



**U.S. Department  
of Transportation**

# **BUDGET ESTIMATES**

## **FISCAL YEAR 2020**

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### **FEDERAL TRANSIT ADMINISTRATION**

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



# Table of Contents

## Section 1 – Overview

	Page No.
Administrator’s Overview .....	FTA – 1
FY 2018 Organizational Chart.....	FTA – 3
FY 2019 Organizational Chart.....	FTA – 4
FY 2020 Organizational Chart.....	FTA – 5



# **FEDERAL TRANSIT ADMINISTRATION**

## **FY 2020 BUDGET SUBMISSION**

### **Overview**

The Federal Transit Administration's (FTA) FY 2020 Budget requests \$12.4 billion. The Budget continues to invest strategically in safety and critical public transportation infrastructure to address the capital needs of both urban and rural transit systems, while also moving transit into the future by embracing innovation. Smart investments in transit infrastructure support mobility and accessibility, help to stimulate economic growth, productivity, and competitiveness for American workers and businesses, and make America's communities better places to live.

The FY 2020 Budget continues to focus on the Secretary's highest priorities of Safety, Infrastructure, Innovation, and Accountability. This agenda includes minimizing transit-related fatalities and injuries by supporting the implementation of performance-based safety management systems, promoting the use of public transportation agency safety plans, and certifying state authorities that oversee rail transit systems.

This Budget also addresses high-priority infrastructure needs by investing in recapitalization projects to restore transit infrastructure and assets into a state of good repair. In addition, FTA will continue to foster innovative research that advances the demonstration and deployment of technologies that improve the safety and performance of the nation's public transportation network. FTA will achieve these missions in a lean, results-driven manner that responsibly steward's taxpayer dollars and avoids unnecessary regulatory burdens.

### **Making Transit Safer**

The Secretary's top priority calls for FTA to sustain and enhance the safety of public transportation. FTA works with transit systems, through rulemaking, guidance, and technical assistance, to aid them in minimizing transit-related fatalities and injuries by implementing performance-based safety management systems, promoting the use of public transportation agency safety plans, and certifying state authorities that oversee rail transit systems. The Budget requests \$180 million in Transit Formula Grants to bolster transit systems in their safety efforts. Within this amount, the Budget includes \$24.6 million for operational support of state safety oversight of rail transit systems. FTA has certified almost all of the 31 state safety oversight agencies before the April 15, 2019 statutory deadline. The requested funding is critical to supporting those agencies' ongoing operations.

This budget also includes \$150 million to continue assisting the Washington Metropolitan Area Transit Authority (WMATA) address on-going safety deficiencies and to improve the reliability of service. This appropriation is in addition to approximately \$310 million annually in Federal formula funds provided to WMATA from FTA's core programs.



## **Improving Our Nation's Infrastructure**

The Budget requests \$12.4 billion for investments in the Nation's transit infrastructure. This includes \$4.9 billion for formula grants to urban areas, \$673 million for formula grants to rural communities, \$570 million for Growing and High-Density States, and \$142 million to support metropolitan and state planning. The Budget also includes \$286 million in funding to help address the mobility needs of seniors and individuals with disabilities who rely on transit services for needs such as getting to medical appointments, jobs, and the grocery store.

An additional \$2.9 billion supports State of Good Repair formula grants and \$1 billion funds buses and bus facilities infrastructure investment grants. These funds will help to address the \$90 billion transit infrastructure backlog that continues to grow. The Budget also requests \$1.5 billion for Capital Investment Grants (CIG) for projects that have existing full funding grant agreements already in place and for other projects that may become ready for CIG funding during FY 2020 including projects in the Expedited Project Delivery CIG Pilot Program.

## **Promoting Innovation**

FTA will continue to promote the demonstration and deployment of innovative technologies and practices that improve the safety, mobility, and performance of the nation's public transportation networks. To support this effort, the Budget requests \$28 million for Public Transportation Innovation. Of this amount, \$12 million supports mobility research to strengthen the capacity of transit agencies and communities as they navigate the dynamic, evolving landscape of personal mobility. Demonstrations will explore innovative business models, partnerships, and private-sector technological tools and solutions for enhanced and seamless mobility options for all travelers.

An additional \$5 million supports transformative infrastructure research and research on advance propulsion vehicles. Another \$5 million supports the Transit Cooperative Research Program in producing early-stage applied research that helps prepare the transit industry for the future by identifying new and innovative practices. The Budget also requests \$6 million to conduct research and demonstrations to improve public transportation safety, including the development of safety standards.

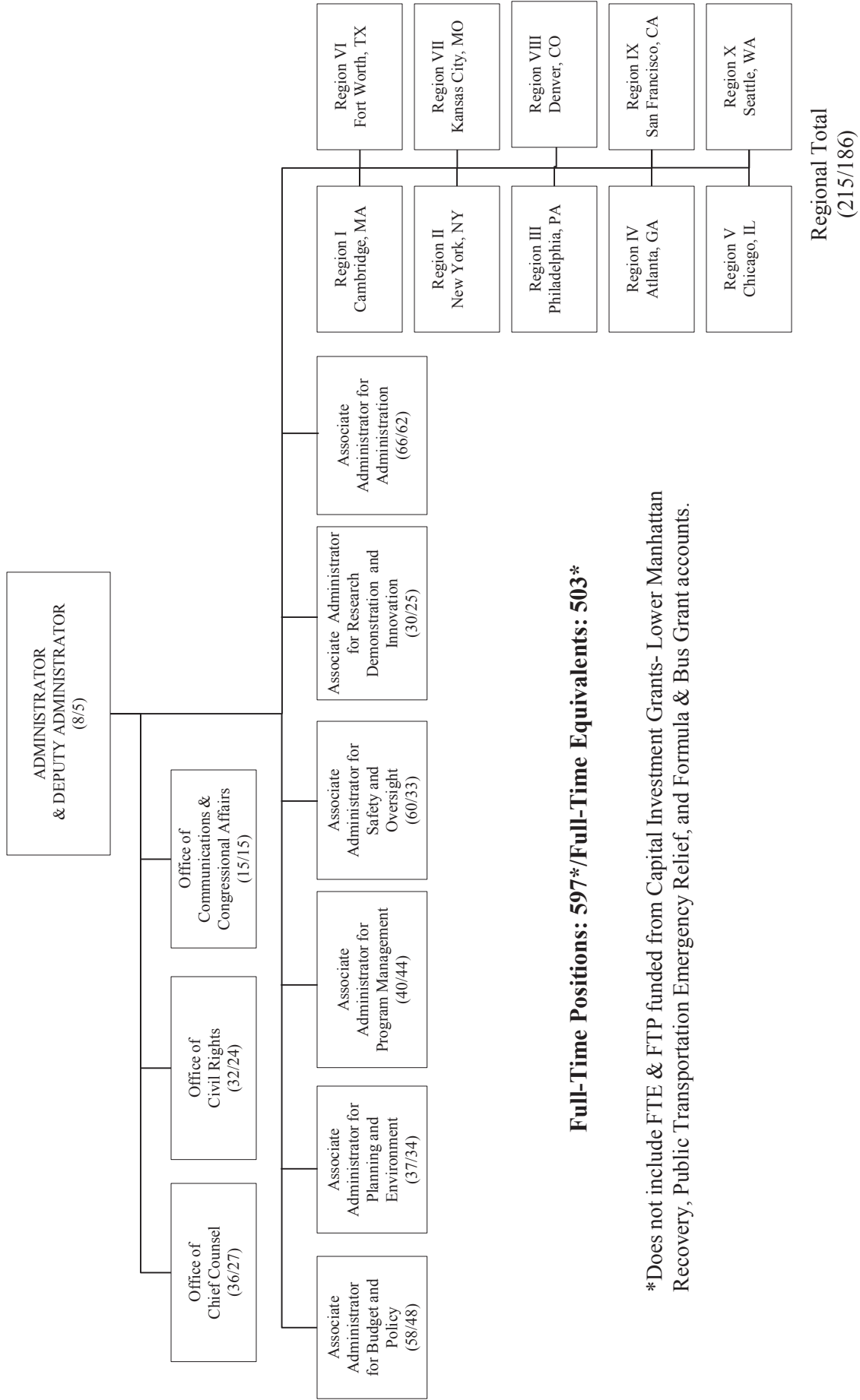
## **Accountability**

The Budget requests \$110.6 million to support FTA's operations as a customer-focused, mission-driven, and cost-disciplined organization, with a workforce numbering just over 550 full-time equivalents.

The FTA workforce will actively pursue improvement of its efficiency, effectiveness, and accountability through better planning for and managing of human capital, finance, procurement, information technology, and other mission support services to achieve its transit mission in ways that avoid imposing unnecessary regulatory burdens on the transit industry.

# FEDERAL TRANSIT ADMINISTRATION

## FY 2018 Administrative Organizational Chart with Full-Time Positions (FTP) and Projected Full-Time Equivalents (FTE)



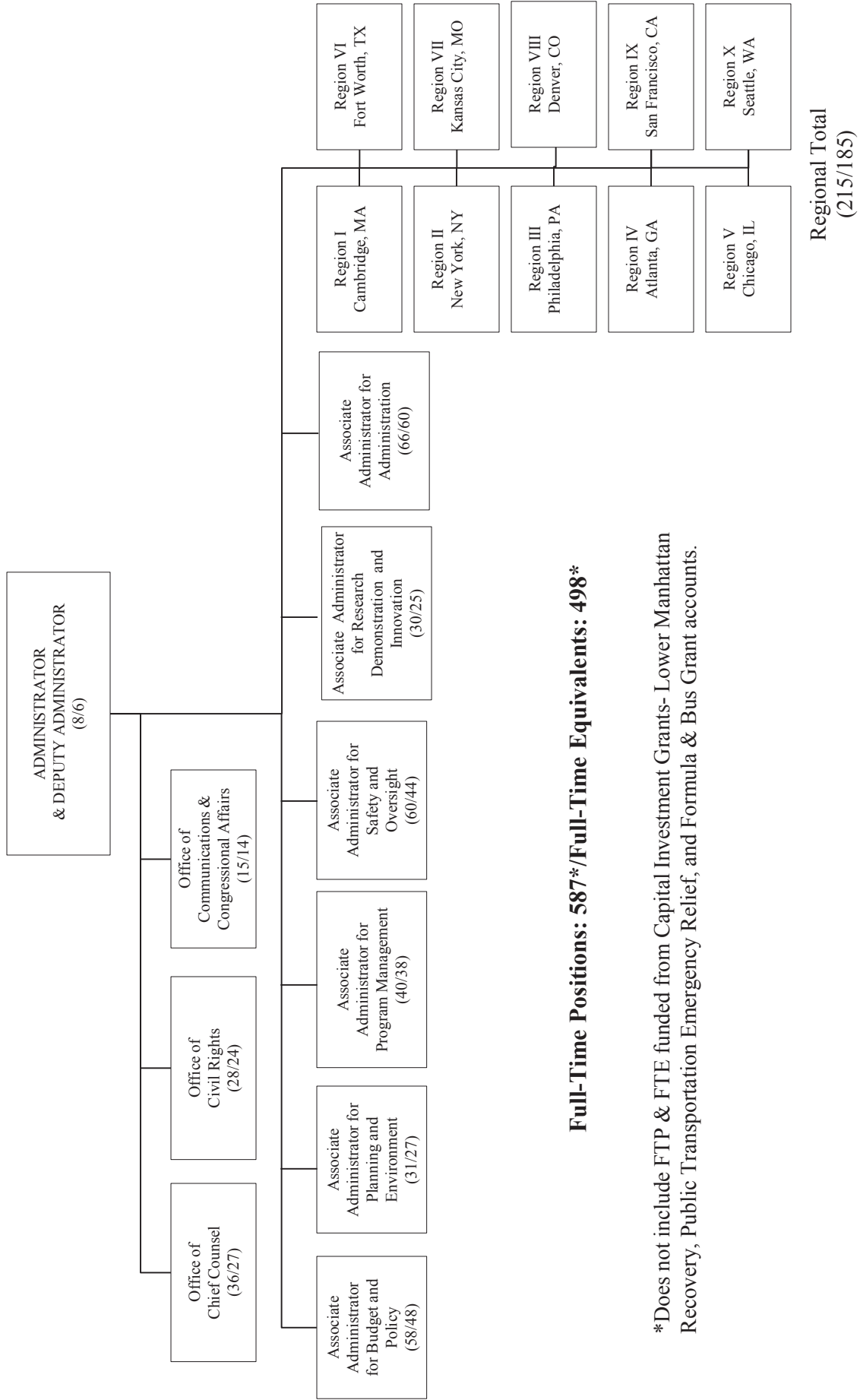
**Full-Time Positions: 597\*/Full-Time Equivalents: 503\***

\*Does not include FTE & FTP funded from Capital Investment Grants- Lower Manhattan Recovery, Public Transportation Emergency Relief, and Formula & Bus Grant accounts.



# FEDERAL TRANSIT ADMINISTRATION

## FY 2019 Administrative Organizational Chart with Full-Time Positions (FTP) and Projected Full-Time Equivalents (FTE)

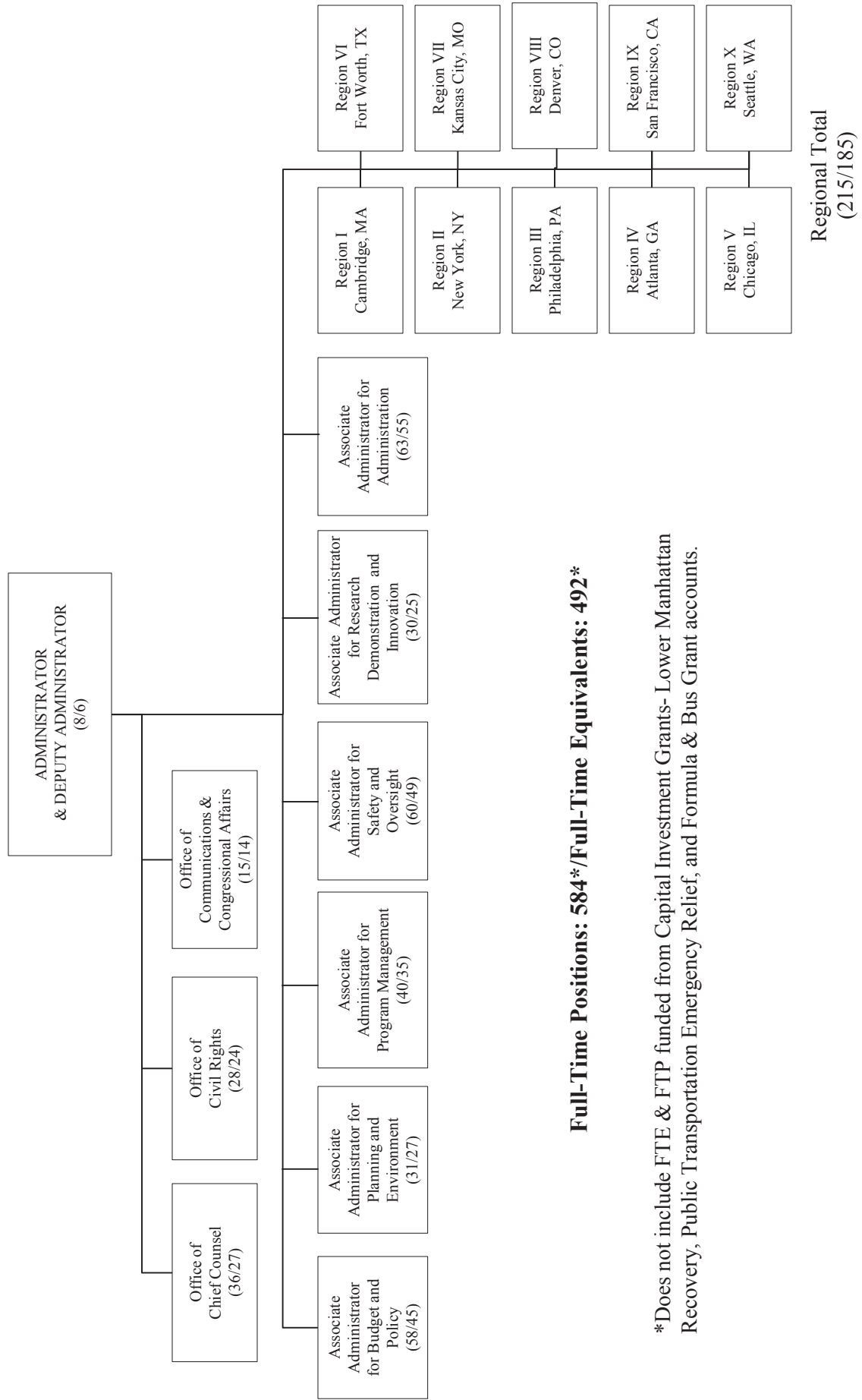


**Full-Time Positions: 587\*/Full-Time Equivalents: 498\***

\*Does not include FTP & FTE funded from Capital Investment Grants- Lower Manhattan Recovery, Public Transportation Emergency Relief, and Formula & Bus Grant accounts.

# FEDERAL TRANSIT ADMINISTRATION

## FY 2020 Administrative Organizational Chart with Full-Time Positions (FTP) and Projected Full-Time Equivalents (FTE)



**Full-Time Positions: 584\*/Full-Time Equivalents: 492\***

\*Does not include FTE & FTP funded from Capital Investment Grants- Lower Manhattan Recovery, Public Transportation Emergency Relief, and Formula & Bus Grant accounts.



# Table of Contents

## Section 2 – Budget Summary Tables

	Page No.
Exhibit 1 – FY 2020 New Budget Authority .....	Exh. II-1
Exhibit 2 – FY 2020 Budget Resources by Appropriations Account .....	Exh. II-2
Exhibit 3- FY 2020 Budget Request by DOT Strategic and Organizational Goals .....	Exh. II-3
Exhibit 4 – FY 2020 Budget Authority.....	Exh. II-4
Exhibit 5 – FY 2020 Outlays .....	Exh. II-5
Exhibit 6 – Summary of Requested Funding Changes .....	Exh. II-6
Exhibit 7 – Working Capital Fund.....	Exh. II-11
Exhibit 8 – Personnel Resources – Summary of FTE.....	Exh. II-12
Exhibit 9 – Personnel Resources – Summary of FTP.....	Exh. II-13



**EXHIBIT II-1**

**FY 2020 Comparative Statement of New Budget Authority  
FEDERAL TRANSIT ADMINISTRATION  
(\$000)**

<b>ACCOUNT NAME</b>	<b>FY 2018 ACTUAL</b>	<b>FY 2019 ANNUALIZED CR</b>	<b>FY 2019 ENACTED</b>	<b>FY 2020 REQUEST</b>
Transit Formula Grants (TF)	\$9,733,353	\$9,733,353	\$9,939,380	\$10,150,348
FHWA Flex Funding -- Net	\$1,633,698	\$1,300,000	\$1,300,000	\$1,300,000
Total, Transit Formula Grants (Obligation Limitation)	<b>\$11,367,051</b>	<b>\$11,033,353</b>	<b>\$11,239,380</b>	<b>\$11,450,348</b>
<i>(Liquidation of Contract Authority)</i>	<i>\$10,300,000</i>	<i>\$10,300,000</i>	<i>\$9,900,000</i>	<i>\$10,800,000</i>
Capital Investment Grants (GF) <sup>1/</sup>	\$2,650,010	\$2,644,960	\$2,552,687	\$1,505,190
Washington Metropolitan Area Transit Authority (GF)	\$150,000	\$150,000	\$150,000	\$150,000
Administrative Expenses (GF)	\$113,165	\$113,165	\$113,165	\$110,552
Technical Assistance and Training (GF)	\$5,000	\$5,000	\$5,000	\$0
Transit Infrastructure Grants (GF)	\$834,000	\$834,000	\$700,000	\$500,000
<i>Less rescission of prior year carryover [non-add] <sup>2/</sup></i>			<i>[-46,560]</i>	
<b>SUBTOTAL (Without FHWA Flex Funding)</b>	<b>\$13,485,528</b>	<b>\$13,480,478</b>	<b>\$13,460,232</b>	<b>\$12,416,090</b>
<b>GRAND TOTAL (With FHWA Flex Funding)</b>	<b>\$15,119,226</b>	<b>\$14,780,478</b>	<b>\$14,760,232</b>	<b>\$13,716,090</b>
Appropriations	<b>\$15,119,226</b>	<b>\$14,780,478</b>	<b>\$14,760,232</b>	<b>\$13,716,090</b>

1/ The FY 2018 Consolidated Appropriations Act included \$5,050,000 in prior year unobligated balances bringing the total available in FY 2018 to \$2,650,010,000.

2/ The FY 2019 Consolidated Appropriations Act includes rescission of prior year unobligated balances for FY 2005 or prior fiscal years to "Formula Grants"; \$46,560,000.

**EXHIBIT II-2**  
**FY 2020 TOTAL BUDGETARY RESOURCES BY APPROPRIATION ACCOUNT**  
**FEDERAL TRANSIT ADMINISTRATION**  
**Appropriations, Obligation Limitations, and Exempt Obligations**  
**(\$000)**

<b>ACCOUNT NAME</b>	<b>FY 2018 ACTUAL</b>	<b>FY 2019 ANNUALIZED CR</b>	<b>FY 2019 ENACTED</b>	<b>FY 2020 REQUEST</b>
<b>Transit Formula Grants (TF) (Obligation Limitation)</b>	<u>\$11,367,051</u>	<u>\$11,033,353</u>	<u>\$11,239,380</u>	<u>\$11,450,348</u>
FTA Transit Formula Grants	\$9,733,353	\$9,733,353	\$9,939,380	\$10,150,348
FHWA Flex Funding -- Net	\$1,633,698	\$1,300,000	\$1,300,000	\$1,300,000
Capital Investment Grants (GF) 1/	\$2,650,010	\$2,644,960	\$2,552,687	\$1,505,190
Washington Metropolitan Area Transit Authority (GF)	\$150,000	\$150,000	\$150,000	\$150,000
Administrative Expenses (GF)	\$113,165	\$113,165	\$113,165	\$110,552
Technical Assistance and Training (GF)	\$5,000	\$5,000	\$5,000	\$0
Transit Infrastructure Grants (GF)	\$834,000	\$834,000	\$700,000	\$500,000
<i>Less rescission of prior year carryover [non-add] 2/</i>			<i>[-46,560]</i>	
<b>TOTAL:</b>	<u><b>\$15,119,226</b></u>	<u><b>\$14,780,478</b></u>	<u><b>\$14,760,232</b></u>	<u><b>\$13,716,090</b></u>

1/ The FY 2018 Consolidated Appropriations Act included \$5,050,000 in prior year unobligated balances bringing the total available in FY 2018 to \$2,650,010,000.

2/ The FY 2019 Consolidated Appropriations Act includes rescission of prior year unobligated balances for FY 2005 or prior fiscal years to "Formula Grants"; \$46,560,000.

**EXHIBIT II-3**  
**FY 2020 BUDGET REQUEST BY DOT STRATEGIC AND ORGANIZATIONAL GOALS**  
**Appropriations, Obligation Limitation, and Exempt Obligations**  
**FEDERAL TRANSIT ADMINISTRATION**  
**(\$000)**

	<b>Safety</b>	<b>Infrastructure</b>	<b>Innovation</b>	<b>Accountability</b>	<b>Total</b>
<b>ACCOUNT/ PROGRAM</b>					
<b>Formula Grants</b>	<b>\$27,647</b>	<b>\$10,082,201</b>	<b>\$40,500</b>	<b>-</b>	<b>\$10,150,348</b>
Transit Oriented Development	-	\$10,000	-	-	\$10,000
Planning Programs	-	\$142,036	-	-	\$142,036
Urbanized Area Formula	\$24,647	\$4,904,805	-	-	\$4,929,452
Enhance Mobility of Seniors and Individuals with Disabilities	-	\$285,575	-	-	\$285,575
Pilot Program for Enhanced Mobility	\$0	-	\$3,500	-	\$3,500
Formula Grants for Rural Areas	-	\$673,300	-	-	\$673,300
Public Transportation Innovation	-	-	\$28,000	-	\$28,000
Technical Assistance and Workforce Development	-	\$0	\$9,000	-	\$9,000
Bus Testing Facility	\$3,000	-	-	-	\$3,000
National Transit Database	-	\$4,000	-	-	\$4,000
State of Good Repair Grants	-	\$2,683,798	-	-	\$2,683,798
Growing States and High Density States	-	\$570,033	-	-	\$570,033
Bus and Bus Facilities Formula Grants	-	\$808,654	-	-	\$808,654
<b>Administrative Expenses</b>	<b>\$4,000</b>	<b>\$1,000</b>	<b>-</b>	<b>\$105,552</b>	<b>\$110,552</b>
<b>Capital Investment Grants</b>	<b>-</b>	<b>\$1,505,190</b>	<b>-</b>	<b>-</b>	<b>\$1,505,190</b>
<b>WMATA</b>	<b>\$148,500</b>	<b>-</b>	<b>-</b>	<b>\$1,500</b>	<b>\$150,000</b>
<b>Transit Infrastructure Grants</b>	<b>-</b>	<b>\$500,000</b>	<b>-</b>	<b>-</b>	<b>\$500,000</b>
<b>Total</b>	<b>\$180,147</b>	<b>\$12,088,391</b>	<b>\$40,500</b>	<b>\$107,052</b>	<b>\$12,416,090</b>

*Excludes Flex funding.*



**EXHIBIT II-4**  
**FY 2020 BUDGET AUTHORITY**  
**FEDERAL TRANSIT ADMINISTRATION**  
**(\$000)**

ACCOUNT NAME	U.S.C. 49 Chapter 53 Section	M / D	FY 2018 ACTUAL	FY 2019 ANNUALIZED CR	FY 2019 ENACTED	FY 2020 REQUEST
Transit Formula Grants (Contract Authority)		M	\$11,367,051	\$11,033,353	\$11,239,380	\$11,450,348
Transit Oriented Development (discretionary pilot)	2005(b)		\$10,000	\$10,000	\$10,000	\$10,000
Planning Programs	5305		\$136,200	\$136,200	\$139,088	\$142,036
Urbanized Area Formula Grants	5307		\$4,726,907	\$4,726,907	\$4,827,118	\$4,929,452
Enhanced Mobility of Seniors and Individuals with Disabilities	5310		\$273,841	\$273,841	\$279,646	\$285,575
Pilot Program for Enhanced Mobility	3006 (b)		\$3,250	\$3,250	\$3,500	\$3,500
Formula Grants for Rural Areas	5311		\$645,635	\$645,635	\$659,322	\$673,300
Public Transportation Innovation	5312		\$28,000	\$28,000	\$28,000	\$28,000
Technical Assistance and Workforce Development	5314		\$9,000	\$9,000	\$9,000	\$9,000
Bus Testing Facilities	5318		\$3,000	\$3,000	\$3,000	\$3,000
National Transit Database	5322(d)		\$4,000	\$4,000	\$4,000	\$4,000
State of Good Repair Grants	5337		\$2,593,703	\$2,593,703	\$2,638,367	\$2,683,798
Bus and Bus Facilities Grants	5339		\$747,033	\$747,033	\$777,024	\$808,654
Growing States and High Density States	5340		\$552,784	\$552,784	\$561,315	\$570,033
FHWA Flex Funding -- Net			\$1,633,698	\$1,300,000	\$1,300,000	\$1,300,000
Capital Investment Grants (GF) <sup>1/</sup>	5309	D	\$2,650,010	\$2,644,960	\$2,552,687	\$1,505,190
Washington Metropolitan Area Transit Authority (GF)	601, Division B, P.L. 110-432	D	\$150,000	\$150,000	\$150,000	\$150,000
Administrative Expenses (GF)	5334, 5329, 5326	D	\$113,165	\$113,165	\$113,165	\$110,552
Technical Assistance and Training (GF)	5314	D	\$5,000	\$5,000	\$5,000	\$0
Transit Infrastructure Grants (GF)	5312, 5318, 5337, 5339, 5340	D	\$834,000	\$834,000	\$700,000	\$500,000
<i>Less rescission of prior year carryover [non-add] <sup>2/</sup></i>					<i>[-46,560]</i>	
<b>TOTAL:</b>			<u>\$15,119,226</u>	<u>\$14,780,478</u>	<u>\$14,760,232</u>	<u>\$13,716,090</u>

<sup>1/</sup> The FY 2018 Consolidated Appropriations Act included \$5,050,000 in prior year unobligated balances bringing the total available in FY 2018 to \$2,650,010,000.

<sup>2/</sup> The FY 2019 Consolidated Appropriations Act includes rescission of prior year unobligated balances for FY 2005 or prior fiscal years to "Formula Grants"; \$46,560,000.

**EXHIBIT II-5**  
**FEDERAL TRANSIT ADMINISTRATION**  
**FY 2020 OUTLAYS**  
**(in millions)**

		<b>FY 2018</b>	<b>FY 2019</b>	<b>FY 2019</b>	<b>FY 2020</b>
		<b>ACTUAL</b>	<b>ANNUALIZED</b>	<b>ENACTED</b>	<b>REQUEST</b>
021-36-1120	Administrative Expenses	\$111	\$123	\$123	\$111
021-36-1125	Job Access and Reverse Commute Grants	\$0	\$1	\$1	\$0
021-36-1128	Washington Metropolitan Area Transit Authority	\$180	\$93	\$93	\$137
021-36-1129	Formula Grants	\$14	\$25	\$25	\$25
021-36-1131	Grants for Energy Efficiency and Greenhouse Gas Reductions	\$8	\$0	-	\$0
021-36-1134	Capital Investment Grants				
	Capital Investment Grants	\$1,862	\$1,913	\$1,886	\$2,070
	Lower- Manhattan Recovery Office	\$2	\$1	\$1	\$1
021-36-1137	Transit Research	\$36	\$31	\$31	\$27
021-36-1140	Public Transportation Emergency Relief Program	\$460	\$987	\$987	\$947
021-36-1142	Technical Assistance and Training	\$3	\$9	\$9	\$6
021-36-2812	Transit Infrastructure Grants	\$0	\$68	\$67	\$174
021-36-8350	Transit Formula Grants				
	Discretionary, Highway	\$1,603	\$1,309	\$1,309	\$1,299
	Discretionary, Mass Transit	\$8,503	\$9,041	\$9,081	\$9,646
<b>TOTAL:</b>		<b>\$12,782</b>	<b>\$13,601</b>	<b>\$13,613</b>	<b>\$14,443</b>

**EXHIBIT II-6**  
**SUMMARY OF REQUESTED FUNDING CHANGES FROM FY 2019 to FY 2020**  
**Federal Transit Administration**  
**Administrative Expenses**  
**Appropriations, Obligation Limitations, and Exempt Obligations**  
**(\$000)**

Account Name: Administrative Expenses	FY 2018 Enacted	FY 2019 Annualized CR	FY 2019 ENACTED	Annualization of 2019 Pay Raises	2020 Pay Raises	Compensable Days (262 days) 1/	GSA Rent	Base Adjustments	Transfer	WCF Increase/ Decrease	Inflation/ Deflation	FY 2020 Baseline	Program Changes	FY 2020 REQUEST
<b>PERSONNEL RESOURCES (FTE)</b>	503	503	498	1.9%	1.9%	0.0%								
Direct FTE									-3			495	-3	492
<b>FINANCIAL RESOURCES</b>														
<b>ADMINISTRATIVE EXPENSES</b>														
Salaries and Benefits	\$77,278	\$79,633	\$79,633	\$357	\$308			(\$665)				\$79,633	-\$993	\$78,641
FECA (Worker's Compensation)	\$66	\$67	\$67									\$67		\$67
Travel	\$1,506	\$1,516	\$1,516									\$1,516		\$1,516
Training	\$1,058	\$1,027	\$1,027									\$1,027		\$1,027
Transportation	\$266	\$172	\$172					(\$122)				\$50		\$50
GSA Rent	\$8,224	\$8,708	\$8,708				-\$5					\$8,703		\$8,703
Communications, & Utilities	\$747	\$900	\$900					(\$22)	(\$375)			\$503		\$503
Printing	\$82	\$100	\$100									\$100		\$100
Other Services:														
WCF	\$9,371	\$9,420	\$9,420						(\$6,243)	\$205		\$3,382		\$3,444
WCF-Transit Subsidy	\$618	\$665	\$665									\$665		\$665
WCF- Commodity and Programmatic IT Shared Services 2/														
Contracts	\$13,202	\$10,394	\$10,394					(\$1,739)	\$12,483			\$12,483		\$12,483
Supplies	\$152	\$137	\$137						(\$5,465)			\$3,190		\$3,190
Equipment	\$486	426	426									\$137		\$137
Grants	\$0	\$0	\$0						(\$400)			\$26		\$26
Settlements	\$107	\$0	\$0									\$0		\$0
<b>Admin Total</b>	<b>\$113,165</b>	<b>\$113,165</b>	<b>\$113,165</b>	<b>\$357</b>	<b>\$308</b>		<b>-\$5</b>	<b>(\$2,548)</b>	<b>\$0</b>	<b>\$205</b>		<b>\$111,483</b>	<b>-\$993</b>	<b>\$110,552</b>

1/There are 262 compensable days in FY 2020, 1 more day than FY 2019.

2/The Office of the Chief Information Officer (OCIO) will continue to provide FTA IT shared services and begin to consolidate FTA IT investments centrally in FY 2020. As part of the consolidation of IT functions under the WCF, FTA will transfer 3 FTP supporting IT to the OCIO in FY 2020.

[illegible]

1/There are 262 compensable days in FY 2020, 1 more day than FY 2019.

**EXHIBIT II-6**  
**SUMMARY OF REQUESTED FUNDING CHANGES FROM FY 2019 to FY 2020**  
**Federal Transit Administration**  
**Capital Investment Grants**  
**Appropriations, Obligation Limitations, and Exempt Obligations**  
**(\$000)**

Account Name: Capital Investment Grants	FY 2018 Actual 1/	FY 2019 ANNUALIZE D CR	FY 2019 ENACTED 2/	Compensable Days (262 days) 3/	Baseline Changes				FY 2020 Baseline	Program Changes	FY 2020 REQUEST
					GSA Rent	Base adjustments	WCF Increase/ Decrease	Inflation/ Deflation			
<b>PERSONNEL RESOURCES (FTE)</b> Direct FTE											
<b>FINANCIAL RESOURCES</b>											
Salaries and Benefits											
FECA (Worker's Compensation)											
Travel											
Training											
Transportation											
GSA Rent											
Communications, & Utilities											
Printing											
WCF											
WCF-Transit Subsidy											
WCF- Shared Services											
Contracts	\$26,450	\$26,450	\$25,517						\$25,517	(\$10,465)	\$15,052
Supplies											
Equipment											
Grants	\$2,623,560	\$2,618,510	\$2,527,170						\$2,527,170	(\$1,037,032)	\$1,490,138
<b>Capital Investment Grants Total</b>	<b>\$2,650,010</b>	<b>\$2,644,960</b>	<b>\$2,552,687</b>						<b>\$2,552,687</b>	<b>(\$1,047,497)</b>	<b>\$1,505,190</b>

1/ The Consolidated Appropriations Act, 2018 provides \$2,644,960,000 in new budget authority and \$5,050,000 from recovered and unobligated Bus and Bus Facilities funds appropriated from Fiscal Years 2000 to 2005, for the Capital Investment Grant program.

2/ The FY 2019 Consolidated Appropriations Act provides \$2,552,687,000 in new budget authority for the Capital Investment Grant program and not more than 25,517,000 is available for oversight activities.

3/ There are 262 compensable days in FY 2020, 1 more day than FY 2019.

**EXHIBIT II-6**  
**SUMMARY OF REQUESTED FUNDING CHANGES FROM FY 2019 to FY 2020**  
**Federal Transit Administration**  
**Transit Infrastructure**  
**Appropriations, Obligation Limitations, and Exempt Obligations**  
**(\$000)**

Account Name: Transit Infrastructure Grants	FY 2018 Actual	FY 2019 ANNUALIZE D CR	FY 2019 ENACTED	GSA Rent	Base adjustments	Baseline Changes			FY 2020 Baseline	Program Changes	FY 2020 REQUEST
						WCF Increase/ Decrease	Inflation/ Deflation				
Salaries and Benefits											
FECA (Worker's Compensation)											
Travel											
Training											
Transportation											
GSA Rent											
Communications, & Utilities											
Printing											
WCF											
WCF- Transit Subsidy											
WCF- Shares Services											
Contracts	\$7,000	\$7,000	\$5,455						\$5,455	(\$1,080)	\$4,375
Supplies											
Equipment											
Grants	\$827,000	\$827,000	\$694,545						\$694,545	(\$198,920)	\$495,625
<b>Transit Infrastructure Grants Total</b>	<b>\$834,000</b>	<b>\$834,000</b>	<b>\$700,000</b>						<b>\$700,000</b>	<b>(\$200,000)</b>	<b>\$500,000</b>

1/There are 262 compensable days in FY 2020, 1 more day than FY 2019.

**PERSONNEL RESOURCES (FTE)**

Direct FTE

**FINANCIAL RESOURCES**

**EXHIBIT II-6**  
**SUMMARY OF REQUESTED FUNDING CHANGES FROM FY 2019 to FY 2020**  
**Federal Transit Administration**  
**the Washington Metropolitan Area Tran**  
**Appropriations, Obligation Limitations, and Exempt Obligations**  
**(\$000)**

Account Name: Washington Metropolitan Area Transit Authority	FY 2018 Actual	FY 2019 ANNUALIZED CR	FY 2019 ENACTED	Baseline Changes				FY 2020 Baseline	Program Changes	FY 2020 REQUEST
				GSA Rent	Base adjustments	WCF Increase/ Decrease	Inflation/ Deflation			
<b>PERSONNEL RESOURCES (FTE)</b>										
<b>Direct FTE</b>										
<b>FINANCIAL RESOURCES</b>										
<b>ADMINISTRATIVE EXPENSES</b>										
Salaries and Benefits										
FECA (Worker's Compensation)										
Travel	\$250	\$250	\$250					\$250		\$250
Training										
Transportation	\$50	\$50	\$50					\$50		\$50
GSA Rent										
Communications, & Utilities										
Printing										
WCF										
WCF-Transit Subsidy										
WCF- Shares Services	\$1,200	\$1,200	\$1,200					\$1,200		\$1,200
Contracts										
Supplies										
Equipment										
Grants	\$148,500	\$148,500	\$148,500					\$148,500		\$148,500
<b>Grants to WMATA Total</b>	<b>\$150,000</b>	<b>\$150,000</b>	<b>\$150,000</b>					<b>\$150,000</b>		<b>\$150,000</b>
<b>\$148,500</b>										
<b>\$150,000</b>										
1/There are 262 compensable days in FY 2020. 1 more day than FY 2019.										

l/There are 262 compensable days in FY 2020, 1 more day than FY 2019.

**EXHIBIT II-7**  
**WORKING CAPITAL FUND**  
**FEDERAL TRANSIT ADMINISTRATION**  
**(\$000)**

	<b>FY 2018 ACTUAL</b>	<b>FY 2019 ANNUALIZED CR</b>	<b>FY 2019 ENACTED</b>	<b>FY 2020 REQUEST</b>
<b>DIRECT:</b>				
<b>Administrative Expenses</b>				
Base WCF Services	\$3,767	\$4,067	\$4,067	\$4,109
Base WCF- IT Services	\$6,223	\$6,018	\$6,018	\$8,071
WCF- Commodity IT Shared Services(SS) 1/	\$0	\$0	\$0	\$4,412
<b>Transit Formula Grants</b>				
Programatic IT Shared Services(SS)	\$0	\$0	\$0	\$3,123
<b>TOTAL</b>	<b>\$9,989</b>	<b>\$10,085</b>	<b>\$10,085</b>	<b>\$19,715</b>

1/ The Office of the Chief Information Officer (OCIO) will continue to provide FTA IT shared services and begin to condolidate FTA IT investments centrally in FY 2020.



**EXHIBIT II-8**

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

	<b>FY 2018 ACTUAL</b>	<b>FY 2019 ANNUALIZED CR</b>	<b>FY 2019 ENACTED</b>	<b>FY 2020 REQUEST</b>
<b><u>DIRECT FUNDED BY APPROPRIATION</u></b>				
Administrative Expenses 1/	503	503	498	492
Capital Investment Grants -				
Lower Manhattan Recovery Office	2	2	2	2
Public Transportation Emergency Relief	27	28	28	30
Transit Formula Grants	17	30	30	30
<b>TOTAL FTEs</b>	<b>549</b>	<b>563</b>	<b>558</b>	<b>554</b>

1/ As part of the consolidation of IT functions under the WCF, FTA will transfer 8 FTE supporting IT to the OCIO in FY 2020.

**EXHIBIT II-9**

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

	<b>FY 2018 ACTUAL</b>	<b>FY 2019 ANNUALIZED CR</b>	<b>FY 2019 ENACTED</b>	<b>FY 2020 REQUEST</b>
<b><u>DIRECT FUNDED BY APPROPRIATION</u></b>				
Administrative Expenses 1/	597	587	587	584
Capital Investment Grants - Lower Manhattan Recovery Office	2	2	2	2
Public Transportation Emergency Relief	33	33	33	33
Transit Formula Grants	28	38	38	38
<b>TOTAL POSITIONS</b>	<b><u>660</u></b>	<b><u>660</u></b>	<b><u>660</u></b>	<b><u>657</u></b>

1/ As part of the consolidation of IT functions under the WCF, FTA will transfer 8 positions supporting IT to the OCIO in FY 2020.



# Table of Contents

## Transit Formula Grants (TFG) Detailed Justification

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



**TRANSIT FORMULA GRANTS  
(LIQUIDATION OF CONTRACT AUTHORIZATION)**

**(LIMITATION ON OBLIGATIONS)**

**(HIGHWAY TRUST FUND)**

For payment of obligations incurred in the Federal Public Transportation Assistance Program in this account, and for payment of obligations incurred in carrying out the provisions of 49 U.S.C. 5305, 5307, 5310, 5311, 5312, 5314, 5318, 5329(e)(6), 5335, 5337, 5339, and 5340, as amended by the Fixing America's Surface Transportation Act, section 20005(b) of Public Law 112-141, and section 3006(b) of the Fixing America's Surface Transportation Act, *\$10,800,000,000*, to be derived from the Mass Transit Account of the Highway Trust Fund and to remain available until expended: Provided, That funds available for the implementation or execution of programs authorized under 49 U.S.C. 5305, 5307, 5310, 5311, 5312, 5314, 5318, 5329(e)(6), 5335, 5337, 5339, and 5340, as amended by the Fixing America's Surface Transportation Act, section 20005(b) of Public Law 112-141, and section 3006(b) of the Fixing America's Surface Transportation Act, shall not exceed total obligations of *\$10,150,348,462* in fiscal year 2020: Provided further, That the Federal share of the cost of activities carried out under 49 U.S.C. section 5312 shall not exceed 80 percent, except that if there is substantial public interest or benefit, the Secretary may approve a greater Federal share.

## **TRANSIT FORMULA GRANTS**

### **PROGRAM AND PERFORMANCE**

The FY 2020 Budget request for the Transit Formula Grants account supports the Secretary's priorities of safety, infrastructure, and innovation through formula-driven and competitive grants, contracts, and cooperative agreements with transit agencies, state departments of transportation, academia, and the private sector. The Transit Formula Grants account is funded from the Mass Transit Account of the Highway Trust Fund.

The vast majority of Transit Formula Grant funds are used for transit capital purposes including bus and rail car purchases, facility repair, construction and maintenance. In certain instances, Transit Formula Grant funds are eligible to be used for planning and operating expenses as well. These funds help existing transit systems provide safe and reliable transportation options and promote economically vibrant communities in both urban and rural areas. Some funds are also used for research, development, and demonstration to improve transit safety and the nation's infrastructure through innovation and the identification of best practices.

The FY 2020 Budget request includes \$10.2 billion in contract authority for Transit Formula Grants. This is the authorized level in the FAST Act for the following programs:

- Transit Oriented Development. —\$10 million.
- Planning Programs. —\$142 million.
- Urbanized Area Formula Grants. —\$4.929 billion.
- Pilot Program for Enhanced Mobility. —\$3.5 million.
- Enhanced Mobility of Seniors and Individuals with Disabilities. —\$286 million.
- Rural Area Formula Grants. —\$673 million.
- Public Transportation Innovation. —\$28 million.
- Technical Assistance and Workforce Development. —\$9 million.
- Bus Testing Facility. —\$3 million.
- National Transit Data Base (NTD). —\$4 million.
- State of Good Repair Formula Grants. —\$2.684 billion.
- Bus and Bus Facilities Grants. —\$809 million.
- Growing States and High-Density States. —\$570 million.

## **DETAILED JUSTIFICATION**

### **TRANSIT FORMULA GRANTS PROGRAMS**

The FY 2020 Budget request includes \$10.2 billion in new contract authority for core FTA grant programs. FTA's core programs support the Secretary's key strategic goals and initiatives including safety, infrastructure, and innovation. The Budget request also includes an additional \$1.3 billion under this account in estimated "flex funding" transferred from the Federal Highway Administration (FHWA), bringing the total available in this account to \$11.5 billion in FY 2020.

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

The Formula Grants for Rural Areas program provides funding for public transportation capital, planning, job access and reverse commute projects and operating assistance. This funding is apportioned to States to support public transportation in rural areas with populations less than 50,000. The Formula Grants for Rural Areas program includes \$35 million set-aside by law for competitive (\$5 million) and formula (\$30 million) grants tribal transit program. There is also \$20 million set-aside for the Appalachian Development Public Transportation Assistance Program (ADTAP), which allocates funds by a statutory formula to States in the Appalachian Region.

Additionally, the FTA budget request includes two programs focused on addressing the nation's aging and deteriorating transit infrastructure as authorized in the FAST Act: State of Good Repair Formula Grants and formula and competitive Bus and Bus Facilities grants. Specifically, these programs help address an estimated and growing need of more than \$90 billion to repair, rehabilitate, or replace aging public transportation assets.

This request also supports FTA's State Safety Oversight (SSO) grant program. The request for \$24.6 million will allow FTA to continue providing formula funds for SSO programs based on fixed-guideway revenue miles, route miles, and passenger miles. Additionally, Urbanized Area and Rural Area grant recipients may use up to 0.5 percent of their formula funds to pay for up to 80 percent of the cost to participate in the public transportation safety certification training program for SSO agency employees.



**EXHIBIT III-1**

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

<b>APPROPRIATIONS TITLE</b>	<b>FY 2018 ACTUAL</b>	<b>FY 2019 ANNUALIZED CR</b>	<b>FY 2019 ENACTED</b>	<b>FY 2020 REQUEST</b>	<b>CHANGE FROM FY 2019 ENACTED to FY 2020</b>
Transit Oriented Development	\$10,000	\$10,000	\$10,000	\$10,000	\$0
Planning Programs	\$136,200	\$136,200	\$139,088	\$142,036	\$2,948
Urbanized Area Formula Grants	\$4,726,907	\$4,726,907	\$4,827,118	\$4,929,452	\$102,334
Enhanced Mobility of Seniors and Individuals with Disabilities	\$273,841	\$273,841	\$279,646	\$285,575	\$5,929
Pilot Program for Enhanced Mobility	\$3,250	\$3,250	\$3,500	\$3,500	\$0
Formula Grants for Rural Areas	\$645,635	\$645,635	\$659,322	\$673,300	\$13,978
Pilot Transportation Innovation	\$28,000	\$28,000	\$28,000	\$28,000	\$0
Technical Assistance and Workforce Development	\$9,000	\$9,000	\$9,000	\$9,000	\$0
Bus Testing Facilities	\$3,000	\$3,000	\$3,000	\$3,000	\$0
National Transit Database	\$4,000	\$4,000	\$4,000	\$4,000	\$0
State of Good Repair Grants	\$2,593,703	\$2,593,703	\$2,638,367	\$2,683,798	\$45,431
Bus and Bus Facilities Grants	\$747,033	\$747,033	\$777,024	\$808,654	\$31,630
Growing States and High Density States	\$552,784	\$552,784	\$561,315	\$570,033	\$8,718
FHWA Flex Funding -- Net	\$1,633,698	\$1,300,000	\$1,300,000	\$1,300,000	\$0
<b>TOTAL</b>	<b>\$11,367,051</b>	<b>\$11,033,353</b>	<b>\$11,239,380</b>	<b>\$11,450,348</b>	<b>\$210,968</b>

## **Detailed Justification for Transit Formula Grants**

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

---

The FY 2020 Budget requests \$10.2 billion in new contract authority as authorized by the FAST Act for the Transit Formula Grants programs. Most of the increase supports programs focused on three of the Secretary's highest priorities – making transit safer; improving the performance of the nation's aging transportation infrastructure and promoting innovation.

In FY 2020, FTA will continue to implement new and modified programs created under MAP-21 and under the FAST Act that provide grants to support capital improvements to our nation's transit infrastructure and, for some rural and small urban transit systems, operating assistance. This Budget request, when combined with State and local funding, will help to address the \$90 billion backlog of transit assets that are not in a state of good repair, improve the safety and reliability of public transportation, ensure sound transportation planning for investments, and provide better access to transit systems for the public, as well as provide better transportation options for senior citizens and individuals with disabilities.

FTA is required by law to administer an Oversight program to ensure that Federal funds are used cost-effectively and in accordance with applicable laws and regulations. Oversight funding, based on various percentage takedowns (between one-half and one percent) from many FTA programs, pays for contractor support of program-level reviews related to procurement, financial management, safety, civil rights compliance, and grants management practices. In addition, FTA's Oversight program provides key project-management oversight, on large and complex transit construction projects costing over \$1 billion, to ensure the projects stay within scope and on budget. Funding also supports the salaries and benefits of FTA employees performing oversight functions.

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

---

Through its core formula programs, FTA provides grant assistance, primarily for capital projects, to more than 900 direct grantees and 1,000 subrecipients across the country. Grants are used to invest in the basic needs of maintaining and sustaining the nation's \$850 billion in transit capital assets that serve a projected 10 billion transit trips each year. To a limited extent, these funds also support operating assistance for rural transit systems and some small urban transit systems.

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

Grantees are also responsible for reporting finance, asset, and ridership data to FTA's National Transit Database, which is used to apportion almost \$10 billion in formula funds and to evaluate and report to Congress on the condition and performance of transit assets. Additionally, FTA partners with institutions of higher education to develop and conduct industry workforce training

and other educational programs for Federal, state, and local transportation employees and others engaged in public transportation work through a National Transit Institute.

Within the \$10 billion request is \$28 million to support public transportation innovation through research, demonstrations, and deployment of new technologies and best practices. This includes \$5 million to support transportation research conducted by the National Academy of Sciences and \$3 million for low and no emission component assessments.

The FY 2020 Budget request includes \$11.5 billion, including an estimated \$1.3 billion in FHWA flex funds transferred to FTA and included in its core Transit Formula Grants programs. The 2020 program structure includes:

*Transit Oriented Development.* —\$10 million. This pilot program funds planning for projects that support transit-oriented development associated with new fixed-guideway and core capacity improvement projects.

*Planning Programs.* —\$142 million. Funding supports cooperative, continuous, and comprehensive transportation infrastructure investment planning. The program requires that all Metropolitan Planning Organizations and States develop performance-driven, outcome-based transportation plans.

*Urbanized Area Formula Grants.* —\$4.929 billion. For formula grants to urbanized areas with populations of 50,000 or more. Generally, funds may be used for any transit capital purpose. Operating costs continue to be eligible expenses for all urban areas under 200,000 in population; and, in certain circumstances, operating costs may be eligible expenses in urban areas with populations over 200,000. Additionally, Urbanized Area grants may be used to support Job Access and Reverse Commute activities.

Data from FTA's FY 2016 Grants Statistical Summaries reported that Urbanized Area formula funds were used to purchase 3,976 buses and vans, 647 rail vehicles, and 6 ferry boats. This demonstrates the continuous improvement efforts to expand public transportation services and improve transit infrastructure in America's communities. FTA's Grant Statistical Summaries provide information about the major FTA financial aid programs during a given Federal fiscal year. The data used in the Grant Statistical Summaries are compiled from the capital, operating, and planning assistance grant applications submitted to FTA by transit authorities, states, planning agencies, and other units of local government and eligible recipients.

State Safety Oversight Program (SSO)—\$24.6 million is requested for this program and is based on a 0.5 percent set-aside authorized in the FAST Act within the Urbanized Area Formula program. States with rail systems not regulated by the Federal Railroad Administration (FRA) must meet requirements for a SSO program and be certified by FTA by April 15, 2019. To aid States in meeting these requirements, funding is provided by a formula developed by FTA based on fixed guideway revenue miles, route miles, and passenger miles. The maximum Federal share for these grants is 80 percent. Funding for this program supports grantees in designing, constructing and operating the safest rail transit facilities and equipment to help reduce the risk of accidents, injuries and incidents on rail transit systems through new technologies, procedures, and public education campaigns.

*Enhanced Mobility of Seniors and Individuals with Disabilities*—\$285.6 million is requested to enhance the mobility of seniors and persons with disabilities by providing capital and operating funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services, including complementary paratransit services. FTA's FY 2015 Grants Statistical Summaries reported that grant funding provided through this program supported the purchase of 2,387 buses and 1,596 vans.

*Pilot Program for Enhanced Mobility*—\$3.5 million. This pilot program assists in financing innovative projects for the transportation disadvantaged that help improve the coordination of transportation services and non-emergency medical transportation services.

*Rural Area Formula Grants*—\$673.3 million. This program provides formula grants for capital, planning and operating assistance to States and Federally recognized Indian tribes to support public transportation in rural areas with populations less than 50,000. Funding may also be used to support intercity bus service and job access and reverse commute projects. Within this amount, \$30 million in formula funds and \$5 million in competitive grants support the Public Transportation on Indian Reservations program, and \$20 million supports the Appalachian Development Public Transportation Assistance Program.

*Public Transportation Innovation*—\$28 million. Of this amount, \$20 million provides assistance for projects and activities to advance innovative public transportation research, demonstration, deployment, development and testing, and \$3 million is used to evaluate and analyze low or no emission vehicle components intended for use in low or no emission buses. An additional \$5 million in funding is provided to the National Academy of Sciences to administer a public transportation cooperative research program.

*Growing States and High-Density States.* —\$570 million is allocated between the Urban and Rural Area programs based on the legislative funding formula for this program.

*Technical Assistance and Workforce Development*—\$9 million. This program enables FTA to provide technical assistance to the public transportation industry and to develop standards and best practices. Funds are also used to address public transportation workforce needs through a National Transit Institute (\$5 million) and for a frontline workforce program to support employment training, outreach to under-represented populations, and training and assistance for veteran and minority business opportunities.

*Bus Testing Facility*—\$3 million is requested for an FTA-funded bus testing facility which has tested 413 buses since its inception and identifying almost 8,900 test failures, 41 of which were critical safety hazards. The FAST Act requires all new bus models purchased using FTA funds to be tested on a pass/fail system for compliance with performance standards for safety, structural integrity, reliability, performance (including braking performance), maintainability, emissions, noise, and fuel economy.

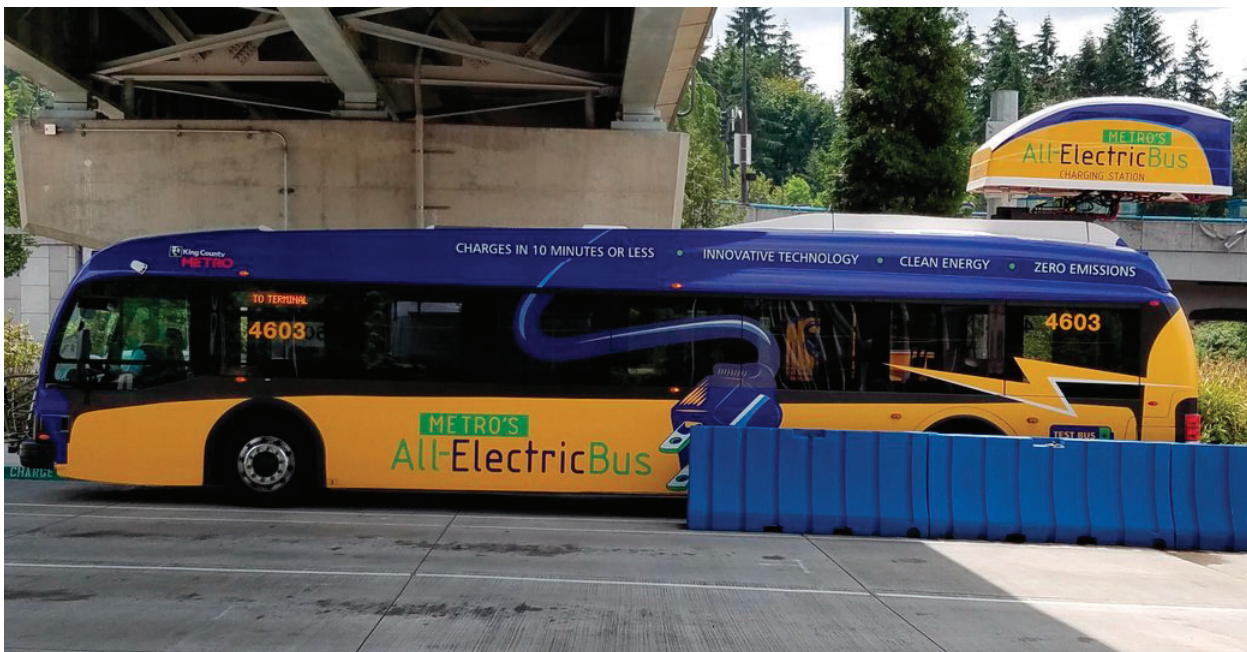
*National Transit Database (NTD)* — \$4 million will support FTA's NTD, which is the national database authorized in law for statistics on the transit industry. Approximately 820 transit authorities and 1,340 sub-recipients, primarily in rural areas, file annual reports through this Internet-based reporting system. Each year, performance data reported to the NTD is used to apportion billions of dollars in FTA formula funds to transit agencies. Beginning in 2018, transit

agencies were required to report asset condition data and performance targets to the NTD consistent with the asset management requirements in MAP-21.

*State of Good Repair Grants*—\$2.684 billion is requested for a formula-based capital maintenance program to restore and replace aging transportation infrastructure through reinvestment in existing rail fixed guideway systems and high-intensity motorbus systems.

*Bus and Bus Facilities Grants*—\$809 million is requested for formula funding (\$465 million of the total) and competitive funding (\$344 million of the total) to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities. Specifically, eligible capital projects include the purchase of buses for fleet and service expansion, bus maintenance and administrative facilities, transfer facilities, bus malls, transportation centers, intermodal terminals, park-and-ride stations, acquisition of replacement vehicles, bus rebuilds, bus preventive maintenance, passenger amenities such as passenger shelters and bus stop signs, accessory and miscellaneous equipment such as mobile radio units, supervisory vehicles, fare boxes, computers and shop and garage equipment.

The FTA FY 2015 Grants Statistical Summaries reported that 56 buses were purchased for either fleet and/or service expansion and that 18 percent of the funds obligated supported various other bus and bus facility projects. An additional \$55 million in funding also supports competitive grants for low and zero emission buses and bus facilities.



Seattle Metro Electric Bus



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

State of Good Repair initiatives are aimed at one of the Secretary's top strategic goals - improving the condition of the nation's transit infrastructure. Studies show transit infrastructure is suffering from years of under-investment and sub-optimal asset management practices. Deteriorated capital assets erode system performance, cause delays due to breakdowns 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 Systems and High Intensity Motorbus. The Federal share for these grants is limited to 80 percent.

In FY 2020, consistent with the FAST Act, FTA will continue to focus the Bus and Bus Facilities program on improving the condition of the nation's bus assets. Funding will be divided between a formula program (\$465 million) and a competitive discretionary grant program (\$344 million) that will support investments in larger bus facilities, one-time equipment investments, and no and low emission bus purchases that are not feasible under an annual formula apportionment.

### **FY 2019 Anticipated Accomplishments**

FTA expects to accomplish the following activities during FY 2019.

- **Transit Safety:** Surface transportation related fatalities will be reduced by improving safety operations and certifying 31 state safety oversight programs. The transit safety activities planned for FY 2019 include:
  - Performing oversight to the 31 State Safety Oversight agencies (SSOA) Programs responsible for providing state-level safety oversight of rail transit systems. FTA has certified 30 of 31 SSOAs and continues to work with the remaining 4 SSOAs to achieve Federal certification ahead of the critical deadline of April 15, 2019. FTA also provides formula grants to the 31 State Safety Oversight Programs to help them administer their programs.
  - Provide direct safety oversight of the Washington Metropolitan Area Transit Authority's MetroRail system. FTA will continue to provide technical assistance to Maryland, Virginia, and the District of Columbia as they make progress to stand up the Washington Metrorail Safety Commission that will eventually take over direct safety oversight of the MetroRail System from FTA.

- Deliver safety training to personnel at transit systems and SSOAs as established by the Interim Public Transportation Safety Program and monitor compliance with FTA's Drug and Alcohol Testing Program.
- Implement Safety Management Systems and Agency Safety Plans.
- **Infrastructure:** FTA's mission is to "improve public transportation for America's communities." In FY 2019, \$4.8 billion was authorized for the Urbanized Area Formula Grant Program, which makes up approximately 49 percent of FTA's formula and bus grant funding. FTA estimates in the 2015 Condition and Performance Report to Congress, approximately \$90 billion of transit assets are in marginal or poor condition and the number continues to grow each year by more than \$1 billion. This state of good repair backlog impacts transit service and performance for the tens of millions of riders that rely on public transportation every day to get to work, medical appointments, and the grocery store.

In addition, FTA is taking significant steps to improve the accuracy with which it estimates the transit state of good repair backlog. Beginning in 2018, FTA started collecting additional asset inventory and condition assessment data from its grantees through its National Transit Database. Also, 2018 was the first year FTA collected state of good repair performance targets from its grantees to help measure progress in four major areas of asset management. State of good repair performance results will be available in 2019.

**Innovation:** FTA completed technology literature reviews on the latest automation technologies and vendors, identified risks and barriers to transit automation, proposed potential solutions to address or mitigate the risks and barriers, completed a benefit-cost analysis to explore and identify the business case, and developed a knowledge transfer plan and draft of the Transit Automated Research Program Plan.

FTA funded a total of 11 mobility on demand (MOD) sandbox projects that are exploring technologies and approaches to integrating MOD with transit. The demonstration phase commenced in February 2018.

FTA also will launch its Integrated Mobility Initiative Demonstrations in FY 2019 through a large \$15 million Notice of Funding Opportunity. This project builds upon what FTA learned through the MOD sandbox grants and information derived from its Strategic Transit Automation Research (STAR) plan.

- **Encourage public transportation innovation:** FTA established two new testing facilities to administer the Low or No Emission Vehicle Component Assessment Program. These two facilities will conduct testing, evaluation and analysis of low or no emission components intended for use in transit buses.
- Also, through a cooperative agreement with FTA and the National Academy of Sciences, through its Transportation Research Board, will administer the Transit

Cooperative Research program (TCRP). This program provides the transit industry with applied research of near term solutions for pressing challenges such as infrastructure management, safety, procurement, health and transportation, and public/private partnerships in mobility.

The FTA's Mobility Innovation research seeks to strengthen the capacity of transit agencies and communities to navigate the dynamic, evolving landscape of personal mobility and it is aligned with the Department's strategic goal of innovation.

Key impacts of these activities will:

- Enable transit agencies, vendors, and other industry stakeholders to make informed decisions regarding the costs and capabilities of new technology transit buses.
  - Through infrastructure research activities, FTA assesses the development and deployment of zero emission transit buses, facilities, and related charging and maintenance technologies as well as ways to ensure effective management of all capital assets.
  - Incentivize transit agencies to invest in low and no emission technology; ultimately lowering the lifecycle costs associated with advanced bus technology and continuing to promote electric-drive vehicles as a viable vehicle choice for public transportation.
  - Promote small business innovation to meet the needs of the industry.
  - Achieve greater personal mobility choices for public transit agencies that expand service coverage (geographic or temporal) by collaborating with alternative shared mobility solutions and public-private partnerships.
  - Enable transportation systems to be more efficient and accessible, particularly for people who lack access to a car.
  - Promote agile, responsive, accessible, and seamless multimodal transportation services inclusive of transit through enabling technologies and innovative partnerships.
  - Enhance the customer experience by providing the public with equitable, accessible, traveler-centric service, leveraging public transportation's longstanding capability and traditional role in this respect.
  - Identify promising practices in shared services that not only increase access but also address operational efficiencies and effectiveness.
  - Enhance independent mobility for people with disabilities --including veterans and older adults by leveraging technological advancements.
- **Create technical assistance centers and invest in workforce development:** FTA created new national technical assistance centers that help the riding public, transit agencies, transit stakeholders and industry partners comply with human service transportation, meet the



transportation needs of the elderly, increase transit ridership through transit oriented development, address transportation equity issues, and comply with the Americans with Disabilities Act (ADA). There were continued efforts that implemented the human resources and training program as well as standards program that address required safety standards.

In FY 2019, FTA will continue to invest in technical assistance, standards development, and human resources and training activities. These investments include activities to help the riding public, transit agencies, transit stakeholders and industry partners, comply with human service transportation and coordination requirements, meet the transportation needs of the elderly, increase transit ridership through transit oriented development, address transportation equity issues, facilitate best practices to promote bus driver safety, comply with the ADA, and other technical assistance needs as determined by the Administration.

There will be continued efforts in implementing the human resources and training program as well as a program to address required safety standards. Workforce development grants will support sustainable and replicable projects to enhance and help support the public transportation workforce; provide incumbent worker training; outreach to engage youth in public transportation careers, especially to increase employment for historically disadvantaged groups; expand internships/apprenticeships; develop curricula – especially for bus operators and maintenance workers, to address frontline workforce shortages and challenges.

Findings from FTA's investments in workforce grants will be promoted through a consortium that will include the Department of Labor to better address ways to assess workforce needs; develop strategies to address those needs; and finalize performance measures for workforce programs to measure success. FTA encourages public transit agencies to partner closely with the Department of Labor programs at the local level and invest in workforce programs through the utilization of one-half of one percent of urbanized area formula grant funds. FTA will also improve technology transfer and the ability to track the outcomes of research investments through a new technology transfer technical assistance center.

## **OVERSIGHT PROGRAM**

### Comparative Summary of Activity (\$000)

	<b>FY 2018</b>	<b>FY 2019</b>	<b>FY 2019</b>	<b>FY 2020</b>
	<b><u>ACUAL</u></b>	<b><u>ANNUALIZED</u></b>	<b><u>ENACTED</u></b>	<b><u>REQUEST</u></b>
		<b><u>CR</u></b>		
Program Level-Oversight	\$107,220	\$107,220	\$106,277	\$96,416

#### **Program Description:**

The FY 2020 budget requests \$96.4 million for the Oversight Program authorized under 49 U.S.C. 5327 and 49 U.S.C. 5338(f).

FTA's FY 2020 oversight funds will address the ongoing oversight responsibilities necessary to support a \$12.6 billion annual transit program, as well as address the increasingly complex oversight activities required to ensure compliance with FTA's new safety authority. Consistent with MAP-21, the FAST Act requires FTA to establish a safety certification training program for certain public transportation industry employees and in FY 2020 expenses associated with this program and related safety training will be made available with funds authorized under Section 5338(f). The FAST Act authorizes oversight funds to carry out Section 5329 safety responsibilities.

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

The Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21), Sec. 3024, confirmed the importance of the oversight program, extending it to include the authority "*to provide technical assistance to correct deficiencies identified in compliance reviews and audits carried out under this section.*" The Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) continued these authorities and expanded FTA's oversight authority to include technical assistance to prevent deficiencies. The FAST Act authorizes oversight funds to carry out Section 5329 safety responsibilities.

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

- 1 percent from the Capital Investment Grants program total budget request (included in the Capital Investment Grants appropriation account) and 1 percent from the Grants to the Washington Metropolitan Area Transit Authority (WMATA) total budget request (included in the Grants to WMATA appropriation account)
- Other FTA grant programs with oversight takedowns from the Transit Formula Grants account (taken off the top of the total amount of funding for each program) include:
  - Urbanized Area Formula Grants - .75 percent
  - State of Good Repair Formula Grants – 1.0 percent
  - Bus and Bus Facilities Formula Grants - .75 percent
  - Bus and Bus Facilities Discretionary Grants - .75 percent
  - Planning Programs – .5 percent
  - Enhanced Mobility of Seniors and Individuals with Disabilities – .5 percent
  - Formula Grants for Rural Areas – .5 percent

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

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

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

FTA is responsible for supporting Transit Safety through fully implementing Safety Management Systems (SMS), Rail Safety Program Planning, State Safety Oversight Program, Drug and Alcohol

Compliance/Oversight Program and Compliance Reviews. To support these efforts, FTA developed safety regulations, policy, and guidance, research safety standards, manages a safety certification training program, collects and analyzes safety performance data, implements pilot programs; evaluates safety hazards and risks, and identifies mitigations to decrease the impact from identified safety risks on a transit system's safety performance.

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

The focus of FTA's oversight activities is to identify recipients' non-compliance with Federal regulations and prevent further non-compliance. FTA has conducted a top-to-bottom review of its overall oversight approach to improve its activities and enforcement tools. This has resulted in a streamlined oversight program to help address and reduce risks associated with its grant programs.

### **FY 2020 Oversight Program Request:**

The FY 2020 budget requests \$96.4 million for the portfolio of core Oversight activities.

FTA's FY 2020 oversight funds will address the ongoing oversight responsibilities necessary to support a \$12.6 billion annual transit program, as well as attend to the increasingly complex oversight activities required to ensure compliance with FTA's new safety authority.

Consistent with MAP-21, the FAST Act requires FTA to establish a safety certification training program for certain public transportation industry employees and in FY 2020 expenses associated with this program and related safety training will be made available with funds authorized under Section 5338(f).

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

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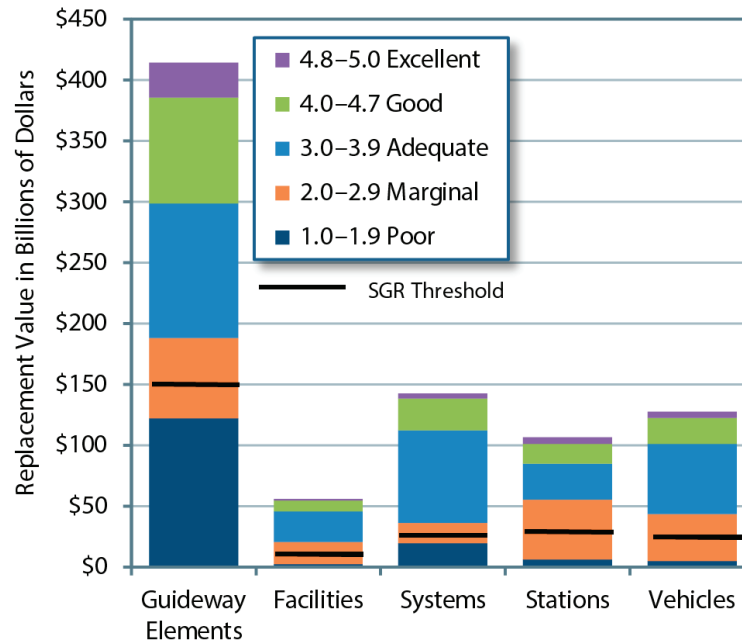
The Transit Formula Grants program is needed to provide continued Federal support for transit agencies to maintain their capital base and provide high-quality, safe and efficient service to the tens of millions of riders that use transit every day. Virtually all local transit agencies depend on FTA funds as a revenue source for their budgets and many small transit agencies in rural communities are dependent on FTA operating assistance to provide service. Therefore, the reliability and predictability of FTA formula and bus funds, which comprise nearly 83 percent of FTA's requested FY 2020 budget, is particularly important to the success of transit systems nationwide. For example, in the Department of Transportation's 2015 Conditions and Performance Report to Congress Federal funds accounted for 19 percent of transit agencies' total revenues, but 45 percent of total capital expenditures.<sup>2</sup>

These capital investments help to improve the condition of the nation's transit assets. Studies have shown that the nation's transit assets are suffering from years of under-investment and suboptimal asset management practices. The 2015 Conditions and Performance Report to Congress found that a \$90 billion national backlog exists of transit assets needing repair and replacement and the this number continues to grow by \$1 billion each year.

The focus of FTA's oversight activities is to prevent and identify recipients' non-compliance with Federal regulations and guidance. FTA has conducted a top-to-bottom review of its overall oversight approach to improve its activities and enforcement tools. This has led to a streamlined oversight program to help address and reduce risks associated with its grants programs.

<sup>2</sup> Federal Highway Administration and Federal Transit Administration, 2015 Status of the Nation's Highways, Bridges, and Transit: Conditions & Performance Report to Congress, 2015  
<http://www.fhwa.dot.gov/policy/2010cpr/execsum.htm#6t>

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



Capital assets in marginal and poor condition can lead to poor and unreliable transit service. Bus break downs, elevator and escalator outages, train derailments, and trains operating at slower speeds because of equipment problems are just some of the problems that occur when capital stock is not properly maintained or replaced. The end effect is that riders are inconvenienced, frustrated, 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 budget request addresses this shortcoming by continuing to provide resources and technical assistance for asset management plans, which will be 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.

The State of Good Repair Formula Grant program and the Bus and Bus Facilities Grant 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 due to 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 formula driven and competitive funding for one-time large bus purchases, facilities and equipment. This would include support for some intermodal facilities that currently lack a dedicated Federal funding source. Funding will also allow FTA to further contribute to improving safety through the State Safety Oversight program and related safety initiatives.

The operating assistance provided through the Urbanized Area Formula Grants and Formula Grants for Rural Areas programs will help relieve some budget pressures for transit agencies,

particularly those with bus services, in small and rural communities. These funds can also help to ensure current transit service in communities 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 FTA safety requirements.

Effective investment planning is critical for ensuring the sustainability of our nation's transit systems. Funds for Planning formula grants, as well as Transit-Oriented Development pilot projects, will encourage Metropolitan Planning Organizations (MPO) and State efforts toward taking a holistic approach to planning. This includes key stakeholders and increasing accountability and transparency in decision-making processes. In addition to implementing key funding and procedural requirements, FTA will continue to track and report on transit condition and performance trends to support effective strategic planning. This work leverages data housed within FTA's National Transit Database.

Transit Formula Grant funds reflect a commitment to ensuring that public transit operates safely, efficiently, reliably, 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, particularly seniors and individuals with disabilities that rely on transit to get to work, medical appointments, and the grocery store.

Data indicate that the nation needs to invest approximately \$90 billion simply to eliminate the backlog of transit capital assets currently in poor or marginal condition. To prevent the backlog from growing, FTA estimates suggest that the necessary annual investment over 20 years (from Federal, state, and local governments) is \$17 billion per year. FTA's formula programs help address this need by providing a critical financial foundation through regular and predictable Federal support to large and small transit agencies.<sup>3</sup> The FAST Act included a large, focused program to address this backlog in rail and fixed guideway systems. Funding for planning programs will help ensure that Metropolitan Planning Organizations (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.

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

- Demand for public transportation is on the rise as evidenced 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 the elderly and individuals with disabilities increases. The result is a need for increased investment by all levels of Government to meet repair and capacity needs.

<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/>

- The U.S. is seriously under-investing in both the maintenance and recapitalization of our nation's transit systems and has a \$90 billion state of good repair backlog that continues to grow by \$1 billion a year. Consistent with the FAST Act, FTA's budget includes a significant increase in funding that will enable it to better address the Administration's goals of bringing transit assets into a state of good repair.
- Our nation's bus systems suffer from deteriorating and aging assets. FTA found that approximately 50 percent of bus assets need significant investments to bring them into a state of good repair. The FY 2020 Budget request will help address the bus backlog and provide a source of funding through formula-driven grants and competitive grants for one-time large bus and facility investments.





# Table of Contents

## Administrative Expenses (AE) Detailed Justification

	Page No.
Appropriation Language .....	AE – 1
Program and Performance.....	AE – 2
Detailed Justification by Program Activity.....	AE – 3



## **ADMINISTRATIVE EXPENSES**

For necessary administrative expenses of the Federal Transit Administration's programs authorized by chapter 53 of title 49, United States Code, \$110,552,000, of which up to \$1,000,000, to remain available until September 30, 2021 shall be available to carry out the provisions of section 5326.

## **ADMINISTRATIVE EXPENSES**

### **PROGRAM AND PERFORMANCE**

The Federal Transit Administration's (FTA) Administrative Expenses appropriation provides resources for salaries, benefits, and administrative expenses for 492 full-time equivalents employees (FTEs) to carry out the Agency's stewardship of over \$12.4 billion in Federal funds. Priorities for the FY 2020 Administrative Expenses appropriation include enhancement of the Office of Safety and Oversight's workforce to strengthen and expand the framework of the robust State Safety Oversight Program and Safety for all modes of transit, including Accident Investigation Oversight; continued implementation of the FAST Act to include required rulemakings, policy updates, and strategic planning; providing technical assistance to grantees during project development and program implementation; Capital Project Management Oversight and grantee compliance; and support for Transit Asset Management activities, which includes developing objective standards to measure capital asset condition and collecting data on the asset condition of FTA grantees.

## Detailed Justification for the Administrative Expenses

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

#### FY 2020 – ADMINISTRATIVE EXPENSES

(\$000)

PROGRAM ACTIVITY	FY 2018 ACTUAL	FY 2019 ANNUALIZED CR	FY 2019 ENACTED	FY 2020 REQUEST <sup>1/</sup>
Salaries and Expenses	\$77,344	\$77,344	\$79,700	\$76,850
Program Costs	\$35,821	\$35,821	\$33,465	\$33,702
<b>Total</b>	<b>\$113,165</b>	<b>\$113,165</b>	<b>\$113,165</b>	<b>\$110,552</b>
FTE	503	503	498	492

1/ The Office of the Chief Information Officer (OCIO) will continue to provide FTA IT shared services and begin to consolidate FTA IT investments centrally in FY 2020. As part of the consolidation of IT functions under the WCF, FTA estimates it may transfer up to 8 FTE as part of the consolidation of OST Shared Services functions under the Working Capital Fund (WCF) in FY 2020.

The FY 2020 Budget requests \$110.6 million and 492 full-time equivalents (FTEs), a decrease of 6 FTEs from the FY 2019 Enacted level.

The changes in FTE in the FY 2020 Budget request includes:

- Increase the safety office by 5 FTE (increase of 20 safety positions from FY 2018 President's Budget).
- Transfer out up to 8 FTE in the Office of Administration (TAD) to align as part of the consolidation of OST Shared Services functions under the Working Capital Fund (WCF).
- Decrease 3 FTE in the Office of Program Management (TPM) to align with the reduction in the Capital Investment Grants Program.
- Decrease 3 FTE in the Office of Budget and Policy (TBP) to account for efficiencies in accounting and financial management reporting.

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

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The FTA is comprised of a national headquarters in Washington, D.C. and 10 regional offices located throughout the United States. The purpose of the Administrative Expenses budget is to provide resources to carry out FTA's mission to support safe and high-quality public transportation systems that ensure access and mobility to the nation and its citizens. These resources support salaries, benefits, travel, rent, communications, printing, contracts, supplies, equipment and all other administrative and operational costs that allow FTA to manage and oversee approximately \$75 billion in active transit grants annually and achieve its strategic mission. A significant share of the costs for administering these grants are funded from the Administrative Expenses account and represent less than one percent of FTA's annual budget.

FTA program funding supports transit systems through annual grant programs that provide substantial public benefits such as decreasing transit-related fatalities and injuries among passengers and transit workers, reducing the need for more roadway capacity; reducing congestion; and improving mobility and accessibility in rural and urban areas – particularly for low-income populations, the elderly, and disabled individuals who rely on public transportation to get to work, school, and medical appointments.

FTA also manages several oversight programs covering transit safety, its many grant programs, more than 1,000 grantees, and thousands of projects, including major capital projects over \$1 billion as well as mid-size and smaller projects. The FTA's substantial oversight responsibilities and review of several lines of business include the following, with all but 38 positions funded from this account:

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

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

### **FY 2018 Accomplishments**

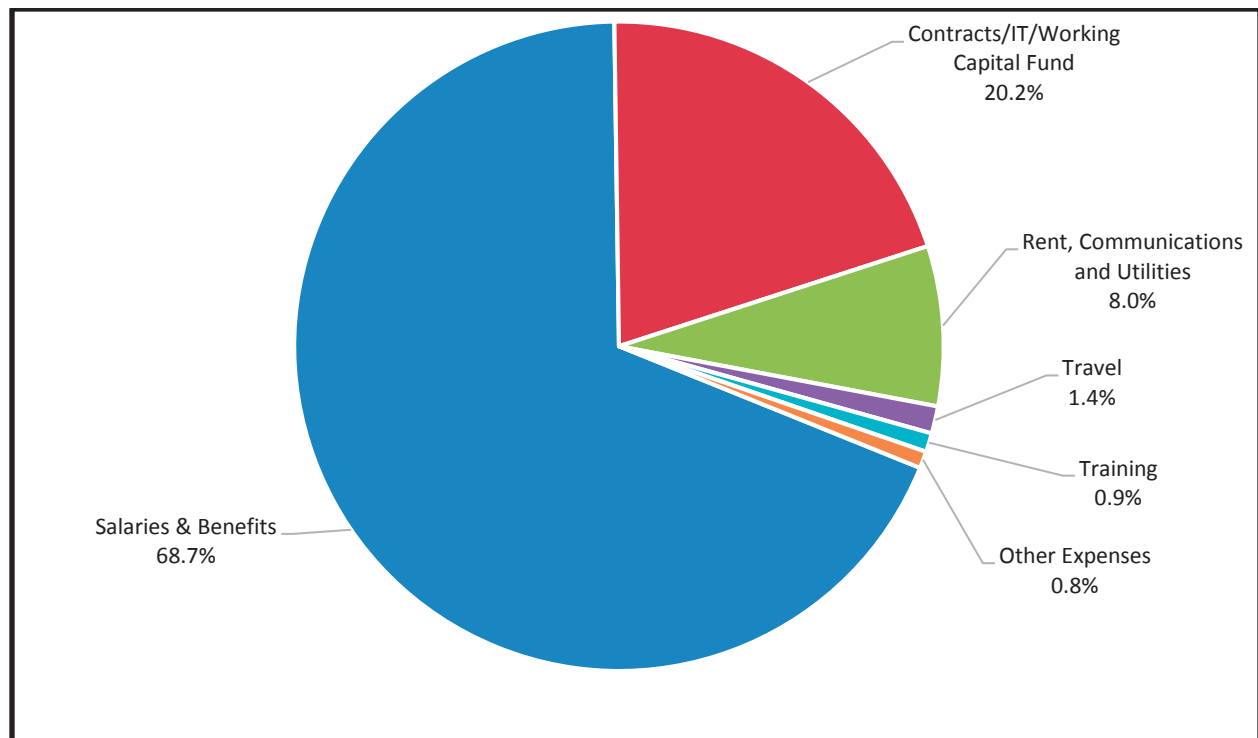
- Awarded \$5 million to improve transit options on tribal lands that went to 36 competitively selected transit projects in 14 states.

- A total of 107 projects in 50 states and territories received \$366.2 million from the Buses and Bus Facilities Infrastructure Investment Program to modernize and improve bus infrastructure nationwide.
- Released for public comment a proposed Policy for Automated Vehicle.
- Published in the Federal Register the Private Investment Project Procedures (PIPP) Final Rule that describes new procedures aimed at helping the federal government develop more effective approaches to spurring private participation and investment in project planning, development, finance, design, construction, maintenance, and operations.
- Finalized rulemakings for the Public Transportation Agency Safety Plan and the National Public Transportation Safety Certification Training Program as required by MAP-21.
- Certified additional State Safety Oversight (SSO) Programs that are compliant with the new requirements under the SSO rule that was finalized in FY 2016.
- Provided direct safety oversight of the Washington Metropolitan Area Transit Authority's MetroRail system. FTA continues to provide technical assistance to Maryland, Virginia, and the District of Columbia as they make progress to stand up the Metrorail Safety Commission that will eventually take over direct safety oversight of the MetroRail System from FTA.
- Delivered safety training to personnel at transit systems and State Safety Oversight Agencies as established by the Interim Public Transportation Safety Program.
- Monitored compliance with its Drug and Alcohol Testing Program.
- Made progress to develop the statutorily required Agency Safety Plan Rule which will require most of FTA's grantees to develop Agency Safety Plans.
- Funded research projects designed to enhance safety.
- Increased the percentage of advance propulsion technologies used in the public transit revenue fixed route fleet.
- A total of 52 projects in 41 states and territories received \$84.45 million in funding from the Low or No Emission Grant Program for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities.
- Released Special Directive 18-3 addressing an NTSB recommendation on highway and railroad grade crossings to address safety concerns at rail grade crossings.
- Developed two new training courses to support industry adoption of safety principles through knowledge sharing.
- Delivered more than 160 safety training courses to more than 6,500 attendees.
- FTA certified 24 state safety oversight programs (Minnesota, Utah, Washington, DC FEMS, Hawaii, Massachusetts, Colorado, Virginia, Arizona, Georgia, Pennsylvania, West Virginia, Maryland, Oregon, North Carolina, Puerto Rico, Washington, Arkansas, Louisiana, Texas, Wisconsin, Michigan, Illinois, Tennessee and Missouri in fiscal year 2018, leaving four more programs to certify before the April 15, 2019 deadline. FTA also provides formula grants to the 31 State Safety Oversight Programs to help them administer their programs.
- The Transit Asset Management (TAM) program has been streamlined into the Triennial and State Management Review oversight review process and in State of Good Repair (SGR) grant application procedures.
- Increased the percentage of advanced propulsion technologies used in the public transit revenue fixed route fleet.



- FTA issued a five-year Strategic Transit Automation Research Plan (STAR) that will establish a research and demonstration framework to move the transit industry forward.
- Implemented other FAST Act priorities, programs, and reports, including updates to the Third Party Contracting Circular.

### **FY 2018 Administrative Expenses Budgetary Breakout**



### **FY 2019 Proposed Accomplishments**

- Improve Major Capital Project Performance in FTA's portfolio.
- Complete certification of four remaining State Safety Oversight (SSO) Programs prior to the April 15, 2019 statutory deadline.
- Continue to provide day-to-day safety oversight to 61 rail transit systems.
- Improve safety analysis, collection, management, and integration of data on transportation-related fatalities, serious injuries, and their precursors.
- Identify risk factors that contribute to fatalities and serious injuries and implementing evidence-based risk elimination and mitigation strategies.
- Reduce the number of inactive grants.

- Increase the percentage of advance propulsion technologies used in the public transit revenue fixed route fleet.
- Establish, document and implement safety risk management procedures to identify risk factors that contribute to fatalities and serious injuries and implement evidence-based risk elimination and mitigation strategies. Launch updated State Safety Oversight Reporting Tool.
- Complete the evaluation of the rail Safety Management System (SMS) Pilot Project and develop technical assistance to assist agencies with establishing and implementing SMS.
- Conduct outreach to inform the industry of new drug testing rates.
- Continue the development of tools and guidance to support implementation of the Public Transportation Safety Plan final rule.

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

The FTA's FY 2020 budget supports 492 Full Time Equivalents (FTE). FTA's authorized responsibilities have grown under previous surface transportation authorizations enacted by Congress along with the increase in appropriated program funding, active and new transit projects, and the number of grants awarded each year. Approximately 71 percent of the \$110.6 million request supports Personnel Compensation and Benefits (PC&B) costs. PC&B includes regular salaries and benefits paid to full-time, part-time, temporary, and intermittent employees and other costs including: terminal leave; overtime, holiday pay, night pay differential, post differentials, and hazardous duty pay; relocation and other expenses related to a permanent change of station; transit benefits; worker's compensation payments; and benefits for former officers and employees or their survivors, such as unemployment compensation.

The remaining 29 percent of the administrative budget supports non-personnel costs such as rent, utilities, travel, training, contracts, equipment, supplies, and related expenses. Compulsory costs typically increase annually and include, the Working Capital Fund, rent, information technology (IT), printing, contractual services, certain travel expenses for the execution of numerous and extensive program and project oversight reviews, and training to maintain professional certifications and to prepare leadership identified roles for existing and new employee's agency-wide.

Both MAP-21 and the FAST Act provided new and significantly expanded program authorities that strengthen public transportation safety requirements at the federal level. These authorities include the issuance of nationwide transit safety directives, restrictions or prohibitions on operations at unsafe transit agencies, a review and report of the safety standards and protocols used in public transportation systems to examine the effectiveness of existing standards and protocols, and the authority for FTA to temporarily assume safety oversight responsibilities of an inadequate or incapable State Safety Oversight (SSO) agency. Furthermore, the FAST Act provides increased program funding levels and modifications of requirements for the State of Good Repair and Bus Programs to help rebuild the nation's transit infrastructure.

The FY 2020 budget request is based on continuing these activities while continuing to aggressively address the new transit safety requirements in the FAST Act, the nation's estimated \$90 billion State of Good Repair backlog that continues to grow, and the need to improve the performance and reliability of transit systems.

**Administrative Expenses**  
**Full-time Positions and Full-time Equivalent by Office**

<b>FTA OFFICES</b>	<b>FY 2018 Actuals</b>		<b>FY 2019 Annualized CR</b>		<b>FY 2019 Enacted</b>		<b>FY 2020 President's Budget</b>	
	<b>Pos</b>	<b>FTE</b>	<b>Pos</b>	<b>FTE</b>	<b>Pos</b>	<b>FTE</b>	<b>Pos</b>	<b>FTE</b>
Office of the Administrator	8	5	8	6	8	6	8	6
Office of Administration	66	62	66	61	66	60	63	55
Office of Chief Counsel	36	27	36	27	36	27	36	27
Office of Communications and Congressional Affairs	15	15	15	15	15	14	15	14
Office of Program Management	40	44	40	40	40	38	40	35
Office of Budget and Policy	58	48	58	48	58	48	58	45
Office of Research, Demonstration and Innovation	30	25	30	25	30	25	30	25
Office of Civil Rights	32	24	28	24	28	24	28	24
Office of Planning and Environment	37	34	31	27	31	27	31	27
Office of Transit Safety and Oversight	60	33	60	44	60	44	60	49
Regional Offices	215	186	215	186	215	185	215	185
<b>TOTAL</b>	<b>597</b>	<b>503</b>	<b>587</b>	<b>503</b>	<b>587</b>	<b>498</b>	<b>584</b>	<b>492</b>

**FTA Administrative Expenses (AE) Summary - FY 2018 -FY 2020  
(\$000)**

<b>Appropriation</b>	<b>FY 2018 ENACTED</b>	<b>FY 2019 ENACTED</b>	<b>FY 2020 PRESIDENT'S BUDGET</b>
<b>Administrative Expenses (AE) 1/</b>			
Salaries and Benefits	77,278	79,633	78,641
FECA (Worker's Compensation)	66	67	67
Travel	1,506	1,516	1,516
Training	1,058	1,027	1,027
Transportation	266	172	50
Rent	8,224	8,708	8,703
Communications & Utilities	747	900	503
Printing	82	100	100
WCF	9,989	10,085	11,947
Contracts	13,202	10,394	7,836
Supplies	145	130	130
Mail Messenger Services	7	7	7
Equipment	486	426	26
Settlements	107		
Total	113,165	113,165	110,552
<b>PC&amp;B as a % of total AE</b>	<b>68%</b>	<b>70%</b>	<b>71%</b>
<b>All other costs as a % of total AE</b>	<b>32%</b>	<b>30%</b>	<b>29%</b>

<sup>1/</sup>The Office of the Chief Information Officer (OCIO) will continue to provide FTA IT shared services and begin to consolidate FTA IT investments centrally in FY 2020. As part of the consolidation of IT functions under the WCF, FTA estimates it may transfer up to 8 FTE as part of the consolidation of OST Shared Services functions under the Working Capital Fund (WCF) in FY 2020.

**Personnel Compensation and Benefits: \$78,707,516**

Over the past decade, FTA responsibilities from previous surface transportation authorizations enacted by Congress have grown significantly faster than its administrative resources. The enactment of the FAST Act has considerably increased FTA's transit safety oversight responsibilities which is why the Office of Transit Safety and Oversight is the only FTA office with an FTE increase over the previous year. The FTA requests \$78.7 million in FY 2020 for salaries and benefits and related expenses for 492 FTEs.

Below is an itemized breakdown by office of the major components of the request for the FTA's Administrative Expenses budget.

## Federal Transit Administration Expenses and FTE by Office

### Total Personnel Compensation and Benefits:

	FY 2018 ACTUAL		FY 2019 ENACTED		FY 2020 REQUEST	
Personnel Compensation and Benefits	FTE	\$	FTE	\$	FTE	\$
<b>Total</b>	503	77,344	498	79,700	492	78,708
<p>The FTA's FY 2020 funding request includes \$77.649 million for PC&amp;B and a decrease of 6 FTE from the FY 2019 enacted level. The total requested FTE level is 492.</p> <p>FTA's relatively small workforce continues to be productive and efficient to keep pace with the increase in responsibilities and requirements of prior congressional authorizations and the recently enacted FAST Act.</p> <p><i>Note: Since FY 2007, the FTA has centrally budgeted and managed its Personnel Compensation and Benefits. This provides overall efficiencies to handle attrition and hiring. Amounts budgeted within each office include travel, training, supplies, equipment, and individual office contracts.</i></p>						

### Office of the Administrator (TOA):

	FY 2018 ACTUAL		FY 2019 ENACTED		FY 2020 REQUEST	
Office of the Administrator	FTE	\$	FTE	\$	FTE	\$
<b>Total</b>	5	44,561	6	44,600	6	44,600
<p>The Office of the Administrator provides executive direction for the FTA headquarters and field organizations and is directly accountable to the Secretary and Deputy Secretary for successful mission and program accomplishments.</p> <p>The FTA's FY 2020 funding request includes \$44,600 and no change in FTE from the FY 2019 enacted level for the Office of the Administrator.</p>						

**Office of Administration (TAD):**

	<b>FY 2018 ACTUAL</b>		<b>FY 2019 ENACTED</b>		<b>FY 2020 REQUEST</b>	
Office of the Administration	FTE	\$	FTE	\$	FTE	\$
<b>Total</b>	62	122,556	60	131,500	55	131,500
<p>The Office of Administration provides a comprehensive program of management services and activities to FTA employees, including administrative and logistical support services, developing and maintaining FTA's automated enterprise and information systems, promoting information technologies, and procuring and providing maintenance and support for all automated information systems. The procurement division administers a comprehensive program to plan, monitor and control the acquisition of material, equipment and services of direct procurement and third party contracting for the FTA. The Human Resources division develops and conducts programs related to staffing, employee management, benefits, and discipline and personnel actions.</p> <p>The FTA's FY 2020 funding request includes \$131,500 and a decrease of 2 FTE in the Office of Administration (TAD) to align with the OST Procurement and Human Resources Shared Services Consolidation effort as well as a transfer of 3 FTE from the FY 2019 enacted level as part of the consolidation of IT functions under the WCF.</p>						

**Office of Chief Counsel (TCC):**

	<b>FY 2018 ACTUAL</b>		<b>FY 2019 ENACTED</b>		<b>FY 2020 REQUEST</b>	
Office of Chief Counsel	FTE	\$	FTE	\$	FTE	\$
<b>Total</b>	27	120,541	27	168,434	27	168,434
<p>The Office of the Chief Counsel is responsible for all aspects of the FTA's legal activities, including regulatory and legislative functions. Safety and other regulatory functions have expanded significantly during the past three years. This office reviews internal agency actions and actions taken by grant applicants and recipients to ensure that various legal requirements governing the FTA programs and activities have been met. The Office of Chief Counsel provides legal representation to the FTA and the Department in litigation arising in connection with Federal transit programs, in coordination with the Office of General Counsel and the Department of Justice.</p> <p>The FTA's FY 2020 funding request includes \$168,434 for the Office of Chief Counsel and no change in FTE from the FY 2019 enacted level.</p>						

**Office of Communications and Congressional Affairs:**

	<b>FY 2018 ACTUAL</b>		<b>FY 2019 ENACTED</b>		<b>FY 2020 REQUEST</b>	
Office of Communications and Congressional Affairs	FTE	\$	FTE	\$	FTE	\$
<b>Total</b>	15	50,540	14	53,000	14	53,000
<p>The Office of Communications and Congressional Affairs is the agency's lead office for media relations, public affairs, and Congressional relations, providing quick response support to the Office of the Secretary, the agency, the public, and Members of Congress on a daily basis. The office disseminates information about FTA programs and policies to the public, the transit industry, and other interested parties through a variety of traditional and new social media. This office also coordinates the Administrator's public appearances and is responsible for managing correspondence and other information directed to and issued by the Administrator and Deputy Administrator.</p> <p>The FTA's FY 2020 funding request includes \$53,000 and no change in FTE from the FY 2019 enacted level for the Office of Communications and Congressional Affairs.</p>						

**Office of Program Management:**

	<b>FY 2018 ACTUAL</b>		<b>FY 2019 ENACTED</b>		<b>FY 2020 REQUEST</b>	
Office of Program Management	FTE	\$	FTE	\$	FTE	\$
<b>Total</b>	44	149,758	38	147,300	35	147,300
<p>The Office of Program Management (TPM) administers FTA's discretionary and formula based public transportation capital and operating assistance funding programs. The office provides procedures and program guidance to assist the field staff and grant recipients in grant program administration and grant management requirements, and administers FTA's grant making systems and grant data. In addition, TPM manages FTA's oversight of \$60 billion in major capital projects and an additional \$15 billion for 6,600 grants</p> <p>The FTA's FY 2020 funding request includes \$147,300 and a decrease of 3 FTEs from the FY 2019 enacted level to align with the reduction in funding to the Capital Investment Grant Program for the Office of Program Management.</p>						

**Office of Budget and Policy (TBP):**

	<b>FY 2018 ACTUAL</b>		<b>FY 2019 ENACTED</b>		<b>FY 2020 REQUEST</b>	
Office of Budget and Policy	FTE	\$	FTE	\$	FTE	\$
<b>Total</b>	48	5,823,543	48	3,869,456	45	3,869,456
<p>The Office of Budget and Policy implements and manages overall policy, strategic management and fiscal control for the FTA. Policy functions include: policy development or review of regulations, procedures and directives to implement policy initiatives and legislative requirements affecting the FTA; preparing and coordinating statutory reports to Congress; and conducting and monitoring policy research in support of the agency's mission. Budgeting functions include: developing the FTA budgets linked to performance; working with OMB and the Department of Treasury to receive apportionments; providing budgetary controls and ensuring that funds are expended in accordance with statute. Strategic planning activities include: development and coordination of the FTA strategic plan; conducting program evaluations; and carrying out the requirements of the Government Performance and Results Act. Financial systems and accounting functions ensure the maintenance of the FTA's key financial and payment systems, maintain official financial records and control accounts on the FTA grants, and contract and control disbursements for the agency. The financial management activities include contract support.</p> <p>The FTA's FY 2020 funding request includes \$3,869,456 and decrease of 3 FTEs from the FY 2019 enacted level to account for efficiencies in accounting and financial management reporting.</p>						



**Office of Research, Demonstration, and Innovation (TRI):**

	<b>FY 2018 ACTUAL</b>		<b>FY 2019 ENACTED</b>		<b>FY 2020 REQUEST</b>	
Office of Research, Demonstration, and Innovation	FTE	\$	FTE	\$	FTE	\$
<b>Total</b>	25	73,432	25	78,700	25	78,700

The Office of Research, Demonstration, and Innovation identifies the technology needs of the transit industry, and conducts a program of research, development, demonstration and deployment to meet those needs. The research is aimed at developing improved transit vehicles, systems, components and facilities by developing, testing and evaluating innovative technologies. This office provides technical assistance to U.S. transit supply and service industries to enhance the U.S. competitive position in global markets. Functions also include the management of the bus testing program, an important element of FTA's safety program.

The FTA's FY 2020 funding request includes \$78,700 and no change in FTE from the FY 2019 enacted level for the Office of Research, Demonstration, and Innovation.

**Office of Civil Rights (TCR):**

	<b>FY 2018 ACTUAL</b>		<b>FY 2019 ENACTED</b>		<b>FY 2020 REQUEST</b>	
Office of Civil Rights	FTE	\$	FTE	\$	FTE	\$
<b>Total</b>	24	59,577	24	67,300	24	67,300

The Office of Civil Rights ensures implementation of all civil rights programs and equal opportunity requirements and ensures compliance by recipients of Federal assistance and entities that are subject to the FTA regulations. This office provides technical advice and assistance on all civil rights matters including: nondiscrimination in the provision of federally assisted transit services, Environmental Justice (EJ), compliance and enforcement of the Americans with Disabilities Act of 1990, as amended, and equal opportunity of grants recipients.

The FTA's FY 2020 funding request includes \$67,300 and no change in FTE from the FY 2019 enacted level for the Office of Civil Rights.

**Office of Planning and Environment (TPE):**

	<b>FY 2018 ACTUAL</b>		<b>FY 2019 ENACTED</b>		<b>FY 2020 REQUEST</b>	
Office of Planning and Environment	FTE	\$	FTE	\$	FTE	\$
<b>Total</b>	34	89,575	27	97,300	27	97,300
<p>The Office of Planning and Environment administers a national program of metropolitan and statewide planning assistance, providing technical assistance to agencies and directing program implementation. This office also manages the pipelines of projects in the Capital Investment Program, including Small Starts, New Starts, and Core Capacity, as well as the Expedited Project Delivery Pilot. In addition, the office manages the requirements under the National Environmental Policy Act (NEPA) law, and oversees project delivery and coordination.</p> <p>The FTA's FY 2020 funding request includes \$97,300 and no change in FTE from the FY 2019 enacted level for the Office of Planning and Environment.</p>						

**Office of Safety and Oversight (TSO):**

	<b>FY 2018 ACTUAL</b>		<b>FY 2019 ENACTED</b>		<b>FY 2020 REQUEST</b>	
Office of Safety and Oversight	FTE	\$	FTE	\$	FTE	\$
<b>Total</b>	33	557,338	44	566,474	49	566,474
<p>The mission of the Office of Safety and Oversight is to establish guidelines for and oversee the safety of all modes of transit through policy development, hazard investigation &amp; mitigation, data collection, risk analysis, effective oversight programs and information sharing.</p> <p>MAP-21 granted FTA the authority to establish and enforce a new comprehensive framework to oversee the safety of public transportation throughout the United States as it pertains to heavy rail, light rail, buses, and streetcars. The FAST Act continues to focus emphasis on making transit safer for all riders and transit employees. An increase to the safety workforce will allow the FTA to ascertain, implement, and deploy new safety initiatives throughout the nation. These new opportunities and challenges translate to additional resources which are necessary to accomplish present and future responsibilities.</p> <p>The FTA's FY 2020 funding request includes \$566,474 and an increase of 5 FTEs from the FY 2019 enacted level for the Office of Safety and Oversight.</p>						

**Safety:**

Congress authorized federal oversight of rail transit safety in 2012 with the passage of MAP-21. FTA has been actively working to implement the new safety oversight framework, both nationally and at individual properties.

MAP-21 required several rulemakings to establish the program framework. In addition, MAP-21 increased the requirements and standards for State Safety Oversight agencies, and FTA is working closely with 31 SSOA's to augment their existing programs to be compliant with the new transit safety requirements. State Safety Oversight agencies must meet these requirements to be well-functioning, capable safety oversight entities which provide timely and necessary safety reviews and oversight. This is critical as all State safety oversight agencies must be certified by FTA by April 15, 2019. There are on-going oversight responsibilities that FTA performs once the State safety oversight agencies are certified.

**Regional Offices:**

	<b>FY 2018 ACTUAL</b>		<b>FY 2019 ENACTED</b>		<b>FY 2020 REQUEST</b>	
Regional Offices	FTE	\$	FTE	\$	FTE	\$
Total	186	961,076	185	959,200	185	959,200

The 10 Regional Offices provide certification of adherence to planning and environmental requirements; assistance with grant development & award; procurement approvals; approval of triennial, state management, procurement system, financial management oversight, and civil rights reviews; manage oversight certifications, reviews and findings; and technical assistance on project development. Regional offices also work closely with headquarters on the Capital Investment Grant projects in their regions.

The FTA's FY 2020 funding request includes \$959,200 and no change in FTE from the FY 2019 enacted level for the regional offices.

**Central Account:**

	<b>FY 2018 ACTUAL</b>		<b>FY 2019 ENACTED</b>		<b>FY 2020 REQUEST</b>	
Central Account	FTE	\$	FTE	\$	FTE	\$
<b>Total</b>	0	27,572,520	0	27,261,036	0	25,640,780
<p>* Professional development training for FTA employees is funded from the Central Account.</p> <p>The Central Account provides for agency-wide operations such as rent payments for space, information technology investments, contract support services, health services, human resources services, equipment, equipment repair and maintenance, permanent change of station relocation costs, and FTA's share of the Departments Working Capital Fund costs.</p> <p>The FTA's FY 2020 funding request includes \$25,640,780 for the Central Account.</p>						

**Travel: \$1,516,000**

The budget request includes funding to meet the mission-critical travel requirements of successfully overseeing more than a \$75 billion portfolio of active grants and FTA-funded major capital projects. The FTA staff at headquarters and 10 regional offices make site visits to transit agencies and properties to conduct quarterly reviews, technical assistance, program delivery and oversight activities such as:

- Capital Investment Grant project development
- TIFIA and BUILD project development
- State Safety Oversight
- Project Management Oversight
- Procurement Oversight
- Financial Oversight
- Triennial Reviews
- State Management Reviews
- Procurement system Reviews
- Civil Rights Reviews

Travel activities also consist of technical assistance in the planning and management of existing and proposed transit systems and infrastructure, engagement in legal actions, and attendance at quarterly meetings to discuss the FTA guidance, policies, and procedures. Many site visits are in rural areas of the country where transportation options are limited and travel costs are not competitive, and in some cases prohibitive, when compared to more heavily travelled urban areas. With the FTA's growing and hands-on responsibilities at small and rural transit agencies, it needs greater capacity to conduct mission-critical business with its partners and the public.

The 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

virtual “face-to-face” meetings between headquarters and regions, and regions and transit agencies when practicable. However, this technology can only go so far to meet the needs of the agency and better serve the public. The FTA is also required to be on-site to carry out planning certifications, triennial reviews, and project and financial management oversight; to participate in technical workshops; and to provide grant-making assistance to over 900 direct grantees and 3,000 sub recipients nationwide.

**Transportation: \$50,000**

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

**Training: \$1,027,000**

Funding will be used to support mission-critical training and technical workshops.

**GSA Rent: \$8,703,000**

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

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

**Communications and Utilities: \$503,000**

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

**Contractual Services: \$9,656,744**

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), Transit Asset Management and various interagency agreements (e.g. Federal Personnel Payroll System with Department of the Interior, and Delphi accounting system support with the Federal Aviation Administration (FAA)).

**Printing: \$100,000**

The FTA is legally required to publish many of its rulemakings, policy guidance, and decisions in the Federal Register to allow for transparency and public comment. This involves grant announcements, grant apportionments, new rules and regulations, and various other announcements. As a result, the agency must use the Government Printing Office's 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 associated with the publication.

**Working Capital Fund: \$11,946,522**

Funding will be used to support FTA's contribution to the DOT full range of administrative services and other services that are centrally performed in the interest of economy and efficiency. The Office of the Chief Information Officer (OCIO) will continue to provide FTA IT shared services and begin to consolidate FTA IT investments centrally in FY 2020. As part of the consolidation of IT functions under the WCF, FTA will transfer 3 FTP supporting IT to the OCIO in FY 2020

**Supplies and Materials: \$137,000**

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

**Equipment: \$26,000**

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

**Information Technology Investments:**

The Office of the Chief Information Officer (OCIO) will continue to provide FTA IT shared services and begin to consolidate FTA IT investments centrally in FY 2020. As part of the consolidation of IT functions under the WCF, FTA estimates it will transfer up to 8 FTP supporting IT to the OCIO in FY 2020.

The Federal government must effectively manage its portfolio of capital assets to ensure scarce public resources are wisely invested. Capital programming integrates the planning, acquisition, and management of capital assets into the budget decision-making process. It is intended to assist agencies in improving asset management and in complying with the results-oriented requirements of:

- The Government Performance and Results Act of 1993, established the foundation for budget decision-making to achieve strategic goals in order to meet agency mission objectives.

- The Federal Managers Financial Integrity Act of 1982, the Chief Financial Officers Act of 1990, and the Federal Financial Management Improvement Act of 1996, requires accountability of financial and program managers for financial results of actions taken, control over the Federal government's resources, and protection of Federal assets.
- The Paperwork Reduction Act of 1995, requires agencies to perform their information resources management activities in an efficient, effective, and economical manner;
- The Clinger-Cohen Act of 1996, requires agencies to use a disciplined capital planning and investment control process to acquire, use, maintain, and dispose of information technology.
- The Federal Information Security Management Act, requires agencies to integrate IT security into their capital planning and enterprise architecture processes, conduct annual IT security reviews of all programs and systems, and report the results of those reviews to OMB.
- The Electronic Government Act of 2002, requires agencies to support government-wide electronic government (E-gov) initiatives and to leverage cross-agency opportunities to further E-gov. The Act also requires agencies to establish a process for determining which government information the agency intends to make available and accessible to the public on the Internet and by other means. In addition, the Act requires agencies to conduct and submit to OMB privacy impact assessments for all new IT investments administering information in identifiable form collected from or about members of the public.
- The Federal Records Act, requires agencies to establish standards and procedures to assure efficient and effective records management. The National Archives and Records Administration (NARA) issues policies and guidance for agencies to meet their records management goals and requirements. NARA also provides policies and guidance for planning and evaluating investments in electronic records management.
- The Digital Accountability and Transparency (DATA) Act implementation calls for the establishment and implementation of Government-wide data standards for financial data to provide consistent, reliable, and searchable spending data for easy public consumption and is intended to increase the quality of the information captured in USASpending.gov. The FTA is required to fund this implementation over the next several years. As specific implementation requirements are provided to the FTA, it will promptly provide the Office of Management and Budget a cost estimate for modifications to its financial systems.

### **Administrative Cost Savings Efforts**

FTA has operated on a very lean administrative budget for over 10 years. Consequently, the FTA has actively looked for ways to reduce its administrative costs in order to fund mission-critical activities. FTA has taken advantage of most piggy-backing or co-location opportunities



and do not purchase unnecessary goods or services. Below are examples of cost savings activities undertaken in recent years.

### **Mission-Critical Travel**

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

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

### **Mission-Critical Training**

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

### **Conference and Large Events**

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

### **Printing**

The FTA will continue to control its printing costs by reducing the number of pages published in the Federal Register through posting supporting documents on-line that are not otherwise required to be published in the Federal Register. For example, the FTA published a 1-2 page



notice in the Federal Register and posted additional material/tables on its website, which saved tens of thousands of dollars in printing costs. The FTA will continue to exercise similar options for its Notices of Funding Availability, grant announcements, and other required communications. FTA anticipates producing several programmatic regulations and guidance in FY 2019 and FY 2020. The FTA will use its website to publish tables and related documents to a Federal Register Notice to the fullest extent possible while still complying with its legal requirements for printing various items.

In FY 2020, the FTA plans to continue various desktop printing cost reduction efforts from FY 2017, such as:

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

### **Hand-Held Electronic Devices**

Since FY 2012, the FTA has dramatically reduced the costs of portable devices and service fees. The Department 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 the FTA. The 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.

### **Vehicle Fleet**

Within its 10-regional office structure, the FTA only maintains three vehicles in high-need regions where it is less expensive to use a vehicle than take air transportation. This represents less than one percent of DOT's total fleet. These are fuel-efficient vehicles and the FTA's FY 2020 goal is to continue to increase the use of alternative fuels in these vehicles.

### **Data Centers**

The FTA currently does not own or operate any dedicated data centers. The 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. Over the last three years, FTA has transitioned the each regional office from three to one server.

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

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



# Table of Contents

## Capital Investment Grants (CIG) Detailed Justification

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



## **CAPITAL INVESTMENT GRANTS**

For necessary expenses to carry out fixed guideway capital investment grants under section 5309 of title 49, United States Code, \$1,505,190,000, to remain available until expended.

## **CAPITAL INVESTMENT GRANTS**

### **PROGRAM AND PERFORMANCE**

The FY 2020 Budget request includes \$1.5 billion for the Capital Investment Grants (CIG) account to increase the capacity of transit networks in communities across the nation. The program supports the construction of new fixed-guideway systems or extensions to fixed guideways including, corridor-based bus rapid transit systems, and core capacity improvement projects. These projects include heavy rail, light rail, commuter rail, bus rapid transit and streetcar systems. The law outlines a multi-year, multi-step competitive process that projects must compete to be eligible for CIG funding. At various points during these steps, and prior to any grant award, FTA must evaluate and rate each project and each must obtain a *medium* or better rating under the statutorily defined criteria that examine project merit and local financial commitment to obtain funding.

## EXHIBIT III-1

### CAPITAL INVESTMENT GRANTS Summary by Program Activity Appropriations, Obligation Limitations, and Exempt Organizations (\$000)

	FY 2018 ACTUAL 1/	FY 2019 ANNUALIZED CR	FY 2019 ENACTED	FY 2020 REQUEST	CHANGE FY 2019 ENACTED to FY 2020
<b>CAPITAL INVESTMENT GRANTS</b>	\$2,650,010	\$2,644,960	\$2,552,687	\$1,505,190	(\$1,047,497)

1/ The FY 2018 Consolidated Appropriations Act included \$5,050,000 in prior year unobligated balances bringing the total available in FY 2018 to \$2,650,010,000.

The FY 2020 Budget requests \$1.505 billion for Capital Investment Grants (CIG) to support the following projects:

- \$795.29 million for 10 existing Full Funding Grant Agreements, including eight New Starts and two Core Capacity projects;
- \$494.85 million in funding for other projects that may become ready for Section 5309 CIG or 3005(b) Expedited Delivery Pilot Program funding during FY 2020; and,
- \$15.05 million for oversight (1.0% of the FY 2020 request level.)

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

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The CIG program is a competitive 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 under 49 U.S.C. 5309:

- New Starts -- projects that receive \$100 million or more in CIG funding or have an estimated capital cost equal to or exceeding \$300 million;
- Small Starts -- projects that receive less than \$100 million in CIG funding and have a total estimated capital cost of less than \$300 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.



FTA will continue to exercise diligence in administering the CIG program to help ensure that Federal funds go to projects that will use the assistance effectively.

The CIG program funding level proposed in FY 2020 continues to:

- Leverage value capture as a condition of receiving CIG funding;
- Provide incentives to encourage “self help” and place greater emphasis on the share provided by the local jurisdiction;
- Encourage Public Private Partnerships, focusing on factors such as innovative project delivery methods and private equity participation; and
- Fund the Expedited Project Delivery Pilot Program.

CIG program applicants include State and local governments and transit agencies. FTA performs project oversight to ensure that planning projections are based on realistic assumptions and that design and construction follow acceptable industry practices. The law requires FTA to evaluate and rate proposed CIG projects at specific points during the process against a statutorily defined set of rigorous criteria examining project justification and local financial commitment. The law specifies that projects are not eligible for funding unless they receive a medium or better rating.

FTA does not sign a construction grant agreement for a project until it is satisfied that the project sponsor has the ability to complete the project within the cost estimate and schedule it developed, and that the project sponsor has demonstrated the necessary local financial commitment to construct, operate, and maintain the project in accordance with the terms of the grant agreement. In evaluating the readiness of a project for a construction grant award, FTA considers the degree of uncertainty underlying the capital cost estimates; any remaining risks inherent in those estimates; the availability of contingency funding to cover any unanticipated cost increases; any remaining uncertainties regarding the non-CIG sources of funding; and any need for acquisition of real estate or railroad right-of-way.

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

### **FY 2019 Anticipated Accomplishments**

Continue to support existing full funding grant agreements for New Starts and Core Capacity Improvement Projects under the CIG program.

Of the \$2.553 billion appropriated for the CIG program in FY 2019; approximately \$2.53 billion is appropriated for:

- \$1,266 million for New Starts Projects;
- \$526.5 million for Small Starts Projects;
- \$635 million for Core Capacity improvement projects and
- \$100 million is available for the expedited project delivery pilot program, authorized in Section 3005(b) of the FAST Act.

<b>Proposed FY 2020 Funding for FTA Capital Investment Grants Program</b>		
<b>Funding in Millions</b>		
<b>Existing Signed New Starts Full Funding Grant Agreements</b>		
Regional Connector	Los Angeles, CA	\$ 104.9
Westside Subway Section 1	Los Angeles, CA	\$ 100.0
Westside Subway Section 2	Los Angeles, CA	\$ 100.0
Mid-Coast Corridor Transit Project	San Diego, CA	\$ 100.0
Green Line Extension	Boston, MA	\$ 150.0
TEX Rail	Fort Worth, TX	\$ 20.39
National Capital Purple Line	Maryland	\$ 120.0
Link Extension	Lynnwood, WA	\$ 100.0
Total Existing New Starts Full Funding Grant Agreements		\$ 795.29
<b>Existing Core Capacity Full Funding Grant Agreement</b>		
Peninsula Corridor Electrification Project	San Carlos, CA	\$ 100.0
Red and Purple Line Modernization Project Phase One	Chicago, IL	\$ 100.0
Total Existing Core Capacity Full Funding Grant Agreements		\$ 200.0
Other Projects That May Beecome Ready For Section 5309 or 3005(b) Funding During FY 2020		\$ 494.85
<b>Oversight Activities</b>		\$ 15.05
<b>Grand Total</b>		\$ 1,505.19

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

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Recent nationwide transit ridership numbers have reached 9.85 billion trips per year. Census and other demographic trends indicate that we can expect transit ridership growth in the future.

As the population ages, an increasing number of elderly adults depend on public transit to access medical care and other vital services. At the same time, the percentage of 14 to 34-year-olds without a driver's license continues to grow. 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 CIG program is one of the largest competitive Federal grant programs. It funds new and extended heavy rail, light rail, commuter rail, bus rapid transit, and streetcar projects and provides for reinvestment in highly successful fixed-guideway transit corridors experiencing capacity constraints. It also allows for consideration of Programs of Interrelated Projects with multiple projects advancing to construction concurrently or within reasonable timeframes of one another in order to incentivize the completion of comprehensive transit networks.

There are currently 66 projects in the program seeking funding, more than at any time 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.

FTA has extensive experience successfully administering the Capital Investment Grants program. These competitive grants are awarded only after projects are evaluated and rated according to statutorily-defined criteria and the projects have progressed satisfactorily through a multi-step process defined in law.



# Table of Contents

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

Page No.

Appropriation Language .....	WMATA – 1
Program and Performance Statement.....	WMATA – 2
Summary by Program Activity (Exhibit III-1) .....	WMATA – 3
Detailed Justification by Program Activity.....	WMATA – 4



## **WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**

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



## **WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**

### **PROGRAM AND PERFORMANCE**

The Federal Rail Safety Improvements Act, 2008, (P.L. 110–432, Title VI, Sec. 601), provided the authorization for additional 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 as needed to meet growing demand. The Secretary of Transportation shall approve grants for capital and preventive maintenance expenditures for WMATA only after receiving and reviewing a request for each specific project. The Secretary shall determine that WMATA has placed the highest priority on those investments that will improve the safety of the system before approving such grants. The Secretary, 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).

## EXHIBIT III-1

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

	<b><u>FY 2018</u></b> <b><u>ACTUAL</u></b>	<b><u>FY 2019</u></b> <b><u>ANNUALIZED CR</u></b>	<b><u>2019</u></b> <b><u>ENACTED</u></b>	<b><u>FY 2020</u></b> <b><u>REQUEST</u></b>	<b><u>CHANGE</u></b> <b><u>FY 2019-2020</u></b>
<b>WMATA</b>	\$150,000	\$150,000	\$150,000	\$150,000	\$0

#### Program and Performance Statement

This program provides grants to the Washington Metropolitan Area Transit Authority (WMATA) for capital investment and asset rehabilitation activities. The budget requests \$150 million in FY 2020 to help return the existing system to a state of good repair and improve the safety and reliability of service. This amount is in addition to approximately \$310 million in Federal formula funds for capital and state of good repair provided under FTA's core formula programs. The Secretary will use her authority to approve grants under this program to ensure that the \$150 million in available funds first address WMATA's most critical safety needs.

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

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The budget requests \$150 million for WMATA to address required safety actions directed by FTA and outstanding recommendations from the National Transportation Safety Board (NTSB). Additionally, this funding leverages and ensures matching capital funding from WMATA's local compact members (VA, MD, DC). This funding is in addition to approximately \$310 million in Federal formula funds for capital and state of good repair provided under FTA's core formula programs.

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

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The Federal Rail Safety Improvements Act, 2008, (P.L. 110-432, Title VI, Sec. 601), provided a 10-year authorization for capital and preventive maintenance projects for the Washington Metropolitan Area Transit Authority (WMATA). Continuation of this funding in FY 2020 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. Its purpose is to provide WMATA with additional funds for capital improvements matched by WMATA's local compact members (VA, MD, DC) to make adequate investments that address critical safety needs. Safety is the Secretary of Transportation's top priority.

The beneficiaries of the program are the system riders, commuters and visitors to the Nation's capital who depend on reliable and safe transit service. Many Federal employees receive transit benefits funded by their agency to use the WMATA system. WMATA received approximately \$40 million in FY 2018 from the Federal transit benefit program operated in the National Capital Region. This funding helps supplement WMATA's farebox revenue to cover operating costs.

Since FY 2010, Congress has directed that FTA prioritize this special 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>1</sup>. Safety will continue to be the top priority of the Secretary of Transportation and FTA as it develops its grant agreements with respect to FTA Safety Directives issued to WMATA.

WMATA is now a mature transit system with an aging capital base. This appropriation, leverages \$148.5 million (after the statutory reduction of 1% for Federal oversight) in matching funds provided by the District of Columbia, the State of Maryland, and the Commonwealth of Virginia. Without capital reinvestment, transit assets can deteriorate and ultimately affect system safety, reliability, and performance.

### **FY 2018 Base Accomplishments**

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Between FY 2009 and FY 2018 Congress appropriated \$1.5 billion in special funding authorized by the Federal Rail Safety Improvements Act of 2008 (PRIIA) to help 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 \$2.7 billion in WMATA

<sup>1</sup> National Transportation Safety Board, *Collision of Two Washington Metropolitan Area Transit Authority Metrorail Trains Near Fort Totten Station, Washington, DC, June 22, 2009*, July, 2010, <http://www.nts.gov/doclib/reports/2010/RAR1002.pdf>

capital projects as of September 2018. Of the \$1.5 billion in Federal funds obligated to-date, approximately 85 percent (\$1.3 billion) has been spent.

The Consolidated Appropriations Act, 2010 (Public Law 111-117), placed certain conditions on the use of these funds and required 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 have been used to replace WMATA's "1000-Series" rail cars, which were cited by the NTSB as a contributing factor in the severity of passenger injuries and the number of fatalities in the June 2009 Red Line crash near Fort Totten Station.<sup>1</sup>

FTA partners with WMATA, which is ultimately responsible for implementing projects to improve the safety and condition of the system. Grants have supported closing over 500 corrective actions since FY 2010. These were corrective actions identified by the NTSB, FTA, the former Tri-State Oversight Committee, the American Public Transportation Association (APTA), and WMATA. Grants supported numerous projects that improved the safety and reliability of the National Capital Region's major public transportation system.

While more work lies ahead, FTA's temporary but direct safety oversight of WMATA is beginning to see some positive results. FTA is exercising its authority and using enforcement tools that Congress provided it to aid WMATA in addressing systemic safety deficiencies and in building a strong safety culture. FTA has conducted inspections resulting in remedial actions, issued investigation reports with findings, and issued safety directives with required corrective actions.

Every action taken by FTA is focused on helping WMATA comply with its own safety program requirements and implement corrective actions to fix systemic safety issues. The Department of Transportation also has appointed new Federal leadership to the two Federal positions on the WMATA board of directors to help bring safety leadership to the highest level of the organization.

As of September 30, 2018, a total of \$2.36 billion has been spent in total PRIIA funds (including the local matching funds) in the following categories:

- \$1,111.6 million has been invested in Railcar Acquisition and Facilities projects. This work includes the acquisition of 452 7000 Series vehicles (and additional 128 railcars were funded by the Metropolitan Washington Airports Authority (MWAA)) which replaced Metro's oldest and poorest performing vehicles; construction of a test track and commissioning facility for new railcars; scheduled mid-life rehabilitation of in-service railcars; and the ongoing rehabilitation of facilities at the Alexandria, VA, Brentwood, MD, and New Carrollton, MD rail yards.
- \$312.5 million has been invested in Rail Systems projects. This work includes investments to replace the existing radio infrastructure with a modern and compliant 700Mhz system,

replacement of the Generation two track circuits which satisfies an NTSB recommendation, rehabilitation and replacement of power substations, high current bond installation, switch machines, and cable replacement.

- \$474.6 million has been invested in Track and Structures Rehabilitation projects. This includes annual rehabilitation and replacement of components and structures throughout the Metrorail system, major track system rehabilitation through WMATA's SafeTrack initiatives, and the purchase of new track maintenance equipment required to execute the track rehabilitation program.
- \$401.2 million has been invested in Stations and Passenger Facilities projects. This work includes ongoing rehabilitation efforts across the Orange and Blue lines which includes, but is not limited to, duct work, fan controls, ceiling tiles, kiosks, platforms, emergency trip stations, traction power substations, and AC power rooms. This category also includes investments in rehabilitation and replacement of elevators and escalators. Metro has rehabilitated more than 91 elevators and 152 escalators, and replaced more than 94 escalators.
- \$49.4 million has been invested in Bus and Paratransit projects. This includes investments to rehabilitate three aging and deteriorated bus facilities, investment to install automatic vehicle location technology on the bus fleet, and funding to support, bus mid-life rehabilitation.
- \$13.5 million has been invested in Business Support projects. This work includes the development of safety and emergency measurement systems, purchase of police equipment, and construction of a police special operations control facility.

Please note that the total invested by WMATA in the projects mentioned is higher than the total appropriated by Congress to date under this special authorization. WMATA has used other funding sources to support these project investments as appropriate.

### **FY 2019 Anticipated Accomplishments**

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WMATA will continue to work with the FTA to develop grant agreements that support ongoing investments to improve the safety of the system. FY 2019 funding will support: completing the outstanding required safety actions from FTA and the NTSB; continuing investments in the Radio Infrastructure Replacement project; continuing replacement of Automatic Train Control infrastructure; funding additional overhauls and replacing elevators and escalators; and continuing track component replacement, and railcar overhauls focused on safe operations.

FTA's WMATA Safety Oversight Team will continue to conduct regular inspections of the Metrorail system encompassing numerous safety disciplines. FTA safety inspectors will continue to assess both the condition of critical infrastructure and how well WMATA follows its own procedures, rules and safety standards. When a safety defect is identified, FTA safety inspectors require WMATA to perform remedial actions to correct it. FTA will continue to monitor WMATA's progress on, and verify completion of, all remedial actions.

### **What does the FY 2020 funding level support?**

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The \$150 million request leverages \$150 million in local matching funds from the District of Columbia, the State of Maryland, and the Commonwealth of Virginia. 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.

As in previous years, in FY 2020 FTA will develop a grant agreement with WMATA detailing how and where the \$150 million in Federal capital funds will be used. Program performance is measured each year by whether WMATA maintains its assets in a state of good repair. FTA is currently working with WMATA to determine appropriate benchmarks for assessing whether its maintenance of assets is adequate through WMATA's response to the new Federal Transit Asset Management (TAM) Plan rulemaking requirements published in July 2016. WMATA is required to establish and report targets to FTA beginning in FY 2018 on key state of good repair performance measures involving guideway elements, rolling stock, and facilities. Condition assessments are also required under the nation-wide TAM requirements.

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

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The funding for FY 2020 will enable WMATA to continue to improve the condition of its transit system, which transports hundreds of millions of commuters and visitors in the Nation's capital each year. This funding helps address critical safety and state of good repair needs documented by FTA and the NTSB including improved safety on railcars, track infrastructure safety improvements, new radio and cell phone infrastructure installation. It also funds corrective action plans developed in response to FTA Safety Directives.



# Table of Contents

## Transit Infrastructure Grants (TIG) Detailed Justification

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





## **TRANSIT INFRASTRUCTURE GRANTS**

For an additional amount for buses and bus facilities grants under section 5339 of title 49, United States Code, state of good repair grants under section 5337 of such title, \$500,000,000 to remain available until expended: Provided, That \$250,000,000 shall be available for the buses and bus facilities competitive grants as authorized under section 5339(b) of such title: Provided further, That \$250,000,000 shall be available for the state of good repair grants as authorized under section 5337 of such title: Provided further, that amounts made available by this heading shall be derived from the general fund: Provided further, That the amounts made available under this heading shall not be subject to any limitation on obligations for transit programs set forth in any Act.

## **TRANSIT INFRASTRUCTURE GRANTS**

### **PROGRAM AND PERFORMANCE**

The FY 2020 Budget request \$500 million for the Transit Infrastructure Grants account for FTA's core capital assistance programs which supports the Secretary's strategic priority on infrastructure.

Funds are allocated through existing State of Good Repair and Bus and Bus Facilities formula and competitive grants which reinvest in existing transit assets including rail fixed-guideway systems. These funds also help replace, rehabilitate, and purchase new buses, and construct bus-related facilities.

The FY 2020 Budget request supports:

- Bus and Bus Facilities Competitive Grants. — \$250 million.
- State of Good Repair Formula Grants. — \$250 million.

**EXHIBIT III-1**

**TRANSIT INFRASTRUCTURE GRANTS**

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

<b>APPROPRIATIONS TITLE</b>	<b>FY 2018 ACTUAL</b>	<b>FY 2019 ANNUALIZED CR</b>	<b>FY 2019 ENACTED</b>	<b>FY 2020 REQUEST</b>	<b>CHANGE FROM</b>
					<b>FY 2019 ENACTED to FY 2020</b>
Bus and Bus Facilities Grants	\$400,000	\$400,000	\$350,000	\$250,000	(\$100,000)
State of Good Repair Grants	\$400,000	\$400,000	\$263,000	\$250,000	(\$13,000)
Growing States and High Density States	\$30,000	\$30,000	\$40,000	\$0	(\$40,000)
Bus Testing Facility	\$2,000	\$2,000	\$1,000	\$0	(\$1,000)
Low to No Emissions Bus Testing	\$2,000	\$2,000	\$6,000	\$0	(\$6,000)
Formula Grants for Rural Areas	\$0	\$0	\$40,000	\$0	(\$40,000)
<b>TOTAL</b>	<b>\$834,000</b>	<b>\$834,000</b>	<b>\$700,000</b>	<b>\$500,000</b>	<b>(\$200,000)</b>

**Program and Performance Statement**

The Transit Infrastructure Grants account funds projects that help address the nation's aging and deteriorating transit infrastructure by replacing, rehabilitation, and purchasing buses and related equipment, and by constructing bus-related facilities.

## Detailed Justification for Transit Infrastructure Grants

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

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The FY 2020 Budget requests \$500 million to support the following programs: \$250 million for the State of Good Repair formula grant program and \$250 million for the Bus and Bus Facilities competitive grant program.

In FY 2020, FTA will focus on continuing to implement new and modified programs created under MAP-21 and under the FAST Act that provide grants to support capital improvements to our nation's transit infrastructure. This Budget request, when combined with State and local funding, will help address the \$90 billion backlog of transit assets that are not in a state of good repair, improve the safety and reliability of public transportation, provide better access to transit systems for the public, purchase buses for fleet and service expansion, improve bus maintenance and administrative facilities, as well as provide more efficient and reliable transportation options for senior citizens and individuals with disabilities.

A small portion of these funds will be used to provide program or project oversight to ensure that Federal funds are used cost-effectively and in accordance with applicable laws and regulations. Oversight is supported through a statutory percentage takedown from the amount of the total requested for Transit Infrastructure Grants. FTA's Project Management Oversight program provides *project-level* oversight of major capital projects while FTA's Management, Financial Management, Triennial Review (program compliance) and Procurement Oversight activities focus on *program-level* oversight.

### FY 2019 Anticipated Accomplishments

The FY 2019 enacted level provided \$700 billion for the Transit Infrastructure Grants account. These funds will be used for the following purposes:

- State of Good Repair Formula Grant initiatives - improving the condition of the nation's transit infrastructure. Studies show transit infrastructure is suffering from years of under-investment and sub-optimal asset management practices. Deteriorated capital assets erode system performance, cause delays due to break-downs and slower operating speeds, waste fuel, increase passenger crowding, and in some instances, compromise safety.
- Bus and Bus Facilities Competitive Grant initiatives - continuing to focus the Bus and Bus Facilities competitive grant program on improving the condition of the nation's bus assets. Studies have shown that up to 40 percent of bus assets were in poor or marginal condition and need to be repaired or replaced.

**FEDERAL TRANSIT ADMINISTRATION  
RESEARCH, DEVELOPMENT AND TECHNOLOGY**

**FY 2020 Exhibit and Narrative Justification  
Public Transportation Innovation Title 49 U.S.C. 5312**

The FY 2020 budget includes \$28 million for Public Transportation Innovation. This program provides funding for projects and activities to advance innovative mobility, infrastructure and safety research, demonstration, deployment, development and testing that will promote more efficient intermodal operations and safer transit services. The National Academy of Sciences receives \$5 million of this funding to administer a public transportation cooperative research program.

FTA's mobility research seeks to strengthen the capacity of transit agencies and communities as they navigate the dynamic, evolving landscape of personal mobility. Demonstrations explore new innovative business models, partnerships, and private-sector technological tools and solutions for enhanced and seamless mobility options for all travelers. This research is also considering cybersecurity safety issues in the areas of automation and mobility payment.

The FY 2020 budget request for Mobility Innovation Program of \$10.4 million expects to:

- Improve transportation efficiency by promoting agile, responsive, accessible, and seamless multimodal service through enabling technologies and innovative partnerships;
- Ensure that transit is fully integrated and a vital element of a regional transport network that provides consistent, reliable, and accessible service to every traveler;
- Enhance the customer experience; and
- Result in a 10 percent annual increase in the number of public transit agencies that expand service coverage (geographic or temporal).

FTA has a successful history of supporting transformative public transportation infrastructure research and demonstration projects to include those assets that are used to directly support and provide public transportation service. FTA's research focus has been to ensure that transformative innovations meet the public demand for safe and speedy adoption. FTA's Infrastructure Innovation and Research Program request of \$4.736 million has several key areas:

- ***Asset Management and Asset Innovation*** – FTA will demonstrate techniques to monitor the “health” of transit assets using advanced technologies including sensors, innovative construction techniques, and nano-technology. There have been major advances in sensor technology to include strain gauges and unmanned vehicles, like drones, as well as increased processing power and data analytic tools on hand-held field devices that make real-time health monitoring of fixed and moving infrastructure and assets a viable alternative or complementary to existing visual inspection.

- ***Advanced Propulsion Research*** – FTA assesses the development and deployment of zero emission transit buses, vehicles, facilities, and related charging and maintenance technologies as well as ways to ensure effective management of all capital assets.

FTA conducts research to improve public transportation safety to reduce transit-related fatalities and injuries. The FY 2020 Budget request for the Safety Program of \$5.2 million includes the following major areas:

- ***Safety Research and Demonstration Program*** – The Safety Demonstration Program builds on a portfolio of demonstration projects that assist transit agencies to: 1) improve operational safety; 2) strengthen infrastructure resiliency; and 3) improve the state of good repair for transit assets. This provides technical and financial support for transit agencies to pursue innovative approaches to eliminate or mitigate safety hazards.
- ***FTA Standards Development Program*** – This program covers a variety of public transportation topics with the current focus on safety standards development. This safety standards work is a product of the FTA Safety Standards Strategic Plan project. FTA is working with public transportation industry organizations in the development of voluntary safety standards. FTA’s Standards Development Program tasks include: a) modification and enhancement of existing standards; b) development of new voluntary standards; and c) expansion and re-establishment of partnerships with Standard Development Organizations.

The Transit Cooperative Research Program (TCRP) is a cooperative agreement with the National Academy of Sciences to produce early-stage applied research that helps prepare transit providers with new and innovative practices. TCRP is a critical partner in both shaping and sharing information about FTA’s public transportation innovation projects and is a key driver for moving research to practice. The FY 2020 Budget requests \$5 million for TCRP to support key objectives to:

1. Lead and complete research that is of the highest priority for public transportation and industry stakeholders.
2. Lead and complete research that supports FTA’s strategic research goals and TCRP strategic priorities through a process guided by a broad group of industry stakeholders.
3. Support the growth and continued excellence of the nation’s public transportation infrastructure to meet the safety, infrastructure, mobility, and energy objectives of public transportation systems.
4. Pursue research methodologies that are local, problem-solving in nature, and can be easily transferred into practice by public transit providers and the broader transportation industry.

The Small Business Innovation Research (SBIR) program helps small businesses by funding product development research in strategic areas such as safety, operations, maintenance, and other topics important to public transportation. The FTA contributes 3.2 percent of its yearly discretionary research funding to SBIR grants; \$640,000.<sup>1</sup> FTA's SBIR Program has two types of grants:

1. Phase I grants: to develop proof-of-concept and commercial potential in areas like safety or operations; a maximum of \$150,000 for a six-month period.
2. Phase II: grants that further refine and develop successful products or solutions; approximately \$750,000 for a two-year period.

The FY 2020 Budget requests \$2 million for the Technology Transfer and Assessment Program which evaluates and monitors the effectiveness, efficiency, and quality of research programs. Key strategies for this program are increasing operational efficiency; strengthening technology transfer; facilitating the development of data-driven decision making; and improving program performance through a robust evaluation initiative. This program identifies and tracks how well FTA research is improving public transportation.

<sup>1</sup> *The SBIR program (15 U.S.C. § 638) is authorized by the Small Business Act, Pub. L. 85-536 as amended.*



**EXHIBIT IV-1**  
**PUBLIC TRANSPORTATION INNOVATION**  
**DEPARTMENT OF TRANSPORTATION**  
**BUDGET AUTHORITY**  
**(\$000)**

	<b>FY 2018 Actual Total</b>	<b>FY 2019 Annualized CR Total</b>	<b>FY 2020 Request Total</b>	<b>Applied</b>	<b>Development</b>	<b>Demonstration and Deployment</b>
<b>Transit Formula Grants (TF)</b>						
<b>Public Transportation Innovation</b>						
<i>Mobility Innovation</i>	\$8,000	\$11,616	\$10,416	\$1,000	\$416	\$9,000
<i>Infrastructure</i>	\$9,000	\$4,936	\$4,736		\$3,736	\$1,000
<i>Safety</i>	\$6,000	\$5,808	\$5,208		\$1,208	\$4,000
<i>Technology Transfer and Performance Assessment</i>			\$2,000			\$2,000
<i>Small Business Innovative Research Program (SBIR)</i>		\$640	\$640	\$640		
<i>Transit Cooperative Research Program (TCRP)</i>	\$5,000	\$5,000	\$5,000	\$5,000		
<b>Transit Infrastructure Grants (GF)</b>						
<i>Low and No Emission Bus Testing</i>	\$2,000	\$2,000				
<b>Total</b>	<b>\$30,000</b>	<b>\$30,000</b>	<b>\$28,000</b>	<b>\$6,640</b>	<b>\$5,360</b>	<b>\$16,000</b>

This Exhibit IV-1, "Research, Development and Technology", and any related summary, fulfills the requirements of 23 USC 508 (b) – Annual Report, in effect on December 3, 2015. The Department of Transportation recognizes the changes to this requirement effected by the passage of the Fixing America's Surface Transportation (FAST) Act (P.L. 114-94; Dec. 4, 2015; 129 Stat. 1312), creating Chapter 65 – Research Planning in Subtitle III of title 49, United States Code. The Department will implement the new requirements with the FY 2018 Budget Estimates.

## FY 2020 Budget

### Federal Transit Administration FTA Information Technology Budget Narrative

(Budget Authority in Thousands)

Budget Account	FY 2018 Enacted	FY 2019 Annualized CR	FY 2020 Request
<b>Administrative Expenses</b>	<b>\$14,132</b>	<b>\$13,746</b>	<b>\$13,420</b>
<i>Commodity IT SS WCF</i>	6,235	8,011	8,071
<i>Programmatic IT SS WCF</i>	-	-	4,412
<i>FTA Programmatic IT</i>	21,684	21,211	937
<b>Transit Formula Grants</b>	<b>\$13,787</b>	<b>\$15,476</b>	<b>\$13,489</b>
<i>Commodity IT SS WCF</i>	-	-	-
<i>Programmatic IT SS WCF</i>	-	-	3,123
<i>FTA Programmatic IT</i>	13,787	15,476	10,366
<b>Total</b>	<b>\$27,919</b>	<b>\$29,222</b>	<b>\$26,909</b>

The Federal Transit Administration (FTA) is requesting **\$26.9 million** in FY 2020 for information technologies that support the full spectrum of FTA mission programs as well as the Department's initiative to transform and consolidate the management of certain IT solutions centrally by the OCIO.

#### *Commodity IT Shared Services through the WCF*

OCIO will continue to provide FTA commodity IT shared services in FY 2020. FTA's share was based on actual commodity IT consumption in prior years as well as planned future consumption. OCIO, in collaboration with FTA, assumed a one-to-one cost estimate to transition all commodity IT to OCIO. FTA will only be charged for services rendered.

- **Commodity IT Shared Services** - FTA requests **\$8.1 million** in its Administrative Expenses account for its share of Department investments in Cybersecurity and commodity information technology including voice, cable, and networks, desktop services, server operations, directory and messaging services, enterprise licensing and enterprise dashboards.

#### *Programmatic IT Shared Services through the WCF*

In addition to OCIO's responsibility to manage IT modernization planning, operations, compliance, governance, and cyber, OCIO will begin to transfer FTA programmatic IT investments in FY 2020. OCIO, in conversation with FTA, identified specific programmatic IT

systems for transfer that focus on general support systems, IT management and registration. FTA will only be charged for services rendered.

- **Programmatic IT Shared Services** – FTA requests **\$4.4 million** from the Administrative Expenses account for its share of Department investments in programmatic functionalities supporting mission and support systems that are being assumed by the Working Capital Fund and presumably obligated through Departmental blanket purchase agreements.
- **Programmatic IT Shared Services** - FTA requests **\$3.1 million** from the Transit Formula Grants account to contribute to the OCIO's consolidation, cyber compliance, and modernization of mission support IT systems and applications. This includes registration systems that collect and process required information to register an entry and provide a result to the program owner.

#### ***Full Time Equivalents***

- **Full Time Equivalents** – As part of the consolidation of IT functions under the WCF, FTA will transfer **8 FTE** that support IT to the OCIO in FY 2020.

#### ***FTA IT Investments***

The following programmatic IT initiatives will be maintained by FTA in FY 2020:

- **Discretionary Grants System** - FTA requests **\$0.937 million** from the Administrative Expenses account to maintain FTA web applications including the FTA website and SharePoint services, FTA Discretionary Grant System and FTA's ECHO grant payment
- **Transit Award Management System (TrAMS)** - FTA requests **\$10.4 million** from the Transit Formula Grants account to support FTA's investments in Appian cloud computing in the Amazon Web Services government cloud, maintain and continue development of the Transit Award Management System (TrAMS), and maintain and continue development of the Oversight Tracking System (OTrak).

**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 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, 2023, and other recoveries, shall be directed to projects eligible to use the funds for the purposes for which they were originally provided.

SEC. 162. Notwithstanding any other provision of law, any funds appropriated before October 1, 2019, 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.