

# FEDERAL RAILROAD ADMINISTRATION

## Budgetary Resources (in thousands of dollars)

ACCOUNT	FY 2021			FY 2022			FY 2023 President's Budget		
	ENACTED	COVID-19 SUPPLEMENTAL	BUDGET AUTHORITY	FULL YEAR CR (IIJA OB LIM)	IIJA SUPPLEMENTAL	TOTAL BUDGET AUTHORITY	REQUEST	IIJA SUPPLEMENTAL	TOTAL BUDGET AUTHORITY
<b>FEDERAL RAILROAD ADMINISTRATION</b>									
NE CORR GRANTS TO AMTRAK (GF)(D/M)	700,000	1,625,819	2,325,819	700,000	1,200,000	1,900,000	1,200,000	1,200,000	2,400,000
NAT NETWORK GRANTS TO AMTRAK (GF)(D/M)	1,300,000	1,074,181	2,374,181	1,300,000	3,200,000	4,500,000	1,800,000	3,200,000	5,000,000
<i>AMTRAK SUBTOTAL [non add] (GF)</i>	<i>2,000,000</i>	<i>2,700,000</i>	<i>4,700,000</i>	<i>2,000,000</i>	<i>4,400,000</i>	<i>6,400,000</i>	<i>3,000,000</i>	<i>4,400,000</i>	<i>7,400,000</i>
RAILROAD RESEARCH & DEV (GF)(D)	41,000	-	41,000	41,000	-	41,000	58,000	-	58,000
SAFETY & OPERATIONS (GF)(D)	234,905	-	234,905	234,905	-	234,905	254,426	-	254,426
CRISI GRANTS (GF)(D)	375,000	-	375,000	375,000	1,000,000	1,375,000	500,000	1,000,000	1,500,000
RAILROAD CROSSING ELIMINATION PROGRAM (GF)(D)	-	-	-	-	600,000	600,000	245,000	600,000	845,000
FED STATE PARTNERSHIP (GF)(D)	200,000	-	200,000	200,000	7,200,000	7,400,000	555,000	7,200,000	7,755,000
RESTORATION AND ENHANCEMENT GRANTS (GF)(D)	4,720	-	4,720	4,720	-	4,720	50,000	-	50,000
MAGNETIC LEVITATION TECH DEPL (GF)(D)	2,000	-	2,000	2,000	-	2,000	-	-	-
<i>Cancellation (D) [non-add] Inactive Rail Grant Programs (GF)(D)</i>	<i>(36,921)</i>	<i>-</i>	<i>(36,921)</i>	<i>(2,711)</i>	<i>-</i>	<i>(2,711)</i>	<i>-</i>	<i>-</i>	<i>-</i>
<b>Total:</b>	<b>2,857,625</b>	<b>2,700,000</b>	<b>5,557,625</b>	<b>2,857,625</b>	<b>13,200,000</b>	<b>16,057,625</b>	<b>4,662,426</b>	<b>13,200,000</b>	<b>17,862,426</b>
<b>FTEs:</b>			<b>872</b>			<b>893</b>			<b>1,006</b>

The President's FY 2023 budget was built upon annualized FY 2022 Continuing Resolution funding levels. See page 5 for FY 2022 enacted appropriated levels.

## OVERVIEW

The Federal Railroad Administration's (FRA) mission is to enable the safe, reliable, and efficient movement of people and goods for a strong America, now and in the future. FRA oversees the safety of the U.S. railroad industry by carrying out a robust regulatory enforcement and technical assistance program that combines rigorous data analysis, continuous stakeholder engagement, and the expertise of a highly skilled and dedicated workforce. FRA also administers a broad portfolio of grants aimed at

improving safety and the condition of the Nation's rail infrastructure, while enhancing the operating performance of both intercity passenger and freight rail service. These investments enable the introduction of new and upgraded intercity passenger rail corridors that help to connect communities, combat climate change, and grow America's economy and job opportunities. FRA's railroad safety and investment programs are supported by cutting edge research and development, through which FRA advances technology innovations and new practices to improve rail safety and efficiency.

## HIGHLIGHTS OF THE FY 2023

# PRESIDENT'S BUDGET

The FY 2023 President's Budget includes **\$4.7 billion** for FRA. This funding builds on the Bipartisan Infrastructure Law (BIL)—which included **\$13.2 billion** in supplemental advance appropriations each year for FRA's grant programs from FY 2022 to FY 2026—and will support FRA's five key BIL investment goals:

1. Modernize the Northeast Corridor;
2. Bring world-class passenger rail service to other regions across the country;
3. Renew Amtrak's fleet & facilities and deliver high-quality intercity passenger rail;
4. Grow a safer, cleaner, more equitable rail system; and
5. Build the foundation for a long-term rail program.

**The BIL makes the largest investment in passenger rail since the creation of Amtrak.** U.S. passenger rail lags behind the rest of the world in reliability, speed, and coverage. The legislation positions rail to play a central role in our transportation and economic future, and the FY 2023 Budget includes \$17.9 billion to continue eliminating the Amtrak maintenance backlog, modernize the Northeast Corridor, and bring world-class rail service to areas outside the northeast and mid-Atlantic. This investment will create safe, efficient, and climate-friendly alternatives for moving people and freight.

# KEY COMPONENTS OF THE REQUEST

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- **Amtrak: \$3 billion** is requested for Amtrak's base operating, capital, and debt service requirements, including \$1.2 billion for the Northeast Corridor (NEC) and \$1.8 billion for the National Network. In addition, Amtrak will receive **\$4.4 billion** in BIL supplemental advance appropriations in FY 2023. The supplemental funding Amtrak receives through both its direct appropriation and potentially through competitive grant programs is intended to help reverse decades of underinvestment in intercity passenger rail and address many of the major state of good repair backlog projects that have accumulated across the network. However, robust annual funding is also required to ensure that Amtrak can deliver the high-quality service that the country deserves and to ensure that no further assets slip into disrepair. The FY 2023 President's Budget also includes \$655 million in COVID relief for Amtrak and its State partners to offset continued revenue shortfalls due to the pandemic.
- **Federal-State Partnership for Intercity Passenger Rail (Partnership): \$555 million** is requested for FRA's primary intercity passenger rail expansion and improvement program. BIL supplemental advance appropriations will provide an additional **\$7.2 billion** in funding for FY 2023. This program will play a key role in providing more rail options for the traveling

public, advancing safety, economic, equity, and climate goals. Investment decisions for projects located both on the NEC and on corridors across the country will be driven by new, statutorily required planning processes that are due to be completed in FY 2023. Partnership funding will advance additional capital renewal and improvement projects on the NEC, enhance existing services on the National Network, restore or introduce new corridor services, and prepare a long-term pipeline of projects through sound planning, environmental, and engineering work.

- **Consolidated Rail Infrastructure and Safety Improvements (CRISI): \$500 million** is requested for CRISI in addition to the **\$1 billion** in supplemental advance appropriations provided by BIL for FY 2023. This program supports a wide range of freight and intercity passenger rail projects that further the Department's safety, economic, equity, and climate goals. CRISI can promote the values of the Justice40 initiative, and as such, the FY 2023 President's Budget proposes to dedicate at least \$200 million in CRISI funds to rail line relocations and other projects to mitigate the detrimental safety and quality of life effects rail transportation can have on underserved or disadvantaged communities. The President's Budget also dedicates \$10 million for new workforce development initiatives, including the establishment of a National Railroad Institute to develop and conduct training and education programs for both public- and private-sector railroad industry employees.

- **Railroad Crossing Elimination: \$245 million**

is requested for highway-rail grade crossing improvements under this newly authorized program. Like CRISI, the Railroad Crossing Elimination program can provide a variety of safety, economic, and equity benefits. The FY 2023 Request, in addition to the **\$600 million** provided by the BIL supplemental advance appropriation, will provide sufficient funding to tackle complex, and often costly, grade separation projects that can have pronounced effects on improving transportation safety. Grade separating highway-rail crossings can alleviate hazards to both pedestrians and motor vehicles at crossings that experience high volumes of traffic, are poorly configured and present safety issues due to their design, or block community access due to the frequency or length of trains that pass through.

- **Restoration and Enhancement Grants (R&E):**

**\$50 million** is requested to provide operating assistance to initiate, restore, or enhance intercity passenger rail transportation. This funding is in addition to the **\$50 million** provided as a takedown from the Amtrak National Network account in the BIL supplemental advance appropriation. The passage of BIL and increased funding levels for the Partnership program will directly lead to the introduction of new and expanded intercity passenger rail services. The R&E program will play a vital role in the success of these services—and the realization of their significant public benefits—by offsetting initial operating losses while the new or expanded services build their ridership and revenue base.

- **Safety and Operations (S&O): \$254.4 million**

is requested for FRA's core railroad safety programs and the organizational infrastructure (e.g., payroll, information technology, and training) that enables FRA to execute its dual safety and development mission. The S&O request includes:

- › **Automated Track Inspection Program**

**(ATIP): \$16.5 million** to operate FRA's fleet of ATIP vehicles that identify track defects, including the newest hi-rail vehicle that uses ultrasonic technology to identify internal rail flaws, which cannot be readily detected by track geometry technology or visual inspections.

- › **Confidential Close Call Reporting System**

**(C3RS): \$4.3 million** to expand the C3RS program to encourage participation from Class I freight railroad employees. C3RS allows railroad employees to report close calls and unsafe events, identify safety hazards, and mitigate or eliminate threats.

- **Research and Development (R&D): \$58**

**million** for FRA's R&D program, which provides the scientific and engineering foundation for many of FRA's safety enforcement, oversight, and regulatory actions. The program also advances transformative, next-generation safety technologies and human factors research that spurs innovation, efficiency gains, and safer operating practices across the railroad industry. The FY 2023 President's Budget continues to emphasize opportunities to expand climate and resiliency research. The requested funding will support FRA's efforts to investigate the efficacy of clean fuels and advanced motive power technologies to improve energy efficiency and reduce emissions of rail transportation.