

FY 2016 Budget and Six-Year Authorization Proposal



Department of Transportation Reauthorization Priorities

Grow our Economy

Establish new manufacturing hubs and generates new jobs that will strengthen the middle class.

Build and Strengthen our Record of Safety

Supports continuous safety improvement and cultivates a culture of safety throughout the rail industry.

Close the infrastructure deficit while Modernizing our Rail Infrastructure

Rebuilds our crumbling infrastructure while modernizing the infrastructure built by past generations of Americans, lowering long-term costs and ensuring a safer, more reliable and efficient rail system.

Meeting the Growing Market Demand

Make targeted investments to ensure America's rail system is prepared to meet the growing demand for the movement of people and goods.

Promoting Innovation

Dedicate resources to planning and workforce development to ensure America's global lead in safety, productivity and technological innovation.

Ensuring Transparency & Accountability

Provide program transparency to ensure accountability of public resources and delivery of public benefits.



Moving America Forward

FRA - Office of Communications & Legislative Affairs

2/4/2015



U.S. Department
of Transportation
Federal Railroad
Administration

Budget and Reauthorization Overview

FY 2016 Budget – \$5.018 billion request

- Safety & Operations – \$203.8 million
- Research & Development – \$39.3 million
- National High-Performance Rail System – \$4.775 billion

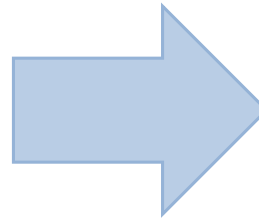
GROW AMERICA Act

2014 Legislative Proposal

4 Years
(FY 2015 – FY 2018)

\$302 billion total

\$19 billion
National High-Performance
Rail System



New Legislative Proposal

6 Years
(FY 2016 – FY 2021)

\$478 billion total

\$29 billion
National High-Performance
Rail System

Provides Predictable, Dedicated Funding for Rail



Funding Overview

		FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	Total (FY16-21)	
Traditional FRA accounts	FRA SAFETY & OPERATIONS	186.9	203.8	n/a	n/a	n/a	n/a	n/a	n/a	General Fund
	RESEARCH & DEVELOPMENT	39.1	39.3	n/a	n/a	n/a	n/a	n/a	n/a	
	AMTRAK GRANTS	1,390	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
	RAILROAD SAFETY GRANTS	10	n/a	n/a	n/a	n/a	n/a	n/a	n/a	

National High-Performance Rail System (NHPRS)

CURRENT PASSENGER RAIL SERVICE		-	2,450	2,400	2,350	2,300	2,300	2,300	14,100	Transportation Trust Fund (new Rail Account)
Current services (incl. Amtrak) organized by "business lines"	Northeast Corridor		550	550	700	800	885	940	4,425	
	State Corridors		225	175	125	75	45	-	645	
	Long-Distance Routes		850	850	730	690	690	690	4,500	
	National Assets, Legacy Debt, and Amtrak PTC		475	475	445	385	330	320	2,430	
	Stations - ADA Compliance		350	350	350	350	350	350	2,100	
RAIL SERVICE IMPROVEMENT PROGRAM		-	2,325	2,405	2,370	2,450	2,450	2,450	14,450	
Integrated investments in growing & improving rail	Passenger Corridors		1,175	1,375	1,575	1,775	1,775	1,775	9,450	
	Commuter Railroads - PTC Compliance		825	705	470	350	350	350	3,050	
	Local Rail Facilities and Safety		250	250	250	250	250	250	1,500	
	Planning & Workforce		75	75	75	75	75	75	450	
Sub-Total NHPRS		0	4,775	4,805	4,720	4,750	4,750	4,750	28,550	

FRA Total 1,626 5,018



Advancing Rail Safety

The Budget addresses **today's three most pressing safety** issues:

- *Increasing movement of crude oil and other energy products including ethanol and liquefied natural gas.*
- *Passenger rail safety issues that surfaced in the wake of the Metro-North Accidents (Safety Culture).*
- *Highway-rail grade crossing and pedestrian safety.*

\$17 million increase for FRA's **Safety and Operations** account

- 45 new staff for the Safe Transportation of Energy Products
- 15 new staff for rail passenger safety
- 24 new staff for grade crossing safety and pedestrian safety

Continued support for **Railroad Research and Development**

- \$2 million for Short Line Safety Institute
- \$2 million for R&D on safe transportation of liquefied natural gas



Moving America Forward

FRA - Office of Communications & Legislative Affairs

2/4/2015



U.S. Department
of Transportation
**Federal Railroad
Administration**

NHPRS: Current Passenger Rail Service (FY16 Request = \$2.45 billion)

Program Area	Eligible Activities	Eligible Recipients
Northeast Corridor \$550 million	<ul style="list-style-type: none"> Ongoing equipment overhaul capital needs Backlog of state of good repair capital needs * Replacement of legacy/obsolete equipment * Offset by user “access” charges (phased in) 	<ul style="list-style-type: none"> Amtrak States
State Corridors \$225 million	<ul style="list-style-type: none"> Legacy/obsolete equipment replacement* Support phase-in of fixed asset capital charges to States under PRIIA Section 209* 	States
Long-Distance Routes \$850 million	<ul style="list-style-type: none"> Long-distance route capital – equipment overhauls and replacement, stations, maintenance facilities Long-distance route operations 	Amtrak
National Assets, Legacy Debt, and Amtrak PTC \$475 million	<ul style="list-style-type: none"> Operating and capital needs for national reservations system; security and policing; training centers; and other national systems Legacy debt service and principal* PTC capital on Amtrak routes* 	Amtrak
Stations – Americans with Disabilities Act Compliance \$350 million	<ul style="list-style-type: none"> Capital to upgrade Amtrak-served stations to be ADA compliant* 	Amtrak

* *temporary activities*



NHPRS: Current Passenger Rail Service

Key Outcomes:

- Amtrak fully-funded and provided the capital needed to address the backlog of needs accumulating from historic underinvestment
- Brings Northeast Corridor infrastructure and equipment into a state of good repair to enable future growth and service improvements
- Replaces aging and obsolete equipment on State-supported corridors
- Facilitates efficient transition to State financial control over State-supported corridors
- Sustains operation of the Nation's long-distance routes, while improving financial efficiency
- Improves efficiency of the Nation's "backbone" rail facilities and supports implementation of positive train control on Amtrak routes
- Brings stations into compliance with the requirements of the Americans with Disabilities Act

NHPRS: Rail Service Improvement Program

(FY16 Request = \$2.325 billion)

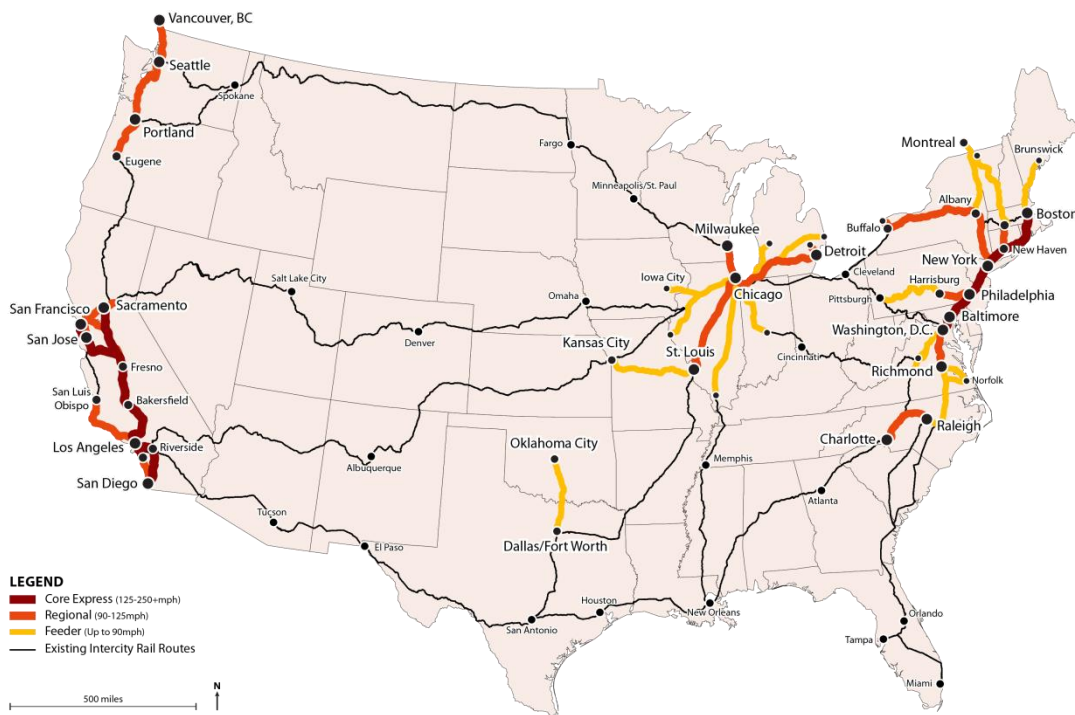
Program Area	Eligible Activities	Eligible Recipients
Passenger Corridors \$1.175 billion	<ul style="list-style-type: none"> Environmental studies Right-of-way acquisition Preliminary engineering Design and construction Rolling stock acquisition Congestion mitigation projects identified by the Surface Transportation Board or DOT Cost of the Credit Risk Premium under the RRIF Program for intercity passenger rail capital projects 	<ul style="list-style-type: none"> States Multi-State entities Amtrak Equipment entity
Commuter Railroads – PTC Compliance \$825 million	<ul style="list-style-type: none"> PTC capital on commuter railroads* 	<ul style="list-style-type: none"> States Commuter railroads
Local Rail Facilities and Safety \$250 million	<ul style="list-style-type: none"> Highway-rail grade crossing improvements Rail line relocation projects Capital upgrades to short-line freight railroads Cost of the Credit Risk Premium under the RRIF Program for short-line capital projects Training and technical assistance for local governments 	<ul style="list-style-type: none"> States Multi-State entities Metropolitan Planning Organizations Local governments
Planning and Workforce \$75 million	<ul style="list-style-type: none"> National, multi-state, state planning Corridor and terminal area planning and environmental analyses Capital upgrades to the Transportation Technology Center Rail-based University Transportation Centers National Cooperative Rail Research Program Support for Buy America implementation 	<ul style="list-style-type: none"> States Multi-State entities Metropolitan planning organizations Transportation Research Board University Transportation Centers Manufacturing Extension Partnership FRA



NHPRS: Rail Service Improvement Program

Key Outcomes:

Current Intercity Passenger Rail Investments by Service Type



- Invests in market-based improvements to build new corridors and enhance capacity, speed, and reliability of the rail network
- Relieves congestion on shared use corridors
- Delivers continuous safety improvements
- Coordinates planning efforts to set the stage for future phases of investment
- Supports implementation of PTC on commuter railroads
- Develops the workforce and technology necessary to advance the Nation's rail industry

RAIL– *Moving America Forward*

Visit us at:
www.fra.dot.gov



Connect with us **USDOTFRA**