



U.S. Department of  
Transportation

# **BUDGET ESTIMATES FISCAL YEAR 2013**

---

**FEDERAL TRANSIT  
ADMINISTRATION**

---

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

# Table of Contents

## Section 1 - Overview

Administrator's Overview.....	1
Organization Chart.....	7

## Section 2 – Budget Summary and Administrative Provisions

Exhibit 1 – FY 2013 New Budget Authority.....	9
Exhibit 2 – FY 2013 Budget Resources by Appropriations Account.....	11
Exhibit 3 – FY 2013 Budget Request by DOT Strategic and Organizational Goals.....	13
Exhibit 3A- FY 2013 Budget Request by DOT Outcomes.....	15
Exhibit 4 – FY 2013 Budget Authority.....	17
Exhibit 5 – FY 2013 Outlays.....	19
Exhibit 6 – Summary of Requested funding Changes.....	21
Exhibit 7 – Working Capital Fund.....	23
Exhibit 8 – Personnel Resources – Summary of FTE.....	25
Exhibit 9 – Personnel Resources – Summary of FTP.....	27

## Section 3 – Request by Appropriation Account

Six-Year Authorization Table.....	29
Reauthorization Proposal Crosswalk of Accounts and Programs.....	31
Bus and Rail State of Good Repair	
Appropriation Language.....	33
P&F Statement.....	34
Justification .....	35
Transit Expansion and Livable Communities Program	
Appropriation Language.....	47
P&F Statement.....	48
Justification .....	49
Transit Formula Grants Program	
Appropriation Language.....	71
P&F Statement.....	72
Justification .....	74
Research and Technology Deployment	
Appropriation Language.....	91
P&F Statement.....	92
Justification .....	93
Washington Metropolitan Area Transit Authority	
Appropriation Language.....	115
P&F Statement.....	116
Justification .....	117
Operations and Safety	
Appropriation Language.....	125
P&F Statement.....	126
Justification .....	128
Administrative Provisions.....	145

**Description/Program and Finance Schedules for Remaining Accounts**

Cancellation of Prior Year Unobligated Balances.....	147
Formula Grants.....	149
Research, Training and Human Resources.....	153
Miscellaneous Expired Accounts.....	157
Job Access and Reverse Commute Grants.....	161
Interstate Transfer Grants – Transit.....	165
University Transportation Research.....	169
Capital Investment Grants.....	173
Administrative Expenses.....	177
Research and University Research Centers.....	181
Grants for Energy Efficiency and Greenhouse Gas Reductions.....	185
Fixed Guideway Infrastructure Investment, Recovery Act.....	187
Transit Capital Assistance, Recovery Act.....	189
Discretionary Grants (Mass Transit Account).....	191

**Appropriation**

<b>History.....</b>	<b>193</b>
---------------------	------------

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

Exhibit IV – Research, Development, and Technology.....	217
---	-----

## FEDERAL TRANSIT ADMINISTRATION

### FY 2013 BUDGET SUBMISSION

#### Administrator's Overview

FTA's FY 2013 budget request continues the Administration's commitment to expand transit options for Americans and return transit systems to a state of good repair, which was first presented in the FY 2012 budget and proposed six-year reauthorization of surface transportation programs. And it restates the Administration's call for FTA to have new rail transit safety oversight authority. For FY 2013, the Federal Transit Administration (FTA) requests \$10.836 billion, a 2.2 percent increase of almost \$228 million compared to the FY 2012 enacted level. This request will make transit systems more reliable, efficient, desirable, and safer for the tens of millions of travelers who use them every day.

In light of recent increases in the price of fuel, it is clear that the reforms spelled out in last year's budget will have even greater importance in FY 2013 and beyond. As I testified before Congress, almost all Americans—from families to business owners—were affected by spikes in gas prices last year, and could be similarly impacted when the next price spike occurs. This was particularly true of our nation's transit systems that have had to raise fares or reduce service because of the down turn in the economy and the high cost of fuel. Issues like these make FTA's proposal to expand operating assistance to larger transit agencies under certain targeted and temporary conditions employment all the more critical.

Making historic investments in public transit can help ensure the American people do not fall victim to skyrocketing gas prices over the long term. Reducing our dependence on imports of foreign oil includes offering more Americans—urban, suburban, and rural—the choice to be mobile without having to get into a car and pay for gas.

FTA's budget also focuses on the need to bring our nation's transit network into a state of good repair by proposing significant spending on transit capital through a new \$3.2 billion Bus and Rail State of Good Repair program. These funds will be directed to both bus and rail systems to help repair and replace assets used in providing day-to-day service to the tens of millions of riders who depend on public transportation every day. The budget also includes over \$2.2 billion to expand transit service or provide new service in many communities across the country. During a time when many Americans look for alternatives to driving, FTA's budget request continues important and strategic investments in public transportation infrastructure, coupled with new flexibilities to provide specialized services and temporary and targeted operating assistance in times of real need.

The following is an overview of key priorities in FTA's FY 2013 budget organized by departmental strategic goal.

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

The Secretary's number one priority is transportation safety. Rail transit safety is an area that requires immediate attention from Congress to address glaring vulnerabilities faced by the

traveling public. There continues to be considerable concern nationwide about rail transit safety, particularly after recent high-profile collisions and other accidents that killed and injured dozens of passengers and workers and resulted in tens of millions of dollars in property damage. A Secretarial working group found that the Nation's current approach to rail transit safety oversight is dangerously lacking and haphazard. That working group gave rise to the "Public Transportation Safety Program Act of 2009" which the Secretary formally transmitted to Congress in December 2009 on behalf of the President. The transit-riding public has been awaiting action by the Congress since that time. The Department's Surface Transportation Authorization priorities also include these provisions which would authorize FTA to establish and enforce Federal rail transit safety standards. The Administration's legislative proposal repeals an antiquated provision of law dating from 1964 that prohibits the FTA from establishing even the most minimal safety standards for transit systems funded with Federal dollars.

For FY 2013, FTA again seeks authority and funding to greatly improve and oversee 27 underfunded and inadequate State Safety Oversight agencies. Of FTA's \$45 million safety request, \$36 million would fund 25 Federal rail inspectors and grants to States for their own rail transit safety oversight programs. The remaining \$9 million is to support a new FTA safety and oversight office that will set policies and standards for FTA's rail transit safety program and oversee compliance with FTA grant requirements.

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

Returning transportation assets to state of good repair (SGR) is a strategic goal for the Department of Transportation. For FY 2013, FTA requests \$3.207 billion for the *Bus and Rail State of Good Repair Program*. The request is 21 percent greater than the comparable FY 2012 enacted amount.

Well designed infrastructure investments have long-term economic benefits, but those benefits are not being fully realized because of years of under-investment in maintaining and recapitalizing our public transportation system. This is evident in a recent FTA study that found a \$78 billion backlog of bus and rail transit assets nationwide that need to be repaired or replaced. An earlier FTA study found a \$50 billion backlog at the seven largest rail systems. Strategic and targeted investment focused on replacing and rehabilitating aging transit infrastructure is needed to help bring our Nation's bus and rail systems into a "state of good repair." Having newer and more reliable track, signal systems, vehicles and stations will help ensure safe and dependable bus and rail transit service, which is demanded by the American public.

FTA also proposes that transit agencies be able to use SGR grant funds to purchase asset management systems, which are critical to the success of good capital improvement plans. With these systems in place, transit agencies can systematically monitor the condition of their assets and will be able to make systematic and strategic investment choices. As transit agencies are better able to manage and report on the condition of their capital assets, FTA will be in a better position to measure progress toward a "state of good repair."

**LIVABLE COMMUNITIES:** *Foster livable communities through place-based policies and programs that increase transportation choices and access to transportation services.*

FTA requests \$2.448 billion for the *Transit Expansion and Livable Communities Program*. The program includes three discretionary grant programs dedicated to expanding transit services plus a planning and demonstration grant program to promote places where transportation, housing, and commercial development projects have been coordinated so that people have access to adequate, affordable, and environmentally sustainable travel options. The largest component is \$2.235 billion for the *Capital Investment Grant* program, a 14 percent increase above FY 2012 enacted. These funds will enable FTA to continue to partner with project sponsors around the nation who are undertaking major projects that expand their transit services.

Additionally, FTA is requesting \$170 million for *Metropolitan and Statewide Planning* and a new *Livability Demonstration Grant Program* in direct support of the Administration's *Livability Initiative*. Specifically, FTA requests \$140 million for its *Planning* programs and proposes reforming local, regional, and state planning making better use of performance data, improving coordination among jurisdictions, and incorporating economic and housing plans into the transportation plan. FTA also requests \$30 million for a new competitive *Livability Demonstration Grant* program. With these funds, FTA would select projects to test different design and conceptual approaches to promoting livability in urban, rural and tribal communities nationwide, allowing FTA to evaluate and compare their relative effectiveness.

**ECONOMIC COMPETITIVENESS:** *Promote transportation policies and investments that bring lasting and equitable economic benefits to the Nation and its citizens.*

Transit systems across the country play an important role in enhancing the nation's economic competitiveness by carrying tens of millions of riders each day to jobs, employment centers, schools and colleges. About 10 billion trips were taken on transit in 2009.

To provide on-going support for these services, FTA requests \$4.759 billion for the *Transit Formula Grants* program. As proposed in the FY 2012 budget, the current *Formula and Bus Account* would be renamed *Transit Formula Grants* and would include three core formula programs -- the *Urbanized Area Program*, *Non-Urbanized Area Program*, and a new *Consolidated Specialized Transportation Grant program*. FTA also proposes to dedicate funding to *State of Good Repair* programs to improve the condition of aging infrastructure. Together, funding for *Transit Formula Grants* and *State of Good Repair* are approximately equal to FY 2012 enacted levels for similar programs. These accounts increase significantly over time in the six-year reauthorization proposal.

FTA is again proposing that certain urbanized grantees in regions that have experienced severe economic hardship be allowed to use a portion of their formula assistance for operating expenses on a temporary and targeted basis. Medium and large urbanized areas in these designated regions would be permitted to use up to 25 percent of their *Urbanized Area* apportionment as operating assistance in the first year and declining portions during the second and third years during tough economic times. The recent economic downturn has seen transit agencies struggle to maintain operating services as state and local revenues dedicated to supporting transit have declined. These services are essential as more Americans turn to transit as a more economical way to get to the places they need to go. Smaller urban areas and rural areas will be able to use formula funds for operating assistance under current law.

FTA also proposes a *Consolidated Specialized Transportation Grant Program*, funded at \$405 million. This program would improve mobility and job access for welfare recipients and low-income persons, and provide transportation options for senior citizens and individuals with disabilities.

Additionally, for FY 2013, FTA requests funds for its new *Public Transportation Emergency Relief Program*. Similar to the Federal Highway Administration's *Emergency Relief* program, which funds the restoration of roads and bridges FTA requests \$25 million to support the immediate needs of public transportation providers in the wake of disasters. The proposal is based on lessons learned after Hurricane Katrina and other disasters when damaged local transit systems could not provide critical transit services in their communities. This was documented after Hurricane Katrina by the Government Accountability Office (GAO) who found that existing Federal emergency and disaster relief programs were not responsive to the public transportation needs of communities. The new program would fund the evacuation costs and temporary operating expenses of transit agencies during and after a disaster, but not major capital replacement or repair costs, which the Federal Emergency Management Agency (FEMA) would continue to fund.

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

From a transportation emissions and fuel consumption standpoint, transit sets the standard among transportation modes for environmental sustainability. For this reason, FTA strives to find ways to encourage the public to take transit as well as to make transit systems themselves more energy efficient. For FY 2013, FTA proposes \$65 million for the new *Greenhouse Gas and Energy Reduction Program*, which is comprised of the *Greenhouse Gas and Energy Reduction Deployment Demonstration* (\$50 million) and *Clean and Energy Efficient Public Transportation Research* (\$15 million) programs. FTA will conduct research and provide competitive deployment demonstration grants to advance green technologies within the transit industry that help lower emissions that contribute to climate change, as well as increase the energy efficiency of transit vehicles, buildings, and facilities.

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

Within a proposed new *Operations and Safety Program*, FTA requests \$121 million for its *Core Operations*, a \$22 million increase compared to the FY 2012 enacted level. This increase will support the increased workload that will come with the agency's expanded program size and responsibilities proposed in reauthorization. Since FY 1997, FTA has operated at roughly the same full-time equivalent (FTE) level, while its program size and grant volume have more than doubled. Moreover, the number of programs and projects with challenging designs and financing strategies has also grown. This includes more *Capital Investment Grant* projects totaling over \$2 billion, and starting in FY 2014, a new \$920 million discretionary *Transportation Leadership Awards* program. Going forward, the larger number of complex grants and contracts that must be reviewed, processed, overseen, and audited will require additional administrative resources. Consequently, for FY 2013, FTA requests 47 more FTE to

build its in-house human resource capacity.

Also, within the *Operations and Safety Program*, FTA requests funds for the rail transit safety initiative described above. Depending on whether states decide to operate their own rail transit safety oversight programs, FTA expects to hire at least 25 field safety inspectors in FY 2013 (the same as the FY 2012 budget).

In response to the President's recent direction to Federal agencies to implement changes that will foster flexibility to improve program outcomes, I want to highlight streamlining reforms FTA is making to its Capital Investment Grants program, which is FTA's largest and most prominent discretionary grant program. When reviewing grant applications for program funding, FTA follows a rigorous, time-consuming process based on requirements set by law. This process focuses on awarding Federal dollars to the highest rated projects. However, sometimes project timelines are sacrificed along the way, resulting in higher project costs.

To address this concern FTA is proposing regulatory changes within the program's current authorized structure. In FY 2010, FTA sought public comment in an Advanced Notice of Proposed Rulemaking (ANPRM) on the way it evaluates and rates projects under the statutory rating criteria. The ANPRM was followed up in FY 2012 with a Notice of Proposed Rulemaking (NPRM) that outlines specific changes FTA proposes to make to evaluate projects. Longer term, FTA is proposing as part of its reauthorization recommendations to collapse the number of project review stages (the Alternative Analysis stage of the process is eliminated, and the Preliminary Engineering and Final Design stages of the process are merged into a single Project Development stage). Additionally, FTA proposes reducing the current six project performance criteria, which it uses to rate projects, to four—transportation effects, environmental effects, economic development, and comparison of a project's effects to costs.

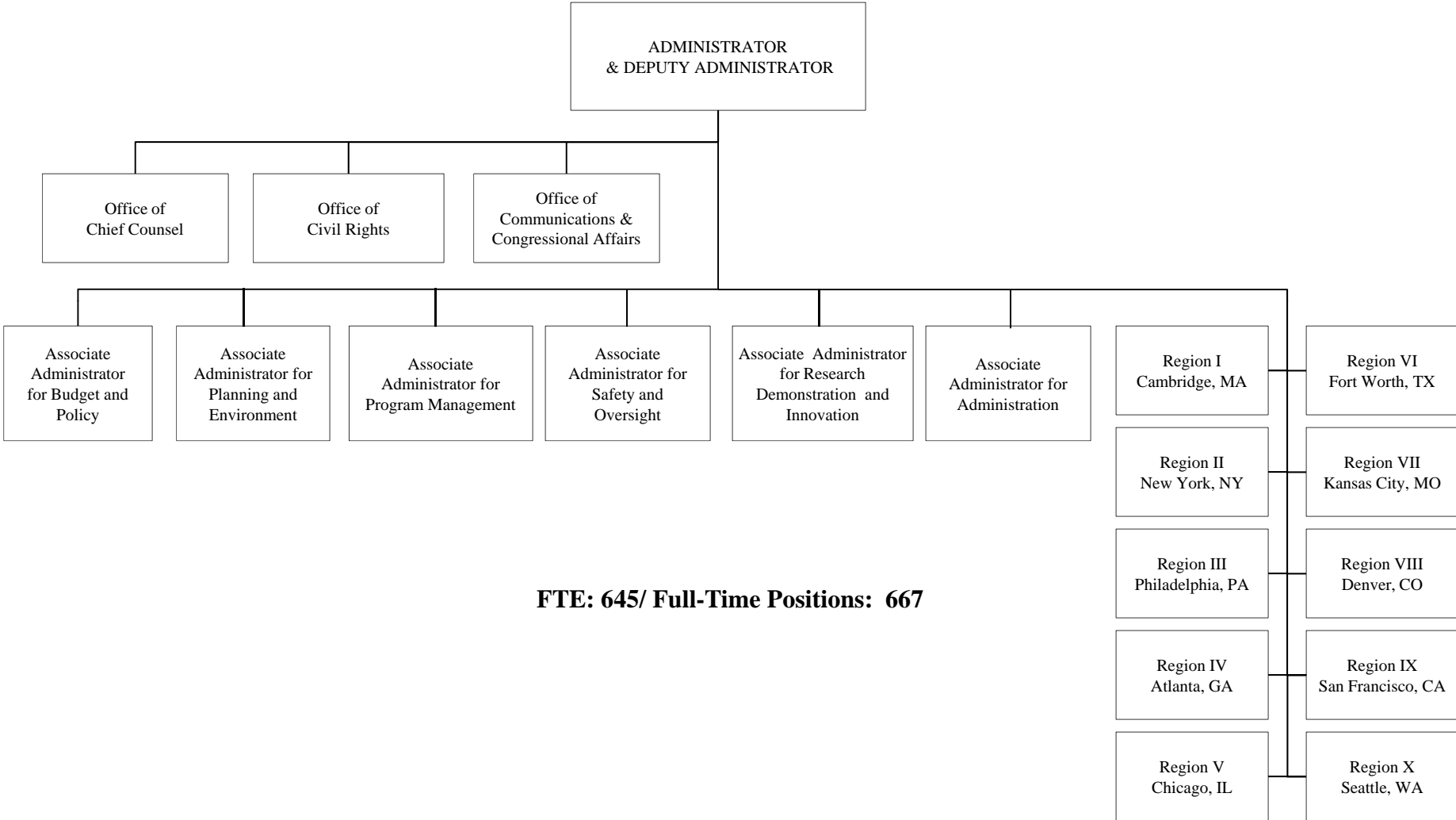
In addition to changes to the *Capital Investment Grants* program to improve program delivery FTA proposes consolidating the existing *Fixed Guideway Modernization* and *Bus and Bus Facilities* programs into a new *Bus and Rail State of Good Repair* formula program. This will better target resources and improve the condition of bus and rail capital assets. It will also free transit agencies from having to submit separate grant applications to two different FTA programs.

Likewise, FTA proposes consolidating three existing programs (*Elderly Individuals and Individuals with Disabilities*, *Job Access and Reverse Commute*, and *New Freedom* programs) that serve special populations into a *Consolidated Specialized Transportation Grant* program. The change will enable communities to target program funds based on needs identified through a locally developed and coordinated public transit-human service transportation plan. Transit agencies will also no longer need to submit three grant applications to three separate FTA programs. This will speed up the delivery of funds.





**FEDERAL TRANSIT ADMINISTRATION  
 FY 2013 Organizational Chart with  
 FTE and Full-Time Positions**





**EXHIBIT II-1**  
**FY 2013 COMPARATIVE STATEMENT OF NEW BUDGET AUTHORITY**  
**FEDERAL TRANSIT ADMINISTRATION**  
**(\$000)**

ACCOUNTS	FY 2011 ACTUAL	FY 2012 ESTIMATE	FY 2013 REQUEST
1. Transit Formula Grants (TF) (Obligation Limitation) <i>(Liquidation of Contract Authority)</i>	8,343,171 <u>9,400,000</u>	8,360,565 <u>9,400,000</u>	4,759,372 <u>9,500,000</u>
2. Capital Investment Grants (GF) Rescission Prior Year Unobligated Balance Rescission Subtotal	1,600,000 (3,200) <u>(280,000)</u> 1,316,800	1,955,000 - <u>(58,500)</u> 1,891,500	- - - -
3. National Research and Technology (GF) Rescission Subtotal	59,000 <u>(118)</u> 58,882	44,000 <u>-</u> 44,000	- - -
4. Washington Metropolitan Area Transit Authority (GF) Rescission Subtotal	150,000 <u>(300)</u> 149,700	150,000 <u>-</u> 150,000	135,000 <u>-</u> 135,000
5. Administrative Expenses (GF) Rescission Subtotal	98,911 <u>(198)</u> 98,713	98,713 <u>-</u> 98,713	- - -
6. Grants for Energy Efficiency and Greenhouse Gas Reductions (GF) Rescission Subtotal	50,000 <u>(100)</u> 49,900	- <u>-</u> -	- - -
7. Bus and Rail State of Good Repair (TF) (Obligation Limitation) <i>(Liquidation of Contract Authority)</i>	-	-	3,207,000 <u>1,500,000</u>
8. Transit Expansion and Livable Communities (TF) (Obligation Limitation) <i>(Liquidation of Contract Authority)</i>	-	-	2,447,671 <u>1,500,000</u>
9. Research & Technology Deployment (TF) (Obligation Limitation) <i>(Liquidation of Contract Authority)</i>	-	-	120,957 <u>60,000</u>
10. Operations & Safety (TF) (Obligation Limitation) <i>(Liquidation of Contract Authority)</i>	-	-	166,000 <u>166,000</u>
11. Immediate Transportation Investments- State of Good Repair (GF) 1/	-	6,000,000	-
12. Immediate Transportation Investments - Formula and Bus Grants (GF) 1/	-	3,000,000	-
13. Prior Year Unobligated Balance Cancellation (Various Accounts) (GF)	-	-	(102,890)
<b>TOTAL</b>	<u><b>10,017,166</b></u>	<u><b>19,544,778</b></u>	<u><b>10,733,110</b></u>
Appropriations (Obligation Limitation and Budget Authority)	10,301,082	19,608,278	10,836,000
Rescissions	(283,916)	(58,500)	(102,890)

NOTE: Table does not show transfers

1/ Proposed in the American Jobs Act

Except for the WMATA and ITI accounts, all surface transportation funding and spending are mandatory, attributed to the Transportation Trust Fund (TTF), and are proposed to be subject to PAYGO. Outlays flowing from contract authority, prior obligations of the Highway Trust Fund, baseline discretionary budget authority and outlays of programs merged into the TTF are now classified as mandatory and subject to PAYGO in all years. Additionally, 2010 enacted and 2011 estimated discretionary budget authority and outlays for programs merged into the TTF are also reclassified as mandatory for comparability purposes.



**EXHIBIT II-2**  
**FY 2013 TOTAL BUDGET RESOURCES BY APPROPRIATION ACCOUNT**  
**FEDERAL TRANSIT ADMINISTRATION**  
**Appropriations, Obligation Limitations, and Exempt Obligations**  
**(\$000)**

ACCOUNTS	FY 2011 ACTUAL	1/	FY 2012 ESTIMATE	3/	FY 2013 REQUEST
1. Transit Formula Grants (TF)	9,554,666	2/	8,360,565		4,759,372
2. Capital Investment Grants (GF)	1,584,064	3/	1,950,000	3/	-
3. National Research and Technology (GF)	58,882		44,000		-
4. Washington Metropolitan Area Transit Authority (GF)	149,700		150,000		135,000
5. Administrative Expenses (GF)	98,713		98,713		-
6. Grants for Energy Efficiency and Greenhouse Gas Reductions (GF)	49,900		-		-
7. Bus and Rail State of Good Repair (TF)	-		-		3,207,000
8. Transit Expansion and Livable Communities (TF)	-		-		2,447,671
9. Research & Technology Deployment (TF)	-		-		120,957
10. Operations & Safety (TF)	-		-		166,000
11. Immediate Transportation Investments - State of Good Repair (GF)	-		6,000,000	4/	-
12. Immediate Transportation Investments - Formula and Bus Grants (GF)	-		3,000,000	4/	-
<b>TOTAL</b>	<b>11,495,925</b>		<b>19,603,278</b>		<b>10,836,000</b>

1/ Appropriated amounts are net of .2 percent across the board rescission in PL 112-10.

2/ Obligation limitation plus net FHWA flex funding transfers

3/ Includes transfers

4/ Proposed in the American Jobs Act

Except for the WMATA and ITI accounts, all surface transportation funding and spending are mandatory, attributed to the Transportation Trust Fund (TTF), and are proposed to be subject to PAYGO. Outlays flowing from contract authority, prior obligations of the Highway Trust Fund, baseline discretionary budget authority and outlays of programs merged into the TTF are now classified as mandatory and subject to PAYGO in all years. Additionally, 2010 enacted and 2011 estimated discretionary budget authority and outlays for programs merged into the TTF are also reclassified as mandatory for comparability purposes.



**EXHIBIT II-3**  
**FY 2013 BUDGET REQUEST BY DOT STRATEGIC AND ORGANIZATIONAL GOALS**  
**FEDERAL TRANSIT ADMINISTRATION**  
**(\$000)**

	<i>Safety</i>	<i>Environmental Sustainability</i>	<i>State of Good Repair/ Infrastructure</i>	<i>Livable Communities</i>	<i>Economic Competitiveness</i>	<i>Organizational Excellence</i>	<b>Total</b>
<b>ACCOUNT/Program</b>							
<b>Transit Formula Grants</b>	<b>25,000</b>			<b>404,594</b>	<b>4,329,778</b>		<b>4,759,372</b>
Urbanized Area Formula					3,535,023		3,535,023
Other Than Urbanized Areas					394,878		394,878
Consolidated Specialized Transp.				404,594			404,594
Growing States and High Density States					394,878		394,878
National Transit Database					5,000		5,000
Emergency Relief	25,000						25,000
<b>Bus and Rail State of Good Repair</b>			<b>3,207,000</b>				<b>3,207,000</b>
<b>Transit Expansion and Livable Communities</b>		<b>26,900</b>		<b>2,420,771</b>			<b>2,447,671</b>
Capital Investment Grants				2,235,486			2,235,486
Parks Program		26,900					26,900
Tribal Transit				15,000			15,000
Planning Programs				140,285			140,285
Livability Demonstration Grant Program				30,000			30,000
<b>WMATA</b>	<b>135,000</b>						<b>135,000</b>
<b>Research and Technology Deployment</b>	<b>6,000</b>	<b>67,743</b>	<b>4,500</b>	<b>10,000</b>	<b>27,714</b>	<b>5,000</b>	<b>120,957</b>
National Research Program	3,000	-	1,500	7,000	9,500	2,000	23,000



Transit Cooperative Research Program	1,083	1,083	1,083	1,083	1,083	1,083	6,500
	<i>Safety</i>	<i>Environmental Sustainability</i>	<i>State of Good Repair/ Infrastructure</i>	<i>Livable Communities</i>	<i>Economic Competitiveness</i>	<i>Organizational Excellence</i>	<b>Total</b>
National Public Transportation Institutes	583	583	583	583	583	583	3,500
University Transportation Centers	1,333	1,333	1,333	1,333	1,333	1,333	8,000
Clean and Energy Efficient Public Transportation Research		14,743					14,743
GHG &EE Deployment & Demonstration		50,000					50,000
Demonstration and Deployment (5312)		-					-
Technical Assistance Activities	-	-	-	-	15,214	-	15,214
<b>Operations and Safety</b>	<b>45,000</b>					<b>121,000</b>	<b>166,000</b>
Operations Core						121,000	121,000
Operations Safety Office	8,700						8,700
Rail Transit Safety Oversight	36,300						36,300
<b>TOTAL</b>	<b>211,000</b>	<b>94,643</b>	<b>3,211,500</b>	<b>2,835,365</b>	<b>4,357,492</b>	<b>126,000</b>	<b>10,836,000</b>

**EXHIBIT II-3-a**  
**FY 2013 BUDGET REQUEST BY DOT OUTCOMES**  
**FEDERAL TRANSIT ADMINISTRATION**  
**(\$000)**

<b>DOT Outcome</b>	<b>Program</b>	<b>FY 2013 Request</b>
<b>SAFETY</b>		
Reduction in injuries and fatalities	Transit Formula Grants	25,000
Reduction in injuries and fatalities	Research and Technology Deployment	6,000
Reduction in injuries and fatalities	WMATA	135,000
Reduction in injuries and fatalities	Operations and Safety	45,000
<b>ENVIRONMENTAL SUSTAINABILITY</b>		
Reduced carbon/emissions and dependence on fossil fuels and improved energy efficiency	Transit Expansion and Livable Communities	26,900
Reduced carbon/emissions and dependence on fossil fuels and improved energy efficiency	Research and Technology Deployment	67,743
<b>STATE OF GOOD REPAIR</b>		
Increased proportion of U.S. transportation infrastructure in good condition	Bus and Rail State of Good Repair	3,207,000
Increased proportion of U.S. transportation infrastructure in good condition	Research and Technology Deployment	4,500
<b>LIVABLE COMMUNITIES</b>		
Improved access for people with disabilities and older adults	Transit Formula	404,594
Convenient and affordable choices	Transit Expansion and Livable Communities	2,420,771
Improved public transit experience	Research and Technology Deployment	10,000
Improved public transit experience	Transportation Leadership Awards	0
<b>ECONOMIC COMPETITIVENESS</b>		
Maximize Economic Returns	Transit Formula	4,329,778
Maximize Economic Returns	Research and Technology Deployment	27,714
<b>ORGANIZATIONAL EXCELLENCE</b>		
A diverse and collaborative workforce that will enable the Department to advance a transportation system that serves the Nation's long-term social, economic, security and environmental needs.	Research and Technology Deployment	5,000
A diverse and collaborative workforce that will enable the Department to advance a transportation system that serves the Nation's long-term social, economic, security and environmental needs.	Operations and Safety	121,000
<b>TOTAL</b>		<b>10,836,000</b>



**EXHIBIT II-4**  
**FY 2013 BUDGET AUTHORITY**  
**FEDERAL TRANSIT ADMINISTRATION**  
**(\$000)**

<u>ACCOUNT NAME</u>		<u>FY 2011 ACTUAL</u>	<u>FY 2012 ESTIMATE</u>	<u>FY 2013 REQUEST</u>
1. Transit Formula Grants (Renamed) (TF)	1/	9,554,667	8,360,565	4,759,372
Urbanized Area Formula Grants (Section 5307)		4,151,709	4,160,365	3,535,023
Fixed Guideway Modernization (Section 5309)		1,663,033	1,666,500	-
Bus and Bus Facility Grants (Section 5309)		981,953	984,000	-
Over-the-Road Bus Accessibility Program (Section 3038 TEA-21)		8,782	8,800	-
Clean Fuels Grant Program (Section 5308)		51,393	51,500	-
Planning Programs (Section 5305)		113,264	113,500	-
Grants for Elderly Individuals and Individuals with Disabilities (Section 5310)		133,222	133,500	-
Non Urbanized Area Formula Grants (Section 5311)		464,033	465,000	394,878
Job Access and Reverse Commute Formula Program (Section 5316)		164,158	164,500	-
New Freedom Program (Section 5317)		92,308	92,500	-
Growing States and High Density States (Section 5340)		464,033	465,000	394,878
National Transit Database (Section 5335)		3,493	3,500	5,000
Alternatives Analysis Program (Section 5339)		24,948	25,000	-
Paul S. Sarbanes Transit in Parks Program (Section 5320)		26,844	26,900	-
Consolidated Specialized Transportation Grant Program (Section 5310)	2/	-	-	404,594
Public Transportation Emergency Relief (Section 5316)		-	-	25,000
FHWA Flex Funding -- Net		1,211,495	-	-
2. Capital Investment Grants (GF)	3/	1,304,064	1,891,500	-
3. National Research and Technology (GF)		58,882	44,000	-
Demonstration and Deployment (5312)		-	25,000	-
National Research Program (Section 5306, 5312-15, 5322, 5506)		37,625	5,000	-
Transit Cooperative Research (Section 5313)		9,980	6,500	-
National Transit Institute (Section 5315)		4,291	3,500	-
University Centers Program (Section 5506)		6,986	4,000	-
4. Washington Metropolitan Area Transit Authority (GF)		149,700	150,000	135,000
5. Administrative Expenses (GF)		98,713	98,713	-
6. Grants for Energy Efficiency and Greenhouse Gas Reductions (GF)		49,900	-	-
7. Bus and Rail State of Good Repair (Section 5306) (TF)	1/, 4/	-	-	3,207,000

-- Continues --

**EXHIBIT II-4**  
**FY 2013 BUDGET AUTHORITY**  
**FEDERAL TRANSIT ADMINISTRATION**  
**(\$000)**

ACCOUNT NAME		FY 2011 ACTUAL	FY 2012 ESTIMATE	FY 2013 REQUEST
8. Transit Expansion and Livable Communities (TF)	1/	-	-	2,447,671
Capital Investment Grants (Section 5309)		-	-	2,235,486
Paul S. Sarbanes Transit in Parks Program (Section 5320)		-	-	26,900
Tribal Transit Grants (Section 5315)		-	-	15,000
Planning Programs (Section 5305)		-	-	140,285
Livability Demonstration Grant Program (Section 5317)		-	-	30,000
9. Research & Technology Deployment (TF)	1/	-	-	120,957
National Research Program (Section 5306, 5312-15, 5322, 5506)		-	-	38,214
Transit Cooperative Research (5313)		-	-	6,500
University Transportation Centers Program (Section 5506)		-	-	8,000
National Public Transportation Institutes (Section 5315)		-	-	3,500
Greenhouse Gas & Energy Reduction Deployment Demonstration Program (Section 5308)		-	-	50,000
Clean and Energy Efficient Public Transportation Research (Section 5308)		-	-	14,743
10. Operations & Safety (TF)	1/	-	-	166,000
Core Operations		-	-	121,000
Office of Safety (Section 5329)		-	-	8,700
Rail Transit Safety Oversight (Section 5329)		-	-	36,300
11. Immediate Transportation Investments- State of Good Repair (GF)		-	6,000,000	5/ -
12. Immediate Transportation Investments- Formula and Bus Grants (GF)		-	3,000,000	5/ -
13. Cancellations of Prior Year Unobligated Balances (Various Accounts) (GF)		-	-	(102,890)
<b>TOTALS:</b>		<b>11,215,926</b>	<b>19,544,778</b>	<b>10,733,110</b>
[Mandatory]		11,066,226	19,394,778	10,701,000
[Discretionary]		149,700	150,000	32,110

1/ Obligation limitation

2/ FTA proposes a new Consolidated Specialized Transportation Grant program that consolidates JARC, New Freedom, and Elderly and Disabled Formula Grant programs.

3/ Net amount after transfers and rescissions.

4/ The Bus and Rail State of Good Repair program replaces the Fixed Guideway Modernization and the Bus and Bus Facilities Programs

5/ Proposed in the American Jobs Act; Mandatory general fund budget authority

Except for the WMATA and ITI accounts, Aall surface transportation funding and spending are mandatory, attributed to the Transportation Trust Fund (TTF), and are proposed to be subject to PAYGO. Outlays flowing from contract authority, prior obligations of the Highway Trust Fund, baseline discretionary budget authority and outlays of programs merged into the TTF are now classified as mandatory and subject to PAYGO in all years. Additionally, 2010 enacted and 2011 estimated discretionary budget authority and outlays for programs merged into the TTF are also reclassified as mandatory for comparability purposes.

**EXHIBIT II-5  
FY 2013 OUTLAYS  
FEDERAL TRANSIT ADMINISTRATION  
(\$000)**

APPROPRIATION TITLE	FY 2011 ACTUAL	FY 2012 ESTIMATE	FY 2013 REQUEST
Transit Formula Grants (Renamed) (TF)	7,182,145	8,537,741	8,456,060
Capital Investment Grants (GF) (Rebased)	1/ 1,924,741	2,067,647	1,892,046
National Research and Technology (GF) (Rebased)	1/ 50,522	59,716	62,120
National Research and Technology (GF)	1/ -	18,000	14,000
Administrative Expenses (GF) (Rebased)	1/ 97,862	101,783	9,871
Grants for Energy Efficiency and Greenhouse Gas Reduction (GF) (Rebased 1/	148	7,500	25,240
Washington Metropolitan Area Transit Authority (GF)	110,321	149,775	249,477
Bus and Rail State of Good Repair (TF)	-	-	481,050
Transit Expansion and Livable Communities (TF)	-	-	244,767
Research & Technology Deployment (TF)	-	-	24,191
Operations and Safety (TF)	-	-	149,400
Transit Capital Assistance, Recovery Act (GF)	2,105,256	1,286,574	863,716
Fixed Guideway Infrastructure Investment, Recovery Act (GF)	206,521	131,635	88,392
Capital Investment Grants, Recovery Act (GF)	1,470	2,525	2,525
University Transportation Research (GF)	-	158	160
Job Access and Reverse Commute (GF)	8,175	7,023	(7,662)
Research, Training, and Human Resources (GF)	12	277	75
Interstate Transfer Grants- Transit (GF)	-	809	(2,662)
Formula Grants (GF)	220,047	308,774	118,198
Discretionary Grants (TF)	25,068	13,144	13,144
Urban Discretionary Grants (GF)	-	-	(578)
Immediate Transportation Investments- State of Good Repair (GF)	-	960,000	2,280,000
Immediate Transportation Investments- Formula and Bus Grants (GF)	-	450,000	1,140,000
<b>TOTAL OUTLAYS:</b>	<b>11,932,286</b>	<b>14,103,080</b>	<b>16,103,530</b>
<b>LIQUIDATING CASH APPROPRIATIONS:</b>			
Bus and Rail State of Good Repair		-	1,500,000
Transit Formula Programs	9,400,000	9,400,000	9,500,000
Transit Expansion and Livable Communities		-	1,500,000
Research and Technology Deployment		-	60,000
Operations and Safety		-	166,000

1/ FY 2013 budget rebases outlays from discretionary to mandatory.

Except for the WMATA and ITI accounts, all surface transportation funding and spending are mandatory, attributed to the Transportation Trust Fund (TTF), and are proposed to be subject to PAYGO. Outlays flowing from contract authority, prior obligations of the Highway Trust Fund, baseline discretionary budget authority and outlays of programs merged into the TTF are now classified as mandatory and subject to PAYGO in all years. Additionally, 2010 enacted and 2011 estimated discretionary budget authority and outlays for programs merged into the TTF are also reclassified as mandatory for comparability purposes.



EXHIBIT II-6

SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE  
 FEDERAL TRANSIT ADMINISTRATION  
 Appropriations, Obligation Limitations, and Exempt Obligations  
 (\$000)  
OPERATIONS AND SAFETY  
Baseline Changes

	2012 Enacted	Annualization of 2012 Pay Raise	Annualization of 2012 FTE	One Additional Compensable Day	GSA Rent	FY 2013 .5% Pay Raise	WCF Increase/ Decrease	Inflation/ Deflation	FY 2013 Baseline Estimate	Program Increases/ Decreases	FY 2013 Request
<b>PERSONNEL RESOURCES</b>											
<i>Direct FTE</i>	523	0	0						523	47	570
<b>FINANCIAL RESOURCES</b>											
Personnel Compensation & Benefits	70,255	0	0	260		198		0	70,713	6,731	77,444
Travel	1,700							9	1,709	657	2,365
Transportation of Things	40							0	40	17	57
Rent (GSA and Other)	7,420				223			37	7,680	1,328	9,008
Communications & Utilities	30							0	30	70	100
Printing	150							1	151	(16)	135
Other Services	12,081						93	43	12,217	12,100	24,316
WCF	3,581						93		3,674	0	3,674
Other	8,500							43	8,543	12,100	20,642
Supplies & Materials	300							2	302	49	350
Equipment	50							0	103	(3)	100
<b>Subtotal</b>	<b>92,026</b>	<b>0</b>	<b>0</b>	<b>260</b>	<b>223</b>	<b>198</b>	<b>93</b>	<b>91</b>	<b>92,943</b>	<b>20,932</b>	<b>113,875</b>
<b>INFORMATION TECHNOLOGY INVESTMENTS</b>											
Communications & Utilities	473							2	475	125	600
Other Services	1,434							7	1,441	(41)	1,400
Other Services WCF	4,292						233		4,525	-	4,525
Equipment	488							2	490	110	600
<b>Subtotal Information Technology</b>	<b>6,687</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>233</b>	<b>12</b>	<b>6,932</b>	<b>193</b>	<b>7,125</b>
<b>SUBTOTAL EXISTING PROGRAM</b>	<b>98,713</b>	<b>0</b>	<b>0</b>	<b>260</b>	<b>223</b>	<b>198</b>	<b>326</b>	<b>103</b>	<b>99,875</b>	<b>21,125</b>	<b>121,000</b>
<b>Office of Safety</b>											
<i>Direct FTE</i>	0								0	45	45
<b>Office of Safety Funding</b>	<b>0</b>							<b>0</b>	<b>0</b>	<b>8,700</b>	<b>8,700</b>
<b>RAIL TRANSIT SAFETY PROGRAM</b>											
<i>Direct FTE</i>	0								0	25	25 1/
<b>Rail Transit Safety Program</b>	<b>0</b>							<b>0</b>	<b>0</b>	<b>36,300</b>	<b>36,300</b>
<b>TOTAL FTE</b>	<b>523</b>								<b>523</b>	<b>117</b>	<b>640</b>
<b>TOTAL FUNDING</b>	<b>98,713</b>	<b>0</b>	<b>0</b>	<b>260</b>	<b>223</b>	<b>198</b>	<b>326</b>	<b>103</b>	<b>99,875</b>	<b>66,125</b>	<b>166,000</b>

1/ Estimate of Federal FTE usage.





EXHIBIT II-7

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

	<u>FY 2012</u> <u>ESTIMATE</u>	<u>FY 2013</u> <u>REQUEST</u>	<u>CHANGE</u>
<b><u>DIRECT:</u></b>			
Operations and Safety	\$7,873,286 1/	\$8,198,624	\$325,338
<b><u>REIMBURSABLE:</u></b>			
Operations and Safety	-	-	-
<b>TOTAL Working Capital Fund</b>	<u>7,873,286</u>	<u>8,198,624</u>	<u>325,338</u>

1/ Funded from the Administrative Expenses account in FY 2012.



**EXHIBIT II-8**

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

		<b>FY 2011 ACTUAL</b>	<b>FY 2012 ESTIMATE</b>	<b>FY 2013 REQUEST</b>
<b><u>DIRECT:</u></b>				
Core Operations	1/	529	523	570
Office of Safety		-	-	45
Rail Transit Safety Inspectors - Federal		-	-	25 2/
<b>SUBTOTAL OPERATIONS AND SAFETY FTEs</b>		<b>529</b>	<b>523</b>	<b>640</b>
Capital Investment Grants - Lower Manhattan Recovery Office		5	5	5
Transit Capital Assistance, Recovery Act		42	42	-
<b>TOTAL FTEs</b>		<b>576</b>	<b>570</b>	<b>645</b>

1/ Funded from the Administrative Expenses account in FY 2011 and FY 2012.

2/ Estimate of Federal FTE usage.



**EXHIBIT II-9**

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

		<u>FY 2011 ACTUAL</u>	<u>FY 2012 ESTIMATE</u>	<u>FY 2013 REQUEST</u>
<b><u>DIRECT:</u></b>				
Core Operations	1/	549	549	592
Office of Safety		-	-	45
Rail Transit Safety Inspectors - Federal		-	-	25 2/
<b>SUBTOTAL - CORE OPERATIONS AND SAFETY FTPs</b>		<u>549</u>	<u>549</u>	<u>662</u>
Capital Investment Grants - Lower Manhattan Recovery Office		5	5	5
Transit Capital Assistance, Recovery Act		51	51	-
<b>TOTAL FTPs</b>		<u>605</u>	<u>605</u>	<u>667</u>

1/ Funded from the Administrative Expenses account in FY 2011 and FY 2012.

2/ Estimate of Federal positions.



**Federal Transit Administration  
Surface Transportation Reauthorization Account Totals**

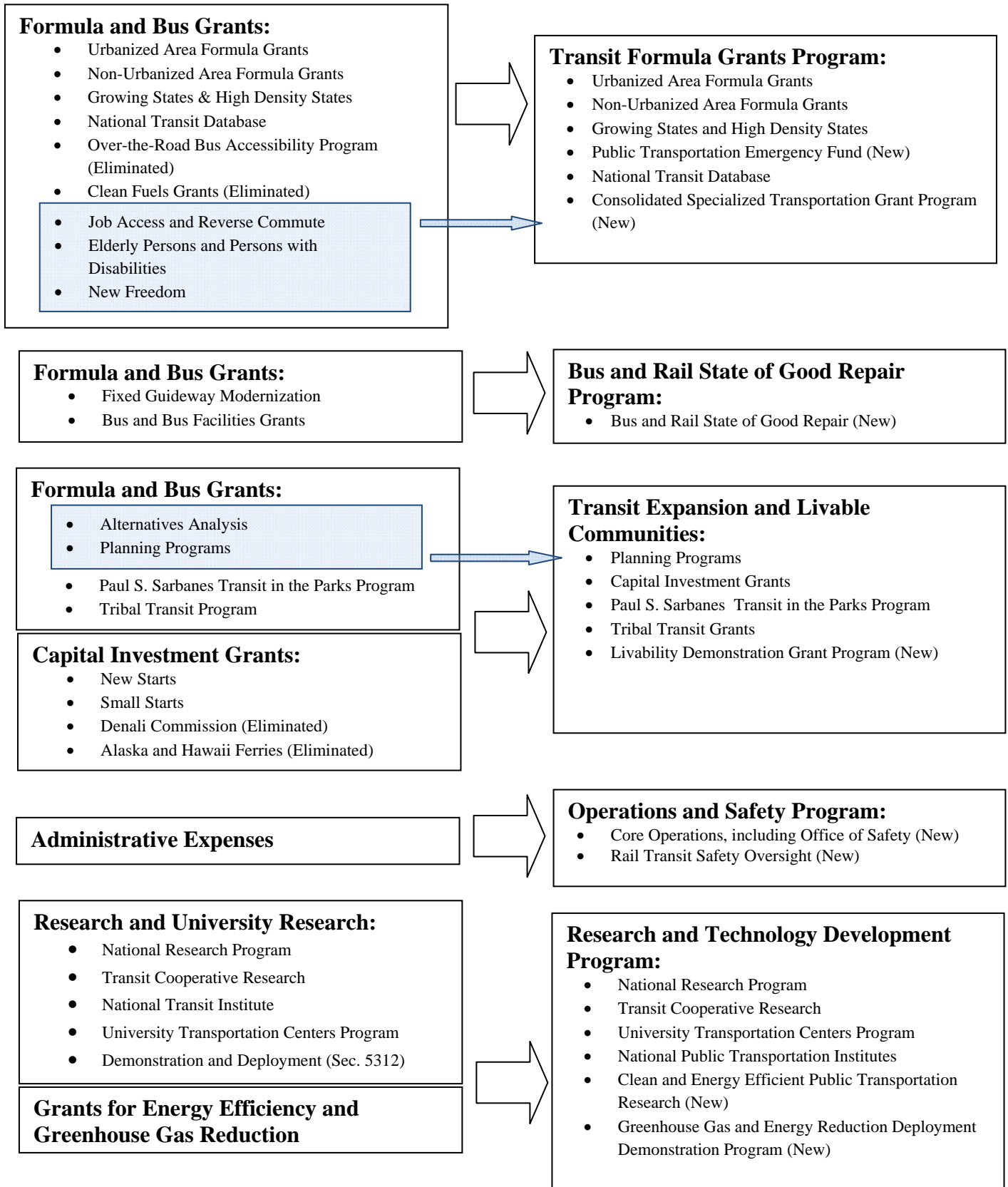
\$ in Millions

<b>Account</b>	<b>FY 2013</b>	<b>FY 2014</b>	<b>FY 2015</b>	<b>FY 2016</b>	<b>FY 2017</b>	<b>FY 2018</b>	<b>Total</b>
Transit Formula Grants	4,759	6,527	7,111	8,053	8,955	9,906	45,311
Bus and Rail State of Good Repair	3,207	4,143	4,650	5,641	6,520	7,444	31,605
Transit Expansion and Livable Communities	2,448	3,005	3,249	3,789	4,167	4,408	21,066
National Research and Technology Deployment	121	192	197	204	210	219	1,143
Transportation Leadership Awards	-	920	1,180	1,530	1,770	2,126	7,526
Operations and Safety	166	179	185	192	198	204	1,124
<b>Totals</b>	<b>10,701</b>	<b>14,966</b>	<b>16,572</b>	<b>19,409</b>	<b>21,820</b>	<b>24,307</b>	<b>107,775</b>





# Federal Transit Administration Reauthorization Proposal Crosswalk of Accounts and Programs





BUS AND RAIL STATE OF GOOD REPAIR

(Legislative proposal, not subject to PAYGO)

*(LIMITATION ON OBLIGATIONS)*

*(TRANSPORTATION TRUST FUND)*

*Contingent upon enactment of multi-year surface transportation authorization legislation, funds available for the implementation or execution of Bus and Rail State of Good Repair programs authorized under 49 U.S.C. 5309, as amended by such authorization, shall not exceed total obligations of \$3,207,000,000: Provided, That the obligation limitation for fiscal year 2013 shall remain available until used for the obligation of funds and shall be in addition to the amount of any limitation imposed on obligations for future years.*

*(LIQUIDATION OF CONTRACT AUTHORITY)*

(Legislative proposal, not subject to PAYGO)

*(TRANSPORTATION TRUST FUND)*

*Contingent upon enactment of multi-year surface transportation authorization legislation, \$1,500,000,000, to be derived from the Mass Transit Account of the Transportation Trust Fund and to remain available until expended, for payment of obligations incurred in carrying out Bus and Rail State of Good Repair programs authorized under title 49, United States Code, as amended by such authorization.*

**DEPARTMENT OF TRANSPORTATION  
FEDERAL TRANSIT ADMINISTRATION  
BUS AND RAIL STATE OF GOOD REPAIR  
(Legislative Proposal, subject to PAYGO)**

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

Identification code : 69-8544-X	2011 Actual	2012 Est.	2013 Est.	
<b>Obligations by program activity:</b>				
0001	Bus and Rail State of Good Repair.....	...	...	2,677
0900	Total new obligations.....	...	...	1,675
<b>Budgetary resources available for obligation:</b>				
1101	Appropriation	...	...	1,500
1137	Portion applied to liquidate contract authority used .....	...	...	-1,500
1160	Appropriation (total discretionary).....	...	...	...
Contract authority, mandatory:				
1600	Contract authority.....	...	...	3,207
1640	Contract authority, mandatory (total).....	...	...	2,448
1900	Budget Authority (total)	...	...	2,448
1930	Total budgetary resources available.....	...	...	2,448
1941	Unexpired unobligated balance, end of year.....	...	...	773
<b>Change in obligated balances:</b>				
3030	Obligations incurred, unexpired accounts.....	...	...	1675
3040	Total outlays (gross).....	...	...	-245
3090	Unpaid obligations, end of year (gross).....	...	...	1,430
3100	Obligated balance, end of year.....	...	...	1,430
Mandatory:				
4090	Budget authority, gross.....	...	...	2,448
Outlays, gross:				
4100	Outlays from new mandatory authority.....	...	...	245
4160	Budget authority.....	...	...	2,448
4170	Outlays, net (mandatory).....	...	...	245
4180	Budget authority, net (total).....	...	...	2,448
4190	Outlays, net (total).....	...	...	245
<b>Memorandum (non-add) entries:</b>				
5052	Unobligated balance, end of year: Contract Authority.....	...	...	...
5053	Obligated balance, end of year: Contract Authority.....	...	...	1,707

## **BUS AND RAIL STATE OF GOOD REPAIR**

### **PROGRAM AND PERFORMANCE**

The FY 2013 budget presents FTA's proposed reauthorization program and account structure, including the creation of a new *Bus and Rail State of Good Repair* account to be funded from the Mass Transit Account of the Transportation Trust Fund. This account replaces the *Fixed Guideway Modernization* Program and the discretionary *Bus and Bus Facilities* grant program. The FY 2013 budget includes \$3.2 billion for this account. Funding requested in this account will be distributed through formula grants to local transit agencies to improve the condition of existing capital assets.

All surface transportation funding and spending are mandatory, attributed to the Transportation Trust Fund (TTF), and are proposed to be subject to PAYGO. Outlays from contract authority, prior obligations of the Highway Trust Fund, baseline discretionary budget authority and outlays of programs merged into the TTF are now classified as mandatory and subject to PAYGO in all years. Additionally, FY 2010 enacted and FY 2011 estimated discretionary budget authority and outlays for programs merged into the TTF are also reclassified as mandatory for comparability purposes.

**EXHIBIT III-1**  
**BUS AND RAIL STATE OF GOOD REPAIR**  
**Summary by Program Activity**  
**Appropriations, Obligation Limitations, and Exempt Obligations**  
**(\$000)**

	FY 2011 ACTUAL	FY 2012 ESTIMATE	FY 2013 REQUEST	CHANGE FY 2012-2013
Bus and Rail State of Good Repair	2,644,986	2,650,500	3,207,000	556,500
<b>TOTAL</b>	<b>2,644,986</b>	<b>2,650,500</b>	<b>3,207,000</b>	<b>556,500</b>

1/ FY 2011 and FY 2012 columns reflect equivalent programs to the FY 2013 program structure (*Fixed Guideway Modernization plus Bus and Bus Facilities*).

**Program and Performance Statement:**

For FY 2013, FTA requests \$3.2 billion to continue the *Bus and Rail State of Good Repair* Program. Returning transportation assets to a state of good repair is both a strategic goal of the Department and one of FTA’s highest priorities. The FY 2013 request represents a 21 percent increase over the FY 2012 base program (*Fixed Guideway and Bus and Bus Facilities*) in that year.

The program will help improve the condition of the Nation’s transit capital assets that studies show are suffering from years of under-investment and suboptimal asset management practices. According to FTA’s June 2010 *National State of Good Repair Assessment*, there is a \$78 billion nationwide backlog of transit assets in need of repair or replacement.<sup>1</sup>

Deteriorated capital assets erode system performance, cause delays because of break-downs and slower operating speeds, waste fuel, increase passenger crowding, and in some instances, compromise safety. This helps explain, in part, why Americans’ satisfaction with their transit system ranks 25<sup>th</sup> out of the 32 Organization for Economic Cooperation and Development (OECD) countries.

In conjunction with a significant funding increase, FTA believes that the formula used for distributing these funds must be reformed to ensure that funds are allocated based on recapitalization needs. The formula should not favor public transportation agencies or municipalities that have failed to adequately maintain their capital assets in a state of good repair or have allowed Federal funding to displace State and local funding. Moreover, FTA proposes to make the use of asset management systems a condition for receiving funding and that the

<sup>1</sup> Federal Transit Administration, *National State of Good Repair Assessment*, June, 2010, [http://www.fta.dot.gov/documents/National\\_SGR\\_Study\\_072010\(2\).pdf](http://www.fta.dot.gov/documents/National_SGR_Study_072010(2).pdf)

acquisition and updating of asset management systems be eligible for reimbursement. Transit systems receiving Federal funds under this program would have to report data on the age and replacement costs of their major assets to FTA's *National Transit Database* (NTD) so FTA can track their progress toward achieving a state of good repair.



**EXHIBIT III-1a**  
**BUS AND RAIL STATE OF GOOD REPAIR**  
**SUMMARY ANALYSIS OF CHANGE FROM FY 2012 TO FY 2013**  
**Appropriations, Obligations, Limitations, and Exempt Obligations**  
**(\$000)**

ITEM	Change from Estimated FY 2012 to FY 2013 \$0	Change from FY 2012 to FY 2013 FTE
<b>FY 2012 BASE: ESTIMATE 1/</b>		
<b>Bus and Rail State of Good Repair</b>	<b>2,650,500</b>	
<b>Subtotal, Adjustments to Base</b>	<b>-</b>	
<b>New or Expanded Programs:</b>		
Bus and Rail State of Good Repair	556,500	
<b>Subtotal, New or Expanded Programs Increase/Decreases</b>	<b>556,500</b>	
<b>FY 2013 Request</b>	<b>3,207,000</b>	

1/ FY2012 numbers reflect equivalent programs to the FY 2013 program (*Fixed Guideway Modernization plus Bus and Bus Facilities*).

**EXHIBIT III-2  
ANNUAL PERFORMANCE RESULTS AND TARGETS  
BUS AND RAIL STATE OF GOOD REPAIR**

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

**DOT Goal/Outcome: State of Good Repair /Increase proportion of transit assets in good condition**

Backlog of transit capital assets in need of replacement or refurbishment by 2% by 2016	2009	2010	2011	2012	2013
Target (billions of dollars)	NA	\$78B	\$77.8B	\$77.5B	\$77.2B
Percentage Reduction	NA	0%	0.3%	0.6%	1%
Actual	\$78B	NA	NA	NA	NA

\*The baseline, established in 2009, was based on an estimated total 2008 investment in US transit assets of \$663 billion and an estimated reinvestment backlog of \$78 billion.

## Detailed Justification for the Bus and Rail State of Good Repair

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

---

- Restoring transit assets to a state of good repair is one of the top priorities of the FTA and is reflected in the significant funding request in the FY 2013 budget.
- As in FY 2012's budget, FTA proposes a new budget account for the *Bus and Rail State of Good Repair* program.
- FTA has found that 29 percent of all transit assets nationwide (bus and rail) are in marginal or poor condition. This undermines system performance by increasing the chance of equipment failure and unsafe conditions which result in delays and slow orders. It also increases maintenance costs and spare vehicle requirements.
- Moreover, FTA identified a \$78 billion backlog of transit assets in need of repair or replacement to bring systems into a state of good repair.

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

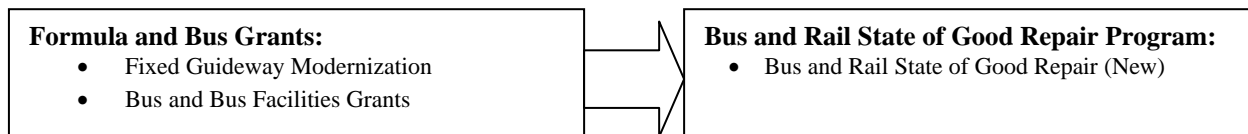
### FY 2013 – BUS AND RAIL STATE OF GOOD REPAIR (\$000)

Program Activity	FY 2011 ACTUAL 1/	FY 2012 ESTIMATE	FY 2013 REQUEST	Difference from FY 2012 Estimate
Bus and Rail State of Good Repair	2,644,986	2,650,500	3,207,000	556,500
<b>Total</b>	<b>2,644,986</b>	<b>2,650,500</b>	<b>3,207,000</b>	<b>556,500</b>

1/ FY 2011 and FY 2012 columns reflect equivalent programs to the FY 2013 program structure (*Fixed Guideway Modernization plus Bus and Bus Facilities*).

FTA requests \$3.207 billion for the *Bus and Rail State of Good Repair* (SGR) program. This is a 21 percent increase from the FY 2012 base program levels for *Fixed Guideway Modernization* and *Bus and Bus Facilities*. In FY 2012, the Administration also proposes \$6 billion in *Immediate Transportation Investments* (see *Immediate Transportation Investments* section for a full discussion). Combined, these resources will kick-start this program and make an immediate impact on the marginal and poor conditioned assets our nation's transit inventory.

### Proposed Program Restructuring



The FY 2013 request and the funding amounts included in the Administration's reauthorization proposal will contribute to reducing the estimated \$78 billion nationwide capital repairs backlog. In light of the size of the backlog, increasing funding for state of good repair is a top priority of FTA for FY 2013 and beyond. FTA's goal is to reduce the backlog by two percent by 2016 (not letting them fall into marginal or poor condition).

## What Is This Program?

Through the SGR program, FTA will provide formula grants to transit agencies to enable them to improve the condition of their existing capital assets -- both bus and rail. The *Bus and Rail State of Good Repair* program replaces the *Fixed Guideway Modernization* and the *Bus and Bus Facilities* programs. The program will enable transit systems with old capital bases to become more reliable, efficient, desirable, and safer for the millions of travelers who use them every day.

## **FY 2011 Base Year Accomplishments**

- Through the *Bus and Bus Facilities* program, FTA awarded \$752.7 million in competitive grants for 199 state of good repair projects. These grants will fund capital projects to replace, rehabilitate, and purchase buses and related equipment and to construct or rehabilitate bus facilities. The winning projects were chosen from more than 519 project applications totaling \$3.6 billion.
- Through the *Fixed Guideway Modernization* (Section 5309) program, FTA awarded \$1.2 billion for 68 formula grants to modernize existing rail systems and new fixed guideway systems.
- Additionally, FTA obligated more than \$10 million in Research funding on state of good repair activities, including:
  - Development of transit asset management guidelines and training,
  - Asset condition assessment research, and
  - Development of a transit recapitalization analysis tool for local planners.

## **FY 2012 Anticipated Accomplishments**

- In February 2012, FTA published a *Bus and Bus Facilities* state of good repair notice of funding availability for approximately \$650 million. FY 2012 is the third year FTA has targeted bus funds to state of good repair projects, bringing the three-year funding total to \$1.5 billion. As transit ridership continues to increase putting even greater demand on our transit systems, FTA will also consider maintenance facility and equipment expansion requests to help address ongoing capacity constraints that limit a transit agency's ability to maintain vehicles and equipment in a state of good repair.
- Through its research program, FTA has awarded funds to support six asset management pilot projects that will begin in FY 2012. Grantees include:
  - The Massachusetts Bay Transportation Authority
  - Regional Transportation Authority of Northeastern Illinois
  - Peninsula Corridor Joint Powers Board (California)
  - Utah Transit Authority
  - Valley Regional Transit (Idaho)
  - Virginia Department of Rail and Public Transportation.

### ***How Exactly Does FTA Define State of Good Repair?***

An asset is in a state of good repair when it is within its useful working life -- fully functional and reliable. FTA considers an asset to be in a state of good repair when the physical condition of that asset is at or above a condition rating value of 2.5, based on a 1 (poor) to 5 (excellent) rating system used by FTA's Transit Economic Requirements Model (TERM). FTA's TERM model is used to produce transit asset condition data for the Department's *Conditions and Performance Report* as well as FTA's recent studies on the state of good repair.<sup>2</sup>

Under the proposed new program, grants will be distributed through a new two-tiered formula with 75 percent of program funds for rail and 25 percent for bus projects. The formula will give priority to transit agencies with the most pressing capital investment requirements. Recent FTA studies show that older, rail-based transit systems face the greatest capital replenishment needs. An April 2009 FTA study prepared for Congress found that the nation's seven oldest and largest rail systems have a \$50 billion backlog of assets in marginal or poor condition.<sup>3</sup> Given that, FTA's SGR formulas will balance the needs of older and newer transit systems. It will also address the equity challenges of financially supporting transit agencies that have failed to adequately maintain their capital stock.

Additionally, FTA proposes that grantee must implement asset management plans as a condition of accepting FTA's SGR grant dollars. FTA further proposes that grantees may use their SGR grant funding to develop these plans. With asset management plans, transit agencies can make systematic and strategic investment choices. Asset management entails transit agencies taking inventory of their capital assets, assessing the condition of those assets, using objective and quantitative analysis to estimate reinvestment needs over the long-term, and prioritizing their capital investments accordingly. Modern asset management facilitates the most effective use of resources and helps avoid wasteful or ineffective decisions. FTA's *State of Good Repair* program will work with industry and university partners to: reinvest in bus fleets and bus facilities in both urbanized and rural areas; demonstrate innovative approaches to transit asset management; develop and share best practices; and provide educational materials and opportunities.

---

<sup>2</sup> Federal Highway Administration and Federal Transit Administration, *2008 Status of the Nation's Highways, Bridges, and Transit: Conditions & Performance Report to Congress*, 2008, <http://www.fhwa.dot.gov/policy/2008cpr/>

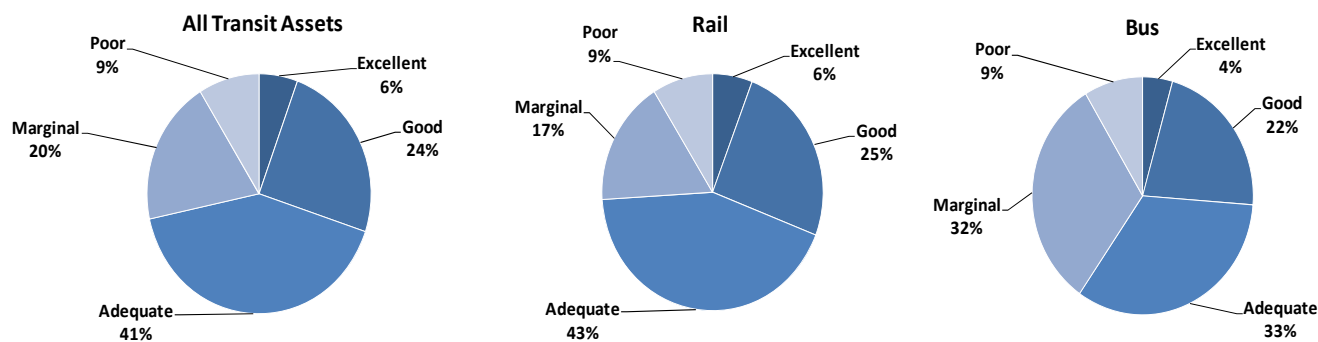
<sup>3</sup> Federal Transit Administration, *Rail Modernization Study: Report to Congress*, April, 2009, [http://www.fta.dot.gov/documents/Rail\\_Mod\\_Final\\_Report\\_4-27-09.pdf](http://www.fta.dot.gov/documents/Rail_Mod_Final_Report_4-27-09.pdf)

## Why Is This Particular Program Necessary?

---

In April 2009, FTA completed an assessment of the level of investment required to bring the assets of the nation's seven largest and oldest rail transit agencies to a SGR. That assessment, published as the *Rail Modernization Study*<sup>4</sup>, estimated the current SGR backlog for these seven rail operators to be roughly \$50 billion (in constant 2008 dollars). In 2010, FTA updated this study to estimate the condition of all transit assets (bus and rail) nationwide.<sup>5</sup> FTA found that a \$78 billion investment (2009 constant dollars) would be required to address the national backlog of transit asset repairs and replacements. Moreover, FTA determined that 29 percent of all transit assets are in either poor or marginal condition. FTA's study found that 26 percent of rail assets and 41 percent of bus assets are in marginal or poor condition. (See below).

### Asset Conditions Summary



Capital assets in marginal and poor condition can lead to poor and unreliable transit service. Bus break downs, elevator and escalator outages, train derailments, or trains operating at slower speeds because of equipment problems are just some of the problems that occur when capital stock is not properly maintained or replaced. The end effect is that riders are inconvenienced and become less willing to choose public transportation because they find it slow, unreliable, or in the worst conditions unsafe. This is reflected in the statistic that Americans' satisfaction with public transit ranks 25<sup>th</sup> out of 32 OECD nations.

The decline in assets poses a significant challenge for the transit agencies while rising oil prices have exacerbated challenges for transit agencies. For example, New Orleans, Louisiana, has seen a ridership increase of more than 20 percent in 2010. In Kankakee County, Illinois, local buses have added more than 3,000 new riders this spring (2011) and in Philadelphia, Pennsylvania, there has been a four percent increase on SEPTA's trains and buses over a recent eight-month period.

---

<sup>4</sup> Federal Transit Administration, *Rail Modernization Study: Report to Congress*, April, 2009, [http://www.fta.dot.gov/documents/Rail\\_Mod\\_Final\\_Report\\_4-27-09.pdf](http://www.fta.dot.gov/documents/Rail_Mod_Final_Report_4-27-09.pdf)

<sup>5</sup> Federal Highway Administration and Federal Transit Administration, *2008 Status of the Nation's Highways, Bridges, and Transit: Conditions & Performance Report to Congress*, 2008, <http://www.fhwa.dot.gov/policy/2008cpr/>

FTA has also found that some large transit agencies regularly assess the condition of their assets, but none had a comprehensive asset management program that was used to set long-term priorities for capital reinvestment. FTA proposes the establishment of such systems as an eligible activity for reimbursement under the SGR program. 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 New York Times on what occurs when necessary investments are not made:**

“Americans take heed. Here is what it takes to bring one of the world’s great transportation networks to its knees: a tiny electrical fire in an obscure contraption of levers and pulleys, installed nearly a century ago. The scenario played out last week at the Long Island Rail Road, steward of more than 100,000 daily commutes in and out of New York, after a pair of cables short-circuited and set fire to a single 1920s-era signaling machine that left the railroad unable to run trains through a crucial hub station.”

Source: Spit, Glue and Maybe Even Chewing Gum, Michael M. Grynbaum. August 29, 2010, The New York Times.

Consolidating the *Fixed Guideway Modernization* formula program and *Bus and Bus Facilities* discretionary program will allow FTA to distribute dedicated SGR funds on a formula basis for both bus and rail assets. By streamlining the program, FTA can better ensure funds are allocated based on recapitalization needs, particularly for those public transportation agencies that have made a significant effort to maintain capital assets. Therefore, FTA will be better able to assist grantees in addressing the condition of the nation’s transit capital assets, the agency’s highest priority.

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

---

FTA plans to rely heavily on data to manage the program. FTA will target resources to transit agencies with the greatest capital asset needs and monitor progress in bringing transit assets to a state of good repair. As part of this effort, FTA will develop performance metrics that focus on the nation’s \$78 billion capital asset backlog and progress toward reducing this backlog. Grantees would have to report asset information and how they are addressing their backlog via FTA’s *National Transit Database* (NTD) on an annual basis.

FTA is expanding the *National Transit Database* (NTD) to include a more complete inventory of transit capital assets, and the age of these assets. These data will allow FTA to refine its estimates of the Nation’s state of good repair backlog, and to track how additional investments help reduce that backlog as over-age assets are reported as being replaced in annual NTD reporting.



A dedicated formula program is needed for state of good repair to focus attention and scarce grant dollars on this critical investment need. This program will provide targeted capital investments towards addressing this essential problem.

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

---

FTA's 2010 *National State of Good Repair Assessment* identified a \$78 billion backlog of total reinvestment needs for all US transit providers. These assets are expensive to maintain and compromise a system's ability to support safe and reliable service. The nation would need to invest \$14.4 billion annually over 20 years (from all sources including Federal, State and local governments) to keep the backlog from growing. However, the current annual investment by all levels of government is roughly \$12 billion, suggesting an annual funding shortfall of over \$2 billion. This shortfall means that in the absence of investments like the *American Recovery and Reinvestment Act*, \$2 billion in transit capital assets would reach the end of their useful lives each year, but would nevertheless remain in service.

The 2013 request will not reduce the need for state and local governments to continue to provide funding to maintain transit capital assets. However, this request, in conjunction with the funding in the Administration's six-year reauthorization proposal, will make a down payment on reducing the state of good repair backlog, helping reduce the backlog from \$78 billion to \$70 billion once fully expended. It will provide additional funds so that transit providers can address a larger share of their over-age assets, particularly those that are well past the end of their service life. Being in a state of good repair makes economic sense, supports better service quality, reduces the probability of delays and accidents caused by equipment failure, and improves morale for both workers and passengers.

TRANSIT EXPANSION AND LIVABLE COMMUNITIES

(Legislative proposal, not subject to PAYGO)

*(LIMITATION ON OBLIGATIONS)*

*(TRANSPORTATION TRUST FUND)*

*Contingent upon enactment of multi-year surface transportation authorization legislation, funds available for the implementation or execution of programs authorized for fiscal year 2013 under 49 U.S.C. 5303, 5305, 5309, 5315, 5317, and 5320, as amended by such authorization, shall not exceed total obligations of \$2,447,671,000 for transit expansion and livable communities programs, including \$2,235,486,000 for transit capital investments: Provided, That the obligation limitation for fiscal year 2013 shall remain available until used for the obligation of funds and shall be in addition to the amount of any limitation imposed on obligations for future years.*

*(LIQUIDATION OF CONTRACT AUTHORITY)*

(Legislative proposal, not subject to PAYGO)

*(TRANSPORTATION TRUST FUND)*

*Contingent upon enactment of multi-year surface transportation authorization legislation, \$1,500,000,000, to remain available until expended and to be derived from the Mass Transit Account of the Transportation Trust Fund, for payment of obligations incurred in carrying out Transit Expansion and Livable Communities programs authorized under 49 U.S.C. 5503, 5305, 5309, 5315, 5317, and 5320, as amended by such authorization.*

**DEPARTMENT OF TRANSPORTATION  
FEDERAL TRANSIT ADMINISTRATION  
TRANSIT EXPANSION AND LIVABLE COMMUNITIES  
(Legislative Proposal, subject to PAYGO)**

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

Identification code : 69-8543-4	2011 Actual	2012 Est.	2013 Est.	
<b>Obligations by program activity:</b>				
0001	Fixed Guideway New Sarts Program.....	...	...	1,500
0002	Paul S. Sarbanes Transit in Parks Program.....	...	...	21
0003	Tribal Transit Program Grants	...	...	11
0004	Planning programs.....	...	...	105
0005	Demonstration Grant Program.....	...	...	38
0900	Total new obligations.....	-----	-----	1,675
<b>Budgetary Resources:</b>				
Budget authority:				
Appropriations, discretionary:				
1101	Appropriation (trust fund).....	...	...	1,500
1137	Appropriation applied to liquidate contract authority.....	...	...	-1,500
1160	Appropriation (total discretionary).....	-----	-----	...
Contract authority, mandatory:				
1600	Contract authority.....	...	...	2,448
1640	Contract authority, mandatory (total).....	-----	-----	2,448
1900	Budget Authority (total)			2,448
1930	Total budgetary resources available.....			2,448
<b>Memorandum (non-add) entries:</b>				
1941	Unexpired unobligated balance, end of year.....			773
<b>Change in obligated balances:</b>				
3030	Obligations incurred, unexpired accounts.....	...	...	1,675
3040	Total outlays (gross).....	...	...	-245
3090	Unpaid obligations, end of year.....	-----	-----	1,430
3100	Obligated balance, end of year.....	-----	-----	1,430
<b>Net budget authority and outlays:</b>				
4090	Budget authority, gross	...	...	2,448
4100	Outlays from new mandatory authority	...	...	245
4160	Budget authority, net (mandatory)	-----	-----	2,448
4170	Outlays, net (mandatory).....	-----	-----	245
4180	Budget authority.....	...	...	2,448
4190	Outlays.....	...	...	245
<b>Memorandum (non-add) entries:</b>				
5052	Obligated balance, end of year: Contract Authority.....	...	...	...
5053	Obligated balance, end of year: Contract Authority.....	...	...	948

## TRANSIT EXPANSION AND LIVABLE COMMUNITIES

### PROGRAM AND PERFORMANCE

The FY 2013 budget presents FTA's proposed reauthorization program and account structure, including the creation of a new *Transit Expansion and Livable Communities* account. The account is funded from the Mass Transit Account of the Transportation Trust Fund. The FY 2013 budget request includes \$2.4 billion for this account. The account includes programs dedicated to expanding transit systems and making communities more livable and sustainable. These objectives will be accomplished through the following five programs:

*Capital Investment Grants* - \$2.235 billion for the construction of new fixed guideway systems or extensions to fixed guideways and corridor-based bus systems. These projects include heavy rail, light rail, commuter rail, bus rapid transit, streetcar systems, and ferries that are implemented in communities across the country. FTA allocates resources to grantees through a competitive process based on a set of statutory rating criteria.

*Tribal Transit Grants* - \$15 million for transit services on and around Indian Reservations.

*Transit in the Parks* - \$26.9 million for transit service on public lands including national parks, national forests, and national wildlife refuges.

*Livability Demonstration Grants* - \$30 million for a new program to demonstrate different approaches to making communities more livable and sustainable.

*Planning Programs* - \$140 million for formula grants to metropolitan planning organizations and State and local governments for analytical, environmental, and air quality conformity planning work.

All surface transportation funding and spending are mandatory, attributed to the Transportation Trust Fund (TTF), and are proposed to be subject to PAYGO. Outlays from contract authority, prior obligations of the Highway Trust Fund, baseline discretionary budget authority and outlays of programs merged into the TTF are now classified as mandatory and subject to PAYGO in all years. Additionally, 2010 enacted and 2011 estimated discretionary budget authority and outlays for programs merged into the TTF are also reclassified as mandatory for comparability purposes.

**EXHIBIT III-1**  
**TRANSIT EXPANSION AND LIVABLE COMMUNITIES**  
**Summary by Program Activity**  
**Appropriations, Obligation Limitations, and Exempt Obligations**  
**(\$000)**

	<b>FY 2011 ACTUAL</b>		<b>FY 2012 ESTIMATE</b>		<b>FY 2013 REQUEST</b>	<b>CHANGE FY 2012-2013</b>
Capital Investment Grants	1,584,064	2/	1,950,000	2/	2,235,486	285,486
Tribal Transit	14,969		15,000		15,000	-
Transit in Parks	26,844		26,900		26,900	-
Planning Programs	138,212	3/	138,500	3/	140,285	1,785
Livability Demonstration Grant Program	-		-		30,000	30,000
<b>TOTAL</b>	<b>1,764,089</b>		<b>2,130,400</b>		<b>2,447,671</b>	<b>317,271</b>

1/ FY 2011 and FY 2012 columns show equivalent programs to the FY 2013 program structure.

2/ Net of .2 percent across the board rescission in PL 112-10 and transfers.

3/ Includes *Planning Programs* plus *Alternatives Analysis*.

**Program and Performance Statement**

In FY 2013, FTA requests \$2.447 billion for its *Transit Expansion and Livable Communities* program consisting of *Capital Investment Grants*, *Tribal Transit*, *Transit in the Parks*, *Planning Programs*, and *Livability Demonstration Grants*. FTA's *Capital Investment Grants* program funds the construction of new fixed guideway systems or extensions to fixed guideway systems and corridor-based bus systems. These projects include heavy rail, light rail, commuter rail, bus rapid transit, streetcar systems, and ferries that are implemented in communities across the country. *Capital Investment Grants* projects are an important component of the Administration's objective to promote livable communities, improve mobility by implementing alternatives to automobile travel, and reduce the impact on the environment from auto emissions.

The *Tribal Transit Program* improves mobility and economic opportunities for people living on tribal lands through improved transit services.

The *Transit in the Parks* program improves mobility, reduces the harmful effects on the environment from emissions, and improves the experience of visitors to Federal lands (e.g., National Parks) by providing capital and operational support to transit providers. The *Livable Communities* programs (consisting of the *Planning* and *Livability Demonstration Grant* programs) will provide focused investment in public transportation in metropolitan and rural areas to enhance the development of communities and the livability of people within those communities.

**EXHIBIT III-1a**  
**TRANSIT EXPANSION AND LIVABLE COMMUNITIES**  
**SUMMARY ANALYSIS OF CHANGE FROM FY 2012 TO FY 2013**  
**Appropriations, Obligations, Limitations, and Exempt Obligations**  
**(\$000)**

ITEM	Change from Estimated FY 2012 to FY 2013 \$0	Change from FY 2012 to FY 2013 FTE
<b>FY 2012 BASE: ESTIMATE 1/</b>		
<b>Transit Expansion and Livable Communities</b>	<b>2,130,400</b>	
<b>Subtotal, Adjustments to Base</b>	<b>-</b>	
<b>New or Expanded Programs:</b>		
Capital Investment Grants	285,486	
Tribal Transit	-	
Transit in Parks	-	
Planning Programs	1,785	
Livability Demonstration Grant Program	30,000	
<b>Subtotal, New or Expanded Programs Increase/Decreases</b>	<b>317,271</b>	
<b>FY 2013 Request</b>	<b>2,447,671</b>	

1/ FY2012 numbers reflect equivalent programs to the FY 2013 program structure.

**EXHIBIT III-2  
ANNUAL PERFORMANCE RESULTS AND TARGETS  
TRANSIT EXPANSION AND LIVABLE COMMUNITIES PROGRAM**

The Federal Transit Administration integrates performance results into its budget request to demonstrate alignment with the Department of Transportation’s Strategic Plan. The *Transit Expansion and Livable Communities Program* supports the following DOT goals and outcome measures:

**DOT Goal/Outcome: Livable Communities/ Increased access to convenient and affordable transportation choices**

Number of transit boardings reported by urbanized area transit providers (billions)	2009	2010	2011	2012	2013
Target	NA	NA	10.0 B	10.1 B	10.2 B
Actual	10.1 B	10.0 B	10.0 B	NA	NA

**DOT Goal/Outcome: Livable Communities/ Increased access to convenient and affordable transportation choices**

Number of transit boardings reported by rural area transit providers (millions)	2009	2010	2011	2012	2013
Target	NA	NA	140 M	144 M	148 M
Actual	131.2 M	138.0 M	NA	NA	NA

**DOT Goal/Outcome: Livable Communities/ Increased access to convenient and affordable transportation choices**

Transit “market share” among commuters to work in at least 10 of the 50 most-populous urbanized areas by a statistically significant amount from the 2010 baseline	2009	2010	2011	2012	2013
Target	NA	NA	2 urbanized areas with a statistically-significant increase	4 cumulative urbanized areas with a statistically-significant increase	5 cumulative urbanized areas with a statistically-significant increase
Actual	NA	NA	NA	NA	NA

**DOT Goal/Outcome: Livable Communities/ Improved access to transportation for people with disabilities and older adults**

Number of key rail stations verified as accessible and fully compliant	2009	2010	2011	2012	2013
Target	NA	NA	NA	525	530
Actual	522	522	522	NA	NA



## Detailed Justification for the Transit Expansion and Livable Communities Program

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

---

- FTA has extensive experience administering the *Capital Investment Grants* program, otherwise known as “New Starts” and “Small Starts” programs. Eligible projects include heavy rail, light rail, commuter rail, bus rapid transit, streetcars, and ferries.
- FTA is a key partner in DOT’s *Livability Initiative*, which is a cornerstone of the Federal *Sustainable Communities Partnership* among DOT, EPA, and HUD. The Partnership’s aim is to provide access to affordable housing, more transportation options, and lower transportation costs, while protecting the environment in communities nationwide.
- This account combines programs formerly funded in *Formula and Bus Grants* and *Capital Investment Grants*

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

---

**FY 2013 – TRANSIT EXPANSION AND LIVABLE COMMUNITES  
(\$000)**

<b>Program Activity</b>	<b>FY 2011 ACTUAL</b>	<b>1/</b>	<b>FY 2012 ESTIMATE</b>	<b>1/</b>	<b>FY 2013 REQUEST</b>	<b>Difference from FY 2012 Estimate</b>
Capital Investment Grants	1,584,064	2/	1,950,000	3/	2,235,486	285,486
Tribal Transit	14,969		15,000		15,000	-
Transit in Parks	26,844		26,900		26,900	-
Planning Programs	138,212		138,500		140,285	1,785
Livability Demonstration Grant Program	-		-		30,000	30,000
<b>Total</b>	<b>1,764,089</b>		<b>2,130,400</b>		<b>2,447,671</b>	<b>317,271</b>

1/ FY 2011 and FY 2012 columns reflect equivalent programs to the FY 2013 program structure.

2/ Net of .2 percent across the board rescission in PL 112-10 and transfers of \$5 million to Denali Commission, \$6 million to MARAD for Hawaii ferries, and \$2 million to DOT Inspector General.

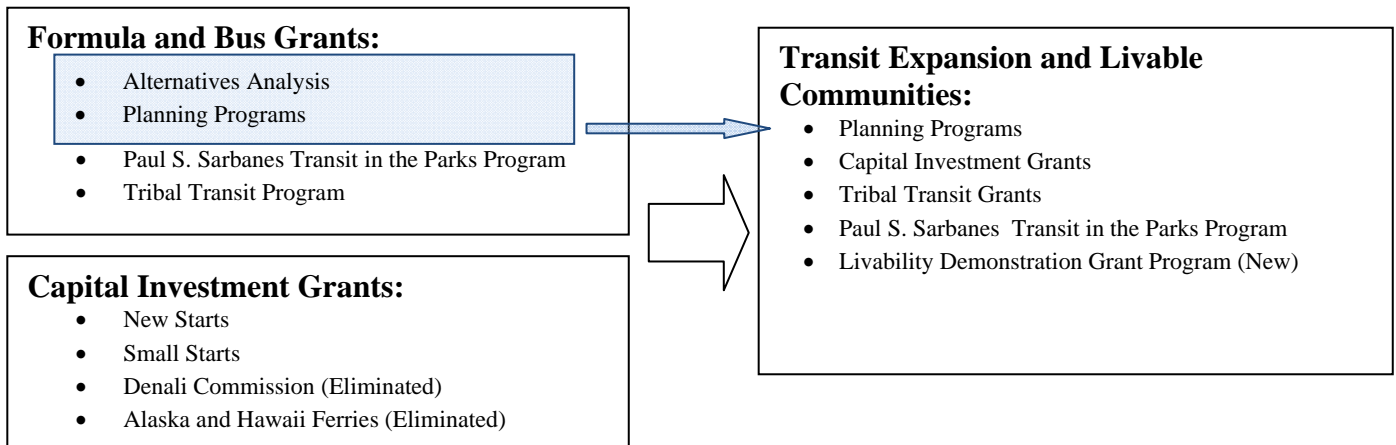
3/ Net of \$5 million transfer to Denali Commission

For FY 2013, FTA proposes \$2.447 billion for the *Transit Expansion and Livable Communities Program*. The program includes three competitive grant programs dedicated to expanding transit services, plus planning and demonstration programs aimed at promoting Livable Communities.

As proposed in FY 2012, the *Transit Expansion and Livable Communities* program includes five core programs including:

- *Capital Investment Grants*
- *Tribal Transit*
- *Transit in the Parks*
- *Planning Programs*
- *Livability Demonstration Grants*

## Proposed Program Restructuring



The largest portion of the request – \$2.235 billion – is for the *Capital Investment Grants* program. This amount would fund existing and new grant funding agreements for projects that are expected to be ready for a funding commitment in FY 2013. The following table lists the proposed projects funded in the President’s Budget (also see the FY 2013 Annual Report on Funding Recommendations that accompanies the budget for more detail on individual projects):

**FEDERAL TRANSIT ADMINISTRATION**  
**Proposed FY 2013 Capital Investment Grant Projects**

<b>A. Existing Full Funding Grant Agreements (FFGA) – Projects Under Construction or Open for Service</b>			<b>FY 2013 Pres. Bud.</b>
CO	Denver Eagle Commuter Rail	Denver	\$150,000,000
CT	Hartford-New Britain—Hartford Busway	Hartford	\$58,715,922
FL	Central Florida Commuter Rail Transit-Initial Operating Segment	Orlando	\$30,080,650
MN	St. Paul-Minneapolis, Central Corridor LRT	Minneapolis	\$98,443,694
NY	Long Island Rail Road East Side Access	New York	\$215,000,000
NY	Second Avenue Subway Phase I	New York	\$123,384,621
TX	Northwest/Southeast LRT MOS	Dallas	\$79,030,569
TX	North Corridor LRT	Houston	\$100,000,000
TX	Southeast Corridor LRT	Houston	\$100,000,000
UT	Salt Lake County, Draper Transit Corridor	Salt Lake City	\$5,716,600
VA	Dulles Corridor Metrorail Project Extension to Wiehle Ave.	Northern Virginia	\$96,000,000
WA	University Link LRT Extension	Seattle	\$110,000,000
<b>Subtotal Existing FFGAs</b>			<b>\$1,166,372,056</b>
<b>B. Pending Full Funding Grant Agreements – Projects First Recommended for Funding in Prior Year Budgets</b>			
CA	South Sacramento Corridor Phase 2	Sacramento	\$45,660,000
CA	Third Street Light Rail Phase 2 Central Subway	San Francisco	\$150,000,000
CA	Silicon Valley Berryessa Extension Project	San Jose	\$150,000,000
HI	High Capacity Transit Corridor Project	Honolulu	\$250,000,000
OR	Portland-Milwaukee Light Rail Project	Portland	\$100,000,000
<b>Subtotal Pending FFGAs</b>			<b>\$695,660,000</b>
<b>C. New Full Funding Grant Agreement Funding Recommendations</b>			
NC	LYNX Blue Line Extension	Charlotte	\$70,000,000
<b>Subtotal New FFGA Funding Recommendations</b>			<b>\$70,000,000</b>
<b>D. Other Capital Investment Program Funding Recommendations</b>			
CA	Regional Connector Transit Corridor	Los Angeles	\$31,000,000
CA	Westside Subway Extension	Los Angeles	\$50,000,000
WA	Columbia River Crossing Project	Vancouver	\$39,000,000
<b>Subtotal Other Capital Investment Program Funding Recommendations</b>			<b>\$120,000,000</b>
<b>E. Project Construction Grant Agreement Funding Recommendations</b>			
AZ	Central Mesa Extension	Mesa	\$20,000,000
CA	Fresno Area Express Blackstone/Keys Canyon BRT	Fresno	\$10,000,000
CA	East Bay BRT	Oakland	\$0
CA	Van Ness Avenue BRT	San Francisco	\$10,000,000
FL	JTA BRT North Corridor	Jacksonville	\$19,074,600
FL	JTA BRT Southeast Corridor	Jacksonville	\$19,101,000
MI	Silver Line BRT	Grand Rapids	\$14,744,000
OR	West Eugene Emerald Express	Eugene	\$19,410,136
TX	Dyer Corridor BRT	El Paso	\$15,237,058
<b>Subtotal Project Construction Grant Agreement Funding Recommendations</b>			<b>\$127,566,794</b>
<b>F. Oversight (2.5%)</b>			<b>\$55,887,170</b>
<b>GRAND TOTAL</b>			<b>\$2,235,486,000</b>

The budget request also directly supports DOT's *Livable Communities Initiative*, which aims to:

- Increase access to convenient, affordable transportation choices;
- Improve the public transit experience;
- Provide for additional pedestrian and bicycle networks; and
- Improve access to transportation for special needs populations and individuals with disabilities.

Specifically, the budget includes \$140 million for *Planning* programs and \$30 million for a new *Livability Demonstration Grants* program. While these planning and demonstration programs are most clearly tied to the *Livable Communities* initiative, in fact, all of FTA's programs work to enhance the livability of communities by providing transportation options for people and communities across the country. In addition, FTA requests \$15 million for the *Tribal Transit* program to maintain and expand transit systems in Tribal communities, and \$26.9 million for the *Transit in the Parks* program, which funds buses, trams and non-motorized facilities on Federal lands, including our National Parks.

## **What Is This Program?**

---

The *Transit Expansion and Livable Communities Program* includes a set of programs that provide competitive grants for major capital projects. The program also provides transit assistance to Federal (forests, parks, and refuges) and tribal lands, and provides planning resources and demonstration project funds to foster livable communities.

### **Capital Investment Grants**

Through the *Capital Investment Grants* program, FTA allocates funds for major transit capital projects, including heavy rail, light rail, commuter rail, bus rapid transit, ferries, and streetcar projects.

The direct beneficiaries of the program are communities that receive Federal funding for construction of new and expanded transit systems. These projects ultimately enable the transit systems to carry more passengers and to provide the public with more transportation options. Program partners include State and local governments and transit agencies that develop new or expanded transit systems. The FTA does not build or maintain transit systems or assets, but provides capital funding and performs project oversight.

As required by law, FTA ensures that planning projections are based on realistic assumptions and that design and construction follow acceptable industry practices. FTA evaluates and rates projects seeking *Capital Investment Grants* funding based on statutory criteria, and determines the project sponsor's financial and technical capability to undertake the project and deliver it on time and on budget. Grant recipients are responsible for providing matching funds and for managing the planning, engineering, construction, and perpetual maintenance of the new or expanded infrastructure.

*Capital Investment Grants* projects must proceed through a statutorily defined project development process. FTA is required to evaluate and rate projects at various steps throughout the process according to criteria set forth in law. FTA must recommend projects for funding each year in the President's budget and include those recommendations and project ratings in an annual report to Congress in a companion document to the budget.<sup>1</sup> FTA awards construction funding to project sponsors through multi-year funding agreements (either Full Funding Grant Agreements (FFGAs) or Project Construction Grant Agreements (PCGAs)).

### **FY 2011 Accomplishments**

- Four major projects opened for service in FY 2011 (Dallas, TX; Mid Jordan, Salt Lake City, UT; Norfolk, VA; and Springfield, OR).
- Of the 12 pending or new FFGAs recommended by FTA for funding in the FY 2012 budget:
  - Seven have been signed by FTA and the grantee (the Central Corridor Light Rail in St. Paul – Minneapolis; the Central Florida Commuter Rail in Orlando; the Denver EAGLE project; the Hartford to New Britain Busway; the North and Southeast Corridor LRTs in Houston; and the Draper LRT in Utah.).
  - Another project (the extension of BART to Berryessa in San Jose, California) is currently undergoing the statutorily required 60-day congressional review period after which the FFGA will be executed in early March, 2012.
  - Two Small Starts projects received Project Construction Grant Agreements (San Bernardino, California and Fitchburg, Massachusetts)
  - A third Small Starts project in Austin, Texas is undergoing the statutorily required 60-day congressional review period after which the PCGA will be executed in early March, 2012.

### **FY 2012 Anticipated Accomplishments**

- Two projects are expected to open for operation in FY 2012 -- Pittsburgh-Northshore (Pittsburgh, PA) and Portland Streetcar (Portland, OR).
- Of the 12 pending or new FFGAs recommended for funding in the FY 2012 budget, seven have been signed and one is awaiting completion of the 60-day congressional review period in March 2012. Of the four remaining projects, two FFGAs are expected to be transmitted to Capitol Hill for the required 60-day period the first quarter of calendar year 2012 and an anticipated award in Spring 2012. The other two are expected to be ready for award of an FFGA near the end of FY 2012 or early in FY 2013.
- Preliminary estimates indicate that FTA will advance between 15 and 20 Capital Investment projects through its *New Starts/Small Starts* program in FY 2012. These projects include those that will move from alternatives analysis into preliminary

---

<sup>1</sup> See FTA's *Annual Report on Funding Recommendations* at [http://fta.dot.gov/12304\\_2618.html](http://fta.dot.gov/12304_2618.html).

engineering or project development; from preliminary engineering to final design; and projects that may receive either Full Funding Grant Agreements or Project Construction Grant Agreements.

### 2013 Program Changes

FTA proposes changing the *Capital Investment Grant* program's authorization to streamline project delivery, beginning with reducing and changing program categories, often referred to as *New Starts* and *Small Starts*.

- *New Starts* projects are currently defined as those whose sponsors request \$75 million or more in *New Starts* funds or anticipate a total capital cost of \$250 million or more. *New Starts* projects are evaluated and rated on a set of defined project justification and local financial commitment criteria.
- *Small Starts* projects are currently defined as those whose sponsors request less than \$75 million in *Small Starts* funds and anticipate a total capital cost of less than \$250 million. *Small Starts* projects are evaluated and rated on fewer project justification criteria and local financial commitment. Projects considered "exempt" from the statutory evaluation and rating process (those seeking less than \$25 million of *Capital Investment Grant* program funding) were eliminated in the latest authorization (SAFETEA-LU) pending the publication by FTA of a final regulation implementing *Small Starts*, which has not yet occurred.

Going forward, rather than maintaining separate *New Starts* and *Small Starts* categories with different evaluation and rating criteria, FTA proposes to use one set of project evaluation criteria applied to projects seeking *Capital Investment Grant* program funding.

- Projects whose sponsors are seeking more than \$100 million in *Capital Investment Grants Program* funds would receive construction funding through a Full Funding Grant Agreement. The budget includes \$1.932 billion for this set of projects.
- Projects whose sponsors are seeking less than \$100 million in *Capital Investment Grants Program* funds would receive construction funding through a simplified Project Construction Grant Agreement. The budget includes \$127.566 million for this set of projects.
- Projects could be "exempt" from the evaluation and rating process if the project sponsor is seeking less than \$100 million in *Capital Investment Grants* program funds and the request represents less than ten percent of the project's anticipated total capital cost. These "exempt" projects would be subjected only to basic Federal grant requirements and would not be evaluated and rated under the proposed criteria.
- The President's Budget for FY 2013 includes \$120 million for three projects that may reach the later stage of project development before the end of FY 2013, but that are not recommended for FFGAs at this time. These projects include the Regional Connector

Transit Corridor in Los Angeles, CA; the Westside Subway Extension in Los Angeles, CA; and the Columbia River Crossing Project in Vancouver, WA. By reserving funding for these additional projects in FY 2013, FTA recognizes that a project's advancement does not necessarily coincide with the Federal budget process. Project sponsors can expedite project development as they overcome project uncertainties, address local funding issues, and utilize innovative procurement and delivery practices.

### Project Streamlining

FTA follows a rigorous but time-consuming process based on requirements set forth in law when reviewing grant applications for *Capital Investment Grants* funding. This process focuses on awarding Federal dollars to the highest rated projects. However, sometimes project timelines are sacrificed along the way, resulting in higher project costs. FTA recently published a Notice of Proposed Rulemaking (NPRM) in January 2012 proposing changes to the evaluation and rating process. FTA believes these changes could shave six months or more off the time currently required to advance major projects through the process. Moreover, these changes may save the government and taxpayers money by allowing approved projects to begin construction sooner. In the NPRM, FTA is proposing a more holistic approach to evaluating all of a project's benefits including better measures for environmental benefits and economic development (see text box on following page for more information).<sup>2</sup>

---

<sup>2</sup> *Major Capital Investment Projects; Notice of Proposed Rulemaking*, 77 Federal Register 16 (25 January, 2012), pp. 3848-3909



## Key Features of the New Starts Notice of Proposed Rulemaking

In June 2010, FTA began a new rulemaking process by publishing an Advanced Notice of Proposed Rulemaking (ANPRM) to update the *New* and *Small Starts* evaluation and rating process to better capture the wide range of benefits transit can provide, including specific questions on how to measure and evaluate cost-effectiveness, economic development and environmental benefits. FTA reviewed the comments received on the ANPRM and developed a Notice of Proposed Rulemaking (NPRM), which was published in late January 2012.

The NPRM seeks to balance the goals of measuring a wider range of transit project benefits and also establishing measures that streamline the project development process. FTA aims to change the current system in which the measures used to determine the project justification or local financial commitment are so complex that they create an unnecessary burden for project sponsors or the agency. FTA wants a system and set of measures that are not difficult to understand, and which can instead foster effective public involvement. The simplified measures and streamlined process could save both the federal government and taxpayers millions of dollars annually by allowing approved projects to begin construction sooner, thereby creating savings in finance charges and other construction costs.

The key features of these changes include:

- Use of a broad set of more objective measures, including environmental benefits and a project's impact on local economic development. FTA proposes to give these measures equal weight in project justification evaluations.
- Establish measures that support streamlining of the *New Starts* and *Small Starts* project development process, including:
  - Use of project ridership instead of user travel time savings as a streamlined measure of mobility;
  - Streamlined analytical methods to develop the information needed by FTA for project evaluation and rating;
  - Simplified and more clear-cut comparisons for incremental measures;
  - Revised local financial commitment criteria to address more clearly the strong interaction between capital and operating funding plans.

Through these changes, FTA proposes a more holistic evaluation of a project's potential benefits to a community while maintaining rigorous scrutiny of proposed major capital projects. It will allow FTA to reduce red-tape and approve projects that are more reflective of a local vision rather than only those that fit a rigid, outdated set of criteria.

## **Transit in the Parks and Tribal Transit**

The *Transit in the Parks and Tribal Transit* programs provide financial and technical assistance to the Department of the Interior, the Department of Agriculture, and Tribal governments for managing their respective transit systems.

The *Transit in the Parks* program funds public transportation on Federal public lands (national parks, national forests and national wildlife refuges). Funds are used to provide capital and operational support to transit providers (e.g., Park Service, Forest Service, US Fish and Wildlife Service, NGOs and concessionaires) in order to improve access for all individuals and support environmental conservation efforts on these lands.

The *Tribal Transit* program provides funding for transit services on and around tribal reservations. The Tribal Transit program was previously included within the *Non-Urbanized Area Formula Grant* program, but is being established as a stand-alone program to acknowledge the independence of Indian tribes from State governments and to make funds eligible for tribes in urbanized and non-urbanized areas.

## **FY 2011 Accomplishments**

- In FY 2011, FTA evaluated 92 project proposals and chose 58 projects totaling \$40.8 million, including \$27.3 million of FY 2011 funding and \$13.5 million of FY 2012 funds, through the *Transit in the Parks* program.
- In FY 2011, the *Tribal Transit* program awarded 67 grants for a total of \$15.1 million.

## **Livable Communities**

As Transportation Secretary LaHood has explained, livability means being able to take your kids to school, go to work, see a doctor, drop by the grocery or post office, go out to dinner and a movie, and play with your kids in a park, all without having to get in your car. For FY 2013, FTA's *Livable Communities* programs (consisting of the *Planning* and *Livable Communities Demonstration Grants* programs) bring together both planning resources and demonstration project funds to enable communities, depending on their needs, to prepare for and execute projects that enhance livability. DOT, HUD, and EPA have identified six livability principles for coordinating federal transportation, environmental protection, and housing investments at their respective agencies. Both planning and demonstration work funded by FTA would further these principles.

### **Sustainability Partnership Principles**

1. Provide more transportation choices. Develop safe, reliable and economical transportation choices to decrease household transportation costs, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse gas emissions and promote public health.
2. Promote equitable, affordable housing. Expand location- and energy-efficient housing choices for people of all ages, incomes, races and ethnicities to increase mobility and lower the combined cost of housing and transportation.
3. Enhance economic competitiveness. Improve economic competitiveness through reliable and timely access to employment centers, educational opportunities, services and other basic needs by workers as well as expanded business access to markets.
4. Support existing communities. Target federal funding toward existing communities – through such strategies as transit-oriented, mixed-use development and land recycling – to increase community revitalization, improve the efficiency of public works investments, and safeguard rural landscapes.
5. Coordinate policies and leverage investment. Align federal policies and funding to remove barriers to collaboration, leverage funding and increase the accountability and effectiveness of all levels of government to plan for future growth, including making smart energy choices such as locally generated renewable energy.
6. Value communities and neighborhoods. Enhance the unique characteristics of all communities by investing in healthy, safe and walkable neighborhoods – rural, urban or suburban.

### **Metropolitan and Statewide Planning**

FTA requests \$140 million for *Metropolitan and Statewide Planning* (both programs authorized in SAFETEA-LU) for formula grants to metropolitan planning organizations and state and local governments for analytical, environmental, transportation air-quality conformity, evaluation, and policy-plan-program development work. This planning work will ensure that Federal transportation investments support the mobility needs of sustainable, livable communities while preserving environmental quality and being cost-beneficial. For FY 2013, FTA proposes merging *Alternatives Analysis* activities and funding into the *Metropolitan and Statewide Planning*.

Proposed transportation law recognizes the importance of transportation planning. Proper planning requires both pre-project study and post-project measurement. The quality of planning in many locations, however, can be improved to ensure resources are targeted to the most important issues and areas. Therefore, the major areas of concern that these changes seek to address include:

- Transportation planning that complies with Federal procedural requirements, but fails to address mobility and community needs cohesively.
- Lack of connectivity between transportation, land use, and environmental concerns.
- Challenges reaching consensus on projects that cross jurisdictional boundaries.
- Ineffective connections between surface modes with each other and with airports.
- Limitations in addressing air quality and greenhouse gas emissions, especially across geographical and political boundaries.
- Inadequate technical capacity of planning organizations.
- Imbalanced planning relationships between states and non-urban areas and metropolitan planning entities, as well as between all of those entities and transportation providers and the public.

To address these issues, the Department’s reauthorization proposal will significantly reform transportation planning requirements for state and local governments.

*Metropolitan Transportation Planning*

FTA proposes to modify *Metropolitan Transportation Planning* requirements to support performance-based, results driven, multi-modal transportation planning in metropolitan areas. To assist with this effort, Metropolitan Planning Organization (MPO) designations will be split into two categories (Tier I and Tier II), with requirements for each tier being established to account for various levels of sophistication and complexity of transportation planning in urbanized areas of different sizes. The new approach enhances the effectiveness of MPOs as a partner with state DOTs, local jurisdictions, other planning bodies, and the general public.

*Statewide and Non-Metropolitan Transportation Planning*

The proposed new approach to statewide and non-metropolitan transportation planning focuses on enhancing the effectiveness of States, both independently and as a partner with metropolitan areas, local jurisdictions, and other planning bodies (inter- and intrastate), in developing and implementing statewide transportation planning documents.

**Livability Demonstration Grants**

Through the \$30 million *Livability Demonstration Grant* program FTA would award competitive grant funds to demonstrate innovative livability projects. The program would have a matching requirement of at least a 50 percent non-Federal share.

The program’s objective is to test innovative methods for integrating transit into the creation of livable and sustainable community development. Projects eligible for funding provided under this program will be selected based on their demonstration of innovative or best practices and local incentives in accordance with the six livability principles mentioned earlier in this section. An evaluation component would be integrated into the program, and FTA would use these funds to test different design and conceptual approaches to promoting livability, allowing FTA to compare their relative effectiveness.

Eligible projects could include transit station area planning, real estate acquisition, streetscape improvements, pedestrian and bike improvements, demolition and/or site preparation, open space improvement, permitting, intermodal facilities, land preservation for affordable housing, and community service facilities. Funding could also cover peer exchanges, project evaluation, information sharing, and industry dialog activities.

The program focuses on savings that are realized from coordination of local development efforts. Projects would be evaluated based upon their demonstration of innovative or best practices, and local incentives for integrating transit with community development in accordance with the DOT-HUD-EPA Partnership's livability principles.

FTA has issued available discretionary funds to support the Department of Transportation's Livability initiative. For example, a June 2011 NOFA announced at least \$150 million in available FY 2011 funds for *Bus and Bus Facilities* projects and \$25 million in *Alternatives Analysis* FY 2012 and FY 2011 funds. A total of 244 applicants requested \$1.2 billion for the *Bus and Bus Facilities* program and FTA received 71 proposals totaling \$60.8 million for the *Alternatives Analysis* program. These results indicate significant demand for these funds. FTA is examining these grants and others for lessons that FTA can use for administering discretionary *Planning and Livability Demonstration Grants*.

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

---

### **Capital Investment Grants**

The *Capital Investment Grants Program* is necessary because it allows transit agencies to undertake major capital projects that they would otherwise be unable to undertake. Among existing Federal transportation funding programs, there are no viable alternatives for transit agencies seeking large sums of funding for capital expansions. Many of the nation's transit systems are struggling to keep up with the new demand for their services. State and local governments, which are also fiscally restricted by balanced budget requirements as well as the current economic decline, rely on the multi-year funding commitment the program provides. As a result, program funding is critical to meeting the future needs for transit.

### **Transit in the Parks and Tribal Transit**

The *Transit in the Parks* and *Tribal Transit* programs provide critical and dedicated sources of funding for Federal lands and Indian reservations, each of which has particular public transportation needs. The *Transit in the Parks* program enables FTA to address the problems of increasing vehicle congestion in and around national parks and on federal lands, which can diminish the visitor experience and threaten the environment. Public transit options can help to conserve the natural, cultural, and historical resources that America's national parks, wildlife refuges, and national forests were created to protect. The *Tribal Transit* program is necessary because it provides transit options that are critical to the economic well-being of these communities.

## **Livable Communities**

The *Livable Communities* program helps address the problem in many communities where local decisions about developing housing and commercial property are not connected with decisions about how and where to invest in transportation as part of the planning process. Often, neither housing nor transportation planning is done with environmental or public health consequences in mind. To a large degree, this segmented approach to urban and regional planning (including zoning and permitting) is a product of local governments reacting to the distinct requirements of stove-piped Federal funding sources. Consider for example that HUD's *Community Development Block Grant (CDBG)* planning requirement uses different time horizons than DOT's transportation planning requirements.

Lack of a comprehensive and strategic approach to planning has manifested itself in many ways in communities of all sizes. Countless thoroughfares are designed solely around cars and are dangerous to pedestrians; housing developments are located without regard to access to transit alternatives; employment centers are located based simply on where land is the cheapest. The cumulative result of these decisions is that, in many places, Americans must depend solely on cars to conduct their business, shop, commute to work, and carry out their daily lives.

This has very real impacts on individuals and households. A recent study by the White House Council of Economic Advisors has noted, "Americans annually spend one-third more on transportation than food, and more than two times as much as on out-of-pocket healthcare expenses.... Increasing the availability of affordable and accessible public transit systems, and reducing fuel consumption by making better use of the land would benefit Americans and allow them to spend less money on transportation."

The goal of the *Livable Communities Program* is to help localities break this pattern and to enable them to make informed, coordinated decisions as they relate to transportation, housing, and the environment.

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

---

### **Capital Investment Grants**

The *Capital Investment Grants* program has rigorous project evaluation and rating criteria that FTA uses to evaluate projects seeking funding. The criteria currently include project justification criteria (mobility improvements, environmental benefits, operating efficiencies, cost effectiveness, transit supportive land use policies and future patterns, and economic development) and local financial commitment criteria. Furthermore, FTA is currently working to streamline these evaluations to include more meaningful measures.

FTA also conducts “Before-and-After Studies” comparing the estimated capital cost of the project with the actual cost to complete the project, as well as estimated and actual ridership data. The first Before-and-After Study was computed by the Utah Transit Authority (UTA) located in Salt Lake City during FY 2007. The study demonstrated that while UTA’s Light Rail University Line - Medical Center extension underwent a number of scope changes throughout the planning process, once the final length and alignment had been decided, the actual costs came in \$6 million under budget and the line was able to open over a year ahead of schedule. The number of weekday trips on the University Line after the Medical Center extension was opened increased from 2,026 in 2002 to 5,210 trips in 2005, an increase of over 150 percent.

Similarly, the Charlotte South Corridor project recently completed its “Before-and-After Study.” The project, which opened in 2007, was built substantially as planned, but overran planned costs by 28 percent because the project was constructed during a period of unanticipated rapid inflation in global and regional construction costs. However, ridership exceeded opening-year forecast by 19 percent. The South Corridor LRT (Blue Line) experienced monthly average weekday boardings of 12,000 in the initial months of operation. Ridership grew to 17,000 by summer 2008 and then settled to 14,000-15,000, where it remained in mid-2011.

### **Transit in the Parks and Tribal Transit**

As in prior years, the number of proposed projects and the total funding requested by grantees for *Transit in the Parks* far exceeded available funds in 2011. The program received a total of 106 project proposals totaling \$90.8 million in FY 2011. FTA’s staff works closely with representatives of federal land management agencies to develop a process to select the most meritorious projects – those that are both strong transportation projects and that best meet the unique needs of federal lands.

Demand for the *Tribal Transit* program received 116 proposals requesting more than \$41.6 million in funding from tribal transit providers in FY 2011. The selected projects will focus on maintaining existing transit operations during the economic downturn and enhancing services for seniors and people with disabilities. In addition, some grants will be used to plan or launch new bus, van and commuter service in rural communities that have never been served by public transit before.

## Livable Communities

The basic tenets of the *Livable Communities* program have proven successful in areas across the country. A clear example is transit oriented development (TOD), which links land use and transportation planning. TOD is considered to be compact, mixed-use development near transit facilities and high-quality walking environments. The typical TOD project leverages transit infrastructure to promote economic development, livability and sustainability, and caters shifting market demands and lifestyle preferences. TOD is about creating livable communities where people of all ages and incomes have transportation and housing choices, employment accessibility, and location efficiency where people can walk, bike and take public transportation.<sup>3</sup>

Furthermore, studies have shown that communities that follow livability principles experience a variety of benefits ranging from increased economic productivity to cleaner air, to safer, healthier residents. Salt Lake City's Quality Growth Strategy focuses on compact, mixed-use development and is predicted to save the region \$4.5 billion in infrastructure costs, preserve hundreds of miles of undeveloped land, double the number of transit trips taken, and increase the number of residents that live within close proximity to rail transit by over 20 percent. In addition, Minnesota has made a targeted investment in livability by focusing on bike and transit options to where nearly 40 percent of residents either bike, ride transit, or carpool to work. These investments give people options and keep them healthy. In 2003, Smart Growth America released a study detailing how people living in more compact, walkable counties are likely to walk more, weigh less, and are less likely to suffer from hypertension than people living in more sprawling counties.<sup>4</sup> These factors, coupled with an emphasis on climate change and reducing carbon footprints, have created a "critical mass" that has made transit oriented or transit supportive development a major focus of local planning efforts as citizens look for opportunities to live and work closer to transit stations.

Many mature transit communities are playing catch-up. They are only now trying to retrofit many station areas to accommodate the increased demand for development near transit stations. These stations have various levels of development potential with one thing in common – development of the areas surrounding transit stations will strengthen the livability and economy of the communities where located. The *Planning and Livable Communities Demonstration Grant* programs will support these efforts.

Additionally, FTA integrates performance results into its budget request to demonstrate alignment with the Department of Transportation's Strategic Plan. Exhibit III-II lists several DOT level performance measures used to support *Transit Expansion and Livable Community* results.

---

<sup>3</sup> *Reconnecting America: Why Transit-Oriented Development and Why Now*, 2007, <http://www.reconnectingamerica.org/public/reports/115>

<sup>4</sup> *Measuring the Health Effects of Sprawl A National Analysis of Physical Activity, Obesity and Chronic Disease*, Smart Growth America, Surface Transportation Policy Project, September 2003



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

### **Capital Investment Grants**

The FY 2013 request for the *Capital Investment Grant* program is based on FTA's estimate of projects that will receive a FFGA or PCGA during FY 2013, as well as funding requirements of projects with previous funding agreements. The identified projects will expand transportation options and provide economic benefits to several communities. Without this funding, these projects will be delayed, which will ultimately increase the cost of completion.

### **Transit in the Parks and Tribal Transit**

The requested funding will enable FTA to continue two very important programs. The *Transit in the Parks* programs reduces congestion and pollution; conserves natural, historical, and cultural resources; improves visitor mobility and accessibility; enhances the visitor experience; and ensures access to all, including persons with disabilities. Funding for the *Tribal Transit* program enables FTA to dedicate support to help American Indian and Alaska Native tribal governments invest in public transit to help improve access to employment centers and economic development on tribal lands. With unemployment among American Indians at an unacceptably high rate, reliable public transportation offers a vital link to jobs, training centers and other essential services.

### **Livable Communities**

The requested funding for the *Livable Communities* programs is expected to leverage significant local resources. The \$140 million for *Planning* programs is an increase of \$26.78 million, or 24 percent, above the FY 2012 estimate and FY 2011 actual levels. Its funding formula ensures that all transit agencies and localities will receive some base level of Federal support for planning. For FY 2013 and beyond, this amount is leveraged because FTA will require that local planning agencies take an integrated approach that recognizes livability and sustainability principles.

The \$30 million request for the *Livability Demonstration Grant* program reflects the cost of undertaking a range of transportation and infrastructure projects. With these funds, FTA would select projects to test different approaches to promoting livability, which would allow FTA to evaluate and compare their relative effectiveness. Moreover, the cost-share for the projects would be at least 50 percent local, meaning that more Federal funds can leverage more local investment.

TRANSIT FORMULA GRANTS

(Legislative proposal, not subject to PAYGO)

[(LIQUIDATION OF CONTRACT AUTHORITY)]

(LIMITATION ON OBLIGATIONS)

[(HIGHWAY] (*TRANSPORTATION TRUST FUND*)

[(INCLUDING TRANSFER OF FUNDS)]

[For payment of obligations incurred in carrying out the provisions of 49 U.S.C. 5305, 5307, 5308, 5309, 5310, 5311, 5316, 5317, 5320, 5335, 5339, and 5340 and section 3038 of Public Law 105-178, as amended, \$9,200,000,000 to be derived from the Mass Transit Account of the Highway Trust Fund and to remain available until expended: Provided, That] *Contingent upon enactment of multi-year surface transportation authorization legislation, funds available for the implementation or execution of transit formula grant programs authorized under title 49, [U.S.C. 5307, 5308, 5309, 5310, 5311, 5320, 5335,] United States Code, as amended by such authorization, shall not exceed [total obligations of \$8,271,700,000 in fiscal year 2011: Provided further, That \$306,905,000 in contract authority for programs under 49 U.S.C 5305, 5316 and 5339 is transferred to the "Livable Communities" account, Federal Transit Administration: Provided further, That \$52,743,000 in contract authority to implement programs under 49 U.S.C. 301 is transferred to the Greenhouse Gas and Energy Reduction account of the Federal Transit Administration] \$4,759,372,000: Provided, That the obligation limitation for fiscal year 2013 shall remain available until used for the obligation of funds and shall be in addition to the amount of any limitation imposed on obligations for future years.*

(*LIQUIDATION OF CONTRACT AUTHORITY*)

(Legislative proposal, not subject to PAYGO)

(*TRANSPORTATION TRUST FUND*)

*Contingent upon enactment of multi-year surface transportation authorization legislation, \$9,500,000,000, to remain available until expended and to be derived from the Mass Transit Account of the Transportation Trust Fund, for payment of obligations incurred in carrying out mass transit programs authorized under title 49, United States Code, as amended by such authorization.*

**DEPARTMENT OF TRANSPORTATION  
FEDERAL TRANSIT ADMINISTRATION  
TRANSIT FORMULA GRANTS  
(Legislative Proposal, subject to PAYGO)**

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

Identification code : 69-8350-X-7-401	2011 Actual	2012 Est.	2013 Est.
<b>Obligations by program activity:</b>			
0001	5,505	5,459	5,961
0002	1,210	1,282	1,035
0003	977	1,133	987
0004	12	14	10
0005	75	72	46
0006	168	108	51
0007	149	184	176
0008	27	42	30
0009	29	38	25
0011	203	161	96
0012	554	522	706
0013	80	122	99
0014	4	4	5
0015	54	83	86
0016	...	...	300
0017	...	...	18
0900	9,047	9,224	9,631
<b>Budgetary resources available for obligation:</b>			
1000	7,426	7,954	7,091
1010	-12	...	...
1021	15	...	...
1050	7,429	7,954	7,091
<b>Budget authority (gross), detail:</b>			
Appropriations, discretionary:			
1101	9,400	9,400	9,500
1120	-34	...	...
1121	1,140	...	...
1137	-10,506	-9,400	-9,500
1160	...	...	...
Appropriation, mandatory:			
1260	...	...	...
Contract authority, mandatory:			
1600	8,361	8,361	4,759
1610	-22	...	...
1611	1,233	...	...
1640	9,572	8,361	4,759
1900	9,572	8,361	4,617
1930	17,001	16,315	11,850
Memorandum (non-add) entries:			
1941	7,954	7,091	2,219

(Continued on next page)

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

**Program and Financing (in millions of dollars)**  
(Continued from previous page)

Identification code : 69-8350-0-7-401	2011 Actual	2012 Est.	2013 Est.
<b>Change in obligated balances:</b>			
3000	10,232	12,082	12,769
3030	9,047	9,224	9,631
3040	-7,182	-8,537	-8,457
3080	-15	...	...
3090	12,082	12,769	13,943
3100	12,082	12,769	13,943
<b>Outlays (gross), detail:</b>			
4010	...	...	...
4011	...	...	...
4020	...	...	...
4080	...	...	...
4090	9,572	8,361	4,759
4100	1,167	1,170	905
4101	6,015	7,367	7,552
4110	7,182	8,537	9,168
<b>Net budget authority and outlays:</b>			
4160	9,572	8,361	4,759
4170	7,182	8,537	8,457
4180	9,572	8,361	4,759
4190	7,182	8,537	8,457
<b>Memorandum (non-add) entries:</b>			
5052	7,477	6,543	5,504
5053	6,543	5,504	763
5061			

## TRANSIT FORMULA GRANTS

### PROGRAM AND PERFORMANCE

The 2013 budget presents FTA's proposed reauthorization program and account structure. The *Formula and Bus Grants* account has been renamed the *Transit Formula Grants* account and programs have been reorganized within the account. Some programs previously funded here have been merged with others or moved to other accounts. The account is funded from the Mass Transit Account of the Transportation Trust Fund. The 2013 budget request includes \$4.7 billion for this account.

Formula Grant funds can be used for all transit capital purposes including bus and railcar purchases, facility repair and construction, maintenance and where eligible, planning and operating expenses. These funds help existing transit systems provide safe and reliable transportation options, promote economically vibrant communities, and help communities meet the requirements of the Americans with Disabilities Act (ADA) and the Clean Air Act (CAA). The 2013 formula grant program structure includes:

*Urbanized Area Formula*—\$3.535 billion. For formula grants to urbanized areas with populations of 50,000 or more. Funds may be used for any transit capital purpose, including preventive maintenance for capital assets in urban areas over 200,000 in population. For urban areas under 200,000, both capital and operating costs are eligible expenditures.

*Non-Urbanized Area Formula*—\$395 million. For formula grants to states to support public transportation in rural areas with populations of less than 50,000. Available funding may also be used to support intercity bus service as well as to help meet rural and small urban areas' transit needs.

*Growing States and High Density States*—\$395 million. Will be divided between the Urban and Non-Urban programs based on the legislative funding formula for this program.

*Consolidated Specialized Transportation Grant Program*—\$405 million. A new program that consolidates three existing grant programs for targeted populations (formerly the *Elderly Individuals and Individuals with Disabilities* program, the *New Freedom* program, and the *Job Access and Reverse Commute* program). This new program would continue the goals of the existing programs by funding alternative forms of transportation where traditional services are unavailable, inappropriate, or insufficient.

*National Transit Data Base (NTD)*—\$5 million. For operation and maintenance of the NTD, a database of nationwide statistics on the transit industry that FTA is legally required to maintain. NTD data serves as the basis for FTA formula apportionments to its grant recipients and is used to track the condition and performance of our nation's transit network.

*Emergency Relief*—\$25 million. A new program to help transit agencies restore needed transportation services following disaster events.

All surface transportation funding and spending are mandatory, attributed to the Transportation Trust Fund (TTF), and are proposed to be subject to PAYGO. Outlays flowing from contract authority, prior obligations of the Highway Trust Fund, baseline discretionary budget authority and outlays of programs

merged into the TFF are now classified as mandatory and subject to PAYGO in all years. Additionally, 2010 enacted and 2011 estimated discretionary budget authority and outlays for programs merged into the TFF are also reclassified as mandatory for comparability purposes.

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

	FY 2011 ACTUAL 1/	FY 2012 ESTIMATE 1/	FY 2013 REQUEST	CHANGE FY 2012-2013
Urbanized Area Formula Grants (Section 5307)	4,151,709	4,160,365	3,535,023	(625,342)
Non Urbanized Area Formula Grants (Section 5311) 2/	449,064	450,000	394,878	(55,122)
Growing States and High Density States (5340)	464,033	465,000	394,878	(70,122)
Consolidated Specialized Transportation Grant Program (Section 5310) 3/	389,688	390,500	404,594	14,094
National Transit Database (Section 5335)	3,493	3,500	5,000	1,500
Public Transportation Emergency Relief (Section 5316)	-	-	25,000	25,000
FHWA Flex Funding -- Net	1,211,495	-	-	-
<b>TOTAL 4/</b>	<b>6,669,481</b>	<b>5,469,365</b>	<b>4,759,372</b>	<b>(709,993)</b>

1/ FY 2011 and FY 2012 columns reflect FY 2013 program structure.

2/ Excludes \$15 million in *Tribal Transit Grants*, which is included in the *Transit Expansion and Livable Communities* Account in this presentation.

3/ For FY 2012, the *Consolidated Specialized Transportation Grant* program is a new 2012 program that combines *Job Access and Reverse Commute*, *Elderly Individuals and Individuals with Disabilities*, and the *New Freedom* programs.

4/ Total does not include *Clean Fuels Grant* program (Section 5308) or *Over-the-Road Bus Accessibility* program (Section 3038 TEA-21), which the Administration's proposal eliminates.

**Program and Performance Statement:**

FTA requests \$4.759 billion for the *Transit Formula Grants* program (formerly named the *Formula and Bus Account*). The budget restructures this account to include three core formula programs – the *Urbanized Area* program, *Non-Urbanized Area* program, and a new *Consolidated Specialized Transportation Grant* program – plus FTA's *National Transit Database*.

Additionally, the Administration proposes to create a new *Public Transportation Emergency Relief* program to provide grants to transit agencies in the wake of disasters – both natural disasters and terrorist attacks – to help resume operations as quickly as possible. In many communities public transportation provides critical services to residents to carry on daily activities. A temporary interruption in transit service because of a natural disaster can be disruptive and even cause economic dislocation to those that rely on transit to get to work, medical appointments, and other activities.

Though the FY 2013 amounts for some formula programs in this account are less than the FY 2012 enacted levels, the Administration also proposes creating a new formula-based *State of Good Repair* program to replace the *Bus and Bus Facilities* and *Fixed Guideway Modernization* program. The restructuring will allow FTA to better address the Nation's aging transit infrastructure and \$78 billion state of good repair backlog. In total, FTA's formula resources would be roughly equal from FY 2012 to FY 2013. Further, the Administration's reauthorization proposal requests a 108 percent increase in comparable *Transit Formula* programs over six years.



**EXHIBIT III-1a**  
**TRANSIT FORMULA GRANTS**  
**SUMMARY ANALYSIS OF CHANGE FROM FY 2012 TO FY 2013**  
**Appropriations, Obligations, Limitations, and Exempt Obligations**  
**(\$000)**

ITEM	Change from Estimated FY 2012 to FY 2013 \$0	Change from FY 2012 to FY 2013 FTE
<b>FY 2012 BASE: ESTIMATE</b>		
<b>Transit Formula Grants</b>	<b>5,469,365</b>	
<b>Subtotal, Adjustments to Base</b>	-	
<b>New or Expanded Programs:</b>		
Urbanized Area Formula Grants (renamed) (Section 5307)	(625,342)	
Non Urbanized Areas (Section 5311)	(55,122)	
Growing States and High Density States (5340)	(70,122)	
Consolidated Specialized Transportation Grant Program (Section 5310)	14,094	
National Transit Database (Section 5335)	1,500	
Public Transportation Emergency Relief (Section 5316)	25,000	
FHWA Flex Funding -- Net	-	
<b>Subtotal, New or Expanded Programs Increase/Decreases</b>	<b>(709,993)</b>	
<b>FY 2013 Request</b>	<b>4,759,372</b>	

1/ Reflects FY 2013 program structure.

2/ Excludes \$15 million in *Tribal Transit Grants*, which is included in the *Transit Expansion and Livable Communities* Account in this presentation.

3/ For FY 2012, the *Consolidated Specialized Transportation Grant* program is a new 2012 program that combines *Job Access and Reverse Commute*, *Elderly Individuals and Individuals with Disabilities*, and the *New Freedom* programs.

4/ Total does not include *Clean Fuels Grant* program (Section 5308) or *Over-the-Road Bus Accessibility* program (Section 3038 TEA-21), which the Administration's proposal eliminates.

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

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

**DOT Goal/Outcome: Livable Communities/ Increased access to convenient and affordable transportation choices.**

Number of transit boardings reported by urbanized area transit providers (billions)	2009	2010	2011	2012	2013
Target	NA	NA	10.0 B	10.1 B	10.2 B
Actual	10.1 B	10.0 B	10.0 B	NA	NA

**DOT Goal/Outcome: Livable Communities/ Increased access to convenient and affordable transportation choices.**

Number of transit boardings reported by rural area transit providers (millions)	2009	2010	2011	2012	2013
Target	NA	NA	140 M	144 M	148 M
Actual	131.2 M	138.0 M	NA	NA	NA

**DOT Goal/Outcome: Livable Communities/Increased access to convenient and affordable transportation choices.**

Transit “market share” among commuters to work in at least 10 of the 50 most-populous urbanized areas by a statistically significant amount from the 2010 baseline.	2009	2010	2011	2012	2013
Target	NA	NA	2 urbanized areas with a statistically-significant increase	4 cumulative urbanized areas with a statistically-significant increase	5 cumulative urbanized areas with a statistically-significant increase
Actual	NA	NA	NA	NA	NA

**DOT Goal/Outcome: Livable Communities/ Improved access to transportation for people with disabilities and older adults**

Number of key transit rail stations verified as accessible and fully compliant	2009	2010	2011	2012	2013
Target	NA	NA	NA	525	530
Actual	522	522	522	NA	NA

**DOT Goal/Outcome: Economic Competitiveness/Maximum economic returns on transportation policies and investments**

Performance measure under development: Percent of leveraging (i.e., contributions from State, local, private and non-DOT Federal sources) of the total-as-built for Transportation Investment Generating Economic Recovery (TIGER) projects

\*US Department of Transportation is developing a report on the feasibility of this performance measure.

## Detailed Justification for Transit Formula Grants

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

---

- Formula grants for non-urbanized areas are used for capital and operating assistance. Funds for urbanized areas with populations over 200,000 can be used for capital projects and preventative maintenance but not for operating assistance under current law.
- FTA does not have an *Emergency Relief* program or the authority to provide emergency assistance under current law. Transit agencies must currently rely on FEMA for emergency assistance. GAO evaluated FEMA and FTAs' efforts to assist transit agencies following Hurricane Katrina and raised several issues about the effectiveness of current emergency assistance programs for public transportation.
- As proposed in the American Jobs Act, another \$3 billion in formula grant funding is included the Administration's *Immediate Transportation Investment* initiative, as well as \$6 billion for transit state good repair.

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

**FY 2013 – TRANSIT FORMULA GRANTS  
(\$000)**

<b>Program Activity</b>	<b>FY 2011 ACTUAL 1/</b>	<b>FY 2012 ESTIMATE 1/</b>	<b>FY 2013 REQUEST</b>	<b>Difference from FY 2012 Estimate</b>
Urbanized Area Formula Grants (Section 5307)	4,151,709	4,160,365	3,535,023	(625,342)
Non Urbanized Area (Section 5311) 2/	449,064	450,000	394,878	(55,122)
Growing States and High Density States (Section 5340)	464,033	465,000	394,878	(70,122)
Consolidated Specialized Transportation Grant Program (Section 5310) 3/	389,688	390,500	404,594	14,094
National Transit Database (Section 5335)	3,493	3,500	5,000	1,500
Public Transportation Emergency Relief (Section 5316)	-	-	25,000	25,000
FHWA Flex Funding (Net)	1,211,495	-	-	-
<b>Total 4/</b>	<b>6,669,481</b>	<b>5,469,365</b>	<b>4,759,372</b>	<b>(709,993)</b>

1/ FY 2011 and FY 2012 columns reflect FY 2013 program structure.

2/ Excludes \$15 million in *Tribal Transit Grants*, which is included in the *Transit Expansion and Livable Communities* Account in this presentation.

3/ For FY 2012, the *Consolidated Specialized Transportation Grant* program is a new 2012 program that combines *Job Access and Reverse Commute*, *Elderly Individuals and Individuals with Disabilities*, and the *New Freedom* programs.

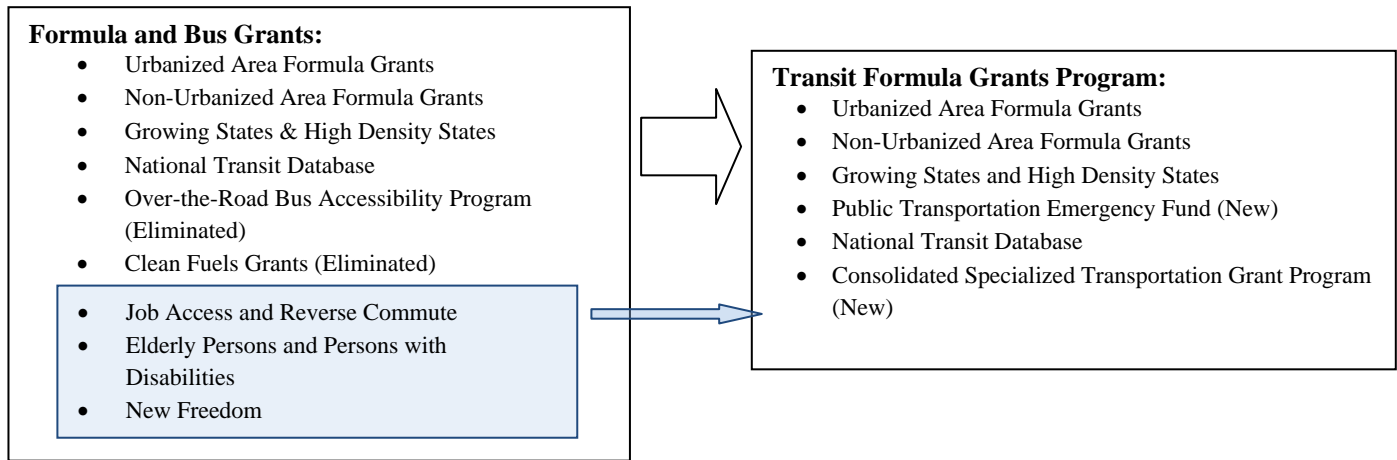
4/ Total does not include *Clean Fuels Grant* program (Section 5308) or *Over-the-Road Bus Accessibility* program (Section 3038 TEA-21), which the Administration’s proposal eliminates.

FTA requests \$4.759 billion for the *Transit Formula Grants* program, which is \$710 million (13 percent) less than the FY 2012 enacted amounts for comparable programs. While the request is less than the 2012 base program, the budget also proposes establishing a \$3.207 billion for a new *Bus and Rail State of Good Repair* formula grant program. Combined, the request for these formula programs is 97 percent of the FY 2012 enacted level, but with a greater share of formula resources dedicated to improving the condition of aging infrastructure, which is a top priority of the agency. Moreover, the Administration’s reauthorization proposal significantly increases resources for both *Transit Formula* and *State of Good Repair* over six years (108 percent and 132 percent respectively).

As proposed in FY 2012, the *Transit Formula Grants* program includes three core formula-based capital grant programs, plus the *National Transit Database* and a new *Public Transportation Emergency Relief* program.<sup>1</sup> The three formula grant programs include the:

- *Urbanized Area Grants Program*
- *Non-Urbanized Area Grants Program*
- *Consolidated Specialized Transportation Grant Program*

### Proposed Program Restructuring



In its reauthorization proposal, FTA’s *Urbanized Area Formula Grants* program would also continue unchanged, but with one significant exception. FTA proposes that for certain large urbanized areas with steadily declining employment, FTA funding could be used for operating assistance – though only on a temporary and targeted basis. Grantees in these large urbanized areas would be permitted to temporarily use up to 25 percent of their urbanized area apportionment in the first year and declining portions during the second and third years for operating assistance during times of economic hardship. Note, in smaller urban areas and in rural areas, FTA formula funds can already pay for operating assistance. The *Non-Urbanized Area Formula Grants* program would also remain largely unchanged from its current design and function. (This includes the continuation of the Section 5340 *Growing States and High Density States* authorization, which splits resources by formula between the *Urbanized* and *Non-Urbanized* programs.)

In FY 2013, the budget includes \$25 million for the *Public Transportation Emergency Relief* program proposed in FY 2012. Through this program, FTA would provide grants to transit agencies to help resume operations as quickly as possible in the wake of a disaster—whether a natural disaster or a terrorist attack. Within the first year of establishing this program, FTA would develop operating procedures and regulations. FTA would also develop performance measures to track the timeliness of restoring transit operations after a disaster.

<sup>1</sup> The section 5340 *Growing States and High Density States* funding authority is also continued under the authorization proposal with no changes. Funding provided under this section is divided by an authorized formula between the *Urbanized* and *Non-Urbanized Area* programs.

Additionally, the budget includes a \$405 million *Consolidated Specialized Transportation Grant* program to consolidate three existing transportation grant programs for targeted populations (the *Elderly Individuals and Individuals with Disabilities*, the *New Freedom*, and the *Job Access and Reverse Commute* programs). Also within this account, FTA requests \$5 million to support its *National Transit Database* (NTD) to fund data collection, validation, and dissemination of information about transit agencies. NTD is included in this account because it provides the data used to apportion urbanized and non-urbanized program funding using statutory formulas.

FTA proposes changing the *oversight* take-down percentages for each of the FTA Formula Grant Programs in the *Transit Formula Grants* program to better align oversight resources with the growth of program resources and the complexity of today's transit projects. The proposal would also expand the universe of FTA programs subject to an oversight takedown.

## **What Is This Program?**

---

Through its core formula programs, FTA provides grant assistance, primarily for capital projects, to more than 1,000 grantees across the country. Grants are used to invest in the basic needs of maintaining and sustaining the nation's \$663 billion in transit capital assets. To a limited extent, these funds also support operating assistance for transit systems servicing communities less than 200,000 in population.

### **FY 2011 Base Accomplishments**

- In FY 2011, FTA awarded:
  - \$4.7 billion for 692 *Urbanized Area* formula grants and an additional \$795.9 million for 266 flex funded grants.
  - \$542.68 million for 85 *Non-Urbanized Area* program grants,
  - \$148.5 million for 198 *Job Access and Reverse Commute* grants,
  - \$79.98 million for 170 *New Freedom* program grants, and
  - \$202.95 million for 64 *Elderly and Individuals with Disabilities* program grants.
- FTA grants enabled the purchase or renovation of approximately 9,506 buses and non-rail vehicles and 1,265 rail vehicles and approximately 9,765 transit infrastructure investment activities, such as installing bus signs and shelters, upgrading track, and rehabilitating, replacing, or expanding facilities, such as passenger stations, vehicle garages, and maintenance facilities.

For FY 2013, FTA proposes that the account be comprised of the following programs:

*Urbanized Area Formula Grants* – The *Urbanized Area Formula Grants* program funds the purchase of new buses and rail vehicles, maintenance of existing buses and rail systems, and the purchase and adequate maintenance of bus and rail related capital. Grants are available to transit agencies in urbanized areas with a population of 50,000 or more, and can also be used for operating expenses in areas with populations between 50,000 and 200,000. In FY 2013, FTA will continue its FY 2012 proposal to allow a portion of *Urbanized Area Formula* funds to be used for operating expenses in areas with a population of 200,000 or more on a temporary and targeted basis as described below.

### **Temporary and Targeted Operating Assistance for Urbanized Areas**

In FY 2013, FTA proposes giving transit agencies, in urbanized areas of 200,000 or more in population, the option to use up to 25 percent of their urbanized area apportionment to fund operating costs on a temporary and targeted basis.

Down-turns in the economy impact all transit agencies regardless of size. They must manage budgetary pressures by reducing services or raising fares, or both, at the same time the public needs greater transit options to locate and reach jobs. FTA's proposal is meant to give large transit agencies in urbanized areas a financial bridge to recovery.

Under FTA's proposal, transit agencies may – but are not required to – use *Urbanized Area Formula* funding for operating assistance for a set period if there is a measureable decline in employment levels in their metropolitan area. FTA would track the monthly economic data for 400 metropolitan areas as reported by the Bureau of Labor Statistics (BLS), which map closely to urbanized areas.

If employment levels decline measurably over three consecutive months (one fiscal quarter) in a metropolitan area, FTA would permit grantees in that area to use a portion of their urbanized area grant funding for operating assistance for no longer than three consecutive years, subject to the following scale: up to 25 percent in year one, 15 percent in year two, and 10 percent in year three. As with Non-Urbanized area operating assistance, the Federal-local cost share would be split evenly.

If a transit agency elects to use a portion of its funding for operating assistance, it would be excluded from re-qualifying for assistance in the future for a period equal to the number of years they use it for operations. To prevent the substituting of Federal funds for local dollars, each transit agency would have to certify to FTA that its local funding partners did not reduce the proportion of local funding dedicated to transit (e.g., reducing a local tax rate dedicated to transit) and that service levels are maintained and not cut below previous levels.

*Non-Urbanized Area Formula Grants* – For areas under 200,000 in population, formula grants may be used for operating assistance. These resources also help maintain the condition of Federally funded capital assets in order to provide safe, reliable transit services.

*Consolidated Specialized Transportation Grant Program* – FTA proposes creating this program to consolidate three existing transportation grant programs for targeted populations (the *Elderly Individuals and Individuals with Disabilities*, the *New Freedom*, and the *Job Access and Reverse Commute* programs) while enhancing the ability of fund recipients to target program resources to best meet the mobility need of their communities. The objective of this program is to ensure transportation services are made available in urbanized and non-urbanized areas, and are designed to fill gaps in or enhance transportation services available to meet the particular needs of older adults, low-income individuals, and people with disabilities who are not well served by existing public transportation service. Funds



may be used for planning, capital investments, and operating costs of projects derived from a locally coordinated public transit – human service transportation plan.

### **Why consolidate three established specialized transportation programs?**

Over time, FTA’s grant recipients have had to devote increasing time and resources to administer the various requirements of three FTA programs that offer mobility for older adults, people with disabilities and low-income individuals. FTA’s existing programs include:

- The *Elderly Individuals and Individuals with Disabilities* program expanded from a state administered program that awarded funds solely to private non-profit organizations that provide transportation services to their clients into a formula program that currently provides grants to states for allocation to non-profit and public entities.
- The *Job Access and Reverse Commute* (JARC) program was established to provide capital, operating and planning assistance to address the unique transportation challenges faced by welfare recipients and low-income individuals seeking to get and keep jobs. JARC began as a discretionary program, but program funds are currently distributed via formula to States and urbanized areas with populations over 200,000 on an annual basis to support transportation services for low-income individuals.
- The *New Freedom Program* was established to reduce barriers to transportation services and expand the transportation mobility options available to people with disabilities beyond the requirements of the Americans with Disabilities Act (ADA) of 1990. This program provides formula funds to States and urbanized areas with populations over 200,000 to support capital and operating expenses for new public transportation services and alternatives to public transportation that go above and beyond the public transportation requirements of ADA.

In response to stakeholder feedback, FTA proposes to reduce grantees’ administrative burden and streamline program execution by merging these programs and naming it the *Consolidated Specialized Transportation Grant* program. The new program continues existing eligibilities from current programs, but would enable communities to target program funds based on needs identified through a locally developed and coordinated public transit-human service transportation plan. This type of coordinated planning requirement has proven to be an effective mechanism for communities to best leverage these program funds to meet the mobility needs of these populations.

*Public Transportation Emergency Relief* – The purpose of this program is to restore transit operations as quickly as possible in the wake of a disaster. As such, the program would provide grants for necessary activities, including providing funds for evacuations, leasing vehicles from other transit agencies to restore service, and any costs eligible for temporary vehicles or facilities. Like the FHWA *Emergency Relief* program, the FTA program would use a “quick release” mechanism to provide funds to affected communities within days of a disaster. Transit agencies currently eligible for FTA assistance under Title 49 of Chapter 53 would be eligible for assistance. The program would complement the role of FEMA, which would continue to fund long-term recovery costs for repairing or replacing damaged or destroyed capital assets.

Program beneficiaries would be transit agencies in communities designated as natural disaster areas. Program partners would include local transit agencies that receive assistance. Another key partner would be FEMA, which would coordinate with FTA when providing assistance.

### **Project Oversight Budget**

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

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

Oversight funds derive from authorized percentage take-downs from FTA’s grant programs. For FY 2013, FTA proposes adjusting take-down percentages to better align sources and uses of oversight funds. Specifically, FTA proposes:

- A 2.5 percent take-down to the *Capital Investment Grant* program and the *Transportation Leadership Awards* program.
- A 1.0 percent take-down to FTA’s other grant programs:
  - *Urbanized and Non-Urbanized Area Formula Grants*
  - *Bus and Rail State of Good Repair*
  - *Tribal Transit*
  - *Consolidated Specialized Transportation Grants*
  - *Transit in the Parks*
  - *Livability Demonstration Grant Programs*
  - *National Research and Technology*
  - *Clean Energy Research and Greenhouse Grants Demonstration Grants*

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

National Transit Database - The *Transit Formula Grants Program* would continue to fund the *National Transit Database* (NTD) in FY 2013 and beyond. The NTD is the primary national database for statistics on the transit industry. Approximately 750 transit authorities and 1,500 sub-recipients, primarily in rural areas, file annual reports through this Internet-based reporting system. Each year, performance data reported to the NTD is used to apportion billions of dollars in FTA formula funds to transit agencies.

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

---

The *Transit Formula Grants* program is needed to provide continued Federal support to transit agencies to maintain their capital base and provide high-quality service to the traveling public. Nearly every transit agencies' budget depends on FTA funds, in particular the reliability of FTA formula funds. DOT's latest *Conditions and Performance Report* shows that in 2006 Federal funds represented 18.6 percent of transit agencies' revenue but accounted for 43.5 percent of total capital expenditures, up from 39 percent in 2004.<sup>2</sup>

The recent economic down-turn underscores why it is necessary for FTA to make temporary and targeted operating assistance more widely available to transit agencies. Faced with dwindling local financial support, particularly from state and local sales taxes, and weak fare box revenue, transit agencies have been forced to cut services, defer investment, and raise fares to make ends meet. Providing limited operating assistance on a temporary basis through the *Urbanized Area Formula Grants Program* would relieve some pressure for medium and large transit agencies and help them maintain critical services.

The proposed *Public Transportation Emergency Relief Program* is necessary to improve the Federal government's current system for providing emergency response assistance to transit agencies. The lessons learned after Hurricane Katrina and other disasters demonstrate that FEMA and FTA's existing programs are not optimally designed to provide such aid in a timely manner (after Hurricane Katrina, FTA funded new transit connections between Baton Rouge and New Orleans because the local commuting patterns were severely disrupted by the storm).<sup>3</sup>

---

<sup>2</sup> Federal Highway Administration and Federal Transit Administration, *2008 Status of the Nation's Highways, Bridges, and Transit: Conditions & Performance Report to Congress*, 2008, <http://www.fhwa.dot.gov/policy/2008cpr/>

<sup>3</sup> United States Government Accountability Office, *Emergency Transit Assistance: Federal Funding for Recent Disasters, and Options for the Future*, February, 2008, <http://www.gao.gov/new.items/d08243.pdf>

## GAO On Emergency Relief for Transit Agencies

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

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

## How Do You Know The Program Works?

---

The varied transit services that Federal formula funds support in urbanized and non-urbanized areas are essential. The Nation's approximately 2,250 urban and rural transit providers take people to work, shopping, and to other essential services such as doctor's appointments and other health-related destinations. These services are vital for transit dependant populations living in urban and rural areas, including many of the more than 30 million elderly, working poor, and individuals with disabilities.

FTA is able to track transit agencies' use of Federal funds and to evaluate program performance using data from its *National Transit Database (NTD)*. The *NTD* is used in conjunction with other information to report to Congress about the performance and condition of the transit industry and to assess progress against FTA goals and objectives. *NTD* data is also used to help meet the information needs of public

transportation systems, MPOs, other Federal agencies, State and local governments, vehicle equipment manufacturers, researchers, and the general public. Local planning agencies use *NTD* information on different modes of transit (bus, commuter rail, light rail, demand response, etc.) to examine comparative cost, service level, and vehicle information for local service planning and decision-making.

The success of the new *Public Transportation Emergency Relief* program will be measured by how quickly transit agencies receiving FTA assistance are able to resume limited or full-scale operations after a natural disaster. FTA will work with industry stakeholders to develop reasonable performance measures for evaluating success. Additionally, FTA integrates performance results into its budget request to demonstrate alignment with the Department of Transportation's Strategic Plan. Exhibit III-2 lists several DOT level performance measures used to demonstrate *Transit Formula Grant* program results.

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

---

As discussed in the section on the *Bus and Rail State of Good Repair* justification, the nation (including Federal, State, and local governments) needs to invest approximately \$78 billion simply to eliminate the back-log of transit capital assets currently in poor or marginal condition. FTA's formula programs provide a critical financial foundation through regular and predictable Federal support to transit agencies large and small. To meet the outstanding and growing capital requirements of transit agencies, FTA proposes to maintain funding at a current services level combined with the major requests for the *Transit Expansion* and *Bus and Rail State of Good Repair* programs. Additionally, the \$25 million for the new *Public Transportation Emergency Relief* program is based on the approximate 10-year average annual disaster spending on public transportation based on data from the Government Accountability Office. Acknowledging the inherent difficulty of estimating future disaster funding requirements, FTA proposes giving the Secretary the option to redirect the program's end-of-year unobligated funds to FTA's formula grant programs.

RESEARCH AND TECHNOLOGY DEPLOYMENT

(Legislative proposal, not subject to PAYGO)

*(LIMITATION ON OBLIGATIONS)*

*(TRANSPORTATION TRUST FUND)*

*Contingent upon enactment of multi-year surface transportation authorization legislation, funds available for the implementation or execution of Research and Technology Deployment programs authorized under title 49, United States Code, as amended by such authorization, shall not exceed total obligations of \$120,957,000: Provided, That the obligation limitation for fiscal year 2013 shall remain available until used for the obligation of funds and shall be in addition to the amount of any limitation imposed on obligations for future years.*

*(LIQUIDATION OF CONTRACT AUTHORITY)*

(Legislative proposal, not subject to PAYGO)

*(TRANSPORTATION TRUST FUND)*

*Contingent upon enactment of multi-year surface transportation authorization legislation, \$60,000,000, to remain available until expended and to be derived from the Mass Transit Account of the Transportation Trust Fund, for payment of obligations incurred in carrying out Research and Technology Deployment programs authorized under title 49, United States Code, as amended by such authorization.*

**DEPARTMENT OF TRANSPORTATION  
FEDERAL TRANSIT ADMINISTRATION  
RESEARCH AND TECHNOLOGY DEPLOYMENT TECHNOLOGY  
(Legislative Proposal, subject to PAYGO)**

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

Identification code : 69-8542-4	2011 Actual	2012 Actual	2013 Est.
<b>Obligations by program activity:</b>			
0000			17
0001			11
0002			5
0003			4
0004			3
0005			
			25
0006			5
0900			70
<b>Budgetary resources available for obligation:</b>			
1102			60
1137			-60
1600			121
1930			121
1941			51
Change in obligated balance:			
3030			70
3040			-24
Obligated balance, end of year (net):			
			46
3100			46
<b>Budget authority and outlays, net:</b>			
Mandatory:			
4090			121
Outlay, gross:			
4100			24
4160			121
4170			24
4180			121
4190			24
5051			0
5053			15

## RESEARCH AND TECHNOLOGY DEPLOYMENT PROGRAM

### PROGRAM AND PERFORMANCE

The FY 2013 budget presents FTA's proposed reauthorization program and account structure, including the creation of a new *Research and Technology Deployment* account. This account replaces the *Research and University Centers* Account and the *Grants for Energy Efficiency and Greenhouse Gas Reductions* Account, and also includes clean fuels research. It is funded from the Mass Transit Account of the Transportation Trust Fund. The FY 2013 budget request includes \$121 million for this account. For FY 2013, the account's programs include:

*Greenhouse Gas and Energy Reduction Deployment and Demonstration Program* – \$50 million to complement FTA capital programs with contracts, grants, and cooperative agreements to transit agencies in cooperation with non-profit organizations and universities to implement innovative technologies that reduce greenhouse gas emissions, improve energy efficiency, reduce dependency on fossil fuels and increase the use of environmentally sustainable practices and materials.

*Clean Fuels and Environmental Research* – \$14.7 million for research on Clean Fuels and Environmental Research and the Research to Reduce Environmental Impacts Programs in order to contribute to the deployment of low-emission technologies in public transportation.

*National Research Program* – \$38.2 million for discretionary research to increase ridership, improve operating efficiencies, understand the service needs of rural and targeted populations, improve planning and service projections, improve safety, and provide research leadership to address other major issues facing the transit industry. The request also includes technical assistance and workforce development activities, which will help grantees better manage capital asset bases and identify opportunities for the effective implementation of safety standards in support of the *State of Good Repair and Safety* programs, implement technological advances and institutional policies, assist in administering expanded capital programs as well as research grants, contracts and cooperative agreements, and improve nationwide transit customer service through capacity building and deployment of best practices.

*Transit Cooperative Research* – \$6.5 million to provide funds to the National Academy of Sciences to conduct investigative research on subjects related to public transportation.

*National Public Transportation Institutes* – \$3.5 million to support training programs for the transit industry on a variety of topics including planning, operations, safety, and management.

*University Transportation Centers* – \$8 million to support transit research at university transportation centers through reimbursable agreements with the Research and Innovative Technology Administration (RITA).



All surface transportation funding and spending are mandatory, attributed to the Transportation Trust Fund (TTF), and are proposed to be subject to PAYGO. Outlays flowing from contract authority, prior obligations of the Highway Trust Fund, baseline discretionary budget authority and outlays of programs merged into the TTF are now classified as mandatory and subject to PAYGO in all years. Additionally, 2010 enacted and 2011 estimated discretionary budget authority and outlays for programs merged into the TTF are also reclassified as mandatory for comparability purposes.

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

	FY 2011 ACTUAL	1/	FY 2012 ESTIMATE	1/	FY 2013 REQUEST	CHANGE FY 2012-2013
National Research Program (Section 5306, 5312-15, 5322, 5506)	37,625		5,000		38,214	33,214
Transit Cooperative Research (Section 5313)	9,980		6,500		6,500	-
University Transportation Centers Program (Section 5505)	6,986		4,000		8,000	4,000
Demonstration and Deployment (Section 5312)	-		25,000		-	(25,000)
National Public Transportation Institutes (Section 5314)	4,291		3,500		3,500	-
Greenhouse Gas & Energy Reduction Deployment Demonstration Program (Section 5308) 2/	49,900		-		50,000	50,000
Clean and Energy Efficient Public Transportation Research (Section 5308)	-		-		14,743	14,743
<b>TOTAL</b>	<b>108,782</b>		<b>44,000</b>		<b>120,957</b>	<b>76,957</b>

1/ FY 2011 and FY 2012 columns reflect FY 2013 program structure.

2/ FY 2011 funding reflects actual amount for the Grants for Energy Reduction and Greenhouse Gas program, funded through the General Fund.

**Program and Performance Statement:**

The \$121 million request for *Research and Technology Deployment* program funds research, greenhouse gas and energy reduction demonstrations, and technical assistance and workforce development training to further the Department's strategic goals and accomplish FTA's research and technology program mission. The *National Research* program will advance the research and development of transportation methods and technologies that support increasing transit's market share, improving the performance and safety of transit operations and systems, and providing

leadership in transit research. The request for research also includes technical assistance grants to the transit industry. The *Transit Cooperative Research* program supports research projects significant to the transit industry. Grants under the *University Transportation Centers* program are provided to universities for public transportation research, curriculum development, and training. The *National Public Transportation Institutes* program provides workforce training for transit industry employees in planning and service concepts, operations improvements and safety, human resources policies, and management development and effectiveness. The *Greenhouse Gas and Energy Reduction Deployment and Demonstration Grants* and *Clean and Energy Efficient Public Transportation Research* programs help reduce energy consumption and greenhouse gas emissions by public transportation systems.

**EXHIBIT III-1a**  
**RESEARCH AND TECHNOLOGY DELPLOYMENT**  
**SUMMARY ANALYSIS OF CHANGE FROM FY 2012 TO FY 2013**  
**Appropriations, Obligations, Limitations, and Exempt Obligations**  
**(\$000)**

ITEM	Change from Estimated FY 2012 to FY 2013 \$0	Change from FY 2012 to FY 2013 FTE
<b>FY 2012 BASE: ESTIMATE 1/</b>		
<b>Research and Technology Deployment</b>	<b>44,000</b>	
<b>Subtotal, Adjustments to Base</b>	-	
<b>New or Expanded Programs:</b>		
National Research Program (Section 5312)	33,214	
University Transportation Centers Program (Section 5505)	4,000	
Demonstration and Deployment (Section 5312)	(25,000)	
Greenhouse Gas & Energy Reduction Deployment Demonstration Program (Section 5308)	50,000	
Clean and Energy Efficient Public Transportation Research (Section 5308)	14,743	
<b>Subtotal, New or Expanded Programs Increase/Decreases</b>	<b>76,957</b>	
<b>FY 2013 Request</b>	<b>120,957</b>	

1/ FY 2012 column reflects FY 2013 program structure.

**EXHIBIT III-2  
ANNUAL PERFORMANCE RESULTS AND TARGETS  
RESEARCH AND TECHNOLOGY DEPLOYMENT PROGRAM**

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

**DOT Goal/Outcome: Safety/Reduction in transportation-related fatalities**

Transit fatalities per 100 million passenger-miles traveled *	2009	2010	2011	2012	2013
Target	NA	NA	0.60	0.59	0.58
Actual	0.597	0.656	0.536**	NA	NA

*\*Includes commuter rail and all heavy rail operators. Includes all fatalities related to revenue service.*

*\*\*Preliminary*

*Note: Definition to be revised in new DOT strategic plan to include all fatalities, so previous goals are NA.*

**DOT Goal/Outcome: Livable Communities/ Increased access to convenient and affordable transportation choices.**

Number of transit boarding’s reported by urbanized area transit providers	2009	2010	2011	2012	2013
Target	NA	NA	10.0 B	10.1 B	10.2 B
Actual	10.1 B	10.0 B	10.0 B	NA	NA

**DOT Goal/Outcome: Livable Communities/Increased access to convenient and affordable transportation choices**

Number of transit boarding’s reported by rural area transit providers	2009	2010	2011	2012	2013
Target	NA	NA	140 M	144 M	148 M
Actual	131.2 M	138.0 M	NA	NA	NA

**DOT Goal/Outcome: Livable Communities/Improved access to transportation for special needs populations and individuals with disabilities**

Number of key rail stations verified as accessible and fully compliant	2009	2010	2011	2012	2013
Target	NA	NA	NA	525	530
Actual	522	522	522	NA	NA

**DOT Goal/Outcome: Environmental Sustainability/ Reduction in transportation-related carbon emissions, improved energy efficiency, and reduction in the use of oil in the transportation sector.**

Percentage of alternative-fuel and hybrid vehicles in the transit revenue service fleet	2009	2010	2011	2012	2013
Target	NA	NA	NA	47	48
Actual	44	46	NA	NA	NA

**DOT Goal/Outcome: Economic Competitiveness/Maximize economic returns on transportation policies and investments**

Performance measure under development: Transportation Investment Generating Economic Recovery (TIGER) project performance measures for usage as a proxy for economic return on TIGER project investments*
---

\*US Department of Transportation is developing a report on the feasibility of this performance measure.

**Detailed Justification for the –Research and Technology Deployment Program –**

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

---

- The FY 2013 budget proposes to fund research and development and technical assistance and workforce development activities from this account.
- FTA also proposes to fund research and technology demonstration projects related to the environment and energy usage through the new *Greenhouse Gas and Energy Reduction Deployment Demonstration* and *Clean and Energy Efficient Public Transportation Research* programs. Previously, FTA funded clean fuels and environmental research projects in the *Research and University Research Centers* account and the *Formula and Bus Grants* account.

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

**FY 2013 – RESEARCH AND TECHNOLOGY DEPLOYMENT  
(\$000)**

<b>Program Activity</b>	<b>FY 2011 ACTUAL</b>	<b>FY 2012 ESTIMATE</b>	<b>FY 2013 REQUEST</b>	<b>Difference from FY 2012 Estimate</b>
National Research Program (Section 5312)	37,625	5,000	38,214	33,214
Transit Cooperative Research (Section 5313)	9,980	6,500	6,500	-
University Transportation Centers Program (Section 5505)	6,986	4,000	8,000	4,000
Demonstration and Deployment (Section 5312)	-	25,000	-	(25,000)
National Public Transportation Institutes (Section 5314)	4,291	3,500	3,500	-
Greenhouse Gas & Energy Reduction Deployment Demonstration Program (Section 5308) 2/	49,900	-	50,000	50,000
Clean and Energy Efficient Public Transportation Research (Section 5308)	-	-	14,743	14,743
<b>Total</b>	<b>108,782</b>	<b>44,000</b>	<b>120,957</b>	<b>76,957</b>

1/ FY 2011 and FY 2012 columns reflect FY 2013 program structure.

2/ FY 2011 funding reflects actual amount for the Grants for Energy Reduction and Greenhouse Gas program, funded through the General Fund.

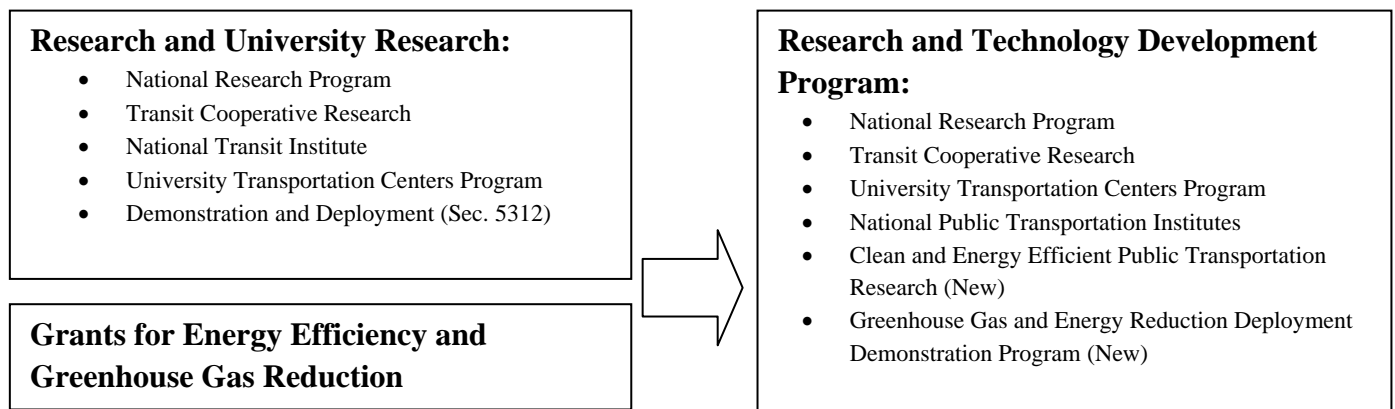
For FY 2013, FTA requests \$121 million for the *Research and Technology Deployment* program, which combines all of the agency’s research, technology, and technical assistance and workforce development activities. The program would be funded from the Transportation Trust Fund.

As proposed in FY 2012, the *Research and Technology Deployment* program includes six programs, including:

- *National Research Program*
- *Transit Cooperative Research*
- *University Transportation Centers*
- *National Public Transportation Institutes*
- *Clean and Energy Efficient Public Transportation Research*
- *Greenhouse Gas and Energy Reduction Deployment Demonstration Program*



## Proposed Program Restructuring



FTA requests \$38.2 million for its core *National Research Program* for conducting applied and development research on a variety of subjects including transit safety, system performance and operations, asset management, plus conducting technical assistance and workforce development. Additionally, FTA requests \$6.5 million for the *Transit Cooperative Research Program (TCRP)* for transit related research conducted by the National Academy of Sciences and \$8 million for *University Transportation Centers (UTC)* to support transit research by selected institutions of higher education. Also, FTA requests \$3.5 million for the *National Public Transportation Institutes* program for workforce development of the transit industry.

FTA also requests \$64.7 million for research and technology deployment activities related to greenhouse gas (GHG) and energy reduction and to help promote environmental sustainability in the public transportation industry – a key goal in the Department’s strategic plan. Specifically, FTA requests \$50 million for the *Greenhouse Gas and Energy Reduction Deployment Demonstration* program and \$14.7 million for the *Clean and Energy Efficient Public Transportation Research* program.

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

---

The *Research and Technology Deployment Program* funds research, development, demonstrations, deployments, and evaluations of technology of national significance that will improve public transportation services. This includes research with institutions, transit agencies, non-profits, and universities, as well as providing funding for activities that help reduce greenhouse gas emissions (GHGs), improve energy efficiency, and increase the use of environmentally sustainable practices, materials, and technologies in the public transportation sector.

## **FY 2011 Base Accomplishments**

- FTA completed the United Streetcar prototype which developed a U.S. manufactured streetcar, including a domestic propulsion system that has already received orders from Portland, Oregon, and Tucson, Arizona.
- FTA completed an analysis of the cost benefits of implementation of Communications-Based Train Control systems for heavy rail.
- FTA and Altair Product Design concluded a multi-year program to develop a 400-foot transit bus with fuel economy and emissions rivaling hybrid-electric buses with a life-cycle cost lower than existing diesel and hybrid-electric buses.
- FTA research funds supported a partnership between the Greater New Haven Transit District in Connecticut and Ebus, of Downey, CA, to develop a 22-foot fuel cell electric bus with a fast-charge and zero-emission capability.
- FTA research funding supported the completion of a database search engine that lets users search for transit bus emissions test results. It is currently available online at <http://ibis.wvu.edu>.
- FTA supported Ride Solution in Palatka County, Florida, which completed two prototypes of the unique small “Brevi Bus.” The bus is a small low-floor bus built with design features more commonly found on large heavy-duty buses, and designed to withstand the rigorous conditions of unimproved rural roads, use less energy, and emit lower transmissions than typical transit vehicles used in rural areas.

## **FY 2012 Anticipated Accomplishments**

- FTA’s partnership with a number of entities unveiled the “All-American Fuel Cell Bus,” the first fuel cell bus built almost entirely with United States components and labor, which meets the Buy America requirements.
- FTA expects to complete a project to design and develop a modern domestic-built streetcar prototype for the U.S. streetcar market. Since the start of development, United Streetcar, the only U.S. manufacturer of modern streetcars, has won orders to produce streetcars for Portland, OR, and Tucson, AZ, and has a pending order for Washington, DC.
- FTA will continue its focus on workforce development. FTA will evaluate twelve existing workforce development pilot projects to determine their impact and effectiveness. FTA will collaborate with the U.S. Department of Labor to develop apprentice programs and job training for veterans and other new entrants into the transit labor market. It will also create interest by young people in transportation careers through the advanced transit bus Design Challenge Contest and a mentoring program for

students in science and engineering. Plans will also commence on the design of a career ladder program for diverse students hoping to enter the transit field.

- FTA will continue partnerships to develop, implement, and maintain a variety of transit standards, some of which will enable communities across the country to buy safer, more accessible buses and rail cars at a better price. Overall, the standards will improve the efficiency, safety, productivity, accessibility, and quality of American transit systems.
- The first of the previously mentioned Brevi-bus prototypes will go into service. Additionally, the second prototype will be tested.
- FTA will complete and the Life Cycle Cost model for transit buses and make it available online. The model will provide useful life cycle comparative cost data for a range of bus types. FTA will also complete Fleet Emissions Prediction models, which will also be available online.
- FTA expects to have a draft report and conduct webinars on the use of open source data for the provision of transit service information, such as schedules, facilities, real time arrival, and situational status. The report and webinars will address institutional needs and technical requirements (standards, data systems, data feed, security, etc.) to enable the delivery and use of transit service information using open source data.
- Research will be completed in FY 2012 to further develop concepts that will allow for expansion of freight and passenger rail operations while maintaining modal separation through shared use without added infrastructure. The result will be similar to designs also accepted by the Federal Railroad Administration.
- To aid in the improvement of a state of good repair, two transit Asset Management projects will finish in FY 2012. The first project will identify asset management best practices, develop a business model, and prepare implementation guidance and training materials. The second project will focus on data collection and analysis to develop an Asset Management tool for the transit industry.

### **National Research Program - \$38.2 Million**

The *National Research Program* (NRP) funds research, development, demonstrations, and deployments and evaluations of technology, techniques and methods of national significance that will improve public transportation services, and technical assistance and workforce development activities.

For FY 2013, FTA is requesting \$38.2 million for the NRP to address strategies identified in DOT's new strategic plan. Below are descriptions of estimated research activities in FY 2013.

*Safety Innovation Research – \$3 million*

FTA plans to fund research related to innovative and improved approaches and technologies to improve transit safety. FTA will also conduct research into the human factors in safety incidents. The objective of this research is to look at different aspects of the human/vehicle interface that might contribute to accidents. It will also undertake the peer-reviewed research necessary for the industry to make meaningful decisions on what the standards should entail. This includes the assessment of best practices as well as evaluations of vehicles and other equipment, infrastructure, and other technologies.

*Asset Management and Maintenance Research - \$1.5 million*

As outlined in the DOT Strategic Plan, FTA will, “deliver research ... on capital asset management and develop methods, tools, and guidance to improve asset management systems.” Activities would address improvements to asset management practices; the use of real-time transit vehicle diagnostic and maintenance management systems in order to increase service reliability; and, processes and techniques involving the latest management software and information systems that improve the reliability of transit services.

*Industry Analysis Research - \$1 million*

FY 2012 research will examine the state of the transit industry, including development of the DOT Conditions and Performance report as well as other studies related to the state of operational, financial, or capital issues within the transit industry.

*Bus Programs Research - \$2 million*

Activity areas include continued improvements to elements of bus transit operations as well as vehicle improvements, such as ways to reduce the weight of buses through use of composites, and applications and designs to reduce noise levels, both inside and outside the bus, and improvements to ride quality through the application of technologies such as adaptive suspension.

*Bus Testing Program - \$2 million*

Results obtained through the bus testing program will provide data for analyzing new bus model performance.

*Rail Programs and Infrastructure Research - \$2 million*

FTA plans to improve rail operations by exploring innovative concepts, new technologies, and best practices to increase efficiency, as well as to increase the capacity of rail systems on existing lines. Areas of research will include different aspects of human/vehicle interaction, signal and control systems, and rail infrastructure construction practices.

#### *Transit Standards Development - \$1 million*

This program area will improve the design, performance, safety, and reliability of transit systems through the development of voluntary, consensus domestic and international standards for bus and rail operations. Industry standards improve the performance of transit systems and reduce the risk for the supply industry. These efforts support the DOT strategy to, “advance U.S. transportation policy and advocate worldwide adoption of harmonized standards and global technical regulations (GTR) through participation in bilateral and regional forums or international organizations at the ministerial and working levels.”

#### *Small Business Innovative Research - \$1 million*

The SBIR program focuses on expanding opportunities for small businesses to undertake public transportation research in support of FTA’s strategic research priorities. In accordance with a government-wide law established under the Small Business Innovation Act of 1982 (Public Law 97-219 extended most recently by Public Law 112-81), FTA is required by law to set-aside at least 2.5 percent of all extramural research and development for the SBIR program.

#### *International Public Transportation Program (IPTP) - \$500 thousand*

FTA’s IPTP supports the DOT strategies to “provide technical assistance, implement technology exchange, encourage collaboration and capacity building, and identify opportunities to share resources among key international partners” and to “advance U.S. foreign policy objectives by participating in the global trade agenda and by establishing transportation reconstruction and stabilization initiatives and cooperative relationships with emerging economies.” Research efforts focus on identifying best practices found abroad and applying them to U.S. transit systems.

#### *Transit Planning and Forecasting Research – \$1 million*

FTA’s research related to planning will support the DOT strategies to, “modify the transportation planning framework to promote projects where transportation investments are integrated with local land use, housing and other development decision making.”

#### *Research to Improve the Rider Experience – \$2 million*

FTA’s research related to improving the rider experience supports the DOT strategies to, “improve the quality of service, and improve travel time reliability including greater deployment of advanced technologies... “and “continue [Intelligent Transportation Systems] research in the provision of real-time multi-modal travel information for travelers and program managers.”

#### *Transit Connectivity Research – \$2 million*

Research in this area supports the DOT strategies to “improve efficiency of public transportation access and connectivity to intercity (and high-speed) rail, airports, roadways, and walkways to reduce and make reliable passenger travel times and increase the benefits of transportation

investments,” and “to modify DOT programs to better support the planning and building of interconnected walking and bicycling networks, as well as the connections of those networks to local transit systems.” This research is focused on first-mile and last-mile research connections to transit, such as access to transit systems by bicycles or pedestrians, access to bicycles on transit systems; innovative operational approaches for services to transit stations; and connections between transit and other modes.

#### *Rural and Targeted Populations Research – \$2 million*

FTA will continue research in support of the DOT strategy to “ensure that where practical, more rural areas are provided reliable means of quality public transportation services to connect them to activity, service, employment, and transportation centers now accessible only by automobile” and “conduct [Intelligent Transportation Systems] research to develop transportation management center capabilities for automated scheduling, mapping, routing, and dispatching to link human services transportation providers for easier access, more efficient, and cost beneficial services.” Rural and targeted populations’ research addresses cost-effective transit service in rural areas as well as services for targeted populations and their diverse public transportation needs and interests. Research focuses on cost-effective methods to provide service to rural and targeted populations. Investigations of “universal design” for targeted populations and mainstream service technologies fit under this objective.

FTA research efforts in support of the DOT Environmental Sustainability Strategic Goal are funded within the *Greenhouse Gas and Energy Reduction* program.

#### *Provide Transit Research Leadership - \$2 million*

The results of transit research are often in the form of information with little integration, synthesis, or context for how they might be applied to decision making. Over the next few years, FTA will categorically identify relevant research areas and collate and synthesize research results from these areas into bodies of knowledge that the transit industry can use in decision making. FTA will also use these syntheses to identify relevant new research critical to transit. This effort also funds FTA’s research advisory committee, the Transit Research Analysis Committee at the National Academy of Sciences, as well as FTA’s support to the Transportation Research Board.

#### *Technical Assistance - \$15.2 Million*

FTA’s *Technical Assistance Activities*, which provide training, resources, and direct assistance, have increasingly become an essential element to the research program. This includes technical assistance for targeted populations; safety and security technical assistance; economic, finance and policy technical assistance; technical assistance on livability, state of good repair, disadvantaged business enterprises, and equal opportunity; and training and capacity building programs. Combining all technical assistance activities in one focused program area will address the needs of transit providers nationwide. Training and capacity building programs will ensure a workforce with the sufficient skill-set available to fill the transit jobs of the future. FTA expects to undertake work in the following areas:

- Targeted populations technical assistance and training
  - Job Access and Reverse Commute program technical support
  - Disability community technical support
  - Technical support for disadvantaged businesses
  - Mobility management support
- Safety and security technical assistance and training
  - Safety and security program guidance
  - Drug and alcohol testing
  - Safety and security training
- Economic, finance and policy technical assistance
  - Training and capacity building, including assistance with cost-benefit modeling and cost-effectiveness studies

**University Transportation Centers - \$8 Million**

FTA requests \$8 million for grants to University Transportation Centers. The funds will be distributed through a competitive process and focus on transit-related research. These funds will also further the Research and Innovative Technology Administration's (RITA) ability to award grants to universities for transportation, research, curriculum development, and training, education, and technology transfer activities aimed at addressing regional and national transportation problems.

**Transit Cooperative Research Program - \$6.5 Million**

FTA requests \$6.5 million for the Transit Cooperative Research Program (TCRP). This program funds shorter-term research projects to address the immediate operational issues facing the transit industry. TCRP projects are selected by an independent advisory board in cooperation with FTA and the National Academy of Sciences.

**National Public Transportation Institutes - \$3.5 Million**

FTA is requesting \$3.5 million for the *National Public Transportation Institutes* (NPTI) to provide workforce training in planning and service concepts, operations improvements and safety, human resources policies, and management development and effectiveness. NPTI courses are conducted locally on subjects ranging from advanced technology and multi-modal planning to management development and training effectiveness. Transit trainers' workshops are conducted annually to bring together trainers and human resource specialists from industry to learn the latest techniques in training and to share training experiences on the job. In addition, the NPTI and FTA are working together to develop and integrate workshops and seminars designed to assist the transit industry in understanding and implementing advanced public transportation systems.

## **Greenhouse Gas and Energy Reduction Deployment and Demonstration - \$50 Million**

FY 2013, FTA proposes \$50 million for a new *Greenhouse Gas and Energy Reduction Deployment and Demonstration* program. Public transportation agencies can be reluctant to use limited capital funds to introduce new, low-GHG emission technologies because they are considered high-risk or expensive compared to conventional technologies. Those agencies that do test new technologies do not fund independent evaluations or capture data that can be widely shared. FTA's *Greenhouse Gas and Energy Reduction Deployment and Demonstration Program* will encourage public transportation agencies to test and deploy innovative technologies that reduce GHG emissions.

Further, large-scale demonstrations and operations are the last step in the innovation process before the technologies reach full commercialization. By supporting these efforts, FTA can encourage integrated systems, standards and best practices that can be applied nationwide.

This program includes two subprograms: *Transit Test Beds* and *Greenhouse Gas and Energy Reduction Deployment and Demonstration*.

### *Transit Test Beds - \$10 million*

This program will test and demonstrate specific technologies in the field at designated transit agencies. FTA will competitively select two transit agencies to operate a "transit test bed". Transit test beds will specialize in research, testing, and demonstrations of technologies designed to reduce energy consumption and/or GHG emissions.

Transit test beds will use funds to adapt, test and evaluate new technologies in test tracks and in transit operations and to overcome problems with new technology implementation. Working closely with FTA, the designated transit test bed would form a coalition with regional transit agencies or transit agencies of similar size or scope and with non-profit organizations and universities as necessary to adapt new technologies. Development, demonstration and evaluations will take place at the transit test bed and the consortium organizations.

Examples of types of projects that would be eligible include:

- Introduction of advanced vehicles or propulsion systems into transit: hybrid-electric buses, bus refurbishment, battery-powered buses, buses constructed from composite materials, plug-in hybrids, CNG and hydrogen fueling stations, and fuel cell buses.
- Facility projects for stations, bus facilities, and shelters include: solar and wind power generation; cooling and heating system improvements; lighting upgrades; geothermal heating, station remodeling, LEED certification; new furnaces; and, new roofs, insulation, windows, and doors.
- New control or information technology systems used to optimize energy-efficiency or emissions.



This program allows FTA to more immediately and directly help transit agencies in problem solving. The goal of these deployments is to provide an objective basis for FTA to determine if certain technologies should advance to the next phase of development or receive continued support. In some instances, FTA will compare tests of innovations with conventional practices to assist decision-makers in choosing among future investment options. A vital outcome is the validation of technologies ready for commercialization.

*Greenhouse Gas and Energy Reduction Deployment and Demonstration - \$40 million*

This large-scale deployment program will demonstrate how transit agencies can minimize their energy use and carbon footprint of transit operations and construction by providing grants for low-emission vehicles, green buildings, and other projects.

This program would complement projects under FTA's capital programs, to focus on innovative technologies and practices that transit agencies are eligible for, but may not be aware of. The *Energy Reduction Demonstration* program will fund large-scale demonstrations of innovative practices or technologies to reduce the GHG emissions or energy consumption of public transportation agencies.

Demonstrations would also continue from FTA's *Clean Fuels* and *Electric Drive* research as FTA and the transit industry identify new technologies and innovations. Examples of types of projects that would be eligible include:

- Bus projects: hybrid-electric buses, bus refurbishment, battery-powered buses, buses constructed from composite materials, plug-in hybrids, CNG and hydrogen fueling stations, and fuel cells.
- Bus fleet demonstrations.
- Rail projects: locomotive replacement, and conversion to diesel-electric locomotives; wayside storage devices.
- Ferry projects.
- Facility projects for stations, bus facilities and shelters include: solar and wind power generation; cooling and heating system improvements; lighting upgrades; geothermal heating, station remodeling, LEED certification; new furnaces; and, new roofs, insulation, windows, and doors.
- New control information technology systems used to optimize energy-efficiency or emissions.

**Clean and Energy Efficient Public Transportation Research - \$14.7 Million**

For FY 2013, FTA requests \$14.7 million for a new *Clean and Energy Efficient Public Transportation Research Program*. This research will build on programs previously funded in the *Research and University Research Centers* account and focus public transportation agency efforts on reducing GHG emissions through clean energy sources and energy efficient technologies, and on reducing petroleum use by transit vehicles. FTA research on alternative fuels and high-fuel efficiency vehicles has yielded the introduction of low-emission technologies such as hybrid-electric buses, compressed natural gas vehicles, and vehicles that run on

biodiesel. It includes two sub-programs: *Clean Fuels and Electric Drive Research* and *Research to Reduce Environmental Impacts*.

### *Clean Fuel and Electric Drive Research*

This work offers a pathway to reducing the energy consumption of transit operations and significantly reducing vehicle emissions. Transit offers an ideal platform for the validation and early adoption of advanced vehicle technologies. The advantages of large centrally fueled and professionally maintained heavy-duty vehicle fleets mitigate many of the issues involved in introducing new transportation technologies. The rapid deployment of natural gas and hybrid-electric buses demonstrate how transit can play an important role in implementing new infrastructure and validating new technologies. Similarly, transit is positioned to hasten the implementation of fuel cell electric vehicles for transit.

Imagine a bus that runs entirely on battery power for 3 hours then recharges in less than 10 minutes at properly equipped bus stations, cuts fuel costs from \$40,000 to \$4,000 per year and operates with *no* emissions.

A Fuel Cell Hybrid-Powered transit vehicle was on display at DOT headquarters in October 2009. FTA's *National Fuel Cell Bus Program* (NFCBP) helped the manufacturer develop this technology along with the Center for Transportation and the Environment (CTE), an Atlanta-based consortium chosen by FTA to manage the project.



Traditional transit buses are powered by an internal combustion engine (ICE) that converts petroleum based fuels (diesel, gasoline, or natural gas) into mechanical power. The mechanical power is then used to provide propulsion, as well as run a complex system of vehicle accessories, from fuel pumps to air conditioning. Over the last several years, bus manufacturers and operators have begun to take advantage of higher efficiency electrical components and improvements in battery technology to reduce fuel

consumption. This has included advancements ranging from developing larger alternators to full hybrid-electric vehicles including fuel cell and battery electric vehicles

Technical focus areas are:

- Vehicle Energy Management (on-board): energy storage, regenerative braking, fuel cells
- Electrification of Accessories: air conditioning, air compressor, alternator
- Bus Design: lightweight materials, component packaging, maintainability
- Rail Transit Energy Management: wayside storage, load-leveling
- Locomotive Design: alternative locomotive energy systems including hybrids, fuel cells
- Alternative Fuels: continued advancement in the use of alternative fuels such as compressed natural gas and hydrogen.

#### Research to Reduce Environmental Impacts - \$1 million

FTA plans to conduct policy-oriented research on specific policies and implementation strategies that can best reduce energy use and GHG emissions. For instance, combining public transportation investments with land use policy and parking pricing have shown to increase the effectiveness of each strategy in reducing GHG emissions. A study co-sponsored by FTA called *Moving Cooler*, quantified this effect. FTA intends to provide additional policy research and technical assistance tools to the transit industry to maximize the GHG emissions reduction potential of public transportation. Studies by governmental agencies, researchers, and advocacy groups on the issue of climate change and transportation provide some direction to policymakers in their quest to integrate greenhouse gas emissions reduction strategies into plans and projects. Strategies include technological innovations in vehicles and fuels, reducing the growth in vehicle miles traveled, and operational strategies, among others.

In addition, FTA and other DOT modal administrations are working with organizations like the NASA Goddard Institute for Space Studies to better quantify the climate change impacts that may be attributed to transportation emissions. This effort can help develop a better understanding of the levels of transportation-related energy and GHG emissions reductions and will result in the most favorable mitigation of climate change impacts.

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

---

FTA is the only entity that funds, undertakes and manages public transportation research from a national perspective. The *National Research* program supports research not generally undertaken by the private sector including studies on transit policy issues, operational efficiency, and travel behavior. The program also funds long-term, high-risk, high-potential payoff investigations of new technologies.

The *Transit Cooperative Research Program* (TCRP) funds shorter-term research projects designed to identify immediate improvements in transit safety and security, equipment and

system design, system operations, and the economic development impact of transit investments in transportation corridors.

Technical assistance is necessary to provide adequate support to FTA's customers and stakeholders. FTA's technical assistance efforts will help FTA grantees administer grants, contracts, cooperative agreements (both pre- and post-award assistance), and improve FTA's customers' ability to meet their missions through capacity building and best practices.

The transportation sector has a large role to play in reducing GHGs emissions and energy use. In addition to accounting for approximately 28 percent of all U.S. GHGs, the particular GHGs and aerosols the transportation sector emits can potentially cause more warming than other economic sectors due to the profile of its non-carbon dioxide emissions. The *Greenhouse Gas and Energy Reduction* and *Clean and Energy Efficient Public Transportation Research* programs explore ways to encourage the traveling public to make greater use of energy-efficient public transportation as well as facilitate the transit industry itself to adopt energy-saving and GHG-emission reducing technologies.

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

---

FTA has established an advisory committee -- the Transit Research Analysis Committee (TRAC) -- at the National Academy of Sciences to ensure that FTA's research program meets the needs of the transit industry. The program's success can be determined by the various methods that are ultimately adopted by transit agencies. Examples of past research now in widespread use include

- bus rapid transit practices and technologies,
- improvements in bus technologies such as the use of composite materials;
- improvements to bus fuel efficiency, such as hybrid-electric buses;
- improvements to the rider experience such as smart cards for fare collection and improved traveler information systems;
- improvements to paratransit services such as one-stop call centers for human services transportation;
- and, improvements to operations such as automatic vehicle location devices.

These improvements are then tied to FTA's larger success measures for safety improvements and increased ridership.

To support the Administration's goal of increasing government accountability and openness, FTA plans to more closely scrutinize its programs and activities. To do so, FTA is proposing to increase its program evaluation efforts, which are currently conducted by third parties under contract to FTA. For FY 2013, FTA plans to develop an expanded evaluation agenda that will target programs and activities across the agency, including activities within this account.

Additionally, The Federal Transit Administration integrates performance results into its budget request to demonstrate alignment with the Department of Transportation's Strategic Plan.

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

---

The FY 2013 *Research and Technology Deployment* request supports FTA's multi-year research agenda which addresses the transit industry's highest priorities. In particular, the request includes additional funds for safety research to assist FTA in its expanded safety oversight role, technical assistance in the industry in developing voluntary industry safety standards, as well as research related to improving livability by improving transit connectivity with local communities and other forms of transportation.

The request for the *Greenhouse Gas and Energy Reduction Deployment Demonstration* and *Clean and Energy Efficient Public Transportation Research* programs will build upon this past success as well as provide new opportunities for research and demonstration to help the industry advance towards a clean public transportation sector. Without the requested funds, the only national source of funds for these critical activities would be absent.

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

*(including cancellation of funds)*

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] \$135,000,000, to remain available until expended: Provided, That the Secretary shall approve grants for capital and preventive maintenance expenditures for the Washington Metropolitan Area Transit Authority only after receiving and reviewing a request for each specific project: *Provided further*, That prior to approving such grants, the Secretary shall determine that the Washington Metropolitan Area Transit Authority has placed the highest priority on those investments that will improve the safety of the system: *Provided further*, That of the funds made available for the Washington Metropolitan Area Transit Authority, as authorized by section 14 of Public Law 96-184, as amended, and by Public Law 101-551, as amended, \$523,000 are hereby permanently cancelled: *Provided further*, That no amounts may be cancelled from amounts that were designated by the Congress as an emergency requirement pursuant to the Concurrent Resolution on the Budget or the Balanced Budget and Emergency Deficit Control Act of 1985, as amended. (Department of Transportation Appropriations Act, 2012.)

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

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

Identification code : 69-1128-0	2011 Actual	2012 Est.	2013 Est.	
<b>Obligations by program activity:</b>				
0100	Washington Metro.....	150	300	135
0900	Total new obligations (object class 41.0).....	150	300	135
<b>Budgetary resources available for obligation:</b>				
1000	Unobligated balance carried forward, start of year .....	1	151	1
<b>Budget authority .....</b>				
Appropriation, Discretionary.....				
1100	Appropriation.....	150	150	135
1131	Unobligated balance of appropriations permanently reduced.....	...	...	-1
1930	Total budgetary resources available for obligation.....	151	301	134
1941	Unexpired unobligated balance, end of year.....	151	1	...
<b>Change in obligated balances:</b>				
3000	Obligated balance, start of year.....	...	40	190
3030	Total new obligations.....	150	300	135
3040	Total outlays (gross).....	-110	-150	-250
3090	Recoveries of prior year obligations.....	40	190	75
3100	Obligated balance, end of year.....	40	190	75
<b>Outlays (gross), detail</b>				
4010	Outlays from new discretionary authority	...	...	100
4011	Outlays from discretionary balances.....	110	150	150
4020	Total outlays (gross).....	110	150	250
<b>Budget authority, net (discretionary)</b>				
4070	Budget authority (net).....	150	150	134
4080	Outlays (net).....	110	150	250
4180	Budget authority, net (total).....	150	150	134
4190	Outlays, net (total).....	110	150	250

## WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

### PROGRAM AND PERFORMANCE

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



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

	FY 2011 ACTUAL	FY 2012 ESTIMATE	FY 2013 REQUEST	CHANGE FY 2012-2013
WMATA	149,700	150,000	135,000	(15,000)
<b>TOTAL</b>	<b>149,700</b>	<b>150,000</b>	<b>135,000</b>	<b>(15,000)</b>

**Program and Performance Statement**

This program provides grants to the *Washington Metropolitan Area Transit Authority (WMATA)* for capital investment and rehabilitation activities. FTA requests \$135 million in FY 2013 to help return the existing system to a “state of good repair,” improve the safety and reliability of service, and expand system capacity to meet growing demand. The Secretary will use his authority to approve grants under this program to ensure that available funds first address *WMATA’s* most critical safety needs.

While the request is \$15 million below the FY 2012 enacted level, FTA appreciates the need for ongoing investment in *WMATA* and the contribution the system makes to the productivity of the Federal Government. The reduction is a reflection of the difficult pressures that discretionary programs are facing at this time. The Administration requests very significant increases to transit programs nationally in its six-year surface transportation reauthorization proposal.

**EXHIBIT III-1a**  
**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**  
**SUMMARY ANALYSIS OF CHANGE FROM FY 2012 TO FY 2013**  
**Appropriations, Obligations, Limitations, and Exempt Obligations**  
**(\$000)**

ITEM	Change from Estimated FY 2012 to FY 2013 <u>\$0</u>	Change from FY 2012 to FY 2013 <u>FTE</u>
<b>FY 2012 BASE: ESTIMATE</b>		
<b>WMATA</b>	<b>150,000</b>	
<b>Subtotal, Adjustments to Base</b>	<b>-</b>	
<b>New or Expanded Programs:</b>		
<b>Subtotal, New or Expanded Programs Increase/Decreases</b>	<b>(15,000)</b>	
<b>FY 2013 Request</b>	<b>135,000</b>	

**EXHIBIT III-2  
ANNUAL PERFORMANCE RESULTS AND TARGETS  
GRANTS TO THE WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**

The FTA integrates performance results into its budget request to demonstrate alignment with the Department of Transportation’s Strategic Plan. The FTA resources are also provided to fund FTA’s priority of maintaining transit assets in a “State of Good Repair”.

**DOT Goal/Outcome: State of Good Repair/ Increase proportion of transit assets in good condition**

Backlog of transit capital assets in need of replacement or refurbishment by 2% by 2016	2009	2010	2011	2012	2013
Target	NA	\$78 B	\$77.8 B	\$77.5 B	\$77.2 B
Percentage Reduction	NA	0%	0.3%	0.6%	1%
Actual	\$78 B	NA	NA	NA	NA

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

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

---

- Title VI of the *Federal Rail Safety Enhancement Act of 2008* authorizes \$1.5 billion over a 10-year period for *WMATA* capital maintenance projects.
- The law makes Federal funding contingent on local jurisdictions providing an equal funding match.
- FY 2013 will be the fourth year of Federal funding for *WMATA* under this authorization, pending approval.

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

---

### FY 2013 –WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (\$000)

<b>Program Activity</b>	<b>FY 2011 ENACTED</b>	<b>FY 2012 ESTIMATE</b>	<b>FY 2013 REQUEST</b>	<b>Difference from FY 2012 Estimate</b>
WMATA	149,700	150,000	135,000	(15,000)
<b>Total</b>	<b>149,700</b>	<b>150,000</b>	<b>135,000</b>	<b>(15,000)</b>

FTA requests \$135 million for FY 2013 for capital grant funding for *WMATA*, a 10 percent decrease below the 2012 enacted level. The federal contribution helps *WMATA* address the capital maintenance backlog and to ensure capital funding from *WMATA*'s local compact members. The proposed 2013 reduction from 2012 is a reflection of competing discretionary priorities within an austere budget environment. *WMATA*'s authorization requires that local jurisdictions provide an equal financial contribution to support *WMATA*.

Funding for FY 2013 will enable the *WMATA* to improve the conditions of its rail and bus fleet, which transport millions of commuters and visitors to the nation's capital each year. This funding is a crucial part of ensuring the continued benefits of a reliable transit system, which has spurred over \$37 billion in economic development at or adjacent to Metro property and removes 500,000 automobiles daily from the region's roads, which are consistently ranked among the nation's most congested.<sup>1,2</sup>

## What Is This Program?

---

This is a federally administered capital grant program specifically established to support *WMATA*. Its purpose is to provide *WMATA* the means to make adequate investment in its capital plan.

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

---

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

<sup>2</sup> Washington Area Metropolitan Transit Authority, *2011-201 Capital Needs*, February, 2010, [http://www.wmata.com/pdfs/planning/CNI\\_02.19.10.pdf](http://www.wmata.com/pdfs/planning/CNI_02.19.10.pdf)

<sup>3</sup> Metro Washington Council of Governments, *Compelling Case for WMATA*, no date, <http://www.mwcog.org/uploads/committee-documents/v11YWV420041108095736.pdf>

As in previous years, in FY 2013 FTA will develop a grant agreement with WMATA detailing how and where capital funds will be used. For FY 2010 and FY 2011, Congress directed that FTA prioritize funding to first address the immediate safety shortfalls identify by the National Transportation Safety Board (NTSB), which were issued in response to WMATA's July 2009 deadly rail crash.<sup>4</sup> Safety will continue to be a top priority of FTA as it develops its grant agreements with FTA in FY 2012 thru FY 2013.

## **FY 2011 Base Accomplishments**

Congress appropriated \$150 million to FTA for the first time in FY 2010. Over that year, FTA negotiated the terms of grant with WMATA, and in early January 2011, FTA obligated the full \$150 million. Another \$149.7 million was appropriated in 2011.

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

FTA partners with WMATA, which is responsible for implementing projects to improve the safety and condition of the system. In 2010 and 2011, Maryland, Virginia and the District of Columbia also provided a cumulative total of \$299.7 million in matching local funds to help pay for the improvements.

The combined \$599.4 million in grants for FY 2010 (obligated in December 2010) and FY 2011 (expected to obligated by Spring 2012) supported more than 100 corrective actions identified by the National Transportation Safety Board and numerous audits and committees, including an FTA audit. These activities include:

- A \$205 million initial investment in the replacement or repair of rail cars and buses. This includes costs to begin replace of the 1000-series rail cars with 7000-series, which are being built in Lincoln, Nebraska, with delivery starting in 2013.
- \$192.9 to upgrade and repair railway signaling and communications equipment to improve system monitoring and control of movement, thereby increasing the safety and productivity of WMATA's operations.

---

<sup>4</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>

- \$160.4 million to rehabilitate and replace railway structures to reduce the likelihood of derailment, fires, and other hazards, thereby increasing the safety and efficiency of the system.
- \$30.7 million in station repairs, including escalators and elevators as part of *WMATA*'s planned \$148 million investment to repair or rehabilitate 153 escalators, many of which are over 30-years-old, which is the lifespan of a properly maintained escalator.
- \$10.4 million for other NTSB recommendations.

## **FY 2012 Anticipated Accomplishments**

FTA will continue to work with *WMATA* to develop grant agreements to support ongoing investments to improve the safety of the system. Additional funds will be obligated to fund replacement and rehabilitation of vehicles and railways, upgrades and repair of communication equipment, and station repairs. FTA plans to reach a grant agreement with *WMATA* for the FY 2012 appropriations by the end of this fiscal year.

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

*WMATA* is now a mature transit system with an aging capital base. Unlike some other major rail systems, *WMATA* lacks a dedicated local funding source. This special Federal appropriation leverages local matching funds that *WMATA* needs to support proper levels of capital investment. Without adequate investment, transit assets can deteriorate and ultimately affect system reliability and performance.

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

The program will be evaluated by whether over the next decade *WMATA* maintains its assets in a state of good repair. FTA is currently working with *WMATA* to determine appropriate benchmarks for assessing adequate maintenance of capital.

Additionally, the FTA integrates performance results into its budget request to demonstrate alignment with the Department of Transportation's Strategic Plan. Exhibit III-2 lists several DOT level performance measures used to demonstrate Transit Formula Grant program results.

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

The \$135 million request represents the Federal government's annual funding commitment, which leverages local funds from DC, Maryland, and Virginia. Those 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 the net project costs, and that the remaining 50 percent be provided in cash from sources other than Federal funds or revenues from the operation of public mass transportation systems. Each jurisdiction has committed to providing an additional \$50 million in matching funds annually.

OPERATIONS AND SAFETY

(Legislative Proposal, not subject to PAYGO)

*(LIMITATION ON OBLIGATIONS)*

*(TRANSPORTATION TRUST FUND)*

*Contingent upon enactment of multi-year surface transportation authorization legislation, funds available for the implementation or execution of administrative programs authorized under title 49, United States Code, as amended by such authorization, shall not exceed total obligations of \$129,700,000 in fiscal year 2013: Provided, That funds available for the implementation or execution of rail transit safety programs authorized under title 49, United States Code, as amended by such authorization, shall not exceed total obligations of \$36,300,000: Provided further, That the obligation limitation for transit safety programs shall remain available until used for the obligation of funds and shall be in addition to the amount of any limitation imposed on obligations for future years.*

*(LIQUIDATION OF CONTRACT AUTHORITY)*

(Legislative Proposal, not subject to PAYGO)

*(TRANSPORTATION TRUST FUND)*

*Contingent upon enactment of multi-year surface transportation authorization legislation, \$166,000,000, to remain available until expended and to be derived from the Mass Transit Account of the Transportation Trust Fund, for payment of obligations incurred in carrying out Operations and Safety programs authorized under title 49, United States Code, as amended by such authorization.*



**DEPARTMENT OF TRANSPORTATION  
FEDERAL TRANSIT ADMINISTRATION  
OPERATIONS and SAFETY  
(Legislative Proposal, subject to PAYGO)**

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

Identification code : 69-8540-4-401	2011 Actual	2012 Est.	2013 Est.
<b>Obligations by program activity:</b>			
0001	...	...	123
0002	...	...	8
0003	...	...	33
0900	...	...	164
Budget Resources:			
<b>Budgetary authority:</b>			
Appropriation, discretionary:			
1101	...	...	166
1137	...	...	-166
1160	...	...	0
Contract authority, mandatory:			
1600	...	...	166
1640	...	...	166
1900	...	...	166
1930	...	...	166
1940	...	...	...
<b>Change in obligated balances:</b>			
3000	...	...	0
3030	...	...	164
3040	...	...	-149
3081	...	...	0
3090	...	...	15
3100	...	...	15
<b>Budget authority and outlays, net:</b>			
<b>Mandatory:</b>			
4090	...	...	166
Outlays gross:			
4100	...	...	149
4160	...	...	166
4170	...	...	149
4180	...	...	166
4190	...	...	149

**DEPARTMENT OF TRANSPORTATION  
FEDERAL TRANSIT ADMINISTRATION  
OPERATIONS and SAFETY**

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

		2011	2012	2013
Identification code : 69-8540-4-401		Actual	Est.	Est.
Direct obligations:				
Personnel Compensation:				
1111	Full- time permanent.....	0	0	69
1115	Other than full-time permanent.....	0	0	2
		-----	-----	-----
1119	Total personnel compensation.....	0	0	71
1121	Civilian personnel benefits.....	0	0	17
1210	Travel and transportation of persons.....	0	0	3
1231	Rental payments to GSA.....	0	0	8
1233	Communications, utilities, and misc. charges.....	0	0	1
1252	Other services.....	0	0	15
1253	Other services - Federal Sources.....	0	0	15
1310	Equipment.....	0	0	1
1410	Grants to States (Rail Transit Safety).....	0	0	33
		-----	-----	-----
9999	Total new obligations.....	0	0	164

		2011	2012	2013
Identification code : 69-8540-4-401		Actual	Est.	Est.
Direct:				
1001	Total compensable workyears: Full-time equivalent employment.....	0	0	640

## OPERATIONS AND SAFETY

### PROGRAM AND PERFORMANCE

The 2013 budget presents FTA's proposed reauthorization program and account structure, including the creation of a new *Operations and Safety* account. FTA is requesting a total of \$166.0 million for its *Operations and Safety* Account. These funds provide financial resources for three distinct operations within the account.

- *Core Operations*, \$121 million. For salaries, benefits, and administrative expenses for carrying out the agency's stewardship of Federal funds, technical assistance to grantees during project development and program implementation, capital project oversight, and grantee compliance.
- *Office of Safety*, \$8.7 million. For staffing and related activities associated with FTA's safety effort including setting policies and standards for the proposed safety regulatory program.
- *Rail Transit Safety Oversight Program*, \$36.3 million. To enable states to enforce new regulations and meet federal rail transit safety standards, as proposed in the Administration's safety legislation. These resources would fund teams of state and/or federal rail safety inspectors, who would conduct field investigations and audits of transit agencies. They would target unsafe vehicles, equipment, control systems, and operating practices.

All surface transportation funding and spending are mandatory, attributed to the Transportation Trust Fund (TTF), and are proposed to be subject to PAYGO. Outlays flowing from contract authority, prior obligations of the Highway Trust Fund, baseline discretionary budget authority and outlays of programs merged into the TTF are now classified as mandatory and subject to PAYGO in all years. Additionally, 2010 enacted and 2011 estimated discretionary budget authority and outlays for programs merged into the TTF are also reclassified as mandatory for comparability purposes.

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

	FY 2011 ACTUAL 1/	FY 2012 ESTIMATE 1/	FY 2013 REQUEST	CHANGE FY 2012-2013
Core Operations	98,713	98,713	121,000	22,287
Office of Safety (Section 5329)	-	-	8,700	8,700
Rail Transit Safety Oversight (Section 5329)	-	-	36,300	36,300
<b>TOTAL</b>	<b>98,713</b>	<b>98,713</b>	<b>166,000</b>	<b>67,287</b>
<b>FTEs</b>				
Core Operations	529	523	570	47
Office of Safety (Section 5329)	-	-	45	45
Rail Transit Safety Oversight (Section 5329)	-	-	25	25
<b>DIRECT FTEs</b>	<b>529</b>	<b>523</b>	<b>640</b>	<b>117</b>

1/ FY 2011 and FY 2012 columns reflect equivalent programs to the FY 2013 program structure (Administrative Expenses)

**Program and Performance Statement**

For FY 2013, FTA requests \$166.0 million for the *Operations and Safety* program. The account funds FTA's personnel and support costs as well as the Administration's proposed transit safety initiative.

FTA's FY 2013 request also continues support for the new rail transit safety authorities, originally transmitted to Congress in 2009. FTA has formulated its budget request assuming that the safety legislation will be enacted in FY 2012 and that FY 2013 will be the second year of implementing the program.

**EXHIBIT III-1a**  
**OPERATIONS AND SAFETY**  
**SUMMARY ANALYSIS OF CHANGE FROM FY 2012 TO FY 2013**  
**Appropriations, Obligations, Limitations, and Exempt Obligations**  
**(\$000)**

ITEM	Change from FY 2012 to FY 2013 \$0	Change from FY 2012 to FY 2013 FTE
<b>FY 2012 BASE: ESTIMATE</b>		
<b>Core Operations</b>	<b>98,713</b>	
Personnel Comp & Benefits - One extra day	260	523
Personnel Comp & Benefits - .5% pay raise	198	
Travel & Transp. of Things	9	
Space Rental	260	
Comm. & Utilities	-	
Printing	1	
Other Services	43	
Working Capital Fund	93	
Supplies	2	
Equipment	-	
IT Investments	246	
<b>Subtotal, Adjustments to Base</b>	<b>99,822</b>	<b>523</b>
<b>New or Expanded Programs:</b>		
<b>Core Operations</b>		
Personnel Comp. & Benefits	6,731	47
Travel & Transportation of things	674	
Space Rental	1,328	
Communications & Utilities	70	
Printing	(16)	
Other Services	12,100	
Working Capital Fund	-	
Supplies	49	
Equipment	50	
IT Investments	193	
<b>Office of Safety (+45 FTE and associated expenses)</b>	<b>8,700</b>	<b>45</b>
<b>Rail Transit Safety Program</b>	<b>36,300</b>	<b>25</b>
<b>Subtotal, New or Expanded Programs</b>		
<b>Increase/Decreases</b>	<b>66,179</b>	<b>117</b>
<b>Total FY 2013 Request</b>	<b>166,000</b>	<b>640 1/</b>

1/ This FTE number does not include the 5 FTE requested for the Lower Manhattan Recovery Office which is funded through the Capital Investment Grants program.

**EXHIBIT III-2  
ANNUAL PERFORMANCE RESULTS AND TARGETS  
OPERATIONS AND SAFETY**

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

**DOT Goal/Outcome: Organizational Excellence/A diverse and collaborative workforce that will enable the Department to advance a transportation system that serves the Nation’s long-term social, economic, security and environmental needs.**

Average number of days to complete grant processing after submission of a completed application.	2009	2010	2011	2012	2013
Target	36	36	36	36	36
Actual	31	40	34	NA	NA

Percentage of major FTA federally funded transportation infrastructure projects with less than 2 percent annual growth for project completion milestones.	2009	2010	2011	2012	2013
Target	90	90	90	90	90
Actual	71.4	100	70	NA	NA

Percentage of finance plan cost estimates for major FTA federally funded transportation infrastructure projects with less than 2 percent annual growth in project completion cost.	2009	2010	2011	2012	2013
Target	90	90	90	90	90
Actual	71.4	90	70	NA	NA

**DOT Goal/Outcome: Safety/Reduction in transit related fatalities.**

Transit fatalities per 100 million passenger-miles traveled *	2009	2010	2011	2012	2013
Target	NA	NA	0.60	0.59	0.58
Actual	0.597	0.656	0.536 **	NA	NA

*\*Includes commuter rail and all heavy rail operators. Includes all fatalities related to revenue service.*

*\*\*Preliminary*

*Note: Definition to be revised in new DOT strategic plan to include all fatalities, so previous goals are NA.*

## Detailed Justification for the Operations and Safety

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

---

- In the FY 2012 budget, FTA proposed creating a new *Operations and Safety Program* that combines core administrative activities and new rail transit safety functions proposed by the Administration. The FY 2013 budget proposal continues this structure.
- Nearly all of FTA’s administrative functions (salaries, benefits, travel, rent, communications, printing, contracts, supplies, equipment and other costs) will be funded in this account.
- Current law prohibits FTA from regulating the safety practices of local transit agencies.
- New safety legislation is included in the Administration’s current surface transportation reauthorization proposal.
- In November 2011, the President issued Executive Order 13589, “Promoting Efficient Spending,” which tasks agencies with cutting waste in Federal government spending and identifying opportunities to promote efficient and effective spending.

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

### FY 2013 – OPERATIONS AND SAFETY (\$000)

Program Activity	FY 2011 ACTUAL 1/	FY 2012 ESTIMATE 1/	FY 2013 REQUEST	Difference from FY 2012 Estimate
Core Operations	98,713	98,713	121,000	22,287
Office of Safety (Section 5329)	-	-	8,700	8,700
Rail Transit Safety Oversight (Section 5329)	-	-	36,300	36,300
<b>Total</b>	<b>98,713</b>	<b>98,713</b>	<b>166,000</b>	<b>67,287</b>

1/ FY 2011 and FY 2012 columns reflect equivalent programs to the FY 2013 program structure.

FTA requests a total of \$166.0 million for the *Operations and Safety Program* for three distinct activities.

The first is for FTA's *Core Operations* (e.g., salaries and benefits, travel, printing, contract and other services, supplies, and equipment). FTA requests \$121.0 million, a \$22.3 million increase over FY 2012 enacted. Much of the increase funds 47 additional FTE who are needed to support the Administration's ambitious proposed surface reauthorization requirements. The 47 FTE would maintain the agency's current on-board levels by funding the replacement of FTA's 47 temporary – but critical – Recovery Act staff whose funding expires at the end of FY 2012. These Recovery Act employees have not only enabled FTA to effectively deliver its \$8.4 billion Recovery Act program, but also to improve the administration of its non-Recovery Act programs. For example, FTA hired 14 Recovery Act environmental specialists who accelerated FTA's review of environmental documents funded through FTA's core capital programs.

FTA also requests resources for the newly proposed rail transit safety initiative. The budget requests \$8.7 million and 45 FTEs for the *Office of Safety*, which will provide policy guidance and direct FTA's rail transit safety oversight program. This office will be one of two divisions in a new Office of Safety and Oversight that will manage all of the agency's safety and program oversight work.

Additionally, FTA requests \$36.3 million for *Rail Transit Safety Oversight*. This would support rail transit safety inspectors who would conduct on-the-ground oversight of transit agencies. Rail transit safety teams will conduct investigations and audits to identify unsafe vehicles, equipment, control systems, and operating practices. At the option of the States, this funding may be used to make grants to States to hire rail safety inspectors. States may also opt for FTA to directly hire inspectors to oversee local transit operations. FTA estimates it will hire at least 25 inspectors in FY 2013, though the number could be greater depending on the decisions made by States. The *Rail Transit Safety Oversight* request reflects the fully loaded costs of the inspectors

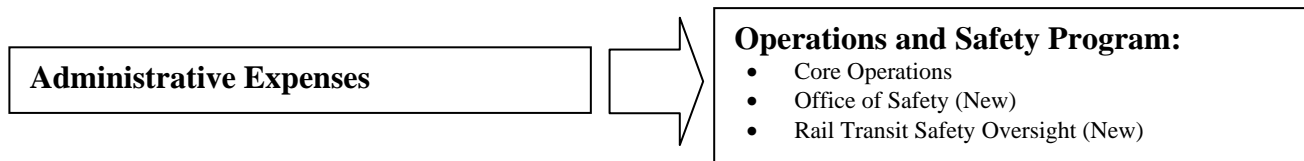


including, travel, training, and rent. The request also includes funding to support necessary training and certification of inspectors, whether they are Federal or State employees.

### Operations and Safety FTE Summary

Activity	2012 Enacted	2013 Request	Change
FTA Core Operations	523	570	47
Office of Safety	-	45	45
Rail Transit Safety	-	25	25
<b>Total</b>	<b>523</b>	<b>640</b>	<b>117</b>

### Proposed Program Restructuring



### What Is This Program?

---

The purpose of the *Operations and Safety program* is to fund FTA’s administrative requirements including the cost of the proposed *Rail Transit Safety Oversight* program. This account funds nearly all administrative functions for FTA programs including salaries, benefits, travel, rent, communications, printing and reproduction, contracts, supplies, equipment and all other costs. With a current services appropriation in FY 2012, FTA expects to fund 523 FTE equal to the FY 2011 actual usage rate.

The proposed *Office of Safety* will provide policy guidance and manage FTA’s rail transit safety activities. It will be staffed with subject matter experts including engineering, legal, and program management employees.

FTA has previously requested authority to establish the critical *Rail Transit Safety Oversight Program*; FTA assumes that FY 2013 will be the second year of implementation. This will grant FTA regulatory standard-setting and enforcement actions over rail-based transit systems throughout the country. FTA anticipates that the program could be fully staffed at the beginning of FY 2013.

Beneficiaries of the program would be the transit riders who take 10 billion trips a year, and who would be safer as a result of FTA’s regulatory actions. Program partners would include State and local transit agencies, which will be subject to oversight. Also, States would need to comply with new Federal standards if they chose to administer their own rail transit safety oversight programs. A State would not be preempted from establishing a more stringent safety standard if

the standard meets certain Federal criteria. FTA would ensure that a State agency overseeing transit systems would be financially independent from the transit system it oversees. The Secretary would enforce the Federal safety standards absent a State's participation.

Rail transit safety inspectors would conduct first-hand investigations and audits of rail transit systems to identify unsafe vehicles, equipment, control systems and operating practices. FTA expects to hire at least 25 in-house inspectors composed of five teams of five professionals based at FTA regional offices. The inspectors, both State and Federal, would travel extensively to carry out their responsibilities to provide coverage of 27 rail transit systems with over 3,100 miles of track. These teams will include signal system specialists, track specialists, rail vehicle specialists, and rail transit operations specialists.

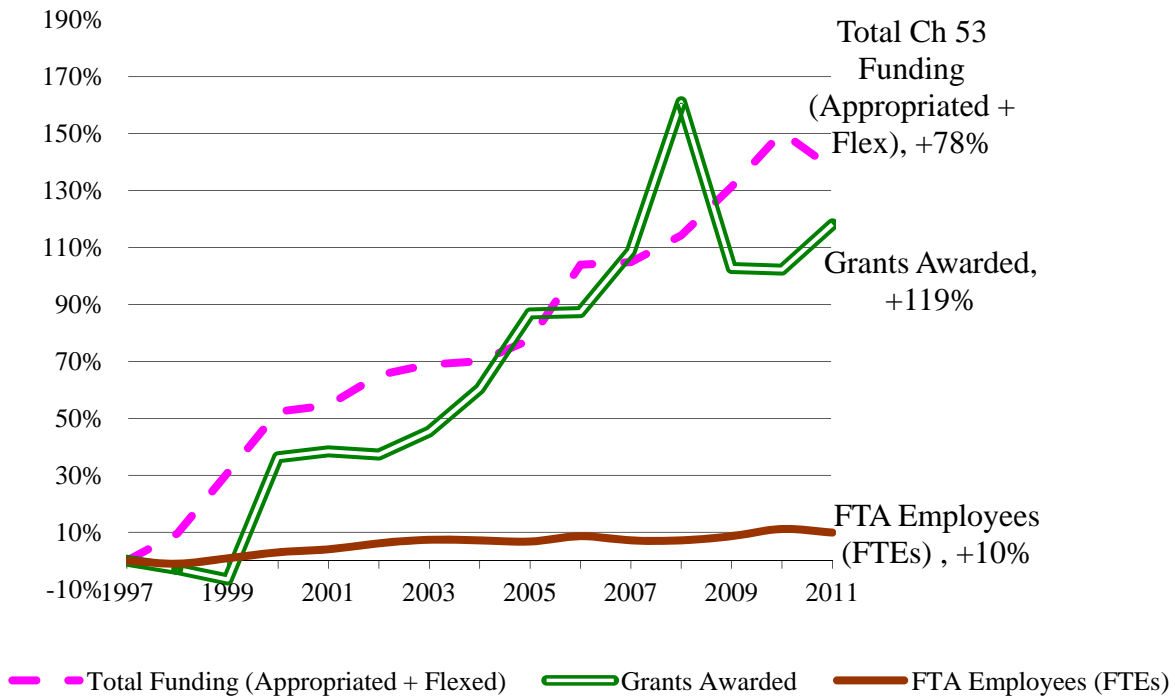
### **Why Is This Particular Program Necessary?**

---

Without its people and infrastructure, who are located in Washington and in 10 regional offices across the country, the FTA would not be able to effectively deliver its \$10 billion dollar transit program. The *Core Operations* of FTA include providing technical assistance and guidance to FTA's more than 1,000 grantees, reviewing and evaluating grant applications, developing program and policy guidance for industry stakeholders, conducting research, and carrying out essential back-office financial management and organizational services, among others.

For several years, FTA has roughly maintained the same staffing level – around 500 FTE. During this time, FTA's programs have grown significantly, requiring that FTA become increasingly efficient and productive. The following chart shows that since FY 1997, FTA's program funding and number of grants have more than doubled while FTE grew by just 11 percent. For FY 2013, the Administration proposed increasing the FTA's core staffing by 47 FTE, recognizing both FTA's historical administrative situation and the challenge of implementing a significant new authorization, totaling almost \$108 billion over six years.

## Staffing Has Not Kept Pace With Program Growth 1997 to 2011



The *Office of Safety* is necessary to improve the safety of public transit, sustain an acceptable performance level of system safety across public transportation services and facilities within its purview, and to develop and ensure compliance with FTA safety regulations. Currently, there is no uniform set of standards which apply to all public transportation agencies. As a result, the safety standards and regulations vary from state to state. This office will unify the standards and establish national transit safety guidelines.

The *Rail Transit Safety Oversight Program* is necessary to improve the level of safety of the nation's transit systems, which unlike all other modes of transportation are not subject to Federal safety oversight. Because the Federal Government cannot regulate heavy and light rail transit systems (Congress has specifically prohibited the Federal government from this activity), transit agencies are subject to uneven oversight at the local level. Under the existing paradigm, State oversight agencies (SSO) are responsible for requiring that rail transit systems create a system safety program. The SSO then monitors implementation of that program by the transit agency. Most SSO's lack the expertise, authority, and resources to effectively carry out this function.

As part of its reauthorization proposal, FTA requested that Congress remove the prohibition and grant FTA the authority to establish regulations for rail transit systems. Recent incidents such as the March 2011 Bay Area Rapid Transit train derailment, which injured passengers and caused \$800,000 in damages, and April 2011 tunnel fires outside the Massachusetts Bay Transit

Authority's Downtown Crossing Station, underscore the need for better oversight. Events such as these threaten the health and well-being of the transit population and reduce transit system capacity at the same time when transit systems are being asked to transport more people.

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

---

FTA's organizational performance is measured by its ability to be a good Federal steward of taxpayer funds, provide high quality service, and meet the needs of grantees and other stakeholders. Whether or not FTA "works" – to provide services quickly and accurately – depends on it having adequate staffing and information technology (IT) support resources.

Regarding safety, the *Rail Transit Safety Program's* performance will be measured by whether transit injury and fatality rates improve over time. For FY 2011, preliminary data indicates a transit fatality rate of 0.536 per 100 million passenger miles. This figure includes all fatalities for revenue services.

To validate the causal connection between Federal and State oversight efforts and national safety statistics, FTA plans to conduct program evaluations over time. The goal of the evaluations will be to determine if the program is designed appropriately to affect safety performance.

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

---

Below are descriptions of the primary elements of FTA's *Operations and Safety* Request.

#### ***Salaries and Benefits***

Salaries and benefits account for approximately 65 percent of the FY 2013 funding for *Core Operations*. For FY 2013, FTA is requesting an additional 47 FTE above the FY 2012 enacted budget level for its Core Operations (570 FTE). The 47 FTE will help implement the significant program changes first proposed in the FY 2012 budget. Additionally, new staff is needed to fill existing staff shortfalls and improve the agency's skill-sets for jobs that, to some degree, are being covered by temporary ARRA employees. For example, FTA currently has a great need for environmental specialists who can help grantees more quickly navigate and meet the agency's environmental clearance requirements. FTA has strategically hired skilled ARRA-funded temporary employees to perform this work now, but many of these employees will leave when ARRA funds expire at the end of FY 2012.

#### ***Travel***

For FY 2013, FTA requests \$2.4 million for travel, which is \$0.7 million higher than FY 2012. The requested travel funding is needed to meet the travel requirements of successfully managing nearly \$118.5 billion in active grants from prior years (prior to and including FY 2012) as well as the \$10.5 billion for FY 2013. FTA staff from headquarters and ten regional offices are required to make site visits to transit organizations and properties to conduct oversight activities, provide technical assistance in the planning and management of existing and proposed transit systems

and infrastructure, engage in legal actions, attend quarterly meetings, and attend or participate in transit conferences. With FTA's growing responsibilities, the agency needs greater capacity to conduct business with its partners and the public.

### ***Office of Safety***

FTA requests \$8.7 million and 45 new FTE for a new *Office of Safety*. Of the \$8.7 million, \$6.5 million is for salary and benefit costs, with the balance for travel (\$1.0 million), space rental (\$.5 million), support contracts and supplies (\$.7 million). This office will be one of two divisions in a new Office of Safety and Oversight that will manage all of the agency's safety and program oversight work.

### ***Rail Transit Safety Oversight Program***

The \$36.3 million request supports the cost of 25 rail transit safety inspectors and will provide grants to States to oversee rail transit safety. FTA estimates that 25 FTE will be Federal inspectors. This staffing level represents FTA's best estimate of the necessary oversight nationwide for 27 rail transit systems with 3,100 miles of track. FTA's proposal is focused on rail transit, and the agency does not propose to inspect or regulate bus transit systems at this time.

### **Efficient Spending Executive Order**

In November 2011, the President issued Executive Order 13589, "Promoting Efficient Spending," which tasks agencies with cutting waste in Federal Government spending and identifying opportunities to promote efficient and effective spending. Specifically, it requires that agencies reduce costs in certain areas by 20 percent from FY 2010 to FY 2013. The areas identified by the EO include travel, employee information technology devices, printing, fleet, management contracts and extraneous promotional items. The 20 percent targets applied to DOT as a whole, and FTA has coordinated with the DOT Office of the Secretary to develop its own targets for these activities. Consequently, while FTA plans to reduce its printing costs from \$150,000 in FY 2012 to \$135,000 in FY 2013, its travel budget is proposed to increase to match the proposed program growth in.

## IMMEDIATE TRANSPORTATION INVESTMENTS

### PROGRAM AND PERFORMANCE

#### EXHIBIT III-1 IMMEDIATE TRANSPORTATION INVESTMENTS Summary by Program Activity Appropriations, Obligation Limitations, and Exempt Obligations (\$000)

	FY 2011 ACTUAL	FY 2012 ESTIMATE	FY 2013 REQUEST	CHANGE FY 2012-2013
State of Good Repair	-	6,000,000	-	(6,000,000)
Formula and Bus Grants	-	3,000,000	-	(3,000,000)
<b>TOTAL</b>	-	<b>9,000,000</b>	-	<b>(9,000,000)</b>

#### Program and Performance Statement

As requested in the American Jobs Act, the Administration proposes \$50 billion in *Immediate Transportation Investments* to support critical infrastructure projects, improving America's roads, bridges, transit systems, border crossings, railways and runways. Of this request, \$9 billion will support transit infrastructure. These funds must be obligated within two years and will not require a local matching share.

*State of Good Repair* -- \$6 billion will support capital projects to modernize existing fixed guideway systems and to replace and rehabilitate buses and bus facilities.

*Formula and Bus Grants*-- \$3 billion will support transit capital projects, particularly for the purchase of new buses and for the repair and rehabilitation of existing rail and bus systems, including rolling stock. Funds apportioned to urbanized areas with populations of less than 200,000 and non-urbanized areas will also be eligible for operating assistance.

**EXHIBIT III-1a**  
**IMMEDIATE TRANSPORTATION INVESTMENTS**  
**SUMMARY ANALYSIS OF CHANGE FROM FY 2012 TO FY 2013**  
**Appropriations, Obligations, Limitations, and Exempt Obligations**  
**(\$000)**

ITEM	Change from Estimated FY 2012 to FY 2013 \$0	Change from FY 2012 to FY 2013 FTE
<b>FY 2012 BASE: ESTIMATE</b>		
Immediate Transportation Investments	9,000,000	
Subtotal, Adjustments to Base	-	
<b>New or Expanded Programs:</b>		
State of Good Repair	(6,000,000)	
Formula and Bus	(3,000,000)	
Subtotal, New or Expanded Programs Increase/Decreases	(9,000,000)	
<b>FY 2013 Request</b>	-	

## Detailed Justification for the Immediate Transportation Investments Program

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

---

- As requested in the American Jobs Act, the Administration proposes creating an *Immediate Transportation Investments* pool for jump-starting investment in transportation infrastructure. This pool is allocated across several DOT programs in FY 2012 including \$9 billion for FTA programs.
- One of the Department of Transportation's strategic goals and FTA's highest priority is returning the nation's transportation infrastructure to a state of good repair. Approximately \$78 billion (in 2008 constant dollars) worth of assets require replacement to be considered in a State of Good Repair. The \$6 billion *Immediate Transportation Investments* funding for *State of Good Repair* programs would allow FTA to help transit systems across the nation address a backlog of capital projects and asset management requirements.
- FTA has had extensive experience administering *Formula and Bus Grants* for transit rail and bus projects. The immediate \$3 billion investment, which will not require a local share, will help to modernize and extend transit systems and improve the economy through job creation.



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

---

### FY 2013 –IMMEDIATE TRANSPORTATION INVESTMENTS (\$000)

Program Activity	FY 2011 ACTUAL	FY 2012 ESTIMATE	FY 2013 REQUEST	Difference from FY 2012 Estimate
State of Good Repair	-	6,000,000	-	(6,000,000)
Formula and Bus Grants	-	3,000,000	-	(3,000,000)
<b>Total</b>	-	<b>9,000,000</b>	-	<b>(9,000,000)</b>

As requested in the American Jobs Act, FTA’s proposal includes \$9 billion as part of the Administration’s *Immediate Transportation Investments* \$50 billion initiative to jump start investment in transportation infrastructure. These funds, which will be available for obligation for two years, will help accelerate the development and construction of an additional tranche of projects that without this funding would remain on the drawing board.

The largest portion of this request, \$6 billion for *State of Good Repair* programs, will begin to “buy down” the estimated \$78 billion nationwide capital backlog of transit assets that are in marginal or poor condition (i.e., not in a state of good repair). In light of the size of the backlog, increasing funding for state of good repair is a top priority of FTA in FY 2012 and beyond. Capital projects provided for from these funds by formula will modernize existing fixed guideway systems and replace and rehabilitate buses and bus facilities. The second portion of this request -- \$3 billion – is for transit formula programs for bus purchases and rail and bus system repair and rehabilitation, including rolling stock. In addition to reinvestment, this program will also fund new investment. Funds will be distributed under FTA’s existing *Urbanized* and *Non-Urbanized Area* program formulas.

By funding 100 percent of project costs, FTA will enable transit agencies to undertake major capital projects immediately without having to identify and commit a local match. This will have a real and immediate impact on the problem of deferred investment in the nation’s infrastructure.

### What Is This Program?

---

The *Immediate Transportation Investments* program includes funding for *State of Good Repair* and *Formula and Bus Grants* programs. Transportation investments are crucial to fixing our aging transit systems and putting Americans back to work. Funds will be used to replace or refurbish aging rail cars and buses, build or improve tracks and bus terminals, garages, and other transit facilities, installing bus-related equipment, as well as new capital projects.

Unlike regular FTA program funding, *Immediate Transportation Investments* funds must be 100 percent obligated within two years and directed towards projects that are ready to be immediately implemented. Additionally, State and local grantees will not be required to provide matching funds. Combined, these administrative measures will ensure that the \$9 billion in funding has an immediate and substantial effect on improving the nation's transit systems and economy. These programs will support job growth, significantly reduce travel times for the riding public, and improve transit connections for commuters.

The *State of Good Repair* program will target funding to the transit systems with the highest need for state of good repair upgrades. Of the \$6 billion, 75 percent of the \$6 billion *State of Good Repair* funds will be apportioned by formula to rail projects based on fixed guideway revenue vehicle miles and passenger miles. The remaining 25 percent will be distributed for bus projects based on formulas for bus and bus facilities.

The \$3 billion *Formula and Bus Grants* program will distribute funds for transit capital projects, and operating assistance to Urbanized areas (80 percent), "Growing States and High Density States" (10 percent) and to Non-Urbanized areas (10 percent, including 2.5 percent for tribal transit programs). As under current authorities, in addition to capital funding, operating assistance will also be available to non-urbanized areas and urbanized areas with populations of less than 200,000 will also be eligible for operating assistance.

Of the \$9 billion, 0.3 percent, or \$27 million, will support administrative expenses and program management oversight, which will remain available for obligation until FY 2015.

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

America's transportation system, which the World Economic forum ranked as the best in the world as recently as 2005, is no longer considered to be among the top 10 globally. The average commuter spends 242 percent more time in traffic than in 1982, which equates to \$100 billion in wasted fuel and lost productivity from our economy annually. In addition, FTA estimates a nation-wide state of good repair backlog of approximately \$78 billion. Therefore, the proposed funding will improve performance as well as create jobs.

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

One of FTA's top priorities is to return the nation's transit systems to a state of good repair. As proof of this commitment, FTA provided funding for state of good repair projects through the *American Recovery and Reinvestment Act* (ARRA) and two rounds of *Bus and Bus Facilities* competitive grant funding in FY 2010 and FY 2011. Grant proposals submitted to FTA far exceeded the amount of funding available, suggesting a strong demand for these programs. For example, in FY 2011 FTA provided approximately \$750 million for state of good repair projects through its *Bus and Bus Facilities* program after receiving 519 requests for projects totaling \$3.6 billion. In FY 2010, FTA awarded 152 projects totaling \$776 million chosen from more than

400 project applications representing \$4.2 billion. These figures suggest that the need for state of good repair funding is much higher than current resources can meet.

Additionally, FTA continues to provide formula funding to support 330 transit providers across the country, primarily for the basic needs of maintaining and sustaining the Nation's \$663 billion in transit capital assets. An investment in transportation systems, including transit, can help alleviate these growing problems while also helping to create American jobs.

According to data provided by FTA recipients, ARRA funding has created or helped maintain the equivalent of 12,200 full-time jobs for three years.<sup>1</sup> As more ARRA projects are underway, the number of Americans jobs supported through this funding continues to climb. The *Immediate Transportation Investments State of Good Repair* and *Formula and Bus Grants* programs are expected to have similar effects. FTA will measure the success of these two programs through numbers of jobs created, as reported by grantees, the reduction in total assets in the replacement and refurbishment backlog, and leveraging FTA investments to attract other investment from revenue sources, such as local, state, and private stakeholders.

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

As discussed in the *Bus and Rail State of Good Repair and Transit Formula Program* justifications, federal, local, and state governments need to invest more to reduce the \$78 billion backlog of transit assets in poor or marginal condition. The \$9 billion *Immediate Transportation* request will help improve the condition of transit systems, and benefit the traveling public. Moreover, the *Immediate Transportation Investments* will create jobs that will help to stimulate the economy, repair infrastructure that is critical to the nation's success now and in the future, and help increase Americans' satisfaction with their transit systems.

---

<sup>1</sup> FTA bases this measurement on full-time-equivalent data collected from grantees as of September 30, 2011.

## **Federal Transit Administration Administrative Provisions**

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

Sec. 161. Notwithstanding any other provision of law, funds appropriated or limited by this Act under the Federal Transit Administration's discretionary program appropriations headings for projects specified in this Act or identified in reports accompanying this Act not obligated by September 30, [2014] 2015, and other recoveries, [shall] may be directed to [projects eligible to use the funds for the purposes for which they were originally provided] any eligible purpose under section 5309 of title 49.

Sec. 162. Notwithstanding any other provision of law, any funds appropriated before October 1, [2011] 2012, under any section of chapter 53 of title 49, United States Code, that remain available for expenditure, may be transferred to and administered under the most recent appropriation heading for any such section.

[Sec. 163. Notwithstanding any other provision of law, unobligated funds made available for new fixed guideway system projects under the heading "Federal Transit Administration, Capital Investment Grants" in any appropriations Act prior to this Act may be used during this fiscal year to satisfy expenses incurred for such projects.]

[Sec. 164. Notwithstanding any other provision of law, unobligated funds or recoveries under section 5309 of title 49, United States Code, that are available to the Secretary of Transportation for reallocation shall be directed to projects eligible to use the funds for the purposes for which they were originally provided.]

Sec. [165]163. In addition to the amounts made available under section 5327(c)(1) of title 49, United States Code, the Secretary may use, for program management activities described in section 5327(c)(2), 1 percent of the amount made available to carry out section 5316 of title 49, United States Code: Provided, That funds made available for program management oversight shall be used to oversee the compliance of a recipient or subrecipient of Federal transit assistance consistent with activities identified under section 5327(c)(2) and for purposes of enforcement.

[Sec. 166. Funds made available for Alaska or Hawaii ferry boats or ferry terminal facilities pursuant to 49 U.S.C. 5309(m)(6)(B) may be used to construct new vessels and facilities, or to improve existing vessels and facilities, including both the passenger and vehicle-related elements of such vessels and facilities, and for repair facilities.]

[Sec. 167. Notwithstanding any other provision of law, none of the funds made available in this Act shall be used to enter into a full funding grant agreement for a project with a New Starts share greater than 60 percent.]

[Sec. 168. Notwithstanding any other provision of law, fuel for vehicle operations, including the cost of utilities used for the propulsion of electrically driven vehicles, shall be treated as an associated capital maintenance item for purposes of grants made under section 5307 of title 49, United States Code, in fiscal year 2012. Amounts made available under this heading shall be limited to \$100,000,000.]

[Sec. 169. The Secretary may not enforce regulations related to charter bus service under part 604 of title 49, Code of Federal Regulations, for any transit agency who during fiscal year 2008 was both initially granted a 60-day period to come into compliance with part 604, and then was subsequently granted an exception from said part.]

Sec.[ 169A.] 164. For purposes of applying the project justification and local financial commitment criteria of 49 U.S.C. 5309(d) to a New Starts project, the Secretary may consider the costs and ridership of any connected project in an instance in which private parties are making significant financial contributions to the construction of the connected project; additionally, the Secretary may consider the significant financial contributions of private parties to the connected project in calculating the non-Federal share of net capital project costs for the New Starts project.

[Sec. 169B. All bus new fixed guideway capital projects recommended in the President's fiscal year 2012 budget request for funds appropriated under the Capital Investment Grants heading in this Act or any other Act shall be funded instead from amounts allocated under 49 U.S.C. 5309(m)(2)(C): Provided, That all such projects shall remain subject to the appropriate requirements of 49 U.S.C. 5309(d) and (e).](Department of Transportation Appropriations Act, 2012.)

## CANCELLATION OF PRIOR YEAR UNOBLIGATED BALANCES

The Administration proposes to cancel unobligated balances from prior year appropriations in the following accounts:

### Federal Transit Administration Proposed Unobligated Balance Cancellations

<u>Account</u>	<u>Amount</u>
1. Formula Grants (69-1129)	(72,495,540)
2. Research Training and Human Resources (69-1121)	(247,579)
3. Miscellaneous Expired Accounts (69-1122)	(578,353)
4. Job Access and Reverse Commute (69-1125)	(14,661,719)
5. Interstate Transfer Grants (69-1127)	(2,661,568)
6. WMATA (69-1128)	(523,000)
7. University Transportation Research (69-1136)	(292,554)
8. <u>Capital Investment Grants (69-1134)</u>	<u>(11,429,055)</u>
<b>Total</b>	<b>(102,889,368)</b>



## FORMULA GRANTS

*(cancellation)*

*Of the funds made available for the Formula Grants program, as authorized by Public Law 97-424, as amended, \$70,867,394 are hereby permanently cancelled: Provided, That of the funds made available for the Formula Grants program, as authorized by Public Law 91-43, as amended, \$699,307 are hereby permanently cancelled: Provided further, That of the funds made available for the Formula Grants program as authorized by Public Law 95-599, as amended, \$928,838 are hereby permanently cancelled: Provided further, That no amounts cancelled under this heading may be cancelled from amounts that were designated by the Congress as an emergency requirement pursuant to the Concurrent Resolution on the Budget or the Balanced Budget and Emergency Deficit Control Act of 1985, as amended.*



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

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

Identification code : 69-1129-0-1-401		2011	2012	2013
		Actual	Est.	Est.
<b>Obligations by program activity:</b>				
0001	Urban Formula Capital.....	4	16	...
0002	Elderly and Disabled.....	...	1	...
0003	Nonurban Formula.....	...	1	...
		-----		
0900	Total new obligations.....	4	18	...
<b>Budgetary resources available for obligation:</b>				
Unobligated balance:				
1000	Unobligated balance brought forward, Oct1 .....	86	91	73
1021	Recoveries of prior year unpaid obligations.....	9	...	...
		-----		
1050	Unobligated balance (total).....	95	91	73
Budget Authority				
Appropriation, discretionary:				
1131	Unobligated balance of appropriations permanently reduced.....	0	...	-71
1131	Unobligated balance of appropriations permanently reduced.....			-1
1131	Unobligated balance of appropriations permanently reduced.....			-1
		-----		
1160	Appropriation, discretionary (total).....	...	...	-73
1900	Budget authority (total).....	0	...	-73
1930	Total budgetary resources available.....	95	91	...
Memorandum (non-add) entries:				
1941	Unexpired unobligated balance, end of year.....	91	73	...
<b>Change in obligated balances:</b>				
Obligated balance start of year (net):				
3000	Unpaid obligations, brought forward, Oct 1 (gross).....	821	596	305
3010	Uncollected pymts, Fed sources, brought forward Oct 1	-14	-14	-14
		-----		
3020	Obligated balance, start of year (net).....	807	582	291
3030	Obligations incurred, unexpired accounts.....	4	18	...
3040	Outlays (gross).....	-220	-309	-118
3080	Recoveries of prior year unpaid obligations, unexpired.....	-9	...	...
		-----		
3090	Unpaid obligations, end of year (gross).....	596	305	187
3091	Uncollected pymts, Fed sources, end of year.....	-14	-14	-14
		-----		
3100	Obligated balance, end of year (net).....	582	291	173
<b>Budget Authority and Outlays, net:</b>				
Discretionary				
4000	Budget authority, gross.....	...	...	-73
Outlays, gross				
4010	Outlays from new discretionary authority.....	...	...	-73
4011	Outlays from discretionary balances.....	220	309	191
		-----		
4020	Outlays, gross (total).....	220	309	118
4070	Budget authority, net (discretionary).....	...	...	-73
		-----		
4080	Outlays, net (discretionary).....	220	309	118
4180	Budget authority.....	...	...	-73
4190	Outlays.....	220	309	118

## **FORMULA GRANTS**

### **PROGRAM AND PERFORMANCE**

This schedule shows the obligation and outlay of formula grant program funding made available in fiscal years prior to 2005. In 2013, funds requested for these transit formula grant programs are included in the Transit Formula Grants account and funded exclusively by the Mass Transit Account of the Transportation Trust Fund.

Additionally, for 2013, the Federal Transit Administration proposes a cancellation of \$72 million in unobligated balances.



## **RESEARCH TRAINING AND HUMAN RESOURCES**

*(cancellation)*

*Of the funds made available for the Research, Training, and Human Resources program, as authorized by Public Law 95-599, as amended, \$247,579 are hereby permanently cancelled: Provided, That no amounts may be cancelled from amounts that were designated by the Congress as an emergency requirement pursuant to the Concurrent Resolution on the Budget or the Balanced Budget and Emergency Deficit Control Act of 1985, as amended.*

DEPARTMENT OF TRANSPORTATION  
 FEDERAL TRANSIT ADMINISTRATION  
 RESEARCH TRAINING AND HUMAN RESOURCES

Program and Financing (in millions of dollars)

Identification code : 69-1121-0-1-401	2011 Actual	2012 Est.	2013 Est.
<b>Change in obligated balances:</b>			
3000			
3090			
3100			

## **RESEARCH TRAINING AND HUMAN RESOURCES**

### **PROGRAM AND PERFORMANCE**

Since 2006, the activities funded in the Research, Training and Human Resources account have been requested and funded in the Research and University Research Centers program. The 2013 budget includes a new trust fund account for the research and technology deployment activities. This schedule shows the obligation and outlay of amounts made available in fiscal years prior to 2006. Also for FY 2013, FTA proposes a cancellation of unobligated balances totaling \$247,579 in this account.



## MISCELLANEOUS EXPIRED ACCOUNTS

*(cancellation)*

*Of the funds made available for the Urban Discretionary Grants program, as authorized by Public Law 88-365, as amended, \$578,353 are hereby permanently cancelled: Provided, That no amounts may be cancelled from amounts that were designated by the Congress as an emergency requirement pursuant to the Concurrent Resolution on the Budget or the Balanced Budget and Emergency Deficit Control Act of 1985, as amended.*



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

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

		2011	2012	2013
Identification code : 69-1122-0-1-401		Actual	Est.	Est.
<b>Change in obligated balances:</b>				
Obligated balance, start of year (net):				
3000	Unpaid obligations, brought forward, Oct 1 (gross).....	1	1	0
<hr style="border-top: 1px dashed black;"/>				
3040	Outlays (gross).....	1	-1	1
3080	Recoveries of prior year unpaid obligations..... unexpired			
<hr style="border-top: 1px dashed black;"/>				
3090	Unpaid obligations, end of year.....	1	...	1
<hr style="border-top: 1px dashed black;"/>				
3100	Obligated balance, end of year (net).....	1	...	1
<hr/>				
<b>Net budget authority and outlays:</b>				
4180	Budget authority.....	...	...	-1
4190	Outlays.....	...	...	-1
<hr/>				

**MISCELLANEOUS EXPIRED ACCOUNTS**  
**PROGRAM AND PERFORMANCE**

For 2013, the Federal Transit Administration proposes a cancellation of the remaining \$1 million in unobligated balances in this account.



**JOB ACCESS AND REVERSE COMMUTE GRANTS**

**PROGRAM AND PERFORMANCE**

*(cancellation)*

*Of the funds made available for the Job Access and Reverse Commute program, as authorized by Public Law 105-178, as amended, \$14,661,719 are hereby permanently cancelled: Provided, That no amounts may be cancelled from amounts that were designated by the Congress as an emergency requirement pursuant to the Concurrent Resolution on the Budget or the Balanced Budget and Emergency Deficit Control Act of 1985, as amended.*

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

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

Identification code : 69-1125-0-1-401	2011 Actual	2012 Est.	2013 Est.
<b>Obligations by program activity:</b>			
0001			
Job access and reverse commute grants.....	.....	.....	.....
0900			
Total new obligations (object class 41.0).....	0	0	0
<b>Budgetary resources available for obligation:</b>			
1000			
Unobligated balance carried forward, start of year .....	13	14	15
1021			
Recoveries of prior year unpaid obligations.....	1	1	.....
1050			
Unobligated balance (total).....	14	15	15
Budget authority			
Appropriations discretionary:			
1131			
Unobligated balance: of appropriations			
Permanently reduced.....	.....	.....	-15
1160			
Appropriations, discretionary (total).....	.....	.....	-15
1900			
Budget Authority (total).....			
1930			
Total budgetary resources available.....			
Memorandum (non-add) entries:			
1941			
Unexpired unobligated balance, end of year.....	14	15	.....
<b>Change in obligated balances:</b>			
Obligated balance, start of year (net):.....	.....	.....	.....
3000			
Unpaid obligations, brought forward, Oct 1 (gross)...	31	22	14
3040			
Outlays (gross).....	-8	-7	8
3080			
Recoveries of prior year unpaid obligations, unexpired.....	-1	-1	.....
3090			
Unpaid obligations, end of year (gross)	22	14	22
3100			
Obligated balance, end of year (net).....	22	14	22
<b>Outlays (gross), detail:</b>			
4080			
Outlays from discretionary authority.....	8	7	7
<b>Net budget authority and outlays:</b>			
4180			
Budget authority.....	...	...	-15
4190			
Outlays.....	8	7	-8

**JOB ACCESS AND REVERSE COMMUTE GRANTS**  
**PROGRAM AND PERFORMANCE**

This schedule shows the obligation and outlay of funding made available for this program in fiscal years prior to 2005. The 2013 budget proposes a new Consolidated Specialized Transportation Program to be funded in a trust fund account, Transit Formula Grants, for the Job Access and Reverse Commute program activities formerly funded in this account. For 2013, the Federal Transit Administration proposes a cancellation of \$15 million in unobligated balances.



## **INTERSTATE TRANSFER GRANTS-TRANSIT**

*(cancellation)*

*Of the funds made available for the Interstate Transfer Grants program, as authorized by 23 U.S.C. 103(e)(4), \$2,661,568 are hereby permanently cancelled: Provided, That no amounts may be cancelled from amounts that were designated by the Congress as an emergency requirement pursuant to the Concurrent Resolution on the Budget or the Balanced Budget and Emergency Deficit Control Act of 1985, as amended.*



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

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

		2011	2012	2013
Identification code : 69-1127-0-1-401		Actual	Est.	Est.
<b>Obligations by program activity:</b>				
<b>Budgetary resources available for obligation:</b>				
1000	Unobligated balance carried forward, start of year.....	3	3	3
Budget authority;				
Appropriations, discretionary:				
1031	Unobligated balance of appropriations permanently reduced.....	...	...	-3
1160	Appropriations, discretionary (total) .....	...	...	-3
1930	Total budgetary resources available for obligation.....	3	3	...
<b>Change in obligated balances:</b>				
Obligated balance, start of year (net).....				
3000	Unpaid obligations, brought forward, Oct 1 (gross).....	...	...	...
3040	Total outlays (gross).....	...	...	3
Obligated balance, end of year (net):				
3090	Unpaid obligations, end of year (gross).....	...	...	3
3100	Obligated balance, end of year (net).....	...	...	3
<b>Net budget authority and outlays:</b>				
4180	Budget authority.....	...	...	-3
4190	Outlays.....	...	...	-3

## **INTERSTATE TRANSFER GRANTS-TRANSIT**

### **PROGRAM AND PERFORMANCE**

This account funds transit capital projects substituted for previously withdrawn segments of the Interstate Highway System under the provisions of 23 U.S.C. 103(e)(4).

For 2013, the Federal Transit Administration proposes a cancellation of the remaining \$3 million in unobligated balances in the amount.



## UNIVERSITY TRANSPORTATION RESEARCH

*(cancellation)*

*Of the funds made available for the University Transportation Research program, as authorized by Public Law 91-453, as amended, and by Public Law 102-240, as amended, \$292,554 are hereby permanently cancelled: Provided, That no amounts may be cancelled from amounts that were designated by the Congress as an emergency requirement pursuant to the Concurrent Resolution on the Budget or the Balanced Budget and Emergency Deficit Control Act of 1985, as amended.*

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

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

		2011	2012	2013
Identification code : 69-1136-0-1-401		Actual	Est.	Est.
<b>Obligations by program activity:</b>				
0001	University Transportation Research	...	...	...
0900	Total new obligations (object class 41.0).....	...	...	...
<b>Budgetary resources available for obligation:</b>				
3020	Unobligated balance carried forward, start of year.....	...	...	...
2395	Total new obligations.....	...	...	...
3100	Unobligated balance carried forward, end of year.....	...	...	...
<b>Change in obligated balances:</b>				
3020	Obligated balance, start of year.....	...	...	...
4190	Total outlays (gross).....	...	...	...
3100	Obligated balance, end of year.....	...	...	...
<b>Outlays (gross), detail:</b>				
4190	Outlays from discretionary balances.....	...	...	...
<b>Net budget authority and outlays:</b>				
4180	Budget authority.....	...	...	...
4190	Outlays.....	...	...	...

**UNIVERSITY TRANSPORTATION RESEARCH**  
**PROGRAM AND PERFORMANCE**

For 2013, the Federal Transit Administration proposes a cancellation of the remaining unobligated balances in this account.



## CAPITAL INVESTMENT GRANTS

([including rescission] *cancellation*)

[For necessary expenses to carry out section 5309 of title 49, United States Code, \$1,955,000,000, to remain available until expended, of which \$35,481,000 shall be available to carry out section 5309(e) of such title: Provided, That not less than \$510,000,000 shall be available for preliminary engineering, final design, and construction of projects that receive a Full Funding Grant Agreement during calendar year 2012: Provided further, That of the funds appropriated under this heading in Public Law 111-8, \$58,500,000 are hereby rescinded] *Of the funds made available for the Capital Investment Grants program, as authorized by Public Law 105-178, as amended, \$11,429,055 are hereby permanently cancelled: Provided, That no amounts may be cancelled from amounts that were designated by the Congress as an emergency requirement pursuant to the Concurrent Resolution on the Budget or the Balanced Budget and Emergency Deficit Control Act of 1985, as amended. (Department of Transportation Appropriations Act, 2012.)*



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

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

Identification code : 69-1134-X-1-401		2011	2012	2013
		Actual	Est.	Est.
<b>Obligations by program activity:</b>				
0001	Capital Investment Grants.....	1,548	2,295	1,317
0003	Lower Manhattan Recovery P.L. 107-206 .....	7	1	1
0004	Capital Investment Grants, Recovery Act.....	6	...	...
0799	Total direct obligations.....	1,561	2,296	1,318
0801	FEMA Reimbursable LMRO PL 107-206.....	...	90	8
0900	Total new obligations.....	1,561	2,386	1,326
<b>Budgetary resources:</b>				
Unobligated Balances:				
1000	Unobligated balance carried forward, Oct 1.....	2,582	2,376	1,882
1021	Recoveries of prior year unpaid obligations.....	51	...	...
1050	Unobligated balance (total).....	2,633	2,376	1,882
Budget Authority				
Appropriation, discretionary:				
1100	Appropriation.....	296	63	...
1120	Appropriation, transferred to other accounts [69-0130].....	-2	...	...
1120	Appropriation, transferred to other accounts...[69-1750].....	-6	...	...
1120	Appropriation, transferred to other accounts [95-1200].....	-5	-5	...
1130	Appropriations permanently reduced	-3	...	...
1131	Unobligated balance of appropriations permanently reduced ..	-280	-58	-11
1160	Appropriation, discretionary (total).....	1,304	1,892	-11
Appropriation, mandatory:				
1200	Appropriation.....	1,304	1,892	...
1260	Appropriation, mandatory (total).....	1,304	1,892	...
1900	Budget Authority (total).....	1,304	1,892	-11
1930	Total budgetary resources available.....	3,937	4,268	1,871
Memorandum (non-add)entries				
1941	Unexpired unobligated balance, end of year.....	2,376	1,882	545
<b>Changes in obligated balance:</b>				
Obligated balance, start of year (net):				
3000	Unpaid obligations, brought forward, Oct 1 (gross).....	3,814	3,398	3,714
3030	Obligations incurred, unexpired accounts.....	1,561	2,386	1,326
3040	Outlays (gross).....	-1,926	-2,070	-1,895
3080	Recoveries of prior year unpaid obligations,unexpired.....	-51	...	...
Obligated balance, end of year (net):				
3090	Unpaid obligations, end of year (gross).....	3,398	3,714	3,145
3100	Obligated balance, end of year (net):	3,398	3,714	3,145
<b>Budget authority and Outlays net:</b>				
Discretionary				
4000	Budget authority, gross.....	1,304	1,892	-11
Outlays, gross				
4010	Outlays from new discretionary authority.....	266	227	-11
4011	Outlays from discretionary balances.....	1,660	1,843	1,906
4020	Outlays, gross (total).....	1,926	2,070	1,895
4070	Budget authority, net (discretionary).....	1,304	1,892	-11
4080	Outlays, net (discretionary).....	1,926	2,070	1,895
Mandatory:				
4090	Budget authority, gross.....	1,304	1,892	...
Outlays, gross:				
4100	Outlays from new mandatory authority.....	266	227	...
4101	Outlays from mandatory balances.....	1,660	1,843	1,895
4110	Outlays, gross (total).....	1,926	2,070	2,126
4160	Budget authority, net (mandatory).....	1,304	1,892	...
4170	Outlays, net (mandatory).....	1,926	2,070	1,895
4180	Budget authority, net (total).....	1,304	1,892	-11
4190	Outlays net (total).....	1,926	2,070	1,895

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

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

		2011	2012	2013
Identification code : 69-1134-X-1-401		Actual	Est.	Est.
Direct obligations:				
11.11	Personnel compensation: Full-time permanent.....	1	1	1
25.2	Other Services.....	21	22	2
41.0	Grants, subsidies, and contributions.....	1,539	2,273	1,315
	Subtotal, obligations, Direct obligations.....	1,561	2,296	1,318
Reimbursable obligations:				
41.0	Grants, subsidies, and contributions.....	0	90	8
99.9	Total new obligations.....	1,561	2,386	1,326

**Employment Summary**

		2011	2012	2013
Identification code : 69-1134-0-1-401		Actual	Est.	Est.
Direct:				
	Direct civilian full-time equivalent employment.....	5	5	5

## **CAPITAL INVESTMENT GRANTS**

### **PROGRAM AND PERFORMANCE**

The Federal Transit Administration's (FTA) New Starts program is the Federal Government's primary source for capital investment in transit infrastructure that is planned, constructed and operated by State and local government entities. No funds are requested in this account for 2013. The Administration is proposing funding for these programs within multi-year surface transportation reauthorization. As part of that reauthorization proposal, programs currently administered from this account would be continued in a new Transit Expansion and Livable Communities account that would be funded from the Mass Transit Account of the Transportation Trust Fund.

Also for 2013, FTA proposes a cancellation of \$11 million of unobligated balances in this account appropriated prior to 2006 for buses and bus facilities.

## **ADMINISTRATIVE EXPENSES**

[For necessary administrative expenses of the Federal Transit Administration's programs authorized by chapter 53 of title 49, United States Code, \$98,713,000: Provided, That none of the funds provided or limited in this Act may be used to create a permanent office of transit security under this heading: Provided further, That upon submission to the Congress of the fiscal year 2013 President's budget, the Secretary of Transportation shall transmit to Congress the annual report on New Starts, including proposed allocations of funds for fiscal year 2013.] (Department of Transportation Appropriations Act, 2012.)

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

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

		2011	2012	2013
Identification code : 69-1120-X-1-401		Actual 1/	Est. 1/	Est. 2/
<b>Obligations by program activity:</b>				
0001	Administration expenses	99	99	...
0900	Total new obligations.....	99	99	
<b>Budgetary authority:</b>				
Appropriation, discretionary:				
1100	Appropriation.....	99	99	...
<b>Spending authority form offsetting collections, discretionary</b>				
1700	Offsetting collections (cash).....	...	...	...
1750	Spending authority from offsetting collections (total discretionary).....	...	...	...
1900	Total new budget authority (gross).....	99	99	0
<b>Change in obligated balances:</b>				
3000	Unpaid obligations, brought forward, Oct 1 (gross).....	13	13	12
3020	Obligated balance, start of year.....	13	13	12
3030	Obligations incurred, unexpired accounts.....	99	99	...
3031	Obligations incurred, expired accounts.....	5	...	...
3040	Total outlays (gross).....	-98	-100	-10
3081	Recoveries of prior year unpaid obligations, expired.....	-6	...	...
3090	Unpaid obligations, end of year (gross).....	13	12	2
3100	Obligated balance, end of year (net).....	13	12	2
<b>Budget authority and outlays, net:</b>				
<b>Discretionary:</b>				
4000	Budget authority, gross.....	99	99	...
4010	Outlays from new discretionary authority.....	88	89	...
4011	Outlays from discretionary balances.....	10	11	10
4020	Total outlays (gross).....	98	100	10
<b>Offsets:</b>				
Against gross budget authority and outlays:				
4030	Total, offsetting collections (cash)	...	...	...
<b>Net budget authority and outlays:</b>				
4070	Budget authority.....	99	99	...
4080	Outlays, net (discretionary).....	98	100	10
<b>Mandatory:</b>				
4090	Budget authority, gross.....	99	99	...
Outlays, gross:				
4100	Outlays from new mandatory authority.....	88	89	...
4101	Outlays from mandatory balances.....	10	11	10
4110	Outlays, gross (total).....	98	100	102
4160	Budget authority, net (mandatory).....	99	99	...
4170	Outlays, net (mandatory).....	98	100	10
4180	Budget authority, net (total).....	99	99	...
4190	Outlays, net (total).....	98	100	10

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

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

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

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

		2011	2012	2013
Identification code : 69-1120-X-1-401		Actual 1/	Est. 1/	Est. 2/
Direct obligations:				
Personnel Compensation:				
11.1	Full-time permanent.....	55	55	0
11.3	Other than full-time permanent.....	1	1	0
11.9	Total personnel compensation.....	56	56	0
12.1	Civilian personnel benefits.....	14	14	0
21.0	Travel and transportation of persons.....	2	2	0
23.1	Rental payments to GSA.....	7	7	0
23.3	Communications, utilities, and misc. charges.....	1	1	0
25.2	Other services.....	14	14	0
25.3	Other services - Federal Sources.....	4	4	0
31.0	Equipment.....	1	1	0
99.0	Total new obligations.....	99	99	0

		2011	2012	2013
Identification code : 69-1120-X-1-401		Actual	Est.	Est.
Direct:				
	Total compensable workyears: Full-time equivalent employment.....	529	523	0

1/ based upon the pre-reauthorization structure and funding sources.

2/ based on reauthorization proposal which changes the source of funds from appropriated to trust fund

## **ADMINISTRATIVE EXPENSES**

### **PROGRAM AND PERFORMANCE**

The Federal Transit Administration administrative expenses include the salaries, benefits and administrative overhead of the staffing level necessary to support the agency's operations. No funds are requested in this account for 2013. The Administration is proposing funding for these programs within multi-year surface transportation reauthorization. As part of that reauthorization proposal, programs currently administered from this account would be continued in a new Operations and Safety account that would be funded from the Mass Transit Account of the Transportation Trust Fund.

## **RESEARCH AND UNIVERSITY RESEARCH CENTERS**

[For necessary expenses to carry out 49 U.S.C. 5306, 5312-5315, 5322, and 5506, \$44,000,000, to remain available until expended: Provided, That \$6,500,000 is available to carry out the transit cooperative research program under section 5313 of title 49, United States Code, \$3,500,000 is available for the National Transit Institute under section 5315 of title 49, United States Code, and \$4,000,000 is available for the university transportation centers program under section 5506 of title 49, United States Code: Provided further, That \$25,000,000 is available to carry out innovative research and demonstrations of national significance under section 5312 of title 49, United States Code.] (Department of Transportation Appropriations Act, 2012.)



**DEPARTMENT OF TRANSPORTATION  
FEDERAL TRANSIT ADMINISTRATION  
NATIONAL RESEARCH AND TECHNOLOGY**

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

Identification code : 69-1137-X-1-401	2011 Actual	2012 Est.	2013 Est.
<b>Obligations by program activity:</b>			
0100	59	59	35
0801	9	9	9
0900	68	68	44
<b>Budgetary resources available for obligation:</b>			
1000	105	101	82
1021	3	5	5
1050	108	106	87
<b>New budget authority (gross), detail:</b>			
Budget authority:			
Appropriation, discretionary:			
1100	59	44	...
1160	59	44	...
Spending authority from offsetting collections:			
discretionary:			
1700	10	...	...
1701	-8	...	...
1750	2	...	...
1900	61	44	...
1930	169	150	87
Memorandum (non-add) entries:			
1941	101	82	43
<b>Change in obligated balance:</b>			
Obligated balance, start of year (net):			
3000	104	108	93
3010	-52	-44	-44
3020	52	64	49
3030	68	68	44
3040	-61	-78	-76
3050	8	...	...
3080	-3	-5	-5
Obligated balance, end of year (net):			
3090	108	93	56
3091	-44	-44	-44
3100	64	49	12
<b>Budget authority and outlays, net:</b>			
<b>Discretionary:</b>			
40.00	61	44	...
Outlays, gross:			
40.10	8	9	...
40.11	53	69	76
40.20	61	78	76

(Continued on next page)  
**DEPARTMENT OF TRANSPORTATION  
 FEDERAL TRANSIT ADMINISTRATION  
 NATIONAL RESEARCH AND TECHNOLOGY**

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

Identification code : 69-1137-0-1-401	2011 Actual	2012 Est.	2013 Est.
<b>Offsets against gross budget authority and outlays:</b>			
Offsetting collections collected from:			
40.30			
	Federal sources.....	-10	...
<b>Additional Offsets against gross budget authority only:</b>			
40.50			
	Change in uncollected customer payments, Fed sources, unexpired.....	8	...
<b>Net budget authority and outlays:</b>			
40.70			
	Budget authority.....	59	44
40.80			
	Outlays.....	51	78

**DEPARTMENT OF TRANSPORTATION  
 FEDERAL TRANSIT ADMINISTRATION  
 NATIONAL RESEARCH AND TECHNOLOGY**

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

Identification code : 69-1137-X-1-401	2011 Actual	2012 Est.	2013 Est.
<b>Direct obligations:</b>			
25.5			
	Research and development contracts.....	17,326	17,000
41.0			
	Grants, subsidies and contributions.....	42,011	42,000
99.0			
	Subtotal, obligations, Direct obligations	59,337	59,000
<b>Reimbursable obligations:</b>			
25.5			
	Research and development contracts.....	1,205	1,205
41.0			
	Grants, subsidies and contributions.....	7,685	8,000
99.9			
	Total new obligations.....	68,227	68,205

## **RESEARCH AND UNIVERSITY RESEARCH CENTERS**

### **PROGRAM AND PERFORMANCE**

The Federal Transit Administration research programs include discretionary grant support for the National Research Program, Transit Cooperative Research, the National Transit Institute, and University Transportation Centers' research. No funds are requested in this account for 2013. The Administration is proposing funding for these programs within multi-year surface transportation reauthorization. As part of that reauthorization proposal, programs currently administered from this account would be continued in a new Research and Technology Deployment account that would be funded from the Mass Transit Account of the Transportation Trust Fund.

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

### **PROGRAM AND PERFORMANCE**

This program complements Federal Transit Administration's other capital assistance programs by providing capital grants for investments that contribute to reductions in energy consumption and/or greenhouse gas emissions by public transportation operations. The 2013 Budget proposes funding for these grants in a new Research and Technology Deployment account funded from the Mass Transit Account of the Transportation Trust Fund.

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

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

Identification code : 69-1131-0-1-401	2011 Actual	2012 Est.	2013 Est.
<b>Obligations by program activity:</b>			
0001	59	53	13
0900	59	53	13
<b>Budget Resources:</b>			
Unobligated balance:			
1000	75	66	13
<b>Budget Authority:</b>			
Appropriation, discretionary:			
1100	50	.....	.....
1160	50	.....	.....
1930	175	66	13
<b>Change in obligated balances:</b>			
Obligated balance, start of year (net).....			
3000		59	104
3030	59	53	13
3040	0	-8	-25
3090			
3100	59	104	92
<b>Net budget authority and outlays:</b>			
4180	50	.....	.....
4190	0	8	25

**FIXED GUIDEWAY INFRASTRUCTURE INVESTMENT, RECOVERY ACT  
PROGRAM AND PERFORMANCE**

The American Recovery and Reinvestment Act of 2009 provided \$750 million to fund fixed guideway modernization grants to create jobs to bolster the American economy. The funds were apportioned under the existing multi-tiered allocation formula. The funds were used for eligible capital projects including the purchase or rehabilitation of rail rolling stock and the construction or rehabilitation of transit guideway systems, passenger facilities, maintenance facilities and security systems.

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

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

Identification code : 69-1102-0-1-401	2011 Actual	2012 Est.	2013 Est.
<b>Obligations by program activity:</b>			
0001 Urban Area Formula Grants.....	4	...	...
0900 Total new obligations.....	4		
<b>Budgetary resources available for obligation:</b>			
Unobligated balances:			
1000 Unobligated balance carried forward, start of year	4	...	...
Budget Authority:			
1160 Appropriation discretionary (total).....	...		
1930 Total Budgetary resources available.....	4	...	...
Memorandum (non-add) entires:			
<b>Change in obligated balances:</b>			
Obligated balance, start of year (net):			
3000 Unpaid obligations, brought forward, Oct 1 (gross).....	423	220	88
3030 Obligations incurred, unexpired accounts.....	4	...	...
3040 Outlays (gross).....	-207	-132	-88
Obligated balance, end of year (net):			
3090 Unpaid Obligations, end of year (gross).....	220	88	...
3100 Obligated balance, end of year (net).....	220	88	...
<b>Budget Authority and outlays, net:</b>			
Discretionary:			
Outlays (gross):			
4011 Outlays from new discretionary authority.....	207	132	88
4080 Outlays, net (discretionary) .....	207	132	88
4180 Budget authority, net (total).....	...	...	...
4190 Outlays, net (total).....	207	132	88

**TRANSIT CAPITAL ASSISTANCE, RECOVERY ACT**  
**PROGRAM AND PERFORMANCE**

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



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

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

Identification code : 69-1101-0-1-401	2011 Actual	2012 Est.	2013 Est.
<b>Obligations by program activity:</b>			
0005	31	11	....
0900	31	11	---
<b>Budgetary resources:</b>			
Unobligated balance:			
1000	42	11	....
1930	42	11	....
<b>Memorandum (non-add) entries:</b>			
1941	11	....	....
<b>Change in obligated balances:</b>			
3000	4,214	2,140	864
3030	31	11	....
3040	-2,105	-1,287	-864
3090	2,140	864	....
3100	2,140	864	....
<b>Outlays (gross), detail:</b>			
4011	2,105	1,287	864
4080	2,105	1,287	864
<b>Net budget authority and outlays:</b>			
4180	...	...	...
4190	2,105	1,287	864

**DISCRETIONARY GRANTS (Transportation Trust Fund, Mass Transit Acct)**

**PROGRAM AND PERFORMANCE**

In 2013, no additional liquidating cash is requested to pay previously incurred obligations in the Discretionary Grants account.

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

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

Identification code : 69-8191-0-7-401	2011 Actual	2012 Est.	2013 Est.
<b>Obligations by program activity:</b>			
0001 Discretionary grants.....	1	2	2
0900 Total new obligations (object class 41.0).....	1	2	2
<b>Budgetary resources available for obligation:</b>			
Unobligated balance:			
1000 Unobligated balance carried forward, start of year .....	5	5	3
1021 Resources available from recoveries of prior year obligations	1	...	...
1050 Unobligated balance (total).....	6	5	3
1930 Total budgetary resources available.....	6	5	3
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year.....	5	3	1
<b>Change in obligated balances:</b>			
Obligated balance, start of year (net):			
3000 Unpaid obligations, brought forward, Oct 1 (gross).....	61	36	25
3030 Obligations incurred, unexpired accounts.....	1	2	2
3040 Outlays (gross).....	-25	-13	-13
3080 Recoveries of prior year obligations, unexpired.....	-1	...	...
3090 Unpaid obligations, end of year (gross).....	36	25	14
<b>Budget authority and outlays, net:</b>			
Discretionary:			
Outlays, gross:			
4011 Outlays from new discretionary balances.....	25	13	13
4180 Budget authority, net (total).....	...	...	...
4190 Outlays, net (total).....	25	13	13
<b>Memorandum (non-add) entries:</b>			
5054 Fund balance in excess of liquidating requirements, SOY			
Contract authority.....	38	38	38
5055 Fund balance in excess of liquidating requirements, EOY			
Contract authority.....	38	38	38
5061 Limitation on obligations (Transportation Trust Fund).....	...	...	...

Administrative Expenses

Estimates		Appropriations + Oblimits	
1990	---	1990	31,809,000
1991	35,402,000	1991	32,583,000
1992	40,365,000 <sup>1</sup>	1992	37,000,000
1993	14,139,000 <sup>20</sup>	1993	38,520,000 <sup>14</sup>
1993 (Supp.) rescission	0	1993 (Supp.) rescission	-305,000
1994	21,295,000 <sup>21</sup>	1994	39,457,000 <sup>16</sup>
1995	43,060,000	1995	42,315,700 <sup>2</sup>
1996	44,202,000 <sup>3</sup>	1996	40,722,000 <sup>4</sup>
1997	43,652,000	1997	41,825,849 <sup>5</sup>
1998	47,018,000 <sup>1</sup>	1998	45,614,000 <sup>6</sup>
1999	48,142,000 <sup>1</sup>	1999	53,338,000 <sup>7,9,11</sup>
2000	60,000,000 <sup>8</sup>	2000	59,562,000 <sup>8,12</sup>
2001	64,000,000 <sup>10</sup>	2001	63,859,200 <sup>13</sup>
2002	67,000,000 <sup>15</sup>	2002	67,000,000 <sup>15</sup>
2003	76,586,000 <sup>17</sup>	2003	72,525,500 <sup>17,19</sup>
2004	76,500,000 <sup>18</sup>	2004	75,054,550 <sup>21,22</sup>
2005	79,931,000	2005	76,423,000 <sup>23,24,25</sup>
2006	83,500,000	2006	79,200,000 <sup>26</sup>
2007	85,000,000	2007	85,000,000
2008	89,300,000	2008	89,300,000
2009	94,413,000	2009	94,413,000
2010	97,478,000	2010	98,911,000
2011	113,559,000	2011	98,713,000 <sup>27</sup>
2012	0	2012	98,713,000

- <sup>1</sup> Budget proposes account to be funded from the Mass Transit Account of the Highway Trust Fund.
- <sup>2</sup> Reflects reductions of \$123,000 for working capital fund (sec. 330), \$95,000 for bonuses and awards (sec. 331), and \$59,000 for procurement reform (sec. 323); and transfer of \$188,300 for consolidated civil rights office (P. L. 103-331); reflects reduction of \$279,000 pursuant to P. L. 104-19.
- <sup>3</sup> Proposed legislation would replace this with funding through the Unified Transportation Infrastructure Investment Program.
- <sup>4</sup> Reflects reduction of \$1,278,000 for working capital funds, bonuses and awards, and field office consolidation.
- <sup>5</sup> Reflects reduction of \$451,135 for TASC (sec. 321) and \$4 for awards (sec. 346). Excludes \$779,988 in obligated balances transferred from Formula Grants.
- <sup>6</sup> Reflects reduction of \$124,000 for TASC (sec. 320).
- <sup>7</sup> Of which \$43,200,000 to be funded from the mass transit account of the Highway Trust Fund; includes obligation limitation.
- <sup>8</sup> Of which \$48,000,000 to be funded from the mass transit account of the Highway Trust Fund; includes obligation limitation.
- <sup>9</sup> Reflects reduction of \$912,000 for TASC (sec. 320).
- <sup>10</sup> Of which \$51,200,000 to be funded from the mass transit account of the Highway Trust Fund; includes obligation limitation.
- <sup>11</sup> Includes \$250,000 in Y2K emergency funding.
- <sup>12</sup> Reflects reduction of \$438,000 for TASC (sec. 319).
- <sup>13</sup> Reflects reduction of \$140,800 (.22%) pursuant to section 1403 of P. L. 106-554; includes obligation limitation.
- <sup>14</sup> Includes \$25,120,000 derived from the mass transit account of the Highway Trust Fund.
- <sup>15</sup> Of which \$53,600,000 to be funded from the mass transit account of the Highway Trust Fund; includes obligation limitation.
- <sup>16</sup> Includes \$18,162,000 derived from the mass transit account of the Highway Trust Fund.
- <sup>17</sup> Of which \$58,400,000 to be funded from the mass transit account of the Highway Trust Fund; includes obligation limitation. Reflects increase of \$3,586,000 for accruing Employee Pension and Health Benefits.
- <sup>18</sup> Does not reflect \$4,325,223 for accruing Employee Pension and Health Benefits.
- <sup>19</sup> Reflects reduction of \$474,500 (.65%) pursuant to section 601 of P. L. 108-7; includes obligation limitation. Does not include accruing Employee Pension and Health Benefits.
- <sup>20</sup> Does not include \$27,748,000 derived from the mass transit account of the Highway Trust Fund.
- <sup>21</sup> Reflects reduction of \$445,450 (.59%) pursuant to section 168 (b) of P.L. 108-199, the Consolidated Appropriations Act, 2004.
- <sup>22</sup> Includes obligation limitation of \$60,043,640 derived from the mass transit account of the Highway Trust Fund.
- <sup>23</sup> Reflects reduction of \$953,000 for working capital fund included in sec. 197 of P.L. 108-447, Consolidated Appropriations Act, 2005.
- <sup>24</sup> Reflects reduction of \$624,000 (0.8%) pursuant to Div J, sec. 122 of P.L. 108-447, the Consolidated Appropriations Act, 2005.
- <sup>25</sup> Includes obligation limitation of \$67,704,000 derived from the mass transit account of the Highway Trust Fund.
- <sup>26</sup> Reflects reduction of \$800,000 (1%) pursuant to Div B, Title III, Chapter 8, Sec 3801 of the Defense Appropriations Act, P.L. 109-148.
- <sup>27</sup> Appropriated amounts are net of .2 percent across the board rescission in PL 112-10.

Formula Grants

Estimates		Appropriations	
1990	0 <sup>1</sup>	1990	1,625,110,000
1991	1,076,800,000	1991	1,605,000,000
1992	0 <sup>1</sup>	1992	1,520,000,000
1993	541,299,000	1993	650,975,000
1993 (Supp.)	466,490,000		
1994	1,324,916,000	1994	1,284,916,000
1994 Investment	[699,000,000]		
1995	1,715,050,000	1995	1,341,911,000 <sup>2</sup>
1996	1,744,200,000 <sup>3</sup>	1996	941,975,000 <sup>4</sup>
1997	221,122,000	1997	490,000,000
1998	0 <sup>1</sup>	1998	240,000,000
1999	0	1999	519,200,000 <sup>5,6</sup>
2000	619,600,000	2000	569,600,000 <sup>7</sup>
2001	669,000,000	2001	616,640,400 <sup>8,9,10</sup>
2002	718,400,000	2002	668,307,000 <sup>11,13</sup>
2002	0 <sup>12</sup>	2002	23,500,000 <sup>12</sup>
2003	767,800,000	2003	713,134,300 <sup>11,15</sup>
2004	0 <sup>14</sup>	2004	763,269,980 <sup>16</sup>
2005	0 <sup>14</sup>	2005	450,389,824 <sup>17,18</sup>
2006	0	2006	0
2007 (Supp.)	0	2007 (Supp.)	35,000,000 <sup>19</sup>
2013	-72,495,539 <sup>20</sup>	2013	

<sup>1</sup> Proposed to be funded out of the mass transit account of the Highway Trust Fund.

<sup>2</sup> Reflects reduction of \$89,000 for procurement reform (sec. 323), transfer of \$8,000,000 to transit research and planning.

<sup>3</sup> Proposed legislation would replace this with funding through the Unified Transportation Infrastructure Investment Program.

<sup>4</sup> Reflects reduction of \$950,000 for working capital funds, bonuses and awards, and field office consolidation.

<sup>5</sup> Reflects transfer of \$50,000,000 to Capital Investment Grants pursuant to P. L. 105-277.

<sup>6</sup> Reflects transfer of \$800,000 to OIG pursuant to P. L. 105-277.

<sup>7</sup> Reflects transfer of \$50,000,000 to Capital Investment Grants pursuant to P. L. 106-69.

<sup>8</sup> Reflects transfer of \$50,000,000 to Capital Investment Grants pursuant to P. L. 106-346.

<sup>9</sup> Reflects transfer of \$1,000,000 to OIG pursuant to P. L. 106-346.

<sup>10</sup> Reflects reduction of \$1,359,600 (.22%) pursuant to section 1403 of P. L. 106-554.

<sup>11</sup> Reflects transfer of \$50,000,000 to Capital Investment Grants pursuant to P. L. 107-87.

<sup>12</sup> Emergency funds appropriated, Department of Defense Appropriations/Emergency Supplemental, P.L. 107-117.

<sup>13</sup> Reflects rescission of \$93,000 pursuant to P.L. 107-206.

<sup>14</sup> Proposed to be funded in Formula Grants and Research out of the mass transit account of the Highway Trust Fund.

<sup>15</sup> Reflects reduction of \$4,990,700 (.65%) pursuant to section 601 of P. L. 108-7, reflect transfer of \$49,675,000 to Capital Investment Grants.

<sup>16</sup> Reflects reduction of \$4,530,020 (.59%) pursuant to section 168 (b) of P.L. 108-199, the Consolidated Appropriations Act, 2004.

<sup>17</sup> Reflects reduction of \$4,032,176 (0.8%) pursuant to Div J, sec. 122 of P.L. 108-447, the Consolidated Appropriations Act, 2005.

<sup>18</sup> Reflects transfer of \$50,000,000 (\$49,600,000) net rescission to Capital Investment Grants pursuant to P.L. 108-447.

<sup>19</sup> Reflects \$35,000,000 supplemental pursuant to U.S. Troop Readiness, Veterans' Care, Katrina Recovery, and Iraq Accountability Appropriations Act, 2007, Chapter 8 of Title IV - Additional Hurricane Disaster Relief and Recovery, P.L. 110-28.

<sup>20</sup> The Administration proposes to cancel unobligated balances of prior year appropriations in FY 2013.

Formula Grants  
(Limitation on Obligations)  
(Highway Trust Fund, Mass Transit Account)

	Estimates		Limitation
1990	1,523,000,000	1990	69,790,000
1991	0	1991	235,000,000
1992	2,599,908,000	1992	463,734,000
1993	1,062,274,000	1993	1,049,025,000
1994	1,129,951,000	1994	1,129,951,000
1995	1,150,000,000	1995	1,150,000,000
1996	1,120,850,000	1996	1,109,853,000 <sup>10</sup>
1997	1,930,850,000	1997	1,659,185,000
1998	3,409,500,000 <sup>1</sup>	1998	2,260,000,000
1999	0 <sup>2</sup>	1999	2,280,000,000 <sup>5</sup>
2000	2,960,670,000 <sup>3</sup>	2000	2,478,400,000 <sup>6,8</sup>
2001	2,676,000,000 <sup>4</sup>	2001	2,670,112,800 <sup>7,12</sup>
2002	2,873,600,000 <sup>9</sup>	2002	2,873,600,000 <sup>9,13,14</sup>
2003	3,071,200,000 <sup>11</sup>	2003	3,051,237,200 <sup>11,16,17,18</sup>
2004	0 <sup>15</sup>	2004	3,053,079,920 <sup>19</sup>
2005	0 <sup>15</sup>	2005	3,499,927,776 <sup>20</sup>

- <sup>1</sup> Proposed to be derived from the mass transit account of the Highway Trust Fund.
- <sup>2</sup> Proposed to be funded from the mass transit account of the Highway Trust Fund.
- <sup>3</sup> Excludes \$619,600,000 proposed appropriations.
- <sup>4</sup> Excludes \$669,000,000 proposed appropriations.
- <sup>5</sup> Excludes \$519,200,000 appropriations.
- <sup>6</sup> Excludes \$569,600,000 appropriations.
- <sup>7</sup> Excludes \$618,000,000 appropriations; reflects reduction of \$5,887,200 (.22%) pursuant to section 1403 of P. L. 106-554.
- <sup>8</sup> Excludes \$1,592,535,882 in FHWA transfers.
- <sup>9</sup> Excludes \$718,400,000 appropriations.
- <sup>10</sup> Reflects reduction of \$147,000 pursuant to section 31002 P. L. 104-134.
- <sup>11</sup> Excludes \$767,800,000 proposed appropriations.
- <sup>12</sup> Excludes \$1,230,831,761 in FHWA transfers.
- <sup>13</sup> Excludes \$1,117,456,037 in FHWA transfers.
- <sup>14</sup> Excludes \$2,356,510 in FTA transfers to FHWA.
- <sup>15</sup> Proposed to be funded in Formula Grants and Research out of the mass transit account of the Highway Trust Fund.
- <sup>16</sup> Reflects reduction of \$19,652,800 (.65%) pursuant to section 601 of P. L. 108-7
- <sup>17</sup> Excludes \$1,007,401,850 in FHWA transfers, including unobligated balance transfer of \$2,000,000 pursuant to sec. 377 P.L.108-7.
- <sup>18</sup> Excludes \$1,435,902 in FTA transfers to FHWA.
- <sup>19</sup> Reflects reduction of \$18,120,080 (.59%) pursuant to section 168(b) of P.L. 108-199, the Consolidated Appropriations Act, 2004.
- <sup>20</sup> Reflects reduction of \$28,225,224 (0.8%) pursuant to Div J, sec. 122 of P.L. 108-447, the Consolidated Appropriations Act, 2005.

University Transportation Research

Estimates		Appropriations + Oblimits	
1990	---	1990	4,930,000 <sup>11</sup>
1991	---	1991	5,000,000 <sup>11</sup>
1992	6,000,000 <sup>1</sup>	1992	6,985,000 <sup>11</sup>
1993	2,025,000	1993	6,000,000 <sup>8</sup>
1994	3,238,000	1994	6,000,000 <sup>9</sup>
1995	6,000,000	1995	6,000,000
1996	6,000,000 <sup>1</sup>	1996	6,000,000
1997	6,000,000	1997	6,000,000
1998	6,000,000 <sup>2</sup>	1998	6,000,000
1999	6,000,000 <sup>3</sup>	1999	6,000,000 <sup>4</sup>
2000	6,000,000 <sup>4</sup>	2000	6,000,000 <sup>4</sup>
2001	6,000,000 <sup>4</sup>	2001	5,986,800 <sup>5,6</sup>
2002	6,000,000 <sup>7</sup>	2002	6,000,000 <sup>7</sup>
2003	6,000,000 <sup>7</sup>	2003	5,961,000 <sup>7,12</sup>
2004	0 <sup>10</sup>	2004	5,964,600 <sup>13,14</sup>
2005	0 <sup>10</sup>	2005	5,952,000 <sup>15,16</sup>
2013	-292,554 <sup>17</sup>	2013	

<sup>1</sup> Proposed legislation would replace this with funding through the Unified Transportation Infrastructure Investment Program.

<sup>2</sup> Proposed to be funded under Transit Planning and Research.

<sup>3</sup> Proposed to be funded under Transit Planning and Research mass transit account of the Highway Trust Fund.

<sup>4</sup> Includes \$4,800,000 Trust Fund; includes obligation limitation.

<sup>5</sup> Includes \$4,789,440 Trust Fund.

<sup>6</sup> Reflects reduction of \$13,200 (.22%) pursuant to section 1403 of P. L. 106-554; includes obligation limitation.

<sup>7</sup> Includes \$4,800,000 Trust Fund; includes obligation limitation.

<sup>8</sup> Includes \$3,975,000 Trust Fund; includes obligation limitation.

<sup>9</sup> Includes \$2,762,000 Trust Fund; includes obligation limitation.

<sup>10</sup> Proposed to be funded in Formula Grants and Research out of the mass transit account of the Highway Trust Fund.

<sup>11</sup> Funded from the mass transit account of the Highway Trust Fund.

<sup>12</sup> Reflects reduction of \$39,000 (.65%) pursuant to section 601 of P. L. 108-7; includes obligation limitation.

<sup>13</sup> Reflects reduction of \$35,400 (.59%), pursuant to section 168(b) of P. L. 108-199, the Consolidated Appropriations Act, 2004.

<sup>14</sup> Includes obligation limitation of \$4,771,680 derived from the mass transit account of the Highway Trust Fund.

<sup>15</sup> Reflects reduction of \$48,000 (0.8%) pursuant to Div J, sec. 122 of P.L. 108-447, the Consolidated Appropriations Act, 2005.

<sup>16</sup> Includes obligation limitation of \$5,208,000 derived from the mass transit account of the Highway Trust Fund.

<sup>17</sup> The Administration proposes to cancel unobligated balances of prior year appropriations in FY 2013.

Job Access and Reverse Commute Grants

	Estimates		Appropriations + Oblimits
1999	0	1999	75,000,000 <sup>3</sup>
2000	150,000,000 <sup>1,4</sup>	2000	75,000,000 <sup>4</sup>
2001	150,000,000 <sup>2,5</sup>	2001	99,780,000 <sup>6,7</sup>
2002	125,000,000 <sup>8</sup>	2002	125,000,000 <sup>8</sup>
2003	150,000,000 <sup>9</sup>	2003	104,317,500 <sup>9,11</sup>
2004	0 <sup>10</sup>	2004	124,262,500 <sup>12,13</sup>
2005	0 <sup>10</sup>	2005	124,000,000 <sup>14,15</sup>
2013	-14,661,719 <sup>16</sup>	2013	

<sup>1</sup> Includes \$75,000,000 in revenue aligned budget authority.

<sup>2</sup> Includes \$50,000,000 in revenue aligned budget authority.

<sup>3</sup> Includes \$40,000,000 Trust Fund and \$25,000,000 discretionary GF approp; includes obligation limitation.

<sup>4</sup> Includes \$60,000,000 Trust Fund; includes obligation limitation.

<sup>5</sup> Includes \$80,000,000 Trust Fund; includes obligation limitation.

<sup>6</sup> Includes \$79,824,000 Trust Fund.

<sup>7</sup> Reflects reduction of \$220,000 (.22%) pursuant to section 1403 of P. L. 106-554; includes obligation limitation.

<sup>8</sup> Includes \$100,000,000 Trust Fund; includes obligation limitation.

<sup>9</sup> Includes \$120,000,000 Trust Fund; includes obligation limitation.

<sup>10</sup> Proposed to be funded in Formula Grants and Research out of the mass transit account of the Highway Trust Fund.

<sup>11</sup> Reflects reduction of \$975,000 (.65%) pursuant to section 601 of P. L. 108-7; includes obligation limitation. Reflects transfer of \$44,707,500 to Capital Investment Grants.

<sup>12</sup> Reflects reduction of \$737,500 (.59%) pursuant to section 168 (b) of P.L. 108-199, the Consolidated Appropriations Act, 2004.

<sup>13</sup> Includes obligation limitation of \$99,410,000 derived from the mass transit account of the Highway Trust Fund.

<sup>14</sup> Reflects reduction of \$1,000,000 (0.8%) pursuant to Div J, sec. 122 of P.L. 108-447, the Consolidated Appropriations Act, 2005.

<sup>15</sup> Includes obligation limitation of \$108,500,000 derived from the mass transit account of the Highway Trust fund.

<sup>16</sup> The Administration proposes to cancel unobligated balances of prior year appropriations in FY 2013.



Washington Metropolitan Area Transit Authority

Estimates		Appropriations	
1990	42,000,000	1990	84,745,000
1991	38,000,000	1991	64,100,000
1992	80,000,000	1992	124,000,000
1993	182,000,000	1993	170,000,000
1994	200,000,000	1994	200,000,000
1995	200,000,000	1995	200,000,000
1996	200,000,000 <sup>1</sup>	1996	200,000,000
1997	200,000,000	1997	200,000,000
1998	0 <sup>2</sup>	1998	200,000,000
1999	0 <sup>2</sup>	1999	50,000,000
2000	0	2000	0
2009	0	2009	150,000,000
2010	150,000,000	2010	150,000,000
2011	150,000,000	2011	149,700,000 <sup>3</sup>
2012	150,000,000	2012	150,000,000
2013	-523,000 <sup>4</sup>	2013	

<sup>1</sup> Proposed legislation would replace this with funding through the Unified Transportation Infrastructure Investment Program.

<sup>2</sup> Proposed to be derived from the mass transit account of the Highway Trust Fund.

<sup>3</sup> Appropriated amounts are net of .2 percent across the board rescission in PL 112-10.

<sup>4</sup> The Administration proposes to cancel unobligated balances of prior year appropriations in FY 2013.

Interstate Transfer Grants - Transit

	Estimates		Appropriations
1990	---	1990	159,520,000
1991	---	1991	149,000,000
1992	---	1992	160,000,000
1993	82,000,000	1993	75,000,000
1994	45,000,000	1994	45,000,000
1995	38,530,000	1995	48,030,000
1999	0	1999 Rescission	-600,000
2005	0	2005	0 <sup>1</sup>
2013	-2,661,568 <sup>2</sup>	2013	

<sup>1</sup> Does not include transfer of unobligated balance pursuant to section 164 of P.L. 108-447, Consolidated Appropriations Act, 2005.

<sup>2</sup> The Administration proposes to cancel unobligated balances of prior year appropriations in FY 2013.

Capital Investment Grants

Estimates		Appropriations	
1999	451,400,000	1999	501,400,000 <sup>1</sup>
2000	490,200,000	2000	537,747,303 <sup>2,3</sup>
2001	529,200,000	2001	577,925,760 <sup>4,5</sup>
2002	568,200,000	2002	618,200,000 <sup>6</sup>
2002	0 <sup>7,8</sup>	2002	1,900,000,000 <sup>7,8</sup>
2003	607,200,000	2003	682,733,200 <sup>10</sup>
2004		2004	623,797,750 <sup>11</sup>
2005		2005	463,614,176 <sup>12,13</sup>
2006		2006	1,440,681,660 <sup>14,15</sup>
2007	1,466,000,000	2007	1,566,000,000
2008	1,399,818,000	2008	1,569,091,997
2009	1,620,828,893	2009	1,809,250,000 <sup>16</sup>
2010	1,827,343,000 <sup>18</sup>	2010	2,000,000,000 <sup>17</sup>
2011	1,820,112,000 <sup>18</sup>	2011	1,304,064,000 <sup>17, 19</sup>
2012	0	2012	1,891,500,000 <sup>20</sup>
2013	-11,429,055 <sup>21</sup>	2013	

- <sup>1</sup> Reflects transfer of \$50,000,000 from Formula Grants pursuant to P. L. 105-277.
- <sup>2</sup> Reflects transfer of \$50,000,000 from Formula Grants pursuant to P. L. 106-69.
- <sup>3</sup> Reflects transfer of \$2,452,697 from New Starts to TPR National Research pursuant to P. L. 106-069.
- <sup>4</sup> Reflects transfer of \$50,000,000 from Formula Grants pursuant to P. L. 106-346.
- <sup>5</sup> Reflects reduction of \$1,274,240 (.22%) pursuant to section 1403 of P. L. 106-554.
- <sup>6</sup> Reflects transfer of \$50,000,000 from Formula Grants pursuant to P. L. 107-87.
- <sup>7</sup> Emergency Supplemental funds, Department of Defense Appropriations/Emergency Supplemental, P.L. 107-117.
- <sup>8</sup> Supplemental Appropriations Act for Further Recovery From and Response To Terrorist Attacks, P.L. 107-206
- <sup>9</sup> Proposed to be funded in Major Capital Investment Grants.
- <sup>10</sup> Reflects reduction of \$3,946,800 (.65%) pursuant to section 601 of P. L. 108-7, includes \$29,805,000 transfers from Job Access and Reverse Commute and \$49,675,000 from Formula Grants. Does not include transfer to Maritime Admin.
- <sup>11</sup> Reflects reduction of \$3,702,250 (.59%) pursuant to section 168 (b) of P.L. 108-199, the Consolidated Appropriations Act, 2004.
- <sup>12</sup> Reflects reduction of \$3,338,824 (0.8%) pursuant to Div J, sec. 122 of P.L. 108-447, the Consolidated Appropriations Act, 2005.
- <sup>13</sup> Does not reflect transfers of unobligated balances included in sections 169, 171, 175, and 531 of P.L. 108-447, the Consolidated Appropriations Act, 2005.
- <sup>14</sup> Reflects reduction of \$14,552,340 (1%) pursuant to Div B, Title III, Chapter 8, sec. 3801, P.L. 109-148, the Defense Appropriation Act, 2006
- <sup>15</sup> Does not reflect transfers of \$47,288,340 from Formula and Bus Grants P.L. 109-115, the "DOT Appropriations Act, 2006"
- <sup>16</sup> Does not reflect the transfer of \$2,000,000 to the DOT Office of Inspector General from section 5327(c) pursuant to P.L. 111-8, Omnibus Appropriations Act, 2009, Div. I, Title I.
- <sup>17</sup> Does not reflect \$2,000,000 transfer to the DOT Inspector General, pursuant to Omnibus Appropriations Act, 2009 (Pub Law 111-8) Division I, from funds available to execute contracts under 5327(c).
- <sup>18</sup> Does not reflect \$2,000,000 proposed transfer to the DOT Inspector General from funds available to execute contracts under 5327(c).
- <sup>19</sup> Appropriated amounts are net of .2 percent across the board rescission in PL 112-10.
- <sup>20</sup> Net amount after transfers and rescissions.
- <sup>21</sup> The Administration proposes to cancel unobligated balances of prior year appropriations in FY 2013.

Capital Investment Grants

	Estimates		Limitations
1999	1,805,600,000 <sup>8</sup>	1999	1,805,600,000
2000	1,960,800,000 <sup>9</sup>	2000	1,943,419,186 <sup>1</sup>
		2000	5,977,000 <sup>2,3</sup>
		2000	5,000,000 <sup>4</sup>
2001	2,116,800,000 <sup>10</sup>	2001	2,112,143,040 <sup>5</sup>
		2001	4,490,100 <sup>6,7</sup>
2002	2,272,800,000 <sup>11</sup>	2002	2,272,800,000 <sup>11</sup>
2003	2,428,800,000 <sup>12</sup>	2003	2,427,915,300 <sup>14</sup>
2004	<sup>13</sup>	2004	2,495,191,000 <sup>15</sup>
2005	<sup>13</sup>	2005	2,898,100,224 <sup>16</sup>

<sup>1</sup> Reflects reduction of \$17,381,014 pursuant to P. L. 106-113.

<sup>2</sup> Trust fund appropriation P. L. 106-113 not subject to limitation.

<sup>3</sup> Reflects reduction of \$22,800 pursuant to P. L. 106-113.

<sup>4</sup> Trust fund appropriation P. L. 106-246 not subject to limitation.

<sup>5</sup> Reflects reduction of \$4,656,960 (.22%) pursuant to section 1403 of P. L. 106-554.

<sup>6</sup> Trust fund appropriation P. L. 106-554 not subject to limitation.

<sup>7</sup> Reflects reduction of \$9,900 (.22%) pursuant to section 1403 of P. L. 106-554.

<sup>8</sup> Excludes \$451,400,000 proposed appropriations.

<sup>9</sup> Excludes \$490,200,000 proposed appropriations.

<sup>10</sup> Excludes \$529,200,000 proposed appropriations.

<sup>11</sup> Excludes \$568,200,000 proposed appropriations.

<sup>12</sup> Excludes \$607,200,000 proposed appropriations.

<sup>13</sup> Proposed to be funded in Major Capital Investment Grants.

<sup>14</sup> Reflects reduction of \$15,787,200 (.65%) pursuant to section 601 of P. L. 108-7, includes transfer of \$14,902,500 from Job Access and Reverse Commute

<sup>15</sup> Reflects reduction of \$14,809,000 (.59%), pursuant to section 168 (b) of P.L. 108-199, the Consolidated Appropriations Act, 2004.

<sup>16</sup> Reflects reduction of \$23,371,776 (0.8%) pursuant to Div J, sec. 122 of P.L. 108-447, the Consolidated Appropriations Act, 2005.

Discretionary Grants  
(Limitation on Obligations)

	Estimates		Limitations
1990	0	1990	1,135,645,000
1991	1,400,000,000	1991	1,400,000,000 <sup>7</sup>
1992		1992	1,356,167,000
1993	1,000,000,000	1993	1,725,000,000
1993 (Supp)	270,000,000		
1994	1,771,575,000	1994	1,781,691,000 <sup>1</sup>
1995	1,725,000,000	1995	1,724,904,000 <sup>2</sup>
		1995 Rescission	-33,911,500 <sup>3</sup>
1996	1,665,000,000 <sup>4</sup>	1996	1,665,000,000
1997	1,799,000,000	1997	1,900,000,000
		1997 Rescission	-588,000,000
1998	0 <sup>5</sup>	1998	2,000,000,000
1999	1,805,600,000 <sup>5</sup>	1999 Rescission	-392,000,000 <sup>6</sup>
		2005	---

<sup>1</sup> Reflects FY 1994 rescission of \$3,309,000.

<sup>2</sup> Reflects reduction of \$96,000 for procurement reform section 323 of P. L. 103-331.

<sup>3</sup> The Rescission Bill P. L. 104-19 reduced Discretionary Grants from FY 1992 and prior year balances by taking \$33.9 million from Bus (\$1.28 million) and New Starts (\$32.6 million).

<sup>4</sup> Proposed legislation would replace this with funding through the Unified Transportation Infrastructure Investment Program.

<sup>5</sup> Proposed to be funded under Major Capital Investments.

<sup>6</sup> Rescission of remaining contract authority pursuant to Omnibus Consolidated Appropriations Act P. L. 105-277.

<sup>7</sup> Includes \$200 million for Formula Grants under section 9(B).

<sup>8</sup> Does not include transfers of unobligated balance pursuant to section 164 of P.L. 108-447, Consolidated Appropriations Act, 2005.

Discretionary Grants

Liquidation of Contract Authorization

	Estimates		Appropriations
1990	---	1990	897,300,000
1991	900,000,000	1991	900,000,000
1992	1,500,000,000	1992	1,500,000,000
1993	1,000,000,000	1993	1,500,000,000
1994	1,000,000,000	1994	1,000,000,000
1994 (Supp.) Rescission	-52,037,325	1994 (Supp.) Rescission	-3,308,935
1995	1,500,000,000	1995	1,500,000,000
1995 (Supp.)	0	1995 (Supp.)	350,000,000
1996	1,700,000,000 <sup>1</sup>	1996	2,000,000,000
1996 (Supp.)	0	1996 (Supp.)	375,000,000
1997	2,000,000,000	1997	2,300,000,000
1998	2,350,000,000 <sup>2</sup>	1998	2,350,000,000
1999	1,900,000,000 <sup>2</sup>	1999	2,000,000,000 <sup>3</sup>
2000	1,500,000,000 <sup>2</sup>	2000	1,500,000,000 <sup>3</sup>
2001	350,000,000 <sup>2</sup>	2001	350,000,000 <sup>3</sup>
2002	0	2002	0

<sup>1</sup> Proposed legislation would replace this with funding through the Unified Transportation Infrastructure Investment Program.

<sup>2</sup> Proposed to be derived from the mass transit account of the Highway Trust Fund.

<sup>3</sup> Funded from the mass transit account of the Highway Trust Fund.

National Research and Technology  
[Research and University Research Centers]  
[Transit Planning and Research]

Estimates		Appropriations + Oblimits	
1992		1992	104,115,000
1993	28,537,000 <sup>22</sup>	1993	85,000,000 <sup>14</sup>
1994	45,875,000	1994	92,250,000 <sup>15</sup>
1995	92,250,000	1995	100,079,000 <sup>1</sup>
1995 (Supp.) Rescission	0	1995 (Supp.) Rescission	-7,000,000
1996	100,027,000 <sup>2</sup>	1996	85,500,000
1997	85,500,000	1997	85,500,000
1998	91,800,000 <sup>3</sup>	1998	91,500,000 <sup>4</sup>
1999	91,900,000 <sup>3</sup>	1999	98,000,000 <sup>5</sup>
2000	107,000,000 <sup>6</sup>	2000	109,209,311 <sup>6,7,8,9</sup>
2001	110,000,000 <sup>10</sup>	2001	109,758,000 <sup>11,12,17</sup>
2002	116,000,000 <sup>13</sup>	2002	116,000,000 <sup>13,18</sup>
2003	122,000,000 <sup>16</sup>	2003	121,207,000 <sup>20,21</sup>
2004	0 <sup>19</sup>	2004	125,256,600 <sup>23,24</sup>
2005	0 <sup>19</sup>	2005	126,976,000 <sup>25</sup>
2006	0 <sup>19</sup>	2006	74,448,000 <sup>26,27</sup>
2007	61,000,000	2007	61,000,000
2008	61,000,000	2008	65,362,900
2009	59,600,000	2009	67,000,000
2010	67,670,000	2010	65,670,000
2011	29,729,000	2011	58,882,000 <sup>28</sup>
2012	0	2012	44,000,000

<sup>1</sup> Reflects reduction of \$171,000 for procurement reform section 323 of P. L. 103-331

<sup>2</sup> Proposed legislation would replace this with funding through the Unified Transportation Infrastructure Investment Program.

<sup>3</sup> Proposed to be derived from the mass transit account of the Highway Trust Fund.

<sup>4</sup> Reflects reduction of \$500,000 pursuant to President's line-item veto.

<sup>5</sup> Includes \$78,200,000 from the mass transit account of the Highway Trust Fund; includes obligation limitation.

<sup>6</sup> Includes \$86,000,000 from the mass transit account of the Highway Trust Fund; includes obligation limitation.

<sup>7</sup> Reflects reduction of \$243,386 pursuant to P. L. 106-113.

<sup>8</sup> Reflects transfer of \$2,452,697 from New Starts to TPR National Research pursuant to P. L. 106-069.

<sup>9</sup> Excludes \$54,280,827 in FHWA transfers.

<sup>10</sup> Includes \$87,800,000 from the mass transit account of the Highway Trust Fund; includes obligation limitation.

<sup>11</sup> Includes \$87,606,840 from the mass transit account of the Highway Trust Fund; includes obligation limitation.

<sup>12</sup> Reflects reduction of \$242,000 (.22%) pursuant to section 1403 of P. L. 106-554.

<sup>13</sup> Includes \$93,000,000 from the mass transit account of the Highway Trust Fund; includes obligation limitation.

<sup>14</sup> Includes \$56,000,000 from the Highway Trust Fund.

<sup>15</sup> Includes \$44,125,000 from the Highway Trust Fund.

<sup>16</sup> Includes \$97,800,000 from the mass transit account of the Highway Trust Fund; includes obligation limitation.

<sup>17</sup> Excludes \$60,049,742 in FHWA transfers.

<sup>18</sup> Excludes \$59,601,236 in FHWA transfers.

<sup>19</sup> Proposed to be funded in Formula Grants and Research out of the mass transit account of the Highway Trust Fund.

<sup>20</sup> Includes \$87,606,840 from the mass transit account of the Highway Trust Fund; includes obligation limitation.

<sup>21</sup> Reflects reduction of \$793,000 (.65%) pursuant to section 601 of P. L. 108-7; includes obligation limitation.

<sup>22</sup> Does not include \$56,003,000 from the Highway Trust Fund

<sup>23</sup> Reflects reduction of \$743,400 (.59%), pursuant to section 168 (b) of P.L. 108-199, the Consolidated Appropriations Act, 2004.

<sup>24</sup> Includes \$111,104,000 in obligation limitation derived from the mass transit account of the Highway Trust Fund.

<sup>25</sup> Reflects reduction of \$1,024,000 (0.8%) pursuant to Div J, sec. 122 of P.L. 108-447, the Consolidated Appropriations Act, 2005.

<sup>26</sup> Reflects account name pursuant to SAFETEA-LU P.L. 109-59 and the DOT Appropriations Act, 2006 P.L.109-115.

<sup>27</sup> Reflects reduction of \$752,000 (1%) pursuant to Div B, Title III, Chapter 8, sec. 3801, P.L. 109-148, the Defense Appropriation Act, 2006.

<sup>28</sup> Appropriated amounts are net of .2 percent across the board rescission in PL 112-10.

Research, Training and Human Resources

	Estimates		Appropriations
1990		1990	9,970,000
1991	10,000,000	1991	8,000,000
1992		1992	11,000,000 <sup>1</sup>

<sup>1</sup> Reflects rescission of \$5 million. Amounts reconciled with the Intermodal Surface Transportation Efficiency Act (ISTEA).

Formula and Bus Grants  
General Fund Share

	Estimates		Limitations
2010	3,343,000,000	2010	3,343,171,000



Transit Formula Grants  
[Formula and Bus Grants]  
(Limitation on Obligations)  
(Highway Trust Fund, Mass Transit Account)

Estimates		Limitations	
2004	5,615,406,000	2004	0 <sup>2</sup>
2005	5,622,871,000	2005	0 <sup>2</sup>
2006	6,135,000,000	2006	6,910,131,690 <sup>3</sup>
2007	7,262,775,000	2007	7,262,775,000
2008	7,871,895,000	2008	7,767,887,062 <sup>5/6</sup>
2009	8,360,565,000	2009	8,260,565,000 <sup>7</sup>
2010	5,000,000,000	2010	8,343,171,000 <sup>8</sup>
2011	8,271,700,000	2011	8,343,171,000
2012	7,691,986,000	2012	8,360,565,000
2013	4,759,372,000 <sup>9</sup>	2013	

Transit Formula Grants  
[Formula and Bus Grants]

Liquidation of Contract Authorization

Estimates		Appropriations	
2004	690,000,000 <sup>1</sup>	2004	0 <sup>2</sup>
2005	710,000,000 <sup>1</sup>	2005	0 <sup>2</sup>
2006	3,384,000,000 <sup>1</sup>	2006	1,500,000,000 <sup>4</sup>
2007	3,925,000,000	2007	4,660,000,000
2008	6,885,000,000	2008	6,855,000,000
2009	8,670,000,000	2009	8,670,000,000
2010	8,852,000,000	2010	9,400,000,000
2011	9,200,000,000	2011	9,400,000,000
2012	10,000,000,000	2012	9,400,000,000
2013	9,400,000,000	2013	

<sup>1</sup> Proposed to be derived from the mass transit account of the Highway Trust Fund.

<sup>2</sup> Surface transportation reauthorizing legislation has not been enacted.

<sup>3</sup> Reflects reduction of \$69,799,310 (1%) pursuant to Div B, Title III, Chapter 8, Sec 3801 of the Defense Appropriations Act, P.L. 109-148.

<sup>4</sup> Funded from the mass transit account of the Highway Trust Fund.

<sup>5</sup> Does not reflect rescission of \$28,660,920 in unobligated contract authority pursuant to P.L. 110-161 Div K, Title I.

<sup>6</sup> Reflects reduction of obligation limitation and rescission of \$105,005,938 pursuant to P.L. 110-161 Div K, Title I, Section 172 and 173.

<sup>7</sup> Reflects reduction of obligation limitation and rescission of \$100,000,000 pursuant to P.L. 111-8 Div I, Title I, Section 167.

<sup>8</sup> Includes net \$1.407 billion flex funds transfer from the Federal Highway Administration (FHWA).

<sup>9</sup> FTA proposes a new Consolidated Specialized Transportation Grant program that consolidates JARC, New Freedom, and Elderly and Disabled Formula Grant programs.

Major Capital Investment Grants

	Estimates		Appropriations
2004	1,213,500,000	2004	0 <sup>2</sup>
2005	1,234,192,000	2005	0 <sup>2</sup>
2006	872,500,000	2006	0 <sup>3</sup>

Major Capital Investment Grants  
(Limitation on Obligations)  
(Highway Trust Fund, Mass Transit Account)

	Estimates		Limitations
2004	320,594,000 <sup>1</sup>	2004	0 <sup>2</sup>
2005	329,006,000 <sup>1</sup>	2005	0 <sup>2</sup>
2006	690,000,000 <sup>1</sup>	2006	0 <sup>3</sup>

<sup>1</sup> Proposed to be derived from the mass transit account of the Highway Trust Fund.

<sup>2</sup> Surface transportation reauthorizing legislation has not been enacted.

<sup>3</sup> Funded under Capital Investment Grants pursuant to SAFETEA-LU P.L.109-59 and DOT Appropriations Act, 2006 P.L. 109-115.

Transit Capital Assistance

	Estimates		Appropriations
2009	-	2009	6,900,000,000 <sup>1</sup>

<sup>1</sup> American Recovery and Reinvestment Act, 2009

Fixed Guideway Infrastructure Investment

	Estimates		Appropriations
2009	-	2009	750,000,000 <sup>1</sup>

<sup>1</sup> American Recovery and Reinvestment Act, 2009

Capital Investments Grants

	Estimates		Appropriations
2009	-	2009	750,000,000 <sup>1</sup>

<sup>1</sup> American Recovery and Reinvestment Act, 2009

Grants for Energy Efficiency and Greenhouse Gas Reductions

Estimates		Appropriations	
2010	-	2010	75,000,000
2011	-	2011	75,000,000
2012	-	2012	49,900,000 <sup>1</sup>

<sup>1</sup> Appropriated amounts are net of .2 percent across the board rescission in PL 112-10.

Operations and Safety  
(Limitation on Obligations)  
(Highway Trust Fund, Mass Transit Account)

	Estimates		Limitation	
2012	166,294,000	2012		0
2013	166,000,000	2013		

Operations and Safety  
Liquidation of Contract Authorization

	Estimates		Appropriations	
2012	166,294,000 <sup>1</sup>	2012		0
2013	166,000,000 <sup>1</sup>	2013		

<sup>1</sup> Proposed to be derived from the Mass Transit Account of the Highway Trust Fund.

Transit Expansion and Livable Communities  
(Limitation on Obligations)  
(Highway Trust Fund, Mass Transit Account)

	Estimates		Limitation	
2012	3,469,070,000 <sup>2</sup>	2012		0
2013	2,447,671,000 <sup>2</sup>	2013		

Transit Expansion and Livable Communities  
Liquidation of Contract Authorization

	Estimates		Appropriations	
2012	600,000,000 <sup>1</sup>	2012		0
2013	2,447,671,000 <sup>1</sup>	2013		

<sup>1</sup> Proposed to be derived from the Mass Transit Account of the Highway Trust Fund.



Bus and Rail State of Good Repair  
(Limitation on Obligations)  
(Highway Trust Fund, Mass Transit Account)

	Estimates		Limitation
2012	10,707,178,000 <sup>2</sup>	2012	0
2013	3,207,000,000 <sup>2</sup>	2013	

Bus and Rail State of Good Repair  
Liquidation of Contract Authorization

	Estimates		Appropriations
2012	3,000,000,000 <sup>1</sup>	2012	0
2013	3,207,000,000 <sup>1</sup>	2013	

<sup>1</sup> Proposed to be derived from the Mass Transit Account of the Highway Trust Fund.

<sup>2</sup> The Bus and Rail State of Good Repair program supersedes the Fixed Guideway Modernization and the Bus and Bus Facilities programs.

Research and Technology Deployment Program  
(Limitation on Obligations)  
(Highway Trust Fund, Mass Transit Account)

	Estimates		Limitation	
2011	166,294,000	2011		0
2012	166,472,000	2012		0
2013	120,957,000	2013		

Research and Technology Deployment Program  
Liquidation of Contract Authorization

	Estimates		Appropriations	
2011	100,000,000 <sup>1</sup>	2011		0
2012	166,472,000 <sup>1</sup>	2012		0
2013	60,000,000 <sup>1</sup>	2013		

<sup>1</sup> Proposed to be derived from the Mass Transit Account of the Highway Trust Fund.



**EXHIBIT IV-1  
RESEARCH, DEVELOPMENT & TECHNOLOGY  
DEPARTMENT OF TRANSPORTATION  
BUDGET AUTHORITY  
(In thousands of dollars)**

<b>FEDERAL TRANSIT ADMINISTRATION</b>	<b>FY 2011 Actual</b>	<b>FY 2012 Enacted</b>	<b>FY 2013 Pres. Bud.</b>	<b>FY 2013 Applied</b>	<b>FY 2013 Development</b>
<b>A. National Program</b>	<b>37,625</b>	<b>25,000</b>	<b>23,000</b>	<b>14,500</b>	<b>3,000</b>
Safety Innovative Research	3,762	4,000	3,000	-	3,000
Bus Program	3,763	6,000	2,000	2,000	-
Bus Testing Program (T)	3,762	-	2,000	-	-
Rail Infrastructure Program	3,763	4,000	2,000	2,000	-
Industry Analysis Research	941	-	1,000	1,000	-
Transit Standards Support (T)	1,881	-	1,000	-	-
Asset Mgt & Maintenance Research	1,881	1,375	1,500	1,500	-
Improve Transit Planning and Forecasting	1,881	-	1,000	1,000	-
Improve the Rider Experience	2,822	2,000	2,000	2,000	-
Transit Connectivity Research	2,822	3,000	2,000	2,000	-
Rural and Targeted Populations Research	3,763	4,000	2,000	2,000	-
International Public Transportation Program (T)	941	-	500	-	-
Provide Transit Research Leadership (T)	3,762	-	2,000	-	-
Small Business Innovative Research	1,881	625	1,000	1,000	-
<b>B. Technical Assistance and Workforce Development (T)</b>	<b>-</b>	<b>5,000</b>	<b>15,214</b>	<b>-</b>	<b>-</b>
<b>C. Transit Cooperative Research Program (T)</b>	<b>9,980</b>	<b>6,500</b>	<b>6,500</b>	<b>-</b>	<b>-</b>
<b>D. National Public Transportation Institutes (T)</b>	<b>4,291</b>	<b>3,500</b>	<b>3,500</b>	<b>-</b>	<b>-</b>
<b>E. University Transportation Centers (T)</b>	<b>6,986</b>	<b>4,000</b>	<b>8,000</b>	<b>-</b>	<b>-</b>
<b>F. Clean Fuels and Environmental Research</b>	<b>-</b>	<b>-</b>	<b>14,743</b>	<b>14,743</b>	<b>-</b>
1. Clean Fuel and Electric Drive Research	-	-	13,743	13,743	-
2. Reduce Transit Environmental Impacts	-	-	1,000	1,000	-
<b>G. Greenhouse Gas &amp; Energy Redctn. Deployment &amp; Demo (T)</b>	<b>49,900</b>	<b>-</b>	<b>50,000</b>	<b>-</b>	<b>-</b>
<b>Subtotal, Greenhouse Gas &amp; Energy Reduction</b>	<b>49,900</b>	<b>-</b>	<b>64,743</b>	<b>14,743</b>	<b>-</b>
<b>H. Administrative Expenses</b>	<b>1,450</b>	<b>1,812</b>	<b>1,993</b>	<b>1,498</b>	<b>495</b>
<b>Subtotal, Research &amp; Development</b>	<b>28,729</b>	<b>26,812</b>	<b>34,236</b>	<b>30,741</b>	<b>3,495</b>
<b>Subtotal, Technology Investment (T)</b>	<b>81,503</b>	<b>19,000</b>	<b>88,714</b>	<b>-</b>	<b>-</b>
<b>Subtotal, Facilities (F)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total FTA</b>	<b>110,232</b>	<b>45,812</b>	<b>122,950</b>	<b>30,741</b>	<b>3,495</b>

