

Who We Are



Our Focus

The mission of the Federal Railroad Administration (FRA) is to enable the reliable, and efficient movement of people and goods for a strong America, now and in the future.



- Safety is our number one priority
- We are laying a foundation for higher performing rail
- Promulgating and enforcing rail safety regulations
- Investing in America's rail corridors
- Facilitating and conducting research and technology development

Vision: *RAIL—Moving America Forward*



FRA - Office of Communications & Legislative Affairs

4/28/2015



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

Safety is our number one priority

Rail Has Never Been Safer

Every regulation and enforcement action we issue is based on facts and sound research. New records in safety have been achieved four of the past five years.

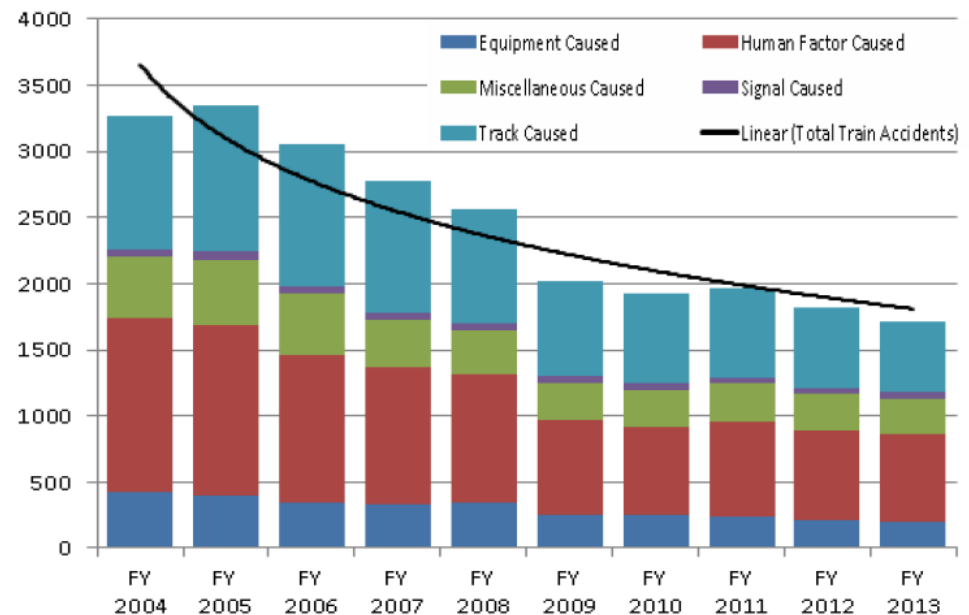
- Over the past decade, train accidents have declined 47 percent
- Highway-rail grade crossing accidents are down 35 percent
- And employee fatalities have been reduced by 59 percent



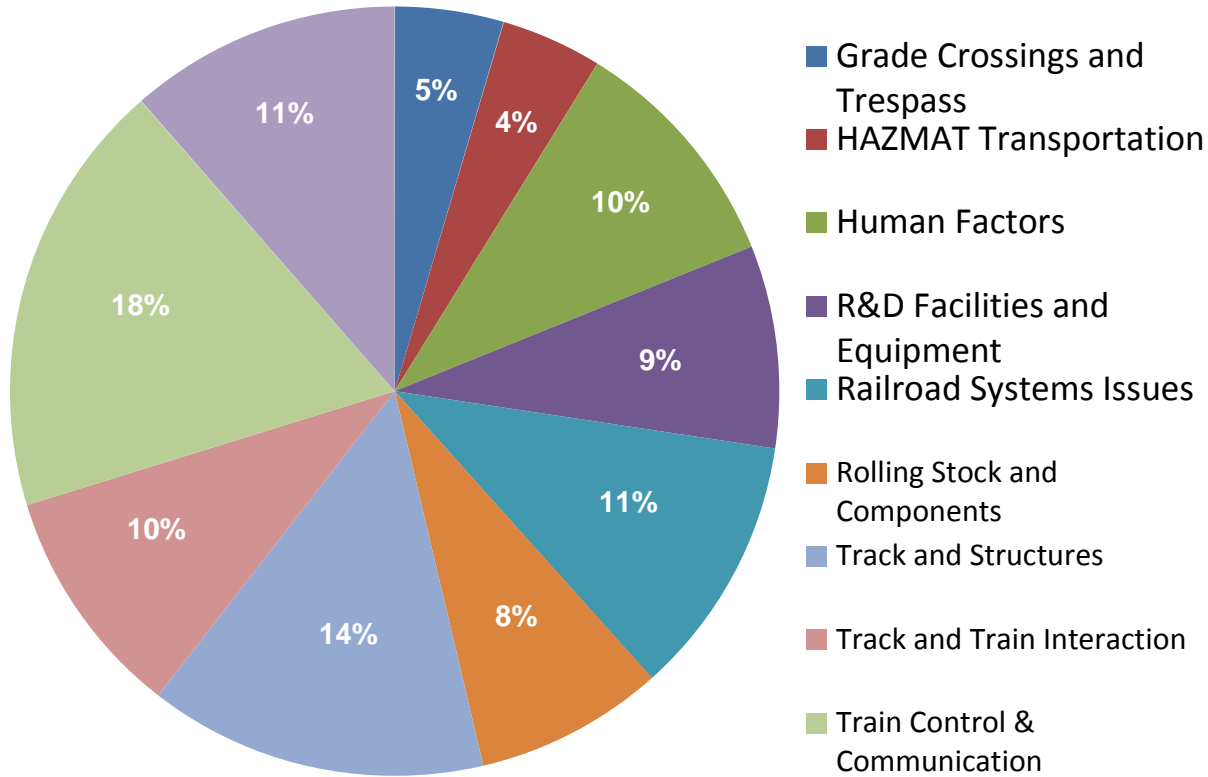
Ten-Year Trend for Accident Reductions

**Fiscal Year Representing Absolute Numbers*

Source: FRA



Investments in Research and Development



Since 2006, we have steadily invested nearly \$35 million in research and development annually.

Laying a foundation for higher performing rail

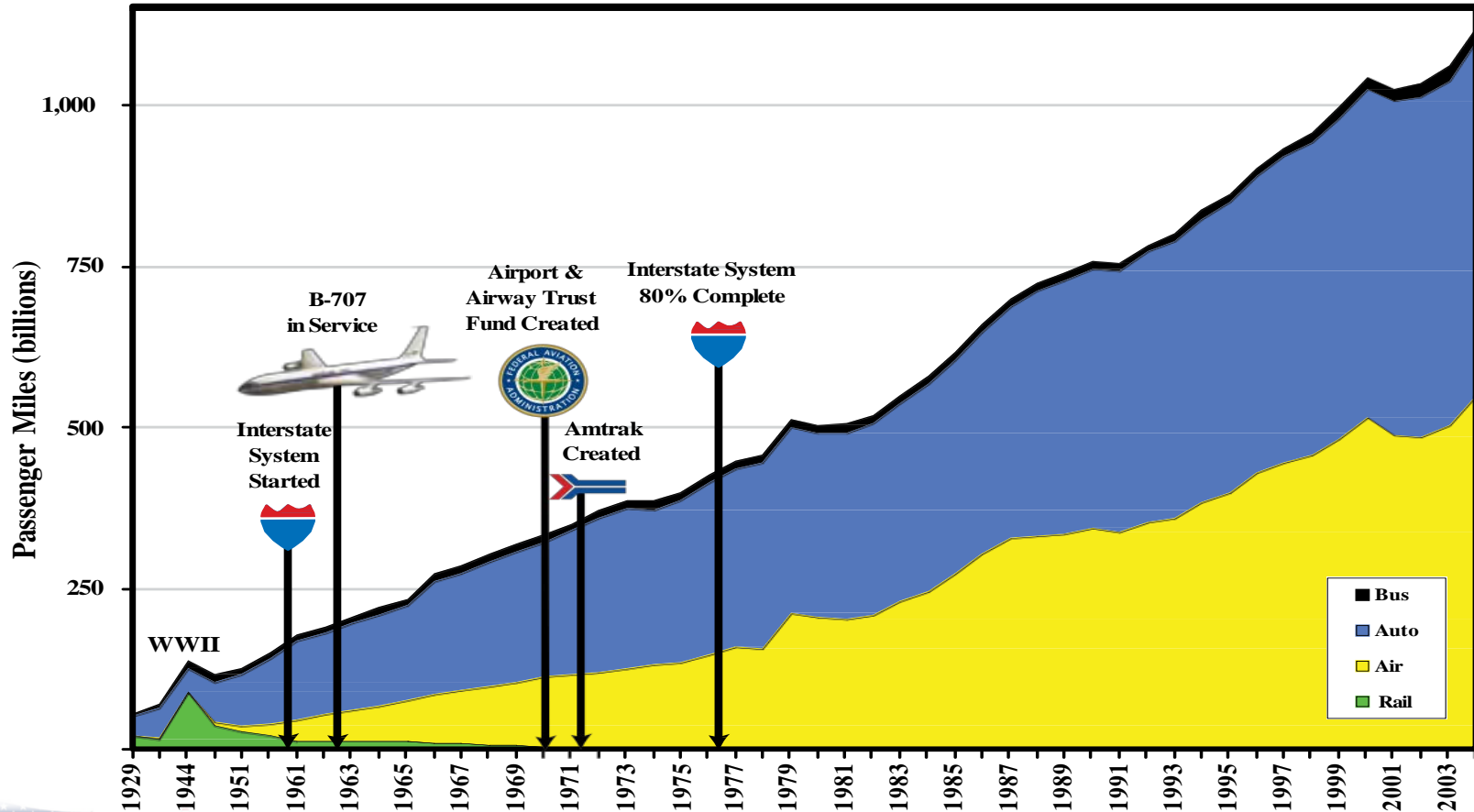
Our Multi-Billion Dollars Portfolio Includes:

- Amtrak Operating and Capital Programs - \$7 billion
- High Speed and Intercity Passenger Rail (HSIPR) Grants - \$10.1 billion
- Research and Development - \$30 million
- Railroad Rehabilitation and Improvement Financing (RRIF) Program – \$1.7 billion
- Transportation Investment Generating Economic Recovery (TIGER) Programs - \$423 million
- Rail Line Relocation Grants - \$86 million
- Disaster Assistance Grants -\$18 million



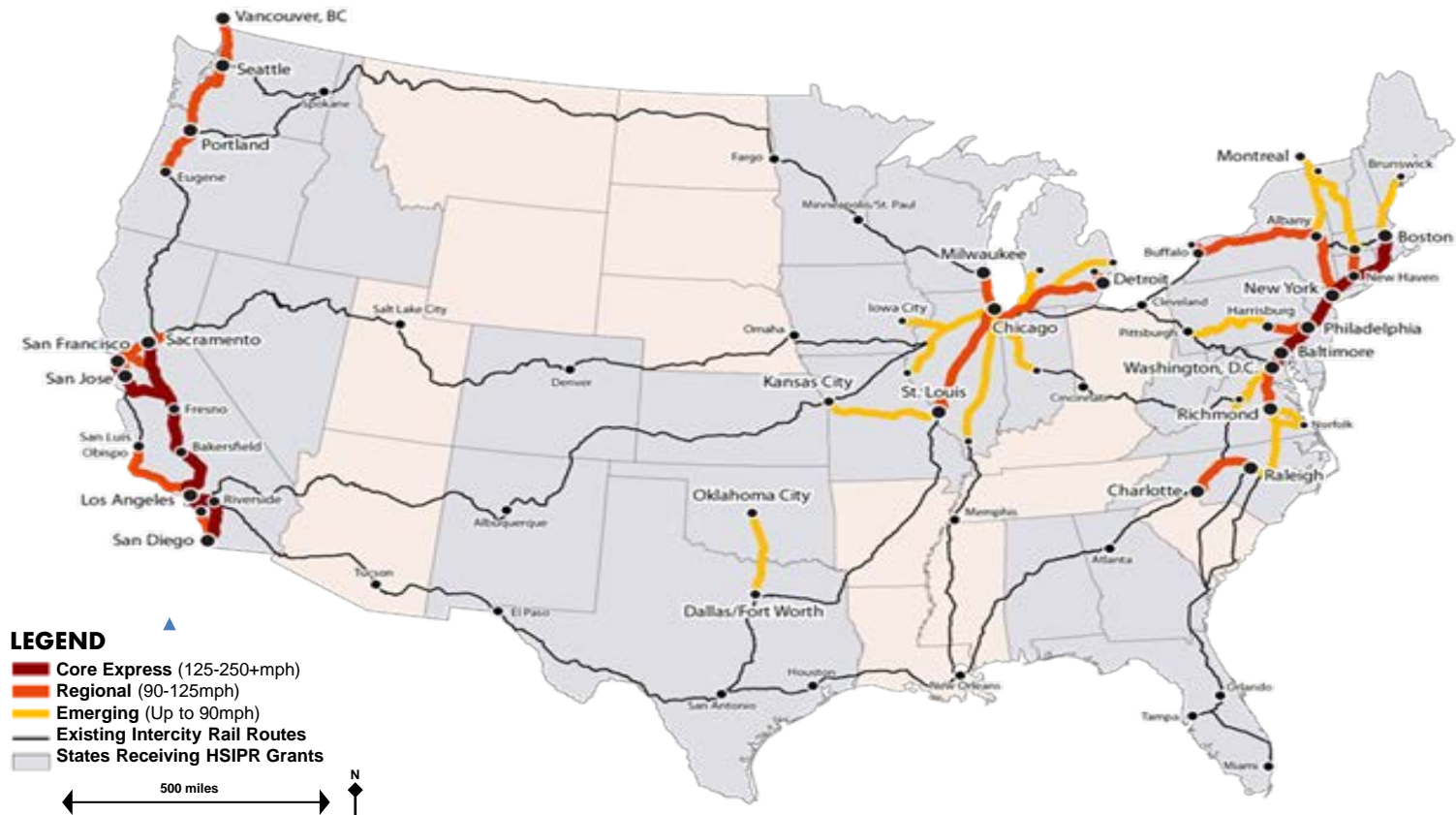
Vision for a National HSR Network

U.S. Intercity Travel Trends by Modal Share, 1929-2004 ⁷



Laying a foundation for higher performing rail

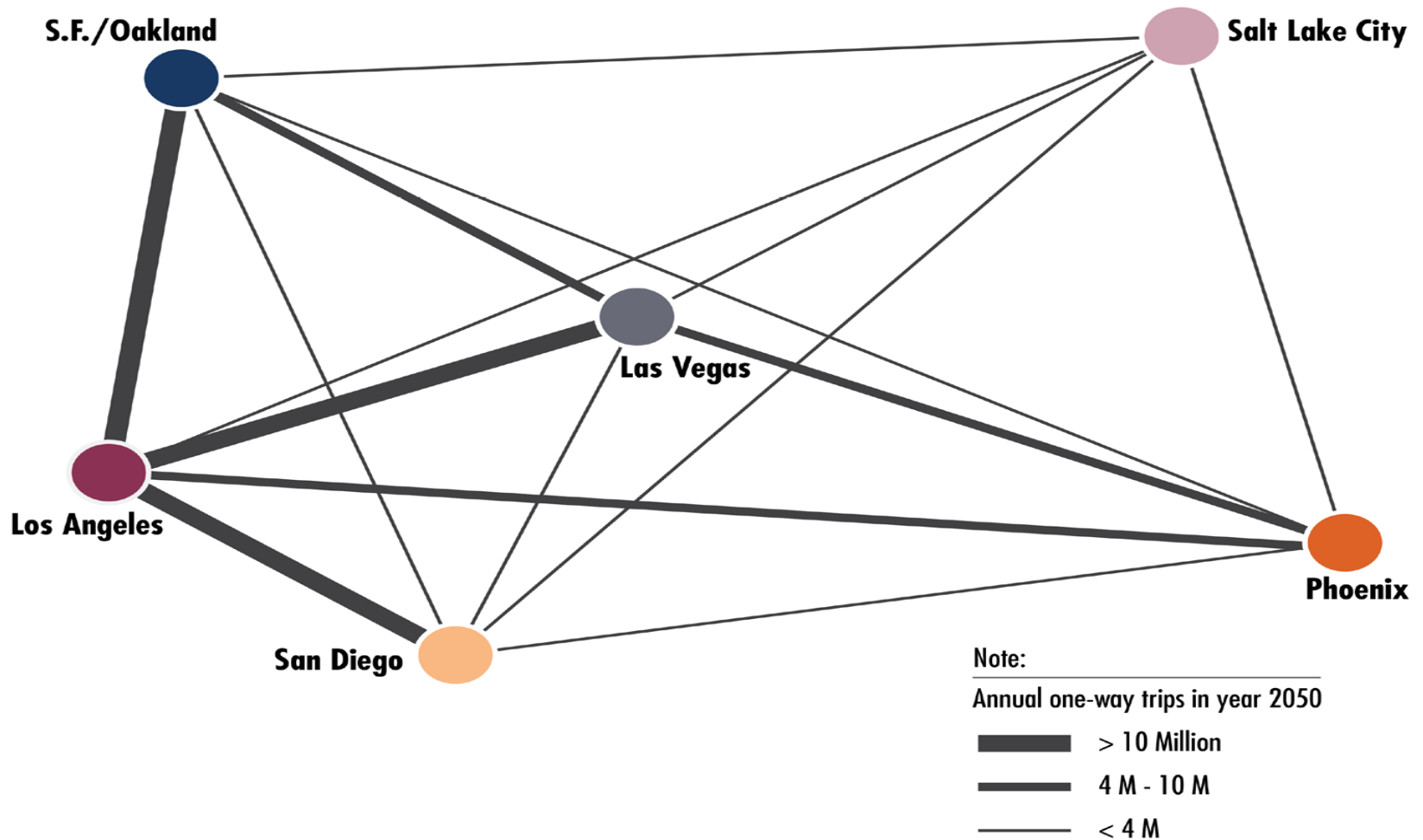
The High Speed and Intercity Passenger Rail Program



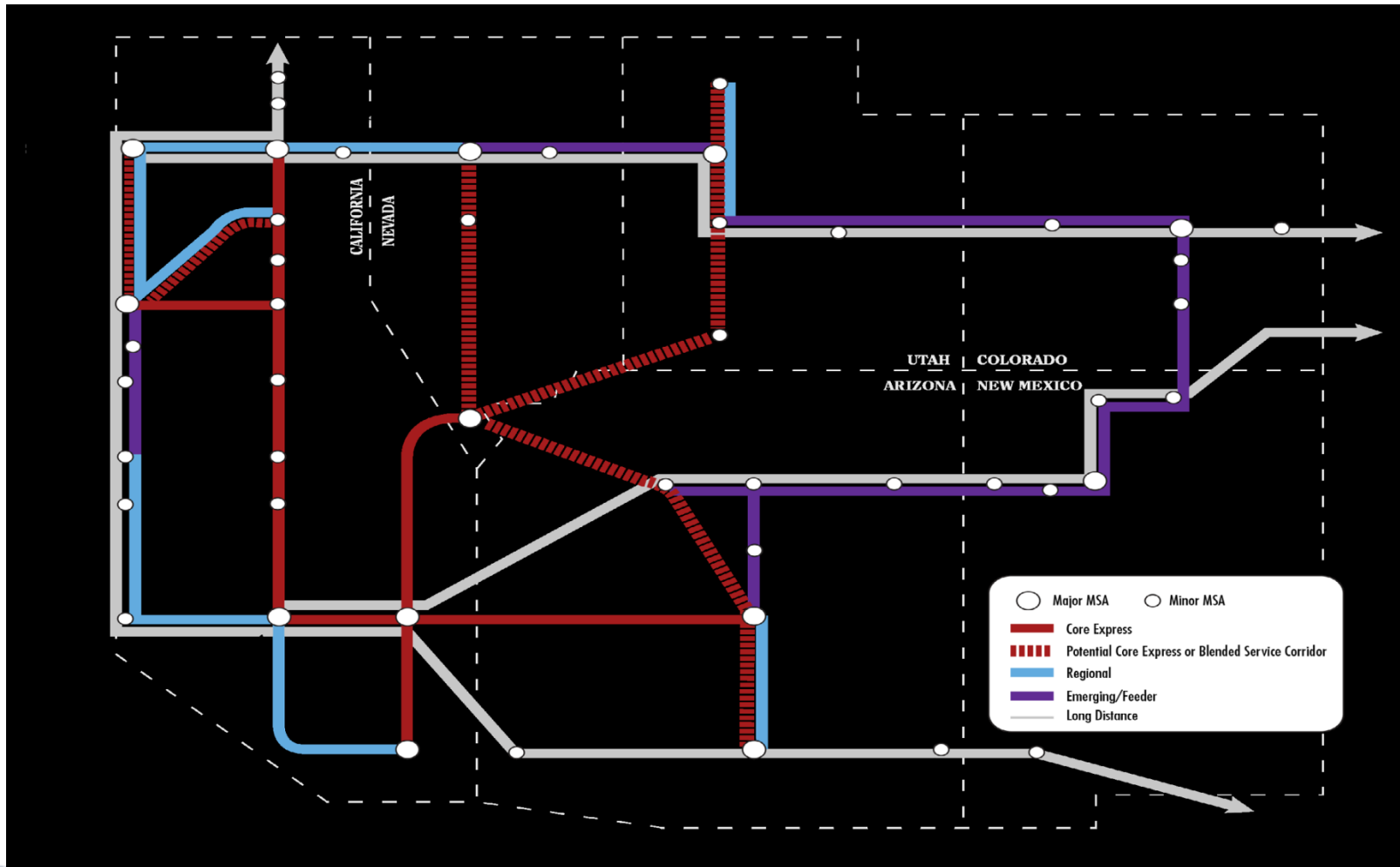
FRA Southwest Study



SW Study: Existing & Forecast Travel



Corridors for Further Consideration



Potential Benefits

- Rail access to more than 92% in CA, NV, AZ
- Alleviate future highway demand:
 - 2 lanes on I-5 from Los Angeles to San Francisco
 - 6 billion vehicle miles traveled per year by 2050
- Alleviate future air travel demand:
 - 2 LAX airports
 - 10 John Wayne airports
 - 20 Ontario airports

California High Speed Rail



Program Overview

Federal Funding

- ARRA Grant: \$2,552,556,231
- FY10 Grant: \$ 928,620,000

Scope of Work

Phase 1 of the HST program (520 miles)

- Preliminary engineering
- Environmental reviews

First Construction Section (FCS) (130 miles)

- Environmental reviews
- Preliminary engineering
- Right-of-way acquisition
- Permitting
- Utility relocations
- Stakeholder agreements
- Final design
- Construction

First Construction Segment (FCS)



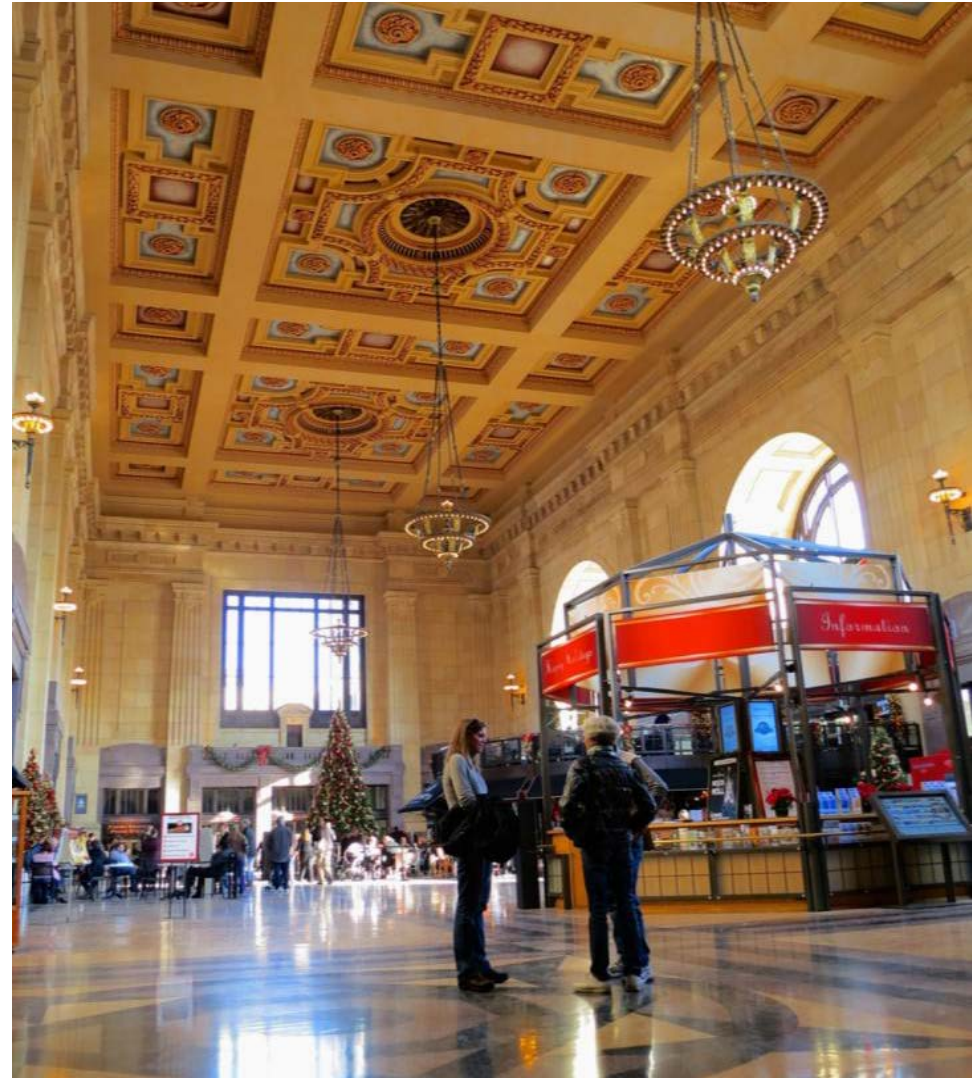
The GROW AMERICA Act
*provides **predictable, dedicated funding** for rail.*



GROW AMERICA

Five Priorities for Rail

1. Driving Continuous Safety Improvement
2. Modernizing Rail Infrastructure
3. Meeting the Growing Market Demand
4. Promoting Innovation
5. Ensuring Transparency & Accountability



Modernizing America's Rail Infrastructure

Building upon the investments made by previous generations

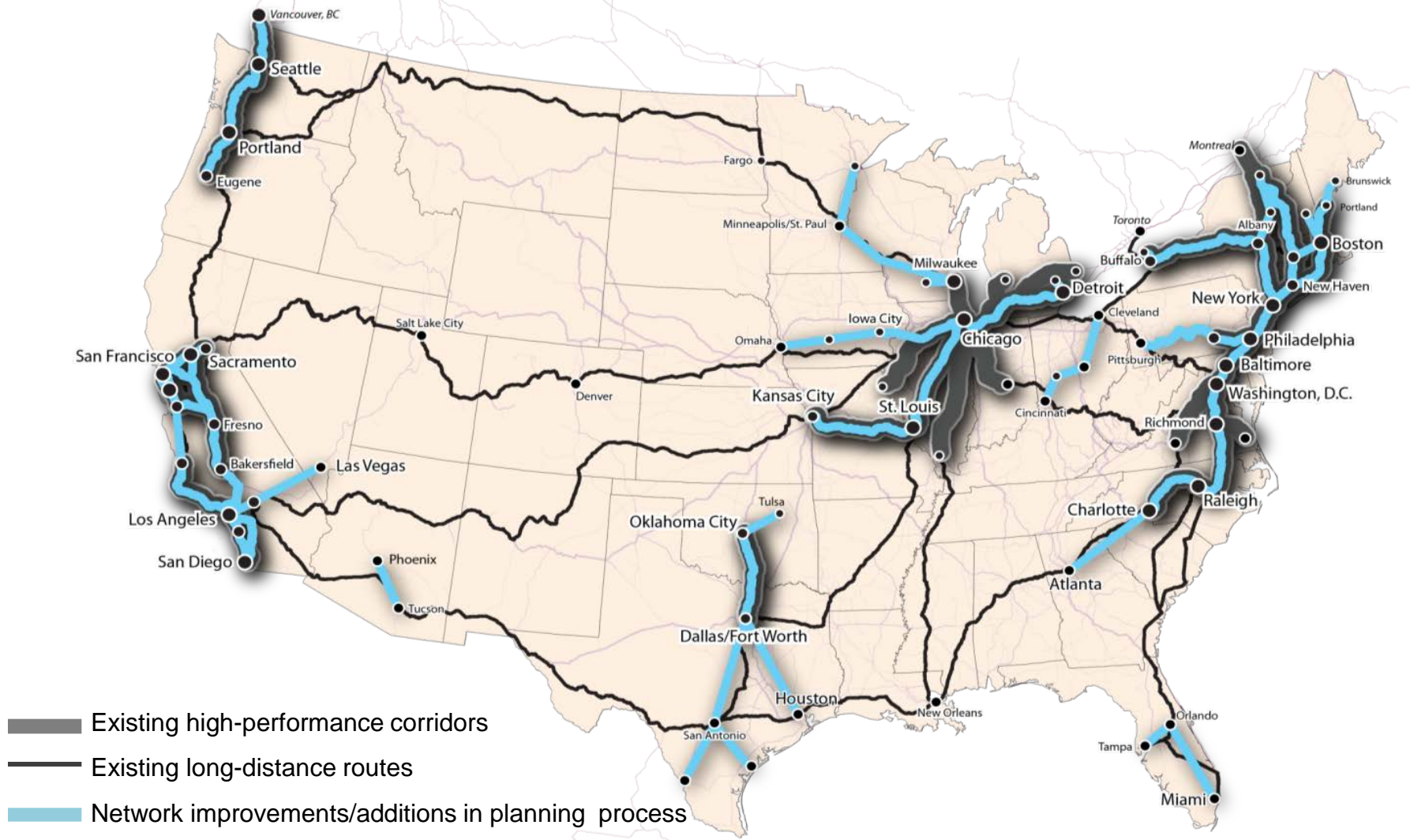
- **AMERICANS WITH DISABILITIES ACT (ADA):**
 - Provides full funding to make all stations ADA-compliant
 - Standardizes passenger equipment and platforms
- **INFRASTRUCTURE BACKLOG:** Funds substantial backlog of repair needs on public rail assets
- **OBSOLETE EQUIPMENT:** Funds replacement of old and obsolete passenger equipment



The pipeline of future projects is strong

When this network is built—

- The U.S. will have **10,500** high-performance rail corridor miles.
- **225M Americans (72% of U.S.)** will have access to rail transportation.
(190M by corridor trains; 35M by long-distance trains only)



Meeting the Growing Market Demand

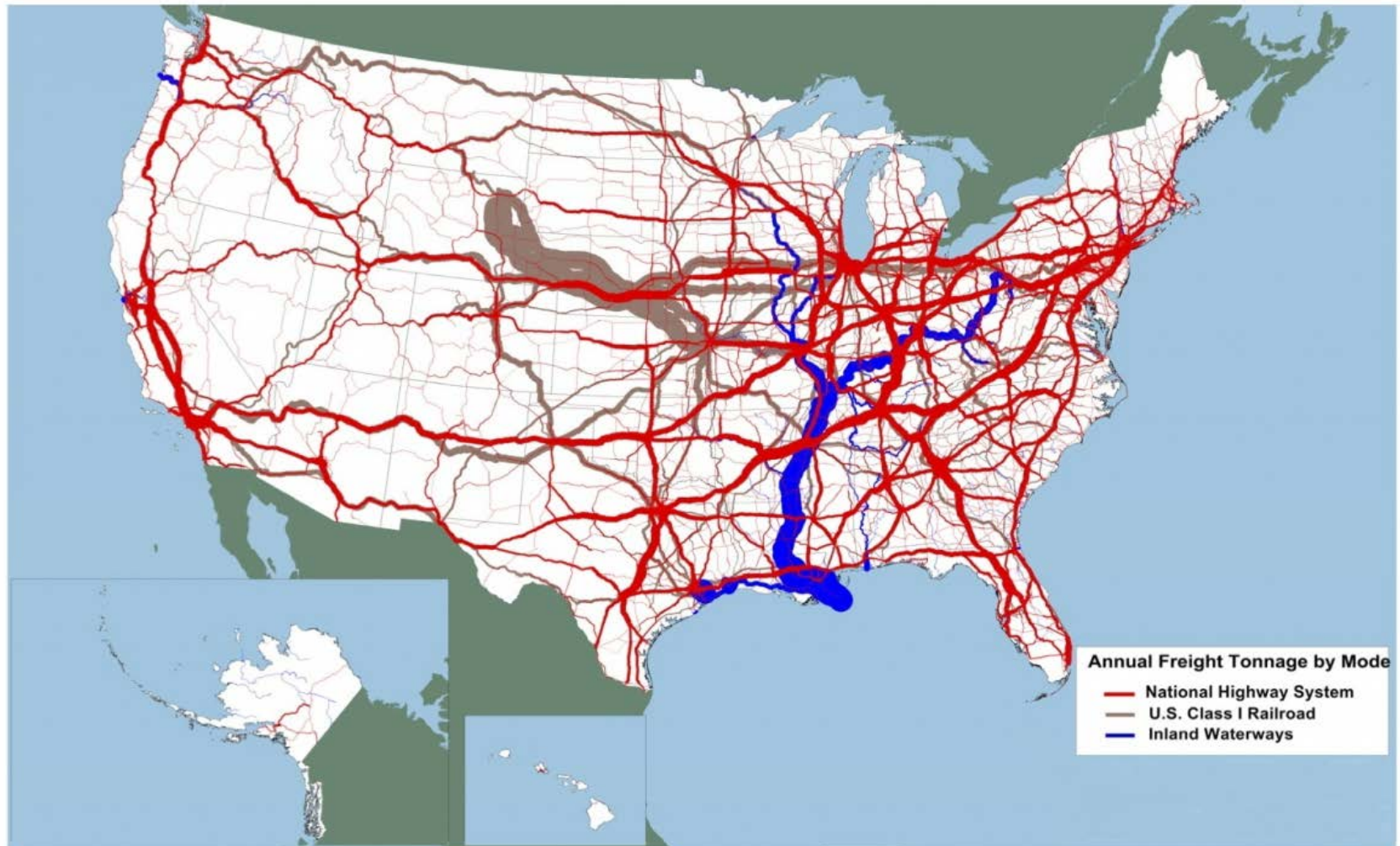
New policies to promote market-based investments in enhancing and growing rail

- **REGIONAL FOCUS:** establishes Regional Rail Development Authorities to support planning, development, and operation of multi-state rail networks
- **RRIF LOAN PROGRAM:** authorizes subsidy of credit risk premiums
- **SHARED-USE CORRIDORS:** requires comprehensive analysis of all aspects of shared-use corridor arrangements
- **INVESTING IN OUR FREIGHT SYSTEM :** \$10 billion will be invested towards improving freight transportation



Investing \$10 billion in our Freight System to Grow the American Economy over four years

Tonnage on Highways, Railroads, and Inland Waterways



Sources: Highways: U.S. Department of Transportation, Federal Highway Administration, Freight Analysis Framework, Version 3.4, 2012. Rail: Based on Surface Transportation Board, Annual Carload Waybill Sample and rail freight flow assignments done by Oak Ridge National Laboratory. Inland Waterways: U.S. Army Corps of Engineers (USACE), Annual Vessel Operating Activity and Lock Performance Monitoring System data, as processed for USACE by the Tennessee Valley Authority; and USACE, Institute for Water Resources, Waterborne Foreign Trade Data, Water flow assignments done by Oak Ridge National Laboratory.



INVEST IN AMERICA COMMIT TO THE FUTURE

**FEDERAL RAILROAD
ADMINISTRATION**

[www. Dot.gov/grow-america](http://www.Dot.gov/grow-america)

RAIL— *Moving America Forward*

**Visit us at:
www.fra.dot.gov**



Connect with us **USDOTFRA**



FRA - Office of Communications & Legislative Affairs

4/28/2015



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