

RAIL

MOVING AMERICA FORWARD



Southwestern Rail Conference

FRA Administrator Amit Bose

USDOT Departmental Strategic Goals



Expanding FRA's Mission

The Bipartisan Infrastructure Law (BIL) substantially increased FRA's funding and expanded its scope, emphasizing FRA's dual safety and development mission.



The Growing Complexity of FRA's Grants Portfolio

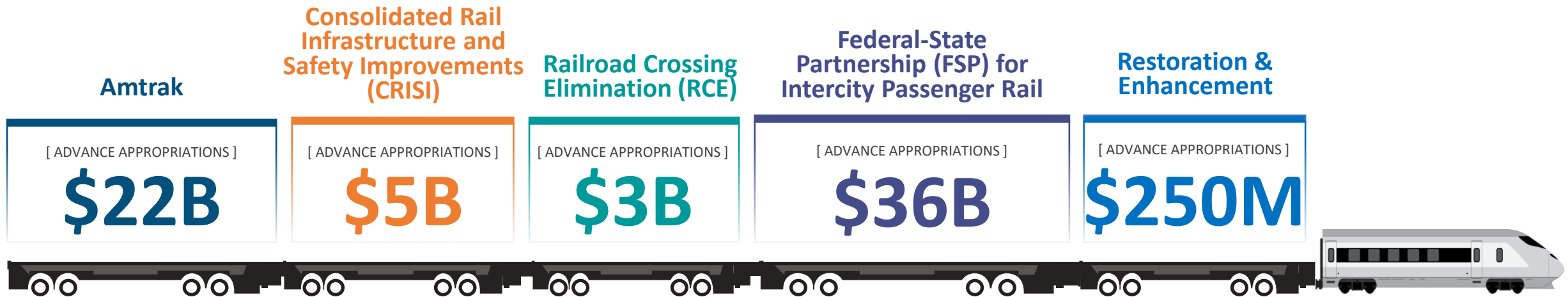
Evolving program requirements result in an **increasingly complex grant ecosystem** that includes a broader spectrum of eligible stakeholders with varying levels of maturity in grant implementation.

Rail Funding Through the Bipartisan Infrastructure Law

[ADVANCE APPROPRIATIONS]

From FY22-FY26

\$66B in total funding

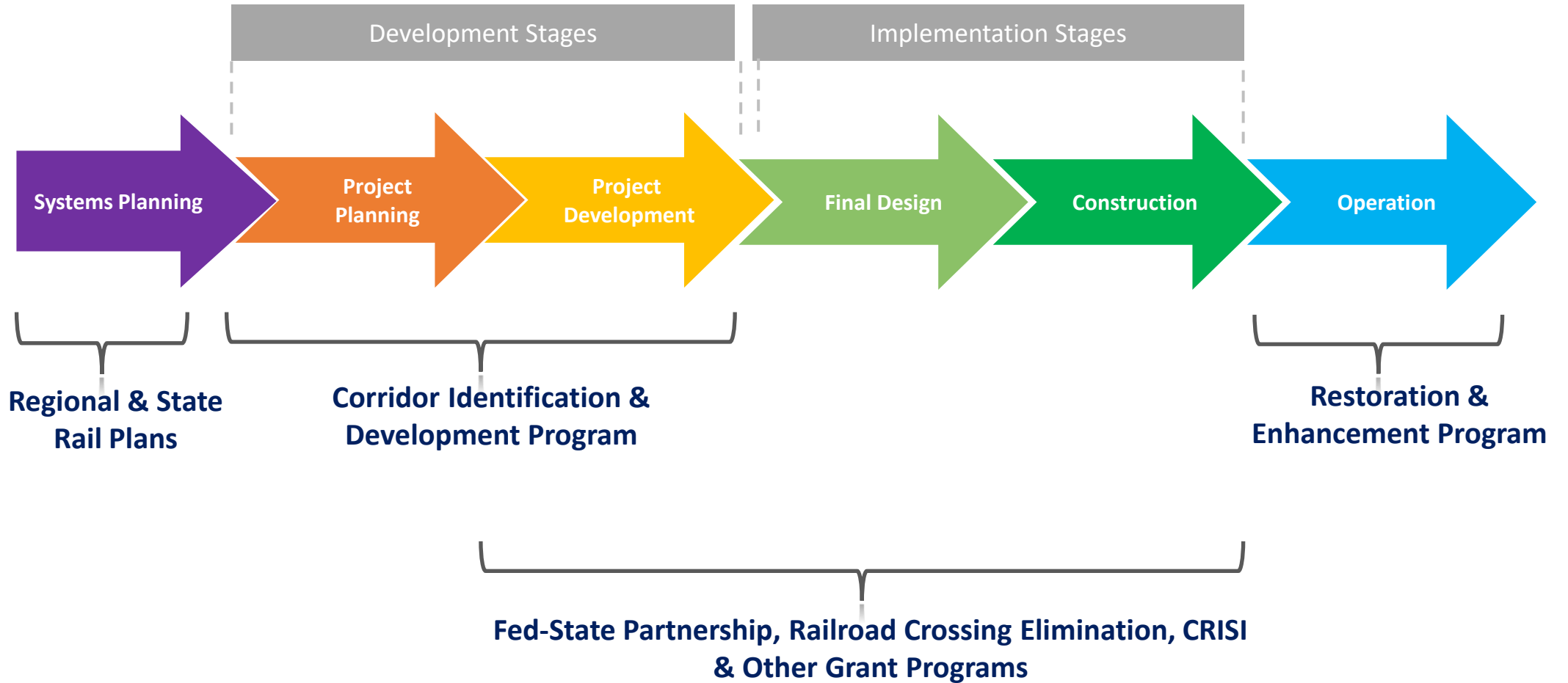


IJA Advanced Appropriations and Authorization

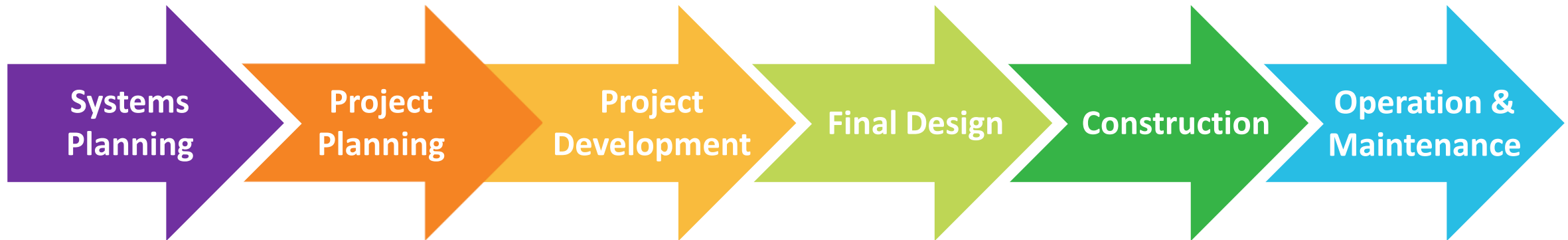
FRA Reauthorization Funding Table						
Programs	FY22	FY23	FY24	FY25	FY26	Total
Safety & Operations	\$ 248,000,000	\$ 254,000,000	\$ 263,000,000	\$ 271,000,000	\$ 279,000,000	\$ 1,315,000,000
Research & Development	\$ 43,000,000	\$ 44,000,000	\$ 45,000,000	\$ 46,000,000	\$ 47,000,000	\$ 225,000,000
Amtrak	\$ 3,870,000,000	\$ 3,300,000,000	\$ 3,650,000,000	\$ 4,000,000,000	\$ 4,400,000,000	\$ 19,220,000,000
<i>Northeast Corridor</i>	\$ 1,570,000,000	\$ 1,100,000,000	\$ 1,200,000,000	\$ 1,300,000,000	\$ 1,400,000,000	\$ 6,570,000,000
<i>National Network</i>	\$ 2,300,000,000	\$ 2,200,000,000	\$ 2,450,000,000	\$ 2,700,000,000	\$ 3,000,000,000	\$ 12,650,000,000
Discretionary Grants	\$ 3,050,000,000	\$ 3,050,000,000	\$ 3,050,000,000	\$ 3,050,000,000	\$ 3,050,000,000	\$ 15,250,000,000
<i>Consolidated Rail Infrastructure and Safety Improvements</i>	\$ 1,000,000,000	\$ 1,000,000,000	\$ 1,000,000,000	\$ 1,000,000,000	\$ 1,000,000,000	\$ 5,000,000,000
<i>Railroad Crossing Elimination</i>	\$ 500,000,000	\$ 500,000,000	\$ 500,000,000	\$ 500,000,000	\$ 500,000,000	\$ 2,500,000,000
<i>Restoration & Enhancement</i>	\$ 50,000,000	\$ 50,000,000	\$ 50,000,000	\$ 50,000,000	\$ 50,000,000	\$ 250,000,000
<i>Federal-State Partnership for Intercity Passenger Rail</i>	\$ 1,500,000,000	\$ 1,500,000,000	\$ 1,500,000,000	\$ 1,500,000,000	\$ 1,500,000,000	\$ 7,500,000,000
Total	\$ 7,211,000,000	\$ 6,648,000,000	\$ 7,008,000,000	\$ 7,367,000,000	\$ 7,776,000,000	\$ 36,010,000,000

FRA Bipartisan Infrastructure Funding Table						
Programs	FY22	FY23	FY24	FY25	FY26	Total
Amtrak	\$ 4,400,000,000	\$ 4,400,000,000	\$ 4,400,000,000	\$ 4,400,000,000	\$ 4,400,000,000	\$ 22,000,000,000
<i>Northeast Corridor</i>	\$ 1,200,000,000	\$ 1,200,000,000	\$ 1,200,000,000	\$ 1,200,000,000	\$ 1,200,000,000	\$ 6,000,000,000
<i>National Network</i>	\$ 3,200,000,000	\$ 3,200,000,000	\$ 3,200,000,000	\$ 3,200,000,000	\$ 3,200,000,000	\$ 16,000,000,000
Discretionary Grants	\$ 8,800,000,000	\$ 8,800,000,000	\$ 8,800,000,000	\$ 8,800,000,000	\$ 8,800,000,000	\$ 44,000,000,000
<i>Consolidated Rail Infrastructure and Safety Improvements</i>	\$ 1,000,000,000	\$ 1,000,000,000	\$ 1,000,000,000	\$ 1,000,000,000	\$ 1,000,000,000	\$ 5,000,000,000
<i>Railroad Crossing Elimination</i>	\$ 600,000,000	\$ 600,000,000	\$ 600,000,000	\$ 600,000,000	\$ 600,000,000	\$ 3,000,000,000
<i>Federal-State Partnership for Intercity Passenger Rail</i>	\$ 7,200,000,000	\$ 7,200,000,000	\$ 7,200,000,000	\$ 7,200,000,000	\$ 7,200,000,000	\$ 36,000,000,000
Total	\$ 13,200,000,000	\$ 13,200,000,000	\$ 13,200,000,000	\$ 13,200,000,000	\$ 13,200,000,000	\$ 66,000,000,000

FRA Project Lifecycle and Program Framework



Project Lifecycle Stages



- Multi-state Regional Planning
- Corridor Planning
- Project Identification

- Purpose & Need
- Project Planning
- Conceptual Engineering
- Consideration of alternatives
- Stakeholder Engagement

- NEPA
- PE
- Cost Estimate
- Budget and Schedule
- Project Management Plan & Financial Plan
- Procurement Strategy
- Stakeholder Agreements

- Final Engineering
- Final Budget and Schedule
- Procurement Process
- Project Agreements
- Refined Project Management Plan & Financial Plan
- Right-of-Way Acquisition
- Early work and Relocations

- Capital Construction
- Equipment Acquisition
- Utility Construction
- Financing Costs
- Construction Oversight
- Testing and Commissioning

- Project use
- Project Benefits Assessments
- Project Lookback Analysis

FSP-NEC and CRISI are funded through these phases

Fed-State Partnership National: FY22-23 Selections

\$8.2B

Awarded



10

Projects



9

States



12/8/23

Selections
Announced



Brightline West High-Speed Rail System



California Inaugural High-Speed Rail Service Project



Raleigh to Richmond (R2R) Innovating Rail Program – Phases IA and II



Fed-State Partnership NEC: FY22-23 Selections

\$16.4B

Awarded



25

Projects



7

States



11/6/23

Selections
Announced



*Hudson River
Tunnel Project*



*Connecticut River
Bridge Replacement*



*Susquehanna River
Bridge Replacement*



CRISI: FY22 Selections

\$1.4B

Awarded



70

Projects



35

States



9/25/23

Selections
Announced



*Franconia-Springfield, VA
Bypass Project*



*California High-Speed
Rail Authority – Central
Avenue Crossing*



*Gulf Coast Corridor
Improvement*



RCE: FY22 Selections

\$571M

Awarded



63

Projects



32

States



6/5/23

Selections
Announced



*Indiana – Governors
Parkway Railroad
Overpass*



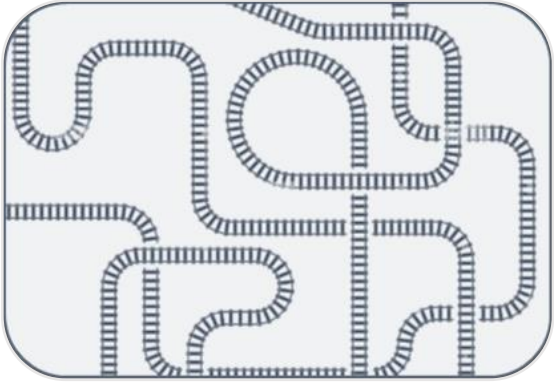
*Texas – West Belt
Improvement*



*California – Sierra
Highway Crossing
Elimination Planning*



Corridor ID Program: Overview



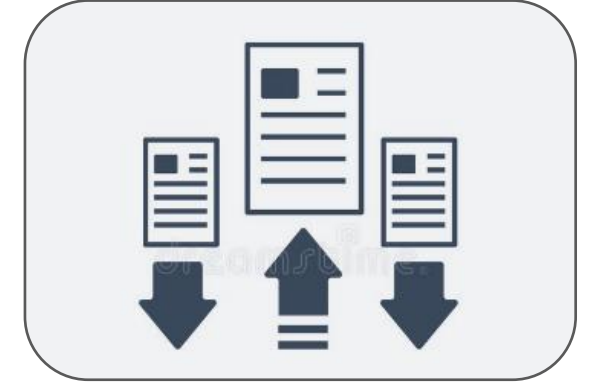
Corridor ID will be **the primary mechanism for developing off-Northeast Corridor intercity passenger rail corridors and projects** for subsequent implementation



Corridor ID **map of selected corridors** illustrates FRA's plan for passenger rail development nationwide for new **AND existing corridors**



FRA's goal is to align two programs—**Corridor ID produces the Project Pipeline for Fed-State Partnership – National Program**



In future funding cycles, **projects included in the Project Pipeline will receive priority funding** under the Fed-State Partnership – National Program

Corridor ID Program: FY22 Selections

\$34.5M

Awarded



69

Corridors



44

States



12/8/23

Selections
Announced

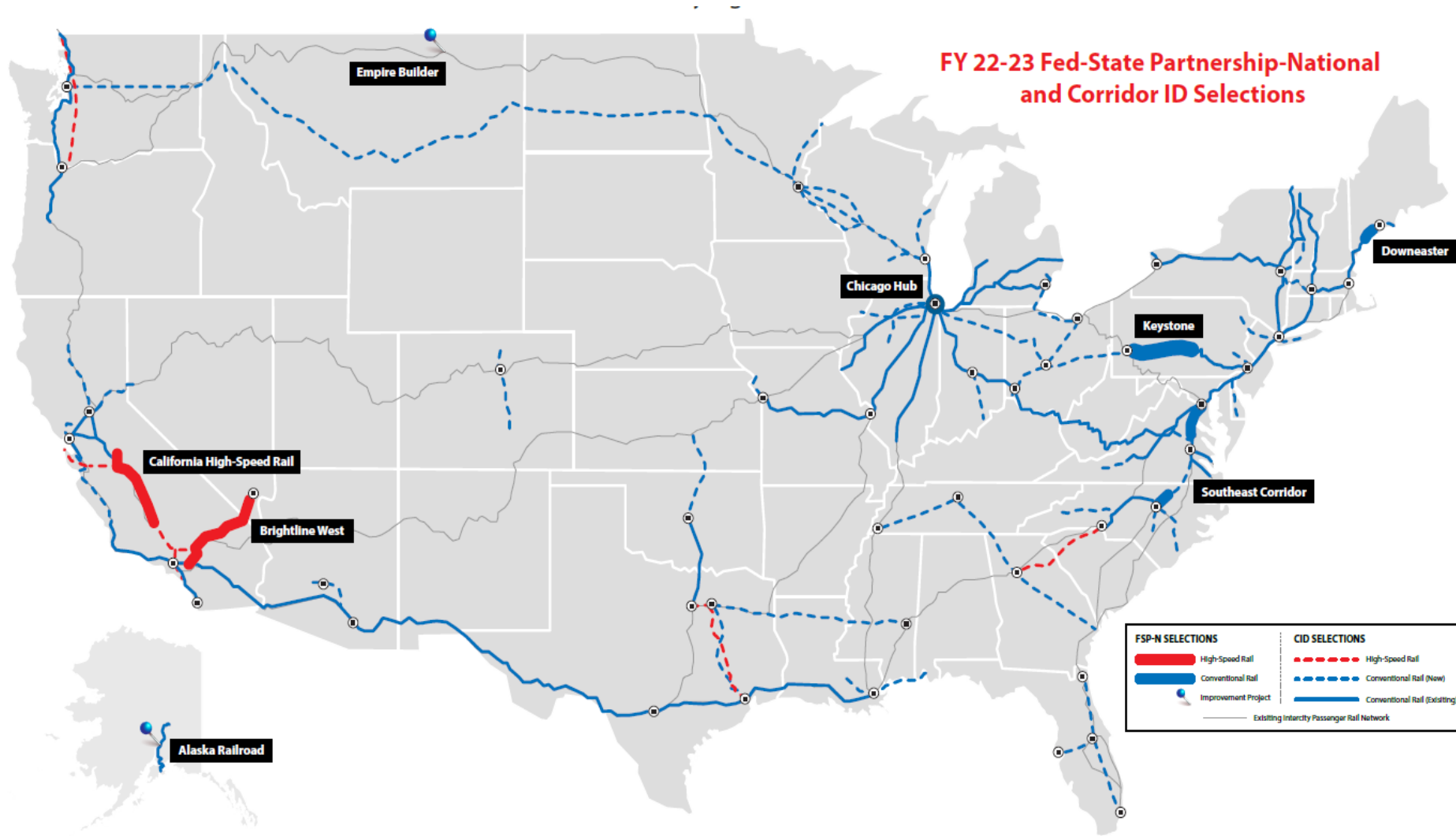


Selections will upgrade 15 existing rail routes, add or extend service on 47 new routes, and advance 7 new high-speed rail projects.

Examples of planning and development activities include:

- New **high-speed rail service between Dallas and Houston**
- New **high-speed rail service in the Cascadia High-Speed Rail Corridor** between Oregon, Washington, and British Columbia
- **New and upgraded Midwest Chicago hub corridors**
- **New service between the Twin Cities and Duluth, Minnesota**
- **New service from Fort Collins to Pueblo, Colorado**, with intermediate stops at Boulder, Denver, and Colorado Springs
- **New service between Phoenix and Tucson, Arizona**, with multiple daily frequencies
- **New service connecting Baton Rouge and New Orleans, Louisiana**
- **New service between Atlanta and Savannah, and from Atlanta to Nashville and Memphis via Chattanooga**

Laying the Foundation For World-Class Passenger Rail in America



DISCLAIMER: This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of cities, project locations, and routes. Cities shown on the map are added to provide geographic reference and are not intended for any other purpose. Every effort has been made to ensure the highest accuracy of all data on this map, but some errors can occur.

DECEMBER 2023

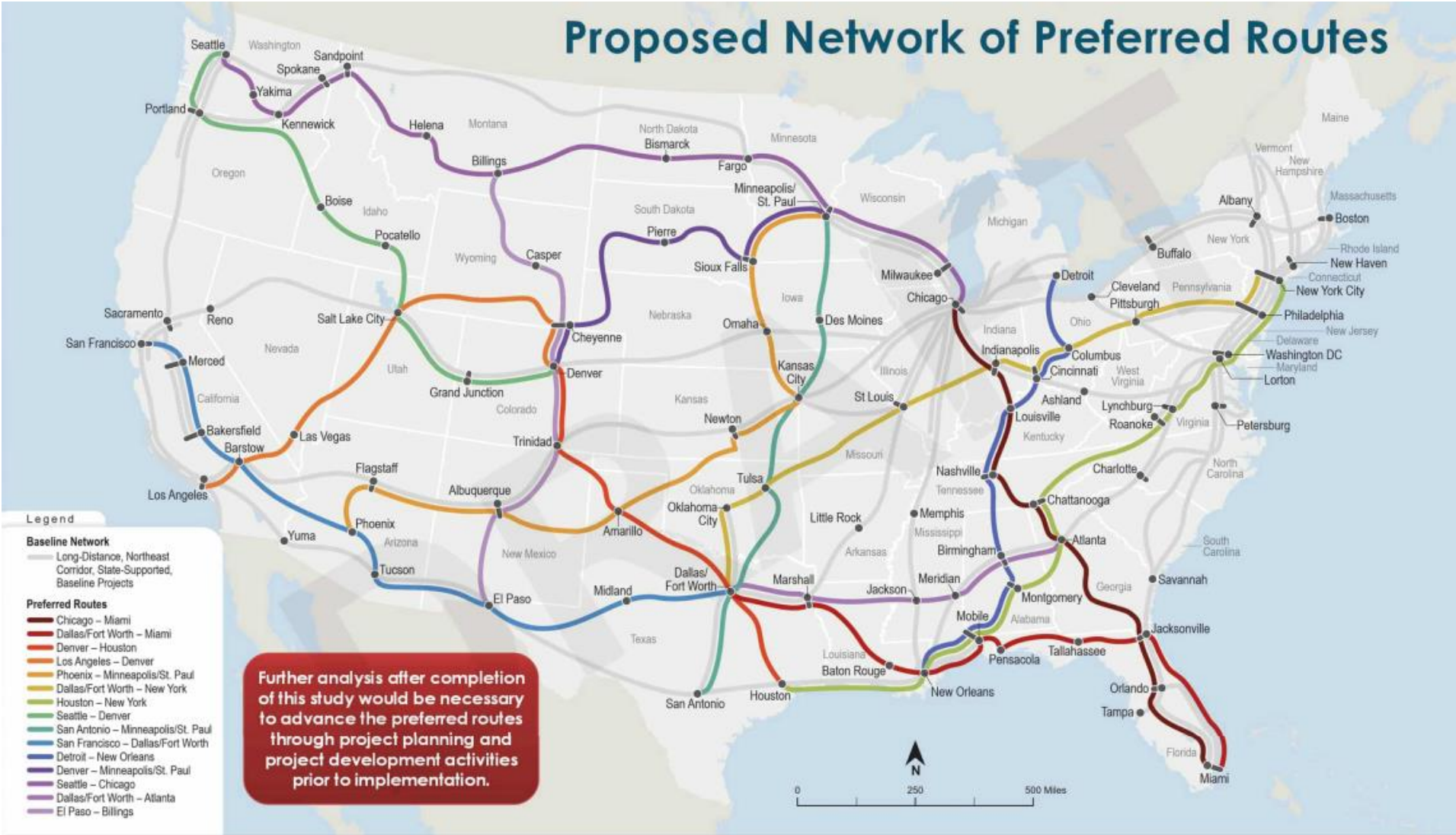
Amtrak Daily Long-Distance Service Study

Study Goals:

- **Evaluate options** for restoring or enhancing intercity passenger rail service
- **Select preferred options** for restoring or enhancing service
- Develop a **prioritized inventory** of capital projects and other actions to restore or enhance the service
- Develop **recommendations for cooperation** among Amtrak, local communities, and stakeholders
- Identify Federal and non-Federal **funding sources**



Amtrak Daily Long-Distance Service Study

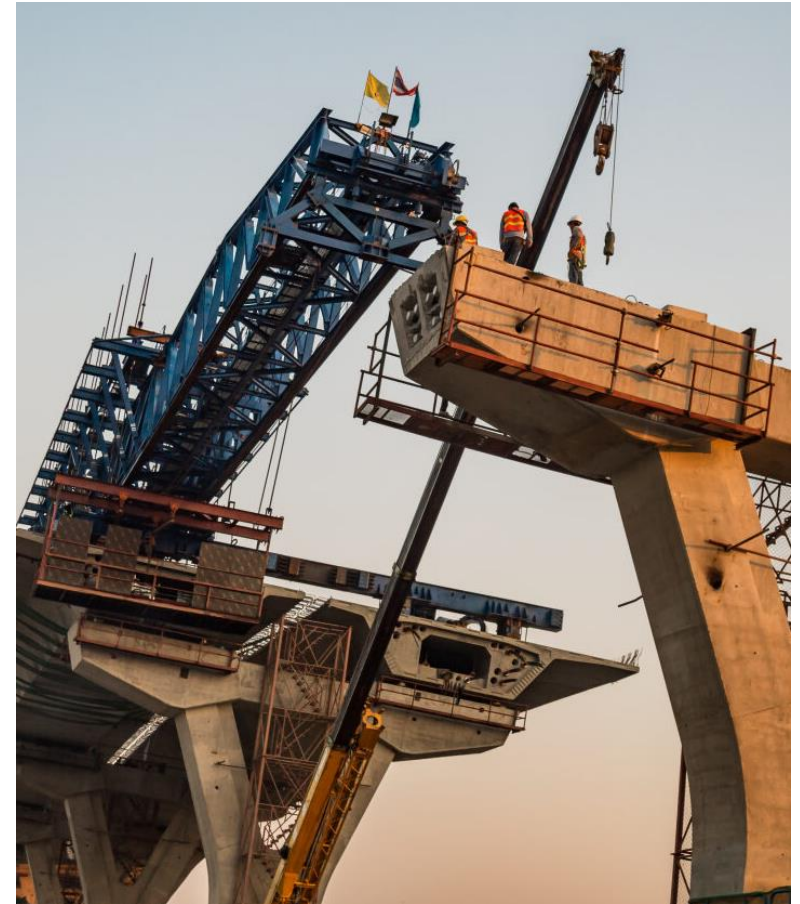


Guidance on the Development and Management of Railroad Capital Projects

- Guidance on the development and implementation of railroad capital projects that may be funded, in whole or in part, by FRA.
- Intended audience of this guidance includes Project Sponsors and partners, and the wide range of professionals who contribute to the planning, development, and implementation of railroad capital projects.
- FRA's goal for this guidance is to assist Project Sponsors in developing effective and complete capital projects and in enhancing the management of capital projects to meet schedules and budgets.

Oversight of Railroad Capital Projects:

- ***Cost*** and schedule risk reduction.
- ***Compliance*** with applicable laws and policy objectives.
- Building ***capacity*** for project sponsors to succeed.
- Giving the public ***confidence*** that public funds are used efficiently and effectively.



Learn more visit: [Railroad Capital Project Guidance \(dot.gov\)](https://www.dot.gov/railroad-capital-project-guidance)

FRA and Amtrak Growth



FRA employment demographics

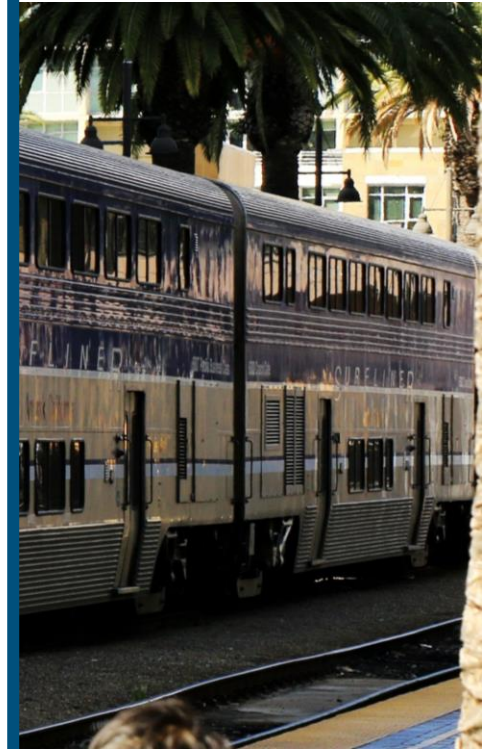
Since January 2022, FRA has grown from 858 employees to 1,108 employees

This is the largest FRA has been since the agency's inception.

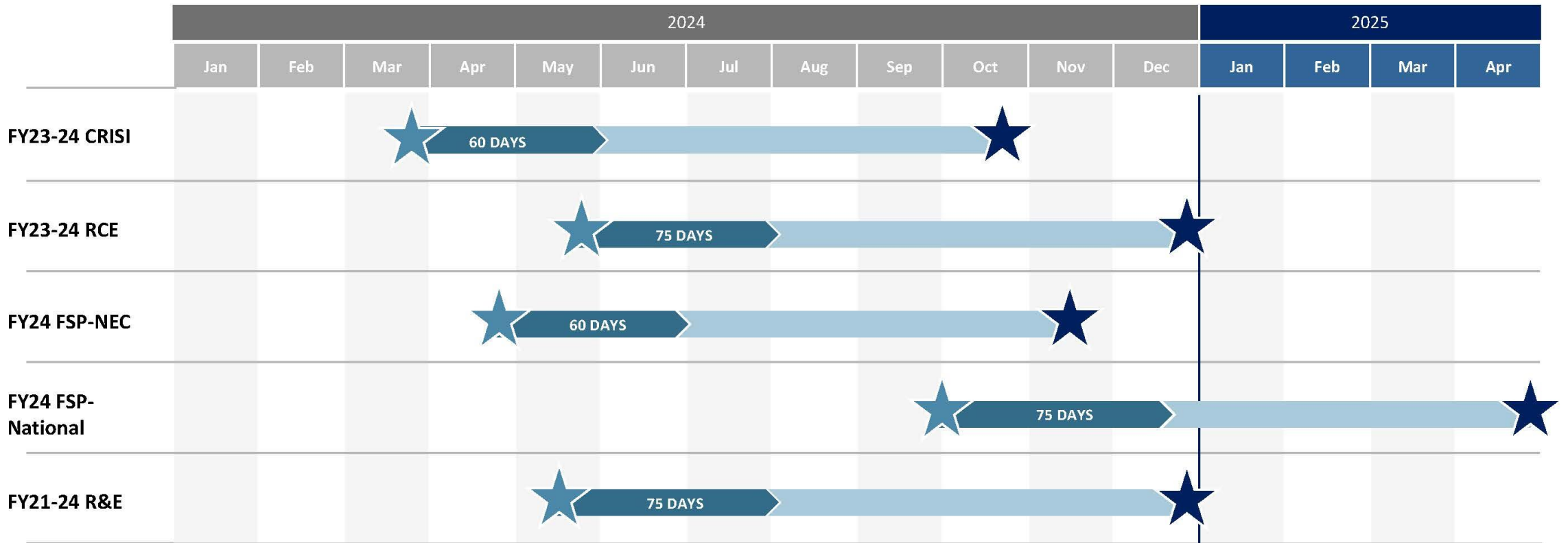


Amtrak employment demographics

Since January 2021, Amtrak grew from 14,000 to over 17,000 in FY 23



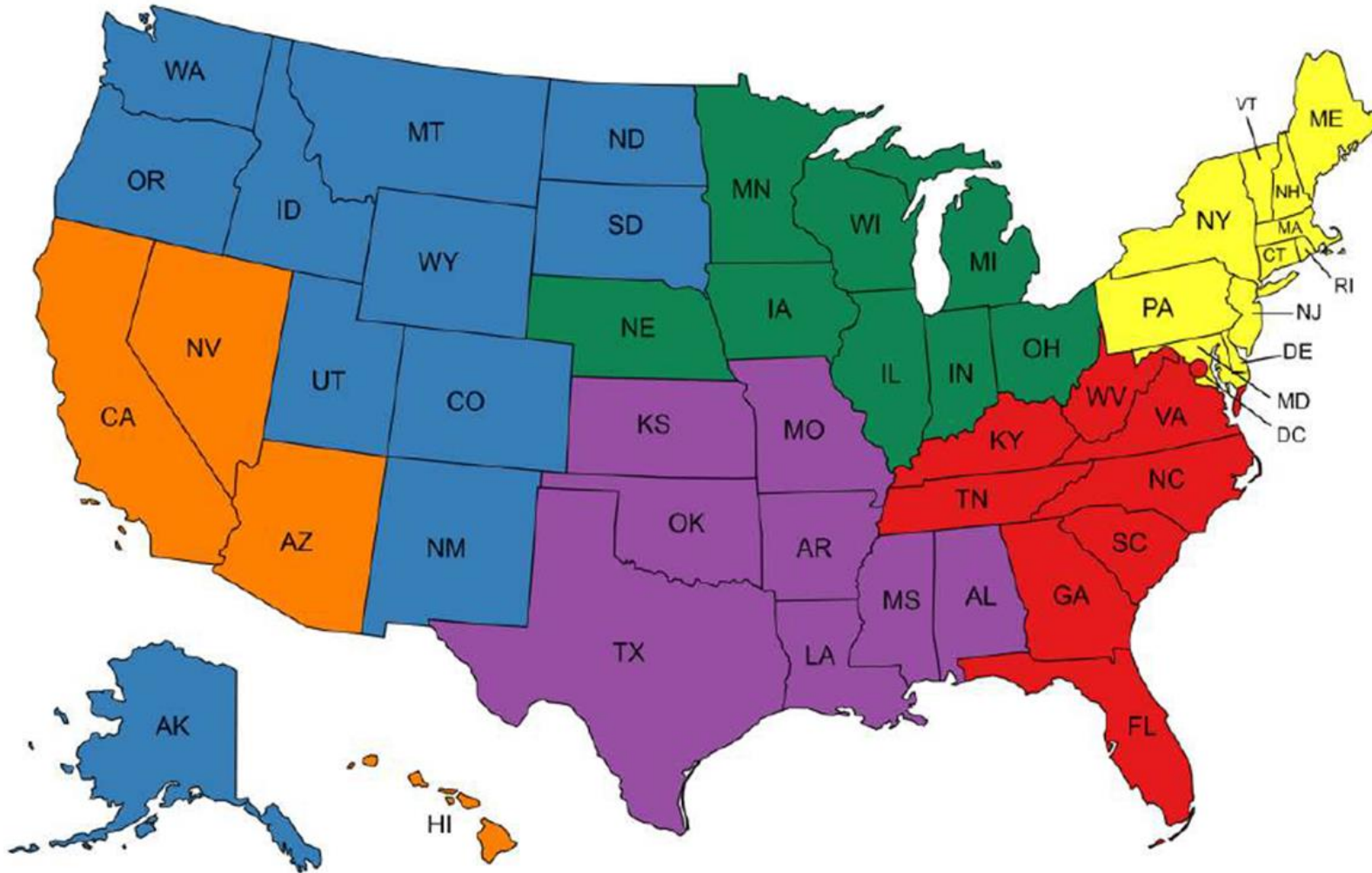
CY 2024 Tentative FRA Discretionary Grant Calendar









★ NOFO Publication ➡ Application Period ➡ Evaluation & Selection Period ★ Award Announcement

NOFO CYCLE STAGES ARE ESTIMATED FOR PLANNING PURPOSES, AND NOT EXACT DURATIONS OR DATES. CHANGES MAY OCCUR, AND FRA WILL UPDATE ACCORDINGLY.

FRA Regional Team Map



-  **NORTHEAST REGION (RRD-51) Non-NEC**
-  **SOUTHEAST REGION (RRD-52)**
-  **SOUTHCENTRAL REGION (RRD-53)**
-  **MIDWEST REGION (RRD-54)**
-  **WEST REGION (RRD-55)**
-  **SOUTHWEST REGION (RRD-56)**