

RAIL

MOVING AMERICA FORWARD



18th Annual Southwest Rail Conference

April 1, 2022

Allison Ishihara Fultz, Chief Counsel



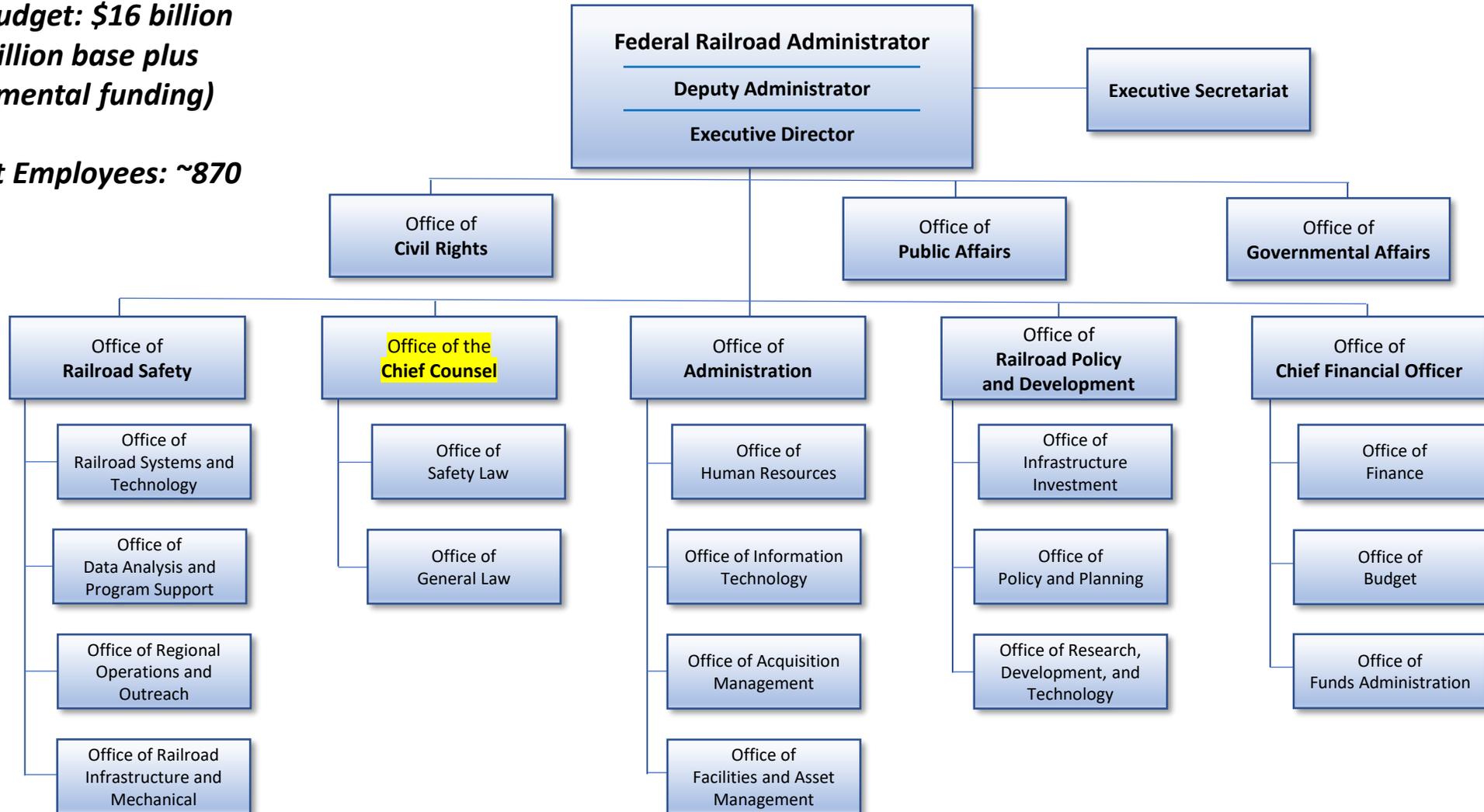
U.S. Department of Transportation
Federal Railroad Administration

April 19, 2022

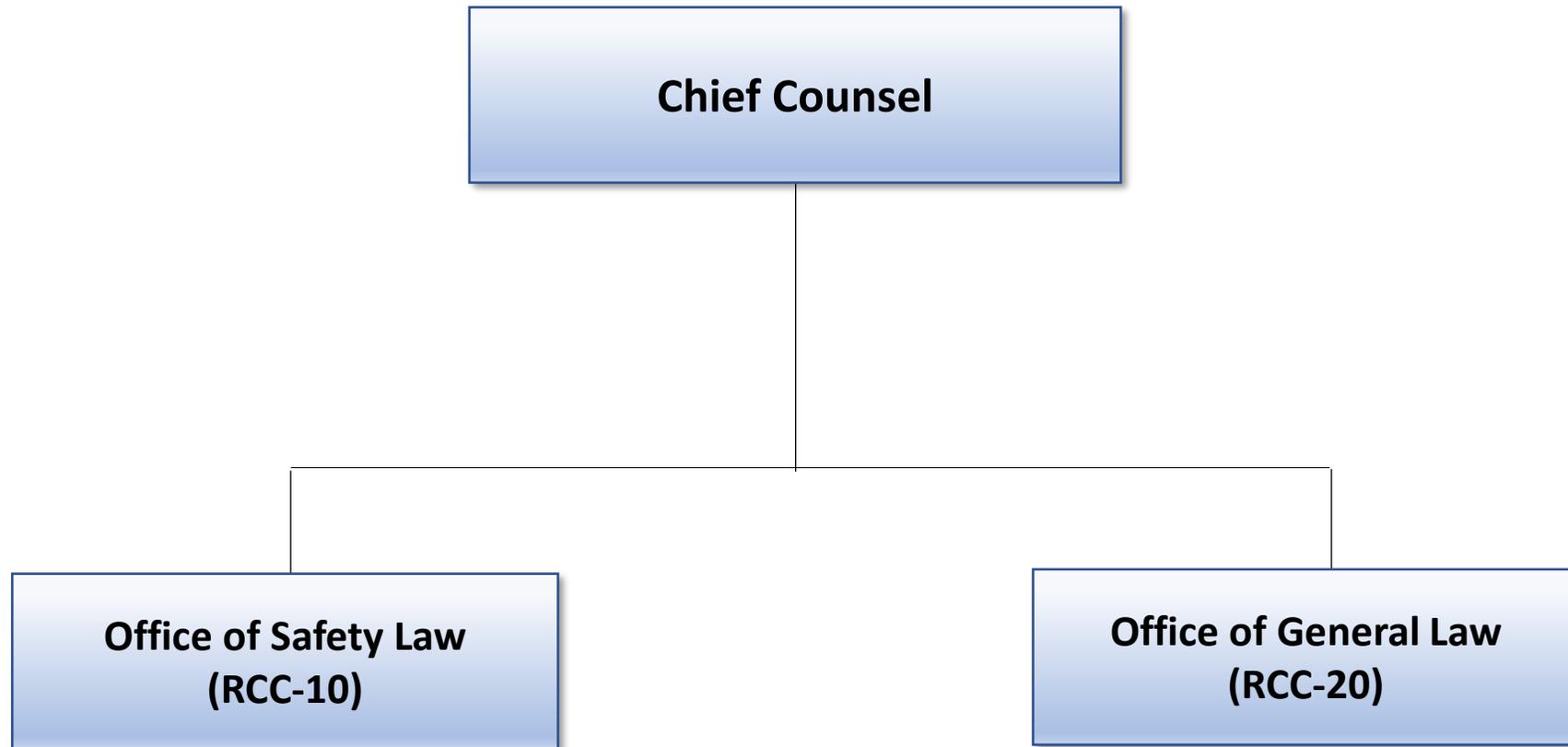
Current FRA Organization At-A-Glance

FY22 Budget: \$16 billion
 (\$2.8 billion base plus
 Supplemental funding)

Current Employees: ~870



Office of the Chief Counsel Organizational Chart



5 Core Technical Safety Disciplines

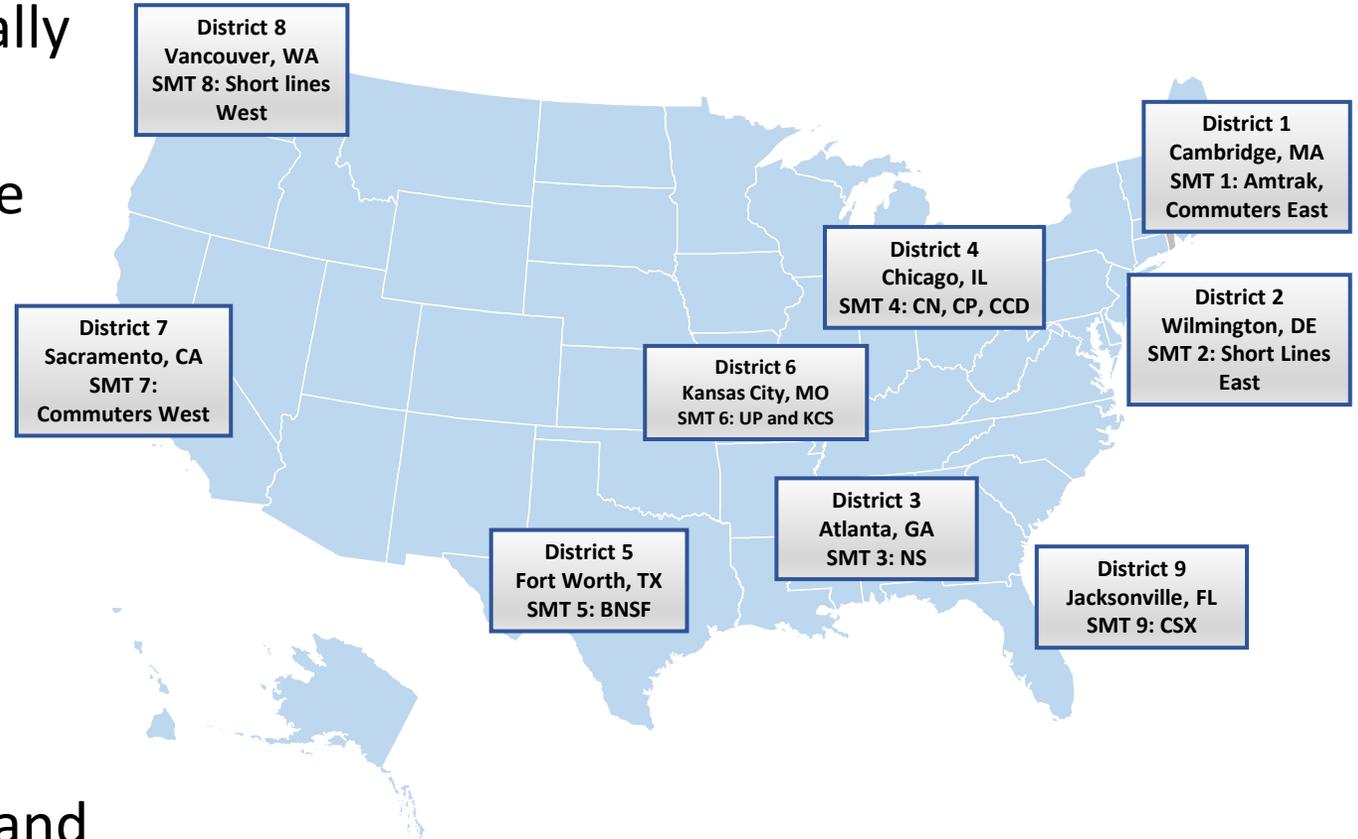
- Track
- Signal & Train Control
- Motive Power & Equipment
- Operating Practices
- Hazardous Materials

Other Key Areas of Focus

- Highway-Rail Grade Crossing Safety and Trespass Prevention
- State Participation Program
- System Safety & Risk Reduction
- Partnerships Programs involving labor and management to address systemic issues and needs (C³RS, SOFA, FAMES).
- New technologies

Transition from Regional Offices to Safety Management Teams

In 2020 FRA shifted from a geographically defined oversight model to one comprised of teams assigned to a single railroad or group of railroads.

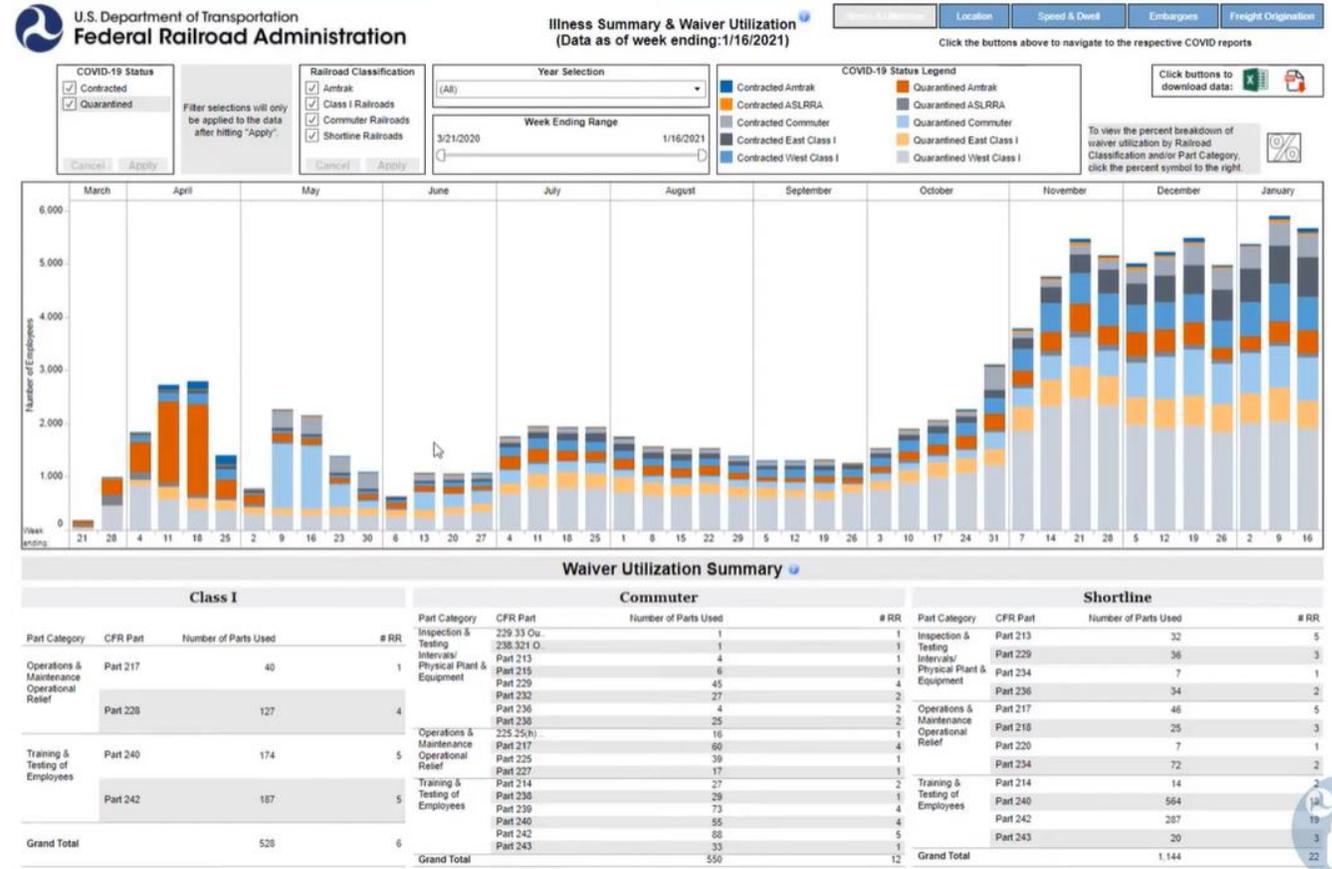


Most FRA employees work in the field and are responsible for inspections, audits and investigations.

FRA's Response to COVID-19



FRA social media promotes CDC guidelines on vaccination and masking in public transportation



FRA's Illness Summary & Waiver Utilization Dashboard provides up-to-date data on COVID illness trends in the rail industry

Throughout the pandemic, FRA has promoted safety and provided stakeholders and the public with data and financial resources to support pandemic recovery efforts

Investment Goals

IIJA | Rail Development

Key Investment Goals:



1. Renew Amtrak's fleet and facilities.



2. Modernize the Northeast Corridor.



3. Bring world-class passenger rail service to other regions across the country.



4. Grow a safer, cleaner rail system.



5. Build the foundation for a long-term sustainable rail program.

Historic investment in Rail Under the Bipartisan Infrastructure Law

[ADVANCED APPROPRIATIONS]

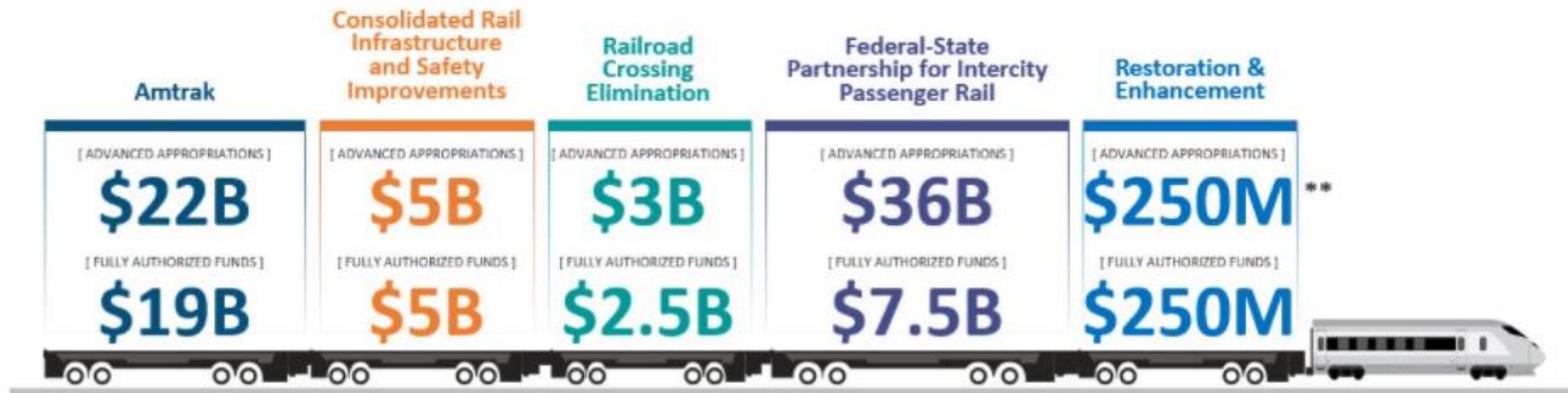
From FY22-FY26

\$66B in total funding

[FULLY AUTHORIZED FUNDS]

From FY22-FY26

\$36B* in total funding



* \$34.5 billion for grant programs; additional \$1.5 billion is authorized for FRA operations and R&D – not included in this graphic.

** Grants for Restoration & Enhancement (advanced appropriations portion) are funded through “takedowns” from Amtrak NN account; not included in totals to avoid double-counting.

DOT Priorities

KEY DEPARTMENTAL OBJECTIVES

FRA will assess a project's ability to meet one or more of these objectives:



Safety



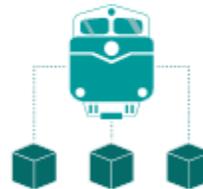
Equitable Economic Strength,
Improving Core Assets



Resilience, Addressing
Climate Change



Racial Equity,
Economic Inclusion

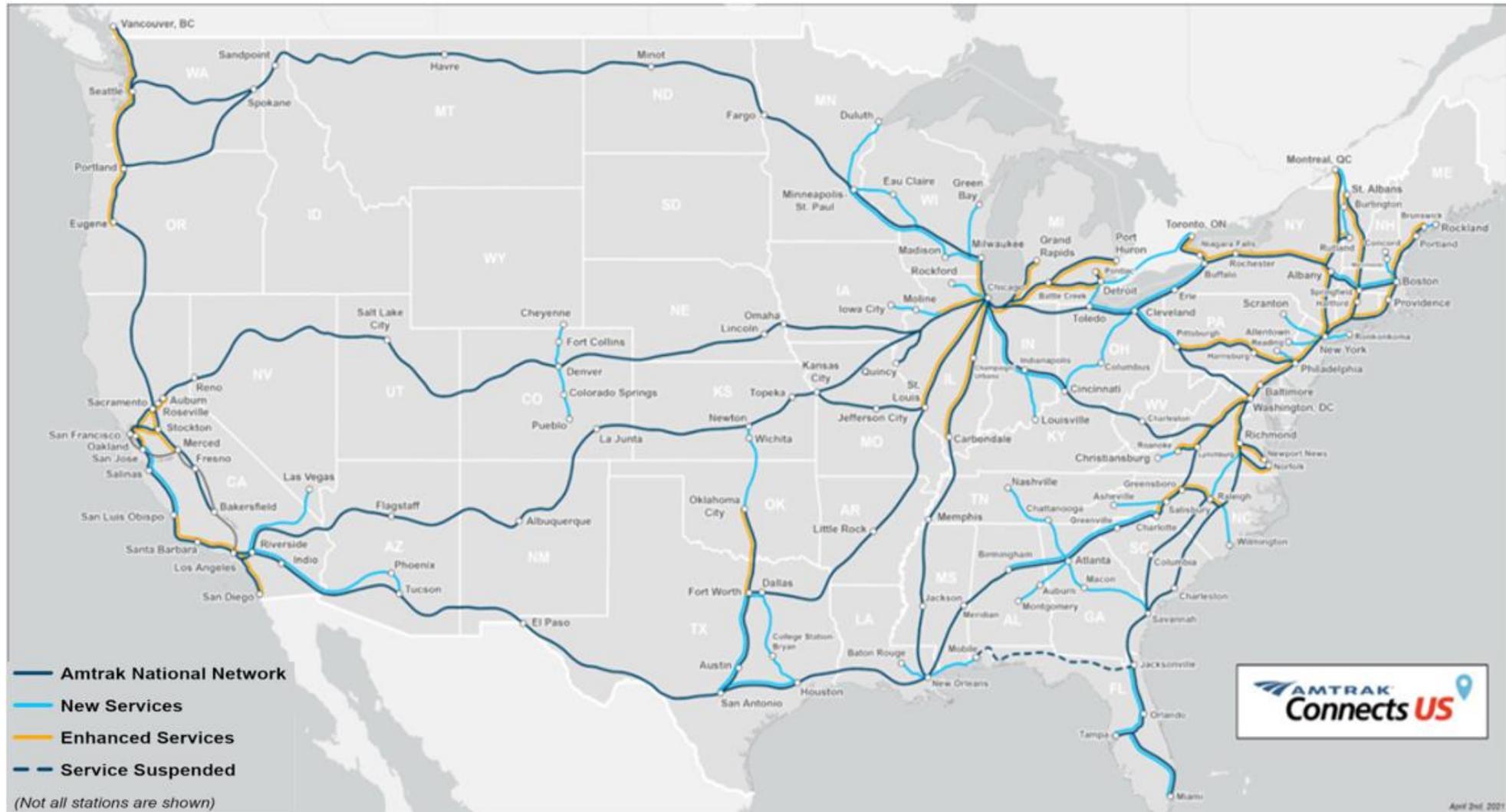


Transformation of our Nation's
Transportation Infrastructure

Current Passenger Rail Network (Commuter Railroads in Yellow)



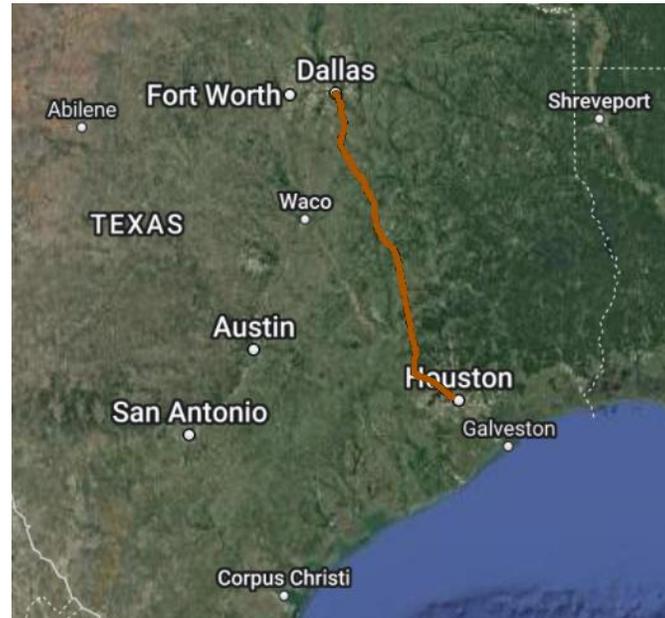
Amtrak Connects Us: Vision for Amtrak Expansion by 2035



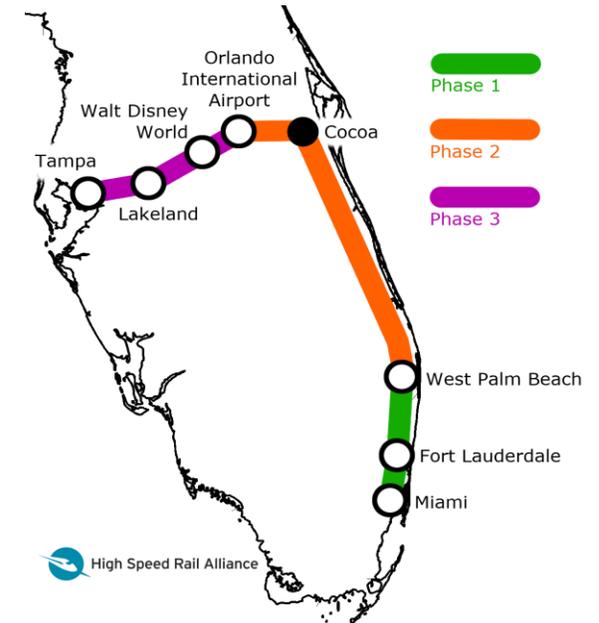
Major High-Speed Rail Projects Under Development



California High-Speed Rail



Texas Central High-Speed Rail



Brightline Florida

Study of Long-Distance Routes

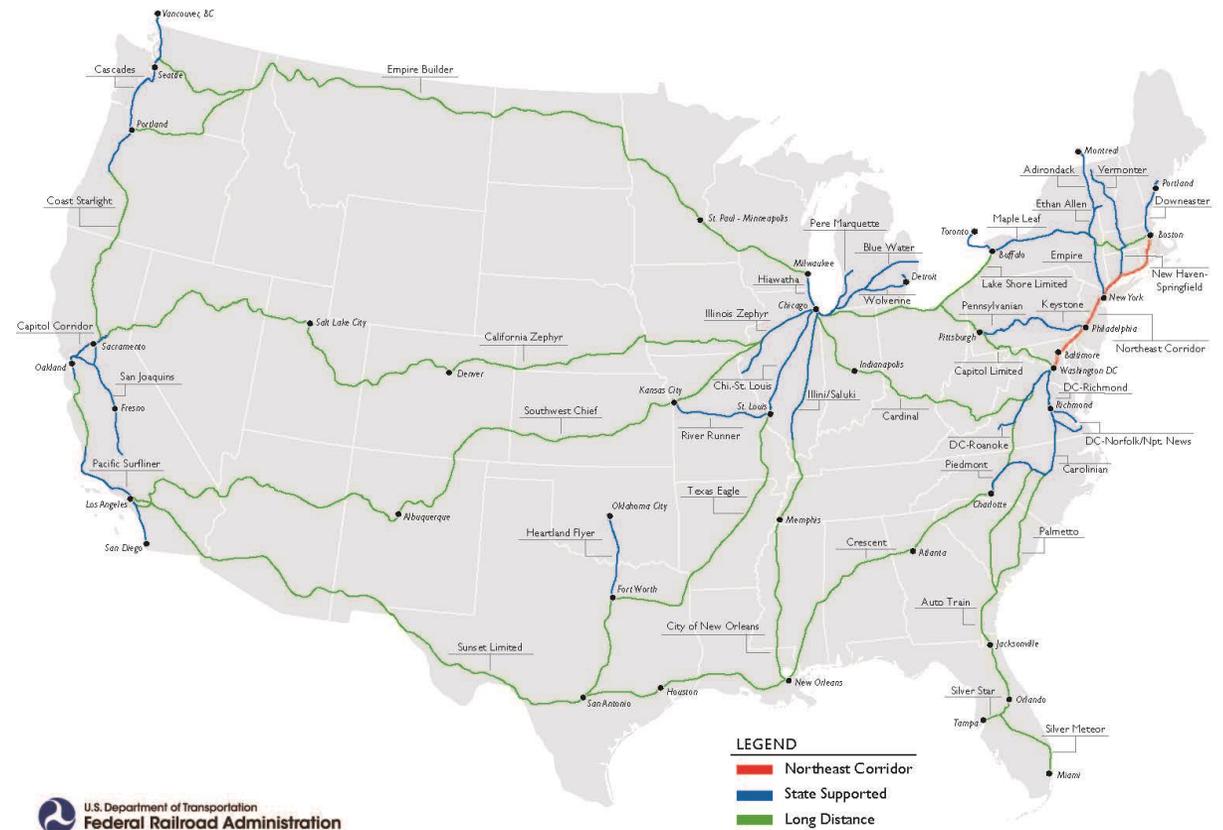
Statutorily Defined

- Routes of more than 750 miles between endpoints that Amtrak operates, as of the enactment date of the Passenger Rail Investment and Improvement Act of 2008 (49 U.S.C. 24102(7)(C)).

Practically Applied

- Amtrak operates 15 long-distance trains, ranging from approximately 760 to 2,500 miles. Long distance trains provide service at nearly half of the train stations in the Amtrak system.

AMTRAK ROUTES



September 2021

New Grant Programs Under BIL



U.S. Department of Transportation
Federal Railroad Administration

Railroad Crossing Elimination Grant Program

ADVANCED APPROPRIATIONS

FY22-FY26 Funding: \$600 Million/Year

AUTHORIZED FUNDING (* FULLY AUTHORIZED LEVELS)

FY22-FY26 Funding: \$500 Million/Year *

Interstate Rail Compacts Grant Program

ADVANCED APPROPRIATIONS

FY22-FY26 Funding: \$3 Million/Year

AUTHORIZED FUNDING (* FULLY AUTHORIZED LEVELS)

FY22-FY26 Funding:

Corridor Identification and Development Program

ADVANCED APPROPRIATIONS

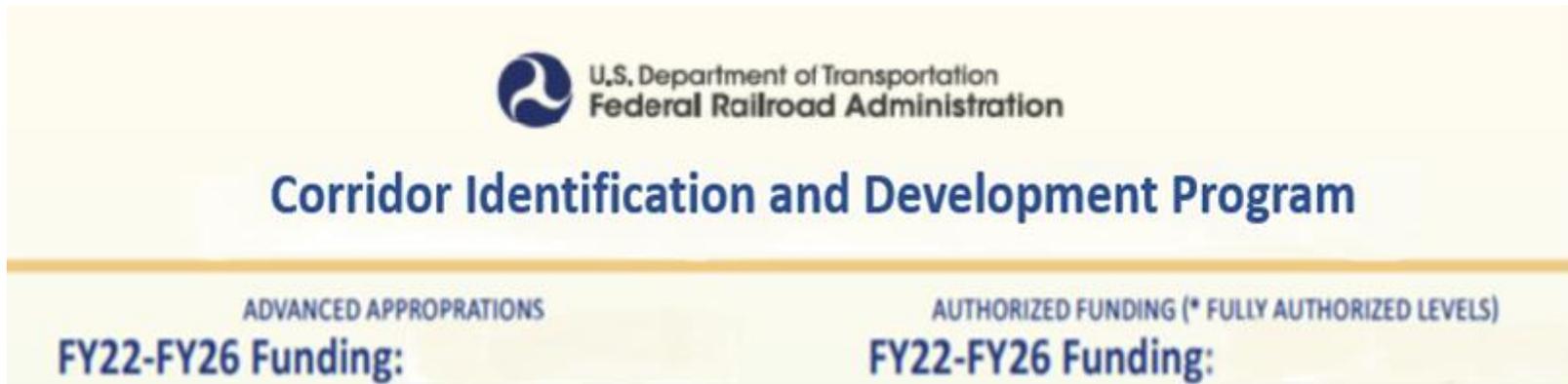
FY22-FY26 Funding:

AUTHORIZED FUNDING (* FULLY AUTHORIZED LEVELS)

FY22-FY26 Funding:



Corridor Identification and Development Program (CID)



Promotes new intercity passenger rail corridors

- Identifies new intercity passenger rail corridors
- Develops the necessary service planning elements
- Creates a non-NEC Project Pipeline for associated capital projects

Interstate Rail Compacts Program



Interstate Rail Compacts Grant Program

ADVANCED APPROPRIATIONS

FY22-FY26 Funding: \$3 Million/Year

AUTHORIZED FUNDING (* FULLY AUTHORIZED LEVELS)

FY22-FY26 Funding:

Creation of new intercity passenger rail routes

- Funds costs of administration, systems planning, and operations coordination

Multiple Funding Streams

FRA Competitive

-CRISI, Fed-State Partnership, Corridor ID, Interstate Compacts

FTA Formula and Competitive

-CIG, Fed/Local Funding Share, EPD, Metro & Statewide Planning

Build America Bureau Competitive and other

-MEGA INFRA & Rural

-RRIF loans

Proposed equivalent labor protections guidance

Regulations.gov – Docket No. FRA-2022-0004



Bipartisan Infrastructure Law in Action



Administrator Bose announcing an INFRA Grant award for the Howard Street Tunnel Groundbreaking in Baltimore, MD

Administrator Bose announced a \$32 million CRISI Grant to improve passenger and freight rail for the TCMC Corridor on March 9, 2022



Bipartisan Infrastructure Law Website

For more information about the Bipartisan Infrastructure Law and rail, please visit our website:

<https://railroads.dot.gov/BIL>



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