18th Annual Southwest Rail Conference
April 1, 2022

Allison Ishihara Fultz, Chief Counsel
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

Chief Counsel

- Office of Safety Law (RCC-10)
- Office of General Law (RCC-20)
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
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

<table>
<thead>
<tr>
<th>Advanced Appropriations</th>
<th>Fully Authorized Funds</th>
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<tbody>
<tr>
<td><strong>$66B</strong> in total funding</td>
<td><strong>$36B</strong> in total funding</td>
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**Amtrak**
- **Advanced Appropriations**: $22B
- **Fully Authorized Funds**: $19B

**Consolidated Rail Infrastructure and Safety Improvements**
- **Advanced Appropriations**: $5B
- **Fully Authorized Funds**: $5B

**Railroad Crossing Elimination**
- **Advanced Appropriations**: $3B
- **Fully Authorized Funds**: $2.5B

**Federal-State Partnership for Intercity Passenger Rail**
- **Advanced Appropriations**: $36B
- **Fully Authorized Funds**: $7.5B

**Restoration & Enhancement**
- **Advanced Appropriations**: $250M
- **Fully Authorized Funds**: $250M

* $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 RR 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
- Racial Equity, Economic Inclusion
- Equitable Economic Strength, Improving Core Assets
- Transformation of our Nation’s Transportation Infrastructure
- Resilience, Addressing Climate Change
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.
# New Grant Programs Under BIL

## 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

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

https://railroads.dot.gov/BIL
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