First, system coverage, capacity, and use are increasing. As of 2012, there were 252,029 route miles of urban transit routes in the United States, more than 5 percent increase since 2002. Meanwhile, urban transit ridership has increased 14.8 percent over the same time period, to more than 10.3 billion urban transit trips in 2012. Lastly, the number of miles a vehicle remained in service

increased for both rail and non-rail public transit systems in the same time period. FTA will be able to undertake additional analyses to improve the system with the more comprehensive data collection required under MAP-21. Combined with research that indicates inclusive planning practices help improve performance, the 2015 proposal for Transit Formula Grants provides a comprehensive approach to supporting the needs of public transit.

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

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

Data indicate that the nation (including federal, state, and local governments) needs to invest approximately \$86 billion simply to eliminate the backlog of transit capital assets currently in poor or marginal condition. To prevent the backlog from growing, and also to support trend growth in ridership, FTA's estimates suggest that the necessary annual investment over 20 years (from all sources including federal, state, and local governments) would be \$24.5 billion per year. FTA's formula programs help address this by providing a critical financial foundation through regular and predictable Federal support to large and small transit agencies.<sup>4</sup> The President's FY 2014 budget included a large, focused program to address this backlog in rail and fixed guideway systems. In FY 2015, FTA's request also supports a dedicated source of funding to reduce the large backlog of bus state of good repair investments.

The 2015 request will not reduce the need for State and local governments to continue investments in transit capital and operating assets. Rather, it will help make a down payment on reducing the state of good repair backlog and ensure the traveling public, including targeted populations, have access to public transportation. Moreover, the planning programs will help ensure that MPO and State approaches to transportation planning are more holistic, accountable, and transparent, thereby encouraging sound investments to help ensure that the nation's state of good repair and capacity needs are met.

<sup>4</sup> Draft 2013 Conditions & Performance Report.







## **DETAILED JUSTIFICATION**

### **ADMINISTRATIVE EXPENSES**

The Federal Transit Administration's (FTA) Administrative Expenses appropriation provides resources for salaries, benefits and administrative expenses to carry out the Agency's stewardship of Federal funds, including: technical assistance to grantees during project development and program implementation, capital project oversight and grantee compliance, staffing the Office of Safety and Oversight to develop and administer a State Safety Oversight program funded through the Transit Formula Grants account, and support for Transit Asset Management activities, which include developing objective standards to measure capital asset condition and collecting data on the asset condition of FTA's grantees. The Administration proposes funding these programs within a multi-year surface transportation reauthorization. As part of that reauthorization proposal, FTA administrative expenses currently administered from this account would be funded from the Mass Transit Account of the Transportation Trust Fund within the Transit Formula Grants account.

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

	<b>FY 2013 ACTUAL (GF)</b>	<b>FY 2014 ENACTED (GF)</b>	<b>FY 2015 REQUEST (TF) 1/</b>	<b>CHANGE FY 2014- 2015</b>
Administrative Expenses (GF/TF)	97,542	105,933	114,400	8,467
Reductions 2/ (5,171)		-	-	-
<b>TOTAL</b>	<b><u>97,542</u></b>	<b><u>105,933</u></b>	<b><u>114,400</u></b>	<b><u>8,467</u></b>
FTEs				
Direct Funded	506	530	580	50
Reimbursable, allocated, other	-	-	-	-

1/ During FY 2013 and FY 2014, Administrative Expenses were funded from the General Fund. The FY 2015 Budget proposes to reclassify all surface transportation budget authority and outlays as mandatory and to move several current General Fund programs into the Transportation Trust Fund. In addition, Administrative Expenses are budgeted for in the Transit Formula Grants Account.

2/ Includes a 0.2% across-the-board rescission and mandated sequester amounts.

**EXHIBIT III-1A**

**FEDERAL TRANSIT ADMINISTRATION  
ADMINISTRATIVE EXPENSES  
SUMMARY ANALYSIS OF CHANGE FROM FY 2014 TO FY 2015  
Appropriations, Obligation Limitations and Exempt Obligations  
(\$000)**

	<b><u>AMOUNT</u></b>	<b><u>FTE</u></b>
<b>FY 2014 BASE</b>	<b>105,933</b>	<b>530</b>
<b>FY 2014 Adjustments to Base:</b>		
FY 2015 Pay Raise	1,053	0
GSA Rent	240	
Working Capital Fund Increase/Decrease	29	
Non-Pay Inflation 0.5%	<u>193</u>	
<b>Subtotal, Adjustments to Base</b>	<b>1,515</b>	<b>-</b>
<b>FY 2015 Program Changes:</b>		
Administrative Expenses	<u>6,952</u>	<u>50</u>
<b>Subtotal, Program Changes</b>	<b>6,952</b>	<b>50</b>
<b>Total, FY 2015 Administrative Expenses</b>	<b>114,400</b>	<b>580</b>

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

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

**DOT Goal: Organizational Excellence**

Average number of days to complete grant processing after submission of a completed application.	2011	2012	2013	2014	2015
Target	36	36	36	36	36
Actual	34	29			

FTA is committed to provide quality, timely, service to its grantees. This goal is to process each completed grant application within 36 days of receiving the completed application.

Percentage of major FTA federally funded transportation infrastructure projects with less than 2 percent annual growth for project completion milestones.	2011	2012	2013	2014	2015
Target	90%	90%	90%	90%	90%
Actual	70%	100%	NA	NA	NA

FTA is committed to effective oversight of its major capital projects to deliver them on-time for the benefit of the communities they will ultimately serve. This goal is to keep at least 90% of our major capital projects to less than 2% annual growth in the project milestones.

Percentage of finance plan cost estimates for major FTA federally funded transportation infrastructure projects with less than 2 percent annual growth in project completion cost.	2011	2012	2013	2014	2015
Target	90%	90%	90%	90%	90%
Actual	70%	100%	NA	NA	NA

FTA is committed to effective oversight of its major capital projects to deliver them within their approved budgets. This goal is to keep at least 90% of our major capital projects to less than 2% annual growth in the project budget.

**DOT Goal/Outcome: Safety/ Improve the safety of the transportation system for all users.**

Reduce total transit fatalities to 0.491 per 100 million passenger miles traveled by 2018.	2011	2012	2013	2014	2015
Target	0.547	0.543( r)	0.538(r)	0.530(r)	0.520(r)
Actual	0.535	0.602(r)	.563(p)	NA	NA

(r) Revised – New Targets developed in 2011.

(p) Preliminary

FTA is committed to making an already-safe mode of transportation even more safe. With that being said, it was only in 2012 that Congress first granted FTA expanded authority to promote an effective safety culture across the transit industry. FTA is still in the midst of an aggressive process to complete hiring for the staff of our new Office of Safety & Oversight. FTA is also moving forward with rulemakings to establish the National Safety Plan, require Agency Safety Plans, implement Safety Training Certification Requirements, and to update the rules governing the State Safety Oversight Program. These critical steps will be completed over the near-term in order to further enhance public transportation's already-strong safety record.

## **Detailed Justification for the Administrative Expenses**

### **What Do I Need To Know Before Reading This Justification?**

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- The FY 2015 budget includes funding for core administrative activities that support FTA operations in both headquarters and in 10 regional offices located throughout the country.
- FTA has approximately 500 employees and an annual budget of about \$11 billion under MAP-21. Most of these funds are awarded through grants to over 1,000 transit agencies located throughout the country and support transit capital improvements, maintenance, and in some cases operations.
- In the FY 2015 budget, nearly all of FTA's administrative functions (salaries, benefits, travel, rent, communications, printing, contracts, supplies, equipment and other costs) are funded under the Administrative Expenses line item in the Transit Formula Grants account of the Transportation Trust Fund.
- FTA functions include financial management, grants management, research, training, legal and environmental reviews, contract management, human resource management, information technology, policy and regulatory development, and safety, civil rights, and project oversight.



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

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Program Activity	FY 2013 Actual (GF)	FY 2014 Enacted (GF)	FY 2015 Request (TF)	Difference from FY 2014
Administrative Expenses (GF/TF)	102,713	105,933	114,400	8,467
Reductions	(5,171)	-	-	-
<b>Total</b>	<b>97,542</b>	<b>105,933</b>	<b>114,400</b>	<b>8,467</b>

The budget requests \$114.4 million for FY 2015, \$8.5 million above the FY 2014 enacted level. This represents an increase in funding to support core operations and includes an increase of 50 full-time equivalent employees (FTE) compared to FY 2014. During FY 2013 and FY 2014, Administrative Expenses were funded from the General Fund. The FY 2015 Budget proposes to fund Administrative Expenses from the Transit Formula Grants account.

### Administrative Expenses -- FTE Summary

Activity	FY 2014 Actual	FY 2015 Request	Change
Administrative Expenses	530	580	50
<b>Total</b>	<b>530</b>	<b>580</b>	<b>50</b>

## What Is This Program?

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The purpose of the *Administrative Expenses* budget is to fund FTA's operations including nearly all administrative functions like salaries, benefits, travel, rent, communications, printing, contracts, supplies, equipment and all other administrative costs. FTA has a national headquarters in Washington D.C. and 10 regional offices located around the country.

FTA manages grant programs that support public transportation in the United States. At the end of FY 2013, there was approximately \$100 billion in active grants administered by the agency. Currently, all costs for administering these grants are paid out of the Administrative Expenses account and represent approximately one percent of the total FTA annual budget.

### FY 2013 Base Accomplishments

- FTA issued two program apportionment notices for formula programs – one in October for the Continuing Resolution (CR) period and one in April for the full-year appropriation.
- FTA issued three program apportionment notices for discretionary programs: Emergency Relief, Passenger Ferry, and Tribal Transit.
- FTA issued two proposed circulars, which reflect changes made to FTA programs by MAP-21.

- FTA began drafting several rulemakings that will address new MAP-21 program requirements related to planning, environmental requirements, safety, and transit asset management.
- FTA complied with 13 new Congressional reporting requirements in MAP-21 and finalized a Memorandum of Agreement on emergency relief with the Department of Homeland Security required by MAP-21.
- FTA published in the Federal Register the Major Capital Investment Final Rule on the project evaluation and rating process for proposed New and Small Starts projects.
- FTA issued policy guidance on the Major Capital Investment evaluation and rating process.
- FTA added 12 Safety personnel for the Office of Safety and Oversight in the Headquarters.

#### **FY 2014 Anticipated Accomplishments**

- FTA issued an Advance Notice of Proposed Rulemaking (ANPRM) which solicited feedback from the transit industry on FTA's new transit asset management and safety regulatory authority.
- FTA added staff to the newly formed Hurricane Sandy Relief Office (HSRO), FTA will continue to bolster its hiring efforts for this program during the fiscal year.
- FTA anticipates hiring several new employees to the Office of Safety and Oversight. FTA expects to issue a Notice of Proposed Rulemaking (NPRM) for the State Safety Oversight (SSO) program.
- FTA expects to issue a Bus Safety Study to congress, which was required by MAP-21.
- FTA expects to issue four final circulars and six proposed circulars, which reflect changes made to programs by MAP-21.
- FTA expects to process and review 2,500 new grants during the fiscal year.
- FTA expects to issue program guidance on new reporting requirements for the National Transit Database. The guidance will cover requirements related to safety incident reporting, asset inventory reporting, and other NTD-related aspects of MAP-21 implementation.
- FTA expects to issue final policy guidance related to transit representation on Metropolitan Planning Organization (MPO) boards, as part of the Joint FHWA/FTA Planning Rule.
- FTA expects to issue safety certification interim provisions, to comply with new safety certification requirements in MAP-21.
- FTA will continue to construct and finalize new transit authorization proposals for the authorization bill that will follow MAP-21. (MAP-21 expires at the end of FY 2014).

#### **FY 2015 Anticipated Accomplishments**

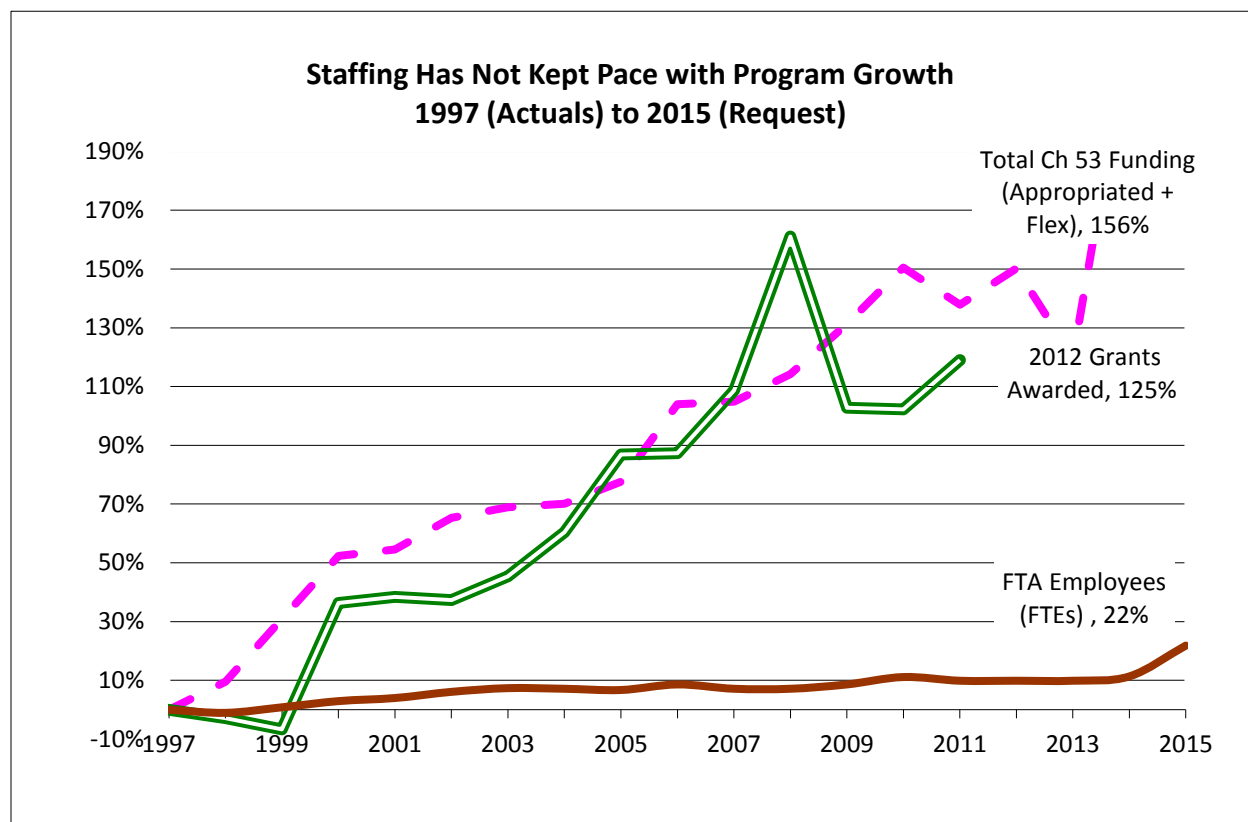
- FTA plans to implement the new surface transportation authorization. The implementation process involves updating systems (e.g. financial and grant management) to comply with the new structure as well as taking steps to educate and inform current grantees about policy and procedural changes.

## Why Is This Particular Program Necessary?

Without its people and infrastructure located in Washington, D.C. and in the 10 regional offices across the country, FTA would not be able to effectively deliver its multi-billion dollar transit program. FTA provides technical assistance and guidance to more than 1,000 grantees, evaluates funding applications and awards grants, oversees grant-funded projects of which many are mega-projects with over \$1 billion of FTA funds, develops program and policy guidance for industry stakeholders, conducts research, and carries out essential financial management and organizational services.

FTA has operated with roughly the same staffing level – slightly more than 500 FTE -- for more than a decade. During this time, FTA program funds and the number of programs and requirements have grown significantly, requiring that FTA become increasingly efficient and productive without an increase in staffing resources. Furthermore, MAP-21 significantly modified existing programs and created new responsibilities that FTA staff must implement, including a new Office of Transit Safety and Oversight. Much of the additional staffing needs related to this office will be funded in FY 2014 and FY 2015.

Although the FY 2015 budget requests a substantial increase in program funds, FTA is requesting a modest increase of 50 FTE (9% compared to the FY 2014 enacted level) of which 29 FTE will help FTA meet its core operations in grant management oversight, environmental reviews, legal, administration, asset management, financial management, and data quality control and analysis needed to comply with MAP-21 requirements. An additional 21 FTEs will complete the staffing plan for the new Office of Transit Safety and Oversight.



FTA's authorized responsibilities have grown along with the increase in program funding. Most significantly, MAP-21 provided new programs for state of good repair, capital investment grants, emergency relief grants, transit oriented pilot program and strengthens public transportation safety to address the current lack of uniform safety standards that apply to all public transportation agencies. The FY 2015 request is based on continuing these authorities while more aggressively addressing the nation's State of Good Repair backlog and growing system capacity to meet increasing demands.

Transit safety standards and regulations vary from state to state and the FY 2015 request includes additional resources to support the Office of Transit Safety and Oversight, which develops and ensures compliance with new FTA transit safety regulations and standards, applied uniformly, for rail transit systems not regulated by the Federal Railroad Administration.

Specifically, MAP-21's safety provisions authorize FTA to establish regulations, training programs, and reporting requirements for rail and bus transit systems. This is in response to various transit incidents which have happened recently, such as the March 2011 Bay Area Rapid Transit train derailment that injured passengers and caused \$800,000 in damages, and the April 2011 tunnel fires outside the Massachusetts Bay Transit Authority's Downtown Crossing Station. Events such as these threaten the safety of transit riders and can reduce public confidence in riding transit. They also reduce the reliability and efficiency of transit service at the same time transit systems are being asked to service more riders. Much of this effort will take place in FY 2013 through FY 2015 as the Office of Safety and Oversight is staffed up and implements its work to make public transportation safer for the riding public.

### **How Do You Know The Program Works?**

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Although FTE staffing has grown only marginally since the enactment of SAFETEA-LU in 2005, program responsibilities have increased with new programs, new regulations, and new guidance. Including estimated FHWA flex fund transfers over \$1 billion annually, FTA programs have grown by more than \$2 billion in program funding since 2006. In FY 2013, FTA awarded 100 more grants than in FY 2006 with roughly the same staffing and resources. In FY 2013, FTA obligated approximately \$11.8 billion in all grants awarded that year.

FTA continues to strive to improve the grant-making process, as evidenced by the decrease in the average number of days to process a grant – from 40 days in FY 2010 to 24 days in FY 2013. Moreover, 97 percent of FTA grants were obligated in 60 days during FY 2013. FTA's relatively stable workforce continues to be productive and efficient to keep pace with the increase in responsibilities.

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

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

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Below is an itemized breakdown of the major components of the request for FTA's Administrative Expenses budget. The salaries and benefits for 580 FTE account for approximately 70 percent of the total FY 2015 Administrative Expenses budget. The remaining 30 percent of the administrative budget supports rent, utilities, travel, training, contracts, equipment, supplies, and related expenses.

### **Salaries and Benefits**

Over the past decade, the role and responsibilities for the FTA have grown significantly faster than its administrative resources. MAP-21 continued this pace as it again increased the role and responsibilities assigned to FTA. The request includes funding for 580 FTE, 50 FTE above the FY 2014 enacted level. Just more than half, or 29 FTEs in this request, will be dedicated to core operational needs that address audit findings in grant management and internal controls, environmental reviews, legal, administration, and financial management. The remaining 21 new FTEs will be allocated to the Office of Safety and Oversight to complete the planned staffing of the Safety Office. This will enable FTA to fully meet its new safety responsibilities under MAP-21.

### **Travel**

The budget request includes funding to meet the mission-critical travel requirements of successfully overseeing more than \$100 billion in active grants. FTA staff from headquarters and 10 regional offices make site visits to transit agencies and properties to conduct oversight activities, provide technical assistance in the planning and management of existing and proposed transit systems and infrastructure, engage in legal actions, and attend quarterly meetings to discuss FTA guidance, policies, and procedures. Many site visits are in rural areas of the country where transportation options are limited and travel costs are not competitive when compared to more heavily travelled urban areas. With FTA's growing responsibilities, the agency needs greater capacity to conduct mission-critical business with its partners and the public.

FTA is actively taking advantage of information technology in order to reduce the cost of travel. For example, the use of video conferencing equipment is promoted in order to have "face-to-face" meetings between headquarters and regions, and regions and transit agencies. However, this technology can only go so far to meet the needs of the agency and better serve the public.

### **Contractual Services**

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

### **Printing**

FTA is legally required to publish many of its rulemakings, policy guidance, and decisions in the Federal Register to allow for public comment. This involves grant announcements, grant apportionments, new rules and regulations, and various other announcements. As a result, the

agency must use the Government Printing Office's (GPO) Federal Register. Since FY 2012, the agency has made a conscious effort to reduce the number of pages printed and directed readers of the Federal Register to the FTA website for many of the supporting documents and documentation associated with the particular publication.

### **Administrative Cost Savings Efforts**

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FTA has been forced to operate on a very lean administrative budget for over 10 years. As a result, FTA has actively looked for ways to reduce its administrative costs in order to fund mission-critical activities. We have taken advantage of most piggy-backing or co-location opportunities and do not acquire unnecessary goods or services. Below are some examples of cost savings activities undertaken in FY 2012 and FY 2013.

#### **Subscriptions**

FTA has maintained a very conservative policy regarding subscriptions that will continue into FY 2014 and FY 2015. We have limited the number subscriptions to just four. FTA's primary subscription is to Congressional Quarterly, which is a valuable resource for the agency to track legislation and regulatory issues.

#### **Mission-Critical Travel**

While many trips are essential for FTA to carry out core business functions, FTA made a concerted effort to limit unnecessary, non-mission critical travel. For example, if an employee does not have a clear role at a conference, travel is not allowed. Employees are also not allowed to travel to attend optional training – or training that does not contribute directly to the ability to perform important job requirements. For FTA, mission critical travel includes:

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

#### **Mission-Critical Training**

While FTA places a priority on training to improve employee productivity and performance, in recent years FTA has reduced spending on training because of budget constraints. FTA has reduced its FY 2013 training budget by 21 percent from the FY 2011 level. With less funding, FTA managers have to target limited training resources to ensure that staff are receiving only mission-critical training.

## **Conference and Large Events**

FTA is working to ensure effective and efficient spending by closely reviewing all meetings, workshops, and conferences sponsored by the agency or attended by staff. FTA adopted a new internal approval policy for these events. This policy includes using a new system that requires staff, management, and executives to review and approve all such events. FTA's conference and meeting policy has resulted in FTA making wiser choices about spending on meetings, workshops, and conferences. For example, in FY 2013, FTA saved approximately \$700,000 related to 19 separate events.

## **Printing**

FTA will continue to control its printing costs by reducing the number of pages published in the Federal Register through posting supporting documents on-line that are not otherwise required to be published in the Federal Register. FTA published a 1-2 page notice in the Federal Register and posted additional material/tables on its website, which saved tens of thousands of dollars in printing costs. FTA will explore similar options for its Notices of Funding Availability, grant announcements, and other communications. This has cut our printing costs from \$150K to \$135K in FY13.

FTA anticipates producing safety regulations and rules in FY 2014 and FY 2015. FTA will utilize its web page to the fullest extent possible.

In FY 2014, FTA plans to continue various desktop print cost reduction efforts, such as:

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

## **Electronic Devices**

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

## **IT Devices – Laptop computers**

FTA will be transitioning select users from using full laptops and desktops to the use of a Virtual Desktop environment (VDI) based on the VMWare set of tools. Part of this idea is to move users to a "thin" or "zero" client, which serves as a low-cost gateway to a virtual desktop. As these clients

are about 1/3 the cost of a tradition laptop, this results in a large cost savings to FTA when it is time to replace out of warranty machines. As the VDI infrastructure is in place by the Department of Transportation's Common Operating Environment (COE), there is no initial cost to FTA to move users over (although FTA and other DOT modes do pay in yearly to support the COE and initiatives such as these). The cost savings are directly realized as there are fewer funds spent during refresh. Additionally, these clients are easier to maintain, replace, and do not need to be refreshed according to traditional schedules (every 3-4 years); when they fail they can be replaced with a like model and employees experiences less disruption.

### **Vehicle Fleet**

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

### **Data Centers**

FTA currently does not own or operate any dedicated data centers. FTA is co-located with DOT's primary data centers. These DOT data centers are located at the Integrated Communications Solutions facility (ICS) in Frederick, MD and at the DOT Headquarters in the Southeast Federal Center. FTA has only one server in each regional office (this footprint was reduced from three servers to one by virtualization over the last three years).







## **CAPITAL INVESTMENT GRANTS**

*(LIQUIDATION OF CONTRACT AUTHORITY)*

*(LIMITATION ON OBLIGATIONS)*

*(TRANSPORTATION TRUST FUND)*

*Contingent upon enactment of multi-year surface transportation authorization legislation, for the payment of obligations incurred in carrying out the provisions of 49 U.S.C. 5309, \$2,500,000,000, to be derived from the Mass Transit Account of the Transportation Trust Fund and to remain available until expended: Provided, That funds available for the implementation or execution of activities authorized under 49 U.S.C. 5309 shall not exceed total obligations of \$2,500,000,000 in fiscal year 2015.*

## **CAPITAL INVESTMENT GRANTS**

### **PROGRAM AND PERFORMANCE**

The FY 2015 budget includes a total of \$2,500,000,000 for the Capital Investment Grants program to increase the capacity of the nation's transit network and meet ridership demands in many communities. This is accomplished by supporting the construction of new fixed guideway systems or extensions to fixed guideways, 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 that are administered by communities across the country. FTA allocates resources to grantees through a multi-year, multi-step competitive process. Prior to funding, each project is required to obtain an acceptable rating under a set of statutorily defined criteria that examine project merit and local financial commitment.

The Administration is proposing to fund this program within a multi-year surface transportation reauthorization. As part of that reauthorization proposal, programs currently administered from this account would be funded from the Mass Transit Account of the Transportation Trust Fund.

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

	<b>FY 2013 ACTUAL <u>GF</u></b>	<b>FY 2014 ENACTED 1/ <u>GF</u></b>	<b>FY 2015 REQUEST <u>TF</u></b>	<b>CHANGE <u>FY 2014-2015</u></b>
Major Capital Investment Grants (5309) (GF/TF)	1,955,000	1,942,938	2,500,000	557,062
Reductions 2/ (GF)	<u>(100,001)</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>TOTAL</b>	<b><u>1,854,999</u></b>	<b><u>1,942,938</u></b>	<b><u>2,500,000</u></b>	<b><u>557,062</u></b>

1/ The Budget for the Capital Investment Grant program in FY 2014 totals \$2.132 billion. This includes \$1.943 billion in new budget authority and \$189 million of prior year unobligated balances.

2/ Includes a 0.2% across the board rescission and mandated sequester amounts.

**Program and Performance Statement**

The Capital Investment Grants program is an important component of the Administration's efforts to improve mobility by offering alternatives to automobile travel, and reduce the impact of auto emissions on the environment. Capital Investment Grants support these efforts by providing funding to expand existing transit systems and add new transit corridors across the nation. FTA funds the construction of new fixed guideway systems or extensions to fixed guideway systems, corridor-based bus rapid transit systems, and core capacity improvement projects. These include heavy rail, light rail, commuter rail, bus rapid transit, and streetcars in communities across the country.

**EXHIBIT III-1a**

**CAPITAL INVESTMENT GRANTS  
SUMMARY ANALYSIS OF CHANGE FROM FY 2014 TO FY 2015  
Appropriations, Obligations, Limitations, and Exempt Obligations  
(\$000)**

	<u><b>AMOUNT</b></u>	<u><b>FTE 1/</b></u>
<b>FY 2014 Base 2/</b>	<b>1,942,938</b>	<b>N/A</b>
<b>Adjustments to Base:</b>	-	
<b>Subtotal, Adjustments to Base</b>	-	
<b>Program Changes:</b>		
Capital Investment Grants	557,062	
<b>Subtotal, Program Changes</b>	<b>557,062</b>	
<b>Total, FY 2015 Capital Investment Grants</b>	<b>2,500,000</b>	

1/ The Lower Manhattan Recovery Office is funded from this account with emergency supplemental appropriations from FY 2002 and supports 5 FTEs. No other FTEs are funded from this account.

2/ The Budget for the Capital Investment Grant program in FY 2014 totals \$2.132 billion. This includes \$1.943 billion in new budget authority and \$189 million of prior year unobligated balances.

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

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

**DOT Goal/Outcome: Economic Competitiveness / Improve the contribution of the transportation system to the Nation's productivity and economic growth.**

Increase the total number of urban and rural transit boardings to 11.2 billion in 2018.						
	2010*	2011*	2012*	2013	2014	2015
Target	NA	10.0B	10.1B	10.5B	10.6B	10.8B
Actual	10.0B	10.1B (r)	10.3B	NA	NA	NA

\* The targets and results for 2010-2012 reflect the old measure of "increase the number of annual transit boardings reported by urbanized area transit providers to at least 10.5 billion by 2015.

(r) Revised

The purpose public transportation is twofold, to provide people with transportation options for their daily life, and to also provide basic mobility to people who may not be able to drive. Increasing public transportation ridership demonstrates that's FTA's grant investments are supporting services that meet those needs for millions of Americans every day.

**DOT Goal/Outcome: Economic Competitiveness / Improve the contribution of the transportation system to the Nation's productivity and economic growth.**

By 2018, increase the transit market share among commuters to work in at least 10 of the top 50 urbanized areas by population, when compared to a 2010 baseline.						
	2010	2011	2012	2013	2014	2015
Target	NA	2	4	5	6	7
Actual	0	1	4	NA	NA	NA

Public transportation's role in providing additional transportation options for America's communities is reflected indirectly in data reporting by the Bureau of the Census' American Community Survey on what modes of transportation people are selecting for their daily commute to work. These modal choices tend to be very stable over time, but increasing use of public transportation will be reflected in the number of cities showing a statistically-significant (i.e. at least 0.5 percentage points or more) increase in market share for public transportation from the 2010 baseline.

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

**Program and Financing (in millions of dollars)**

Identification code: 69-8543-4-7-401		2013 Actual	2014 Enacted	2015 Est. 1/
<b>Obligations by program activity:</b>				
0001	Capital Investment Grants.....	...	...	1,875
0900	Total new obligations (object class 41.0).....	...	...	1,875
<b>Budgetary resources:</b>				
<b>Budget authority:</b>				
<b>Appropriations, discretionary:</b>				
1101	Appropriation (special or trust fund).....	...	...	2,500
1137	Appropriations applied to liquidate contract authority.....	...	...	-2,500
1160	Appropriation, discretionary (total)	...	...	...
<b>Contract authority, mandatory:</b>				
1600	Contract authority.....	...	...	2,500
1640	Contract authority, mandatory (total).....	...	...	2,500
1900	Budget Authority (total).....	...	...	2,500
1930	Total new resources available.....	...	...	2,500
<b>Memorandum (non-add) entries:</b>				
1941	Unexpired unobligated balances, end of year.....	...	...	625



<b>Change in obligated balance:</b>				
Obligated balance, start of year (net):				
3000	Unpaid Obligations, brought forward, Oct 1.....	...	...	...
3010	Obligations incurred, unexpired accounts.....	...	...	1,875
3020	Outlays (gross).....	...	...	-725
3050	Unpaid balance, end of year.....	...	...	1,150
3100	Obligated balance, start of year.....	...	...	...
3200	Obligated balance, end of year.....	...	...	1,150
<b>Budget authority and outlays, net:</b>				
<b>Mandatory:</b>				
4090	Budget authority, gross.....	...	...	2,500
Outlays, gross:				
4100	Outlays from new mandatory authority.....	...	...	725
4160	Budget authority, net (mandatory).....	...	...	2,500
4170	Outlays, net (mandatory).....	...	...	725
4180	Budget authority, net (total).....	...	...	2,500
4190	Outlays, net (total).....	...	...	725
1/ Funding source changed from Discretionary (appropriated) to Mandatory (trust fund 69-8543-4).				
(Continued on next page)				

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

**Object Classification (in millions of dollars)**

		2013	2014	2015
Identification code: 69-8543-4-7-401		Actual	Enacted	Est. 1/
<b>Direct obligations:</b>				
25.2	Other services from non-Federal sources.....	...	...	28
41.0	Grants, subsidies, and contributions.....	...	...	1,847
99.9	Subtotal, obligations, direct obligations.....	...	...	1,875
1/ Funding source changed from Discretionary (appropriated) to Mandatory (trust fund 69-8543-4)				

## Detailed Justification for the Capital Investment Grants Program

### What Do I Need To Know Before Reading This Justification?

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- Were it not for Hurricane Sandy’s impact on the largest transit system in the country (NYC MTA) disrupting and temporarily shutting down service, transit ridership in the United States in 2012 would have set a new record – surpassing the highest ridership in 1957 – with approximately 10.5 billion trips. Census and other demographic trends indicate that we can expect strong transit ridership growth in the future.
- The United States will face a population increase of an estimated 100 million new residents by 2050 nationwide, and much of that growth will be concentrated in cities with existing but inadequate transit services that are unable to handle the increased demand for transit.
- As the population ages, an increasing number of elderly adults depend on public transit to access medical care and other vital services. At the same time, the percentage of 14 to 34 year-olds without a driver’s license continues to grow. And economists predict that unstable and rising gasoline prices are the “new normal” that will last long into the future. Taken together, these trends produce unprecedented stress and pressure on the ability of our nation’s public transportation systems to respond and provide sufficient service.
- The Capital Investment Grants program (known more commonly as New Starts, Small Starts, and Core Capacity) is one of the largest competitive Federal grant programs. It funds new and extended heavy rail, light rail, commuter rail, bus rapid transit, and streetcar projects. In fiscal years 2011 and 2012, FTA funded more New Starts and Small Starts projects than in any comparable two-year period in the program’s 30-year history—a clear indication of the intense demand from communities around the United States for new and expanded transit services. In addition, the newly proposed Rapid Growth Area Transit Program will augment the Capital Investment Grants Program by:
  - (a) Specifically targeting bus rapid transit (BRT) resources at fast-growing areas. BRT services can often be implemented more quickly than other major capital investments and thus can help those areas build transit ridership and get ahead of the congestion that can come from rapid growth.
  - (b) Implementing the BRT program at a 50 percent match to encourage an early and sound local financial commitment, in exchange for evaluation criteria that is more streamlined than that found in the Capital Investment Grants program.
  - (c) Encouraging an explicit multi-modal corridor investment by permitting the non-FTA portion of the local match to include up to 30 percent in FHWA funds for complementary street improvements that facilitate easy and safe pedestrian access to the transit line, as well as signal prioritization and other technologies that ensure BRT’s efficient operation within a corridor.
- FTA has extensive experience successfully administering the Capital Investment Grants program. These competitive grants are awarded only after the projects are evaluated and rated according to statutorily-defined criteria and the projects have progressed satisfactorily through a multi-step process defined in law.

- A new type of eligible project was added to the Capital Investment Grants program under MAP-21 called Core Capacity Improvements. These projects help increase capacity by at least 10 percent in fixed-guideway corridors already at capacity or will be in five years. A number of the nation's largest rail systems (i.e. New York, Chicago, Washington, DC) have expressed interest in this new program to help finance large scale projects that will result in significant increases in transit capacity in their communities.

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

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#### **FY 2015 – CAPITAL INVESTMENT GRANTS (\$000)**

<b>Program Activity</b>	<b>FY 2013 ACTUAL (GF)</b>	<b>FY 2014 ENACTED 1/ (GF)</b>	<b>FY 2015 REQUEST (TF)</b>	<b>Difference from FY 2014</b>
Capital Investment Grants (GF/TF)	1,955,000	1,942,938	2,500,000	557,062
Reductions 2/	(100,001)	-	-	-
<b>TOTAL</b>	<b>1,854,999</b>	<b>1,942,938</b>	<b>2,500,000</b>	<b>557,062</b>

1/ The Budget for the Capital Investment Grants program in FY 2014 totals \$2.132 billion. This includes \$1.943 billion in new budget authority and \$189 million of prior year unobligated balances.

2/ Includes a 0.2% across the board rescission and mandated sequester amounts

The FY 2015 Budget requests \$2.5 billion for *Capital Investment Grants* to fund three types of projects:

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

In recent years, FTA has made great strides in improving and streamlining the Capital Investment Grants program process. This includes improving the evaluation measures to reduce reporting

burdens and accelerating the evaluation process for project sponsors, while maintaining a sufficiently rigorous process to justify the commitment of large sums of taxpayer dollars.

Of the \$2.5 billion request for the Capital Investment Grants program in FY 2015, approximately \$2.2 billion will support:

- Existing New and Small Starts construction grant agreement commitments already in place;
- Projects recommended for funding in the President's FY 2014 Budget that have not yet received a construction grant agreement but expect to soon; and,
- Other New and Small Starts projects that have never been previously recommended for funding in the Budget, but expect to be ready for a construction grant agreement during FY 2015.

Additionally, \$275 million will fund much needed improvements in corridors that are at capacity today or will be within five years under the new Core Capacity eligibility provided in MAP-21.

The following is a list of existing and new grant funding agreements for projects (see next page).

Federal Transit Administration			
Proposed FY 2015 Section 5309 Capital Investment Grants Program Projects			
(Dollars in Millions)			
Existing New Starts Full Funding Grant Agreements (FFGAs)			FY 2015
CA	Regional Connector Transit Corridor	Los Angeles	\$100
CA	Third Street Light Rail Phase 2- Central Subway	San Francisco	\$150
CO	Silicon Valley Berryessa Extension	San Jose	\$150
CO	RTD Eagle, Denver	Denver	\$150
CT	New Britain - Hartford Busway	New Britain	\$62
HI	High Capacity Transit Corridor	Honolulu	\$250
MN	Central Corridor Light Rail transit Project	St. Paul-Minneapolis	\$109
NC	Blue Line Extension-Northeast Corridor	Charlotte	\$100
NY	East Side Access	New York	\$47
OR	Milwaukie LRT	Portland	\$100
VA	Dulles Wiehle Ave	Northern Virginia	\$102
WA	University Link LRT Extension	Seattle	\$90
<b>Total Existing New Starts Full Funding Grant Agreements</b>			<b>\$1,410</b>
Recommended New Starts Projects			
CA	Westside Subway Extension – Section 1	Los Angeles	\$100
FL	SunRail Phase II South	Orlando	\$63
MA	Cambridge to Medford, Green Line Extension	Boston	\$100
MD	Red Line	Baltimore	\$100
MD	National Capital Purple Line	Maryland National Capital Area	\$100
OR	Columbia River Crossing Project	Portland	\$65
TX	TEX Rail	Fort Worth	\$50
<b>Total Recommended New Starts Projects</b>			<b>\$578</b>
Core Capacity Projects			\$ 275
IL	Chicago, Red and Purple Line Modernization Project and Other Eligible Projects		
Recommended Small Starts Projects			
CA	East Bay BRT	Oakland	\$28
FL	Wave Streetcar	Fort Lauderdale	\$50
OR	West Eugene EmX Extension	Eugene	\$51
TN	East-West Connector BRT (The Amp)	Nashville	\$27
TX	Dyer Corridor BRT	El Paso	\$5
WA	C-TRAN Fourth Plain Bus Rapid Transit	Vancouver	\$39
<b>Total Small Starts</b>			<b>\$199</b>
<b>Oversight Activities</b>			<b>\$38</b>
<b>Grand Total</b>			<b>\$ 2,500</b>

Numbers may not add due to rounding.

## What Is This Program?

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The Capital Investment Grants program is a competitive and discretionary grant program that funds major transit capital projects including heavy rail, light rail, commuter rail, bus rapid transit projects, and streetcars. There are three categories of eligible projects: New Starts, Small Starts, and Core Capacity Improvements:

- New Starts -- projects that receive greater than \$75 million in Capital Investment Grants funding or have an estimated capital cost exceeding \$250 million;
- Small Starts -- projects that receive less than \$75 million in Capital Investment Grants and have a total estimated capital cost of less than \$250 million; and,
- Core Capacity Improvement -- projects that enhance capacity by at least 10 percent in existing fixed-guideway corridors that are at capacity today or will be in five years.

Capital Investment Grants program funding directly benefits many communities across the country by supporting economic growth and sustainability, enabling transit systems to carry more passengers to meet increasing demands for transit, and by providing the public with more transportation options. Program partners include State and local governments and transit agencies. FTA provides capital funding and performs project oversight to ensure that planning projections are based on realistic assumptions and that design and construction follow acceptable industry practices. Currently, demand for Capital Investment Grants funds exceeds supply—there are 45 projects in the grant pipeline either with existing construction grant agreements already in place or awaiting construction grant agreements.

The law requires FTA to evaluate and rate proposed projects at specific points during the process against a statutorily-defined set of criteria examining project merit and local financial commitment. FTA implemented recent changes designed to move projects through the process more quickly. We estimate these changes will reduce the time it takes to get through the project evaluation process by six months or more. Additionally, the new process allows for simplified data development approaches, ensures consideration of benefits that transit projects provide to the environment and disadvantaged populations and the impact they have on economic development.

## FY 2013 Accomplishments

- In January 2013, FTA published a Final Rule for New and Small Starts that went into effect on April 9, 2013. This rule sets a new regulatory framework for FTA's evaluation and rating of projects seeking funding from the Capital Investment Grants program. This work is the product of more than two years of public outreach to identify ways to cut red tape, reduce regulations for communities seeking Federal transit funds, and help get critical transit projects under construction more quickly without compromising a rigorous project review process. The changes are estimated to save taxpayers almost \$500,000 annually by requiring less time-consuming paperwork. The accompanying Policy Guidance on the evaluation and rating process was finalized August 14, 2013.
- On August 18, 2013, the Utah Transit Authority opened the Draper Light Rail Transit (LRT) line in the City of Draper, near Salt Lake City. This New Starts project was supported by an FTA Full Funding Grant Agreement (FFGA) signed during FY 2011 in the amount of \$116

million, and funded with multiple years' appropriations. The LRT project is a 3.8-mile extension to the existing North-South TRAX LRT line located in Draper in southeastern Salt Lake County and connects the cities of Sandy and Draper with Salt Lake City and the University of Utah. The line is expected to serve 3,600 average weekday boardings in the opening year, increasing to 6,800 average weekday boardings by 2030.

- During FY 2013, FTA signed seven New Starts full funding grant agreements (FFGAs) and Small Starts grant agreements (SSGAs). These projects are expected to serve a total of 190,000 average weekday trips in their first year of operation.
  - New Starts FFGAs:
    1. Charlotte's LYNX Blue Line LRT extension, expected to serve 18,900 average weekday trips in its opening year of 2018;
    2. South Sacramento Phase 2 light rail extension, expected to serve 7,400 average weekday trips in its opening year of 2015;
    3. San Francisco Third Street Light Rail Phase 2 Central Subway Project, expected to serve 24,900 average weekday trips in its opening year of 2018; and,
    4. Honolulu High Capacity Transit Corridor project, expected to serve 99,800 average weekday trips in its opening year of 2020.
  - Small Starts SSGAs:
    1. Central Mesa LRT extension in Mesa, Arizona, expected to serve 9,700 average weekday trips in its opening year of 2016;
    2. Silver Line BRT project in Grand Rapids, MI, expected to serve 7,200 average weekday trips in its opening year in 2014; and,
    3. Nostrand Avenue BRT project in Brooklyn, NY, expected to serve 22,300 average weekday trips in its opening year of 2015.
- Based on industry estimates related to the amount of economic development benefits generated by transit investments, the FY 2013 Capital Investment Grants Program funding level is estimated to create roughly 67,000 jobs and generate approximately \$6.5 billion in economic benefits.<sup>1</sup>
- During FY 2013, one New Starts project and 10 Small Starts projects were approved into the initial phase of the Capital Investment Grants program. In total, these projects are seeking more than \$600 million from the program. These projects, along with others already in the

<sup>1</sup> Estimates based on FY 2013 appropriations and estimates prepared by Weisbrod, G. and Reno, A, *Economic Impact of Public Transportation Investment, 2009* (prepared for American Public Transportation Association). Note: Data for Jobs estimates updated in FY 2013.

development pipeline, but not yet recommended for construction grant agreements, clearly indicate the growing demand for these funds.

### **FY 2014 Anticipated Accomplishments**

- FTA anticipates signing two to three additional full funding grant agreements (FFGAs) during FY 2014 and five to seven Small Starts grant agreements (SSGAs).
  - Two New Starts projects:
    1. Los Angeles, CA, Regional Connector Transit Corridor, expected to serve more than 83,200 average weekday trips in its opening year of 2019; and,
    2. Los Angeles, CA, Los Angeles Westside Subway, expected to serve more than 20,700 average weekday trips in its opening year of 2024.
  - Five Small Starts projects:
    1. Riverside County, CA, Perris Valley Line Extension Commuter Rail Project, expected to serve 4,300 average weekday trips in its opening year in 2015;
    2. Jacksonville, FL, BRT North, expected to serve 4,600 average weekday trips in its opening year of 2014;
    3. Jacksonville, FL, BRT Southeast, expected to serve 4,700 average weekday trips in its opening year of 2014;
    4. Eugene, OR, West Eugene EmX Extension, expected to serve 7,400 average weekday trips in its opening year of 2017; and,
    5. El Paso, TX, Dyer Corridor BRT, expected to serve 3,400 average weekday trips in its opening year of 2017.
- The projects recommended in the FY 2014 President's Budget request would result in roughly 77,000 jobs and \$7.5 billion in economic activity, based on research developed by the transit industry that estimates the amount of economic development benefits resulting from public transit investments.<sup>1</sup>

### **Why Is This Particular Program Necessary?**

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The *Capital Investment Grants* program is needed because it allows transit agencies to undertake major capital projects that would otherwise be infeasible for local governments and transit agencies to finance alone. Among existing Federal transportation funding programs, there are no viable alternatives for transit agencies seeking large sources of funding for capital expansions. Many of the nation's transit systems are struggling to keep up with the increased demand for their services as ridership continues to grow. State and local governments are resource constrained; they rely on the



multi-year funding this program provides to help fund these large-scale investments. Therefore, program funding is critical for meeting the current demand for and future needs of transit, and the economic development opportunities that are fostered with these investments in communities nationwide.

### **How Do You Know The Program Works?**

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Capital transit investments yield significant benefits.

- According to industry reports, every \$1 billion of Federal investment in public transportation supports more than 37,500 jobs; every \$1 billion invested in public transit generates an estimated \$3.5 billion in economic activity; and that each year 4 billion gallons of gasoline are saved and 37 million metric tons of carbon dioxide emissions are avoided because of public transit.
- Studies have also shown that privately funded development in areas surrounding transit stations increase property values of adjacent homes and businesses by as much as 130 percent.
- Transit in America's cities saves travelers an estimated \$13.7 billion and 646 million hours in delays commuting every year.

Further, transit ridership is at the highest level in five decades. If not for the impact Hurricane Sandy had on disrupting transit in the northeastern United States, transit ridership in 2012 would have been the highest level in nearly 50 years with approximately 10.5 billion trips.

Demographic changes related to an aging population, the influx of new immigrants, and the migration of the population to urban areas will continue to affect demand for transit. Demand for transit is already evident in many communities and by the number of transit projects indicating interest in future Capital Investment Grants program funds. There are currently 45 projects in the grant program pipeline and their request for Capital Investment Grants program funding well exceeds the program's current funding levels.

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

Similarly, the Charlotte South Corridor project (opened in 2007) completed its Before-and-After Study. While project costs were negatively impacted by inflation on construction costs, opening year ridership exceeded the forecast by 19 percent. In the first months of operation, the South

Corridor LRT (Blue Line) averaged 12,000 monthly weekday boarding passengers. This number grew to 17,000 by the summer of 2008, before leveling off at 14,000 to 15,000.

Likewise, the Before-and-After Study for the Cleveland Health Line Bus Rapid Transit project (opened in 2008) indicates that the project is serving 14,300 trips compared to the estimated ridership of 13,500. A 2009 article by *The Plain Dealer* of Cleveland cataloged some \$3.3 billion in investments that were recently completed, underway, or planned proximate to the Health Line.

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

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The \$2.5 billion budget request supports existing and new construction grant agreements for New Starts and Small Starts projects (\$2.2 billion). It also provides funding for the new Core Capacity program (\$275 million). These projects will expand transportation options and provide economic benefits to communities where the public seeks alternatives to driving. Transit systems across the country play an important role by carrying tens of millions of riders each day to jobs, commercial centers, schools and colleges. FTA's budget request continues important and strategic investments in public transportation infrastructure to help meet these needs. Without funding at the requested level, projects with existing construction grant agreements and new projects included in the budget could be delayed leading to higher finance costs paid for by the project sponsors.

Providing a transparent and streamlined Capital Investment Grants program enables FTA to deliver more quickly important transit infrastructure projects in communities across the country. The new Core Capacity eligibility under the program provides FTA with the opportunity to invest in important capacity expansion projects in places that have proven transit demand. The \$2.5 billion request for the Capital Investment Grants program will help ensure FTA is able to effectively support the Administration's economic competitiveness, mobility, and environmental goals.





**TRANSIT RESEARCH AND TRAINING**  
*(LIQUIDATION OF CONTRACT AUTHORITY)*  
*(LIMITATION ON OBLIGATIONS)*  
*(TRANSPORTATION TRUST FUND)*

*Contingent upon enactment of multi-year surface transportation authorization legislation, for the payment of obligation incurred in carrying out Transit Research and Training programs under 49 U.S.C. 5312, 5313, 5314 and 5322, as amended by such authorization, \$60,000,000 to be derived from the Mass Transit Account of the Transportation Trust Fund, to remain available until expended: Provided, That funds available for the implementation or execution of such programs shall not exceed total obligations of \$60,000,000 in fiscal year 2015.*

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

	<b>FY 2013 ACTUAL (GF)</b>	<b>FY 2014 ENACTED (GF)</b>	<b>FY 2015 REQUEST (TF)</b>	<b>CHANGE FY 2014-2015</b>
Transit Research and Training Program Section 5312-14, 5322 (GF/TF)	44,000	43,000	60,000	17,000
Transit Research and Training Program Section 5314, 5322 (GF)	-	5,000	-	-5,000
Reductions 1/	<u>(2,301)</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>TOTAL</b>	<b>41,699</b>	<b>48,000</b>	<b>60,000</b>	<b>12,000</b>

1/ Includes a 0.2% across-the-board rescission and mandated sequester amounts.

**Program and Performance Statement:**

In FY 2015, FTA is requesting \$60 million to provide ongoing progressive transit research, technical assistance, training, and workforce development efforts. The research efforts will include: testing and deploying approaches to improving transit safety and state of good repair/asset management, increasing transit ridership, and meeting the service needs of targeted populations. In addition, this account will fund the *Transit Cooperative Research Program* through the National Academy of Sciences in its efforts to conduct investigative research on subjects related to public transportation. *Technical Assistance* efforts will focus on the delivery of more effective and efficient transit service and support the improved administration of Federal transit funds. Lastly, the account will support *Human Resources and Training* efforts to foster workforce development programs that help build Ladders of Opportunity in public transportation to improve the skills and capabilities of employees in the transit industry.

**EXHIBIT III-1a**

**TRANSIT RESEARCH AND TRAINING PROGRAM  
SUMMARY ANALYSIS OF CHANGE FROM FY 2014 TO FY 2015  
Appropriations, Obligations, Limitations, and Exempt Obligations  
(\$000)**

	<b><u>AMOUNT</u></b>	<b><u>FTE</u></b>
<b>2014 Base</b>	<b>48,000</b>	<b>N/A</b>
<b>Adjustments to Base:</b>	<b>-</b>	
<b>Subtotal, Adjustments to Base</b>	<b>48,000</b>	
<b>Program Changes:</b>		
<b>Program increase</b>	<b>12,000</b>	
<b>Subtotal, Program Changes</b>	<b>60,000</b>	
<b>Total, FY 2015 Research and Training Program</b>	<b>60,000</b>	

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

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

**DOT Goal/Outcome: Economic Competitiveness / Improve the contribution of the transportation system to the Nation's productivity and economic growth.**

Increase the total number of urban and rural transit boardings to 11.2 billion in 2018.						
	2010*	2011*	2012*	2013	2014	2015
Target	NA	10.0B	10.1B	10.5B	10.6B	10.8
Actual	10.0B	10.1B	10.3B	NA	NA	NA

(r) Revised

The purpose public transportation is twofold, to provide people with transportation options for their daily life, and to also provide basic mobility to people who may not be able to drive. Increasing public transportation ridership demonstrates that's FTA's grant investments and research efforts are supporting services that meet those needs for millions of Americans every day.

**DOT Goal/Outcome: Economic Competitiveness / Improve the contribution of the transportation system to the Nation's productivity and economic growth.**

Increase the transit market share among commuters to work in at least 10 of the top 50 urbanized areas by population, when compared to a 2010 baseline.						
	2010	2011	2012	2013	2014	2015
Target	NA	2	4	5	6	7
Actual	0	1	4	NA	NA	NA

Public transportation's role in providing additional transportation options for America's communities is reflected indirectly in data reporting by the Bureau of the Census' American Community Survey on what modes of transportation people are selecting for their daily commute to work. These modal choices tend to be very stable over time, but increasing use of public transportation will be reflected in the number of cities showing a statistically-significant (i.e. at least 0.5 percentage points or more) increase in market share for public transportation from the 2010 baseline.



**DOT Goal/Outcome: State of Good Repair / Maintain or improve the availability, reliability, and performance of the Nation's transportation infrastructure.**

Keep the nation's transit state of good repair backlog to less than \$100 billion (current-year dollars) through 2018.						
	2010*	2011	2012	2013	2014	2015
Target	\$77.7B	\$88B (r)	\$90B (r)	\$92B (r)	\$94B (r)	\$96B (r)
Actual	\$85.9B	NA	NA	NA	NA	NA

(r) Revised

\*Actual data for the 2010 state of good repair backlog of transit capital assets in need of replacement or refurbishment has been published as part of the 2013 DOT Conditions & Performance Report to Congress.

FTA's most-recent Conditions and Performance Report to Congress estimates that the current state of good repair backlog in the Nation's transit systems is \$86 billion, and moreover, that it is growing, on average, by \$2.5 billion per year. This goal of trying to keep the state of good repair backlog below \$100 billion through 2018 reflects FTA's efforts to implement better asset management practices through the National Transit Asset Management System rulemaking envisioned by MAP-21, and also reflects the increased Federal commitment to transit capital investments proposed in this budget.

**DOT Goal/Outcome: Safety/ Improve the safety of the transportation system for all users.**

Reduce total transit fatalities to 0.491 per 100 million passenger miles traveled by 2018.						
	2010	2011	2012	2013	2014	2015
Target	NA	0.547	0.543(r)	0.538(r)	0.530(r)	0.520(r)
Actual	0.533	0.535	0.602	.563(p)	NA	NA

(r) Revised – New Targets developed in 2011.

(p) Preliminary

FTA is committed to making an already-safe mode of transportation even safer. With that being said, it was only in 2012 that Congress first granted FTA expanded authority to promote an effective safety culture across the transit industry. FTA is still in the midst of an aggressive process to complete hiring for the staff of our new Office of Safety & Oversight. FTA is also moving

forward with rulemakings to establish the National Safety Plan, require Agency Safety Plans, implement Safety Training Certification Requirements, and to update the rules governing the State Safety Oversight Program. These critical steps will be completed over the near-term in order to further enhance public transportation's already-strong safety record

**DEPARTMENT OF TRANSPORTATION  
FEDERAL TRANSIT ADMINISTRATION  
TRANSIT RESEARCH AND TRAINING**

**Program and Financing (in millions of dollars)**

Identification code: 69-8542-4-7-401		2013 Actual	2014 Enacted	2015 Est. 1/
<b>Obligations by program activity:</b>				
0001	National Research Program.....	...	...	16
0900	Total new obligations.....	...	...	16
<b>Budgetary resources:</b>				
<b>Budget authority:</b>				
<b>Appropriations, discretionary:</b>				
1101	Appropriation (special or trust fund).....	...	...	60
1137	Appropriations applied to liquidate contract authority.....	...	...	-60
1160	Appropriation, discretionary (total).....	...	...	...
<b>Contract authority, mandatory:</b>				
1600	Contract authority.....	...	...	60
1640	Contract authority, mandatory (total).....	...	...	60
1900	Budget Authority (total).....	...	...	60
1930	Total new resources available.....	...	...	60
<b>Memorandum (non-add) entries:</b>				
1941	Unexpired unobligated balances, end of year.....	...	...	44
<b>Change in obligated balance:</b>				
3000	Unpaid Obligations, brought forward, Oct 1.....	...	...	...
3010	Obligations incurred, unexpired accounts.....	...	...	16
3020	Outlays (gross).....	...	...	-12
3050	Unpaid balance, end of year.....	...	...	4
3100	Obligated balance, start of year.....	...	...	...
3200	Obligated balance, end of year.....	...	...	4
<b>Budget authority and outlays, net:</b>				
<b>Mandatory:</b>				
4090	Budget authority, gross.....	...	...	60
<b>Outlays, gross:</b>				
4100	Outlays from new mandatory authority.....	...	...	12
4160	Budget authority, net (mandatory).....	...	...	60
4170	Outlays, net (mandatory).....	...	...	12
4180	Budget authority, net (total).....	...	...	60
4190	Outlays, net (total).....	...	...	12
1/ Funding source changed from Discretionary (appropriated) to Mandatory (trust fund 69-8542-4)				
(Continued on next page)				

DEPARTMENT OF TRANSPORTATION  
FEDERAL TRANSIT ADMINISTRATION  
TRANSIT RESEARCH AND TRAINING

Object Classification (in millions of dollars)

		2013	2014	2015
Identification code: 69-8542-4-7-401		Actual	Enacted	Est. 1/
<b>Direct obligations:</b>				
25.2	Research and development contracts.....	...	...	3
41.0	Grants, subsidies, and contributions.....	...	...	11
		-----		
99.0	Subtotal, obligations, direct obligations.....	...	...	14
<b>Reimbursable obligations:</b>				
41.0	Grants, subsidies and contributions.....	...	...	2
		-----		
99.0	Subtotal, obligations, direct obligations.....	...	...	2
99.9	Total new obligations.....	...	...	16

1/ Funding source changed from Discretionary (appropriated) to Mandatory (trust fund 69-8542-4)

## **Detailed Justification for the Transit Research and Training Program**

### **What Do I Need To Know Before Reading This Justification?**

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- The request funds applied research of innovative technology and practices in the public transportation sector, technical assistance, and workforce development efforts.
- This account combines the program elements of MAP-21's Research, Development, Demonstration and Deployment and Transit Cooperative Research programs (49 U.S.C. Sections 5312 and 5313), Technical Assistance (49 U.S.C. 5314), and Human Resources and Training (49 U.S.C. 5322) programs under a single budget account structure.
- Currently, MAP-21 sets the Federal Government cost share for the program up to 80 percent for Research, Development, Demonstration and Deployment and Technical Assistance, and 50 percent for Human Resources and Training programs. FTA proposes a 100 percent Federal cost share for contracts and cooperative agreements that the agency undertakes directly.
- The Transit Cooperative Research Program provides funds to the National Academy of Sciences to conduct investigative research on subjects related to public transportation.
- Technical Assistance may include support to comply with the Americans with Disabilities Act (ADA), human services transportation coordination requirements, transportation needs of elderly individuals, increased transit ridership, transportation equity needs, and any other technical assistance activities deemed necessary by FTA, such as safety and asset management.
- Through the Human Resources and Training efforts, FTA proposes to build new Ladders of Opportunity by creating new employment pathways into the transit industry, improving employment training, pursuing outreach to increase minority and female employment in the public transportation sector, conducting research on the skills needed to operate and maintain increasingly complex transit vehicle and equipment systems, and supporting training and assistance for minority business owners, as well as other topics.
- FTA is not proposing additional resources towards the Low and No Emissions Vehicle Deployment program. Resources are currently being utilized to maximize efforts towards new and advancement of bus and transit technologies.

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

### FY 2015 – TRANSIT RESEARCH AND TRAINING PROGRAM ACCOUNT (\$000)

Program Activity	FY 2013 ACTUAL (GF)	FY 2014 ENACTED (GF)	FY 2015 REQUEST (TF)	Difference from FY 2014
Transit Research and Training Program (Section 5312-14, 5322) (GF/TF)	44,000	43,000	60,000	17,000
Transit Research and Training Program (Section 5314, 5322) (GF)	-	5,000	-	-5,000
Reductions 1/	(2,301)	-	-	-
<b>TOTAL</b>	<b>41,699</b>	<b>48,000</b>	<b>60,000</b>	<b>12,000</b>

1/ Includes a 0.2% across-the-board rescission and mandated sequester amounts.

For FY 2015, FTA requests \$60 million for the Transit Research and Training account. These activities support the overarching goal of strengthening public transportation in the United States.

FTA's request will be allocated as such:

- \$26 million for the *Research, Development, Demonstration and Deployment Projects* program that supports applied research, data collection, analyses, and evaluations related to transit system assets such as clean energy, service quality, and industry competitiveness activities.
- \$7 million for the *Transit Cooperative Research* program that provides funds to the National Academy of Sciences to conduct investigative research on subjects related to public transportation.
- \$7 million for the *Technical Assistance* program that will allow FTA to partner with national non-profits and other organizations to provide technical assistance to communities.
- \$20 million for the *Human Resources and Training* program, to build new Ladders of Opportunity by creating new employment pathways into the transit industry, improving employment training, pursuing outreach to increase minority and female employment in the public transportation sector, conducting research on the skills needed to operate and maintain increasingly complex transit vehicle and equipment systems, and supporting training and assistance for minority business owners, as well as other topics. While eligible recipients and partners are not defined in MAP-21, there are a number of selection criteria that focus on creating a diverse array of projects that address challenges faced across the transit sector.

## What Is This Program?

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The *Transit Research and Training Program* funds applied research on innovative technology and practices in the public transportation sector, provides technical assistance to the transit industry, and supports public transportation workforce development efforts to create Ladders of Opportunity for employment in the transit sector.

Research, development, demonstrations, deployments, and evaluations of technology of national significance funded under this program will help improve public transportation services. FTA conducts activities through partnerships with public institutions, transit agencies, non-profits, universities, and other entities. In addition, FTA awards funding for activities that improve safety, state of good repair, and help to advance transit vehicle and system technology.

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

The *Transit Cooperative Research Program (TCRP)* funds shorter-term research projects that address immediate operational issues facing the transit industry. These projects are designed to identify immediate improvements in transit safety, equipment and system design, system operations, and the economic development impact of transit investments, among other topic areas.

Management of the TCRP program is the responsibility of the Transportation Research Board (TRB) of the National Academies. Potential research topics are submitted by transit agencies, FTA, universities, the private sector, and other interested parties. Final determinations on areas of research to pursue are delegated to an independent board – the TCRP Oversight and Project Selection (TOPS) Committee every year. This committee sets research priorities in cooperation with FTA and the National Academy of Sciences.

Furthermore, *Technical Assistance* funds support compliance with the Americans with Disabilities Act (ADA), human services transportation coordination requirements, the transportation needs of elderly individuals, increased transit ridership, transportation equity needs, and any other technical assistance activities deemed necessary by FTA, such as improvements in safety and asset management.

The *Human Resources and Training* program creates Ladders of Opportunity to help build pathways for job-seekers by leveraging opportunities in the transit industry in manufacturing, operations and maintenance. This program, among other activities, awards grants to transit agencies and other entities for workforce development programs and projects that can include:

- Collaborative partnerships between transit agencies, educational institutions, and other partners to ensure that local communities benefit from the construction and operation of new transit capital projects in a region

- Programs to recruit new employees and to train them with skills needed to fill critical vacancies in the transit industry
- Innovative technician training and certification programs through partnerships between transit agencies and higher education,
- Development of on-line learning environments, and
- Offer professional training to develop the leadership and management skills of transit employees.

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

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

### **FY 2013 Base Accomplishments**

- FTA published a Notice of Funding Availability (NOFA) in the fall of 2013 to make funds available for cooperative agreements for the demonstration of innovative technologies, practices, policies, and operations in three areas: (1) operational safety; (2) infrastructure or equipment resiliency; and, (3) all-hazards emergency response and recovery methods. Eligible applicants include providers of public transportation; state and local governmental entities; departments, agencies, and instrumentalities of the government, including Federal laboratories; private or non-profit organizations; institutions of higher education; and technical and community colleges. Projects funded under this announcement support improving the safety of transit vehicles for transit riders. In addition, these projects will also ensure that transit agencies are able to better preserve their vehicle and infrastructure assets, as well as prolong their useful life, leading to cost savings and improved operations for transit users and the general public.

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

<sup>2</sup> The United States Department of Labor (2007). *Identifying and Addressing Workforce Challenges in America's Transportation Industry*. [http://www.doleta.gov/brg/pdf/Transportation%20Report\\_final.pdf](http://www.doleta.gov/brg/pdf/Transportation%20Report_final.pdf).



- FTA released a Notice of Funding Availability (NOFA) in the summer of 2013 to promote the development and demonstration of targeted energy efficiency-enhancing technologies – specifically enhanced Electrification of Accessories and improvements in Thermal Management of Bus Bodies – for buses utilized in public transportation. These projects, focused on transit bus components, will assist transit agencies in delivering energy-efficient service that reduces costs and promotes environmental stewardship.
- FTA’s research funding supported cutting edge research projects that have led to the adoption of new technologies that improved the safety and state of good repair of the Nation’s public transportation system, as well as increased transit rider satisfaction. For example:
  - Development of a report on the use of open source data for the provision of transit service information, such as schedules, facilities, real time arrival, and situational status.
  - Continuation of research to analyze and demonstrate advanced control technologies and operating practices for track that is shared by light rail transit vehicles and freight trains.
  - Design and fabrication of an insulator cleaning system through Safe, Inc., a small business.
- Completed a research evaluation report showcasing before and after data for some of the Mobility Services for All Americans (MSAA) projects. Results will be made available for the transit industry to implement and enforce.
- FTA’s research investments also have helped demonstrate and deploy new technologies, which have aided in business growth. For example:
  - Designed and development of a modern domestic-built streetcar prototype for the U.S. streetcar market. Based on this work, United Streetcar, the only U.S. manufacturer of modern streetcars, already has won orders to produce streetcars for Portland, OR, and Tucson, AZ, and has a pending order for Washington, DC.
  - Tested new alternative fuel buses in partnership with several private and public entities. For example, the Hydraulic Hybrid Transit Bus Technology Development project. The success of this project is a joint effort with U.S. Department of Energy (USDOE) and other organizations “to expand the speed range, reduce the noise, and configure this technology onto a current model heavy-duty urban bus and evaluate its performance in a transit environment.” FTA is currently providing analytical support to compare new buses to the performance of current transit buses that have undergone Altoona (PA) testing.

- Led the effort to develop a greenhouse gas (GHG) emissions calculator that will help public transit providers choose between alternative transit, existing, and anticipated electric vehicle options.
- Developed the International Fuel Cell Bus Collaborative website to enable commercialization of fuel cell bus technology. This project includes international partners from across industry, government, and research enterprises.
- One of the critical functions that the Transit Cooperative Research Program (TCRP) serves is to provide technical assistance in the form of working with FTA to resolve many issues that plague the transit industry. This assistance helps to ensure that transit providers understand, prioritize, and comply with achieved resolutions. This assistance is even more important as FTA's programs grow and change under new authorizations. In FY 2013, TCRP published 26 research products that included using social media in public transportation, elevator and escalator maintenance practices, methodologies for determining economic development impacts, a track design handbook for light rail transit, a guidebook on fuel purchasing strategies for transit agencies, and other areas of critical research.
- In FY 2013, FTA published 25 research products. This included full research reports, syntheses of practice, quick studies, and other research activities spanning a broad variety of themes in public transportation.
- Efforts under the *Technical Assistance* program included:
  - The identification of asset management best practices, business model development, and preparation of implementation guidance and training materials. Additionally, FTA research funding supported data collection and analysis to develop an asset management tool for the transit industry.
  - Technical assistance centers in areas such as senior transportation and mobility management.
  - Hosted grantee roundtables to discuss issues related to the implementation of MAP-21 provisions.
  - FTAs *Transportation Planning Capacity Building and Peer Exchanges* (TPCB) program provided technical assistance and information on all facets of transportation planning for the staff and officials of transit agencies, Metropolitan Planning Organizations (MPOs), and state DOTs. Peer program events enhance professionals' understanding of the federal requirements of transportation planning. In addition, the TPCB program provides new publications on various aspects of the planning process and offers planning-related course offerings through NHI and NTI.
- Under the *Human Resources and Training* program, FTA announced workforce development awards in January 2013 that included a distance education technician

training program that covers several metropolitan areas in the western United States, a program to train technicians to work with hybrid engines in transit vehicles, programs to train veterans and high school students, efforts that will put together national courseware on signals training, and a recruitment program for young adults interested in pursuing a career in public transit.

- FTA continues to provide indispensable mentoring support that engages mentees and assists them with developing skills in making presentations, leadership skills, and FTA-related issues involving the media and the transit industry. As a result, this program has created new leaders with progressive and advanced philosophies that will help reform the transit industry.
- Additionally, FTA is continuing efforts towards the Careers in Transportation for Youth Internship program by working jointly with the Conference of Minority Transportation Officials (COMTO) activities. COMTO is the nation's only multi-modal advocacy organization for minority professionals and businesses in the transportation industry. It is committed to advancing the role of minority transportation professionals and businesses through targeted, collaborative training programs that are increasing the contracting potential of DBE/MBE firms. Training standards efforts with RITA and other entities have resulted in web-based material, improvements to the archiving process, and training for standards activities for on-line use.

### **FY 2014 Anticipated Accomplishments**

- FTA will award and begin implementation of research projects funded through the Notice of Funding Availability in the second quarter of FY 2014. These projects will support three major thematic areas critical to the transit industry: (1) operational safety, (2) infrastructure or equipment resiliency and (3) all-hazards emergency response and recovery methods.
- FTA will award and begin implementation of low-or no emissions vehicle deployment projects funded through the Notice of Funding Availability in the third quarter of FY 2014.
- Technical Assistance activities will focus on assisting grantees in complying with safety and state of good repair/asset management requirements in MAP-21, as well as support for transit accessibility for individuals with disabilities and the elderly. These efforts will ensure compliance with Federal requirements, as well as ensure that transit agencies effectively manage their significant portfolio of vehicle and infrastructure assets.
- *Human Resources and Training* efforts will focus on building Ladders of Opportunity for job seekers into the public transportation industry. For example, helping transit agencies develop the skilled technicians and mechanics they need to operate today's increasingly complex vehicles and equipment, particularly "green technology" buses and alternative fuel propulsion vehicles will provide both substantial benefits to the transit industry and those seeking employment. Special attention will be paid to job training for veterans and the unemployed, and the projects selected will be required to show that the training provided will lead directly to job placement. These programs will ensure that transit agencies are able to

recruit, train and retain the experienced staff they need to manage and operate transit service with a wave of retirements in the transit industry coming in the near future.

- FTA will present results from the *Bus-Pedestrian Collision Warning System Demonstration* project. This project will demonstrate three new pedestrian warning technologies that will alert pedestrians when buses are about to make a left turn. The project includes synthesis and background research, advance technology to prevent accidents, and showcase of a demonstration of a prototype with analysis of its value and effectiveness. The results will provide much needed information to the transit industry regarding the effectiveness of the systems and the benefit-cost ratios associated with implementation of the systems. Demonstration and data collection begins the first quarter of FY 2014.

### **FY 2015 Request**

To build on these accomplishments, FTA requests \$60 million in FY 2015 for the Transit Research and Training account, which funds research, development, demonstrations, and deployment of technology, the Transit Cooperative Research Program, Technical Assistance, and Human Resources and Training programs.

### ***RESEARCH, DEVELOPMENT, DEMONSTRATION AND DEPLOYMENT PROJECTS*** ***(Section 5312) - \$26 MILLION***

#### ***Research - Section 5312(b)***

Consistent with MAP-21's safety mandate for public transportation, FTA will place a high-priority on safety. These activities will support FTA's new role in establishing and enforcing a new comprehensive framework for public transportation safety and complement new national and local safety oversight activities. Potential safety research, development, demonstration and deployment activities will:

- Assist local transit agencies and state departments of transportation in decreasing transit passenger and operator injuries and fatalities;
- Support new technologies that will enable safer vehicle operation and maintenance practices; and,
- Improve transit safety culture at their respective organizations.

Potential research topic areas to support FTA's safety program include:

- Technology demonstrations to improve safety at all grade crossings on transit rail alignments in order to minimize pedestrian accidents and improve vehicle operating safety;
- Field testing of pedestrian intrusion and obstacle detection technologies to enable automatic and/or real-time transit operations response;

- Demonstration projects to improve passenger safety at transit station platforms;
- Research to improve automated detection, communication and suppression of fire on transit vehicles as well as other events requiring rapid emergency response.
- FTA will support research that focuses on the development and deployment of innovative ideas, practices and approaches that improves public transportation.

***Innovation and Development – Section 5312(c)***

FTA will support projects that help improve public transportation systems nationwide by developing, testing, and evaluating technologies, materials, and processes that may provide more efficient and effective delivery of public transportation services.

- Congress directed FTA to select projects that focus on the following areas:
  - Planning and forecasting modeling and simulation;
  - Capital and operating efficiencies;
  - Advanced vehicle design;
  - Advancements in vehicle technology;
  - The environment and energy efficiency;
  - System capacity, including train control and capacity improvements; or
  - Any other area that the Secretary determines is important to advance the interests of public transportation

***TRANSIT COOPERATIVE RESEARCH PROGRAM (TCRP) (Section 5313) – \$7 MILLION***

This program funds shorter-term research projects that address the immediate operational issues facing the transit industry. Funded through the FTA, the TCRP is governed by an independent board, the TCRP Oversight and Project Selection (TOPS) Committee. This committee sets research priorities in cooperation with FTA and the National Academy of Sciences.

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

## ***TECHNICAL ASSISTANCE (Section 5314) - \$7 MILLION***

In FY 2015, the budget provides funding for critical *Technical Assistance* activities that will allow FTA to partner with national non-profits and other organizations to provide training and guidance on how to effectively implement transit programs and meet federal requirements. This includes supporting Technical Assistance Centers with the appropriate funding levels for activities that support the mobility of senior and persons with disabilities.

## ***HUMAN RESOURCES AND TRAINING (Section 5322) - \$20 MILLION***

In FY 2015, the budget supports *Human Resources and Training* efforts authorized under 49 U.S.C. 5322. Through this program, FTA will provide human resources and workforce development programs to the transit industry, including targeting outreach efforts to increase minority and female employment and training and assistance for minority business owners. While eligible recipients and partners are not defined in MAP-21, there are a number of selection criteria that focus on creating a diverse array of projects that address challenges faced across the transit sector. Furthermore, FTA proposes to build new Ladders of Opportunity by creating new employment pathways into the transit industry, improving employment training, pursuing outreach to increase minority and female employment in the public transportation sector, conducting research on the skills needed to operate and maintain increasingly complex transit vehicle and equipment systems, and supporting training and assistance for minority business owners, as well as other topics.

### **Why Is This Particular Program Necessary?**

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FTA is the only entity that funds, undertakes and manages public transportation research, technical assistance, and transit-focused workforce development from a national perspective.

*Research, Development, Demonstration, and Deployment Projects* support research not generally undertaken by the private sector including studies on transit policy issues, operational efficiency, and travel behavior. These projects will promote the use of clean energy and air quality improvement. The program also funds long-term, high-risk, high-potential payoff investigations of new technologies, which is critical to developing a public transportation system that is efficient, attractive, and reliable.

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

FTA's *Technical Assistance Activities*, which provide resources and direct assistance, have increasingly become an essential activity to support the incessant advancement within the transit industry. This need is heightened given the new requirements and programs in MAP-21, such as new safety regulations, planning requirements, and formula grant programs. FTA's activities will

potentially include technical assistance for targeted populations; safety; economic and policy issues; state of good repair; disadvantaged business enterprises; equal opportunity programs; and capacity building programs. Furthermore, combining all technical assistance activities in one focused program area will more efficiently address the needs of transit providers nationwide.

Support of *Human Resources and Training* programs will enhance the transit providers' ability to meet their missions by constructing and enhancing the skills and capabilities of the current workforce, as well as developing new recruitment techniques and attracting new talent to a transit industry hit by attrition. FTA's partnerships may include state transit providers, local transit municipalities, universities, and non-profit entities. Through collaboration, which includes cost sharing for workforce development, FTA aims to promote innovative solutions to industry wide challenges.

A Department of Labor research report notes that demand for workers is increasing in the transit industry in the immediate and foreseeable future, particularly in key occupations such as bus drivers, mechanics, and supervisors/managers.<sup>3</sup> To address the training needs related to a changing workforce, FTA will provide support to spur investment in expanding innovative training opportunities. FTA proposes to build new *Ladders of Opportunity* by creating new employment channels into the transit industry. This includes improving employment training, pursuing outreach to augment minority and female employment in the public transportation sector, conducting operational research, asset management of increasingly complex transit vehicle and equipment systems, and supporting training and assistance for minority business owners, as well as other focus areas.

These efforts will address the capabilities and training needs of both new and incumbent workers, as well as helping to recruit new progressive talent to the transit industry. Substantial funding will allow FTA to support diverse training experiences to our transit community that meet the needs of large and small, urban and rural transit providers. Workforce development activities will train mechanics and technicians to meet the plethora of qualifications needed for today's complex vehicle technologies and systems. Related capacity building programs will ensure sufficient skill-sets are available to fill the necessary transit leadership and management jobs of the future. In concert with funding provided through a *National Transit Institute*, funding will enable FTA to provide professional capacity building efforts targeted towards the management levels to ensure effective leadership in the transit industry.

### **How Do You Know The Program Works?**

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FTA's support to the industry has primarily consisted of capital and operating assistance. However, FTA's activities in the area of research, technical assistance, and human resources and training have had a relatively large benefit for the amount of funding provided, as this assistance has improved the delivery of efficient and cost-effective transit service through critical guidance and innovative research.

As the primary source of public transportation assistance in the United States, FTA has a unique position as the entity best positioned to continue these efforts. For example, FTA research and

<sup>3</sup> [http://www.doleta.gov/brg/pdf/Transportation%20Report\\_final.pdf](http://www.doleta.gov/brg/pdf/Transportation%20Report_final.pdf)

demonstration projects have piloted new technologies such as electronic fare cards and hybrid vehicles that are now standard procurements for many transit agencies. FTA support in areas such as electric vehicles and safety technology continues to drive new innovation at the local and regional level.

Research funded through the Transit Cooperative Research Program has provided individual transit agencies with easy access to the combined knowledge and practices of the broader transit industry. This access has enabled decision-makers to learn from best practices and experiences in order to improve operating efficiencies, better leverage existing resources, and produce a stronger return on their investments.

In addition, FTA's efforts in the areas of technical assistance have helped transit agencies better utilize limited federal funding to improve access for people with disabilities, or how to improve public transportation for the elderly.

Finally, FTA's efforts in the area of human resources and training has provided critical national leadership in supporting innovative workforce programs that have led the way with nationally replicable models and practices. *Ladders of Opportunity* will create new employment channels into the transit industry, enhance existing employment training, pursue outreach to augment minority and female employment in the public transportation sector, conduct operational research and asset management of increasingly complex transit vehicle and equipment systems, and support training and assistance for minority business owners, as well as other focus areas.

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

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The \$60 million request for *Transit Research and Training Program* will support FTA's mission by providing key research, technical assistance and workforce development support to help address the transit industry's highest priorities.

For FTA's research efforts, the funding will support activities that improve the safety, reliability, efficiency and sustainability of public transportation including:

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

The FY 2015 *Transit Cooperative Research Program* request supports FTA's research agenda by complementing FTA's longer-term research agenda and role in demonstration and deployment by supporting short-term and immediate transit research needs. Research may be related to improving safety and state of good repair by improving transit systems and connectivity with local communities and other forms of transportation. The TCRP is necessary to continue to offer practical short-term research directly to transit practitioners to assist in the efficient and effective delivery of public transportation service.



The continuation of support for *Technical Assistance* will enable FTA to continue providing assistance to programs that promote knowledge-sharing, compliance with federal law, and efficient and effective operations of the public transportation system. Through its role as the federal agency responsible for providing guidance and assistance to the public transportation system, FTA is in a unique position to bring together partners to address shared challenges and questions. Building the capacity of transit providers across the industry is extremely important, particularly given the numerous programmatic changes under MAP-21.

The FY 2015 *Human Resources and Training* request supports industry workforce needs. Public transportation represents an area that is expected to have employment growth in the foreseeable future resulting from retirement and attrition. This, along with identified gaps in skills and a proven return on investment, suggests a high need for implementation of workforce development programs that are plentiful and diverse, which meet the needs of the transit industry.

To promote public transportation sector participation, FTA will provide up to 50 percent of the cost. FTA plans to assist agencies in developing the skilled technicians and mechanics they need to operate today's increasingly complex vehicles and equipment, with particular emphasis on "green technology" buses and alternative fuel propulsion systems. *Ladders of Opportunity* create new employment channels into the transit industry. This includes improving employment training, pursuing outreach to augment levels of minority and female employment in the public transportation sector, operational research and asset management of increasingly complex transit vehicle and equipment systems, and support of training and assistance for minority business owners, as well as other focus areas.







**PUBLIC TRANSPORTATION EMERGENCY RELIEF PROGRAM**

*(LIQUIDATION OF CONTRACT AUTHORITY)*

*(LIMITATION ON OBLIGATIONS)*

*(TRANSPORTATION TRUST FUND)*

*Contingent upon enactment of multi-year surface transportation authorization legislation, for the payment of obligations incurred in carrying out the public transportation emergency relief program under 49 United States Code. 5324, \$25,000,000 to be derived from the mass transit account of the transportation trust fund, to remain available until expended: provided, that funds available for the implementation or execution of 49 United States Code. 5324 shall not exceed total obligations of \$25,000,000 in fiscal year 2015.*

## **PUBLIC TRANSPORTATION EMERGENCY RELIEF PROGRAM**

### **PROGRAM AND PERFORMANCE**

The 2015 Budget builds upon the successes of the previous authorization, MAP-21 which provided two years of stable funding for transit programs. The Public Transportation Emergency Relief Program helps transit agencies restore needed transportation services immediately following disaster events. Both capital and operating costs are eligible for funding following an emergency; however, this program does not replace the Federal Emergency Management Agency's (FEMA) capital assistance program. FTA administers in this account the FY 2013 \$10.9 billion supplemental appropriation (adjusted to \$10.2 billion after sequestration and the transfer of funds to the Office of the Inspector General and the Federal Railroad Administration) provided by the Disaster Relief Appropriations Act, 2013 (Public Law 113-2) following Hurricane Sandy. The Hurricane Sandy funds are only available for emergency relief, recovery and resiliency projects in the areas impacted by Hurricane Sandy.

The Administration proposes to move a number of current General Fund programs into the Transportation Trust Fund, as part of surface transportation reauthorization. The FY 2015 Budget request includes \$25 million to help transit agencies restore needed transportation services immediately following disaster events.

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

	<b>FY 2013 ACTUAL <u>GF</u></b>	<b>FY 2014 ENACTED <u>GF</u></b>	<b>FY 2015 REQUEST <u>TF</u></b>	<b>CHANGE <u>FY 2014-2015</u></b>
Hurricane Sandy Disaster Relief (GF)	10,164,300 1/	-	-	-
Public Transportation Emergency Relief Program (TF)	<u>-</u>	<u>-</u>	<u>25,000</u>	<u>25,000</u>
<b>TOTAL</b>	<b><u>10,164,300</u></b>	<b><u>-</u></b>	<b><u>25,000</u></b>	<b><u>25,000</u></b>
FTEs Direct Funded Hurricane Sandy 2/ 3/	11	31	40	9

1/ FTA received a one-time emergency supplemental appropriation of \$10.9 billion (adjusted to \$10.2 billion after sequestration and transfers to OIG and FRA) under the Disaster Relief Appropriations Act, 2013 (P.L. 113-2) for Hurricane Sandy relief in January 2013.

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

3/ FTA does not anticipate using Public Transportation Emergency Relief funding requested in the FY 2015 budget to fund administrative costs, including FTEs.

**Program and Performance Statement**

The FY 2015 budget requests \$25 million for FTA's Public Transportation Emergency Relief program. This program helps States and public transportation systems pay for protecting, repairing, and replacing equipment and facilities that may suffer or have suffered serious damage as a result of an emergency, including natural disasters such as floods, hurricanes, and tornadoes.

The program also improves coordination between DOT and the Department of Homeland Security (FEMA) to expedite assistance to public transit providers in times of disasters and emergencies.

The \$25 million requested in FY 2015 is needed so FTA is prepared to respond immediately in the event of a disaster during FY 2015. Funding for Hurricane Sandy relief provided in FY 2013 can only be used for recovery and mitigation related to that disaster. The \$25 million is based on data from a Government Accountability Office (GAO) study of the average cost of past transit emergencies.



### EXHIBIT III-1a

#### TRANSPORTATION EMERGENCY RELIEF PROGRAM SUMMARY ANALYSIS OF CHANGE FROM FY 2014 TO FY 2015 Appropriations, Obligations, Limitations, and Exempt Obligations (\$000)

	<u>AMOUNT</u>	<u>FTE 1/</u>
<b>FY 2014 Base</b>	-	N/A
<b>Adjustments to Base:</b>	-	
<b>Subtotal, Adjustments to Base</b>	-	
<b>Program Changes:</b>		
Public Transportation Emergency Relief Program	25,000	
<b>Subtotal, Program Changes</b>	<b>25,000</b>	
<b>Total, FY 2015 Public Transportation Emergency Relief Program</b>	<b>25,000</b>	

1/ There are no FTE associated with this account other than those funded from the Disaster Relief Appropriations Act, 2013 (P.L. 113-2) which provided a takedown for administrative and oversight expenses. FTE estimates related to Hurricane Sandy relief include 31 FTE in FY 2014 and 40 FTE for FY 2015.

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

**Program and Financing (in millions of dollars)**

Identification code: 69-8519-4-7-401		2013 Actual	2014 Enacted	2015 Est.
<b>Obligations by program activity:</b>				
0100	Direct program activity.....	...	...	13
0900	Total new obligations .....	...	...	13
<b>Budgetary resources:</b>				
<b>Budget authority:</b>				
Appropriations, discretionary:				
1101	Appropriation (special or trust fund).....	...	...	25
1137	Appropriations applied to liquidate contract authority.....	...	...	-25
1160	Appropriation, Discretionary (total).....	...	...	...
<b>Contract authority, mandatory:</b>				
1600	Contract authority.....	...	...	25
1640	Contract authority, mandatory (total).....	...	...	25
1900	Budget authority (total).....	...	...	25
1930	Total budgetary resources available for obligation.....	...	...	25
Memorandum (non-add) entries:				
1941	Unexpired unobligated balance, end of year.....	...	...	12
<b>Change in obligated balances:</b>				
3000	Unpaid obligations, brought forward, Oct 1.....	...	...	...
3010	Obligations incurred, unexpired accounts.....	...	...	13
3020	Outlays (gross).....	...	...	-10
3050	Unpaid obligations, end of year.....	...	...	3
3100	Obligated balance, start of year.....	...	...	...
3200	Obligated balance, end of year.....	...	...	3
<b>Budget authority and outlays, net:</b>				
Mandatory:				
4090	Budget authority, gross.....	...	...	25
Outlays, gross:				
4100	Outlays from new mandatory authority.....	...	...	10
4160	Budget authority, net (mandatory).....	...	...	25
4170	Outlays, net (mandatory).....	...	...	10
4180	Budget authority, net (total).....	...	...	25
4190	Outlays, net (total).....	...	...	10

1/ Funding source changed from Discretionary (appropriated) to Mandatory (trust fund 69-8519-4).

(Continued on next page)

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

**Object Classification (in millions of dollars)**

		2013	2014	2015
Identification code: 69-8519-4-7-401		Actual	Enacted	Est.
<b>Direct obligations:</b>				
41.0	Grants, subsidies, and contributions.....	...	...	13
1/ Funding source changed from Discretionary (appropriated) to Mandatory (trust fund 69-8519-4).				

## **Detailed Justification for the Public Transportation Emergency Relief Program**

### **What Do I Need To Know Before Reading This Justification?**

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- Prior to enactment of MAP-21, FTA did not have a Public Transportation Emergency Relief Program. Transit agencies had to rely on emergency assistance from FEMA.
- GAO evaluated FEMA and FTA's efforts to assist transit agencies following Hurricane Katrina and raised several issues about the effectiveness of emergency assistance programs for public transportation.
- Although FTA received a one-time \$10.9 billion supplemental appropriation (adjusted to \$10.2 after sequestration and transfers to OIG and FRA) from the Disaster Relief Appropriations Act, 2013 (P.L. 113-2), this funding is only available for Hurricane Sandy-related recovery and resiliency assistance.
- The \$25 million request is critical to ensure that FTA can respond immediately should a disaster impacting public transportation happens during FY 2015.

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

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### **FY 2015 – PUBLIC TRANSPORTATION EMERGENCY RELIEF PROGRAM (\$000)**

<b>Program Activity</b>	<b>FY 2013 ACTUAL (GF)</b>	<b>FY 2014 ENACTED (GF)</b>	<b>FY 2015 REQUEST (GF/TF)</b>	<b>Difference from FY 2014</b>
Hurricane Sandy Disaster Relief (GF)	10,164,300 1/	-	-	-
Public Transportation Emergency Relief Program (TF)	-	-	25,000	25,000
<b>TOTAL</b>	<b>10,164,300</b>	<b>-</b>	<b>25,000</b>	<b>25,000</b>

1/ FTA received a one-time emergency supplemental appropriation of \$10.9 billion (adjusted to \$10.2 billion after sequestration and transfers to OIG and FRA) under the Disaster Relief Appropriations Act, 2013 (P.L. 113-2) for Hurricane Sandy relief in January 2013

For FY 2015, the President’s budget requests \$25 million for the Public Transportation Emergency Relief program. Through this program, FTA would provide grants to transit agencies to help resume operations as quickly as possible in the wake of a disaster.

## What is This Program?

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The purpose of the Public Transportation Emergency Relief program is to restore transit operations as quickly as possible in the wake of a disaster. The program provides grants for necessary activities, including funds for evacuations, leasing vehicles from other transit agencies to restore service, and any costs eligible for temporary vehicles or facilities. Emergencies are defined as natural disasters affecting a wide area or catastrophic failure from an external cause which the Governor of a State has declared an emergency and the Secretary has concurred or the President has declared a major disaster. FTA Emergency Relief funds are available only for expenses that are not reimbursed under the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5121 et seq.) provided through FEMA.

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

Program beneficiaries are the local communities, States, and visitors to areas that suffer damage as a result of a natural disaster. Partners in this program are States and local governmental authorities,

including transit agencies, in communities designated as natural disaster areas. Another key partner would be FEMA, with which FTA will coordinate when providing assistance as outlined in a joint FTA and FEMA MOA.

### **FY 2013 Base Accomplishments**

- While this program was created through enactment of MAP-21 in July 2012, the only funds provided to-date support the recovery and mitigation efforts related to Hurricane Sandy. However, the Hurricane Sandy recovery effort did allow FTA to move forward on some key implementation procedures needed to establish the program. These accomplishments include:
  - Finalizing a Memorandum of Agreement (MOA) signed on March 4, 2013. FTA and FEMA entered into a MOA, which provides that, when emergency funding is appropriated to FTA, FTA will provide funding to public transportation agencies for costs eligible under the FTA Emergency Relief program, even if such costs may otherwise be available under FEMA's Public Assistance Program, provided that costs have not been reimbursed by FEMA. The MOA further provides that when funding is available, FTA will be the primary payer of expenses incurred by transit agencies.
  - Finalizing a MOA (signed March 2013) with the Secretary of the Department of Homeland Security (as required by MAP-21) and began to provide joint briefings quarterly to Congress.
  - Finalizing and publishing in the Federal Register on March 29, 2013, an interim final rulemaking on program requirements and guidance.
  - Finalizing performance measures for grant assistance under this program.
  - Initiating implementation and obligation of the \$10.2 billion from the Disaster Relief Appropriations Act, 2013 (P.L. 113-2) through grants to states, local governments, and transit agencies affected by Hurricane Sandy.
  - Establishing grant guidance and oversight protocols for Emergency Relief grants.
  - Awarding 13 grants as of September 2013 for \$577 million of Recovery funds to transit agencies affected by Hurricane Sandy.

### **FY 2014 Anticipated Accomplishments**

- FTA anticipates awarding up to 5 additional grants valued at \$1.1 billion of Recovery funds to transit agencies affected by Hurricane Sandy.
- FTA will continue to obligate Hurricane Sandy funding and manage the existing emergency relief grants.
- FTA will review applications and make funding recommendations for proposals submitted in response to the \$3 billion Notice of Funding Availability, which solicits proposals from Hurricane Sandy impacted entities for resilience projects.

### **FY 2015 Anticipated Accomplishments**

- Administer funds quickly as disasters occur around the nation that adversely impact public transportation agencies and systems.

- Continue administering the \$10.2 billion from the Disaster Relief Appropriations Act, 2013 (P.L. 113-2) through grants to States, local governments, and transit agencies affected by Hurricane Sandy.

### **Why Is This Particular Program Necessary?**

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The Public Transportation Emergency Relief Program is necessary to improve the Federal government's current system for providing emergency response assistance to transit agencies. The

#### **GAO On Emergency Relief for Transit Agencies**

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

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

lessons learned after Hurricane Katrina and other disasters demonstrate that FEMA and FTA's limited authority prior to enactment of MAP-21 were not optimally designed to provide such aid in a timely manner (after Hurricane Katrina, FTA funded new transit connections using funding provided

by FEMA between Baton Rouge and New Orleans because the local commuting patterns were severely disrupted by the storm).<sup>1</sup> The necessity of a Public Transportation Relief program was emphasized again following Hurricane Sandy in 2012.

### **How Do You Know The Program Works?**

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

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

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Providing \$25 million in FY 2015 for the Public Transportation Emergency Relief Program will help to ensure that FTA has the ability to respond quickly to meet the needs of public transportation providers in the event of an emergency during FY 2015. The \$25 million level is based on data in a GAO study of the average cost of past transit emergencies (prior to Hurricane Sandy). During and following emergencies, public transportation is often an important resource for evacuation and recovery of areas affected by disasters. Through this program, FTA will be able to provide the capital and operating assistance to continue transit services in affected areas.

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







**FIXING AND ACCELERATING SURFACE TRANSPORTATION**

*(LIQUIDATION OF CONTRACT AUTHORITY)*

*(LIMITATION ON OBLIGATIONS)*

*(TRANSPORTATION TRUST FUND)*

*Contingent upon enactment of multi-year surface transportation authorization legislation, for the payment of obligations incurred in carrying out the Fixing And Accelerating Surface Transportation program under Title 49, United States Code, \$500,000,000, to be derived from the Mass Transit Account of the Transportation Trust Fund and to remain available until expended: Provided, That funds available for the implementation or execution of such program shall not exceed total obligations of \$500,000,000 in fiscal year 2015.*

## **FIXING AND ACCELERATING SURFACE TRANSPORTATION**

### **PROGRAM AND PERFORMANCE**

The FY 2015 budget includes \$500 million for the Fixing and Accelerating Surface Transportation (FAST) program. Jointly managed by the Federal Highway Administration and the Federal Transit Administration, the FAST program will use competition and a monetary incentive to reward long-term, systematic innovation and reform in our Nation's transportation system.

**EXHIBIT III-1**  
**FIXING AND ACCELERATING SURFACE TRANSPORTATION**  
**Summary by Program Activity**  
**Appropriations, Obligation Limitations, and Exempt Obligations**  
**(\$000)**

	<b>FY 2013 ACTUAL <u>TF</u></b>	<b>FY 2014 ENACTED <u>TF</u></b>	<b>FY 2015 REQUEST <u>TF</u></b>	<b>CHANGE FY 2014-2015</b>
Fixing and Accelerating Surface Transportation	<u>-</u>	<u>-</u>	<u>500,000</u>	<u>500,000</u>
<b>TOTAL</b>	<u><u>-</u></u>	<u><u>-</u></u>	<u><u>500,000</u></u>	<u><u>500,000</u></u>

**EXHIBIT III-1a**

**FIXING AND ACCELERATING SURFACE TRANSPORTATION  
SUMMARY ANALYSIS OF CHANGE FROM FY 2014 TO FY 2015  
Appropriations, Obligations, Limitations, and Exempt Obligations  
(\$000)**

	<u><b>AMOUNT</b></u>	<u><b>FTE 1/</b></u>
<b>FY 2014 Base</b>	<b>0</b>	<b>N/A</b>
<b>Adjustments to Base:</b>	<b>0</b>	
<b>Subtotal, Adjustments to Base</b>	<b>0</b>	
<b>Program Changes:</b>	<b>500,000</b>	
<b>Subtotal, Program Changes</b>	<b>500,000</b>	
<b>Total, FY 2015 Fixing and Accelerating Surface Transportation</b>	<b>500,000</b>	

1/ FTEs are not applicable to this account.

**DEPARTMENT OF TRANSPORTATION  
FEDERAL TRANSIT ADMINISTRATION  
FIXING AND ACCELERATING SURFACE TRANSPORTATION**

**Program and Financing (in millions of dollars)**

Identification code: 69-8517-4-7-401		2013 Actual	2014 Enacted	2015 Est.
<b>Obligations by program activity:</b>				
0100	Fixing and Accelerating Surface Transportation.....	...	...	200
0900	Total new obligations.....	...	...	200
<b>Budgetary resources:</b>				
<b>Budget authority:</b>				
<b>Appropriations, discretionary:</b>				
1101	Appropriation (special or trust fund).....	...	...	500
1137	Appropriations applied to liquidate contract authority...	...	...	-500
1160	Appropriation, Discretionary (total).....	...	...	...
<b>Contract authority, mandatory:</b>				
1600	Contract authority.....	...	...	500
1640	Contract authority, mandatory (total).....	...	...	500
1900	Budget authority (total).....	...	...	500
1930	Total budgetary resources available for obligation.....	...	...	...
Memorandum (non-add) entries:				
1941	Unexpired unobligated, end of year.....	...	...	300
<b>Change in obligated balances:</b>				
3000	Unpaid obligations, brought forward, Oct 1....	...	...	...
3010	Obligations incurred, unexpired accounts.....	...	...	200
3020	Outlays (gross).....	...	...	-95
3050	Unpaid obligations, end of year.....	...	...	105
Memorandum (non-add entries):				
3100	Obligated balance, end of year.....	...	...	...
3200	Obligated balance, end of year.....	...	...	105
<b>Budget authority and outlays, net:</b>				
<b>Mandatory:</b>				
4090	Budget authority, gross.....	...	...	500
Outlays, gross:				
4100	Outlays from new mandatory authority.....	...	...	95
4160	Budget authority, net (mandatory).....	...	...	500
4170	Outlays, net (mandatory).....	...	...	95
4180	Budget authority, net (total).....	...	...	500
4190	Outlays, net (total).....	...	...	95

**DEPARTMENT OF TRANSPORTATION  
FEDERAL TRANSIT ADMINISTRATION  
FIXING AND ACCELERATING SURFACE TRANSPORTATION**

**Object Classification (in millions of dollars)**

		2013	2014	2015
Identification code: 69-8517-4-7-401		Actual	Enacted	Est.
<b>Direct obligations:</b>				
41.0	Grants, subsidies, and contributions	...	...	200



## **Detailed Justification for the Fixing and Accelerating Surface Transportation Program**

### **What Is This Program/Activity?**

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The Fixing and Accelerating Surface Transportation (FAST) program is a \$500 million competitive grant program jointly managed by FHWA and FTA, designed to spur major reform in the way States and metropolitan regions make transportation policy and investments and to encourage new and innovative solutions to transportation challenges. Based on the U.S. Department of Education's "Race to the Top" concept, the FAST program will use competition and a sizable monetary incentive to reward long-term, systematic innovation and reform in our Nation's transportation system. It will be jointly administered by the Federal Highway Administration and the Federal Transit Administration.

### **Why Is This Particular Program Necessary?**

---

FAST is necessary because long-term, systematic reforms usually requires difficult change to established, customary practices. Often change to these practices requires legislation, regulation or broad restructuring of traditional programs.

For example, there is general agreement that transportation should be a seamless, intermodal network designed to move people and goods to their destination. However, our transportation programs at the Federal, State and local level persist in silos, with separate funds, rules and systems for each mode of transportation. In fact, many States have legislative or constitutional prohibitions against using gas tax funds for non-roadway projects, resulting in the hardening of modal stovepipes and moving further from multimodal and systematic solutions.

The various solutions to overcoming the barriers to multi-modalism, from removing prohibitions to departmental restructuring, are heavy lifts. And the current system usually has strong and entrenched stakeholders supporting the status quo.

Another example is the institution of laws to improve safety, such as primary seatbelt laws and helmet laws. As these require an act of the legislature, these are by their very nature difficult and rarely happen without a carrot or stick from the Federal government. In fact, in many States motorcycle helmet laws have been rolled back to make wearing one optional for those over 18.

A final example is the organization of Metropolitan Planning Organizations (MPOs) and the selection of projects within them. Some urban areas are represented by as many as 4 or 5 MPOs, while the purpose of an MPO is to generate regional thinking in transportation. Other MPOs are formed to handle transportation issues in such a focused way that they are poorly coordinated with other infrastructure and economic development activities in the region. But reorganizing an MPO,

coordinating with neighboring MPOs, or consolidating MPOs takes a great deal of cooperation between multiple entities and jurisdictions and can often be costly in the short-term.

The Federal government could seek to push these kinds of reform through regulation, but regulation is slow, blunt and requires action in each of these areas separately. Some States and regions may require a focus in one area but not another.

FAST is designed to support these reforms with a carrot approach, choosing awardees based on the boldness of their approach and the outcomes expected to follow. Awards will be made based on the extent to which the reforms adopted by grantees benefit national priorities, including reducing transportation fatalities, improving efficiency, strengthening economic competitiveness, improving state of repair of the transportation system and providing access to jobs and opportunity.

### **How Do You Know The Program Works?**

---

FAST is based on the U.S. Department of Education's Race to the Top concept, which spurred unprecedented competition, innovation and reform in our Nation's education system. Race to the Top brought significant change to our education system, particularly in raising standards and aligning policies and structures to the goal of college and career readiness. Race to the Top has helped drive States nationwide to pursue higher standards, improve teacher effectiveness, use data effectively in the classroom, and adopt new strategies to help struggling schools.

As in education, competition in transportation has proven to be a powerful incentive for States and local governments to tackle long-standing barriers to making performance-based, outcome-driven investment decisions and policies that best achieve national goals such as economic competitiveness, safety and environmental sustainability.

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

---

As with Race to the Top, FAST needs to be sizeable enough that the grant awards can incentivize States and MPOs to take on difficult systematic reforms. There have been past attempts to provide minor monetary incentives to make improvements, such as encouraging investment in freight projects with a higher Federal match. But they have not proven large enough to incentivize large scale adoption of those reforms.

At the size proposed, there will be an opportunity to provide a strong incentive to those States and MPOs that take on the most ambitious reforms.





**RAPID GROWTH AREA TRANSIT PROGRAM**

*(LIQUIDATION OF CONTRACT AUTHORITY)*

*(LIMITATION ON OBLIGATIONS)*

*(TRANSPORTATION TRUST FUND)*

*Contingent upon enactment of multi-year surface transportation authorization legislation, for the payment of obligations incurred in carrying out the Rapid Growth Area Transit program under 49 U.S.C. 5341, \$500,000,000 to be derived from the Mass Transit Account of the Transportation Trust Fund, to remain available until expended: Provided, That funds available for the implementation or execution of 49 U.S.C. 5341 shall not exceed total obligations of \$500,000,000 in fiscal year 2015.*

## **RAPID GROWTH AREA TRANSIT PROGRAM**

### **PROGRAM AND PERFORMANCE**

The FY 2015 Budget presents FTA's program authorization and account structure for the Rapid Growth Area Transit Program. This newly proposed bus rapid transit (BRT) discretionary grants program will respond to the mobility needs of fast growing cities across the country to get ahead of transportation problems during periods of population and economic growth. By supporting investments in BRT systems, which may include acquisition of right-of-way or land for purposes of future enhancements to public transportation in the project corridor, this program will help to quickly increase access to affordable and flexible transportation options in these growing communities. This program is designed to quickly put Federal funds to work in these communities and support effective investment by encouraging multi-modal approaches to transportation planning.

**EXHIBIT III-1**  
**RAPID GROWTH AREA TRANSIT PROGRAM**  
**Summary by Program Activity**  
**Appropriations, Obligation Limitations, and Exempt Obligations**  
**(\$000)**

	<b>FY 2013 ACTUAL TF</b>	<b>FY 2014 ENACTED TF</b>	<b>FY 2015 REQUEST TF</b>	<b>CHANGE FY 2014-2015</b>
Rapid Growth Area Transit Program	_____ -	_____ -	_____ 500,000	_____ 500,000
<b>TOTAL</b>	===== -	===== -	===== 500,000	===== 500,000

**Program and Performance Statement**

The President's Budget proposes \$500 million to provide discretionary grants to quickly establish bus rapid transit (BRT) service, which may include acquisition of right-of-way or land for purposes of future enhancements to public transportation in the project corridor in areas with rapidly growing populations. Data show that certain areas of the country have had population growth rates that if not addressed will strain existing transportation systems, lead to congestion, and eventually result in poor air quality. BRT services can often be implemented more quickly than other major capital investments and thus can help those areas build transit ridership and get ahead of the congestion than can come from rapid growth.

This program will allow these communities to quickly and effectively meet their transportation infrastructure needs by providing a 50 percent FTA funding match to encourage an early and sound local financial commitment, in exchange for project evaluation criteria that is more streamlined than that found in the Capital Investment Grants program. In addition, this program will also encourage multi-modal development along corridors by allowing up to 30 percent of the local share to be derived from funds available through Federal-Aid Highway programs. The remaining 20 percent of matching funds could be a combination of State, local, and private funds.

**EXHIBIT III-1a**  
**RAPID GROWTH AREA TRANSIT PROGRAM**  
**SUMMARY ANALYSIS OF CHANGE FROM FY 2014 TO FY 2015**  
**Appropriations, Obligations, Limitations, and Exempt Obligations**  
**(\$000)**

<b><u>ITEM</u></b>	<b><u>AMOUNT</u></b>	<b><u>FTE</u></b>
<b>FY 2014 Enacted</b>		
Rapid Growth Area Transit Program	_____ -	N/A
<b>SUBTOTAL, ADJUSTMENTS TO BASE</b>	<b>-</b>	
 <b>NEW OR EXPANDED PROGRAMS:</b>		
Rapid Growth Area Transit Program	_____ \$500,000	
<b>SUBTOTAL, NEW OR EXPANDED PROGRAMS</b>	<b>_____ \$500,000</b>	
 <b>FY 2015 REQUEST</b>	 <b>\$500,000</b>	



**EXHIBIT III-2**  
**ANNUAL PERFORMANCE RESULTS AND TARGETS**  
**RAPID GROWTH AREA TRANSIT PROGRAM**

The Federal Transit Administration integrates performance results into its budget request to demonstrate alignment with the Department of Transportation's (DOT) Strategic Plan. This program addresses the same U.S. DOT goals and performance measurements as the Capital Investment Grants (CIG) program. Similar to CIG, it is expected that investments in this program will produce improvements in indicators of FTA's grant program results of increasing public transportation ridership and increasing access to convenient and affordable transportation choices.

**DOT Goal/Outcome: Economic Competitiveness / Improve the contribution of the transportation system to the Nation's productivity and economic growth.**

Increase the total number of urban and rural transit boardings to 11.2 billion in 2018.	2010*	2011*	2012*	2013	2014	2015
Target	NA	10.0B	10.1B	10.5B	10.6B	10.8B
Actual	10.0B	10.1B (r)	10.3B	NA	NA	NA

\* The targets and results for 2010-2012 reflect the old measure of "increase the number of annual transit boardings reported by urbanized area transit providers to at least 10.5 billion by 2015.

(r) Revised

The purpose public transportation is twofold, to provide people with transportation options for their daily life, and to also provide basic mobility to people who may not be able to drive. Increasing public transportation ridership demonstrates that's FTA's grant investments are supporting services that meet those needs for millions of Americans every day.

**DOT Goal/Outcome: Economic Competitiveness / Improve the contribution of the transportation system to the Nation's productivity and economic growth.**

By 2018, increase the transit market share among commuters to work in at least 10 of the top 50 urbanized areas by population, when compared to a 2010 baseline.	2010	2011	2012	2013	2014	2015
Target	NA	2	4	5	6	7
Actual	0	1	4	NA	NA	NA

Public transportation's role in providing additional transportation options for America's communities is reflected indirectly in data reporting by the Bureau of the Census' American Community Survey on what modes of transportation people are selecting for their daily commute to work. These modal choices tend to be very stable over time, but increasing use of public transportation will be reflected in the number of cities showing a statistically-significant (i.e. at least 0.5 percentage points or more) increase in market share for public transportation from the 2010 baseline.

**DEPARTMENT OF TRANSPORTATION  
FEDERAL TRANSIT ADMINISTRATION  
BUS RAPID TRANSIT PROGRAM**

**Program and Financing (in millions of dollars)**

		2013	2014	2015
Identification code : 69-8544-4-7-401		Actual	Enacted	Est.
<b>Obligations by program activity:</b>				
0100	Technical Assistance and Standards Development.....	...	...	250
0900	Total new obligations.....	...	...	250
<b>Budgetary resources:</b>				
<b>Budget authority:</b>				
Appropriations, discretionary:				
1101	Appropriation (special or trust fund).....	...	...	500
1137	Appropriations applied to liquidate contract authority.....	...	...	-500
1160	Appropriation, Discretionary (total).....	...	...	...
<b>Contract authority, mandatory:</b>				
1600	Contract authority.....	...	...	500
1640	Contract authority, mandatory (total).....	...	...	500
1900	Budget authority (total).....	...	...	500
1930	Total budgetary resources available for obligation.....	...	...	500
Memorandum (non-add) entries:				
1941	Unexpired unobligated balance, end of year.....	...	...	250
<b>Change in obligated balances:</b>				
3000	Unpaid obligations, brought forward, Oct 1.....	...	...	...
3010	Obligations incurred, unexpired accounts.....	...	...	250
3020	Outlays (gross).....	...	...	-75
3050	Unpaid obligations, end of year.....	...	...	175
Memorandum (non-add entries):				
3100	Obligated balance, end of year.....	...	...	...
3200	Obligated balance, end of year.....	...	...	175
<b>Budget authority and outlays, net:</b>				
Mandatory:				
4090	Budget authority, gross.....	...	...	500
Outlays, gross:				
4100	Outlays from new mandatory authority.....	...	...	75
4160	Budget authority, net (mandatory).....	...	...	500
4170	Outlays, net (mandatory).....	...	...	75
4180	Budget authority, net (total).....	...	...	500
4190	Outlays, net (total).....	...	...	75

**DEPARTMENT OF TRANSPORTATION  
FEDERAL TRANSIT ADMINISTRATION  
BUS RAPID TRANSIT PROGRAM**

**Object Classification (in millions of dollars)**

		2013	2014	2015
Identification code : 69-8544-4-7-401		Actual	Enacted	Est.
<b>Direct obligations:</b>				
41.0	Grants, subsidies, and contributions.....	...	...	250

## Detailed Justification for the Rapid Growth Area Transit Program

### What Do I Need To Know Before Reading This Justification?

---

- FTA has extensive experience administering competitive bus and bus rapid transit programs, both through its former Bus discretionary program and through its current Capital Investment Grants program.
- By 2050, the United States will face a population increase of an estimated 100 million new residents, with a majority of that population growth occurring in middle and large urban areas. Coupled with the strong growth in transit ridership over the past decades, we can expect a strong demand for transit ridership into the future.
- The new Rapid Growth Area Transit program will target investments in communities experiencing fast-population increases. Through its evaluation criteria related to population and ridership growth, the program aims to anticipate and ease the stress and strain of local communities' ability to meet the growing demand for transit services.
- This program provides further support to building transit services that improve access and mobility opportunities, providing another ladder of opportunity to connect people to jobs and foster economic development.
- FTA's Capital Investment Grants program (commonly referred to as New Starts and Small Starts) is one of the largest competitive grant programs in the U.S. Government. It funds new and extended heavy rail, light rail, commuter rail, bus rapid transit, and streetcar projects. In fiscal years 2011 and 2012, FTA funded more New Starts and Small Starts projects than in any comparable two-year period in the program's 30-year history—a clear reflection of the intense demand from communities for new and expanded transit services. The Rapid Growth Area Transit Program will augment the Capital Investment Grants program by:
  - (a) Specifically targeting bus rapid transit resources in fast-growing areas. BRT services can often be implemented more quickly than other major capital investments and thus can help those areas build transit ridership and get ahead of the congestion that can come from rapid growth.
  - (b) Implementing the program at a 50 percent match to encourage an early and sound local financial commitment, in exchange for evaluation criteria that is more streamlined than that found in the Capital Investment Grants program.
  - (c) Encouraging an explicit multi-modal corridor investment by offering that the non-FTA portion of the local match can include up to 30 percent in FHWA funds for complementary street improvements that facilitate easy and safe pedestrian access to the BRT, as well as signal prioritization and other technologies that ensure BRT's efficient operation within a corridor.

- Implementation of the Rapid Growth Area Transit Program will build on the experience FTA has in successfully administering the Capital Investment Grants program. However, unlike the evaluation criteria used in the Capital Investment Grant program, these competitive grants will be awarded quickly based on population and transit ridership growth and the financial capacity to pay operating expenses for the existing system and an expanded system.

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

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#### **FY 2015 – RAPID GROWTH AREA TRANSIT PROGRAM (\$000)**

<b>Program Activity</b>	<b>FY 2013 ACTUAL (TF)</b>	<b>FY 2014 ENACTED (TF)</b>	<b>FY 2015 REQUEST (TF)</b>	<b>Difference from FY 2014</b>
Rapid Growth Area Transit Program	-	-	500,000	500,000
<b>TOTAL</b>	<b>-</b>	<b>-</b>	<b>500,000</b>	<b>500,000</b>

The Budget requests \$500 million in FY 2015 for capital grants for Rapid Growth Area Transit projects that serve a high-traffic transportation artery located in an urbanized area that has experienced moderate to significant population growth. The funding will assist these communities in quickly addressing the strain on existing transportation systems.

Funding for this program will support up to 50 percent of the costs associated with the construction of BRT projects, which may include acquisition of right-of-way or land for purposes of future enhancements to public transportation in the project corridor in rapidly growing communities. This program will also provide incentives to leverage multi-modal funding along the corridor as 30 percent of the local funding match can be derived from Federal Aid Highway funding for a total Federal match of 80 percent. The remaining 20 percent of matching funds could be a combination of State, local, or private funds.

### **What Is This Program?**

---

The Rapid Growth Area Transit Program is a competitive, discretionary program that will provide much-needed capital funds to local transit agencies in urban areas that experience growth in population and in transit ridership. Under this program, a State or local government entity (including transit agencies) would be eligible to compete for these funds, after demonstrating that the area being served has experienced moderate to significant growth in population, that the transit system has experienced ridership increases, and that the government entity has the financial capability to operate the system.

BRT systems generally have specialized design, services and infrastructure to improve system quality and remove typical causes of transportation delay. Sometimes described as a "surface subway," BRT aims to combine the capacity and speed of light or heavy rail with the flexibility, lower-cost and simplicity of a bus system. As defined in 49 U.S.C. Section 5302(2), a BRT

system means a bus transit system in which the majority of each line operates in a separate right-of-way dedicated for public transportation used during park periods; and includes features that emulate the services provided by rail-fixed guideway public transportation systems. These features include defined stations, traffic signal priority, and short headway bi-directional services for a substantial part of weekday and weekend days.

While FTA has a history of making grants for BRT projects through its Capital Investments Grants program, this program will serve a unique need of providing a quick and flexible response to meet the congestion and mobility needs of growing communities. Through a streamlined application and review process, FTA will provide growing communities with targeted investments that can quickly be implemented into high quality, high volume transit service, improving the mobility options of its residents.

### **Why Is This Particular Program Necessary?**

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The Rapid Growth Area Transit Program is necessary because it will allow transit agencies to undertake high-quality, cost-effective transit solutions to address communities experiencing strong population and transit ridership growth. It will augment the Capital Investment Grant Program by:

- (a) Specifically targeting BRT resources in fast-growing areas. BRT services can often be implemented more quickly than other major capital investments and thus can help those areas build transit ridership and get ahead of the congestion that can come from rapid growth.
- (b) Implementing the program at a 50 percent match to encourage an early and sound local financial commitment, in exchange for evaluation criteria that is more streamlined than that found in the Capital Investment Grants program.
- (c) Encouraging an explicit multi-modal corridor investment by permitting the non-FTA portion of the local match to include up to 30 percent in FHWA funds for complementary street improvements that facilitate easy and safe pedestrian access to the transit line, as well as signal prioritization and other technologies that ensure BRT's efficient operation within a corridor.

This program will allow transit agencies to undertake BRT capital projects, which may include acquisition of right-of-way or land for purposes of future enhancements to public transportation in the project corridor that would otherwise be infeasible for local governments and transit agencies to finance alone. Many of the nation's transit systems struggle to keep up with the increased demand for their services as ridership continues to grow. State and local governments are resource constrained; they rely on FTA to help fund these BRT capital investments. Therefore, program funding is critical for meeting the future needs for transit and the economic development opportunities that are fostered with these investments in communities nationwide.

### **How Do You Know The Program Works?**

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FTA has found that capital investments such as these yield significant benefits.

- According to industry reports, every \$1 billion of Federal investment in public transportation directly supports an estimated 37,500 jobs; every \$1 billion invested in public transit generates an estimated \$3.5 billion in economic activity; each year 4 billion gallons of gasoline are saved and 37 million metric tons of carbon dioxide emissions are avoided because of public transit.
- Studies have also shown that privately funded development in areas surrounding transit stations increase property values of adjacent homes and businesses by as much as 130 percent which translates into higher revenues for cities and states. Also, developers are investing millions of dollars in corporate buildings, sports facilities, and entertainment complexes around transit stations.

The growing demand for transit suggests that FTA programs are working, as evidenced by recent data. First, system coverage, capacity, and use are increasing as indicated by the 7.5 million in transit urban passenger miles (16.7 percent) from 2000 to 2010. Moreover, of the more than 10.4 billion unlinked transit trips reported in 2011, rural transit operators reported 141 million unlinked passenger trips. FTA's formula funding helps to support the 2,250 urban and rural transit providers that meet this demand by taking people to work, to shop, and to other essential services such as doctor's appointments. This primarily addresses the basic needs for maintaining and sustaining the nation's \$679 billion in transit capital assets.

Also, FTA requires each Capital Investment Grant project sponsor to complete a "Before-and-After Study" two years after a project has been open for service in which the sponsor must compare the estimated project capital cost with the actual cost to complete and estimated and actual ridership data. The Before-and-After Study for the Cleveland Health Line BRT project (opened in 2008) indicates that the project is serving 14,300 trips compared to the pre-completion estimated ridership of 13,500. A 2009 article by The Plain Dealer of Cleveland cataloged some \$3.3 billion in investments that were recently completed, underway, or planned proximate to the Health Line.

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

The President's request for \$500 million to provide discretionary grants to establish BRT service in communities experiencing moderate to significant population growth will allow these areas to quickly and wisely meet their transportation infrastructure needs. The program will provide a critical augmentation to FTA's Capital Investment Grants program by providing quick and flexible access to resources for BRT in these high growth areas. By providing funding at this level, FTA will be able to support a large number of communities that are seeking these types of high quality BRT systems













## WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

For grants to the Washington Metropolitan Area Transit Authority as authorized under section 601 of division B of Public Law 110-432, \$150,000,000, to remain available until expended: *Provided*, That the Secretary shall approve grants for capital and preventive maintenance expenditures for the Washington Metropolitan Area Transit Authority only after receiving and reviewing a request for each specific project: *Provided further*, That, prior to approving such grants, the Secretary shall determine that the Washington Metropolitan Area Transit Authority has placed the highest priority on those investments that will improve the safety of the system: *Provided further*, That the Secretary, in order to ensure safety throughout the rail system, may waive the requirements of section 601(e)(1) of title VI of Public Law 110 -432 (112 Stat. 4968). (*Department of Transportation Appropriations Act, 2014.*)

## **WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**

### **PROGRAM AND PERFORMANCE**

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

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

	<b><u>FY 2013</u></b> <b><u>ACTUAL</u></b>	<b><u>FY 2014</u></b> <b><u>ENACTED</u></b>	<b><u>FY 2015</u></b> <b><u>REQUEST</u></b>	<b><u>CHANGE</u></b> <b><u>FY 2014-2015</u></b>
WMATA	150,000	150,000	150,000	-
Reductions 1/	<u>(7,846)</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>TOTAL</b>	<b><u>142,154</u></b>	<b><u>150,000</u></b>	<b><u>150,000</u></b>	<b><u>-</u></b>

1/ Includes 0.2% across the board rescission and mandated sequester amount.

**Program and Performance Statement**

This program provides grants to the Washington Metropolitan Area Transit Authority (WMATA) for capital investment and rehabilitation activities. The budget requests \$150 million in FY 2015 to help return the existing system to a state of good repair, and improve the safety and reliability of service. The Secretary will use his authority to approve grants under this program to ensure that available funds first address WMATA's most critical safety needs.

**EXHIBIT III-1a**

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY  
SUMMARY ANALYSIS OF CHANGE FROM FY 2014 TO FY 2015  
Appropriations, Obligations, Limitations, and Exempt Obligations  
(\$000)**

	<u><b>AMOUNT</b></u>	<u><b>FTE 1/</b></u>
<b>FY 2014 Base</b>	<b>150,000</b>	<b>N/A</b>
<b>Adjustments to Base:</b>	-	
<b>Subtotal, Adjustments to Base</b>	-	
<b>Program Changes:</b>	-	
<b>Subtotal, Program Changes</b>	-	
<b>Total, FY 2015 Washington Metropolitan Area Transit Authority</b>	<b>150,000</b>	

1/ FTEs are not applicable to this account.



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

**Program and Financing (in millions of dollars)**

Identification code: 69-1128-0-1-401		2013 Actual	2014 Enacted	2015 Est.
<b>Obligations by program activity:</b>				
0100	Washington Metro.....	150	150	150
0900	Total new obligations.....	150	150	150
<b>Budgetary Resources:</b>				
Unobligated balance:				
1000	Unobligated balance carried forward, start of year .....	151	143	142
<b>Budgetary resources:</b>				
<b>Budget authority:</b>				
Appropriations, discretionary:				
1100	Appropriation.....	150	150	150
1130	Appropriation permanently reduced.....	-8	...	...
1131	Unobligated balance of appropriations permanently reduced.....	...	-1	...
1160	Appropriation, discretionary (total).....	142	149	150
1930	Total budgetary resources available for obligation.....	293	292	292
Memorandum (non-add entries):				
1941	Unexpired unobligated balance, end of year.....	143	142	142
<b>Change in obligated balances:</b>				
3000	Obligated balance, start of year.....	98	100	110
3010	Obligated incurred, unexpired accounts.....	150	150	150
3020	Total outlays (gross).....	-148	-140	-141
3050	Unpaid Obligations, end of year.....	100	110	119
Memorandum (non-add entries):				
3100	Obligated balance, start of year.....	98	100	110
3200	Obligated balance, end of year.....	100	110	119
<b>Budget authority and outlays, net:</b>				
Discretionary:				
4000	Budget authority, gross.....	142	149	150
Outlays, gross:				
4010	Outlays from new discretionary authority.....	...	37	38
4011	Outlays from discretionary balances.....	148	103	103
4020	Outlays, gross (total).....	148	140	141
4070	Budget authority net (discretionary).....	142	149	150
4080	Outlays net (discretionary).....	148	140	141
4180	Budget authority, net (total).....	142	149	150
4190	Outlays, net (total).....	148	140	141

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

**Object Classification (in millions of dollars)**

		2013	2014	2015
Identification code: 69-1128-0-1-401		Actual	Enacted	Est.
<b>Direct obligations:</b>				
25.2	Other services from non-Federal sources.....	...	...	1
41.0	Grants, subsidies, and contributions.....	150	150	149
99.0	Total new obligations.....	150	150	150

## Detailed Justification for Grants to the Washington Metropolitan Area Transit Authority

### What Do I Need To Know Before Reading This Justification?

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- Title VI of the *Federal Rail Safety Enhancement Act of 2008* authorizes \$1.5 billion over a 10-year period for WMATA capital maintenance projects.
- The law makes Federal funding contingent on the District of Columbia, the State of Maryland, and the Commonwealth of Virginia providing an equal funding match.
- FY 2015 will be the sixth year of Federal funding for WMATA under this authorization, subject to the availability of appropriations by Congress.

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

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#### FY 2015 –WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (\$000)

<b>Program Activity</b>	<b>FY 2013 ACTUAL</b>	<b>FY 2014 ENACTED</b>	<b>FY 2015 REQUEST</b>	<b>Difference from FY 2014 Enacted</b>
WMATA	150,000	150,000	150,000	-
Reductions 1/	(7,846)	-	-	-
<b>TOTAL</b>	<b>142,154</b>	<b>150,000</b>	<b>150,000</b>	<b>-</b>

1/ Includes 0.2% across the board rescission and mandated sequester amounts.

The budget requests \$150 million for FY 2015 for capital grant funding. This Federal contribution helps WMATA address its capital maintenance backlog, including pressing safety-related investments, to ensure matching capital funding from WMATA's local compact members.

Funding for FY 2015 will enable WMATA to improve the condition of its transit system, which transports tens of millions of commuters and visitors in the Nation's capital each year. This funding is a crucial part of ensuring the continued benefits of a reliable transit system, which has spurred over \$37 billion in economic development at or adjacent to Metro property and removes 500,000 automobiles daily from the region's roads, which are consistently ranked among the Nation's most congested.<sup>1,2</sup>

<sup>1</sup> Testimony of Richard Sarles before Subcommittee on Health Care, District of Columbia, Census and National Archives under the Committee on Oversight and Government Reform, U.S. House of Representatives, June 24, 2011, <http://democrats.oversight.house.gov/images/stories/SUBCOS/624%20dccna%20metro/Sarles%20and%20Taborn%20T%20testimony.pdf>

<sup>2</sup> Washington Area Metropolitan Transit Authority, 2011-2020 Capital Needs Inventory, February, 2010, [http://www.wmata.com/pdfs/planning/CNI\\_02.19.10.pdf](http://www.wmata.com/pdfs/planning/CNI_02.19.10.pdf)

## **What Is This Program?**

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

The beneficiaries of the program are the system riders, commuters and visitors to the Nation's capital who depend on reliable and safe service. WMATA is critical to the mobility of the Washington area, with recent data showing that 47 percent of all peak period riders are Federal employees.<sup>3</sup>

As in previous years, in FY 2015 FTA will develop a grant agreement with WMATA detailing how and where these capital funds will be used. Since FY 2010, Congress has directed that FTA prioritize funding to first address the immediate safety shortfalls identified by the National Transportation Safety Board (NTSB), which were issued in response to WMATA's July 2009 deadly rail crash.<sup>4</sup> Safety will continue to be a top priority of FTA as it develops its grant agreements in FY 2015.

### **FY 2013 Base Accomplishments**

Between FY 2010 and FY 2013 Congress appropriated \$592 million in funding to address WMATA's capital needs. The District of Columbia, the State of Maryland, and the Commonwealth of Virginia matched these funds dollar-for-dollar. In total, the FTA has approved \$900 million in WMATA capital projects as of September 2013. Of the \$450 million in Federal funds obligated to-date, approximately 77 percent (\$349 million) has been outlayed (spent).

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

FTA partners with WMATA, which is responsible for implementing projects to improve the safety and condition of the system. Grants have supported more than 100 corrective actions identified by the NTSB and numerous other projects that improve the safety and reliability of the National Capital Region's transportation system. Many of the projects funded support the NTSB recommendations.

The following activities have been accomplished as of July 2013:

- \$334 million has been invested in critical rail systems and track and structures rehabilitation projects. This work includes, but is not limited to, major rebuilding efforts on the oldest parts

<sup>3</sup> Metro Washington Council of Governments, Compelling Case for WMATA, no date, <http://www.mwcog.org/uploads/committee-documents/v111YWV420041108095736.pdf>

of the system, the replacement of aging rail infrastructure assets throughout the system, development of redundant safety monitoring systems along the right-of-way, replacement of potentially disruptive track circuits, and the replacement of traction-power cable.

- \$218 million for upgrades and improvements to rolling stock. These investments include a major procurement to replace the 1000 Series railcars (oldest in the fleet) as well as a vigorous annual rail and bus vehicle rehabilitation/overhaul program, and systems to monitor on-board recorders in rail cars.
- \$69 million for maintenance and other facilities, including rail-yard facilities repairs and rehabilitation, a test track and commissioning facility for railcars, full rehabilitation of three bus maintenance garages, and work to upgrade and improve Metro Police Department support facilities.
- \$52 million for maintenance equipment, including heavy-duty track equipment utilized in track rehab work, track switch machines, and safety signaling systems.
- \$48 million for investments to improve passenger facilities. This work includes a major program to rehabilitate elevators and escalators throughout the system as well as investments in the rehabilitation and restoration of rail stations.

### **FY 2014 Anticipated Accomplishments**

WMATA will continue to work with the FTA to develop grant agreements that support ongoing investments to improve the safety of the system. A significant portion of the planned work for FY 2014 continues many of the programs and projects mentioned above. This includes continued investments in the replacement of the 1000 Series railcars, rehabilitation of elevators and escalators, major rehabilitation work on line-segments, replacement of aging track and structure assets, development and implementation of system safety monitoring tools, rail yard and bus maintenance facility upgrades, and the procurement of track maintenance equipment.

### **Why Is This Particular Program Necessary?**

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WMATA is now a mature transit system with an aging capital base. Unlike other major rail systems, WMATA lacks a dedicated local funding source. This special Federal appropriation leverages \$150 million in matching funds provided by the District of Columbia, the State of Maryland, and the Commonwealth of Virginia that WMATA needs to support proper levels of capital reinvestment. Without adequate reinvestment, transit assets can deteriorate and ultimately affect system reliability, performance and safety.

### **How Do You Know The Program Works?**

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

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

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

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The \$150 million request represents the Federal government's annual funding commitment that leverages \$150 million in local funds from the District of Columbia, the State of Maryland, and the Commonwealth of Virginia, bringing total capital funding available each year to \$300 million. The three jurisdictions have signed onto the terms of the *Federal Rail Safety Enhancement Act of 2008*, which requires that each Federal grant cover no more than 50 percent of net project costs, and that the remaining 50 percent be provided in cash from sources other than Federal funds or revenues from the operation of public mass transportation systems. Each jurisdiction has committed to providing an additional \$50 million in matching funds annually (for a total of \$150 million).







## FEDERAL TRANSIT ADMINISTRATION

[(INCLUDING RESCISSIONS)]

### ADMINISTRATIVE PROVISIONS--FEDERAL TRANSIT ADMINISTRATION

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

Sec. 161. [Notwithstanding any other provision of law, funds appropriated or limited by this Act under the Federal Transit Administration's discretionary program appropriations headings for projects specified in this Act or identified in reports accompanying this Act not obligated by September 30, 2018, and other recoveries, shall be directed to projects eligible to use the funds for the purposes for which they were originally provided] *Funds appropriated or limited by this Act under the heading "Fixed Guideway Capital Investment" of the Federal Transit Administration for projects specified in this Act or identified in reports accompanying this Act not obligated by September 30, 2019, and other recoveries, may be directed to any project eligible under 49 U.S.C. 5309.*

Sec. 162. [Notwithstanding any other provision of law, any]. *Any funds appropriated before October 1, [2013]2014, under any section of chapter 53 of title 49, United States Code, that remain available for expenditure, may be transferred to and administered under the most recent appropriation heading for any such section.*

[Sec. 163. The Secretary may not enforce regulations related to charter bus service under part 604 of title 49, Code of Federal Regulations, for any transit agency who during fiscal year 2008 was both initially granted a 60-day period to come into compliance with part 604, and then was subsequently granted an exception from said part.]

Sec. [164]163. *For purposes of applying the project justification and local financial commitment criteria of 49 U.S.C. 5309(d) to a New Starts project, the Secretary may consider the costs and ridership of any connected project in an instance in which private parties are making significant financial contributions to the construction of the connected project; additionally, the Secretary may consider the significant financial contributions of private parties to the connected project in calculating the non-Federal share of net capital project costs for the New Starts project.*

Sec. 164.

Unobligated or recovered—

- (a) fiscal years 2006 through 2012 funds that were made available to carry out 49 U.S.C. 5339 shall be available to carry out 49 U.S.C. 5309, subject to the terms and conditions required under such section;
  - (b) fiscal years 1999 through 2012 funds available to carry out the discretionary bus and bus facilities program and the clean fuels program may be made available to carry out 49 U.S.C. 5339;
  - (c) funds made available to carry out the job access and reverse commute program authorized by Public Law 105–178 and 49 U.S.C. 5316, may be available to carry out such activities under 49 U.S.C. 5307 and 5311;
  - (d) fiscal years 2006 through 2012 funds made available to carry out 49 U.S.C. 5317 may be made available to carry out 49 U.S.C. 5310;
  - (e) funds made available to carry out the fixed guideway modernization program may be available to carry out 49 U.S.C. 5337;
  - (f) funds made available to carry out 49 U.S.C. 5320 may be available to carry out 49 U.S.C. 5339; and
  - (g) fiscal years 1999 through 2012 funds made available to carry out section 3038 of Public Law 105–59 may be made available to carry out 49 U.S.C. 5310.
- Unobligated balances referenced in this section shall not be subject to the limitations on obligations for Federal Transit Administration programs.

Explanation

Under MAP-21, Congress discontinued eight FTA programs: Alternatives Analysis, Bus and Bus Facilities Discretionary, Clean Fuels, Job Access and Reverse Commute, New Freedom, the Fixed Guideway Modernization, Transit in the Parks, and Over-the-Road Bus, leaving unobligated balances. Given the complexities of issuing apportionments or Notices of Funding Availabilities under different authorizations, particularly for small amounts, FTA proposes language in this section and section 162 that would allow the agency to administer the funds under the new program rules.

[Sec. 165. Notwithstanding any other provision of law, none of the funds made available in this Act shall be used to enter into a full funding grant agreement for a project with a New Starts share greater than 60 percent.]

[Sec. 166. None of the funds in this Act may be available to advance in any way a new fixed guideway capital project towards a full funding grant agreement as defined by 49 U.S.C. 5309 for the Metropolitan Transit Authority of Harris County, Texas if the proposed capital project is constructed on or planned to be constructed on Richmond Avenue west of South Shepherd Drive or on Post Oak Boulevard north of Richmond Avenue in Houston, Texas.]

[Sec. 167. Unobligated and recovered fiscal year 2010 through 2012 funds that were made available to carry out 49 U.S.C. 5339 shall be available to carry out 49 U.S.C. 5309, as amended by Public Law 112–141, subject to the terms and conditions required under such section.]

[Sec. 168. New bus rapid transit projects recommended in the President's budget submission to the Congress of the United States for funds appropriated under the heading "CAPITAL INVESTMENT GRANTS" in this Act shall be funded from \$93,269,369 in unobligated amounts that were made available to carry out the discretionary bus and bus facilities program under 49 U.S.C. 5309 in fiscal years 1999 through 2010: *Provided*, That all such projects shall remain subject to the Capital Investment Grants Program requirements of 49 U.S.C. 5309 for New Starts, Small Starts, or Core Capacity projects as applicable.]

[Sec. 169. Of the funds made available for the Formula Grants program, as authorized by Public Law 97–424, as amended, \$63,465,775 are hereby permanently rescinded: *Provided*, That of the funds made available for the Formula Grants program, as authorized by Public Law 91–453, as amended, \$795,307 are hereby permanently rescinded: *Provided further*, That of the funds made available for the Formula Grants program as authorized by Public Law 95–599, as amended, \$928,838 are hereby permanently rescinded: *Provided further*, That of the funds made available for the University Transportation Research program, as authorized by Public Law 91–453, as amended, and by Public Law 102–240, as amended, \$595,619 are hereby permanently rescinded: *Provided further*, That of the funds made available for the Job Access and Reverse Commute program, as authorized by Public Law 105–178, as amended, \$15,704,469 are hereby permanently rescinded: *Provided further*, That of the funds made available for the Capital Investment Grants program, as authorized by Public Law 105–178, as amended, \$11,429,055 are hereby permanently rescinded: *Provided further*, That of the funds made available for the Research, Training, and Human Resources program, as authorized by Public Law 95–599, as amended, \$419,474 are hereby permanently rescinded: *Provided further*, That of the funds made available for the Interstate Transfer Grants program, as authorized by 23 U.S.C. 103(e)(4), \$2,687,207 are hereby permanently rescinded: *Provided further*, That of the funds made available for the Washington Metropolitan Area Transit Authority, as authorized by section 14 of Public Law 96–184, as amended, and by Public Law 101–551, as amended, \$523,107 are hereby permanently rescinded: *Provided further*, That of the funds made available for the Urban Discretionary Grants program, as authorized by Public Law 88–365, as amended, \$679,314 are hereby permanently rescinded: *Provided further*, That no amounts may be rescinded from amounts that were designated by the Congress as an emergency requirement pursuant to a concurrent resolution on the budget or the Balanced Budget and Emergency Deficit Control Act of 1985, as amended.] (*Department of Transportation Appropriations Act, 2014.*)



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## **TRANSIT CAPITAL ASSISTANCE, RECOVERY ACT**

### **PROGRAM AND PERFORMANCE**

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

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

**Program and Financing (in millions of dollars)**

Identification code: 69-1101-0-1-401		2013 Actual	2014 Enacted	2015 Est.
<b>Change in obligated balances:</b>				
	Obligated balance, start of year (net):			
3000	Unpaid obligations, brought forward, Oct 1.....	1,055	336	44
3020	Outlays (gross).....	-714	-292	-39
3041	Recoveries of prior year unpaid obligations, expired.....	-5	...	...
3050	Unpaid obligations, end of year.....	336	44	5
Memorandum (non-add) entries:				
3100	Obligated balance, start of year.....	1,055	336	44
3200	Obligated balance, end of year.....	336	44	5
<b>Budget Authority and outlays, net:</b>				
	Discretionary:			
	Outlays, gross:			
4011	Outlays from new discretionary authority.....	714	292	39
<b>Offsets against gross budget authority and outlays:</b>				
	Offsetting collections (collected) from:			
4033	Non-Federal sources (NJ ARC Repayment).....	...	-5	-19
<b>Additional offsets against gross budget authority only:</b>				
4052	Offsetting collections credited to expired accounts.....	...	5	19
4070	Budget authority, discretionary (total).....	...	...	...
4080	Outlays, discretionary (total).....	714	287	20
4180	Budget authority, net (total).....	...	...	...
4190	Outlays, net (total).....	714	287	20



## **FIXED GUIDEWAY INFRASTRUCTURE INVESTMENT, RECOVERY ACT**

### **PROGRAM AND PERFORMANCE**

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

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

**Program and Financing (in millions of dollars)**

		2013	2014	2015
Identification code : 69-1102-0-1-401		Actual	Enacted	Est.
<b>Change in obligated balances:</b>				
3000	Unpaid obligations, brought forward, Oct 1.....	93	30	...
3020	Obligations incurred, unexpired accounts.....	-63	-30	...
3050	Unpaid Obligations, end of year.....	30	...	...
Memorandum (non-add) entries:				
3100	Obligated balance, start of year.....	93	30	...
3200	Obligated balance, end of year.....	30	...	...
<b>Budget Authority and outlays, net:</b>				
<b>Discretionary:</b>				
Outlays, gross:				
4011	Outlays from new discretionary authority.....	63	30	...
4080	Outlays, net (discretionary) .....	63	30	...
4180	Budget authority, net (total).....	...	...	...
4190	Outlays, net (total).....	63	30	...

## **MISCELLANEOUS EXPIRED ACCOUNTS**

In FY 2014, the unobligated balances remaining for Miscellaneous Expired Accounts were permanently rescinded.

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

**Program and Financing (in millions of dollars)**

		2013	2014	2015
Identification code : 69-1122-0-1-401		Actual	Enacted	Est.
<b>Budgetary Resources:</b>				
Unobligated balance:				
1000	Unobligated balance brought forward, Oct 1	1	1	...
Budget authority:				
<b>Budgetary resources:</b>				
<b>Budget authority:</b>				
Appropriations, discretionary:				
1131	Unobligated balance of appropriations permanently reduced.....	...	-1	...
1160	Appropriation, discretionary (total).....	...	-1	...
1930	Total budgetary resources available for obligation.....	1	...	...
Memorandum (non-add entries):				
1941	Unexpired unobligated balance, end of year.....	1	...	...
<b>Budget authority and outlays net:</b>				
Discretionary:				
4000	Budget authority, gross.....	...	-1	...
4070	Budget authority, net (discretionary).....	...	-1	...
4180	Budget authority (total).....	...	-1	...
4190	Outlays (total).....	...	...	...

## **JOB ACCESS AND REVERSE COMMUTE GRANTS**

Activities have not been funded in the Job Access and Reverse Commute Grants account since 2005. In FY 2014, the unobligated balance remaining in this account was permanently rescinded. Urbanized Area formula grants may be used to support job access and reverse commute projects in fiscal year 2015.

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

**Program and Financing (in millions of dollars)**

		2013	2014	2015
Identification code : 69-1125-0-1-401		Actual	Enacted	Est.
<b>Budgetary Resources:</b>				
Unobligated balance:				
1000	Unobligated balance carried forward, start of year .....	15	16	1
1021	Recoveries of prior year unpaid obligations.....	1	1	.....
1050	Unobligated balance (total).....	16	17	1
<b>Budgetary resources:</b>				
<b>Budget authority:</b>				
Appropriations, discretionary:				
1131	Unobligated balance of appropriations permanently reduced.....	.....	-16	.....
1160	Appropriations, discretionary (total).....	.....	-16	.....
1900	Budget Authority (total).....	.....	-16	.....
1930	Total budgetary resources available.....	16	1	1
Memorandum (non-add) entries:				
1941	Unexpired unobligated balance, end of year.....	16	1	1
<b>Change in obligated balances:</b>				
Obligated balance, start of year:				
3000	Unpaid obligations, brought forward, Oct 1.....	15	6	...
3020	Outlays (gross).....	-8	-5	...
3040	Recoveries of prior year unpaid obligations, unexpired...	-1	-1	...
3050	Unpaid obligations, end of year (gross).....	6	...	...
Memorandum (non-add) entries:				
3100	Obligated balance, start of year (net).....	15	6	...
3200	Obligated balance, end of year (net).....	6	...	...
<b>Budget authority and outlays net:</b>				
Discretionary:				
4000	Budget authority, gross.....	...	-16	...
Outlays, gross:				
4011	Outlays from discretionary balances.....	8	5	...
4070	Budget authority, net (discretionary).....	...	-16	...
4080	Outlays, net (discretionary).....	8	5	...
4180	Budget authority (net) total.....	...	-16	...
4190	Outlays, net (total).....	8	5	...

## **INTERSTATE TRANSFER GRANTS-TRANSIT**

This account funds transit capital projects substituted for previously withdrawn segments of the Interstate Highway System under the provisions of 23 U.S.C. 103(e)(4). In FY 2014, the unobligated balance remaining in this account was permanently rescinded.

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

**Program and Financing (in millions of dollars)**

		2013	2014	2015
Identification code: 69-1127-0-1-401		Actual	Enacted	Est.
<b>Budgetary Resources:</b>				
Unobligated balance:				
1000	Unobligated balance carried forward, start of year.....	3	3	...
<b>Budgetary resources:</b>				
<b>Budget authority:</b>				
Appropriations, discretionary:				
1131	Unobligated balance of appropriatins permanently reduced.....	...	-3	...
1160	Appropriations, discretionary (total) .....	...	-3	...
1930	Total budgetary resources available for obligation.....	3	...	...
Memorandum (non-add) entries:				
1941	Unexpired unobligated balance, end of year.....	3	...	...
<b>Budget authority and outlays, net:</b>				
Discretionary:				
4000	Budget authority, gross.....	...	-3	...
4070	Budget authority, net (discretionary).....	...	-3	...
4180	Budget authority, net (total).....	...	-3	...
4190	Outlays, net (total).....	...	...	...



## **TECHNICAL ASSISTANCE AND STANDARDS DEVELOPMENT**

The Technical Assistance and Standard Development program enables FTA to provide technical assistance to the public transportation industry and to develop standards for transit service provision, with an emphasis on improving access for all individuals and transportation equity. Through this program, FTA is able to assist grantees to more effectively and efficiently provide public transportation and administer Federal funding in compliance with the law. No funds are requested in this account for FY 2015. The Administration is proposing funding for this program within multi-year surface transportation reauthorization. As part of that reauthorization proposal, programs currently administered from this account would be continued in a new Transit Research and Training account that would be funded from the Mass Transit Account of the Transportation Trust Fund.

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

**Program and Financing (in millions of dollars)**

Identification code: 69-1142-0-1-401		2013 Actual	2014 Enacted	2015 Est.
<b>Obligations by program activity:</b>				
0100	Technical Assistance and Standards Development.....	...	5	...
0900	Total new obligations (object class 41.0).....	...	5	...
<b>Budgetary resources:</b>				
<b>Budget authority:</b>				
Appropriations, discretionary:				
1100	Appropriation.....	...	5	...
1160	Appropriation, discretionary (total).....	...	5	...
1930	Total budgetary resources available for obligation.....	...	5	...
<b>Change in obligated balances:</b>				
3000	Unpaid obligations, brought forward, Oct 1.....	...	...	1
3010	Obligations incurred, unexpired accounts.....	...	5	...
3020	Outlays (gross).....	...	-4	-1
3050	Unpaid obligations, end of year.....	...	1	...
Memorandum (non-add entries):				
3100	Obligated balance, start of year.....	...	...	1
3200	Obligated balance, end of year.....	...	1	...
<b>Budget authority and outlays, net:</b>				
Discretionary:				
4000	Budget authority, gross.....	...	5	...
Outlays, gross:				
4010	Outlays from new discretionary authority.....	...	4	...
4011	Outlays from dimandatory balances.....	...	...	1
4020	Outlays (gross) total.....	...	4	1
4070	Budget authority, net (discretionary).....	...	5	...
4080	Outlays, net (discretionary).....	...	4	1
4180	Budget authority, net (total).....	...	5	...
4190	Outlays, net (total).....	...	4	1

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

**Object Classification (in thousands of dollars)**

		2013	2014	2015
		Actual	Enacted	Est.
Identification code: 69-1142-0-1-401				
<b>Direct obligations:</b>				
25.5	Research and Development Contracts.....	...	5	...

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

**Program and Financing (in millions of dollars)**

		2013	2014	2015
Identification code : 69-1142-4-1-401		Actual	Enacted	Est. 1/
<b>Budgetary resources:</b>				
<b>Budget authority:</b>				
Appropriations, discretionary:				
1200	Appropriation.....	...	...	-5
1260	Appropriation, mandatory (total).....	...	...	-5
1930	Total budgetary resources available for obligation.....	...	...	-5
Memorandum (non-add) entries:				
1941	Unexpired unobligated balance, end of year.....	...	...	-5
<b>Change in obligated balances:</b>				
3000	Unpaid obligations, brought forward, Oct 1.....	...	...	...
3020	Outlays (gross).....	...	...	4
3050	Unpaid obligations, end of year.....	...	...	4
Memorandum (non-add) entries:				
3100	Obligated balance, start of year.....	...	...	...
3200	Obligated balance, end of year.....	...	...	4
<b>Budget authority and outlays, net:</b>				
Mandatory:				
4090	Budget authority, gross.....	...	...	-5
Outlays, gross:				
4100	Outlays from new mandatory authority.....	...	...	-4
4160	Budget authority, net (mandatory).....	...	...	-5
4170	Outlays, net (mandatory).....	...	...	-4
4180	Budget authority, net (total).....	...	...	-5
4190	Outlays, net (total).....	...	...	-4

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

**Program and Financing (in millions of dollars)**

Identification code : 69-1142-7-1-401		2013 Actual	2014 Enacted	2015 Est.
<b>Budgetary resources:</b>				
<b>Budget authority:</b>				
Appropriations, discretionary:				
1100	Appropriation.....	...	-5	...
1160	Appropriation, discretionary (total).....	...	-5	...
Appropriations, mandatory:				
1200	Appropriation.....	...	5	...
1260	Appropriations, mandatory (total).....	...	5	...
1900	Budget authority (total).....	...	...	5
1930	Total budgetary resources available for obligation.....	...	...	5
Memorandum (non-add) entries:				
1941	Unexpired unobligated balance, end of year.....	...	...	5
<b>Change in obligated balances:</b>				
3000	Unpaid obligations, brought forward, Oct 1 (gross).....	...	...	...
3020	Outlays (gross).....	...	...	-4
3050	Unpaid obligations, end of year.....	...	...	-4
Memorandum (non-add) entries:				
3100	Obligated balance, start of year.....	...	...	...
3200	Obligated balance, end of year.....	...	...	-4
<b>Budget authority and outlays, net:</b>				
Discretionary:				
4000	Budget authority, gross.....	...	-5	...
Outlays, gross:				
4010	Outlays from new discretionary authority.....	...	-4	...
4011	Outlays from discretionary balances.....	...	...	-1
4020	Outlays, gross (total).....	...	-4	-1
4070	Budget authority, net (discretionary).....	...	-5	...
4080	Outlays, net (discretionary).....	...	-4	-1
Mandatory:				
4090	Budget authority, gross.....	...	5	5
Outlays, gross:				
4100	Outlays from new mandatory authority.....	...	4	4
4101	Outlays from mandatory balances.....	...	...	1
4110	Outlays, gross (total).....	...	4	5
4160	Budget authority, net (mandatory).....	...	5	5
4170	Outlays, net (mandatory).....	...	4	5
4180	Budget authority, net (total).....	...	...	5
4190	Outlays, net (total).....	...	...	4

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

**Program and Financing (in millions of dollars)**

		2013	2014	2015
Identification code : 69-1142-9-401		Actual	Enacted	Est.
<b>Budgetary resources:</b>				
<b>Budget authority:</b>				
Appropriations, discretionary:				
1100	Appropriation.....	...	...	...
1160	Appropriation, discretionary (total).....	...	...	...
4180	Budget authority, net (total).....	...	...	...
4190	Outlays, net (total).....	...	...	...

## **RESEARCH, TRAINING, AND HUMAN RESOURCES**

Activities have not been funded in the Research, Training and Human Resources account since 2005. In FY 2014, the unobligated balance remaining in this account was permanently rescinded. Grants from the Transit Research and Training account may be used to support research and industry training projects in fiscal year 2015.

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

**Program and Financing (in millions of dollars)**

		2013	2014	2015
Identification code : 69-1121-0-1-401		Actual	Enacted	Est.
<b>Change in obligated balances:</b>				
	Obligated balance, start of year.....			
3000	Unpaid obligations, brought forward, Oct 1...	1	1	1
		-----	-----	-----
3050	Unpaid obligations, end of year.....	1	1	1
Memorandum (non-add) entries:				
3100	Obligated balance, start of year.....	1	1	1
3200	Obligated balance, end of year.....	1	1	1
4180	Budget authority, net (total).....	...	...	...
4190	Outlays, net (total).....	...	...	...



## **FORMULA GRANTS**

This schedule shows the obligation and outlay of formula grant program funding made available in fiscal years prior to 2006. In 2014, \$65 million of the unobligated balance remaining in this account was permanently rescinded. In 2015, funds requested for transit formula grant programs are included in the Transit Formula Grants account and funded exclusively by the Mass Transit Account of the Transportation Trust Fund.

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

**Program and Financing (in millions of dollars)**

Identification code : 69-1129-0-1-401		2013 Actual	2014 Enacted	2015 Est.
<b>Obligations by program activity:</b>				
0001	Urban Formula Capital.....	12	9	6
0002	Elderly and Disabled.....	...	...	1
0003	Nonurban Formula.....	2	1	1
0004	Other Programs.....	...	1	1
		14	11	9
<b>Reimbursable obligations:</b>				
0801	FEMA Reimbursable.....	3	1	...
0809	Reimbursable program activities, subtotal.....	3	1	...
0900	Total new obligations.....	17	12	9
<b>Budgetary Resources:</b>				
Unobligated balance:				
1000	Unobligated balance brought forward, Oct 1.....	86	89	16
1011	Unobligated balance transfer from other accounts (69-9911)....	7	...	...
1021	Recoveries of prior year unpaid obligations.....	9	2	2
1050	Unobligated balance (total).....	102	91	18
<b>Budgetary resources:</b>				
<b>Budget authority:</b>				
Appropriations, discretionary:				
1131	Unobligated balance of appropriations permanently reduced.....	...	-65	...
1160	Appropriation, discretionary (total).....	...	-65	...
<b>Spending authority from offsetting collections,</b>				
Discretionary:				
1700	Collected.....	2	2	...
1701	Change in uncollected payments, Federal sources.....	2	...	...
1750	Spending auth from offsetting collections, disc (total).....	4	2	...
1900	Budget authority (total).....	4	-63	...
1930	Total budgetary resources available.....	106	28	18
Memorandum (non-add) entries:				
1941	Unexpired unobligated balance, end of year.....	89	16	9
<b>Change in obligated balances:</b>				
3000	Unpaid obligations, brought forward, Oct 1.....	430	302	176
3010	Uncollected pymts, Fed sources, brought forward Oct 1.....	17	12	9
3020	Obligated balance, start of year.....	-136	-136	-85
3040	Outlays (gross).....	-9	-2	-2
3050	Unpaid obligations, end of year.....	302	176	98
3060	Uncollected payments, Fed sources, brought forward, Oct 1.....	-14	-16	-16
3070	Change in Uncollected payments, Fed sources, unexpired.....	-2	...	...
3090	Uncollected payments, Fed sources, end of year.....	-16	-16	-16
Memorandum (non-add) entries:				
3100	Obligated balance, start of year.....	416	286	160
3200	Obligated balance, end of year.....	286	160	82

<b>Budget Authority and Outlays, net:</b>				
Discretionary:				
4000	Budget authority, gross.....	4	-63	...
Outlays, gross:				
4011	Outlays from discretionary balances.....	136	136	85
4030	Offsetting collections (collected).....	-2	-2	...
4050	Change in uncollected pymts, Fed sources, unexpired.....	-2	...	...
4070	Outlays from discretionary balances.....	...	-65	...
4080	Outlays, net (discretionary).....	134	134	85
4180	Budget authority (total).....	...	-65	...
4190	Outlays (total).....	134	134	85

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

**Object Classification (in millions of dollars)**

		2013	2014	2015
Identification code : 69-1129-0-1-401		Actual	Enacted	Est.
<b>Direct obligations:</b>				
41.0	Grants, subsidies and contributions.....	14	11	9
<b>Reimbursable obligations:</b>				
41.0	Grants, subsidies and contributions.....	3	1	...
99.9	Total new obligations.....	17	12	9



## **GRANTS FOR ENERGY EFFICIENCY AND GREENHOUSE GAS REDUCTIONS**

Initiated within the American Recovery & Reinvestment Act (ARRA) of 2009, this program provided grants to public transit agencies for capital investments to reduce the energy consumption or greenhouse gas emissions of their public transportation operations. Activities have not been funded in this account since 2011. This schedule shows the obligations and outlays of funding made available for this program in fiscal years prior to 2012. In 2015, projects to increase energy efficiency and decrease greenhouse gas emissions can be funded with Urbanized Area Formula grants and Rural Area Formula grants.

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

**Program and Financing (in millions of dollars)**

Identification code: 69-1131-0-1-401		2013 Actual	2014 Enacted	2015 Est.
<b>Obligations by program activity:</b>				
0001	Energy and Greenhouse Gas Reductions.....	14	...	...
0900	Total new obligations.....	14	...	...
<b>Budgetary Resources:</b>				
Unobligated balance:				
1000	Unobligated balance brought forward, Oct 1.....	14	...	...
<b>Budgetary resources:</b>				
<b>Budget authority:</b>				
Appropriations, discretionary:				
1160	Appropriation, discretionary (total).....	...	...	...
1930	Total budgetary resources available for obligation.....	14	...	...
<b>Change in obligated balances:</b>				
3000	Unpaid obligations, brought forward, Oct 1.....	99	88	63
3010	Obligations incurred, unexpired accounts .....	14	...	...
3020	Outlays (gross).....	-25	-25	-21
3050	Unpaid obligations, end of year.....	88	63	42
Memorandum (non-add) entries:				
3100	Obligated balance, start of year.....	99	88	63
3200	Obligated balance, end of year.....	88	63	42
<b>Budget authority and outlays, net:</b>				
Discretionary:				
4011	Budget authority, net (discretionary).....	25	25	21
4080	Outlays, net (discretionary).....	25	25	21
4180	Budget authority, net (total).....	...	...	...
4190	Outlays, net (total).....	25	25	21

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

**Object Classification (in millions of dollars)**

		2013	2014	2015
Identification code: 69-1131-0-1-401		Actual	Enacted	Est.
<b>Direct obligations:</b>				
41.0	Grants, subsidies, and contributions.....	14	...	...





## **CAPTIAL INVESTMENT GRANTS**

The Federal Transit Administration's (FTA) Capital Investment Grants program is designed to increase the capacity of local transit networks and to meet ridership demands in communities across the nation. These objectives of this program are accomplished by supporting the construction of new fixed guideway systems or extensions to fixed guideways, corridor-based bus rapid transit systems, and core capacity improvement projects. These projects include heavy rail, light rail, commuter rail, bus rapid transit, ferries, and streetcar systems. FTA allocates resources to grantees through a multi-year, multi-step competitive process. Prior to funding, each project is required to obtain an acceptable rating under a set of statutorily defined criteria that examine project merit and local financial commitment. The Administration is proposing to fund the Capital Investment Grants program within a multi-year surface transportation reauthorization. As part of that reauthorization proposal, programs currently administered from this account would be funded from the Mass Transit Account of the Transportation Trust Fund.

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

Program and Financing (in millions of dollars)

Identification code : 69-1134-0-1-401		2013 Actual	2014 Enacted	2015 Est. 1/
<b>Obligations by program activity:</b>				
0001	Capital Investment Grants.....	1,697	2,203	1,225
0003	Lower Manhattan Recovery P.L. 107-206 .....	1	10	10
0799	Total direct obligations.....	1,698	2,213	1,235
0801	FEMA Reimbursable LMRO PL 107-206.....	8	4	4
0900	Total new obligations.....	1,706	2,217	1,239
<b>Budgetary resources:</b>				
Unobligated balance:				
1000	Unobligated balance carried forward, Oct 1.....	1,319	1,510	1,239
1021	Recoveries of prior year unpaid obligations.....	23	...	...
1050	Unobligated balance (total).....	1,342	1,510	1,239
<b>Budgetary resources:</b>				
<b>Budget authority:</b>				
Appropriations, discretionary:				
1100	Appropriation.....	1,955	1,943	...
1130	Appropriations permanently reduced.....	-100	...	...
1131	Unobligated balance of appropriations permanently reduced.....	...	-11	...
1160	Appropriation, discretionary (total).....	1,855	1,932	...
<b>Spending authority from offsetting collections:</b>				
Discretionary:				
1700	Collected.....	19	14	...
1750	Spending Auth. from offsetting collections, disc (total).....	19	14	...
1900	Budget Authority (total).....	1,874	1,946	...
1930	Total budgetary resources available.....	3,216	3,456	1,239
Memorandum (non-add) entries:				
1941	Unexpired unobligated balance, end of year.....	1,510	1,239	...
<b>Changes in obligated balance:</b>				
3000	Unpaid obligations, brought forward, Oct 1.....	3,900	3,451	3,280
3010	Obligations incurred, unexpired accounts.....	1,706	2,217	1,239
3020	Outlays (gross).....	-2,132	-2,388	-1,833
3040	Recoveries of prior year unpaid obligations, unexpired.....	-23	...	...
3050	Unpaid obligations, end of year.....	3,451	3,280	2,686
Memorandum (non-add) entries:				
3100	Obligated balance, start of year (net).....	3,900	3,451	3,280
3200	Obligated balance, end of year (net).....	3,451	3,280	2,686
<b>Budget authority and outlays, net:</b>				
Discretionary:				
4000	Budget authority, gross.....	1,874	1,946	...
Outlays, gross:				
4010	Outlays from new discretionary authority.....	398	566	...
4011	Outlays from discretionary balances.....	1,734	1,822	1,833
4020	Outlays, gross (total).....	2,132	2,388	1,833
<b>Offsets against gross budget authority and outlays:</b>				
Offsetting collection (collected) from:				
4033	Non-Federal Sources.....	-19	-14	...
4070	Budget authority, net (discretionary).....	1,855	1,932	...
4080	Outlays, net (discretionary).....	2,113	2,374	1,833
4180	Budget authority, net (total).....	1,885	1,932	...
4190	Outlays net (total).....	2,113	2,113	1,833

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

**Object Classification (in millions of dollars)**

		2013	2014	2015
Identification code: 69-1134-0-1-401		Actual	Enacted	Est. 1/
<b>Direct obligations:</b>				
Personnel compensation:				
11.1	Full-time permanent.....	1	1	1
25.2	Other services from non-Federal sources.....	8	36	17
41.0	Grants, subsidies, and contributions.....	1,689	2,176	1,217
99.0	Subtotal, obligations.....	1,698	2,213	1,235
<b>Reimbursable obligations:</b>				
41.0	Grants, subsidies, and contributions.....	8	4	4
99.9	Total new obligations.....	1,706	2,217	1,239
		2013	2014	2015
Identification code: 69-1134-0-1-401		Actual	Enacted	Est.
Direct Full-time equivalent employment.....		5	5	5

1/ Funding source changed from Discretionary (appropriated) to Mandatory (trust fund 69-8543-4).

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

**Program and Financing (in millions of dollars)**

		2013	2014	2015
Identification code : 69-1134-4-1-401		Actual	Enacted	Est. 1/
<b>Budgetary resources:</b>				
<b>Budget authority:</b>				
Appropriations, discretionary:				
1200	Appropriation.....	...	...	-1,976
1260	Appropriations, mandatory (total).....	...	...	-1,976
1900	Budget authority (total).....	...	...	-1,976
1930	Total budgetary resources available for obligation.....	...	...	-1,976
Memorandum (non-add) entries:				
1941	Unexpired unobligated balance, end of year.....	...	...	-1,976
<b>Change in obligated balances:</b>				
3000	Unpaid obligations, brought forward, Oct 1.....	...	...	...
3020	Outlays (gross).....	...	...	573
3050	Unpaid obligations, end of year.....	...	...	573
Memorandum (non-add) entries:				
3100	Obligated balance, start of year.....	...	...	...
3200	Obligated balance, end of year.....	...	...	573
<b>Budget authority and outlays, net:</b>				
Mandatory:				
4090	Budget authority, gross.....	...	...	-1,976
Outlays, gross:				
4100	Outlays from new mandatory authority.....	...	...	-573
4160	Budget authority, net (mandatory).....	...	...	-1,976
4170	Outlays, net (mandatory).....	...	...	-573
4180	Budget authority, net (total).....	...	...	-1,976
4190	Outlays, net (total).....	...	...	-573

1/ Funding source changed from Discretionary (appropriated) to Mandatory (trust fund 69-8543-4).

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

**Program and Financing (in millions of dollars)**

Identification code : 69-1134-7-1-401		2013 Actual	2014 Enacted	2015 Est. 1/
<b>Budgetary resources:</b>				
<b>Budget authority:</b>				
Appropriations, discretionary:				
1100	Appropriation.....	...	-1,943	...
1131	Unobligated balance of appropriation permanently reduced.....	...	11	...
1160	Appropriations, discretionary (total).....	...	-1,932	...
Appropriations, mandatory:				
1200	Appropriation.....	...	1,943	1,976
1230	Unobligated balance of appropriation permanently reduced.....	...	-11	-11
1260	Appropriations, mandatory (total).....	...	1,932	1,965
1900	Budget authority (total).....	...	...	1,965
1930	Total budgetary resources available for obligation.....	...	...	1,965
Memorandum (non-add) entries:				
1941	Unexpired unobligated balance, end of year.....	...	...	1,965
<b>Change in obligated balances:</b>				
3000	Unpaid obligations, brought forward, Oct 1.....	...	...	...
3020	Outlays (gross).....	...	...	-573
3050	Unpaid obligations, end of year.....	...	...	-573
Memorandum (non-add) entries:				
3100	Obligated balance, start of year.....	...	...	...
3200	Obligated balance, end of year.....	...	...	-573
<b>Budget authority and outlays, net:</b>				
Discretionary:				
4000	Budget authority, gross.....	...	-1,932	...
Outlays, gross:				
4010	Outlays from new discretionary authority.....	...	-563	...
4011	Outlays from discretionary balances.....	...	-1,408	-1,433
4020	Total outlays (gross).....	...	-1,971	-1,433
4070	Budget authority, net (discretionary).....	...	-1,932	...
4080	Outlays, net (discretionary).....	...	-1,971	-1,433
<b>Mandatory:</b>				
4090	Budget authority, gross.....	...	1,932	1,965
Outlays, gross:				
4100	Outlays from new mandatory authority.....	...	563	573
4101	Outlays from mandatory balances.....	...	1,408	1,433
4110	Total outlays (gross).....	...	1,971	2,006
4160	Budget authority, net (mandatory).....	...	1,932	1,965
4170	Outlays, net (mandatory).....	...	1,971	2,006
4180	Budget authority, net (total).....	...	...	1,965
4190	Outlays, net (total).....	...	...	573
1/ Funding source changed from Discretionary (appropriated) to Mandatory (trust fund 69-8543-4).				

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

**Program and Financing (in millions of dollars)**

		2013	2014	2015
Identification code : 69-1134-9-1-401		Actual	Enacted	Est. 1/
<b>Budgetary resources:</b>				
<b>Budgetary authority:</b>				
Appropriations, discretionary:				
1100	Appropriation.....	-1,955	...	...
1130	Appropriations permanently reduced.....	100	...	...
1160	Appropriations, discretionary (total).....	-1,855	...	...
Appropriations, mandatory:				
1200	Appropriation.....	1,955	...	...
1230	Appropriations and/or unobligated balance of appropriations permanently reduced.....	-100	...	...
1260	Appropriations, mandatory (total).....	1,855	...	...
1900	Budget authority (total).....	...	...	...
1930	Total budgetary resources available for obligation.....	...	...	...
<b>Budget authority and outlays, net:</b>				
Discretionary:				
4000	Budget authority, gross.....	-1,855	...	...
Outlays, gross:				
4010	Outlays from new discretionary authority.....	-398	...	...
4011	Outlays from discretionary balances.....	-1,296	...	...
4020	Total outlays (gross).....	-1,694	...	...
4070	Budget authority, net (discretionary).....	-1,855	...	...
4080	Outlays, net (discretionary).....	-1,694	...	...
Mandatory:				
4090	Budget authority, gross.....	1,855	...	...
Outlays, gross:				
4100	Outlays from new mandatory authority.....	398	...	...
4101	Outlays from mandatory balances.....	1,296	...	...
4110	Total outlays (gross).....	1,694	...	...
4160	Budget authority, net (mandatory).....	1,855	...	...
4170	Outlays, net (mandatory).....	1,694	...	...
4180	Budget authority, net (total).....	...	...	...
4190	Outlays, net (total).....	...	...	...

1/ Funding source changed from Discretionary (appropriated) to Mandatory (trust fund 69-8543-4).

## **ADMINISTRATIVE EXPENSES**

[For necessary administrative expenses of the Federal Transit Administration's programs authorized by chapter 53 of title 49, United States Code, \$105,933,000, of which not less than \$4,000,000 shall be available to carry out the provisions of 49 U.S.C. 5329 and not less than \$1,000,000 shall be available to carry out the provisions of 49 U.S.C. 5326: Provided , That none of the funds provided or limited in this Act may be used to create a permanent office of transit security under this heading: Provided further , That upon submission to the Congress of the fiscal year 2015 President's budget, the Secretary of Transportation shall transmit to Congress the annual report on New Starts, including proposed allocations for fiscal year 2015] (Department of Transportation Appropriations Act, 2014.

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

**Program and Financing (in millions of dollars)**

		2013	2014	2015
Identification code: 69-1120-0-1-401		Actual	Enacted	Est. 1/
<b>Obligations by program activity:</b>				
0001	Administration expenses.....	97	101	...
0002	Transit Safety Oversight.....	...	4	...
0003	Transit Asset Management.....	...	1	...
0900	Total new obligations.....	97	106	...
1000	Unobligated balance brought forward, Oct 1.....	...	1	1
<b>Budgetary resources:</b>				
<b>Budget authority:</b>				
Appropriations, discretionary:				
1100	Appropriation.....	103	106	...
1130	Appropriations permanently reduced.....	-5	...	...
1160	Appropriation, discretionary (total).....	98	106	...
1930	Total budgetary resources available for obligation.....	98	107	1
Memorandum (non-add) entries:				
1941	Unexpired unobligated balance, end of year.....	1	1	1
<b>Change in obligated balances:</b>				
3000	Unpaid obligations, brought forward, Oct 1 (gross).....	12	14	6
3010	Obligations incurred, unexpired accounts.....	97	106	...
3011	Obligations incurred, expired accounts.....	1	1	2
3020	Outlays (gross).....	-94	-113	-5
3041	Recoveries of prior year unpaid obligations, expired.....	-2	-2	-2
3050	Unpaid obligations, end of year.....	14	6	1
Memorandum (non-add entries):				
3100	Obligated balance, start of year.....	12	14	6
3200	Obligated balance, end of year.....	14	6	1
<b>Budget authority and outlays, net:</b>				
<b>Discretionary:</b>				
4000	Budget authority, gross.....	98	106	...
<b>Outlays, gross:</b>				
4010	Outlays from new discretionary authority.....	85	101	...
4011	Outlays from discretionary balances.....	9	12	5
4020	Outlays, gross (total).....	94	113	5
4070	Budget authority, net (discretionary).....	98	106	...
4080	Outlays, net (discretionary).....	94	113	5
4180	Budget authority, net (total).....	98	106	...
4190	Outlays, net (total).....	94	113	5

1/ Funding source changed from Discretionary (appropriated) to Mandatory (trust fund 69-8350-0).

(Continued on next page)



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

**Object Classification (in millions of dollars)**

		2013	2014	2015
Identification code: 69-1120-0-1-401		Actual	Enacted	Est. 1/
<b>Direct obligations:</b>				
<b>Personnel Compensation:</b>				
11.1	Full- time permanent.....	52	56	...
11.3	Other than full-time permanent.....	1	3	...
11.9	Total personnel compensation.....	53	59	...
12.1	Civilian personnel benefits.....	15	16	...
21.0	Travel and transportation of persons.....	1	1	...
23.1	Rental payments to GSA.....	7	7	...
23.3	Communications, utilities, and misc. charges.....	1	1	...
25.2	Other services.....	1	1	...
25.3	Other services - Federal Sources.....	17	19	...
25.7	Operation and maintenance of equipment.....	1	2	...
31.0	Equipment.....	1	...	...
99.9	Total new obligations.....	97	106	...

**Employment Summary**

		2013	2014	2015
Identification code : 69-1120-0-1-401		Actual	Enacted	Est. 1/
<b>Employment Summary:</b>				
	Direct civilian full-time equivalent employment.....	506	530	...

1/ Funding source changed from Discretionary (appropriated) to Mandatory (trust fund 69-8350-0).

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

**Program and Financing (in millions of dollars)**

		2013	2014	2015
Identification code : 69-1120-4-1-401		Actual 1/	Enacted 1/	Est. 2/
<b>Budgetary resources:</b>				
<b>Budget authority:</b>				
Appropriations, discretionary:				
1200	Appropriation.....	...	...	-111
1260	Appropriations, mandatory (total).....	...	...	-111
1900	Budget authority (total).....	...	...	-111
1930	Total budgetary resources available for obligation.....	...	...	-111
Memorandum (non-add) entries:				
1941	Unexpired unobligated balance, end of year.....	...	...	-111
<b>Change in obligated balances:</b>				
3000	Unpaid obligations, brought forward, Oct 1.....	...	...	...
3020	Outlays (gross).....	...	...	105
3050	Unpaid obligations, end of year.....	...	...	105
Memorandum (non-add) entries:				
3100	Obligated balance, start of year.....	...	...	...
3200	Obligated balance, end of year.....	...	...	105
<b>Budget authority and outlays, net:</b>				
Mandatory:				
4090	Budget authority, gross.....	...	...	-111
Outlays, gross:				
4100	Outlays from new mandatory authority.....	...	...	-105
4160	Budget authority, net (mandatory).....	...	...	-111
4170	Outlays, net (mandatory).....	...	...	-105
4180	Budget authority, net (total).....	...	...	-111
4190	Outlays, net (total).....	...	...	-105

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

2/ Funding source changed from mandatory (appropriated) to Mandatory (trust fund 69-8540-4-401).

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

**Program and Financing (in millions of dollars)**

		2013	2014	2015
Identification code: 69-1120-7-1-401		Actual 1/	Enacted 1/	Est. 2/
<b>Budgetary resources:</b>				
<b>Budget authority:</b>				
Appropriations, discretionary:				
1100	Appropriation.....	...	-106	...
1160	Appropriations, discretionary (total).....	...	-106	...
Appropriations, mandatory:				
1200	Appropriation.....	...	106	111
1260	Appropriations, mandatory (total).....	...	106	111
1900	Budget authority (total).....	...	...	111
1930	Total budgetary resources available for obligation.....	...	...	111
Memorandum (non-add) entries:				
1940	Unexpired unobligated balance, end of year.....	...	...	111
<b>Change in obligated balances:</b>				
3000	Unpaid obligations, brought forward, Oct 1.....	...	...	...
3020	Outlays (gross).....	...	...	-105
3050	Unpaid obligations, end of year.....	...	...	-105
Memorandum (non-add) entries:				
3100	Obligated balance, start of year.....	...	...	...
3200	Obligated balance, end of year.....	...	...	-105
<b>Budget authority and outlays, net:</b>				
Discretionary:				
4000	Budget authority, gross.....	...	-106	...
Outlays, gross:				
4010	Outlays from new discretionary authority.....	...	-101	...
4011	Outlays from discretionary balances.....	...	-12	-5
4020	Total outlays (gross).....	...	-113	-5
4070	Budget authority, net (discretionary).....	...	-106	...
4080	Outlays, net (discretionary).....	...	-113	5
Mandatory:				
4090	Budget authority, gross.....	...	106	111
Outlays, gross:				
4100	Outlays from new mandatory authority.....	...	101	105
4101	Outlays from mandatory balances.....	...	12	5
4110	Total outlays (gross).....	...	113	110
4160	Budget authority, net (mandatory).....	...	106	111
4170	Outlays, net (mandatory).....	...	113	110
4180	Budget authority, net (total).....	...	...	111
4190	Outlays, net (total).....	...	...	105

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

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

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

**Program and Financing (in millions of dollars)**

		2013	2014	2015
Identification code: 69-1120-9-1-401		Actual	Enacted	Est. 1/
<b>Budgetary resources:</b>				
<b>Budget authority:</b>				
Appropriations, discretionary:				
1100	Appropriation.....	-98	...	...
1160	Appropriations, discretionary (total).....	-98	...	...
Appropriations, mandatory:				
1200	Appropriation.....	98	...	...
1260	Appropriations, mandatory (total).....	98	...	...
1900	Budget authority (total).....	...	...	...
1930	Total budgetary resources available for obligation.....	...	...	...
<b>Budget authority and outlays, net:</b>				
Discretionary:				
4000	Budget authority, gross.....	-98	...	...
Outlays, gross:				
4010	Outlays from new discretionary authority.....	-85	...	...
4011	Outlays from discretionary balances.....	-9	...	...
4020	Total outlays (gross).....	-94	...	...
4070	Budget authority, net (discretionary).....	-98	...	...
4080	Outlays, net (discretionary).....	-94	...	...
<b>Mandatory:</b>				
4090	Budget authority, gross.....	98	...	...
Outlays, gross:				
4100	Outlays from new mandatory authority.....	85	...	...
4101	Outlays from mandatory balances.....	9	...	...
4110	Total outlays (gross).....	94	...	...
4160	Budget authority, net (mandatory).....	98	...	...
4170	Outlays, net (mandatory).....	94	...	...
4180	Budget authority, net (total).....	...	...	...
4190	Outlays, net (total).....	...	...	...
1/ Funding source changed from Discretionary (appropriated) to Mandatory (trust fund 69-8350-0).				

## **PUBLIC TRANSPORTATION EMERGENCY RELIEF PROGRAM**

The Public Transportation Emergency Relief Program helps transit agencies restore needed transportation services immediately following disaster events. Both capital and operating costs are eligible for funding following an emergency; however, this program does not replace the Federal Emergency Management Agency's capital assistance program. FTA administers the 2013 \$10.9 billion supplemental appropriation (adjusted to \$10.2 billion after sequestration and the transfer of funds to the Office of the Inspector General and the Federal Railroad Administration) provided by the Disaster Relief Appropriations Act, 2013 (Public Law 113–2) following Hurricane Sandy through this account. The Hurricane Sandy funds are only available for emergency relief, recovery and resiliency projects in the areas impacted by Hurricane Sandy. No funds are requested in this account for 2015. The Administration is proposing to fund this program within a multi-year surface transportation reauthorization. As part of the reauthorization proposal, funding from this account will be funded from the Mass Transit Account of the Transportation Trust Fund.

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

**Program and Financing (in millions of dollars)**

		2013	2014	2015
Identification code : 69-1140-0-1-401		Actual	Enacted	Est. 1/
<b>Obligations by program activity:</b>				
0100	2013 Hurricane Sandy Emergency Supplemental (P.L. 113-2).....	586	1,275	2,353
0300	2013 Hurricane Sandy Emergency Supplemental (P.L. 113-2 Administration and Oversight).....	...	6	6
0900	Total new obligations .....	586	1,281	2,359
<b>Budgetary Resources:</b>				
Unobligated balance:				
1000	Unobligated Balance Brought Forward, Oct. 1.....	...	9,578	8,297
<b>Budgetary resources:</b>				
<b>Budget authority:</b>				
Appropriations, discretionary:				
1100	Appropriation.....	10,900	...	...
1120	Appropriation transferred to other accounts (69-0130)....	-6	...	...
1120	Appropriation transferred to other accounts (69-0704)....	-185	...	...
1130	Appropriations permanently reduced.....	-545	...	...
1160	Appropriation, Discretionary (total).....	10,164	...	...
1930	Total budgetary resources available for obligation.....	10,164	9,578	8,297
Memorandum (non-add) entries:				
1941	Unexpired unobligated balance, end of year.....	9,578	8,297	5,938
<b>Change in obligated balances:</b>				
3000	Unpaid obligations, brought forward, Oct 1.....	...	375	1,046
3010	Obligations incurred, unexpired accounts.....	586	1,281	2,359
3020	Outlays (gross).....	-211	-610	-915
3050	Unpaid obligations, end of year.....	375	1,046	2,490
Memorandum (non-add) entries:				
3100	Obligated balance, start of year.....	...	375	1,046
3200	Obligated balance, end of year.....	375	1,046	2,490
<b>Budget authority and outlays, net:</b>				
<b>Discretionary:</b>				
4000	Budget authority, gross.....	10,164	...	...
Outlays, gross:				
4010	Outlays from new discretionary authority.....	211	...	...
4011	Outlays from discretionary balances.....	...	610	915
4020	Outlays, gross (total).....	211	610	915
4070	Budget authority, net (discretionary).....	10,164	...	...
4080	Outlays, net (discretionary).....	211	610	915
4180	Budget authority, net (total).....	10,164	...	...
4190	Outlays, net (total).....	211	610	915

1/ Funding source changed from Discretionary (appropriated) to Mandatory (trust fund 69-8519-4-7-401).

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

**Object Classification (in millions of dollars)**

		2013	2014	2015
Identification code: 69-1140-0-1-401		Actual	Enacted	Est. 1/
<b>Direct obligations:</b>				
Personnel compensation:				
11.1	Personnel compensation: Full-time permanent.....	1	3	3
12.1	Civilian personnel benefits.....	...	1	1
41.0	Grants, subsidies, and contributions.....	584	1,277	2,355
99.0	Subtotal, obligations, Direct obligations.....	585	1,281	2,359
99.5	Below reporting threshold.....	1	...	...
99.9	Total new obligations.....	586	1,281	2,359
<b>Employment Summary:</b>				
	Direct Full-time equivalent employment.....	11	31	40
1/ Funding source changed from Discretionary (appropriated) to Mandatory (trust fund 69-8519-4-7-401).				





## **RESEARCH AND UNIVERSITY RESEARCH CENTERS**

The Federal Transit Administration research programs include discretionary grant support for the National Research Program, Transit Cooperative Research, the National Transit Institute, and University Transportation Centers' research. No funds are requested in this account for FY 2015. The Administration is proposing funding these programs within multi-year surface transportation reauthorization. As part of that reauthorization proposal, programs currently administered from this account would be continued in a new Transit Research and Training account that would be funded from the Mass Transit Account of the Transportation Trust Fund.

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

**Program and Financing (in millions of dollars)**

Identification code: 69-1137-0-1-401		2013 Actual	2014 Enacted	2015 Est. 1/
<b>Obligations by program activity:</b>				
0100	Research and University Research Centers.....	26	49	45
0801	Reimbursable program.....	4	6	6
0900	Total new obligations.....	30	55	51
<b>Budgetary Resources:</b>				
Unobligated balance:				
1000	Unobligated balance carried forward, start of year.....	106	125	118
1021	Resources available from recoveries of prior year obligations.....	6	5	...
1050	Unobligated balance.....	112	130	118
<b>Budgetary resources:</b>				
Budget authority:				
Appropriations, discretionary:				
1100	Appropriation.....	44	43	...
1130	Appropriations permanently reduced.....	-2	...	...
1160	Appropriation, discretionary (total)	42	43	...
<b>Spending authority from offsetting collections:</b>				
Discretionary:				
1700	Collected.....	2	...	...
1701	Change in uncollected customer payments, Federal sources.....	-1	...	...
1750	Spending authority from offsetting collections, disc (total).....	1	...	...
1900	Budget authority (total).....	43	43	...
1930	Total new resources available.....	155	173	118
Memorandum (non-add) entries:				
1941	Unexpired unobligated balances, end of year.....	125	118	67
1/ Funding source changed from Discretionary (appropriated) to Mandatory (trust fund 69-8542-4-7-401).				
(Continued on next page)				

<b>Change in obligated balance:</b>				
3000	Unpaid Obligations, brought forward, Oct 1.....	92	68	65
3010	Obligations incurred, unexpired accounts.....	30	55	51
3020	Outlays (gross).....	-48	-53	-52
3040	Recoveries of prior year unpaid obligations, unexpired.....	-6	-5	...
3050	Unpaid Obligations, end of year.....	68	65	64
3060	Uncollected payments, Fed sources, brought forward, Oct 1.....	-44	-43	-43
3070	Change in Uncollected payments Fed Sources.....	1	...	...
3090	Uncollected payments, Fed sources, end of year.....	-43	-43	-43
Memorandum (non-add) entries:				
3100	Obligated balance, start of year (net).....	48	25	22
3200	Obligated balance, end of year (net).....	25	22	21
<b>Budget authority and outlays, net:</b>				
Discretionary:				
4000	Budget authority, gross.....	43	43	...
Outlays, gross:				
4010	Outlays from new discretionary authority.....	...	9	...
4011	Outlays from discretionary balances.....	48	44	52
4020	Outlays, gross (total).....	48	44	52
1/ Funding source changed from Discretionary (appropriated) to Mandatory (trust fund 69-8542-4-7-401).				
(Continued on next page)				

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

**Program and Financing (in millions of dollars)**

		2013	2014	2015
Identification code: 69-1137-0-1-401		Actual	Enacted	Est. 1/
<b>Offsets against gross budget authority and outlays:</b>				
Offsetting collections collected from:				
4030	Federal sources.....	-2	...	...
<b>Additional Offsets against gross budget authority only:</b>				
4050	Change in uncollected customer payments, Fed sources, unexpired.....	1	...	...
4070	Budget authority, net (discretionary).....	42	43	...
4080	Outlays, net (discretionary).....	46	53	52
4180	Budget authority, net (total).....	42	43	...
4190	Outlays, net (total).....	46	53	52
1/ Funding source changed from Discretionary (appropriated) to Mandatory (trust fund 69-8542-4-7-401).				
(Continued on next page)				

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

**Object Classification (in millions of dollars)**

		2013	2014	2015
Identification code: 69-1137-0-1-401		Actual	Enacted	Est. 1/
<b>Direct obligations:</b>				
25.2	Research and development contracts.....	6	15	11
41.0	Grants, subsidies and contributions.....	20	34	34
99.0	Subtotal, obligations, Direct obligations.....	26	49	45
<b>Reimbursable obligations:</b>				
25.2	Research and development contracts.....	1	1	1
41.0	Grants, subsidies and contributions.....	3	5	5
99.0	Subtotal, obligations, Direct obligations	4	6	6
99.9	Total new obligations.....	30	55	51

1/ Funding source changed from Discretionary (appropriated) to Mandatory (trust fund 69-8542-4-7-401).

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

**Program and Financing (in millions of dollars)**

		2013	2014	2015
Identification code : 69-1137-4-1-401		Actual	Enacted	Est. 1/
<b>Budgetary resources:</b>				
<b>Budget authority:</b>				
Appropriations, discretionary:				
1200	Appropriation.....	...	...	-44
1260	Appropriations, mandatory (total).....	...	...	-44
1930	Total budgetary resources available for obligation.....	...	...	-44
Memorandum (non-add) entries:				
1941	Unexpired unobligated balance, end of year.....	...	...	-44
<b>Change in obligated balances:</b>				
3000	Unpaid obligations, brought forward, Oct 1.....	...	...	...
3020	Outlays (gross).....	...	...	9
3050	Unpaid obligations, end of year.....	...	...	9
Memorandum (non-add) entries:				
3100	Obligated balance, start of year.....	...	...	...
3200	Obligated balance, end of year.....	...	...	9
<b>Budget authority and outlays, net:</b>				
Mandatory:				
4090	Budget authority, gross.....	...	...	-44
Outlays, gross:				
4100	Outlays from new mandatory authority.....	...	...	-9
4160	Budget authority, net (mandatory).....	...	...	-44
4170	Outlays, net (mandatory).....	...	...	-9
4180	Budget authority, net (total).....	...	...	-44
4190	Outlays, net (total).....	...	...	-9
1/ Funding source changed from Discretionary (appropriated) to Mandatory (trust fund 69-8542-4-7-401).				

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

**Program and Financing (in millions of dollars)**

Identification code: 69-1137-7-1-401		2013 Actual	2014 Enacted	2015 Est. 1/
<b>Budgetary resources:</b>				
<b>Budget authority:</b>				
Appropriations, discretionary:				
1100	Appropriation.....	...	-43	...
1160	Appropriation, discretionary (total).....	...	-43	...
Appropriations, mandatory:				
1200	Appropriation.....	...	43	...
1260	Appropriations, mandatory (total).....	...	43	...
1900	Budget authority (total).....	...	...	44
1930	Total budgetary resources available for obligation.....	...	...	44
Memorandum (non-add) entries:				
1941	Unexpired unobligated balance, end of year.....	...	...	44
<b>Change in obligated balances:</b>				
3000	Unpaid obligations, brought forward, Oct 1.....	...	...	...
3020	Outlays (gross).....	...	...	-9
3050	Unpaid obligations, end of year.....	...	...	-9
Memorandum (non-add) entries:				
3100	Obligated balance, start of year.....	...	...	...
3200	Obligated balance, end of year.....	...	...	-9
<b>Budget authority and outlays, net:</b>				
Discretionary:				
4000	Budget authority, gross.....	...	-43	...
Outlays, gross:				
4010	Outlays from new discretionary authority.....	...	-9	...
4011	Outlays from discretionary balances.....	...	-44	-52
4020	Total outlays (gross).....	...	-53	-52
4070	Budget authority, net (discretionary).....	...	-43	...
4080	Outlays, net (discretionary).....	...	-53	-52
Mandatory:				
4090	Budget authority, gross.....	...	43	44
Outlays, gross:				
4100	Outlays from new mandatory authority.....	...	9	9
4101	Outlays from mandatory balances.....	...	44	52
4110	Total outlays (gross).....	...	53	61
4160	Budget authority, net (mandatory).....	...	43	44
4170	Outlays, net (mandatory).....	...	53	61
4180	Budget authority, net (total).....	...	...	44
4190	Outlays, net (total).....	...	...	9
1/ Funding source changed from Discretionary (appropriated) to Mandatory (trust fund 69-8542-4-7-401).				

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

**Program and Financing (in millions of dollars)**

		2013	2014	2015
Identification code: 69-1137-9-1-401		Actual	Enacted	Est. 1/
<b>Budgetary resources:</b>				
<b>Budget authority:</b>				
Appropriations, discretionary:				
1100	Appropriation.....	-42	...	...
1160	Appropriation, discretionary (total).....	-42	...	...
Appropriations, mandatory:				
1200	Appropriation.....	42	...	...
1260	Appropriations, mandatory (total).....	42	...	...
1900	Budget authority (total).....	...	...	...
1930	Total budgetary resources available for obligation.....	...	...	...
<b>Budget authority and outlays, net:</b>				
Discretionary:				
4000	Budget authority, gross.....	-42	...	...
Outlays, gross:				
4011	Outlays from discretionary balances.....	-48	...	...
4070	Budget authority, net (discretionary).....	-42	...	...
4080	Outlays, net (discretionary).....	-48	...	...
Mandatory:				
4090	Budget authority, gross.....	42	...	...
Outlays, gross:				
4101	Outlays from mandatory balances.....	48	...	...
4160	Budget authority, net (mandatory).....	42	...	...
4170	Outlays, net (mandatory).....	48	...	...
4180	Budget authority, net (total).....	...	...	...
4190	Outlays, net (total).....	...	...	...
1/ Funding source changed from Discretionary (appropriated) to Mandatory (trust fund 69-8542-4-7-401).				



## **DISCRETIONARY GRANTS**

In 2015, no additional liquidating cash is requested to pay previously incurred obligations in the Discretionary Grants account.

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

**Program and Financing (in millions of dollars)**

		2013	2014	2015
Identification code: 69-8191-1-0-401		Actual	Enacted	Est.
<b>Obligations by program activity:</b>				
0001	Discretionary grants.....	6	7	5
0900	Total new obligations (object class 41.0).....	6	7	5
<b>Budgetary resources available for obligation:</b>				
Unobligated balance:				
1000	Unobligated balance brought forward, Oct 1.....	19	13	6
1930	Total budgetary resources available.....	19	13	6
Memorandum (non-add) entries:				
1941	Unexpired unobligated balance, end of year.....	13	6	1
<b>Change in obligated balances:</b>				
Obligated balance, start of year (net):				
3000	Unpaid obligations, brought forward, Oct 1.....	9	8	6
3010	Obligations incurred, unexpired accounts.....	6	7	5
3020	Outlays .....	-7	-9	-9
3050	Unpaid obligations, end of year (gross).....	8	6	2
Memorandum (non-add) entries:				
3100	Obligated balance, start of year.....	9	8	6
3200	Obligated balance, end of year.....	8	6	2
<b>Budget authority and outlays, net:</b>				
Mandatory:				
4011	Outlays from new discretionary balances.....	7	9	9
4080	Outlays, net (discretionary).....	7	9	9
4180	Budget authority, net (total).....	...	...	...
4190	Outlays, net (total).....	7	9	9
<b>Memorandum (non-add) entries:</b>				
5054	Fund balance in excess of liquidating requirements, SOY			
	Contract authority.....	38	38	38
5055	Fund balance in excess of liquidating requirements, EOY			
	Contract authority.....	38	38	38
5061	Limitation on obligations (Transportation Trust Fund).....	...	...	...

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

**Object Classification (in millions of dollars)**

		2012	2013	2014
		Actual	Enacted	Est.
Identification code: 69-8191-1-0-401				
<b>Direct obligations:</b>				
41.0	Grants, subsidies and contributions.....	6	7	5



## **TRANSIT FORMULA GRANTS**

The Budget builds upon the successes of the previous authorization, MAP-21, which provided two years of stable funding for transit programs. The account funding is generally comparable to FTA's funding under MAP-21. The Transit Formula Grants account is funded from the Mass Transit Account of the Transportation Trust Fund.

Funds support the following programs: Urbanized Area Formula Grants; Formula Grants for Rural Areas, which includes Public Transportation on Indian Reservations and Appalachian Development Public Transportation Assistance programs; Enhanced Mobility of Seniors and Individuals with Disabilities; Growing States and High Density States Formula; Planning Programs; the Transit Oriented Development Pilot Program; a National Transit Institute; FTA's National Transit Database; and Administrative Expenses

The Administration proposes to reclassify all surface transportation outlays as mandatory. This schedule reclassifies discretionary outlays from obligation limitations as mandatory outlays from mandatory contract authority for the 2014 enacted levels. This schedule also creates a new baseline of mandatory contract authority that is equal to the previous discretionary obligation limitation baseline to calculate the spending increase above the baseline subject to PAYGO.

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

**Program and Financing (in millions of dollars)**

Identification code: 69-8350-0-7-401		2013 Actual	2014 Enacted	2015 Est.
<b>Obligations by program activity:</b>				
0001	Urbanized area programs.....	5,117	4,935	4,918
0002	Fixed guideway modernization.....	1,046	120	34
0003	Bus and bus facility grants.....	863	440	126
0004	Over-the-road bus.....	7	6	2
0005	Clean fuels program.....	40	20	6
0006	Planning programs.....	189	99	124
0007	Job access & reverse commute.....	132	73	21
0008	Alternative analysis program.....	5	25	7
0009	Alternative transportation in parks and public lands.....	18	6	2
0011	Seniors and persons with disabilities.....	180	294	279
0012	Non-urbanized area programs.....	614	538	685
0013	New freedom.....	78	42	12
0014	National transit database.....	4	4	4
0015	Oversight.....	50	86	63
0016	Transit oriented development.....	...	11	10
0017	Bus and bus facility formula grants.....	51	422	434
0018	Bus testing facility.....	...	3	3
0019	National transit institute.....	...	5	5
0020	State of good repair grants.....	676	1,833	2,115
0900	Total new obligations.....	9,070	8,962	8,850
<b>Budgetary Resources:</b>				
Unobligated balance:				
1000	Unobligated balance brought forward, Oct 1.....	8,296	9,116	10,049
1013	Unobligated balance of contract authority transferred to or from other accounts [69-8083].....	-21	...	...
1021	Recoveries of prior year unpaid obligations.....	44	...	...
1050	Unobligated balance (total).....	8,319	9,116	10,049
<b>Budget authority:</b>				
Appropriations, discretionary:				
1101	Appropriation (special or trust fund).....	9,400	9,600	9,600
1120	Appropriations transferred to other accts [69-8083].....	-49	...	...
1121	Appropriations transferred from other accts [69-8083].....	796	1,145	1,167
1137	Portion applied to liquidate contract authority used.....	-10,147	-10,745	-10,767
1160	Appropriation, discretionary (total).....	...	...	...
<b>Contract authority, mandatory:</b>				
1600	Contract authority.....	8,478	8,595	8,595
1610	Transferred to other accounts [69-8083]	-28	...	...
1611	Transferred from other accounts [69-8083]	1,434	1,300	1,300
1620	Contract authority and/or unobligated balance of contract authority permanently reduced.....	-17	...	...
1640	Contract authority, mandatory (total).....	9,867	9,895	9,895
1900	Budget authority (total).....	9,867	9,895	9,895
1930	Total budgetary resources available.....	18,186	19,011	19,944
Memorandum (non-add) entries:				
1941	Unexpired unobligated balance, end of year.....	9,116	10,049	11,094

(Continued on next page)

<b>Change in obligated balance:</b>				
Unpaid obligations:				
3000	Unpaid obligations, brought forward, Oct 1.....	13,426	14,360	14,239
3010	Obligations incurred, unexpired accounts.....	9,070	8,962	8,850
3020	Outlays (gross).....	-8,092	-9,083	-7,479
3040	Recoveries of prior year unpaid obligations, unexpired.....	-44	...	...
		-----	-----	-----
3050	Unpaid obligations, end of year.....	14,360	14,239	15,610
Memorandum (non-add) entries:				
3100	Obligated balance, start of year.....	13,426	14,360	14,239
3200	Obligated balance, end of year.....	14,360	14,239	15,610
<b>Budget authority and outlays, net:</b>				
Discretionary:				
Outlays, gross:				
4010	Outlays from new discretionary authority.....	1,351	1,829	...
4011	Outlays from discretionary balances.....	6,741	7,254	7,479
		-----	-----	-----
4020	Outlays, gross (total).....	8,092	9,083	7,479
4080	Outlays, net (discretionary).....	8,092	9,083	7,479
Mandatory:				
Outlays, gross:				
4090	Budget authority, gross.....	9,867	9,895	9,895
4160	Budget authority, net (mandatory).....	9,867	9,895	9,895
4180	Budget authority, net (total).....	9,867	9,895	9,895
4190	Outlays, net (total).....	8,092	9,083	7,479
Memorandum (non-add) entries:				
5052	Obligated balance, SOY: Contract Authority.....	5,838	5,537	4,247
5053	Obligated balance, EOY: Contract Authority.....	5,537	4,247	3,375
5061	Limitation on obligations (Transportation Trust Funds).....	9,895	9,895	...

(Continued on next page)

DEPARTMENT OF TRANSPORTATION  
FEDERAL TRANSIT ADMINISTRATION  
TRANSIT FORMULA GRANTS

Object Classification (in millions of dollars)

		2013	2014	2015
Identification code: 69-8350-0-7-401		Actual	Enacted	Est.
<b>Direct obligations:</b>				
25.2	Other services from non-Federal sources.....	57	85	63
41.0	Grants, subsidies and contributions.....	9,013	8,877	8,787
99.9	Total new obligations.....	9,070	8,962	8,850



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

**Program and Financing (in millions of dollars)**

		2013	2014	2015
Identification code: 69-8350-4-7-401		Actual	Enacted	Est.
<b>Obligations by program activity:</b>				
0001	Urbanized area programs.....	...	...	21
0002	Planning Programs.....	...	...	1
0003	Seniors and persons with disabilities.....	...	...	1
0008	Bus and Bus Facilities Formula grants.....	...	...	600
0011	State of Good Repair Grants.....	...	...	1,400
0012	LAE Administrative Expenses.....	...	...	114
0900	Total new obligations.....	...	...	2,137
<b>Budgetary resources:</b>				
<b>Budget authority:</b>				
Appropriations, mandatory:				
<b>Contract authority, mandatory:</b>				
1600	Contract authority.....	...	...	5,151
1640	Contract authority, mandatory (total).....	...	...	5,151
1900	Budget Authority (total).....	...	...	5,151
1930	Total budgetary resources available.....	...	...	5,151
Memorandum (non-add entries):				
1941	Unexpired unobligated balance, end of year.....	...	...	3,014
(Continued on next page)				

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

**Program and Financing (in millions of dollars)**

		2013	2014	2015
Identification code: 69-8350-4-7-401		Actual	Enacted	Est.
<b>Change in obligated balances:</b>				
3000	Obligated balance, brought forward, Oct 1.....	...	...	...
3010	Obligations incurred, unexpired accounts.....	...	...	2,137
3020	Total outlays (gross).....	...	...	-979
3050	Unpaid obligations, end of year.....	...	...	1,158
Memorandum (non-add entries):				
3100	Obligated balance, start of year.....	...	...	...
3200	Obligated balance, end of year.....	...	...	1,158
<b>Budget authority and outlays, net:</b>				
Mandatory:				
4090	Budget authority, gross.....	...	...	5,151
Outlays, gross:				
4100	Outlays from new mandatory authority.....	...	...	979
4160	Budget authority, net (mandatory).....	...	...	5,151
4170	Outlays, net (mandatory).....	...	...	979
4180	Budget authority, net (total).....	...	...	5,151
4190	Outlays, net (total).....	...	...	979
Memorandum (non-add) entries:				
5052	Obligated balance, SOY: Contract Authority.....	...	...	...
5053	Obligated balance, EOY: Contract Authority.....	...	...	5,151
(Continued on next page)				

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

**Object Classification (in millions of dollars)**

		2013	2014	2015
Identification code: 69-8350-4-7-401		Actual	Enacted	Est.
<b>Direct obligations:</b>				
	Personnel Compensation:			
11.1	Full-time permanent.....	...	...	59
11.3	Other than full-time permanent.....	...	...	3
11.9	Total personnel compensation.....	...	...	62
12.1	Civilian personnel benefits.....	...	...	17
21.0	Travel and transportation of persons.....	...	...	2
23.1	Rental payments to GSA.....	...	...	8
23.3	Communications, utilities, and miscellaneous charges.....	...	...	1
25.2	Other services.....	...	...	2
25.3	Other goods and services from Federal sources.....	...	...	20
25.7	Operation and maintenance of equipment.....	...	...	2
41.0	Grants, subsidies, and contributions.....	...	...	2,023
99.9	Total new obligations.....	...	...	2,137

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

**Program and Financing (in millions of dollars)**

		2013	2014	2015
Identification code: 69-8350-7-7-401		Actual	Enacted	Est.
<b>Budgetary resources:</b>				
<b>Budget authority:</b>				
Appropriations, discretionary:				
1101	Appropriation (special or trust fund).....	...	...	168
1137	Appropriations applied to liquidate contract authority.....	...	...	-168
1160	Appropriation, discretionary (total).....	...	...	...
<b>Contract authority, mandatory:</b>				
1600	Contract authority.....	...	...	168
1640	Contract authority, mandatory (total).....	...	...	168
1900	Budget Authority (total).....	...	...	168
1930	Total budgetary resources available.....	...	...	168
Memorandum (non-add entries):				
1941	Unexpired unobligated balance, end of year.....	...	...	168
(Continued on next page)				

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

**Program and Financing (in millions of dollars)**

		2013	2014	2015
Identification code: 69-8350-7-7-401		Actual	Enacted	Est.
<b>Change in obligated balances:</b>				
3000	Obligated balance, brought forward, Oct 1.....	...	...	-1
3020	Total outlays (gross).....	...	-1	-1,860
3050	Unpaid obligations, end of year.....	...	-1	-1,861
Memorandum (non-add entries):				
3100	Obligated balance, start of year.....	...	...	-1
3200	Obligated balance, end of year.....	...	-1	-1,861
<b>Budget authority and outlays, net:</b>				
Discretionary:				
4010	Outlays from new discretionary authority.....	...	-1,828	...
4011	Outlays from discretionary balances.....	...	-7,254	-7,478
4020	Outlays, gross (total).....	...	-9,082	-7,478
4080	Outlays, net (discretionary).....	...	-9,082	-7,478
Mandatory:				
4090	Budget authority, gross.....	...	...	168
Outlays, gross:				
4100	Outlays from new mandatory authority.....	...	1,829	1,859
4101	Outlays from mandatory balances.....	...	7,254	7,479
4110	Outlays, gross (total).....	...	9,083	9,338
4160	Budget authority, net (mandatory).....	...	...	168
4170	Outlays, net (mandatory).....	...	9,083	9,338
4180	Budget authority, net (total).....	...	...	168
4190	Outlays, net (total).....	...	1	1,860
Memorandum (non-add) entries:				
5061	Limitation on obligation (Transportation Trust Funds).....	...	-9,895	...

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

**Program and Financing (in millions of dollars)**

		2013	2014	2015
Identification code: 69-8350-9-7-401		Actual	Enacted	Est.
<b>Budgetary Resources:</b>				
Unobligated balance:				
1000	Unobligated balance brought forward, Oct 1.....	...	28	28
<b>Budgetary resources:</b>				
<b>Budget authority:</b>				
Appropriations, mandatory:				
<b>Contract authority, mandatory:</b>				
1600	Contract authority.....	28	...	...
1640	Contract authority, mandatory (total).....	28	...	...
1900	Budget Authority (total).....	28	...	...
1930	Total budgetary resources available.....	28	28	28
Memorandum (non-add entries):				
1941	Unexpired unobligated balance, end of year.....	28	28	28
(Continued on next page)				

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

**Program and Financing (in millions of dollars)**

		2013	2014	2015
Identification code : 69-8350-9-7-401		Actual	Enacted	Est.
<b>Budget authority and outlays, net:</b>				
Discretionary:				
Outlays, gross:				
4010	Outlays from new discretionary authority.....	-1,351	...	...
4011	Outlays from discretionary balances.....	-6,741	...	...
4020	Outlays, gross (total).....	-8,092	...	...
4080	Outlays, net (discretionary).....	-8,092	...	...
Mandatory:				
Outlays, gross:				
4090	Budget authority, gross.....	28	...	...
4100	Outlays from new mandatory authority.....	1,351	...	...
4101	Outlays from mandatory balances.....	6,741	...	...
4110	Outlays, total (total).....	8,092	...	...
4160	Budget authority, net (mandatory).....	28	...	...
4170	Outlays, net (mandatory).....	8,092	...	...
4180	Budget authority, net (total).....	28	...	...
4190	Outlays, net (total).....	...	...	...
Memorandum (non-add) entries:				
5052	Obligated balance, SOY: Contract Authority.....	...	28	28
5053	Obligated balance, EOY: Contract Authority.....	28	28	28
5061	Limitation on obligations (Transportation Trust Funds).....	-9,895	...	...





Administrative Expenses

Estimates		Appropriations + Oblimits	
1990	-	1990	31,809,000
1991	35,402,000	1991	32,583,000
1992	40,365,000 <sup>1</sup>	1992	37,000,000
1993	14,139,000 <sup>20</sup>	1993	38,520,000 <sup>14</sup>
1993 (Supp.) rescission	-	1993 (Supp.) rescission	-305,000
1994	21,295,000 <sup>21</sup>	1994	39,457,000 <sup>16</sup>
1995	43,060,000	1995	42,315,700 <sup>2</sup>
1996	44,202,000 <sup>3</sup>	1996	40,722,000 <sup>4</sup>
1997	43,652,000	1997	41,825,849 <sup>5</sup>
1998	47,018,000 <sup>1</sup>	1998	45,614,000 <sup>6</sup>
1999	48,142,000 <sup>1</sup>	1999	53,338,000 <sup>7,9,11</sup>
2000	60,000,000 <sup>8</sup>	2000	59,562,000 <sup>8,12</sup>
2001	64,000,000 <sup>10</sup>	2001	63,859,200 <sup>13</sup>
2002	67,000,000 <sup>15</sup>	2002	67,000,000 <sup>15</sup>
2003	76,586,000 <sup>17</sup>	2003	72,525,500 <sup>17,19</sup>
2004	76,500,000 <sup>18</sup>	2004	75,054,550 <sup>21,22</sup>
2005	79,931,000	2005	76,423,000 <sup>23,24,25</sup>
2006	83,500,000	2006	79,200,000 <sup>26</sup>
2007	85,000,000	2007	85,000,000
2008	89,300,000	2008	89,300,000
2009	94,413,000	2009	94,413,000
2010	97,478,000	2010	98,911,000
2011	113,559,000	2011	98,713,000 <sup>27</sup>
2012	102,713,000	2012	98,713,000
2013	166,000,000 <sup>28</sup>	2013	97,542,000 <sup>29</sup>
2014	109,888,000	2014	105,933,000
2015	- <sup>30</sup>	2015	-

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

<sup>2</sup> Reflects reductions of \$123,000 for working capital fund (sec. 330), \$95,000 for bonuses and awards (sec. 331), and \$59,000 for procurement reform (sec. 323); and transfer of \$188,300 for consolidated civil rights office (P. L. 103-331); reflects reduction of \$279,000 pursuant to P. L. 104-19.

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

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

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

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

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

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

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

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

<sup>11</sup> Includes \$250,000 in Y2K emergency funding.

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

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

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

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

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

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

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

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

<sup>20</sup> Does not Include \$27,748,000 derived from the mass transit account of the Highway Trust Fund.

<sup>21</sup> Reflects reduction of \$445,450 (.59%) pursuant to section 168 (b) of P.L. 108-199, the Consolidated Appropriations Act, 2004.

<sup>22</sup> Includes obligation limitation of \$60,043,640 derived from the mass transit account of the Highway Trust Fund.

<sup>23</sup> Reflects reduction of \$953,000 for working capital fund included in sec. 197 of P.L. 108-447, Consolidated Appropriations Act, 2005.

<sup>24</sup> Reflects reduction of \$624,000 (0.8%) pursuant to Div J, sec. 122 of P.L. 108-447, the Consolidated Appropriations Act, 2005.

<sup>25</sup> Includes obligation limitation of \$67,704,000 derived from the mass transit account of the Highway Trust Fund.

<sup>26</sup> Reflects reduction of \$800,000 (1%) pursuant to Div B, Title III, Chapter 8, Sec 3801 of the Defense Appropriations Act, P.L. 109-148.

<sup>27</sup> Appropriated amounts are net of .2 percent across the board rescission in PL 112-10.

<sup>28</sup> The President's FY 2013 budget did not include a request for appropriations in this account.

A full-year 2013 appropriation for this account was not enacted at the time the budget was prepared; therefore, this account is operating under a continuing resolution (P.L. 112-175). The amounts included for 2013 reflect the annualized level which are based on annualized CR rates and include a 0.612% increase.

<sup>29</sup> In FY 2015, FTA proposes to combine the Administrative Expenses account within the Transit Formula account. The FY 2015 also proposes to reclassify the Administrative Expenses account from a General to a Trust fund account.

<sup>30</sup>

# Administrative Expenses

Estimates		Appropriations + Oblimits	
1990	-	1990	31,809,000
1991	35,402,000	1991	32,583,000
1992	40,365,000 <sup>1</sup>	1992	37,000,000
1993	14,139,000 <sup>20</sup>	1993	38,520,000 <sup>14</sup>
1993 (Supp.) rescission	-	1993 (Supp.) rescission	-305,000
1994	21,295,000 <sup>21</sup>	1994	39,457,000 <sup>16</sup>
1995	43,060,000	1995	42,315,700 <sup>2</sup>
1996	44,202,000 <sup>3</sup>	1996	40,722,000 <sup>4</sup>
1997	43,652,000	1997	41,825,849 <sup>5</sup>
1998	47,018,000 <sup>1</sup>	1998	45,614,000 <sup>6</sup>
1999	48,142,000 <sup>1</sup>	1999	53,338,000 <sup>7,9,11</sup>
2000	60,000,000 <sup>8</sup>	2000	59,562,000 <sup>8,12</sup>
2001	64,000,000 <sup>10</sup>	2001	63,859,200 <sup>13</sup>
2002	67,000,000 <sup>15</sup>	2002	67,000,000 <sup>15</sup>
2003	76,586,000 <sup>17</sup>	2003	72,525,500 <sup>17,19</sup>
2004	76,500,000 <sup>18</sup>	2004	75,054,550 <sup>21,22</sup>
2005	79,931,000	2005	76,423,000 <sup>23,24,25</sup>
2006	83,500,000	2006	79,200,000 <sup>26</sup>
2007	85,000,000	2007	85,000,000
2008	89,300,000	2008	89,300,000
2009	94,413,000	2009	94,413,000
2010	97,478,000	2010	98,911,000
2011	113,559,000	2011	98,713,000 <sup>27</sup>
2012	102,713,000	2012	98,713,000
2013	166,000,000 <sup>28</sup>	2013	97,542,000 <sup>29</sup>
2014	109,888,000	2014	105,933,000
2015	- <sup>30</sup>	2015	-

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

<sup>2</sup> Reflects reductions of \$123,000 for working capital fund (sec. 330), \$95,000 for bonuses and awards (sec. 331), and \$59,000 for procurement reform (sec. 323); and transfer of \$188,300 for consolidated civil rights office (P. L. 103-331); reflects reduction of \$279,000 pursuant to P. L. 104-19.

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

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

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

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

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

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

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

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

<sup>11</sup> Includes \$250,000 in Y2K emergency funding.

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

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

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

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

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

<sup>17</sup> Of which \$58,400,000 to be funded from the mass transit account of the Highway Trust Fund; includes obligation limitation.

Reflects increase of \$3,586,000 for accruing Employee Pension and Health Benefits.

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

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

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

<sup>21</sup> Reflects reduction of \$445,450 (.59%) pursuant to section 168 (b) of P.L. 108-199, the Consolidated Appropriations Act, 2004.

<sup>22</sup> Includes obligation limitation of \$60,043,640 derived from the mass transit account of the Highway Trust Fund.

<sup>23</sup> Reflects reduction of \$953,000 for working capital fund included in sec. 197 of P.L. 108-447, Consolidated Appropriations Act, 2005.

<sup>24</sup> Reflects reduction of \$624,000 (0.8%) pursuant to Div J, sec. 122 of P.L. 108-447, the Consolidated Appropriations Act, 2005.

<sup>25</sup> Includes obligation limitation of \$67,704,000 derived from the mass transit account of the Highway Trust Fund.

<sup>26</sup> Reflects reduction of \$800,000 (1%) pursuant to Div B, Title III, Chapter 8, Sec 3801 of the Defense Appropriations Act, P.L. 109-148.

<sup>27</sup> Appropriated amounts are net of .2 percent across the board rescission in PL 112-10.

<sup>28</sup> The President's FY 2013 budget did not include a request for appropriations in this account.

A full-year 2013 appropriation for this account was not enacted at the time the budget was prepared; therefore, this account is operating under a continuing resolution (P.L. 112-175). The amounts included for 2013 reflect the annualized level which are based on annualized CR rates and include a 0.612% increase.

<sup>29</sup> In FY 2015, FTA proposes to combine the Administrative Expenses account within the Transit Formula Grants account. The FY 2015 also proposes to reclassify the Administrative Expenses account from a General to a Trust fund account.

Formula Grants

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

<sup>1</sup> Proposed to be funded out of the mass transit account of the Highway Trust Fund.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

<sup>19</sup> Reflects \$35,000,000 supplemental pursuant to U.S. Troop Readiness, Veterans' Care, Katrina Recovery, and Iraq Accountability Appropriations Act, 2007, Chapter 8 of Title IV - Additional Hurricane Disaster Relief and Recovery. P.L. 110-28.

<sup>20</sup> Pursuant to 113-76, \$63,465,775 of unobligated balances were rescinded.

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

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

- <sup>1</sup> Proposed to be derived from the mass transit account of the Highway Trust Fund.
- <sup>2</sup> Proposed to be funded from the mass transit account of the Highway Trust Fund.
- <sup>3</sup> Excludes \$619,600,000 proposed appropriations.
- <sup>4</sup> Excludes \$669,000,000 proposed appropriations.
- <sup>5</sup> Excludes \$519,200,000 appropriations.
- <sup>6</sup> Excludes \$569,600,000 appropriations.
- <sup>7</sup> Excludes \$618,000,000 appropriations; reflects reduction of \$5,887,200 (.22%) pursuant to section 1403 of P. L. 106-554.
- <sup>8</sup> Excludes \$1,592,535,882 in FHWA transfers.
- <sup>9</sup> Excludes \$718,400,000 appropriations.
- <sup>10</sup> Reflects reduction of \$147,000 pursuant to section 31002 P. L. 104-134.
- <sup>11</sup> Excludes \$767,800,000 proposed appropriations.
- <sup>12</sup> Excludes \$1,230,831,761 in FHWA transfers.
- <sup>13</sup> Excludes \$1,117,456,037 in FHWA transfers.
- <sup>14</sup> Excludes \$2,356,510 in FTA transfers to FHWA.
- <sup>15</sup> Proposed to be funded in Formula Grants and Research out of the mass transit account of the Highway Trust Fund.
- <sup>16</sup> Reflects reduction of \$19,652,800 (.65%) pursuant to section 601 of P. L. 108-7
- <sup>17</sup> Excludes \$1,007,401,850 in FHWA transfers, including unobligated balance transfer of \$2,000,000 pursuant to sec. 377 P.L.108-7.
- <sup>18</sup> Excludes \$1,435,902 in FTA transfers to FHWA.
- <sup>19</sup> Reflects reduction of \$18,120,080 (.59%) pursuant to section 168(b) of P.L. 108-199, the Consolidated Appropriations Act, 2004.
- <sup>20</sup> Reflects reduction of \$28,225,224 (0.8%) pursuant to Div J, sec. 122 of P.L. 108-447, the Consolidated Appropriations Act, 2005.
- <sup>21</sup> Pursuant to 113-76, \$1,724,145 of unobligated balances were rescinded.

# University Transportation Research

Estimates		Appropriations + Oblimits	
1990	-	1990	4,930,000 <sup>11</sup>
1991	-	1991	5,000,000 <sup>11</sup>
1992	6,000,000 <sup>1</sup>	1992	6,985,000 <sup>11</sup>
1993	2,025,000	1993	6,000,000 <sup>8</sup>
1994	3,238,000	1994	6,000,000 <sup>9</sup>
1995	6,000,000	1995	6,000,000
1996	6,000,000 <sup>1</sup>	1996	6,000,000
1997	6,000,000	1997	6,000,000
1998	6,000,000 <sup>2</sup>	1998	6,000,000
1999	6,000,000 <sup>3</sup>	1999	6,000,000 <sup>4</sup>
2000	6,000,000 <sup>4</sup>	2000	6,000,000 <sup>4</sup>
2001	6,000,000 <sup>4</sup>	2001	5,986,800 <sup>5,6</sup>
2002	6,000,000 <sup>7</sup>	2002	6,000,000 <sup>7</sup>
2003	6,000,000 <sup>7</sup>	2003	5,961,000 <sup>7,12</sup>
2004	- <sup>10</sup>	2004	5,964,600 <sup>13,14</sup>
2005	- <sup>10</sup>	2005	5,952,000 <sup>15,16</sup>
2013	-292,554 <sup>17</sup>	2013	-
2014	-595,619 <sup>18</sup>	2014	-

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

<sup>2</sup> Proposed to be funded under Transit Planning and Research.

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

<sup>4</sup> Includes \$4,800,000 Trust Fund; includes obligation limitation.

<sup>5</sup> Includes \$4,789,440 Trust Fund.

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

<sup>7</sup> Includes \$4,800,000 Trust Fund; includes obligation limitation.

<sup>8</sup> Includes \$3,975,000 Trust Fund; includes obligation limitation.

<sup>9</sup> Includes \$2,762,000 Trust Fund; includes obligation limitation.

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

<sup>11</sup> Funded from the mass transit account of the Highway Trust Fund.

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

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

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

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

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

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

<sup>18</sup> Reflects a rescission of unobligated balances pursuant to P.L. 113-76

Job Access and Reverse Commute Grants

Estimates		Appropriations + Oblimits	
1999	-	1999	75,000,000 <sup>3</sup>
2000	150,000,000 <sup>1,4</sup>	2000	75,000,000 <sup>4</sup>
2001	150,000,000 <sup>2,5</sup>	2001	99,780,000 <sup>6,7</sup>
2002	125,000,000 <sup>8</sup>	2002	125,000,000 <sup>8</sup>
2003	150,000,000 <sup>9</sup>	2003	104,317,500 <sup>9,11</sup>
2004	- <sup>10</sup>	2004	124,262,500 <sup>12,13</sup>
2005	- <sup>10</sup>	2005	124,000,000 <sup>14,15</sup>
2012	164,500,000	2012	164,500,000
2013	-14,661,719 <sup>16</sup>	2013	-
2014	-15,704,469 <sup>17</sup>	2014	-

<sup>1</sup> Includes \$75,000,000 in revenue aligned budget authority.

<sup>2</sup> Includes \$50,000,000 in revenue aligned budget authority.

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

<sup>4</sup> Includes \$60,000,000 Trust Fund; includes obligation limitation.

<sup>5</sup> Includes \$80,000,000 Trust Fund; includes obligation limitation.

<sup>6</sup> Includes \$79,824,000 Trust Fund.

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

<sup>8</sup> Includes \$100,000,000 Trust Fund; includes obligation limitation.

<sup>9</sup> Includes \$120,000,000 Trust Fund; includes obligation limitation.

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

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

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

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

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

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

<sup>16</sup> The Administration proposed to cancel unobligated balances of prior year appropriations in FY 2013.

<sup>17</sup> Reflects a rescission of unobligated balances pursuant to P.L. 113-76

Washington Metropolitan Area Transit Authority

Estimates		Appropriations	
1990	42,000,000	1990	84,745,000
1991	38,000,000	1991	64,100,000
1992	80,000,000	1992	124,000,000
1993	182,000,000	1993	170,000,000
1994	200,000,000	1994	200,000,000
1995	200,000,000	1995	200,000,000
1996	200,000,000 <sup>1</sup>	1996	200,000,000
1997	200,000,000	1997	200,000,000
1998	- <sup>2</sup>	1998	200,000,000
1999	- <sup>2</sup>	1999	50,000,000
2000	-	2000	-
2009	-	2009	150,000,000
2010	150,000,000	2010	150,000,000
2011	150,000,000	2011	149,700,000 <sup>3</sup>
2012	150,000,000	2012	150,000,000
2013	134,477,000 <sup>4</sup>	2013	150,918,000 <sup>5</sup>
2014	150,000,000	2014	150,000,000
2015	150,000,000 <sup>6</sup>	2015	-

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

<sup>2</sup> Proposed to be derived from the mass transit account of the Highway Trust Fund.

<sup>3</sup> Appropriated amounts are net of .2 percent across the board rescission in PL 112-10.

<sup>4</sup> The Administration proposed to cancel \$523,000 of unobligated balances of prior year appropriations in FY 2013.

<sup>5</sup> A full-year 2013 appropriation for this account was not enacted at the time the budget was prepared; therefore, this account is operating under a continuing resolution (P.L. 112-175). The amounts included for 2013 reflect the annualized level which are based on annualized CR rates and include a 0.612% increase.

<sup>6</sup> Pursuant to 113-76 \$523,107 of unobligated balances were rescinded.

Interstate Transfer Grants - Transit

Estimates		Appropriations	
1990	-	1990	159,520,000
1991	-	1991	149,000,000
1992	-	1992	160,000,000
1993	82,000,000	1993	75,000,000
1994	45,000,000	1994	45,000,000
1995	38,530,000	1995	48,030,000
1999	-	1999 Rescission	-600,000
2005	-	2005	- <sup>1</sup>
2013	-2,661,568 <sup>2</sup>	2013	-
2014	-2,687,207 <sup>3</sup>	2014	-

<sup>1</sup> Does not include transfer of unobligated balance pursuant to section 164 of P.L. 108-447, Consolidated Appropriations Act, 2005.

<sup>2</sup> The Administration proposed to cancel unobligated balances of prior year appropriations in FY 2013.

<sup>3</sup> Pursuant to 113-76, \$2,687,207 of unobligated balances were rescinded.



Capital Investment Grants

Estimates		Appropriations	
1999	451,400,000	1999	501,400,000 <sup>1</sup>
2000	490,200,000	2000	537,747,303 <sup>2,3</sup>
2001	529,200,000	2001	577,925,760 <sup>4,5</sup>
2002	568,200,000	2002	618,200,000 <sup>6</sup>
2002	- <sup>7,8</sup>	2002	1,900,000,000 <sup>7,8</sup>
2003	607,200,000	2003	682,733,200 <sup>10</sup>
2004	- <sup>9</sup>	2004	623,797,750 <sup>11</sup>
2005	- <sup>9</sup>	2005	463,614,176 <sup>12,13</sup>
2006	- <sup>9</sup>	2006	1,440,681,660 <sup>14,15</sup>
2007	1,466,000,000	2007	1,566,000,000
2008	1,399,818,000	2008	1,569,091,997
2009	1,620,828,893	2009	1,809,250,000 <sup>16</sup>
2010	1,827,343,000 <sup>18</sup>	2010	2,000,000,000 <sup>17</sup>
2011	1,820,112,000 <sup>18</sup>	2011	1,304,064,000 <sup>17,19</sup>
2012	-	2012	1,944,914,000 <sup>20</sup>
2013	-11,429,055 <sup>21,22</sup>	2013	1,966,689,941 <sup>23</sup>
2014	1,981,472,000	2014	1,942,938,000 <sup>24</sup>
2015	2,500,000,000	2015	0

- <sup>1</sup> Reflects transfer of \$50,000,000 from Formula Grants pursuant to P. L. 105-277.
- <sup>2</sup> Reflects transfer of \$50,000,000 from Formula Grants pursuant to P. L. 106-69.
- <sup>3</sup> Reflects transfer of \$2,452,697 from New Starts to TPR National Research pursuant to P. L. 106-069.
- <sup>4</sup> Reflects transfer of \$50,000,000 from Formula Grants pursuant to P. L. 106-346.
- <sup>5</sup> Reflects reduction of \$1,274,240 (.22%) pursuant to section 1403 of P. L. 106-554.
- <sup>6</sup> Reflects transfer of \$50,000,000 from Formula Grants pursuant to P. L. 107-87.
- <sup>7</sup> Emergency Supplemental funds, Department of Defense Appropriations/Emergency Supplemental, P.L. 107-117.
- <sup>8</sup> Supplemental Appropriations Act for Further Recovery From and Response To Terrorist Attacks, P.L. 107-206
- <sup>9</sup> Proposed to be funded in Major Capital Investment Grants.
- <sup>10</sup> Reflects reduction of \$3,946,800 (.65%) pursuant to section 601 of P. L. 108-7, includes \$29,805,000 transfers from Job Access and Reverse Commute and \$49,675,000 from Formula Grants. Does not include transfer to Maritime Admin.
- <sup>11</sup> Reflects reduction of \$3,702,250 (.59%) pursuant to section 168 (b) of P.L. 108-199, the Consolidated Appropriations Act, 2004.
- <sup>12</sup> Reflects reduction of \$3,338,824 (0.8%) pursuant to Div J, sec. 122 of P.L. 108-447, the Consolidated Appropriations Act, 2005.
- <sup>13</sup> Does not reflect transfers of unobligated balances included in sections 169, 171, 175, and 531 of P.L. 108-447, the Consolidated Appropriations Act, 2005.
- <sup>14</sup> Reflects reduction of \$14,552,340 (1%) pursuant to Div B, Title III, Chapter 8, sec. 3801, P.L. 109-148, the Defense Appropriation Act, 2006
- <sup>15</sup> Does not reflect transfers of \$47,288,340 from Formula and Bus Grants P.L. 109-115, the "DOT Appropriations Act, 2006"
- <sup>16</sup> Does not reflect the transfer of \$2,000,000 to the DOT Office of Inspector General from section 5327(c) pursuant to P.L. 111-8, Omnibus Appropriations Act, 2009, Div. I, Title I.
- <sup>17</sup> Does not reflect \$2,000,000 transfer to the DOT Inspector General, pursuant to Omnibus Appropriations Act, 2009 (Pub Law 111-8) Division I, from funds available to execute contracts under 5327(c).
- <sup>18</sup> Does not reflect \$2,000,000 proposed transfer to the DOT Inspector General from funds available to execute contracts under 5327(c).
- <sup>19</sup> Appropriated amounts are net of .2 percent across the board rescission in PL 112-10.
- <sup>20</sup> Net amount after transfers and rescissions.
- <sup>21</sup> The Administration proposed to cancel unobligated balances of prior year appropriations in FY 2013.
- <sup>22</sup> The President's FY 2013 budget did not include a request for appropriations in this account.
- <sup>23</sup> A full-year 2013 appropriation for this account was not enacted at the time the budget was prepared; therefore, this account is operating under a continuing resolution (P.L. 112-175). The amounts included for 2013 reflect the annualized level which are based on annualized CR rates and include a 0.612% increase. This figure represents the FY 2012 baseline plus the increase calculated after the prior year rescission continued in the annualized CR.
- <sup>24</sup> The Capital Investment Grant projects proposed for FY14 total \$2.132B. This total includes the requested \$1.943B (new budget authority) and use of \$189M of prior year unobligated balances.

# Capital Investment Grants

Estimates		Limitations	
1999	1,805,600,000 <sup>8</sup>	1999	1,805,600,000
2000	1,960,800,000 <sup>9</sup>	2000	1,943,419,186 <sup>1</sup>
		2000	5,977,000 <sup>2,3</sup>
		2000	5,000,000 <sup>4</sup>
2001	2,116,800,000 <sup>10</sup>	2001	2,112,143,040 <sup>5</sup>
		2001	4,490,100 <sup>6,7</sup>
2002	2,272,800,000 <sup>11</sup>	2002	2,272,800,000 <sup>11</sup>
2003	2,428,800,000 <sup>12</sup>	2003	2,427,915,300 <sup>14</sup>
2004	- <sup>13</sup>	2004	2,495,191,000 <sup>15</sup>
2005	- <sup>13</sup>	2005	2,898,100,224 <sup>16</sup>

<sup>1</sup> Reflects reduction of \$17,381,014 pursuant to P. L. 106-113.

<sup>2</sup> Trust fund appropriation P. L. 106-113 not subject to limitation.

<sup>3</sup> Reflects reduction of \$22,800 pursuant to P. L. 106-113.

<sup>4</sup> Trust fund appropriation P. L. 106-246 not subject to limitation.

<sup>5</sup> Reflects reduction of \$4,656,960 (.22%) pursuant to section 1403 of P. L. 106-554.

<sup>6</sup> Trust fund appropriation P. L. 106-554 not subject to limitation.

<sup>7</sup> Reflects reduction of \$9,900 (.22%) pursuant to section 1403 of P. L. 106-554.

<sup>8</sup> Excludes \$451,400,000 proposed appropriations.

<sup>9</sup> Excludes \$490,200,000 proposed appropriations.

<sup>10</sup> Excludes \$529,200,000 proposed appropriations.

<sup>11</sup> Excludes \$568,200,000 proposed appropriations.

<sup>12</sup> Excludes \$607,200,000 proposed appropriations.

<sup>13</sup> Proposed to be funded in Major Capital Investment Grants.

<sup>14</sup> Reflects reduction of \$15,787,200 (.65%) pursuant to section 601 of P. L. 108-7, includes transfer of \$14,902,500 from Job Access and Reverse Commute

<sup>15</sup> Reflects reduction of \$14,809,000 (.59%), pursuant to section 168 (b) of P.L. 108-199, the Consolidated Appropriations Act, 2004.

<sup>16</sup> Reflects reduction of \$23,371,776 (0.8%) pursuant to Div J, sec. 122 of P.L. 108-447, the Consolidated Appropriations Act, 2005.

<sup>17</sup> Pursuant to 113-76, \$11,429,055 of unobligated balances were rescinded.

Discretionary Grants  
(Limitation on Obligations)

Estimates		Limitations	
1990	-	1990	1,135,645,000
1991	1,400,000,000	1991	1,400,000,000 <sup>7</sup>
1992	-	1992	1,356,167,000
1993	1,000,000,000	1993	1,725,000,000
1993 (Supp)	270,000,000		
1994	1,771,575,000	1994	1,781,691,000 <sup>1</sup>
1995	1,725,000,000	1995	1,724,904,000 <sup>2</sup>
		1995 Rescission	-33,911,500 <sup>3</sup>
1996	1,665,000,000 <sup>4</sup>	1996	1,665,000,000
1997	1,799,000,000	1997	1,900,000,000
		1997 Rescission	-588,000,000
1998	- <sup>5</sup>	1998	2,000,000,000
1999	1,805,600,000 <sup>5</sup>	1999 Rescission	-392,000,000 <sup>6</sup>
		2005	<sup>8</sup>

<sup>1</sup> Reflects FY 1994 rescission of \$3,309,000.

<sup>2</sup> Reflects reduction of \$96,000 for procurement reform section 323 of P. L. 103-331.

<sup>3</sup> The Rescission Bill P. L. 104-19 reduced Discretionary Grants from FY 1992 and prior year balances by taking \$33.9 million from Bus (\$1.28 million) and New Starts (\$32.6 million).

<sup>4</sup> Proposed legislation would replace this with funding through the Unified Transportation Infrastructure Investment Program.

<sup>5</sup> Proposed to be funded under Major Capital Investments.

<sup>6</sup> Rescission of remaining contract authority pursuant to Omnibus Consolidated Appropriations Act P. L. 105-277.

<sup>7</sup> Includes \$200 million for Formula Grants under section 9(B).

<sup>8</sup> Does not include transfers of unobligated balance pursuant to section 164 of P.L. 108-447, Consolidated Appropriations Act, 2005.

Discretionary Grants

Liquidation of Contract Authorization

Estimates		Appropriations	
1990	---	1990	897,300,000
1991	900,000,000	1991	900,000,000
1992	1,500,000,000	1992	1,500,000,000
1993	1,000,000,000	1993	1,500,000,000
1994	1,000,000,000	1994	1,000,000,000
1994 (Supp.) Rescission	-52,037,325	1994 (Supp.) Rescission	-3,308,935
1995	1,500,000,000	1995	1,500,000,000
1995 (Supp.)	0	1995 (Supp.)	350,000,000
1996	1,700,000,000 <sup>1</sup>	1996	2,000,000,000
1996 (Supp.)	0	1996 (Supp.)	375,000,000
1997	2,000,000,000	1997	2,300,000,000
1998	2,350,000,000 <sup>2</sup>	1998	2,350,000,000
1999	1,900,000,000 <sup>2</sup>	1999	2,000,000,000 <sup>3</sup>
2000	1,500,000,000 <sup>2</sup>	2000	1,500,000,000 <sup>3</sup>
2001	350,000,000 <sup>2</sup>	2001	350,000,000 <sup>3</sup>
2002	0	2002	0

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

<sup>2</sup> Proposed to be derived from the mass transit account of the Highway Trust Fund.

<sup>3</sup> Funded from the mass transit account of the Highway Trust Fund.

Research, Development, Demonstration, and Deployment  
[Research and University Research Centers]  
[Transit Planning and Research]

Estimates		Appropriations + Oblimits	
1992		1992	104,115,000
1993	28,537,000 <sup>22</sup>	1993	85,000,000 <sup>14</sup>
1994	45,875,000	1994	92,250,000 <sup>15</sup>
1995	92,250,000	1995	100,079,000 <sup>1</sup>
1995 (Supp.) Rescission	0	1995 (Supp.) Rescission	-7,000,000
1996	100,027,000 <sup>2</sup>	1996	85,500,000
1997	85,500,000	1997	85,500,000
1998	91,800,000 <sup>3</sup>	1998	91,500,000 <sup>4</sup>
1999	91,900,000 <sup>3</sup>	1999	98,000,000 <sup>5</sup>
2000	107,000,000 <sup>6</sup>	2000	109,209,311 <sup>6,7,8,9</sup>
2001	110,000,000 <sup>10</sup>	2001	109,758,000 <sup>11,12,17</sup>
2002	116,000,000 <sup>13</sup>	2002	116,000,000 <sup>13,18</sup>
2003	122,000,000 <sup>16</sup>	2003	121,207,000 <sup>20,21</sup>
2004	0 <sup>19</sup>	2004	125,256,600 <sup>23,24</sup>
2005	0 <sup>19</sup>	2005	126,976,000 <sup>25</sup>
2006	0 <sup>19</sup>	2006	74,448,000 <sup>26,27</sup>
2007	61,000,000	2007	61,000,000
2008	61,000,000	2008	65,362,900
2009	59,600,000	2009	67,000,000
2010	67,670,000	2010	65,670,000
2011	29,829,000	2011	58,882,000 <sup>28</sup>
2012	44,000,000	2012	44,000,000
2013	120,957,000 <sup>29</sup>	2013	44,269,280 <sup>30</sup>
2014	30,000,000 <sup>31,32</sup>	2014	43,000,000
2015	60,000,000	2015	

<sup>1</sup> Reflects reduction of \$171,000 for procurement reform section 323 of P. L. 103-331

<sup>2</sup> Proposed legislation would replace this with funding through the Unified Transportation Infrastructure Investment Program.

<sup>3</sup> Proposed to be derived from the mass transit account of the Highway Trust Fund.

<sup>4</sup> Reflects reduction of \$500,000 pursuant to President's line-item veto.

<sup>5</sup> Includes \$78,200,000 from the mass transit account of the Highway Trust Fund; includes obligation limitation.

<sup>6</sup> Includes \$86,000,000 from the mass transit account of the Highway Trust Fund; includes obligation limitation.

<sup>7</sup> Reflects reduction of \$243,386 pursuant to P. L. 106-113.

<sup>8</sup> Reflects transfer of \$2,452,697 from New Starts to TPR National Research pursuant to P. L. 106-069.

<sup>9</sup> Excludes \$54,280,827 in FHWA transfers.

<sup>10</sup> Includes \$87,800,000 from the mass transit account of the Highway Trust Fund; includes obligation limitation.

<sup>11</sup> Includes \$87,606,840 from the mass transit account of the Highway Trust Fund; includes obligation limitation.

<sup>12</sup> Reflects reduction of \$242,000 (.22%) pursuant to section 1403 of P. L. 106-554.

<sup>13</sup> Includes \$93,000,000 from the mass transit account of the Highway Trust Fund; includes obligation limitation.

<sup>14</sup> Includes \$56,000,000 from the Highway Trust Fund.

<sup>15</sup> Includes \$44,125,000 from the Highway Trust Fund.

<sup>16</sup> Includes \$97,800,000 from the mass transit account of the Highway Trust Fund; includes obligation limitation.

<sup>17</sup> Excludes \$60,049,742 in FHWA transfers.

<sup>18</sup> Excludes \$59,601,236 in FHWA transfers.

<sup>19</sup> Proposed to be funded in Formula Grants and Research out of the mass transit account of the Highway Trust Fund.

<sup>20</sup> Includes \$87,606,840 from the mass transit account of the Highway Trust Fund; includes obligation limitation.

<sup>21</sup> Reflects reduction of \$793,000 (.65%) pursuant to section 601 of P. L. 108-7; includes obligation limitation.

<sup>22</sup> Does not include \$56,003,000 from the Highway Trust Fund

<sup>23</sup> Reflects reduction of \$743,400 (.59%), pursuant to section 168 (b) of P.L. 108-199, the Consolidated Appropriations Act, 2004.

<sup>24</sup> Includes \$111,104,000 in obligation limitation derived from the mass transit account of the Highway Trust Fund.

<sup>25</sup> Reflects reduction of \$1,024,000 (0.8%) pursuant to Div J, sec. 122 of P.L. 108-447, the Consolidated Appropriations Act, 2005.

<sup>26</sup> Reflects account name pursuant to SAFETEA-LU P.L. 109-59 and the DOT Appropriations Act, 2006 P.L.109-115.

<sup>27</sup> Reflects reduction of \$752,000 (1%) pursuant to Div B, Title III, Chapter 8, sec. 3801, P.L. 109-148, the Defense Appropriation Act, 2006.

<sup>28</sup> Appropriated amounts are net of .2 percent across the board rescission in PL 112-10.

<sup>29</sup> The Administration proposed to fund this program from a Trust Funded account in FY 2013.

<sup>30</sup> A full-year 2013 appropriation for this account was not enacted at the time the budget was prepared; therefore, this account is operating under a continuing resolution (P.L. 112-175). The amounts included for 2013 reflect the annualized level which are based on annualized CR rates and include a 0.612% increase.

<sup>31</sup> In FY 2014, the Transit Cooperative Research Program under authorities of MAP-21, will separate from the Research account into a stand alone account.

<sup>32</sup> Does not include funding for National Transit Institute, which is funded through Formula Grants under MAP-21.

<sup>33</sup> In FY 2014, FTA appropriation language continues funding the Transit Cooperative Research Program within the Research account and proposes to reclassify this account from a General Fund to a Trust Fund account.

Technical Assistance and Standards Development

Estimates		Appropriations	
2014	7,000,000 <sup>1</sup>	2014	5,000,000
2015	5,000,000	2015	

In FY 2014, FTA proposes to separate the Technical Assistance and Standards Program from the Research account  
<sup>1</sup> as authorized by MAP-21.

Formula and Bus Grants  
[Formula and Bus Grants]  
(Limitation on Obligations)  
(Highway Trust Fund, Mass Transit Account)

Estimates		Limitations	
2004	5,615,406,000	2004	0 <sup>2</sup>
2005	5,622,871,000	2005	0 <sup>2</sup>
2006	6,135,000,000	2006	6,910,131,690 <sup>3</sup>
2007	7,262,775,000	2007	7,262,775,000
2008	7,871,895,000	2008	7,767,887,062 <sup>5/6</sup>
2009	8,360,565,000	2009	8,260,565,000 <sup>7</sup>
2010	5,000,000,000	2010	8,343,171,000 <sup>8</sup>
2011	8,271,700,000	2011	8,343,171,000
2012	7,691,986,000	2012	8,360,565,000
2013	4,759,372,000 <sup>9</sup>	2013	8,411,732,000 <sup>10</sup>
2014	8,595,000,000	2014	8,595,000,000
2015	13,914,400,000	2015	

Transit Formula Grants  
[Formula and Bus Grants]

Liquidation of Contract Authorization

Estimates		Appropriations	
2004	690,000,000 <sup>1</sup>	2004	0 <sup>2</sup>
2005	710,000,000 <sup>1</sup>	2005	0 <sup>2</sup>
2006	3,384,000,000 <sup>1</sup>	2006	1,500,000,000 <sup>4</sup>
2007	3,925,000,000	2007	4,660,000,000
2008	6,885,000,000	2008	6,855,000,000
2009	8,670,000,000	2009	8,670,000,000
2010	8,852,000,000	2010	9,400,000,000
2011	9,200,000,000	2011	9,400,000,000
2012	10,000,000,000	2012	9,400,000,000
2013	9,400,000,000	2013	9,400,000,000
2014	9,500,000,000	2014	9,500,000,000
2015	13,914,400,000 <sup>11</sup>	2015	

<sup>1</sup> Proposed to be derived from the mass transit account of the Highway Trust Fund.

<sup>2</sup> Surface transportation reauthorizing legislation has not been enacted.

<sup>3</sup> Reflects reduction of \$69,799,310 (1%) pursuant to Diva B, Title III, Chapter 8, Sec 3801 of the Defense Appropriations Act, P.L. 109-148.

<sup>4</sup> Funded from the mass transit account of the Highway Trust Fund.

<sup>5</sup> Does not reflect rescission of \$28,660,920 in unobligated contract authority pursuant to P.L. 110-161 Diva K, Title I.

<sup>6</sup> Reflects reduction of obligation limitation and rescission of \$105,005,938 pursuant to P.L. 110-161 Div K, Title I, Section 172 and 173.

<sup>7</sup> Reflects reduction of obligation limitation and rescission of \$100,000,000 pursuant to P.L. 111-8 Div I, Title I, Section 167.

<sup>8</sup> Includes net \$1.407 billion flex funds transfer from the Federal Highway Administration (FHWA).

<sup>9</sup>

FTA proposes a new Consolidated Specialized Transportation Grant program that consolidates JARC, New Freedom, and Elderly and Disabled Formula Grant programs.

<sup>10</sup> A full-year 2013 appropriation for this account was not enacted at the time the budget was prepared; therefore, this account is operating under a continuing resolution (P.L. 112-175). The amounts included for 2013 reflect the annualized level which are based on annualized CR rates and include a 0.612% increase.

<sup>11</sup> In FY 2015, FTA proposes to combine the Administrative Expenses account within the Transit Formula account. The FY 2015 also proposes to reclassify the Administrative Expenses account from a General to a Trust fund account.

Human Resources and Training			
Estimates		Appropriations	
2014	5,000,000 <sup>1</sup>	2014	0

In FY 2014, FTA proposes to separate the Human Resources and Training from the Research account and fund<sup>1</sup> under the Technical Assistance and Standards Development account.

Public Transportation Emergency Relief Program

Estimates		Appropriation	
2013	0	2013	10,900,000,000 <sup>1</sup>
2014	25,000,000	2014	0
2015	25,000,000	2015	

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

<sup>2</sup> The Administration proposes to reclassify this account from General Fund to Trust Fund.



Rapid Growth Area Transit Program			
Estimates		Appropriations	
2015	500,000,000 <sup>1</sup>	2015	0

<sup>1</sup> In FY 2015, FTA proposes a new Rapid Growth Area Transit Program in a new reauthorization proposal.

Fast and Accelerating Surface Transportation			
Estimates		Appropriations	
2015	500,000,000 <sup>1</sup>	2015	0

<sup>1</sup> In FY 2015, FTA proposes the Fast and Accelerating Surface Transportation in a new reauthorization proposal.

Research, Training and Human Resources

Estimates		Appropriations	
1990		1990	9,970,000
1991	10,000,000	1991	8,000,000
1992		1992	11,000,000 <sup>1</sup>

<sup>1</sup> Reflects rescission of \$5 million. Amounts reconciled with the Intermodal Surface Transportation Efficiency Act (ISTEA).

<sup>2</sup> Pursuant to 113-76, \$419,474 of unobligated balances were rescinded.

Major Capital Investment Grants			
Estimates		Appropriations	
2004	1,213,500,000	2004	0 <sup>2</sup>
2005	1,234,192,000	2005	0 <sup>2</sup>
2006	872,500,000	2006	0 <sup>3</sup>

Major Capital Investment Grants (Limitation on Obligations) (Highway Trust Fund, Mass Transit Account)			
Estimates		Limitations	
2004	320,594,000 <sup>1</sup>	2004	0 <sup>2</sup>
2005	329,006,000 <sup>1</sup>	2005	0 <sup>2</sup>
2006	690,000,000 <sup>1</sup>	2006	0 <sup>3</sup>

<sup>1</sup> Proposed to be derived from the mass transit account of the Highway Trust Fund.

<sup>2</sup> Surface transportation reauthorizing legislation has not been enacted.

<sup>3</sup> Funded under Capital Investment Grants pursuant to SAFETEA-LU P.L. 109-59 and DOT Appropriations Act, 2006 P.L. 109-115.

Transit Capital Assistance			
Estimates		Appropriations	
2009	-	2009	6,900,000,000 <sup>1</sup>

<sup>1</sup> American Recovery and Reinvestment Act, 2009.

Fixed Guideway Infrastructure Investment			
Estimates		Appropriations	
2009	-	2009	750,000,000 <sup>1</sup>

<sup>1</sup> American Recovery and Reinvestment Act, 2009.

Capital Investments Grants			
Estimates		Appropriations	
2009	-	2009	750,000,000 <sup>1</sup>

<sup>1</sup> American Recovery and Reinvestment Act, 2009.

Grants for Energy Efficiency and Greenhouse Gas Reductions

Estimates		Appropriations	
2010	-	2010	75,000,000
2011	-	2011	49,900,000 <sup>1</sup>

<sup>1</sup> Appropriated amounts are net of .2 percent across the board rescission in PL 112-10.



Transit Cooperative Research Program			
Estimates		Appropriations	
2014	7,000,000 <sup>1</sup>	2014	0 <sup>2</sup>

<sup>1</sup> In FY 2014, FTA proposes to separate the Transit Cooperative Research Program from the Research account as authorized by MAP-21.

<sup>2</sup> In FY 2014, FTA appropriation language continues funding the Transit Cooperative Research Program within the Research account as authorized by MAP-21.



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**EXHIBIT V-1**  
**TRANSIT RESEARCH AND TRAINING**  
**DEPARTMENT OF TRANSPORTATION**  
**BUDGET AUTHORITY**  
(In thousands of dollars)

<b>FEDERAL TRANSIT ADMINISTRATION</b>	<b>FY 2013 Actual</b>	<b>FY 2014 Enacted</b>	<b>FY 2015 Request</b>	<b>FY 2015 Applied</b>	<b>FY 2015 Development</b>
<b>A. Transit Research and Training</b>	<b>8,322</b>	<b>40,000</b>	<b>26,000</b>	<b>22,000</b>	<b>4,000</b>
Operating Safety Technology, Emergency Response Methods, Infrastructure Resiliency (NOFA) (T)	8,322	-	-	-	-
National Research Activities	-	40,000	26,000	22,000	4,000
<b>B. Technical Assistance and Standards Development (T)</b>	<b>-</b>	<b>-</b>	<b>7,000</b>	<b>-</b>	
<b>C. Human Resources and Training (T)</b>	<b>5,000</b>	<b>-</b>	<b>20,000</b>	<b>-</b>	<b>-</b>
<b>D. Transit Cooperative Research Program (T)</b>	<b>3,500</b>	<b>3,000</b>	<b>7,000</b>	<b>-</b>	<b>-</b>
<b>E. Transit Research and Training</b>	<b>24,877</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Low to No Emissions Deployment Program (T)	24,877	-	-	-	-
<b>F. Administrative Expenses</b>	<b>1,993</b>	<b>2,193</b>	<b>2,193</b>	<b>1,588</b>	<b>605</b>
Subtotal, Research & Development	1,993	42,193	28,193	23,588	4,605
Subtotal, Technology Investment (T)	41,699	3,000	34,000	-	-
Subtotal, Facilities (F)	-	-	-	-	-
<b>Total FTA</b>	<b>43,692</b>	<b>45,193</b>	<b>62,193</b>	<b>23,588</b>	<b>4,605</b>