GROW AMERICA Act
Title IX – Rail for America Act

Joseph Szabo
Administrator
Federal Railroad Administration
The Federal Railroad Administration (FRA) enables the safe, reliable, and efficient movement of people and goods for a strong America, now and in the future.

Rail has never been safer. FRA is committed to continuous safety improvement:

- Continuing strong oversight that is data driven
- Advancing proactive safety based programs to mitigate risk
- Predictable dedicated funding to improve infrastructure through capital investments and robust research and development
GROW AMERICA Act
Title IX – Rail for America Act

Paul Nissenbaum
Associate Administrator
Office of Railroad Policy and Development
The GROW AMERICA Act

Generating Renewal, Opportunity, and Work with Accelerated Mobility, Efficiency, and Rebuilding of Infrastructure and Communities throughout America

12 Focus Areas

1. Providing environmental protection
2. Expanding our ability to move freight
3. Growing surface transportation in America
4. Making critical investments in highways and bridges
5. Promoting innovative financing
6. Building ladders of opportunity
7. Empowering local decision makers
8. Creating more efficient project delivery
9. Investing in rural America
10. Improving transportation safety
11. Supporting safe, reliable public transportation
12. Shaping a pathway to transportation careers
The GROW AMERICA Act provides *predictable, dedicated funding* for rail.
GROW AMERICA
Five Priorities for Rail

1. Enhancing World-Class Safety
2. Modernizing Rail Infrastructure
3. Meeting the Growing Market Demand
4. Promoting Innovation
5. Ensuring Transparency & Accountability
#1. Enhancing America’s World-Class Rail Safety

FRA is dedicated to ensuring continuous safety improvement

- **POSITIVE TRAIN CONTROL (PTC):**
  - Merit-based extensions of PTC deadline
  - Funding to help commuter railroads and Amtrak implement PTC

- **UNIFORM OPERATING RULES:**
  Harmonizes railroad operating rules in geographic areas with joint operations

- **HOURS OF SERVICE:** Authorizes regulations on hours of service based on sound science, to replace inadequate statutory requirements
#2. 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
#3. Meeting the Growing Market Demand

New programs to promote market-based investments in Enhancing and growing rail

- **$19 billion investment package** from Rail Account of Transportation Trust Fund
- Addresses both **current needs and future improvements**
- Approx. 40% dedicated to “one-time” backlog needs

<table>
<thead>
<tr>
<th>National High-Performance Rail System ($M)</th>
<th>FY 2015</th>
<th>Total (FY15-18)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>CURRENT PASSENGER RAIL SERVICE</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Northeast Corridor</td>
<td>2,450</td>
<td>9,500</td>
</tr>
<tr>
<td>State Corridors</td>
<td>550</td>
<td>2,600</td>
</tr>
<tr>
<td>Long-Distance Routes</td>
<td>225</td>
<td>600</td>
</tr>
<tr>
<td>National Assets, Legacy Debt, and Amtrak PTC</td>
<td>850</td>
<td>3,120</td>
</tr>
<tr>
<td>Stations - ADA Compliance</td>
<td>475</td>
<td>1,780</td>
</tr>
<tr>
<td><strong>RAIL SERVICE IMPROVEMENT PROGRAM</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Passenger Corridors</td>
<td>1,300</td>
<td>6,400</td>
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<tr>
<td>Commuter Railroads - PTC Compliance</td>
<td>825</td>
<td>2,350</td>
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<tr>
<td>Local Rail Facilities and Safety</td>
<td>125</td>
<td>500</td>
</tr>
<tr>
<td>Planning &amp; Workforce</td>
<td>75</td>
<td>300</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td>4,775</td>
<td>19,050</td>
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</tbody>
</table>
#3 Cont. 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)
#3. Cont. 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
#4. Promoting Innovation

Ensuring the U.S. has the world’s best rail workforce and technologies

- **RESEARCH & DEVELOPMENT:** Continues focus on rail R&D to improve safety and develop new technologies

- **BUY AMERICA:** Strengthens “Buy America” requirements and ensures uniform applicability to all of FRA’s financial assistance programs

- **WORKFORCE CAPACITY:** Supports University Transportation Centers and the Transportation Research Board to advance intellectual capacity in rail industry
#5. Ensuring Transparency & Accountability

Clarifying taxpayer investments and delivering public benefits

- **ALIGNMENT OF FUNDS**: Aligns funds for current passenger rail services by lines of business
- **PLANNING STANDARDS**: Outlines rigorous planning standards for national and regional rail development, as well as for Amtrak investments
- **STREAMLINED PROGRAMS**: Consolidates agency programs into 4 coordinated accounts

<table>
<thead>
<tr>
<th>Current</th>
<th>Proposed</th>
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<tbody>
<tr>
<td>Safety &amp; Operations</td>
<td>Safety &amp; Operations</td>
</tr>
<tr>
<td>Amtrak Operating</td>
<td>Research &amp; Development</td>
</tr>
<tr>
<td>Amtrak Capital/Debt</td>
<td>Current Passenger Rail Service</td>
</tr>
<tr>
<td>Railroad Safety Technology Grants</td>
<td>Rail Service Improvement Program</td>
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<tr>
<td>Research &amp; Development</td>
<td></td>
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<tr>
<td>Capital Assistance for IPR/HSR</td>
<td></td>
</tr>
<tr>
<td>Rail Line Relocation</td>
<td></td>
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<tr>
<td>Highway-Rail Grade Crossing</td>
<td></td>
</tr>
<tr>
<td>Disaster Assistance</td>
<td></td>
</tr>
<tr>
<td>Other Misc.</td>
<td></td>
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</table>
Program Update and Available Funding
# Federal Funding for FRA Programs (FY08-FY14)

<table>
<thead>
<tr>
<th>Rail Program</th>
<th>Federal Funding ($M)</th>
<th>% Obligated</th>
<th>% Outlaid</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amtrak Capital &amp; Operating</td>
<td>$11,252</td>
<td>100%</td>
<td>95%</td>
</tr>
<tr>
<td>HSIPR</td>
<td>$10,040</td>
<td>99%</td>
<td>21%</td>
</tr>
<tr>
<td>RRIF</td>
<td>$980</td>
<td>N/A</td>
<td>N/A</td>
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<tr>
<td>TIGER</td>
<td>$423</td>
<td>79%</td>
<td>35%</td>
</tr>
<tr>
<td>Sandy Relief</td>
<td>$296</td>
<td>73%</td>
<td>34%</td>
</tr>
<tr>
<td>Rail Line Relocation</td>
<td>$90</td>
<td>82%</td>
<td>45%</td>
</tr>
<tr>
<td>Railroad Safety Technology</td>
<td>$50</td>
<td>99%</td>
<td>74%</td>
</tr>
<tr>
<td>FY14 Redistribution</td>
<td>$42</td>
<td>—</td>
<td>—</td>
</tr>
<tr>
<td>Capital Assistance to States</td>
<td>$30</td>
<td>72%</td>
<td>70%</td>
</tr>
<tr>
<td>Disaster Assistance</td>
<td>$20</td>
<td>91%</td>
<td>87%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>$23,223</td>
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</table>
HSIPR ARRA Outlays – Less Than 3½ Years Remain

Outlays

Must spend $4.9M per day to meet 2017 deadline

$1.9B in outlays to date
Keeping Projects on Schedule: Deliverable Submission

Deliverables Due to FRA by Month (2010-2017)

Deliverable Status
- Overdue
- Awaiting Document
- Received

104 Overdue Deliverables
79% Are for Construction
PRIIA
Section 209

- **TRANSITION TO STATES**: Shifts financial responsibility for operating state services to states.

- **FY 2014**: 18 States to pay $290 million to Amtrak. $100 million more than FY2013.

- **NEGOTIATIONS UNDERWAY**: States and Amtrak negotiating agreements and terms of partnership for FY2015 and beyond.
PRIIA
Section 212

- **NEC COMMISSION**: Commission to develop a formula to allocate costs for operators using the NEC.

- **PARTICIPANTS**: DOT, Amtrak, States and commuter agencies.

- **5 YEAR CAPITAL PLAN**: Amtrak coordinates with Commission in developing capital plan for NEC.
PRIIA

Section 305

• **NEXT GENERATION EQUIPMENT:** Committee to develop standardized American-made passenger trains.

• **PARTICIPANTS:** Amtrak, states, FRA, host railroads, manufacturers, other operators.

• **CONTRACTS AWARDED:** Siemens and Nippon Sharyo received contracts to build 35 locomotives and 130 bi-level rail cars, respectively.
Available Funding Opportunities – TIGER

FY14 Appropriations

• $600 million available
• Applications were due April 28th
• $9.5 billion requested | 797 eligible apps

Previous TIGER Rail Awards

• More than $800 million for rail projects
• FRA administers $423 million in rail projects in 23 States

PA – White Deer Creek Bridge Restoration – Central Pennsylvania Infrastructure Expansions ($11M TIGER II)
### Available Funding Opportunities – FY14 Redistribution

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Amount</th>
<th>Project Types</th>
<th>Match</th>
</tr>
</thead>
</table>
| FY14 – Redistribution*          | $41.8m* | • Planning  
• Capital  
• Railroad Safety Technology  | 80-20    |
| *(not less than $20m for planning) |         |                                                   |          |
| FY08/09 Remaining HSIPR         | $11.4m  | • Capital                                          | 50-50    |
| FY10 Remaining HSIPR            | $5.2m   | • Capital                                          | 80-20    |
| **Total**                       | **$58.4m** |                                                | —        |