

Payment Integrity Scorecard

Program or Activity	Reporting Period	FY 2024 Overpayment Amount (\$M)*	\$152
Federal Transit Administration Transit Infrastructure Grants - COVID Relief Fun..	Q4 2025		

*Estimate based a sampling time frame starting 10/2022 and ending 9/2023



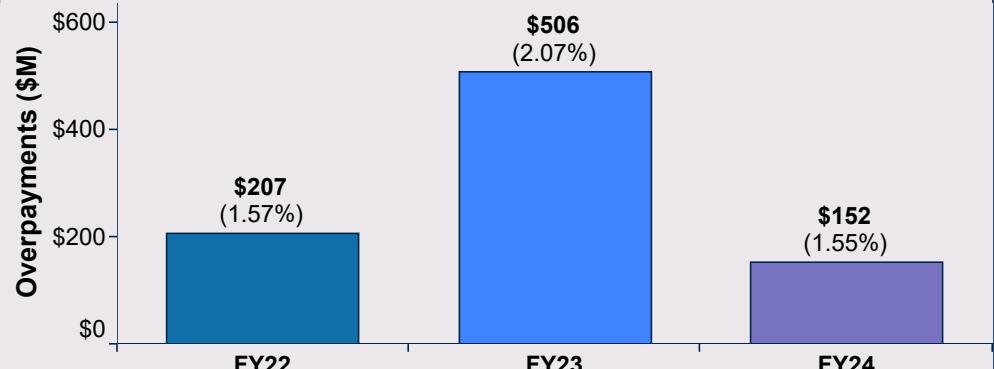
DOT

Federal Transit Administration Transit Infrastructure Grants - COVID Relief Funds

Brief Program Description & summary of overpayment causes and barriers to prevention:

In response to the COVID-19 pandemic, FTA received three emergency appropriations to support the nation's public transportation systems. The funding provided relief to transit agencies for ongoing operations rather than traditional capital investments. The primary root cause of the program's improper payments is the timing when transit operating expenses became eligible for reimbursement. New COVID funding eligibilities did not align with the prior period accounting adjustments made during the testing period such as: employee benefits and direct costs calculations, accruals, and payroll reversals. Funds are not administered at the Federal level and overpayments are outside of FTA control when grant recipients make administrative errors.

Historical Payment Rate and Amount (\$M) (Overpayment as Percentage of Total Outlays)



Discussion of Actions Taken in the Preceding Quarter and Actions Planned in the Following Quarter to Prevent Overpayments

FTA performs outreach and payment integrity training with its regional offices and select transit authorities. The Office of Program Oversight develops and implements a comprehensive national oversight program to assess funding recipient's compliance with the requirements of FTA's assistance programs. Recently, the Transit Safety Office (TSO) increased the sample sizes used in triennial and state management reviews. Reviews include: additional Electronic Clearing House Operation (ECHO) transactions from grant recipients, targeted transactions for specific vendor types, and increased overall number of underlying transactions to assess. Furthermore, steps are being taken to ensure duplicate drawdowns are not made between FTA, other Federal and local awards.

Accomplishments in Reducing Overpayment		Date
1	FTA completed its FY 2025 Sampling and Estimation Methodology Plan (S&EMP) for annual reporting in accordance with the Payment Integrity Information Act of 2019 (PIIA).	Nov-25

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Goals towards Reducing Overpayments		Status	ECD	Recovery Method	Brief Description of Plans to Recover Overpayments	No Brief Description of Actions Taken to Recover Overpayments
1	Conduct payment integrity training prior to testing transactions to raise awareness of improper payment categories, regulatory requirements, level of documentation to complete the review.	Completed	Jun-25	1 Recovery Activity	FTA advised grant recipients of requirements to correct future reimbursement requests and recover overpayments if cost feasible.	FTA will recover all identified FY 2025 overpayments from grant recipients no later than 03/15/2026.

Amt(\$)	Root Cause of Overpayment	Root Cause Description	Mitigation Strategy	Brief Description of Mitigation Strategy and Anticipated Impact
\$152M	Overpayments outside the agency control that occurred because of a Failure to Access Data/Information Needed.	FTA Transit Infrastructure Grants - COVID Relief activities rely on the internal controls and financial systems of transit authorities to effectively administer program funds. Grant recipients are ultimately responsible for implementing effective internal controls.	Training – teaching a particular skill or type of behavior; refreshing on the proper processing methods.	FTA will continue to work with recipients to improve project documentation and/or payment processes. Ongoing training to strengthen controls and staff knowledge at the State and recipient levels. Correction action plan results will not be immediately reflected in the data.

The most recent annual OIG payment integrity audit found DOT to be compliant. FTA is committed to effective stewardship of Federal funds. At the Federal level, the program has what is needed with respect to internal controls, human capital, and information systems to reduce improper payments.