Who We Are
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
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
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

- 1929: Interstate System Started
- 1945: WWII
- 1965: B-707 in Service
- 1969: Airport & Airway Trust Fund Created
- 1973: Amtrak Created
- 1980: Interstate System 80% Complete
Laying a foundation for higher performing rail

The High Speed and Intercity Passenger Rail Program

LEGEND

- Core Express (125-250+ mph)
- Regional (90-125 mph)
- Emerging (Up to 90 mph)
- Existing Intercity Rail Routes
- States Receiving HSIPR Grants

FRA - Office of Communications & Legislative Affairs

4/28/2015
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
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
INVEST IN AMERICA  COMMIT TO THE FUTURE

FEDERAL RAILROAD ADMINISTRATION

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RAIL—Moving America Forward

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