

Payment Integrity Scorecard

Program or Activity

Federal Transit Administration Transit Infrastructure Grants - COVID Relief Funds

Reporting Period

Q4 2023

FY 2022 Overpayment Amount (\$M)*

\$207

*Estimate based a sampling time frame starting 10/2020 and ending 9/2021



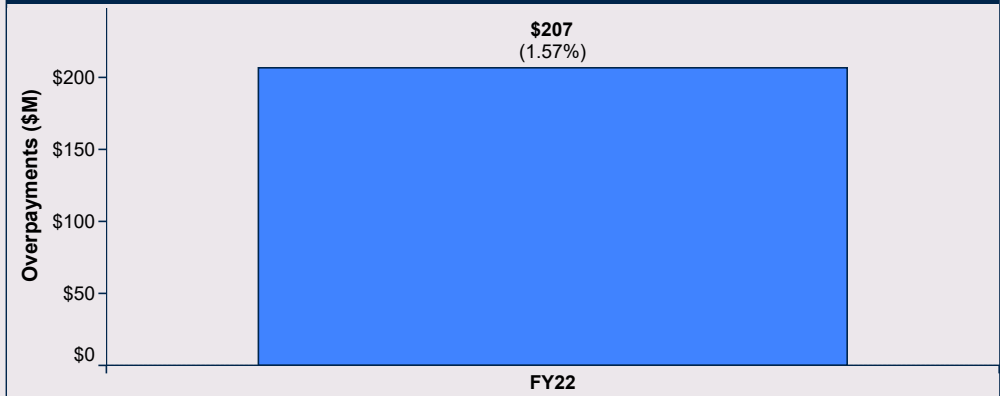
DOT

Federal Transit Administration Transit Infrastructure Grants - COVID Relief Funds

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

FTA's Transit Infrastructure Grants – COVID Relief Funds includes funding provided by the CARES, CRRSAA, and ARPA to support the nation's public transportation systems as they respond to the COVID-19 pandemic. Supplemental funding have provided existing programs with new eligibilities, including transit operating funding in areas formerly only permitted for capital expenses. Funds are not administered at the Federal level and overpayments are outside of FTA control when grant recipients make administrative errors. A large portion of FTA overpayments were due to sick pay reimbursement error. Grantee was reimbursed in 2020 for sick pay from 2018. Only costs incurred for the period beginning January 20, 2020 were eligible for reimbursement.

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

Implemented upgrade to EchoWeb, FTA's grant payment system. Grant recipients must have an active System for Award Management (SAM) account when requesting drawdowns. FTA's ongoing monitoring efforts include financial spot reviews for recipients not receiving oversight in addition to Triennial (TR) and State Management Reviews (SMR). Conducted a total of 267 reviews in FY 2023. 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 recipients compliance with the requirements of FTA's assistance programs. FTA is working on corrective action planning including technical assistance for eligible expenses to address overpayments.

Accomplishments in Reducing Overpayment

Date

1	FTA distributed improper payment guidance to all grant recipients requesting that transit authorities continue to practice robust internal control procedures throughout the payment lifecycle.	Mar-23
2	FTA finalized FY 2023 Sampling and Estimation plan in accordance with the Payment Integrity Information Act of 2019 (PIIA).	Jun-23

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Goals towards Reducing Overpayments	Status	ECD	Recovery Method	Brief Description of Plans to Recover Overpayments	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	Apr-23	1 Recovery Activity	FTA will advise grant recipients of requirements to correct future reimbursement requests and recover overpayments. Recipients have an incentive to repay funds when appropriate.	FTA recovers overpayments identified during the course of improper payment sampling and testing from grant recipients.

Amt(\$)	Root Cause of Overpayment	Root Cause Description	Mitigation Strategy	Brief Description of Mitigation Strategy and Anticipated Impact
\$207M	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.