



**U.S. Department  
of Transportation**

# **BUDGET ESTIMATES**

**FISCAL YEAR 2027**

---

**FEDERAL RAILROAD  
ADMINISTRATION**

---

**SUBMITTED FOR THE USE OF  
THE COMMITTEES ON APPROPRIATIONS**



**DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION**

**FY 2027 PRESIDENT’S BUDGET JUSTIFICATION**

**TABLE OF CONTENTS**

	<u>Page</u>
<b>Section 1: Overview</b>	
Administrator’s Overview .....	1
Organization Charts .....	3
 <b>Section 2: Budget Summary Tables</b>	
Budget Authority .....	5
Total Budgetary Resources by Appropriation Account .....	7
Outlays .....	9
Summary of Requested Funding Changes from Base .....	11
Working Capital Fund .....	26
Personnel Resource Summary – Full-Time Equivalents (FTE) .....	27
Personnel Resource Summary – Full-Time Positions (FTP) .....	28
 <b>Section 3: Budget Request by Appropriation</b>	
Safety and Operations .....	29
Railroad Research and Development .....	45
Amtrak .....	69
Consolidated Rail Infrastructure and Safety Improvements .....	83
Railroad Crossing Elimination .....	93
Administrative Provisions .....	105

**Section 4: Research, Development, and Technology** ..... 107

**Section 5: Information Technology** ..... 117

**Section 6: 10-Year Funding History Table** ..... 119

**DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION**

**ADMINISTRATOR'S OVERVIEW**

The Federal Railroad Administration's (FRA) mission is to enable the safe, reliable, and efficient movement of people and goods for a strong America, now and in the future. FRA executes its dual railroad safety and development mission by establishing and enforcing minimum safety standards, modernizing regulations to enable technological advances that promote safety, investing in rail services and infrastructure, and researching and developing innovations and advanced technology solutions. FRA's safety oversight and grant programs enable the agency to address safety concerns across the railroad network and empower the railroad industry to effectively innovate and respond to emerging safety and operational challenges to ensure the continued growth of the U.S. economy.

The FY 2027 President's Budget proposes **\$2.8 billion** for FRA to uphold the agency's focus on critical railroad safety issues, support efforts to slash red tape and unlock industry innovation, and further the Department of Transportation's role in fulfilling President Trump's charge to build big, beautiful infrastructure that strengthens the greatest economy the world has ever seen. The FY 2027 President's Budget includes:

- **\$271.0 million for Safety and Operations** to advance FRA's dual safety and development mission. These funds maintain the FRA workforce necessary to effectively carryout its railroad safety functions, administer and oversee its \$70 billion portfolio of grant programs, and provide the technical assistance and resources necessary to more efficiently develop and deliver projects. The FY 2027 President's Budget also continues funding all core agency safety programs, including the Automated Track Inspection Program (ATIP), the Confidential Close Call Reporting System (C<sup>3</sup>RS), drug and alcohol testing, positive train control oversight, grade crossing safety and trespass prevention, and safety data analysis.
- **\$300.0 million for the Consolidated Rail Infrastructure and Safety Improvements (CRISI) program** to improve the safety, efficiency, and reliability of freight and intercity passenger rail systems. CRISI continues to demonstrate how public-private partnerships in transportation can bring stakeholders together to develop mutually beneficial solutions that improve the movement of people and goods, as well as maximize the Federal dollar by attracting a range of private, state, and local match to funded projects.
- **\$100.0 million for the Railroad Crossing Elimination program** to address grade crossing safety issues in our communities. As FY 2027 marks the first year without the advance appropriations provided under the Infrastructure Investment and Jobs Act (IIJA), the requested annual funds will enable this extremely popular program—that is uniquely supported by all railroad stakeholders—to continue providing resources to construct mitigations for complex grade crossing safety challenges.

- **\$2.1 billion for Amtrak’s** base operating, capital, and debt service requirements. The allocations of \$650 million for the Northeast Corridor (NEC) account and \$1.45 billion for the National Network account reflect the record-setting revenues being generated by NEC train operations and commercial activities and the increased Federal support required to sustain the National Network. The FY 2027 President’s Budget will ensure sufficient funding is provided to Amtrak to cover its capital maintenance requirements and operate its NEC, State-Supported, and Long Distance service lines.
- **\$26.2 million for Research and Development (R&D)** to partner with the railroad industry on research projects that advance the deployment of innovative technologies and practices that improve safety or operating efficiencies that result in lower costs to consumers and the traveling public. At its core, FRA’s R&D program provides the engineering and scientific foundation for FRA’s safety oversight mission.

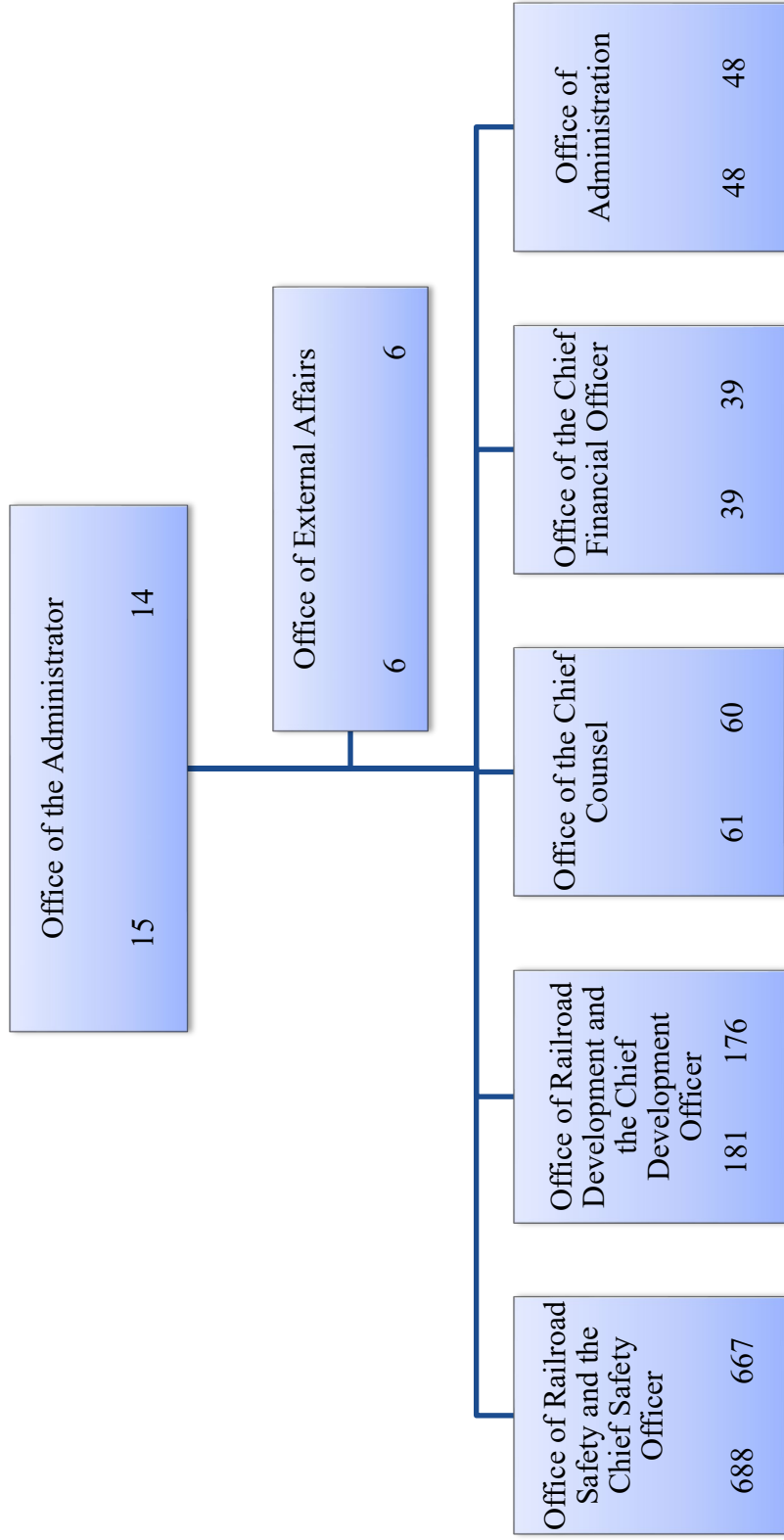
In addition to supporting FRA’s fundamental safety and development activities, the proposed FY 2027 funding will continue FRA’s efforts to reduce the regulatory burden that affects all railroad industry stakeholders. The Trump Administration inherited a regulatory regime that stifles innovation and progress, wastes public- and private-sector dollars that could otherwise be growing our economy, and causes confusion in navigating railroad operational and project development requirements.

FRA is in the midst of the largest deregulatory effort in the agency’s history. In 2025, FRA published 57 final and proposed regulatory actions to update, rescind, or amend burdensome regulations to align with accepted safe railroading practices of the 21<sup>st</sup> century. In addition to numerous administrative updates across FRA’s regulations governing railroad operations, FRA proposes to remove redundant and outdated requirements and codify some longstanding FRA Safety Board waivers. FRA’s proposals to repeal duplicative regulations and outdated requirements will result in efficiencies and cost savings for the regulated entities and the public.

**DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION**

**FY 2026 Organization Chart**

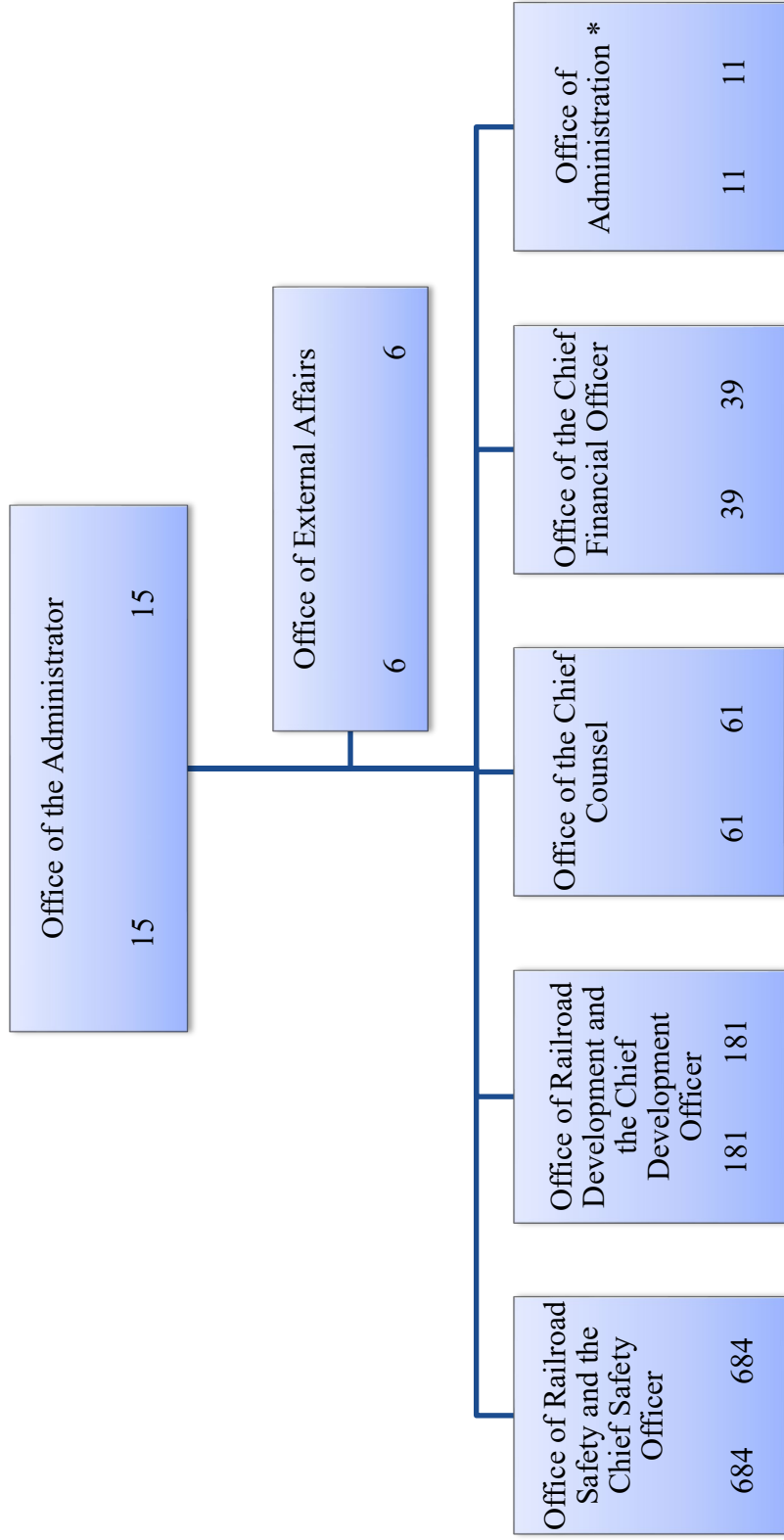
1,038 Full-Time Positions (FTP); 1,010 Full-Time Equivalents (FTE)



**DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION**

**FY 2027 Organization Chart**

997 Full-Time Positions (FTP); 997 Full-Time Equivalents (FTE)



\* If the consolidation of Human Resources functions occurs within the Office of the Secretary through the Working Capital Fund (consistent with the transfers of Information Technology and Procurement functions), then the Office of Administration would be eliminated and its remaining positions would transfer to other FRA offices.

**EXHIBIT II-1**  
**FY 2027 BUDGET AUTHORITY**  
**FEDERAL RAILROAD ADMINISTRATION**  
**(\$000)**

<u>ACCOUNT NAME</u>	<u>M / D</u>	<u>(A)</u> <u>FY 2025</u> <u>ENACTED</u>	<u>(B)</u> <u>FY 2026</u> <u>ENACTED</u>	<u>(C)</u> <u>FY 2027</u> <u>PRES.</u> <u>BUDGET</u>
SAFETY AND OPERATIONS (GF)	<b>D</b>	267,799	264,761	271,000
RAILROAD RESEARCH AND DEVELOPMENT (GF)	<b>D</b>	54,000	38,992	26,200
Budget Authority		54,000	40,000	26,200
Rescissions		-	(1,008)	-
NORTHEAST CORRIDOR GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION (GF)	<b>D</b>	1,135,735	845,750	646,750
Budget Authority		1,141,442	850,000	650,000
Transfers		(5,707)	(4,250)	(3,250)
NATIONAL NETWORK GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION (GF)	<b>D</b>	1,279,889	1,569,038	1,442,750
Budget Authority		1,286,321	1,577,000	1,450,000
Rescissions		-	(77)	-
Transfers		(6,432)	(7,885)	(7,250)
CONSOLIDATED RAIL INFRASTRUCTURE AND SAFETY IMPROVEMENTS (GF)	<b>D</b>	98,000	129,677	294,000
Budget Authority		100,000	7,426	300,000
Rescissions		-	(5,000)	-
Transfers		(2,000)	127,251 <sup>2/</sup>	(6,000)
RAILROAD CROSSING ELIMINATION GRANTS (GF)	<b>D</b>	-	-	98,000
Budget Authority		-	-	100,000
Transfers		-	-	(2,000)
FEDERAL-STATE PARTNERSHIP FOR INTERCITY PASSENGER RAIL GRANTS (GF)	<b>D</b>	73,500	63,700	-
Budget Authority		75,000	25,000	-
Transfers		(1,500)	38,700 <sup>2/</sup>	-
FINANCIAL ASSISTANCE OVERSIGHT AND TECHNICAL ASSISTANCE (GF)	<b>D</b>	15,639	16,184	18,500
Transfers		15,639	16,184	18,500
RAILROAD SAFETY GRANTS (GF)	<b>D</b>	-	(795)	-
Rescissions		-	(795)	-
CAPITAL ASSISTANCE TO STATES - INTERCITY PASSENGER RAIL GRANT PROGRAM (GF)	<b>D</b>	-	(292)	-
Rescissions		-	(292)	-

ACCOUNT NAME	M / D	(A)	(B)	(C)
		FY 2025 ENACTED	FY 2026 ENACTED	FY 2027 PRES. BUDGET
MAGNETIC LEVITATION TECHNOLOGY DEPLOYMENT PROGRAM(GF)	D	-	(14,000)	-
Rescissions		-	(14,000)	-
GRANTS TO AMTRAK (GF)	D	-	(0)	-
Rescissions		-	(0)	-
CAPITAL ASSISTANCE FOR HIGH SPEED RAIL CORRIDORS AND INTERCITY PASSENGER RAIL SERVICE (GF)	D	-	(928,630)	-
Rescissions		-	(928,630)	-
<b>Gross New Budget Authority</b>		<b>2,924,562</b>	<b>2,764,187</b>	<b>2,797,200</b>
<b>Rescissions</b>		-	<b>(949,802)</b>	-
<b>Transfers</b>		-	<b>170,000</b>	-
<b>NET NEW BUDGET AUTHORITY REQUESTED:</b>		<b>2,924,562</b>	<b>1,984,385</b>	<b>2,797,200</b>
[Discretionary BA]		2,924,562	1,984,385	2,797,200
<b>Supplemental Funding</b>				
<b>IIJA Supplemental (Division J)</b>		<b>13,199,010</b>	<b>12,891,010</b>	-
Northeast Corridor Grants to the National Railroad Passenger Corporation	D	1,200,000	1,200,000	-
National Network Grants to the National Railroad Passenger Corporation	D	3,200,000	3,200,000	-
Consolidated Rail Infrastructure and Safety Improvements	D	1,000,000	980,000 <sup>2/</sup>	-
Federal-State Partnership for Intercity Passenger Rail Grants	D	7,200,000	6,912,000 <sup>2/</sup>	-
Railroad Crossing Elimination Program	D	600,000	600,000	-
Financial Assistance Oversight And Technical Assistance - transfers [non-add] <sup>1/</sup>	D	198,000	198,000	-
Transfer to DOT Office of Inspector General	D	(495)	(495)	-
Transfer to Amtrak Office of Inspector General	D	(495)	(495)	-
<b>Grand Total, All Appropriations</b>		<b>16,123,572</b>	<b>14,875,395</b>	<b>2,797,200</b>

<sup>1/</sup> FRA intends to allocate the full \$198 million in administrative takedowns authorized for each of FY 2022 - FY 2026 from the IIJA Supplemental accounts to fund eligible award, administration, project management oversight, and technical assistance requirements. The actual transfers of these funds will take place in FY 2026 and future FYs. These needs and associated costs will extend into the mid-2030s for certain large infrastructure and corridor development projects. FRA transferred FY 2023 funds in FY 2026.

<sup>2/</sup> The FY 2026 enacted budget repurposed \$308M of FRA's IIJA Supplemental (Division J) funds. The Consolidated Rail Infrastructure and Safety Improvements (CRISI) account transferred \$20 million of FY 2026 IIJA Supplemental funds to itself for the FY 2026 base budget. The Federal-State Partnership for Intercity Passenger Rail Grants (FSP) account transferred \$288 million of FY 2025 and FY 2026 IIJA Supplemental funds to the FY 2026 base budgets of: \$40 million to itself, \$110 million to CRISI, and \$138 million to the Federal Transit Administration's Transit Infrastructure Grants account.

**EXHIBIT II-2**  
**FY 2027 TOTAL BUDGETARY RESOURCES BY APPROPRIATION ACCOUNT**  
**FEDERAL RAILROAD ADMINISTRATION**  
**Appropriations, Obligation Limitations, and Exempt Obligations**  
**(\$000)**

ACCOUNT NAME	M / D	(A) FY 2025 ENACTED	(B) FY 2026 ENACTED	(C) FY 2027 PRES. BUDGET
SAFETY AND OPERATIONS (GF)	<b>D</b>	267,799	264,761	271,000
RAILROAD RESEARCH AND DEVELOPMENT (GF)	<b>D</b>	54,000	38,992	26,200
Budget Authority		54,000	40,000	26,200
Rescissions		-	(1,008)	-
NORTHEAST CORRIDOR GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION (GF)	<b>D</b>	1,135,735	845,750	646,750
Budget Authority		1,141,442	850,000	650,000
Transfers		(5,707)	(4,250)	(3,250)
NATIONAL NETWORK GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION (GF)	<b>D</b>	1,279,889	1,569,038	1,442,750
Budget Authority		1,286,321	1,577,000	1,450,000
Rescissions		-	(77)	-
Transfers		(6,432)	(7,885)	(7,250)
CONSOLIDATED RAIL INFRASTRUCTURE AND SAFETY IMPROVEMENTS (GF)	<b>D</b>	98,000	129,677	294,000
Budget Authority		100,000	7,426	300,000
Rescissions		-	(5,000)	-
Transfers		(2,000)	127,251 <sup>2/</sup>	(6,000)
RAILROAD CROSSING ELIMINATION GRANTS (GF)	<b>D</b>	-	-	98,000
Budget Authority		-	-	100,000
Transfers		-	-	(2,000)
FEDERAL-STATE PARTNERSHIP FOR INTERCITY PASSENGER RAIL GRANTS (GF)	<b>D</b>	73,500	63,700	-
Budget Authority		75,000	25,000	-
Transfers		(1,500)	38,700 <sup>2/</sup>	-
FINANCIAL ASSISTANCE OVERSIGHT AND TECHNICAL ASSISTANCE (GF)	<b>D</b>	15,639	16,184	18,500
Transfers		15,639	16,184	18,500
RAILROAD SAFETY GRANTS (GF)	<b>D</b>	-	(795)	-
Rescissions		-	(795)	-
CAPITAL ASSISTANCE TO STATES - INTERCITY PASSENGER RAIL GRANT PROGRAM (GF)	<b>D</b>	-	(292)	-
Rescissions		-	(292)	-

ACCOUNT NAME	M / D	(A)	(B)	(C)
		FY 2025 ENACTED	FY 2026 ENACTED	FY 2027 PRES. BUDGET
MAGNETIC LEVITATION DEPLOYMENT (GF)	D	-	(14,000)	-
Rescissions		-	(14,000)	-
GRANTS TO AMTRAK (GF)	D	-	(0)	-
Rescissions		-	(0)	-
CAPITAL ASSISTANCE FOR HIGH SPEED RAIL CORRIDORS AND INTERCITY PASSENGER RAIL SERVICE (GF)	D	-	(928,630)	-
Rescissions		-	(928,630)	-
<b>Gross New Budgetary Resources</b>		<b>2,924,562</b>	<b>2,764,187</b>	<b>2,797,200</b>
<b>Rescissions</b>		-	<b>(949,802)</b>	-
<b>Transfers</b>		-	<b>170,000</b>	-
<b>TOTAL BUDGETARY RESOURCES:</b>		<b>2,924,562</b>	<b>1,984,385</b>	<b>2,797,200</b>
[Discretionary]		2,924,562	1,984,385	2,797,200
<b>Supplemental Funding</b>				
<b>IIJA Supplemental (Division J)</b>		<b>13,199,010</b>	<b>12,891,010</b>	-
Northeast Corridor Grants to the National Railroad Passenger Corporation	D	1,200,000	1,200,000	-
National Network Grants to the National Railroad Passenger Corporation	D	3,200,000	3,200,000	-
Consolidated Rail Infrastructure and Safety Improvements	D	1,000,000	980,000 <sup>2/</sup>	-
Federal-State Partnership for Intercity Passenger Rail Grants	D	7,200,000	6,912,000 <sup>2/</sup>	-
Railroad Crossing Elimination Program	D	600,000	600,000	-
Financial Assistance Oversight And Technical Assistance - transfers [non-add] <sup>1/</sup>	D	198,000	198,000	-
Transfer to DOT Office of Inspector General	D	(495)	(495)	-
Transfer to Amtrak Office of Inspector General	D	(495)	(495)	-
<b>Grand Total, All Appropriations</b>		<b>16,123,572</b>	<b>14,875,395</b>	<b>2,797,200</b>

<sup>1/</sup> FRA intends to allocate the full \$198 million in administrative takedowns authorized for each of FY 2022 - FY 2026 from the IIJA Supplemental accounts to fund eligible award, administration, project management oversight, and technical assistance requirements. The actual transfers of these funds will take place in FY 2026 and future FYs. These needs and associated costs will extend into the mid-2030s for certain large infrastructure and corridor development projects. FRA transferred FY 2023 funds in FY 2026.

<sup>2/</sup> The FY 2026 enacted budget repurposed \$308M of FRA's IIJA Supplemental (Division J) funds. The Consolidated Rail Infrastructure and Safety Improvements (CRISI) account transferred \$20 million of FY 2026 IIJA Supplemental funds to itself for the FY 2026 base budget. The Federal-State Partnership for Intercity Passenger Rail Grants (FSP) account transferred \$288 million of FY 2025 and FY 2026 IIJA Supplemental funds to the FY 2026 base budgets of: \$40 million to itself, \$110 million to CRISI, and \$138 million to the Federal Transit Administration's Transit Infrastructure Grants account.

**EXHIBIT II-4**  
**FY 2027 OUTLAYS**  
**FEDERAL RAILROAD ADMINISTRATION**  
**(\$000)**

ACCOUNT NAME	M / D	(A)	(B)	(C)
		FY 2025 ENACTED	FY 2026 ENACTED	FY 2027 PRES. BUDGET
SAFETY AND OPERATIONS	D	307,827	262,000	264,000
RAILROAD RESEARCH AND DEVELOPMENT	D	43,916	41,000	34,000
NORTHEAST CORRIDOR GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION	D	1,136,263	848,000	650,000
NATIONAL NETWORK GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION	D	1,277,271	1,566,000	1,441,000
CONSOLIDATED RAIL INFRASTRUCTURE AND SAFETY IMPROVEMENTS	D	145,839	193,000	209,000
FEDERAL-STATE PARTNERSHIP FOR INTERCITY PASSENGER RAIL	D	281,786	295,000	216,000
FINANCIAL ASSISTANCE OVERSIGHT AND TECHNICAL ASSISTANCE	D	24,614	28,000	30,000
RAILROAD SAFETY GRANTS	D	466	2,000	2,000
GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION	D	4,693	6,000	9,000
CAPITAL ASSISTANCE FOR HIGH SPEED RAIL CORRIDORS AND INTERCITY PASSENGER RAIL SERVICE	D	65,768	48,000	27,000
NEXT GENERATION HIGH-SPEED RAIL	D	-	-	1,000
MAGNETIC LEVITATION TECHNOLOGY DEPLOYMENT PROGRAM	D	-	-	-
RAIL LINE RELOCATION AND IMPROVEMENT PROGRAM	D	277	-	1,000
RAIL SAFETY TECHNOLOGY PROGRAM	D	-	1,000	-
RESTORATION AND ENHANCEMENT GRANTS	D	12,098	2,000	3,000
<b>TOTAL:</b>		<b>3,300,818</b>	<b>3,292,000</b>	<b>2,887,000</b>
Discretionary		3,300,818	3,292,000	2,887,000
<b>Supplemental Funding</b>				
COVID-19 Supplementals				
NORTHEAST CORRIDOR GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION	M/D	-	-	-

ACCOUNT NAME	M / D	(A)	(B)	(C)
		FY 2025 ENACTED	FY 2026 ENACTED	FY 2027 PRES. BUDGET
NATIONAL NETWORK GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION	M/D	-	-	-
<b>IIJA Supplemental (Division J)</b>				
NORTHEAST CORRIDOR GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION	D	571,041	904,000	1,051,000
NATIONAL NETWORK GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION	D	672,796	1,185,000	2,185,000
CONSOLIDATED RAIL INFRASTRUCTURE AND SAFETY IMPROVEMENTS	D	84,171	193,000	263,000
FEDERAL-STATE PARTNERSHIP FOR INTERCITY PASSENGER RAIL	D	1,734,074	1,805,000	1,984,000
RAILROAD CROSSING ELIMINATION PROGRAM	D	16,028	74,000	97,000
FINANCIAL ASSISTANCE OVERSIGHT AND TECHNICAL ASSISTANCE	D	45,763	48,000	57,000
<b>Grand Total, Outlays from all Appropriations</b>		<b>6,424,691</b>	<b>7,501,000</b>	<b>8,524,000</b>

**EXHIBIT II-5**  
**SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE**  
**Federal Railroad Administration**  
**Appropriations, Obligation Limitations, and Exempt Obligations**  
**(\$000)**

	Baseline Changes									
	FY 2025 Enacted	FY 2026 Enacted	Annualization of Prior Pay Raises	Annualization of new FY 2026 FTE	FY 2027 Pay Raises	Adjustment for Compensable Days (261 days)	Inflation and other adjustments to base	FY 2027 Baseline Estimate	Program Increases/Decreases	FY 2027 President's Budget
<b>FRA Total</b>	1,001	851	-	23	-	-	-	874	(41)	833
<b>PERSONNEL RESOURCES (FTE)</b>										
Direct FTE										
<b>FINANCIAL RESOURCES</b>										
<b>ADMINISTRATIVE EXPENSES</b>										
Salaries and Benefits	190,217	164,788	409	2,721	-	-	-	167,918	(8,524)	159,394
Travel	14,504	13,435	-	-	-	-	269	13,703	28	13,731
Transportation	-	-	-	-	-	-	-	-	-	-
GSA Rent	1,879	1,930	-	-	-	-	-	2,233	-	2,233
Communications & Utilities	65	9	-	-	-	-	0	9	22	32
Printing	508	508	-	-	-	-	-	508	(5)	503
Other Services:										
-WCF 1/	27,103	27,148	-	-	-	-	-	27,554	19,126	46,679
-ESC	2,451	2,405	-	-	-	-	49	2,453	-	2,453
-Other Contracts	14,180	30,775	-	-	-	-	616	31,391	(5,059)	26,332
Supplies	295	304	-	-	-	-	-	304	(52)	252
Equipment	99	453	-	-	-	-	9	462	16	478
Insurance Claims & Settlements	425	100	-	-	-	-	2	102	285	387
<b>Admin Subtotal</b>	<b>251,725</b>	<b>241,854</b>	<b>409</b>	<b>2,721</b>	<b>-</b>	<b>-</b>	<b>944</b>	<b>246,636</b>	<b>5,837</b>	<b>252,473</b>
<b>PROGRAMS</b>										
Safety and Operations	33,299	40,708	-	-	-	-	65	40,773	(2,096)	38,677
Railroad Research and Development	52,414	38,382	-	-	-	-	-	38,382	(13,832)	24,550
Grants to Amtrak	2,415,624	2,414,865	-	-	-	-	-	2,414,865	(325,365)	2,089,500
Consolidated Rail Infrastructure and Safety Improvements	98,000	134,677	-	-	-	-	-	134,677	159,323	294,000
Railroad Crossing Elimination Program	-	-	-	-	-	-	-	-	98,000	98,000
Federal-State Partnership for Intercity Passenger Rail Grants	73,500	63,700	-	-	-	-	-	63,700	(63,700)	-
Financial Assistance Oversight and Technical Assistance	-	-	-	-	-	-	-	-	-	-
<b>Programs Subtotal</b>	<b>2,672,837</b>	<b>2,692,332</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>65</b>	<b>2,692,397</b>	<b>(147,670)</b>	<b>2,544,727</b>

Baseline Changes												
FRA Total	FY 2025 Enacted	FY 2026 Enacted	Annualization of Prior Pay Raises	Annualization of new FY 2026 FTE	FY 2027 Pay Raises	Adjustment for Compensable Days (261 days)	GSA Rent	WCF Increase/Decrease	Inflation and other adjustments to base	FY 2027 Baseline Estimate	Program Increases/Decreases	FY 2027 President's Budget
<b>RESCISSIONS</b>												
Magnetic Levitation Technology Deployment Program	-	(14,000)	-	-	-	-	-	-	14,000	-	-	-
Railroad Safety	-	(795)	-	-	-	-	-	-	795	-	-	-
Grants to Amtrak / Hurricane Sandy	-	(0)	-	-	-	-	-	-	0	-	-	-
Capital Assistance to States - Intercity Passenger Rail Grant Program	-	(292)	-	-	-	-	-	-	292	-	-	-
Capital Assistance for High Speed Rail Corridors and Intercity Passenger Rail Service	-	(928,630)	-	-	-	-	-	-	928,630	-	-	-
Railroad Research and Development	-	(1,008)	-	-	-	-	-	-	1,008	-	-	-
National Network Grants to the National Railroad Passenger Corporation	-	(77)	-	-	-	-	-	-	77	-	-	-
Consolidated Rail Infrastructure and Safety Improvements	-	(5,000)	-	-	-	-	-	-	5,000	-	-	-
<b>Rescissions Subtotal</b>	-	<b>(949,802)</b>	-	-	-	-	-	-	<b>949,802</b>	-	-	-
<b>BASE PROGRAMS TOTAL</b>	<b>2,924,562</b>	<b>1,984,384</b>	<b>409</b>	<b>2,721</b>	-	-	<b>303</b>	<b>405</b>	<b>950,811</b>	<b>2,939,033</b>	<b>(141,833)</b>	<b>2,797,200</b>

1/ The consolidation of information technology and procurement activities was approved by Congress in FY 2026. Implementation is actively underway. However, resources are not expected to meaningfully shift from FRA to the Working Capital Fund (WCF) until late in FY 2026. FY 2027 estimates reflect the full consolidation of information technology and procurement, as well as human resources activities within the Office of the Secretary through the WCF. Such expenses are illustrative of the consolidation and may be refined.

**EXHIBIT II-5a**  
**SUMMARY OF IIJA SUPPLEMENTAL (DIVISION J) BUDGET OBLIGATIONS OVER FISCAL YEARS**  
**Federal Railroad Administration**  
**Appropriations, Obligation Limitations, and Exempt Obligations**  
**(\$000)**

FRA Total	FY 2025	FY 2026	FY 2027
Unobligated Carry forward Balance, start of FY (+)	20,099,840	18,037,766	21,013,057
FY Advance Appropriations (Budget Authority) (+)	13,200,000	13,200,000	-
FY Planned Transfers (-)	(990)	(308,990)	-
FY Prior-Year Recoveries (+)	1,780,625	-	-
FY Planned Obligations (-)	(17,041,708)	(9,915,719)	(3,497,483)
<b>Unobligated Balance, end of FY (+)</b>	<b>18,037,766</b>	<b>21,013,057</b>	<b>17,515,574</b>

**Planned Obligations by Fiscal Year**

PERSONNEL RESOURCES (FTE)	111	159	164
Direct FTE			

**FINANCIAL RESOURCES**

**ADMINISTRATIVE EXPENSES**

Salaries and Benefits	28,194	33,311	34,359
Travel	-	-	-
Transportation	-	-	-
GSA Rent	-	-	-
Communications & Utilities	-	-	-
Printing	-	-	-
Other Services:			
-WCF <sup>1/</sup>	-	-	544
-Other Contracts	17,472	29,408	29,580
Supplies	-	-	-
Equipment	-	-	-
<b>Admin Subtotal</b>	<b>45,666</b>	<b>62,719</b>	<b>64,483</b>

**PROGRAMS**

Northeast Corridor Grants to Amtrak	1,197,352	1,199,000	5,000
National Network Grants to Amtrak	3,181,717	3,185,000	48,000
Consolidated Rail Infrastructure and Safety Improvements	347,048	1,290,000	1,490,000
Railroad Crossing Elimination	238,808	650,000	640,000
Federal-State Partnership for Intercity Passenger Rail Grants	12,031,118	3,529,000	1,250,000
<b>Programs Subtotal</b>	<b>16,996,042</b>	<b>9,853,000</b>	<b>3,433,000</b>

<b>IIJA TOTAL</b>	<b>17,041,708</b>	<b>9,915,719</b>	<b>3,497,483</b>
-------------------	-------------------	------------------	------------------

<sup>1/</sup> The consolidation of information technology and procurement activities was approved by Congress in FY 2026. Implementation is actively underway. However, resources are not expected to meaningfully shift from FRA to the Working Capital Fund (WCF) until late in FY 2026. FY 2027 estimates reflect the full consolidation of information technology and procurement, as well as human resources activities within the Office of the Secretary through the WCF. Such expenses are illustrative of the consolidation and may be refined.

**EXHIBIT II-5**  
**SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE**  
**Federal Railroad Administration**  
**Appropriations, Obligation Limitations, and Exempt Obligations**  
**(\$000)**

Safety and Operations	Baseline Changes											
	FY 2025 Enacted	FY 2026 Enacted	Annualization of Prior Pay Raises	Annualization of new FY 2026 FTE	FY 2027 Pay Raises	Adjustment for Compensable Days (261 days)	GSA Rent	WCF Increase/Decrease	Inflation and other adjustments to base	FY 2027 Baseline Estimate	Program Increases/Decreases	FY 2027 President's Budget
<b>PERSONNEL RESOURCES (FTE)</b>	947	851	-	23	-	-	-	-	-	874	(41)	833
Direct FTE												
<b>FINANCIAL RESOURCES</b>												
<b>ADMINISTRATIVE EXPENSES</b>												
Salaries and Benefits	179,533	164,788	409	2,721	-	-	-	-	-	167,918	(8,524)	159,394
Travel	13,255	12,160	-	-	-	243	-	-	-	12,403	28	12,431
Transportation	-	-	-	-	-	-	-	-	-	-	-	-
GSA Rent	1,879	1,930	-	-	-	-	303	-	-	2,233	-	2,233
Communications & Utilities	65	9	-	-	-	-	-	0	-	9	22	32
Printing	508	508	-	-	-	-	-	-	-	508	(5)	503
Other Services:												
-WCF <sup>1/</sup>	27,103	27,148	-	-	-	-	-	405	-	27,554	17,704	45,257
-ESC	2,451	2,405	-	-	-	-	-	49	-	2,453	-	2,453
-Other Contracts	8,889	14,248	-	-	-	-	-	285	-	14,533	(5,630)	8,904
Supplies	295	304	-	-	-	-	-	-	-	304	(52)	252
Equipment	99	453	-	-	-	-	-	9	-	462	16	478
Insurance Claims & Settlements	425	100	-	-	-	-	-	2	-	102	285	387
<b>Admin Subtotal</b>	<b>234,500</b>	<b>224,053</b>	<b>409</b>	<b>2,721</b>	<b>-</b>	<b>-</b>	<b>303</b>	<b>405</b>	<b>588</b>	<b>228,478</b>	<b>3,845</b>	<b>232,323</b>
<b>PROGRAMS</b>												
Automated Track Inspection Program	20,500	21,600	-	-	-	-	-	-	-	21,600	-	21,600
Rail Safety Partnership (C3RS)	3,607	4,800	-	-	-	-	-	-	-	4,800	-	4,800
Railroad Safety Information System (RSIS)	2,593	5,477	-	-	-	-	-	-	-	5,477	(958)	4,519
Rail Grade Crossing Safety	1,000	2,119	-	-	-	-	-	-	-	2,119	(1,119)	1,000
Washington Union Station	1,500	1,500	-	-	-	-	-	-	-	1,500	-	1,500
Positive Train Control (PTC) Support	1,000	1,000	-	-	-	-	-	-	-	1,000	-	1,000
Drug and Alcohol Program	1,197	1,259	-	-	-	-	-	25	-	1,285	4	1,289
Security, Other Security Grants	600	584	-	-	-	-	-	-	-	584	(14)	570
Technical Training Standards Division	927	969	-	-	-	-	-	19	-	988	12	1,000
Trespass Prevention	-	-	-	-	-	-	-	-	-	400	(150)	250
Other Safety Grants	150	650	-	-	-	-	-	13	-	663	87	750
Grant & Project Development Technical Assistance and Oversight	225	350	-	-	-	-	-	-	-	357	43	400
<b>Programs Subtotal</b>	<b>33,299</b>	<b>40,708</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>303</b>	<b>405</b>	<b>65</b>	<b>40,773</b>	<b>(2,096)</b>	<b>38,677</b>
<b>BASE PROGRAMS TOTAL</b>	<b>267,799</b>	<b>264,761</b>	<b>409</b>	<b>2,721</b>	<b>-</b>	<b>-</b>	<b>303</b>	<b>405</b>	<b>653</b>	<b>269,251</b>	<b>1,749</b>	<b>271,000</b>

<sup>1/</sup>The consolidation of information technology and procurement activities was approved by Congress in FY 2026. Implementation is actively underway. However, resources are not expected to meaningfully shift from FRA to the Working Capital Fund (WCF) until late in FY 2026. FY 2027 estimates reflect the full consolidation of information technology and procurement, as well as human resources activities within the Office of the Secretary through the WCF. Such expenses are illustrative of the consolidation and may be refined.

**EXHIBIT II-5**  
**SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE**  
**Federal Railroad Administration**  
**Appropriations, Obligation Limitations, and Exempt Obligations**  
**(\$000)**

	Baseline Changes										FY 2027 President's Budget	
	FY 2025 Enacted	FY 2026 Enacted	Annualization of Prior Pay Raises	Annualization of new FY 2026 FTE	FY 2027 Pay Raises	Adjustment for Compensable Days (261 days)	GSA Rent	WCF Increase/ Decrease	Inflation and other adjustments to base	FY 2027 Baseline Estimate		Program Increases/ Decreases
<b>Railroad Research and Development</b>	-	-	-	-	-	-	-	-	-	-	-	-
Direct FTE	-	-	-	-	-	-	-	-	-	-	-	-
<b>PERSONNEL RESOURCES (FTE)</b>												
<b>FINANCIAL RESOURCES</b>												
<b>ADMINISTRATIVE EXPENSES</b>												
Salaries and Benefits	-	-	-	-	-	-	-	-	-	-	-	-
Travel	122	125	-	-	-	-	-	-	3	128	-	128
Transportation	-	-	-	-	-	-	-	-	-	-	-	-
GSA Rent	-	-	-	-	-	-	-	-	-	-	-	-
Communications & Utilities	-	-	-	-	-	-	-	-	-	-	-	-
Printing	-	-	-	-	-	-	-	-	-	-	-	-
Other Services:												
-WCF	-	-	-	-	-	-	-	-	-	-	-	-
-ESC	-	-	-	-	-	-	-	-	-	-	-	-
-Other contracts	1,464	1,493	-	-	-	-	-	-	30	1,523	-	1,523
Supplies	-	-	-	-	-	-	-	-	-	-	-	-
Equipment	-	-	-	-	-	-	-	-	-	-	-	-
Insurance Claims & Settlements	-	-	-	-	-	-	-	-	-	-	-	-
<b>Admin Subtotal</b>	<b>1,586</b>	<b>1,618</b>	-	-	-	-	-	-	<b>32</b>	<b>1,650</b>	-	<b>1,650</b>
<b>PROGRAMS</b>												
Track Research Program	12,550	8,850	-	-	-	-	-	-	-	8,850	(2,772)	6,078
Rolling Stock Program	11,900	9,600	-	-	-	-	-	-	-	9,600	(3,788)	5,812
Train Control & Communications	6,650	6,600	-	-	-	-	-	-	-	6,600	(2,696)	3,904
Human Factors Program	7,050	5,720	-	-	-	-	-	-	-	5,720	(2,314)	3,406
Railroad System Issues	14,264	7,612	-	-	-	-	-	-	-	7,612	(2,262)	5,350
<b>Programs Subtotal</b>	<b>52,414</b>	<b>38,382</b>	-	-	-	-	-	-	-	<b>38,382</b>	<b>(13,832)</b>	<b>24,550</b>
<b>BASE PROGRAMS TOTAL</b>	<b>54,000</b>	<b>40,000</b>	-	-	-	-	-	-	<b>32</b>	<b>40,032</b>	<b>(13,832)</b>	<b>26,200</b>

**EXHIBIT II-5**  
**SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE**  
**Federal Railroad Administration**  
**Appropriations, Obligation Limitations, and Exempt Obligations**  
**(\$000)**

	FY 2025 Enacted	FY 2026 Enacted	Annualization of Prior Pay Raises	Annualization of new FY 2026 FTE	FY 2027 Pay Raises	Adjustment for Compensable Days (261 days)	Baseline Changes			FY 2027 Baseline Estimate	Program Increases/Decreases	FY 2027 President's Budget
							WCF Increase/Decrease	Inflation and other adjustments to base	GSA Rent			
<b>Amtrak</b>	-	-	-	-	-	-	-	-	-	-	-	-
<b>PERSONNEL RESOURCES (FTE)</b>												
Direct FTE	-	-	-	-	-	-	-	-	-	-	-	-
<b>FINANCIAL RESOURCES</b>												
<b>ADMINISTRATIVE EXPENSES <sup>1/</sup></b>												
Salaries and Benefits	-	-	-	-	-	-	-	-	-	-	-	-
Travel	-	-	-	-	-	-	-	-	-	-	-	-
Transportation	-	-	-	-	-	-	-	-	-	-	-	-
GSA Rent	-	-	-	-	-	-	-	-	-	-	-	-
Communications & Utilities	-	-	-	-	-	-	-	-	-	-	-	-
Printing	-	-	-	-	-	-	-	-	-	-	-	-
Other Services:												
-WCF	-	-	-	-	-	-	-	-	-	-	-	-
-ESC	-	-	-	-	-	-	-	-	-	-	-	-
-Other contracts	-	-	-	-	-	-	-	-	-	-	-	-
Supplies	-	-	-	-	-	-	-	-	-	-	-	-
Equipment	-	-	-	-	-	-	-	-	-	-	-	-
Insurance Claims & Settlements	-	-	-	-	-	-	-	-	-	-	-	-
<b>Admin Subtotal</b>	-	-	-	-	-	-	-	-	-	-	-	-
<b>PROGRAMS</b>												
Northeast Corridor Grants to Amtrak	1,135,735	845,750	-	-	-	-	-	-	845,750	(199,000)	646,750	
National Network Grants to Amtrak	1,279,889	1,569,115	-	-	-	-	-	1,569,115	1,442,750	(126,365)	1,442,750	
<b>Programs Subtotal</b>	<b>2,415,624</b>	<b>2,414,865</b>	-	-	-	-	-	<b>2,414,865</b>	<b>2,414,865</b>	<b>(325,365)</b>	<b>2,089,500</b>	
<b>BASE PROGRAMS TOTAL</b>	<b>2,415,624</b>	<b>2,414,865</b>	-	-	-	-	-	<b>2,414,865</b>	<b>2,414,865</b>	<b>(325,365)</b>	<b>2,089,500</b>	

1/ Transfers to the Financial Assistance Oversight and Technical Assistance account will be approximately \$12.1M for FY 2025, \$12.1M for FY 2026, and \$10.5M for FY 2027.

**EXHIBIT II-5a**  
**SUMMARY OF IJIA SUPPLEMENTAL (DIVISION J) BUDGET OBLIGATIONS OVER FISCAL YEARS**  
**Federal Railroad Administration**  
**Appropriations, Obligation Limitations, and Exempt Obligations**  
**(\$000)**

Amtrak	FY 2025	FY 2026	FY 2027
Unobligated Carryforward Balance, start of FY (+)	199,581	219,523	228,523
FY Advance Appropriations (Budget Authority) (+)	4,400,000	4,400,000	-
FY Planned Transfers (-)	(990)	(7,000)	-
FY Prior-Year Recoveries (+)	-	-	-
FY Planned Obligations (-)	(4,379,068)	(4,384,000)	(53,000)
<b>Unobligated Balance, end of FY (+)</b>	<b>219,523</b>	<b>228,523</b>	<b>175,523</b>

**Planned Obligations by Fiscal Year**

**PERSONNEL RESOURCES (FTE)**  
Direct FTE

**FINANCIAL RESOURCES**

**ADMINISTRATIVE EXPENSES**

Salaries and Benefits	-	-	-
Travel	-	-	-
Transportation	-	-	-
GSA Rent	-	-	-
Communications & Utilities	-	-	-
Printing	-	-	-
Other Services:	-	-	-
-WCF	-	-	-
-Other Contracts	-	-	-
Supplies	-	-	-
Equipment	-	-	-
<b>Admin Subtotal</b>	<b>-</b>	<b>-</b>	<b>-</b>

**PROGRAMS**

Northeast Corridor Grants to Amtrak	1,197,352	1,199,000	5,000
National Network Grants to Amtrak	3,181,717	3,185,000	48,000
<b>Programs Subtotal</b>	<b>4,379,068</b>	<b>4,384,000</b>	<b>53,000</b>

**IJIA TOTAL** **4,379,068** **4,384,000** **53,000**

**EXHIBIT II-5**  
**SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE**  
**Federal Railroad Administration**  
**Appropriations, Obligation Limitations, and Exempt Obligations**  
**(\$000)**

	Baseline Changes							FY 2027 Baseline Estimate	Program Increases/ Decreases	FY 2027 President's Budget
	FY 2025 Enacted	FY 2026 Enacted	Annualization of Prior Pay Raises	Annualization of new FY 2026 FTE	FY 2027 Pay Raises	Adjustment for Compensable Days (261 days)	GSA Rent			
Consolidated Rail Infrastructure and Safety Improvements	-	-	-	-	-	-	-	-	-	-
<b>PERSONNEL RESOURCES (FTE)</b>										
Direct FTE	-	-	-	-	-	-	-	-	-	-
<b>FINANCIAL RESOURCES</b>										
<b>ADMINISTRATIVE EXPENSES <sup>1/</sup></b>										
Salaries and Benefits	-	-	-	-	-	-	-	-	-	-
Travel	-	-	-	-	-	-	-	-	-	-
Transportation	-	-	-	-	-	-	-	-	-	-
GSA Rent	-	-	-	-	-	-	-	-	-	-
Communications, & Utilities	-	-	-	-	-	-	-	-	-	-
Printing	-	-	-	-	-	-	-	-	-	-
Other Services:										
-WCF	-	-	-	-	-	-	-	-	-	-
-ESC	-	-	-	-	-	-	-	-	-	-
-Other contracts	-	-	-	-	-	-	-	-	-	-
Supplies	-	-	-	-	-	-	-	-	-	-
Equipment	-	-	-	-	-	-	-	-	-	-
Insurance Claims & Settlements	-	-	-	-	-	-	-	-	-	-
<b>Admin Subtotal</b>	-	-	-	-	-	-	-	-	-	-
<b>PROGRAMS</b>										
Consolidate Rail Infrastructure and Safety Improvements	98,000	134,677	-	-	-	-	-	-	134,677	159,323
<b>Programs Subtotal</b>	<b>98,000</b>	<b>134,677</b>	-	-	-	-	-	-	<b>134,677</b>	<b>159,323</b>
<b>BASE PROGRAMS TOTAL</b>	<b>98,000</b>	<b>134,677</b>	-	-	-	-	-	-	<b>134,677</b>	<b>159,323</b>
										<b>294,000</b>

1/ Transfers to the Financial Assistance Oversight and Technical Assistance account will be approximately \$2.0M for FY 2025, \$2.7M for FY 2026, and \$6.0M for FY 2027.

**EXHIBIT II-5a**  
**SUMMARY OF IIJA SUPPLEMENTAL (DIVISION J) BUDGET OBLIGATIONS OVER FISCAL YEARS**  
**Federal Railroad Administration**  
**Appropriations, Obligation Limitations, and Exempt Obligations**  
**(\$000)**

<u>Consolidated Rail Infrastructure and Safety Improvements</u>	<u>FY 2025</u>	<u>FY 2026</u>	<u>FY 2027</u>
Unobligated Carryforward Balance, start of FY (+)	2,696,817	3,349,926	3,019,926
FY Advance Appropriations (Budget Authority) (+)	1,000,000	1,000,000	-
FY Planned Transfers (-)	-	(40,000)	-
FY Prior-Year Recoveries (+)	157	-	-
FY Planned Obligations (-)	(347,048)	(1,290,000)	(1,490,000)
Unobligated Balance, end of FY (+)	3,349,926	3,019,926	1,529,926
<u>Planned Obligations by Fiscal Year</u>			
<u>PERSONNEL RESOURCES (FTE)</u>			
Direct FTE	-	-	-
<u>FINANCIAL RESOURCES</u>			
<u>ADMINISTRATIVE EXPENSES</u>			
Salaries and Benefits	-	-	-
Travel	-	-	-
Transportation	-	-	-
GSA Rent	-	-	-
Communications & Utilities	-	-	-
Printing	-	-	-
Other Services:			
- WCF	-	-	-
- Other Contracts	-	-	-
Supplies	-	-	-
Equipment	-	-	-
<u>Admin Subtotal</u>	-	-	-
<u>PROGRAMS</u>			
Consolidated Rail Infrastructure and Safety Improvements	347,048	1,290,000	1,490,000
<u>Programs Subtotal</u>	<u>347,048</u>	<u>1,290,000</u>	<u>1,490,000</u>
<u>IIJA TOTAL</u>	<u>347,048</u>	<u>1,290,000</u>	<u>1,490,000</u>

**EXHIBIT II-5**  
**SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE**  
**Federal Railroad Administration**  
**Appropriations, Obligation Limitations, and Exempt Obligations**  
**(\$000)**

Railroad Crossing Elimination Program	Baseline Changes											
	FY 2025 Enacted	FY 2026 Enacted	Annualization of Prior Pay Raises	Annualization of new FY 2026 FTE	FY 2027 Pay Raises	Adjustment for Compensable Days (261 days)	GSA Rent	WCF Increase/Decrease	Inflation and other adjustments to base	FY 2027 Baseline Estimate	Program Increases/Decreases	FY 2027 President's Budget
<b>PERSONNEL RESOURCES (FTE)</b>	-	-	-	-	-	-	-	-	-	-	-	-
Direct FTE	-	-	-	-	-	-	-	-	-	-	-	-
<b>FINANCIAL RESOURCES</b>												
<b>ADMINISTRATIVE EXPENSES <sup>1/</sup></b>												
Salaries and Benefits	-	-	-	-	-	-	-	-	-	-	-	-
Travel	-	-	-	-	-	-	-	-	-	-	-	-
Transportation	-	-	-	-	-	-	-	-	-	-	-	-
GSA Rent	-	-	-	-	-	-	-	-	-	-	-	-
Communications, & Utilities	-	-	-	-	-	-	-	-	-	-	-	-
Printing	-	-	-	-	-	-	-	-	-	-	-	-
Other Services:												
-WCF	-	-	-	-	-	-	-	-	-	-	-	-
-ESC	-	-	-	-	-	-	-	-	-	-	-	-
-Other contracts	-	-	-	-	-	-	-	-	-	-	-	-
Supplies	-	-	-	-	-	-	-	-	-	-	-	-
Equipment	-	-	-	-	-	-	-	-	-	-	-	-
Insurance Claims & Settlements	-	-	-	-	-	-	-	-	-	-	-	-
<b>Admin Subtotal</b>	-	-	-	-	-	-	-	-	-	-	-	-
<b>PROGRAMS</b>												
Railroad Crossing Elimination	-	-	-	-	-	-	-	-	-	-	98,000	98,000
<b>Programs Subtotal</b>	-	-	-	-	-	-	-	-	-	-	<b>98,000</b>	<b>98,000</b>
<b>BASE PROGRAMS TOTAL</b>	-	-	-	-	-	-	-	-	-	-	<b>98,000</b>	<b>98,000</b>

1/ Transfers to the Financial Assistance Oversight and Technical Assistance account will be approximately \$2M for FY 2027.

**EXHIBIT II-5a**  
**SUMMARY OF IIJA SUPPLEMENTAL (DIVISION J) BUDGET OBLIGATIONS OVER FISCAL YEARS**  
**Federal Railroad Administration**  
**Appropriations, Obligation Limitations, and Exempt Obligations**  
**(\$000)**

<u>Railroad Crossing Elimination Program</u>	<u>FY 2025</u>	<u>FY 2026</u>	<u>FY 2027</u>
Unobligated Carryforward Balance, start of FY (+)	1,683,997	2,045,189	1,983,189
FY Advance Appropriations (Budget Authority) (+)	600,000	600,000	-
FY Planned Transfers (-)	-	(12,000)	-
FY Prior-Year Recoveries (+)	-	-	-
FY Planned Obligations (-)	(238,808)	(650,000)	(640,000)
Unobligated Balance, end of FY (+)	2,045,189	1,983,189	1,343,189

Planned Obligations by Fiscal Year

**PERSONNEL RESOURCES (FTE)**

Direct FTE	-	-	-
------------	---	---	---

**FINANCIAL RESOURCES**

**ADMINISTRATIVE EXPENSES**

Salaries and Benefits	-	-	-
Travel	-	-	-
Transportation	-	-	-
GSA Rent	-	-	-
Communications & Utilities	-	-	-
Printing	-	-	-
Other Services:			
- WCF	-	-	-
- Other Contracts	-	-	-
Supplies	-	-	-
Equipment	-	-	-
<b>Admin Subtotal</b>	<b>-</b>	<b>-</b>	<b>-</b>

**PROGRAMS**

Railroad Crossing Elimination Program	238,808	650,000	640,000
<b>Programs Subtotal</b>	<b>238,808</b>	<b>650,000</b>	<b>640,000</b>

**IIJA TOTAL**

	<b>238,808</b>	<b>650,000</b>	<b>640,000</b>
--	----------------	----------------	----------------

**EXHIBIT II-5**  
**SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE**  
**Federal Railroad Administration**  
**Appropriations, Obligation Limitations, and Exempt Obligations**  
**(\$000)**

	Baseline Changes										FY 2027 President's Budget	
	FY 2025 Enacted	FY 2026 Enacted	Annualization of Prior Pay Raises	Annualization of new FY 2026 FTE	FY 2027 Pay Raises	Adjustment for Compensable Days (261 days)	GSA Rent	WCF Increase/ Decrease	Inflation and other adjustments to base	FY 2027 Baseline Estimate		Program Increases/ Decreases
Federal-State Partnership for Intercity Passenger Rail Grants	-	-	-	-	-	-	-	-	-	-	-	-
<b>PERSONNEL RESOURCES (FTE)</b>												
Direct FTE	-	-	-	-	-	-	-	-	-	-	-	-
<b>FINANCIAL RESOURCES</b>												
<b>ADMINISTRATIVE EXPENSES <sup>1/</sup></b>												
Salaries and Benefits	-	-	-	-	-	-	-	-	-	-	-	-
Travel	-	-	-	-	-	-	-	-	-	-	-	-
Transportation	-	-	-	-	-	-	-	-	-	-	-	-
GSA Rent	-	-	-	-	-	-	-	-	-	-	-	-
Communications, & Utilities	-	-	-	-	-	-	-	-	-	-	-	-
Printing	-	-	-	-	-	-	-	-	-	-	-	-
Other Services:												
-WCF	-	-	-	-	-	-	-	-	-	-	-	-
-ESC	-	-	-	-	-	-	-	-	-	-	-	-
-Other contracts	-	-	-	-	-	-	-	-	-	-	-	-
Supplies	-	-	-	-	-	-	-	-	-	-	-	-
Equipment	-	-	-	-	-	-	-	-	-	-	-	-
Insurance Claims & Settlements	-	-	-	-	-	-	-	-	-	-	-	-
<b>Admin Subtotal</b>	-	-	-	-	-	-	-	-	-	-	-	-
<b>PROGRAMS</b>												
Federal-State Partnership for Intercity Passenger Rail Grants	73,500	63,700	-	-	-	-	-	-	-	63,700	(63,700)	-
<b>Programs Subtotal</b>	<b>73,500</b>	<b>63,700</b>	-	-	-	-	-	-	-	<b>63,700</b>	<b>(63,700)</b>	-
<b>BASE PROGRAMS TOTAL</b>	<b>73,500</b>	<b>63,700</b>	-	-	-	-	-	-	-	<b>63,700</b>	<b>(63,700)</b>	-

1/ Transfers to the Financial Assistance Oversight and Technical Assistance account will be approximately \$1.5M for FY 2025, \$1.3M for FY 2026, and \$0M for FY 2027.

**EXHIBIT II-5a**  
**SUMMARY OF IIJA SUPPLEMENTAL (DIVISION J) BUDGET OBLIGATIONS OVER FISCAL YEARS**  
**Federal Railroad Administration**  
**Appropriations, Obligation Limitations, and Exempt Obligations**  
**(\$000)**

<u>Federal-State Partnership for Intercity Passenger Rail Grants</u>	<u>FY 2025</u>	<u>FY 2026</u>	<u>FY 2027</u>
Unobligated Carryforward Balance, start of FY (+)	15,401,519	12,345,805	15,584,805
FY Advance Appropriations (Budget Authority) (+)	7,200,000	7,200,000	-
FY Planned Transfers (-)	-	(432,000)	-
FY Prior-Year Recoveries (+)	1,775,404	-	-
FY Planned Obligations (-)	(12,031,118)	(3,529,000)	(1,250,000)
<b>Unobligated Balance, end of FY (+)</b>	<b>12,345,805</b>	<b>15,584,805</b>	<b>14,334,805</b>
<u>Planned Obligations by Fiscal Year</u>			
<b>PERSONNEL RESOURCES (FTE)</b>			
Direct FTE	-	-	-
<b>FINANCIAL RESOURCES</b>			
<b>ADMINISTRATIVE EXPENSES</b>			
Salaries and Benefits	-	-	-
Travel	-	-	-
Transportation	-	-	-
GSA Rent	-	-	-
Communications & Utilities	-	-	-
Printing	-	-	-
Other Services:			
-WCF	-	-	-
-Other Contracts	-	-	-
Supplies	-	-	-
Equipment	-	-	-
<b>Admin Subtotal</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>PROGRAMS</b>			
Federal-State Partnership for Intercity Passenger Rail Grants	12,031,118	3,529,000	1,250,000
<b>Programs Subtotal</b>	<b>12,031,118</b>	<b>3,529,000</b>	<b>1,250,000</b>
<b>IIJA TOTAL</b>	<b>12,031,118</b>	<b>3,529,000</b>	<b>1,250,000</b>

**EXHIBIT II-5**  
**SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE**  
**Federal Railroad Administration**  
**Appropriations, Obligation Limitations, and Exempt Obligations**  
**(\$000)**

Financial Assistance Oversight and Technical Assistance	Baseline Changes							FY 2027 President's Budget			
	FY 2025 Enacted	FY 2026 Enacted	Annualization of Prior Pay Raises	Annualization of new FY 2026 FTE	FY 2027 Pay Raises	Adjustment for Compensable Days (261 days)	GSA Rent		WCF Increase/Decrease	Inflation and other adjustments to base	FY 2027 Baseline Estimate
Direct FTE	54	-	-	-	-	-	-	-	-	-	-
<b>FINANCIAL RESOURCES</b>											
<b>ADMINISTRATIVE EXPENSES <sup>1/</sup></b>											
Salaries and Benefits <sup>2/</sup>	10,685	-	-	-	-	-	-	-	-	-	-
Travel	1,127	1,150	-	-	-	-	-	-	23	1,173	1,173
Transportation	-	-	-	-	-	-	-	-	-	-	-
GSA Rent	-	-	-	-	-	-	-	-	-	-	-
Communications, & Utilities	-	-	-	-	-	-	-	-	-	-	-
Printing	-	-	-	-	-	-	-	-	-	-	-
Other Services:											
-WCF <sup>3/</sup>	-	-	-	-	-	-	-	-	-	-	1,422
-ESC	-	-	-	-	-	-	-	-	-	-	-
-Other Contracts	3,827	15,034	-	-	-	-	-	-	301	15,335	571
Supplies	-	-	-	-	-	-	-	-	-	-	-
Equipment	-	-	-	-	-	-	-	-	-	-	-
Insurance Claims & Settlements	-	-	-	-	-	-	-	-	-	-	-
<b>Admin Subtotal</b>	<b>15,639</b>	<b>16,184</b>	-	-	-	-	-	-	<b>324</b>	<b>16,507</b>	<b>1,993</b>
<b>PROGRAMS</b>											
none	-	-	-	-	-	-	-	-	-	-	-
<b>Programs Subtotal</b>	-	-	-	-	-	-	-	-	-	-	-
<b>BASE PROGRAMS TOTAL</b>	<b>15,639</b>	<b>16,184</b>	-	-	-	-	-	-	<b>324</b>	<b>16,507</b>	<b>1,993</b>
											<b>18,500</b>

1/ This account's FY 2025 and FY 2026 appropriation transfers are from the following four accounts - (1) Amtrak Northeast Corridor, (2) Amtrak National Network, (3) Consolidated Rail Infrastructure and Safety Improvements, and (4) Federal-State Partnership for Intercity Passenger Rail. FY 2027 appropriation transfers are from the following four accounts - (1) Amtrak Northeast Corridor, (2) Amtrak National Network, (3) Consolidated Rail Infrastructure and Safety Improvements, and (4) Railroad Crossing Elimination Program.

2/ Beginning in FY 2026, FRA oversight personnel is funded out of the Safety and Operations account and Oversight IIIA supplemental account.

3/ The consolidation of information technology and procurement activities was approved by Congress in FY 2026. Implementation is actively underway. However, resources are not expected to meaningfully shift from FRA to the Working Capital Fund (WCF) until late in FY 2026. FY 2027 estimates reflect the full consolidation of information technology and procurement, as well as human resources activities within the Office of the Secretary through the WCF. Such expenses are illustrative of the consolidation and may be refined.

**EXHIBIT II-5a**  
**SUMMARY OF IIJA SUPPLEMENTAL (DIVISION J) BUDGET OBLIGATIONS OVER FISCAL YEARS**  
**Federal Railroad Administration**  
**Appropriations, Obligation Limitations, and Exempt Obligations**  
**(\$000)**

Financial Assistance Oversight and Technical Assistance	FY 2025	FY 2026	FY 2027
Unobligated Carryforward Balance, start of FY (+)	117,926	77,324	196,615
FY Advance Appropriations (Budget Authority) (+)	-	-	-
FY Planned Transfers (-/+)	-	182,010	-
FY Prior-Year Recoveries (+)	5,064	-	-
FY Planned Obligations (-)	(45,666)	(62,719)	(64,483)
<b>Unobligated Balance, end of FY (+)</b>	<b>77,324</b>	<b>196,615</b>	<b>132,132</b>

**Planned Obligations by Fiscal Year**

PERSONNEL RESOURCES (FTE)	111	159	164
Direct FTE			

**FINANCIAL RESOURCES**

**ADMINISTRATIVE EXPENSES**

Salaries and Benefits	28,194	33,311	34,359
Travel	-	-	-
Transportation	-	-	-
GSA Rent	-	-	-
Communications, & Utilities	-	-	-
Printing	-	-	-
Other Services:	-	-	-
-WCF <sup>1/</sup>	-	-	544
-Other Contracts	17,472	29,408	29,580
Supplies	-	-	-
Equipment	-	-	-
<b>Admin Subtotal</b>	<b>45,666</b>	<b>62,719</b>	<b>64,483</b>

**PROGRAMS**

none

**Programs Subtotal**

<b>IIJA TOTAL</b>	<b>45,666</b>	<b>62,719</b>	<b>64,483</b>
-------------------	---------------	---------------	---------------

<sup>1/</sup> The consolidation of information technology and procurement activities was approved by Congress in FY 2026. Implementation is actively underway. However, resources are not expected to meaningfully shift from FRA to the Working Capital Fund (WCF) until late in FY 2026. FY 2027 estimates reflect the full consolidation of information technology and procurement, as well as human resources activities within the Office of the Secretary through the WCF. Such expenses are illustrative of the consolidation and may be refined.

**EXHIBIT II-6  
WORKING CAPITAL FUND  
FEDERAL RAILROAD ADMINISTRATION  
(\$000)**

	<b>FY 2025 ENACTED</b>	<b>FY 2026 ENACTED</b>	<b>FY 2027 PRES. BUDGET <sup>1/</sup></b>
<b>DIRECT:</b>			
Safety and Operations	27,103	27,148	45,257
Financial Assistance Oversight and Technical Assistance	-	-	1,966
<b>SUBTOTAL</b>	<b>27,103</b>	<b>27,148</b>	<b>47,224</b>
<b>Total, All Sources</b>	<b>27,103</b>	<b>27,148</b>	<b>47,224</b>

1/ The consolidation of information technology and procurement activities was approved by Congress in FY 2026. Implementation is actively underway. However, resources are not expected to meaningfully shift from FRA to the Working Capital Fund (WCF) until late in FY 2026. FY 2027 estimates reflect the full consolidation of information technology and procurement, as well as human resources activities within the Office of the Secretary through the WCF. Such expenses are illustrative of the consolidation and may be refined.

**EXHIBIT II-7  
FEDERAL RAILROAD ADMINISTRATION  
PERSONNEL RESOURCE -- SUMMARY  
TOTAL FULL-TIME EQUIVALENTS**

	<b>FY 2025 ENACTED</b>	<b>FY 2026 ENACTED <sup>1/</sup></b>	<b>FY 2027 PRES. BUDGET <sup>2/</sup></b>
<b><u>DIRECT FUNDED BY APPROPRIATION</u></b>			
Safety and Operations	947	851	833
Financial Assistance Oversight and Technical Assistance	54	-	-
<b>SUBTOTAL, DIRECT FUNDED</b>	<b>1,001</b>	<b>851</b>	<b>833</b>
<b>BASE TOTAL FTEs</b>	<b>1,001</b>	<b>851</b>	<b>833</b>
<b><u>SUPPLEMENTAL FUNDED FTEs</u></b>			
IIJA Supplemental Funding			
Financial Assistance Oversight and Technical Assistance	111	159	164
<b>SUBTOTAL, Supplemental Funded</b>	<b>111</b>	<b>159</b>	<b>164</b>
<b>TOTAL FTEs</b>	<b>1,112</b>	<b>1,010</b>	<b>997</b>

1/ Beginning in FY 2026, FRA oversight personnel is funded out of the Safety and Operations account and Oversight IIJA supplemental account.

2/ The consolidation of information technology and procurement activities was approved by Congress in FY 2026. Implementation is actively underway. However, resources are not expected to meaningfully shift from FRA to the Working Capital Fund (WCF) until late in FY 2026. FY 2027 estimates reflect the full consolidation of information technology and procurement, as well as human resources activities within the Office of the Secretary through the WCF. Such expenses are illustrative of the consolidation and may be refined.

**EXHIBIT II-8  
FEDERAL RAILROAD ADMINISTRATION  
RESOURCE SUMMARY – STAFFING  
FULL-TIME PERMANENT POSITIONS**

	<b>FY 2025 ENACTED</b>	<b>FY 2026 ENACTED <sup>1/</sup></b>	<b>FY 2027 PRES. BUDGET <sup>2/</sup></b>
<b><u>DIRECT FUNDED BY APPROPRIATION</u></b>			
Safety and Operations	948	874	833
Financial Assistance Oversight and Technical Assistance	68	-	-
<b>SUBTOTAL, DIRECT FUNDED</b>	<b>1,016</b>	<b>874</b>	<b>833</b>
<b>BASE TOTAL POSITIONS</b>	<b>1,016</b>	<b>874</b>	<b>833</b>
<b><u>SUPPLEMENTAL FUNDED FTPs</u></b>			
IIJA Supplemental Funding			
Financial Assistance Oversight and Technical Assistance	140	164	164
<b>SUBTOTAL, Supplemental Funded</b>	<b>140</b>	<b>164</b>	<b>164</b>
<b>TOTAL POSITIONS</b>	<b>1,156</b>	<b>1,038</b>	<b>997</b>

1/ Beginning in FY 2026, FRA oversight personnel is funded out of the Safety and Operations account and Oversight IIJA supplemental account.

2/ The consolidation of information technology and procurement activities was approved by Congress in FY 2026. Implementation is actively underway. However, resources are not expected to meaningfully shift from FRA to the Working Capital Fund (WCF) until late in FY 2026. FY 2027 estimates reflect the full consolidation of information technology and procurement, as well as human resources activities within the Office of the Secretary through the WCF. Such expenses are illustrative of the consolidation and may be refined.

**DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION**

**SAFETY AND OPERATIONS  
APPROPRIATIONS LANGUAGE**

**SAFETY AND OPERATIONS**

For necessary expenses of the Federal Railroad Administration, not otherwise provided for, \$[268,000,000]271,000,000, of which \$25,000,000 shall remain available until expended.

**EXHIBIT III-1**

**SAFETY AND OPERATIONS  
Summary by Program Activity  
Appropriations, Obligation Limitations, and Exempt Obligations  
(\$000)**

	<u>FY 2025 ENACTED</u>	<u>FY 2026 ENACTED</u>	<u>FY 2027 PRES. BUDGET</u>
Safety and Operations	\$ 267,799	\$ 264,761	\$ 271,000
<b>TOTAL</b>	<u><u>\$ 267,799</u></u>	<u><u>\$ 264,761</u></u>	<u><u>\$ 271,000</u></u>
<b>FTEs</b>			
Direct Funded	947	851	833

**Program and Performance Statement**

Funds requested in the Safety and Operations account support the Federal Railroad Administration's (FRA) personnel and administrative expenses, the cost of railroad safety inspectors, and other program activities, including contracts. Resources are also provided to fund critical railroad safety programs, information management, technology, training, and safety education and outreach.

**EXHIBIT III-1a**

**SAFETY AND OPERATIONS  
SUMMARY ANALYSIS OF CHANGE FROM FY 2026 TO FY 2027  
Appropriations, Obligations, Limitations, and Exempt Obligations  
(\$000)**

	<u><b>\$000</b></u>	<u><b>FTE</b></u>
<b>FY 2026 ENACTED</b>	<u><b>264,761</b></u>	<u><b>851</b></u>
<b>ADJUSTMENTS TO BASE:</b>		
Annualization of Prior Pay Raises	409	0
Annualization of new FY 2026 FTE	2,721	23
GSA Rent	303	0
Working Capital Fund	405	0
Inflation and other adjustments to base	653	0
<b>SUBTOTAL, ADJUSTMENTS TO BASE</b>	<b>4,490</b>	<b>23</b>
<b>PROGRAM REDUCTIONS:</b>		
Salaries and Benefits	-8,524	-41
Printing	-5	0
Other Contracts	-5,630	0
Supplies	-52	0
Railroad Safety Information System (RSIS)	-958	0
Rail Grade Crossing Safety	-1,119	0
Security, Other Security Grants	-14	0
Trespass Prevention	-150	0
<b>SUBTOTAL, PROGRAM REDUCTIONS</b>	<b>-16,452</b>	<b>-41</b>
<b>PROGRAM INCREASES:</b>		
Travel	28	0
Communications & Utilities	22	0
WCF	17,704	0
Equipment	16	0
Insurance Claims & Settlements	285	0
Drug and Alcohol Program	4	0
Technical Training Standards Division	12	0

Other Safety Grants  
 Grant & Project Development Technical Assistance and Oversight

**SUBTOTAL, PROGRAM INCREASES**

**FY 2027 PRESIDENT'S BUDGET**

	<u><b>\$000</b></u>	<u><b>FTE</b></u>
	87	0
	43	0
	<b>18,201</b>	<b>0</b>
	<b>271,000</b>	<b>833</b>

**Detailed Justification for Railroad Safety and Operations**

**FY 2027 – Safety and Operations – Budget Request  
(\$000)**

<b>Program Activity</b>	<b>FY 2025 Enacted Level</b>	<b>FY 2026 Enacted Level</b>	<b>FY 2027 President’s Budget</b>
Safety and Operations	\$267,799	\$264,761	\$271,000
<b>Total</b>	<b>\$267,799</b>	<b>\$264,761</b>	<b>\$271,000</b>
<b>FTE</b>	<b>947</b>	<b>851</b>	<b>833</b>

**What is this program and what does this funding level support?**

---

The appropriation for the Safety and Operations (S&O) account funds much of FRA’s organizational infrastructure—payroll, rent, telecommunications, information technology, and contract support—that enables the agency to execute its dual mission of railroad safety and railroad development. This includes FRA’s personnel and discrete programs focused on railroad safety.

FRA oversees, regulates, and enforces the safety of railroad operations nationwide. In addition, FRA supports the development and improvement of intercity passenger and freight rail services and new technologies and practices to enhance railroad safety and efficiency. S&O funding is the foundation for FRA to carry out its mission of enabling the safe, reliable, and efficient movement of people and goods for a strong America, now and in the future.

According to almost any metric, the railroad industry is notably safer today compared to the mid-1970s, the date from which FRA’s comprehensive catalog of safety data begins. Since 1980, the rate of rail-related accidents and incidents and the number of derailments have fallen by 85 percent and 83 percent, respectively.<sup>1</sup> This improvement is due in large part to the railroad industry’s dedicated and highly skilled workforce who live and breathe safety each day on the job, as well as the development and adoption of new technologies and practices and FRA’s safety enforcement and technical assistance regime. However, the rate of improvement for many safety metrics has slowed or plateaued over the last 10-15 years.

New approaches are warranted to make further gains in railroad safety. To this end, FRA is aggressively pursuing a deregulatory agenda that maintains the highest standard of safety, while

<sup>1</sup> FY 1980 – FY 2025, data from public FRA Safety Data and Reporting site, Railroad Safety Overview, run date of January 5, 2026.

encouraging innovation and the use of technology. In 2025, FRA published 57 final and proposed regulatory actions to update, rescind, or amend burdensome regulations to align with accepted safe railroading practices of the 21<sup>st</sup> century. FRA's current regulations cover a wide range of areas, including track maintenance, passenger and freight cars, locomotives, power brakes, locomotive event recorders, signal and train control systems, grade crossing safety, accident reporting, alcohol and drug testing, roadway worker protection, operating rules, locomotive engineer certification, positive train control, and the use of train horns at crossings. FRA is evaluating these rules with the goal to continually enhance railroad safety in an effective and cost-effective manner without undue burden on the supply chain.

The following sections describe FRA's FY 2027 major cost categories for S&O.

***Mission Support and Fixed Costs***

*FY 2025 Enacted: \$234.50 million*

*FY 2026 Enacted: \$224.05 million*

*FY 2027 President's Budget: \$232.32 million*

More than 85 percent of S&O funding covers salaries and benefits, travel and motor vehicle fleet, and other operating infrastructure costs, such as rent. FRA executes its railroad safety responsibilities through a highly skilled cadre of railroad safety inspectors, specialists, engineers, analysts, and managers who possess expertise across a wide range of railroad subject areas, such as operating practices, motive power and equipment, signal and train control, track, hazardous materials, grade crossing safety, PTC, passenger rail, human performance, alcohol and drug programs, tank car quality assurance, rail and infrastructure integrity, bridge safety, occupational health, radioactive materials, and railroad management.

The safety workforce comprises nearly two-thirds of all FRA employees, and the majority of these safety employees are field-based railroad safety inspectors and specialists. FRA's remaining S&O-funded personnel are in the Offices of Railroad Development; Chief Counsel; Chief Financial Officer; Administration; and the Administrator. These personnel include project development and delivery specialists, engineers, economists, data analysts, attorneys, budget and financial analysts, public and government affairs specialists, and other professionals.

In addition to FRA's more than 400 field-based railroad safety inspectors and specialists, FRA's Office of Railroad Safety includes seven Safety Management Teams (SMT) located across the country. Each SMT is responsible for oversight and engagement with a single railroad or a group of railroads to monitor risks on a system level by becoming familiar with the infrastructure, rolling stock, work force, and operations, with the goal to collaboratively identify and address persistent and emerging potential safety issues.

The FY 2027 President's Budget will support upwards of 997 FRA employees—following the consolidation of the agency's Human Resources, Information Technology, and Procurement functions within the Office of the Secretary through the Working Capital Fund—and allow the agency to maintain its record level of more than 370 railroad safety

inspectors. Funding will also ensure the Office of Railroad Development continues to expeditiously obligate grant funding and monitor its \$70 billion portfolio of infrastructure projects, as well as maintain core agency operations.

***Automated Track Inspection Program***

*FY 2025 Enacted: \$20.50 million*

*FY 2026 Enacted: \$21.60 million*

*FY 2027 President's Budget: \$21.60 million*

Defective track is one of the most frequent causes of derailments. Identifying non-compliant track and precursor conditions is the primary focus of FRA's Automated Track Inspection Program (ATIP). FRA deploys its fleet of ATIP vehicles to collect data on the highest risk routes, including passenger and hazardous materials routes. FRA then uses the data to inform oversight and enforcement activities, audits of railroad compliance with Federal Track Safety Standards, and assessments of the state-of-repair of U.S. railroads. FRA shares the infrastructure diagnostics with the track owners and notifies railroads of major safety risks. This data provides actionable information to railroads that not only shows exceptions to the track safety standards, but can also inform railroads' capital planning processes by indicating locations where track may be compliant, but is degrading and could potentially result in a future exception or defect. Additionally, ATIP supports FRA's railroad safety research program. During ATIP operations, FRA assesses new technologies to improve track evaluation and other safety benefits.

In FY 2025, FRA's ATIP inspection vehicles once again exceeded prior year inspection records, collecting track measurement data for 234,343 miles of track, finding 9,417 geometry exceptions to FRA's Track Safety Standards, of which 24 percent were deemed safety critical. Additionally, the ATIP program's hi-rail vehicle equipped with ultrasonic technology identified 161 internal rail defects and 8 broken rails. Over the last five years of ATIP operations, the number of mainline track geometry-caused accidents has decreased by 20 percent. The ATIP program, by finding and reporting exception information to the railroads, has contributed to this improvement.

The FY 2027 President's Budget will fund the operations of the ATIP fleet, which continues to operate with improved efficiency under the most recent ATIP contracts that were awarded in FY 2023. This is evidenced by the year-over-year record survey mileage the program has been able to record since the new contracts went into effect. In FY 2026, FRA will also complete an internal process evaluation of ATIP, specifically focused on how the structure and performance measures contained in the new contract have improved ATIP fleet utilization, and begin scoping and requirements gathering to potentially expand the ATIP fleet.

FRA is also seeking to replicate the success of the ATIP program by developing and deploying technologies to aid in safety inspections and assessments of other railroad disciplines, including mechanical and grade crossings. FRA intends to use existing R&D resources to evaluate mobile sensors that can be moved around the railroad network to verify

the condition of rolling stock in the highest risk locations (based on total volume and hazmat). This technology will capture high-resolution images of freight cars moving at track speed and leverage state-of-the-art artificial intelligence and machine learning models to detect anomalies and defects and deliver results to railroad operators in real-time. FRA is also examining how to better use technology to assess the most cost-effective interventions at grade crossings.

***Positive Train Control (PTC)***

*FY 2025 Enacted: \$1.00 million*

*FY 2026 Enacted: \$1.00 million*

*FY 2027 President's Budget: \$1.00 million*

PTC systems are designed to prevent train-to-train collisions, over-speed derailments, incursions into established work zones, and movements of trains through switches left in the wrong position. Under the leadership of President Trump in his first term, PTC technology was in operation on all 57,536 required freight and passenger railroad route miles prior to the December 31, 2020, statutory deadline set by Congress.

FRA continues to monitor, inspect, and audit railroads' operation and maintenance of PTC systems to help ensure railroad safety. Additionally, FRA continues to oversee railroads' compliance with their FRA-approved PTC Safety Plans, as well as applicable statutes and regulations, and to take any necessary enforcement actions (including assessing civil penalties). IJIA requires host railroads to report on the status of PTC system performance quarterly to FRA, and FRA reviews and evaluates extensive data.

FRA also must review and approve, conditionally approve, or deny any proposed material modification to a PTC system, including software updates and functionality, within 45 days of the railroad's request. FRA must also review and approve, conditionally approve, or deny any proposed change to a Railroad's PTC Implementation Plan. From January 2021 to December 2025, FRA has evaluated more than 200 requests for amendments (RFAs) to railroads' PTC systems, PTC Safety Plans, and PTC Implementation Plans.

FRA also continues to support railroads with new installations and any changes to the type of PTC certification. In these cases, FRA must review and approve any new PTC Safety Plans, noting that the extent and breadth of the review of a PTC Safety Plan often takes six months to complete. From January 2021 to December 2025, FRA received six new PTC Safety Plans requesting certification of two new PTC installations and four recertification of a PTC system as a mixed system. In addition to the railroads currently operating PTC technology on the existing PTC-governed main lines, FRA also provides oversight and technical assistance to several new start passenger railroads and any railroad that is required to equip new main lines due to changes in traffic or poisonous- or toxic-by-inhalation hazardous materials (PIH/TIH) traffic levels.

Funding requested for PTC in FY 2027 will be used for contractors that continue to provide FRA with subject matter expertise to review railroads' proposed material modifications to

their PTC systems and evaluate new PTC system developments. FRA anticipates the number of RFAs and new PTC Safety Plans will be similar as in previous years. It should be noted that FRA is working on a PTC rulemaking that would allow for operation of trains at reduced speeds for a limited period of time (24 hours) if there is a PTC system level outage. FRA does not anticipate that this rulemaking will change the anticipated number of RFAs received in FY 2027.

In addition, the review of PTC systems for new planned high-speed rail operations is an area of particular focus for FRA over the next several years, with projects such as Brightline West under construction, and other potential projects being advanced through FRA's Corridor Identification and Development program. FRA anticipates that Brightline West will propose to use the European Rail Traffic Management System (ERTMS) as their PTC system, as ERTMS is proven in use for high-speed operations throughout Europe. As ERTMS is not currently in use in the United States, FRA will need to provide significant technical assistance and oversight throughout the design and testing process for Brightline West, as well as review their PTC Safety Plans for approval and certification.

Finally, FRA is proactively planning to perform a cybersecurity review of PTC back-office systems, including interfaces with dispatch systems, in line with Cybersecurity and Infrastructure Security Agency (CISA) cybersecurity recommendations and industry standards. FRA plans to procure a contractor to assist with this review.

### ***Railroad Safety Information System***

*FY 2025 Enacted: \$2.59 million \**

*FY 2026 Enacted: \$5.48 million*

*FY 2027 President's Budget: \$4.52 million*

*\* Note, an additional \$1.23 million in FY 2025 and \$0.87 million in FY 2026 was/will be executed for RSIS activities through the DOT Working Capital Fund.*

The Railroad Safety Information System (RSIS) is FRA's collection of databases and data management systems that receive, organize, process, visualize, and publish information on railroad accidents and incidents, safety inspections and violations, and attributes from the U.S. DOT Highway-Rail Crossing Inventory. FRA uses data from RSIS for a wide range of analytics and operational decision-making, including geospatial analysis, risk modeling, trend analysis, safety performance measurement, evaluation of regulatory and deregulatory actions, assessment of grant proposals, and resource allocation, including prioritization of safety inspections of the highest-risk assets. The information reported by railroads is publicly available on FRA's website and inspection data is available internally to authorized users.

In June 2025, FRA completed a multi-year effort to enhance its public-facing website that houses comprehensive safety data about the Nation's railroads, in compliance with section 22405 of IIJA. FRA's new [Public Safety Website](#) replaces two older legacy websites, one of which dates back to the 1990s. The new website incorporates approximately 30 previously static reports, as well as additional data and information, into an interactive website containing data tables, visuals, and narrative components. Users can select exactly the data

they need through easy-to-operate controls and adjust how the reports display results for their particular parameters. The modernization of FRA’s safety data website enables FRA to:

1. *Improve Data Accessibility* by providing a user-friendly interface to view, filter, and export data;
2. *Promote Data Literacy* by providing easy-to-read data definitions and descriptions for easier data comprehension;
3. *Enrich Data Assets* by building new data sets, while ensuring data users can find the data they already use and need; and
4. *Enhance Data Dissemination* by providing OData and API access, which enable a direct connection to the data sources that can automatically refresh and ensure up-to-date data, removing the need to manually export to access new data.

With the major enhancements to FRA’s public-facing website complete, FRA has shifted primary development work to modernizing the agency’s internal railroad safety website, known as the Secure Safety Data Website, through which authorized internal users can review inspector reports and the data collected from them. The FRA Secure Safety Data Site contains inspection and recommended violation data generated from Federal and State inspectors per 49 CFR Parts 170-272. The modernization of the FRA Secure Safety Data Site is critical because the current site relies on outmoded technology and contains only summary-level reports. The FRA Office of Railroad Safety requires a modern site to respond to emerging challenges that enables internal stakeholders to conduct further analysis by providing data in an accessible and downloadable format and leveraging a user-friendly interface.

Funding will continue to be required to rollout new data sources and reports, provide enhancements, and maintain the public and internal railroad safety data websites. To meet the current and future data collection needs as required by 49 CFR part 225 – Railroad Accidents/Incidents: Reports Classification, and Investigations, FRA is taking steps to improve its data collection, with a focus on reducing reporting burdens while simultaneously increasing data quality assurance. For example, FRA is moving away from hard copies of forms and email attachments that require manual data entry to a platform that speeds data collection by utilizing a dedicated portal with a user-centric interactive interface for smaller railroads and automated bulk data Application Programming Interfaces (APIs) for larger railroads that together enable railroad users to submit the required data quickly and easily in machine-readable formats with data validated at the point of entry.

### ***Rail Safety Partnerships***

*FY 2025 Enacted: \$3.61 million \**

*FY 2026 Enacted: \$4.80 million*

*FY 2027 President's Budget: \$4.80 million*

*\* Note, an additional \$1.19 million in carryover funds were executed in FY 2025, bringing the total to \$4.80 million.*

#### Confidential Close Call Reporting System (C<sup>3</sup>RS)

The C<sup>3</sup>RS program enables railroad employees to report close calls and unsafe events and conditions in a safe environment, and generally helps to foster a positive safety culture within railroads. Employees who report a close-call event receive protection from railroad discipline and FRA enforcement. Railroads also receive protection from FRA enforcement for events reported within C<sup>3</sup>RS. However, a close call does not involve willful, reckless, or criminal acts, nor does it involve any FRA-reportable accident resulting in harm to a person or property. Events that involve alcohol or drug impairment, or that are witnessed in real-time by FRA personnel or a railroad manager or supervisor, are not close calls. In addition, any incident resulting in a release of hazardous material is not a close-call event.

The core component of the C<sup>3</sup>RS program is the third-party processing and de-identifying of close-call reports from safety-related railroad employees. The National Aeronautics and Space Administration (NASA) provides this service for FRA. (NASA also provides such a service for the Federal Aviation Administration). NASA supports FRA in achieving the highest level of close-call report processing. In 2021, NASA and FRA rolled out the Data Base Query Tool (DBQT). DBQT is the Nation's largest repository of voluntarily submitted railroad safety reports, and as of December 2025, DBQT contains more than 27,000 such reports. These records can inform policy development, human factors research, education, training, and ultimately improve safety. All data is owned and housed by NASA. (The aviation industry has benefited from an analogous database called Data Base Online since 2006.)

The FY 2027 President's Budget maintains funding at \$4.8 million to continue the program's core services, particularly those aimed at short line and commuter railroads. A total of 23 railroads—representing over 25,000 safety-related railroad employees—are participating in C<sup>3</sup>RS as of December 2025. This includes one Class I freight railroad (Norfolk Southern Railway), one Class II freight railroad, 11 Class III freight railroads, and 10 passenger railroads. FRA is also working with the six Class I railroads to review each of their close call reporting programs and evaluate how they may work in conjunction with the principles and standards of the C<sup>3</sup>RS program.

Short line railroads may voluntarily implement the requirements of a Risk Reduction Plan under 49 CFR, 271.15 Risk Reduction Plans—which are required for Class I freight railroads and other freight railroads with inadequate safety performance—represent a comprehensive, system-oriented approach to safety that determines a railroad operation's level of risk by identifying and analyzing applicable hazards, and involves developing plans to mitigate, if not eliminate, that risk. Part of this plan may include participation in C<sup>3</sup>RS.

### ***Trespass Prevention***

*FY 2025 Enacted: \$0.00 million\**

*FY 2026 Enacted: \$0.40 million*

*FY 2027 President's Budget: \$0.25 million*

*\* Note, carryover resources are available in FY 2025 to support trespass prevention activities.*

Trespassing on railroad rights-of-way is the leading cause of rail-related fatalities, accounting for approximately two-thirds of U.S. rail-related deaths in FY 2025. An average of 621 trespassers died each year over the previous five years. Since 1997, more people have been killed each year while trespassing than in motor vehicle collisions with trains at highway-rail grade crossings.

Trespassing presents several unique challenges, including:

- Trespassing on railroad property can occur almost anywhere on the 140,000-mile U.S. rail network;
- The reason a person trespasses on railroad property can vary from convenience to vandalism to suicide;
- FRA has limited authority to prevent trespassing, regardless of the reason; and
- FRA receives limited information about the people or circumstances of an incident where people are killed or injured.

The FY 2027 President's Budget will support FRA's continued engagement with states, local communities, law enforcement, and other stakeholders in areas with high incidences of trespassing to develop location-specific mitigations. FRA will also monitor the effectiveness of the pilot proposed in the FY 2026 President's Budget to install signage in the 100 highest risk trespass locations. The signage includes a QR code that links to a website that will have local and national trespass data, stories of the incidents that occurred at that location, and an Operation Lifesaver video. FRA will analyze data regarding website visits and compare trespass and incident data to prior years to determine the effectiveness of the initiative. If the pilot, which is modeled after a program administered by the Australian Operation Lifesaver, demonstrates promise, FRA may expand the initiative to other areas.

### ***Highway-Rail Grade Crossing Safety***

*FY 2025 Enacted: \$1.00 million*

*FY 2026 Enacted: \$2.12 million*

*FY 2027 President's Budget: \$1.00 million*

Collisions at highway-rail grade crossings are the second leading cause of rail-related fatalities, accounting for nearly 30 percent of all such fatalities in FY 2025. At each of the approximately 204,000 highway-rail grade crossings there is a potential for a collision

between a train and highway user.<sup>2</sup> FRA continues to administer a comprehensive approach to grade crossing safety, which includes:

- Rigorous, focused oversight and analysis of grade crossing incident data;
- Stakeholder engagement and partnership with railroads, state and local governments, and law enforcement to pursue localized mitigation and prevention strategies tailored to the respective community or hazard;
- Research and development, identification, and evaluation of the most effective low and high-tech solutions and operating practices; and
- Infrastructure investments through FRA’s grant programs—including the Consolidated Rail Infrastructure and Safety Improvements program and Railroad Crossing Elimination program—to construct highway-rail grade crossing improvements.

The FY 2027 President’s Budget will expand efforts to qualify personnel to use drones as a component of their safety oversight functions. FRA intends to use drone imagery to aid in grade crossing accident investigation and to monitor motor vehicle and pedestrian traffic in high risk areas, while keeping FRA inspectors at a safe distance from the crossing. In addition, FRA will add new capabilities to perform sight distance inspections that will reduce the resources necessary for sight distance analysis from two people for one day to one person for 20 minutes. These improvements will also allow remote access to derailments sites and development of a three-dimensional model of the arrangement of the derailed cars, providing needed insights into how tank cars behave in a derailment.

#### Operation Lifesaver Funding

Operation Lifesaver, a non-profit rail safety organization that previously received funding under the S&O account, will now receive its annual grant funding through the Railroad Crossing Elimination program under changes proposed in both the FY 2026 and FY 2027 President’s Budgets. Operation Lifesaver currently receives \$1 million annually from the S&O account. However, given the creation of the Railroad Crossing Elimination program under IIJA, and the program’s set aside for safety information and education programs, that program is a more appropriate account through which to support Operation Lifesaver than the S&O account.

#### ***Washington Union Station***

*FY 2025 Enacted: \$1.50 million*

*FY 2026 Enacted: \$1.50 million*

*FY 2027 President’s Budget: \$1.50 million*

Under FRA’s 99-year out-lease to the Union Station Redevelopment Corporation (USRC)—a private D.C. nonprofit corporation—USRC possesses, operates, and maintains Washington Union Station at its sole cost and expense. There are no Federal employees, or other Federal

<sup>2</sup> At-Grade Railroad Crossings (*Public, Private, and Pedestrian*) from the U.S. DOT Highway-Rail Crossing Inventory, as of January 1, 2025.

presence, at the station. However, as the Federal fee simple owner of Washington Union Station, FRA fulfills its statutorily required role as the Authority Having Jurisdiction (AHJ) at the Station, ensuring compliance with applicable building design, construction, fire and life safety codes, standards, and guidance.

FRA's AHJ jurisdiction extends beyond the USRC leased area, including all of the Washington Union Station complex owned by the Federal Government, and covers both commercial and transportation projects, including all Amtrak projects, within the Federal property.

FRA contracts to obtain the specialized knowledge to support its AHJ duties, including inspections of the station; review of design drawings and plans for new construction initiatives in such areas as structure, architectural, mechanical, plumbing, vertical transportation, electrical, and fire and life safety; issuing permits to start construction and for Certificates of Occupancy; and inspection of all repair work to ensure compliance with applicable building, fire, and life safety codes. FRA's AHJ jurisdiction necessitates funding to carry out its responsibilities.

#### ***Control of Drug and Alcohol Use***

*FY 2025 Enacted: \$1.20 million*

*FY 2026 Enacted: \$1.26 million*

*FY 2027 President's Budget: \$1.29 million*

FRA's Drug & Alcohol (D&A) testing program (49 CFR Part 219) currently covers more than 160,000 employees in the railroad industry. FRA addressed a requirement in the *Substance Use-Disorder Prevention that Promotes Opioid Recovery and Treatment for Patients and Communities Act (SUPPORT Act)*, which was reiterated in IIJA, to amend Part 219 regulations to include railroad mechanical craft employees, adding another approximately 25,000 industry employees to FRA's testing program. 2023 served as the first full year of testing for rail mechanical employees.

The random drug testing positive rates for 2023 were 0.65% for hours-of-service employees, 0.70% for maintenance-of-way employees, and 1.18% for mechanical employees. The random alcohol positive rates were 0.28% for both hours-of-service and maintenance-of-way employees, and 0.43% for mechanical employees. In 2024, the random drug positive rate came down slightly to 1.11% for mechanical employees. Overall, 99.2% of random drug tests and 99.8% of random alcohol tests were negative (note, 2025 testing statistics will be available in March 2026). The testing statistics indicate that the Part 219 program is working overall to effectively detect and deter illicit drug use and alcohol misuse in the railroad industry. DOT's conformance with HHS changes to include Fentanyl in the NIDA 5-panel used for all FRA test types is imminent, and FRA Part 219 Subpart C post-accident testing has included Fentanyl since 2009.

FRA's challenge continues to be providing effective oversight of approximately 3,000 track construction and maintenance employers, as well as the approximately 700 railroads in the

industry. These employers require FRA-approved policies and Part 219 triennial compliance reviews of their testing program. These compliance review reports are currently produced as flat Microsoft Word files and checklists that don't provide an archive of findings that can be queried and do not allow for effective analysis of the data. In response to recommendations from a 2020 DOT Office of Inspector General (OIG) report,<sup>3</sup> FRA developed a systems approach and a database macro for tracking compliance reviews, but these efforts does not allow for rapid generation of reports, tracking of corrective actions, or the analysis of findings that is needed for FRA to target future reviews using an empirical risk-based approach. This continues to be an identified need going forward.

In addition, a new laboratory (Chesapeake Toxicology Resources) was selected to fulfill the post-accident toxicological testing (PATT) laboratory requirement in September 2023. The new laboratory has added detection of delta-8 THC to the post-accident testing panel and is planning to expand the testing panel in the upcoming year to add common sleep aids (Ambien, Lunesta) and muscle relaxers (Flexeril-cyclobenzaprine) for a nominal increase in cost per test.

FRA is aided in railroad Part 219 audits and compliance reviews by a PATT oversight contractor. FRA is gathering requirements to develop an effective report-generating, archiving, and data analysis product to support the D&A program. FY 2027 will not see the need for a blood tube refreshment of the approximately 5000 toxicological testing boxes which contain three testing kits and six tubes in each box. This is a savings of \$45,000 that can off-set the PATT oversight contractor development of the aforementioned program management tools and audit support.

### **What benefits will be provided to the American public through this request and why is this program necessary?**

---

FRA's safety programs provide tangible safety and operational benefits to the American public and railroad industry by supporting the Nation's economic productivity and ensuring the safety of its passenger and freight mobility needs. The FY 2027 President's Budget targets FRA's resources at the most pressing rail safety issues.

#### **Preventing trespassing on railroad property and increasing safety at grade crossings.**

Preventing trespassing and increasing grade crossing safety will not only reduce the number of fatalities but will also improve the efficiency of the transportation network. Trespassing and grade crossing collisions are the two leading causes of rail-related fatalities and accounted for more than 930 deaths in FY 2025. Each of the approximately 204,000 at-grade highway-rail grade crossings in the United States presents the potential for a collision between a train and highway user.<sup>4</sup> The FY 2027 President's Budget supports a comprehensive approach to

<sup>3</sup> Department of Transportation Office of Inspector General, [Oversight Weaknesses Limit FRA's Review, Approval, and Enforcement of Railroads' Drug and Alcohol Testing Programs](#), April 29, 2020.

<sup>4</sup> At-Grade Railroad Crossings (*Public, Private, and Pedestrian*) from the U.S. DOT Highway-Rail Crossing Inventory, as of January 1, 2025.

addressing these leading causes of rail casualties through safety oversight, data analysis, infrastructure improvements, and stakeholder engagement.

**Protecting passengers and railroad crews** transported on the Nation’s railroads. FRA continues to monitor, enforce, and provide technical assistance related to railroads’ implementation of the system safety requirements under the Risk Reduction Program and System Safety Program that went into effect in FY 2020. These programs provide the foundation for a proven framework to improve safety through the implementation of safety management systems, which bring a comprehensive, systems-oriented approach to continuously improving safety and safety culture by describing how a railroad will identify hazards, determining the associated risk, developing mitigation strategies, and evaluating the success of those strategies.

**Ensuring railroads operate safely to support economic productivity and meet passenger and freight mobility needs.** FRA will remain diligent and examine new approaches to advance continuous safety improvement and make rail transportation as safe as possible.

**Monitoring operations and providing technical assistance in support of PTC, the most important rail safety technology development** in more than 100 years, to improve system performance. PTC systems are life-saving technology that prevent certain railroad-related accidents and near accidents.

**DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION**

**RAILROAD RESEARCH AND DEVELOPMENT  
APPROPRIATIONS LANGUAGE**

**RAILROAD RESEARCH AND DEVELOPMENT**

For necessary expenses for railroad research and development, \$[44,000,000]26,200,000, to remain available until expended: Provided, That of the amounts provided under this heading, up to \$3,000,000 shall be available pursuant to section 20108(d) of title 49, United States Code, for the construction, alteration, and repair of buildings and improvements at the Transportation Technology Center.

**EXHIBIT III-1**

**RAILROAD RESEARCH AND DEVELOPMENT**  
**Summary by Program Activity**  
**Appropriations, Obligation Limitations, and Exempt Obligations**  
**(\$000)**

	<b>FY 2025 ENACTED</b>	<b>FY 2026 ENACTED</b>	<b>FY 2027 PRES. BUDGET</b>
Track	\$ 12,550	\$ 8,850	\$ 6,078
Rolling Stock	\$ 11,900	\$ 9,600	\$ 5,812
Train Control and Communication	\$ 6,650	\$ 6,600	\$ 3,904
Human Factors	\$ 7,050	\$ 5,720	\$ 3,406
Railroad Systems Issues	\$ 15,850	\$ 9,230	\$ 7,000
<b>TOTAL</b>	<b>\$ 54,000</b>	<b>\$ 40,000</b>	<b>\$ 26,200</b>

**FTEs**

Direct Funded	0	0	0
---------------	---	---	---

**Program and Performance Statement**

FRA’s Research and Development (R&D) Program is focused on improving railroad safety. It provides the scientific and engineering support for the agency’s safety oversight efforts. The Program collaborates with the railroad industry to identify and develop emerging technologies for the rail industry to voluntarily adopt and ensures the safety of such new rail technologies. The outcomes of the program’s work are fewer railroad accidents and incidents. The program also supports intercity passenger rail development through technical assistance, equipment specifications, proposal evaluations, and Buy America compliance research. The focus of FRA’s Program is to conduct research not pursued by industry, complement industry research, and partner with industry to leverage private R&D investment that improves broader public safety.

The program has the following areas of research:

- **Track Research Program** – Reduces derailments due to track and track support-related causes.
- **Rolling Stock Research Program** – Reduces derailments due to equipment failures, minimizes the consequences of derailments and collisions, reduces the risk of fires from high-energy storage systems, and minimizes hazardous material (HazMat) releases.
- **Train Control and Communication Research Program** – Reduces train-to-train collisions and train collisions with objects on the line and at grade crossings.

- **Human Factors Research Program** – Reduces accidents caused by human error and optimizes human performance in railroad operations.
- **Railroad Systems Issues Research Program** – Research to address national and DOT safety priorities; cross-cutting technologies and programs that advance railroad safety broadly; directed safety programs; the Rail Research and Development Center of Excellence; and the Transportation Technology Center (TTC).

**EXHIBIT III-1a**

**RAILROAD RESEARCH AND DEVELOPMENT  
SUMMARY ANALYSIS OF CHANGE FROM FY 2026 TO FY 2027  
Appropriations, Obligations, Limitations, and Exempt Obligations  
(\$000)**

	<b><u>\$000</u></b>	<b><u>FTE</u></b>
<b>FY 2026 ENACTED</b>	<b><u>40,000</u></b>	<b><u>0</u></b>
<b>ADJUSTMENTS TO BASE:</b>		
Non-Pay Inflation	32	0
<b>SUBTOTAL, ADJUSTMENTS TO BASE</b>	<b>32</b>	<b>0</b>
<b>PROGRAM REDUCTIONS:</b>		
Track	-2,772	0
Rolling Stock	-3,788	0
Train Control and Communications	-2,696	0
Human Factors	-2,314	0
Railroad Systems Issues	-2,262	0
<b>SUBTOTAL, PROGRAM REDUCTIONS</b>	<b>-13,832</b>	<b>0</b>
<b>FY 2027 PRESIDENT'S BUDGET</b>	<b>26,200</b>	<b>0</b>

**Detailed Justification for the Railroad Research and Development**

---

**FY 2027 – Railroad Research and Development – Budget Request  
(\$000)**

<b>Program Activity</b>	<b>FY 2025 Enacted Level</b>	<b>FY 2026 Enacted</b>	<b>FY 2027 President’s Budget</b>
Track	\$12,550	\$8,850	\$6,078
Rolling Stock	\$11,900	\$9,600	\$5,812
Train Control and Communication	\$6,650	\$6,600	\$3,904
Human Factors	\$7,050	\$5,720	\$3,406
Railroad Systems Issues	\$15,850	\$9,230	\$7,000
<b>Total</b>	<b>\$54,000</b>	<b>\$40,000</b>	<b>\$26,200</b>
<b>FTE</b>	<b>0</b>	<b>0</b>	<b>0</b>

**What is this program and what does this funding level support?**

---

The mission of FRA’s R&D program is to ensure the safe, reliable, and efficient movement of people and goods by rail through applied research. FRA’s R&D focus remains safety improvement, including providing the scientific and engineering basis for safety enforcement, oversight, and regulatory and deregulatory actions. Historically, FRA’s R&D program has invented new technologies that have transformed railroad safety inspections, passenger rail crashworthiness, and operating practices, among other innovations. The FY 2027 President’s Budget continues investment in the next generation of infrastructure technologies that will be safe, efficient, and durable.

R&D contributes to the railroad industry’s safety performance and the Office of Railroad Safety’s oversight activities. R&D projects typically follow one of the following paths to implementation:

1. **Voluntary Industry Adoption:** FRA R&D performs higher-risk and longer-term projects, which private industry would not otherwise undertake, to develop advanced technologies and practices. In many cases, industry voluntarily adopts these safety practices and technologies.
2. **Enforcement:** FRA R&D creates new technology for efficient and effective oversight of railroad compliance with safety regulations.

3. **Regulation:** FRA R&D develops the scientific and engineering foundation to support data-driven actions to modernize or eliminate outdated regulations.
4. **Incorporation into Industry Standards and Recommended Practices:** FRA research products are often used to develop or update relevant industry standards and achieve safety benefits. These include standards created by the American Public Transportation Association (APTA) and the Association of American Railroads (AAR).

In carrying out the agency's R&D priorities, FRA consults and collaborates with a wide range of strategic partners, including: industry associations such as the APTA, AAR, and the American Short Line and Regional Railroad Association (ASLRRA); individual freight and passenger railroads; universities; other DOT modal administrations, such as the Pipeline and Hazardous Materials Safety Administration (PHMSA), National Highway Traffic Safety Administration (NHTSA), and the Maritime Administration (MARAD); the U.S. DOT Volpe National Transportation Systems Center (Volpe); other government agencies such as the Department of Energy; railroad labor organizations; and railroad industry manufacturing, supply, and safety organizations.

FRA's R&D program is organized in five rail safety disciplines:

- **Track Research Program:**
  - Track and structures performance, inspection technology and processes, and substructure assessment
  - Rail integrity assessment and defect detection technologies
  - System performance and analysis, including predictive analytics
  - Track and train interaction, including wheel-rail interface, vehicle track modeling, simulation, and validation
- **Rolling Stock Research Program:**
  - Rolling stock and components, onboard and wayside monitoring systems, and material and design improvements
  - HazMat transportation risk reduction, tank car damage assessment, inspection, and integrity
  - Safety research on emerging propulsion technologies
  - Locomotive safety
  - Train occupant protection; locomotive and passenger railcar safety and performance
- **Train Control and Communication Research Program:**
  - Continued support and enhancements of existing Positive Train Control (PTC) technologies
  - Development and testing of Next Generation Train Control
  - Interoperability standards
  - Communication cybersecurity
  - Automation and automated vehicle research

- Drone-based technology research
- Train control and grade crossing risk simulation and modeling
- Grade crossing safety technologies and pilot studies, including Intelligent Rail Systems (IRS), blocked crossings, and trespass prevention
- Development and testing of train control and communication systems
- **Human Factors Research Program:**
  - Railroad organizational culture and safety performance
  - Railroad worker and operator performance
  - Railroad technology, automation, and systems design
  - Highway-railroad grade crossings, railroad trespass and suicide prevention
- **Railroad System Issues Research Program:**
  - Railroad industry workforce development (WFD) research
  - Rail Safety Innovations Deserving Exploratory Analysis (IDEA) program grants with the Transportation Research Board (TRB)
  - Rail Research and Development Center of Excellence
  - Technology Transfer (T2)
  - Facilities at TTC

The FY 2027 President’s Budget proposes \$26.2 million for FRA’s R&D program. In addition to the R&D program’s core safety research functions, the FY 2027 President’s Budget includes funding for the following Infrastructure Investment and Jobs Act (IIJA) requirements:

- **Rail Research and Development Center of Excellence (CoE)** – \$2.5 million is requested for grants to institutions of higher education to establish and maintain a Rail Research and Development Center of Excellence, as authorized by IIJA. The CoE will carry out projects to research a wide array of railroad safety, operational, and workforce issues.
- **TTC Construction** – \$3 million is requested for critical repairs and improvements at TTC in Pueblo, Colorado, as authorized by IIJA. FRA is responsible for ensuring the site can continue to support the critical rail safety research, testing, and training conducted at the facility (including first responder training).

### **TRACK RESEARCH PROGRAM**

The FY 2027 President’s Budget includes \$6.08 million for the Track Research Program. The accident rate per million miles due to track-related causes decreased 11 percent from FY 2021 to 2025. This reduction is due, in part, to the industry’s adoption of advances developed by FRA, such as:

- New or improved inspection technologies including advancements in automated track inspection
- Improved maintenance methods and models for predicting maintenance needs
- Better understanding of track component failures
- Rigorous performance criteria for the acceptance of new passenger equipment

While substantial improvements have been made in track safety over the last decade, track-caused accidents still resulted in 400 reportable accidents and over \$118 million in damages in FY 2025.

The Track Program drives research that improves the safety and state-of-good-repair of the Nation's track. This work helps ensure U.S. railway track and structures can meet the Nation's transportation needs — today and in the future. It focuses on reducing track-caused derailments by improving the industry's technical understanding of track and structures and by applying advanced analyses and technologies in innovative yet practical ways.

The Track Program has four broad objectives:

- Understand the root causes of track-related derailments and develop ways to prevent them.
- Improve how FRA and the industry inspects track and structures.
- Improve how FRA and the industry assess safety risk for track.
- Develop a more productive, knowledgeable, and capable workforce.

The Track Program provides a significant societal impact by ensuring U.S. railway track and structures are safe, minimizing the risk of derailments. It advances FRA and DOT safety goals; since track issues are the leading cause of derailments, studying their root causes and finding solutions is paramount. The program contributes safety and economic benefits by increasing track component life and promoting safer and faster passenger rail.

### **Track Research Activities and Expected Outcomes**

The Track Program uses the Stress State model to guide research planning for both the Derailment Mechanisms and Component Failures research areas. As a result, both areas have similar planned activities. The railroad industry has used this model since the early 2000s, so it provides a familiar and logical model for the industry to understand the research. It is based on capability analysis concepts used throughout the quality field. The widespread use of these concepts may allow researchers who have not worked in the rail industry before to contribute to the research efforts.

Note that nearly every one of the Program's research initiatives advances AI, machine-learning, or other advanced analytical techniques.

#### *Derailment Prevention – Derailment Mechanisms*

The Track Program plans to focus on four derailment mechanisms in FY 2027:

- Gage rupture

- Rail rollover
- Wheel climb
- Track buckle

These four mechanisms are the primary ways that track can cause a derailment, excluding the component failures discussed below. Research into each mechanism will seek to answer two basic questions at the time of inspection: “Are there currently any conditions related to the mechanism that would cause a derailment?” and “When does the track need to be inspected again to ensure that it is still safe?” This research seeks to identify the locations at most risk for these types of accidents and recommends changes in track construction, maintenance practices, and inspection strategies to mitigate these risks. For FY 2027, the Track Program will continue research into automated technologies and advanced modeling techniques that will enable inspectors and industry partners to further detect and predict locations and conditions, respectively, which contribute to track caused derailments.

#### *Derailment Prevention – Component Failures*

The Track Program plans to focus on four types of component failures in FY 2027:

- Rail failures
- Roadbed failures
- Special trackwork issues
- Structural bridge issues

Research for each type of component failure seeks to help railroads and safety inspectors better answer two basic questions when inspecting track: “What is the current likelihood that one of the above components will fail and cause a derailment?” and “When does the track need to be inspected again to ensure the above components are still safe?” This research seeks to identify the locations most at risk for each failure type and recommend changes to manufacturing and construction techniques, maintenance practices, and inspection strategies to prevent these failures.

#### *Risk Assessment and Predictive Intelligence – Technology Performance Assessment*

In FY 2027, the Track Program will continue to develop ways to assess how well intelligent systems, including AI- and machine-learning-based instrumentation, can reliably detect track issues. Research will also attempt to identify the most appropriate use cases for these intelligent inspection systems and conduct field demonstrations.

#### *Risk Assessment and Predictive Intelligence – Risk Analysis*

The program plans to continue developing predictive frameworks for how the risk of an accident changes as inspection methods and frequencies are changed or combined. Those frameworks rely on the probability of detection information gathered during Technology Performance Assessment activities.

### Research Support – Field Testing and Technical Expertise

For FY 2027, the planned activities in this area will support work in other Track research areas and other FRA offices with field testing using FRA’s ATIP fleet, on-track testing at TTC, and Volpe technical expertise. For FY 2027, research support for FRA’s ATIP fleet will include advancements and field evaluation of ground penetrating radar (GPR), vertical rail deflection measurement systems (VRDMS), and non-contact alternatives to gage restraint measurement systems (GRMS).

### **ROLLING STOCK RESEARCH PROGRAM**

The FY 2027 President’s Budget includes \$5.81 million for the Rolling Stock Research Program (RS). The number of accidents per million train miles due to rolling stock-related causes decreased by more than 24 percent from FY 2021 to 2025. However, more technological advances in defect detection, advanced materials development, and improved train handling techniques and operating practices are needed to ensure the continued reduction in accidents and incidents.

RS focuses on improving the safety of the transportation of people and goods on the nation’s rail network. RS research advances improved efficiency, robust industry standards, effective enforcement, strategic risk reduction and cutting-edge technologies that improve the design, maintenance, and operation of rail equipment, spotlighting American ingenuity.

The RS research program studies ways to reduce railroad accidents and incidents due to rolling stock-related causes and conducts research to reduce fatalities and injury severity to passengers and crewmembers involved in passenger train accidents and incidents. The program leads the research, development, and evaluation of advanced rolling stock inspection techniques, materials, and components, performance, and improved designs of rail equipment to withstand crash loads and fire conditions associated with energy train derailments and collisions. HazMat research focuses on improving transportation processes to reduce the risk of transporting hazardous materials by rail, such as crude oil, ethanol, toxic inhalation hazards, the safe use of emerging technologies such as battery-energy storage systems (BESS), hydrogen, or both. The program studies tank car safety performance during and after impact and performs fire studies.

The RS research program focuses on supporting the development of modern on-board and wayside equipment defect detection technologies. Research supports the Office of Railroad Safety in review of railroads applications for wider use of these advanced defect detection technologies. Research efforts involve collaboration with both internal and external industry stakeholders to develop and implement advanced technologies and practices to improve overall system safety.

### **HazMat Transportation**

This research program is dedicated to improving the safety of hazardous materials transport by rail, conducted in collaboration with the railroad and tank car industry, PHMSA, and Transport Canada. This program seeks to develop new standards and methodologies to evaluate the safety and performance of current and new tank car designs used to transport hazardous materials.

### HazMat – Tank Car Research

This research generates critical data on the structural performance of tank cars used in hazardous materials transport. It explores a wide range of factors including failure modes such as stub sill fractures, the long-term durability of service equipment, and the crashworthiness of tank car materials and welds. By combining physical testing with advanced modeling techniques, the program develops tools to predict puncture resistance, assess material behaviors, and evaluate protective design elements. The results support improvements in tank car design and help regulators and industry stakeholders make data-driven safety decisions. RS also seeks to improve the fire resistance of tank cars by evaluating and enhancing thermal protection systems.

### HazMat – Structural Integrity

This effort focuses on evaluating the crash performance of various tank car types, including those carrying especially dangerous materials like toxic inhalation hazards and cryogenic liquids. Through computational modeling and full-scale impact testing, the program examines how different tank car specifications perform under collision conditions. Data from these studies inform regulatory decisions, support industry design enhancements, and help validate simulation tools used in crash analysis. The findings contribute to more consistent safety standards.

### HazMat – Accident Consequence Reduction

This research targets the prevention and mitigation of hazardous materials accidents by examining how and why tank cars fail in the field. It includes documenting damage from actual incidents, improving assessment methods, and collaborating with agencies like PHMSA and NTSB to implement safety recommendations. The goal is to enhance crashworthiness and predictive modeling capabilities through validated tools and design refinements. These efforts will lead to stronger mitigation strategies and more resilient tank car technologies.

## **Rolling Stock Equipment and Components (RSEC)**

Research efforts in the RSEC program area focus on the development and improvement of equipment defect detection and control. Both wayside and on-board detection and control systems offer diverse platforms for such research and demonstration. RSEC also focuses on investigating the causal methods of failure for rolling stock components such as wheels, bearing and axles to reduce failures.

### RSEC – Rolling Stock Component Safety

The goal of this research is to proactively prevent above-track equipment and component failures and provide the analytical and technical basis to develop equipment safety standards while also improving safety, reliability, and inspectability of rail equipment, technologies, and material.

## RSEC – Rolling Stock Maintenance and Inspection

The focus of this research is to evaluate and demonstrate the effectiveness and efficiency of automated inspection and maintenance procedures and equipment. This includes research efforts to demonstrate the ability to develop, monitor, control, and evaluate integrated advanced components to detect defects in real time, predict and prevent future failures, improve rolling stock capabilities and performance, and improve rail operational safety. Developing a system for powering many advanced detection devices on freight trains will increase safety and security and improve the efficiency of freight railroad operations. Technologies developed to detect defects on rolling stock equipment, and predict future failures that may be prevented, will substantially improve railroad safety. These investments keep the U.S. rail sector growing and improving to keep up with the latest efficiency and safety standards.

In response to the East Palestine, Ohio, derailment on February 3, 2023, Congress provided increased funding for FRA in FY 2024 to conduct additional research on wayside detection technologies and methods. Projects advancing under this research area include evaluation of onboard sensing and communication systems for bearing monitoring, flexible wayside detection systems and those with more robust acoustics and machine learning capabilities, and solar powered options for enabling electrical power on freight cars to aid onboard device implementation.

Benefits of this research include improved safety requirements, lower operating costs, fewer accidents and fatalities, longer equipment service life, and increased safety, security, and efficiency of freight railroad operations. Important initiatives include restoration and improvement of capabilities in the Rail Dynamics Laboratory and establishing wayside and onboard sensor equipment testing at the TTC.

## RSEC — Train Handling and Operating Practices

This research will develop simulation scenarios and field testing to evaluate various train-handling and operating practices. This includes expansion of knowledge regarding train makeup and topography. This research will also produce further refinement of the train simulation software used by the Federal Government and railroad industry.

This research will follow up on recent FRA research regarding conventional braking systems and train dynamics for long trains by including additional instrumented train testing and incorporating performance parameters into modeling software.

## **Train Occupant Protection (TOP)**

TOP research is designed to improve the outcomes for passengers and crew in the event of a derailment or collision. RS develops strategies to protect the occupied spaces in a rail vehicle, limit secondary impacts with the vehicle interior, mitigate the effective deceleration forces imparted on a passenger, reduce passenger ejections from normal seating positions through compartmentalization, and provide window solutions that both prevent unintended removal and

provide access and egress to the vehicle when necessary. The fire safety performance of material and components as well as emergency preparedness are also studied under TOP.

Research in this area will develop improved strategies and designs for rail rolling stock to reduce injuries and fatalities resulting from rail accidents (i.e., collisions and derailments).

#### TOP – Vehicle Crashworthiness and Occupant Protection

FRA continues to invest in this research to support its mission to improve safety and performance and mitigate the consequences of collisions and derailments that cause injury and loss of life. Crashworthiness and occupant protection continue to be major safety issues, as evidenced by several high-profile collisions and derailments that have occurred over the last decade.

#### TOP – Glazing Standards

Since 1972, at least 27 fatalities have been attributed to passenger ejection through railcar window openings during passenger train accidents and derailments. Research in this area will comprehensively describe all the engineering requirements placed on glazing systems, survey existing glazing system design strategies used in other countries and assess the effectiveness of these designs in meeting all of the engineering requirements. In addition to functioning as a window, glazing systems are also expected to be impact- and fire-resistant, and provide emergency egress, emergency access, and occupant containment.

#### TOP – Fire Safety Research

The Fire Safety research program will focus on research to improve current Federal regulations and industry standards for the crashworthiness of passenger locomotive fuel tanks, the fire performance of materials, and the components used in passenger rail equipment. Modern, innovative, alternative methods for evaluating fire performance of materials and components will improve safety and yield cost-saving opportunities and advance modern tools for the passenger rail sector. Research will also support the development of models and small-scale testing to quantify the fire performance and toxicity of battery energy storage systems. This research allows FRA to review the current requirements for equivalency with newer standards, possibly allowing for the application of newer industry standards, promoting innovation and safety.

#### TOP – Emergency Preparedness Research

Emergency preparedness standards set the basic minimum requirement for communication with and the safe evacuation of passengers and crew in emergency situations. Understanding the dynamics of passenger interaction during an evacuation on a passenger train will provide FRA with quantitation data to make decisions for improving current standards. This program will investigate and develop innovative safety technologies that improve emergency preparedness and egress features of passenger rail equipment. The Emergency Preparedness Research program supports initiatives that ensure passenger rail equipment and onboard

crewmembers' training is modern, progressive, and effective. It also provides vital safety information in a central location for all interested parties; this includes producing and distributing training videos among stakeholders and on the FRA website.

### **Safety of Emerging Propulsion Technologies**

Research under this program is critical for advancing the safety of new propulsion technologies being introduced and adopted in the railroad industry, such as hydrogen, natural gas, and high-energy battery storage systems (BESS) as well as movement of all energy products in alignment with President Trump's Executive Order 14154, titled "Unleashing American Energy." Safety considerations include the design and impact resistance of enclosures and the fire and toxicity risk for crew members, first responders, and the public. For example, solutions for freight and passenger operations such as hydrogen, fuel cells, BESS, and biofuel technologies hold great potential for improving efficiency of the U.S. rail market. Research on the crashworthiness and fire safety of enclosures and rail vehicles using hydrogen and BESS for propulsion is needed. Research on the safety and efficiency of refueling and recharging infrastructure is needed. The efficacy of current Federal regulations to address and ensure safe fuels such as hydrogen and advanced technologies such as batteries will be analyzed. The research provides the Office of Railroad Safety with the scientific basis for decision-making and the development of standards, regulatory and deregulatory actions, and other requirements. FRA will collaborate with other Federal agencies to ensure the safe use of the energy products.

### **Accessibility**

RS will continue investigating universal designs for accessibility on-board passenger trains. FRA is in a unique position to collaborate with stakeholders (other Federal agencies, disability advocacy groups, passenger rail operators, equipment manufacturer and rail industry groups) to ensure new standards and features for passenger rail car accessibility are feasible and safe – balancing the requirements of the law with the capability of the equipment. Research during the fiscal year will focus on collaborating within DOT on developing and advancing a universal securement system for wheelchairs and other wheeled mobility devices used on public transportation. Large spaces are needed for maneuvering into accessible areas on passenger railcars, but they can reduce the safety of passengers located in accessible places if there is a collision or derailment.

## **TRAIN CONTROL AND COMMUNICATION RESEARCH PROGRAM**

The FY 2027 President's Budget includes \$3.90 million for the FRA Train Control and Communication Research Program (TC&C). The TC&C Research Program focuses on improving railroad operation safety through the development and testing of train control and communication systems and grade crossing safety technologies. TC&C funds research to improve interoperable PTC performance and develop standards and specifications for the Next Generation Train Control (NGTC) system, which will transform U.S. railroad operations in the 21<sup>st</sup> century. While signaling train control caused accidents are very rare and consistently below 1 percent of total rail accidents, continued PTC technology enhancements, like restricted speed enforcement and wayside sensors integration, will lead to safer and more efficient train operation. Also, enhanced PTC technologies will play a foundational role in the development

and implementation of NGTC. The program conducts applied research to test safety systems and demonstrate concepts of operation to improve railroad operational safety. The program conducts pilot studies, creates prototypes, and demonstrates safety and security systems, including grade crossing safety and trespass prevention.

## **Train Control and Communication**

### PTC Technology

This research addresses challenges associated with the long-term evolution and maintenance of PTC. It supports the design and development of innovative systems to ensure PTC interoperability and reliability continue to evolve with the pace of technology development and development of industry standards and protocols for train automation systems.

### PTC Interoperability

Interoperability is a requirement of the Rail Safety Improvement Act of 2008 that all railroads must have the ability to operate anywhere on the North American railroad network. If railroads are not interoperable, all rail traffic must stop and transition between carriers at each individual railroad boundary. This would reduce safety, be extremely inefficient, costly, and place extreme burdens on FRA, railroads, passengers, and freight railroad customers. FRA oversees research projects to improve interoperability on the national network.

### Next Generation Train Control

This research will identify and develop the standards, performance specifications, methods, facilities, equipment, and capabilities required for NGTC development. Research will focus on providing additional functionality, improving reliability, and supporting integration with other technologies – all of which will support the objectives of improving safety and throughput and infrastructure enhancements to reduce PTC burden and improve safety.

### Intelligent Transportation Systems (ITS)

This research program facilitates collaboration among railroads and automotive industry stakeholders to develop coordinated solutions for automated transportation systems, such as Vehicle-to-Everything (C2X) technology. Accelerated development of connected and autonomous road vehicles must be mirrored by railroad investment in rail automation and connected highway-rail grade crossing technologies.

RD&T research on ITS improves 49 CFR part 234 – Grade Crossing Safety and 23 CFR part 924 – Highway Safety Improvement Program. Most grade crossing regulations, especially those pertaining to the interactions of highway users, fall under the Federal Highway Administration (FHWA) or the Federal Motor Carrier Safety Administration (FMCSA). FRA regulations on grade crossings, in general, pertain to the requirements that the railroads must maintain regarding the safety devices and general upkeep of the crossings. However, as the auto industry is pursuing connected/automated vehicles, those vehicles will need to interact

with highway-rail grade crossings. Grade crossing safety systems may need to be developed to communicate with connected/automated vehicles so that the vehicles are “informed” of the grade crossing status, including the position of the gates and oncoming trains. A benefit that could come from the inclusion of connected/automated vehicles at highway-rail grade crossings is the reduction of accidents caused by highway drivers moving around safety devices or by highway drivers misjudging the distance of an oncoming train and continuing to move through the crossing. This research includes support for a grade crossing test bed at the TTC.

### **Grade Crossing Safety and Trespass Prevention**

Grade Crossing Safety Research plays a vital role in reducing incidents around grade crossings, which has for decades been the rail industry’s largest public safety concern. This research continues the collaboration with State DOTs, local authorities, and communities to study and implement innovative solutions to improve safety around grade crossings. This research takes advantage of technologies such as AI-enhanced detection, geofencing, and unmanned aerial vehicles (UAVs) – among others – to detect and prevent trespassing and perform grade crossing inspections. The latter is seen as an additional effort to enhance and verify the accuracy of the FRA grade crossing inventory database; this research uses LiDAR technology to map grade crossing vertical profiles to identify humped crossings and prevent accidents resulting from low-ground-clearance vehicles becoming stuck at crossings. The same technology will be used to determine grade crossing angles, an additional parameter to improve the current angle classification in the grade crossing inventory database.

#### Trespass Countermeasures

Continue to work with stakeholders in investigating and developing new tools and technologies to address trespassing on railroad rights-of-way (ROWs).

#### Grade Crossing Technology

Continue to work with universities, industry, railroads, and the public sector in exploring new technologies geared toward innovative devices to increase safety at grade crossings, including support for a grade crossing test bed at the TTC. Continue scanning public grade crossings using LiDAR technology to improve grade crossing information available to States and other stakeholders.

#### Grade Crossing Pedestrian Safety

Continue to explore measures to address accidents at grade crossings and along railroad ROWs that involve pedestrians.

## Grade Crossing and Trespass Education

Education and awareness are the best tools for the public to understand the risks involved when near railroad property. In collaboration with FRA's Office of Railroad Safety, TCC will continue to plan outreach activities with local and State DOTs, focusing on ways to educate the general public on the dangers of grade crossings. Furthermore, TCC will experiment with the use of social media platforms to disseminate awareness of the dangers at grade crossings and along railroads' right-of-way. Finally, TCC plans to establish a multi-year pilot grant study targeting rural and under-resourced communities that do not qualify or cannot apply for CRISI program funding and experience trespassing and/or grade crossing fatalities and injuries. This pilot, conducted in close collaboration with the targeted communities, will identify and address the fundamental contributing factors resulting in trespassing.

## **HUMAN FACTORS RESEARCH PROGRAM**

The FY 2027 President's Budget includes \$3.41 million for the FRA Human Factors Research Program (HF). The rate of accidents per million train miles due to human factors-related causes decreased by 16.8 percent from FY 2021 to 2025.

The HF Research Program conducts research on how to optimize human performance in railroad operations. This research considers the railroad from a human-centered point of view by studying how the whole system influences the way people behave with and interact with the railroad. HF improves rail safety by conducting research to reduce the potential for human error in railroad operations. HF develops new technologies, non-regulatory guidance and programs to mitigate the causes of human error.

HF also manages the Cab Technology Integration Laboratory (CTIL), a full-scale locomotive simulator, which provides FRA and the rail industry the ability to examine general human-machine interaction. CTIL also provides a virtual environment to develop and prototype new systems.

## **Human Factors**

### Railroad Technology, Automation, and Systems Design

New technologies are changing how railroad workers perform their jobs. This research area examines the safety implications of technology and automation on operational personnel performance. The primary goal of this research area is to ensure safety is enhanced, and not degraded, by new technology and automation. Prototypes may be designed and tested to benchmark the unintended human factors consequences of new technologies. Research in this area may apply simulation and modeling tools to address operator performance. This area examines safety issues that may be associated with rail technology and human performance, thus raising the potential for human error.

### Railroad Worker and Operator Performance

Individuals and groups of workers perform safety-critical jobs in the railroad industry under a variety of personal (age, sleep deprivation, motivation, memory, etc.), environmental (noise, temperature, vibration, etc.), and functional (status, role, etc.) conditions that may affect job performance and safety. This research area examines the individual and contextual factors associated with railroad work to identify those that have significant impacts on job performance and safety; and suggests strategies to enhance safety and job performance. This research area also seeks to better understand ways to raise operators' vigilance, sustained attention, and situational awareness.

### Railroad Organizational Culture and Safety Performance

This research area focuses on projects that enhance railroad safety by encouraging the development of a positive safety culture within the railroad industry. Organizations with a positive safety culture are characterized by communications founded on mutual trust, shared perceptions of the importance of safety, and confidence in the efficacy of preventive measures. Activities include support for the continued development of voluntary, non-regulatory initiatives to improve safety and safety culture in the railroad industry, such as the Short Line Safety Institute, Rail Information Sharing Environment (RISE), Fatality Analysis of Maintenance of Way Employees and Signalmen (FAMES), and the Switching Operations Fatality Analysis (SOFA).

### Highway-Rail Grade Crossings; Railroad Trespass and Suicide Prevention

This research area examines the human factors that have significant effects on grade crossing safety. This research area also examines the two leading causes of rail-related fatalities in the U.S.—trespassing and suicide.

## **RAILROAD SYSTEMS ISSUES RESEARCH PROGRAM**

The FY 2027 President's Budget includes \$7.00 million for the FRA Railroad Systems Issues Research Program (RSI).

The RSI Program addresses initiatives that support industry transformation by investing in research and innovation to meet the challenges of the present and modernize a transportation system for the future. It improves railroad safety by evaluating risks and prioritizing RD&T projects to reduce safety risk and achieve DOT, Office of the Assistant Secretary for Research and Technology, and FRA goals. RSI's objective is to determine strategic research needs and priorities through collaboration with internal and external partners and stakeholders, considering real-time safety issues requiring subject matter expertise or long-term research solutions. An area of focus will be integrating cross-cutting technologies that involve multiple traditional railroad disciplines to identify opportunities where new skills and capabilities are needed to maximize effectiveness, technologies such as on-board sensors, NGTC, and automated inspection technologies using AI and ML.

Funding requested in FY 2027 will advance a number of initiatives under the RSI Research Program.

## **Railroad Systems Issues**

### Rail Safety Innovations Deserving Exploratory Analysis (IDEA)

The TRB initiated this effort, in conjunction with FRA, to address innovative safety solutions for the railroad industry. The focus of this project is to solicit innovated ideas, and advanced technology to address safety challenges in the railroad industry. Each research effort selected has a unique timeframe, generally lasting 1 to 2 years. TRB will issue an annual IDEA Program Announcement to solicit proposals for the Rail Safety IDEA program exploratory research projects.

### Technology Transfer

Partnerships and stakeholder engagement form the foundation of RD&T's T2 methodology, leading to the adoption of research products. As part of these efforts, RD&T staff engages with both internal and external stakeholders throughout the research and development life cycle. An integral part of engagement includes collaborating with stakeholders to understand research needs and safety issues. RD&T conducts prioritization activities to effectively manage its budget and ensure that stakeholder and industry needs are included in the RD&T investment planning process. DOT priorities and safety priorities, especially those provided by FRA's Office of Railroad Safety, are a major input into the process.

### Office of Railroad Safety Support

All RD&T divisions support the Office of Railroad Safety by providing subject matter expertise consultation, research, data, and tools to improve railroad safety and reduce accidents and incidents. The Office of Railroad Safety works closely with RD&T to provide insight into research needs throughout the fiscal year. RD&T needs the ability to support requests for research and expertise for time-sensitive safety issues.

### Research with Universities

This project provides research opportunities to American academic institutions. It attracts and funds proposals that have the potential for improving safety and performance in railroad systems in the following areas: track, rolling stock, train control and communication, and human factors. This project will support university research on Intelligent Rail Systems and incorporates participation from the railroad industry.

FRA will glean input from the railroad industry to determine research themes; these themes will then drive research topics. Research topics will be announced and proposals reviewed, with the most promising proposals selected for funding.

### Transportation Technology Center – Research Facilities and Equipment

The primary objective of this funding is to develop a unique R&D infrastructure to accommodate the testing and evaluation of intelligent railroad systems technologies and to provide FRA with the type and quality of facilities and equipment needed to meet its R&D mission. Focused on enhancing railroad safety, TTC drives national R&D and the application of new technology for railways, suppliers, governments, and others involved in rail transportation. This funding supports RD&T Facilities and Equipment Programs, which enhance rail transportation technology development, testing, and standards development. The funds will be used to maintain the physical track infrastructure and rolling stock, including purchasing track maintenance equipment and heavy maintenance equipment and contracting program maintenance such as rail grinding or undercutting when needed. These funds would also be used to upgrade existing test beds and purchase instrumentation that supports FRA research.

### Transportation Technology Center – Facility Repair and Rehabilitation

Beginning in 1971 on more than 33,000 acres near Pueblo, Colorado, the Transportation Technology Center has been a vital resource for FRA and the entire railroad community. As TTC has continued to deliver valuable research and training, demands on the physical infrastructure have grown. Thousands of people each year now participate in TTC research, testing, safety training, and first responder training.

FRA manages the site through an onsite contractor. The contractor uses the facility for research and is responsible for ongoing, routine maintenance. The FY 2027 President's Budget includes funding for needed investment due to FRA's responsibilities as the property owner. These projects are outside the nature of investments made by the onsite contractor and/or through research activities. IJA authorized up to \$3 million annually under the R&D account to erect, alter, and repair buildings and make other public improvements at TTC.

In FY 2022, FRA contracted with an outside firm to assess the condition of the buildings, associated equipment (HVAC, electrical, etc.), and other support structures at the site. This assessment included how well the structures met applicable building codes, accessibility requirements, fire safety standards, and best energy management practices. The report also noted the remaining life of each component at the site relative to expected industry averages and rated their current condition.

While the above assessment informs FRA's decisions for repair and rehabilitation of the site, FRA conducts ongoing reviews of the site's condition to ensure it makes the best use of the funds provided. When necessary, FRA consults outside experts for more comprehensive assessments of buildings or equipment.

Funding proposed for FY 2027 will be used for two primary purposes:

1. East DOT Access Road Bridge Remediation – Funding will be used to repair and rehabilitate the substructure of the DOT Road Access Bridge that enters the facility from the east. The west abutment has sustained severe erosion over time and requires remediation to maintain site access. The primary tasks associated with this project will be (1) installation of a short retaining wall between the west columns and the west embankment; (2) re-filling, contouring, compaction, and dressing of the west

embankment; (3) planting of vegetation for erosion control on the slope-fill areas not directly addressed by the above-mentioned work. This project will address areas that will eventually compromise the structural stability of bridge, which is the only paved and secured roadway access to the facility.

2. Rail Dynamics Laboratory HVAC System & Lighting Replacement – Funding will be used to replace portions of the HVAC system, lighting, and windows for the Rail Dynamics Laboratory (RDL) low-bay facilities. Air handling units and electric unit heaters currently in place have been in continuous operation since their installation in 1975. These systems have exceeded their statistical service life. To improve the heating/cooling efficiency in conjunction with the HVAC system replacement, single-pane windows currently installed in the low bay will be replaced with double-pane windows. In addition to the HVAC system, interior space lighting will be upgraded.

Below is the list of potential repair and rehabilitation project categories for FY 2027. Nearly all components included in the following categories were installed before 1979 and have reached or exceeded their expected lifespan:

- Building Systems – Projects in this category would address priority repairs and upgrades of HVAC controls, water handling systems, exterior lighting, and site parking lots.
- Accessibility and Egress – Projects in this category would be used for accessibility projects to address compliance with the Architectural Barriers Act, including improving interior doorway and elevator accessibility, drinking fountains, and signage.
- Fire, Life, and Safety – Projects in this category would be used to update and enhance the fire alarm and suppression systems and for projects that eliminate safety hazards such as stairways that do not meet current building codes.
- Communications Systems – Projects in this category would replace failed telecommunications, information technology, and repeater equipment at the site.
- Exterior Structures – Projects in this category would address erosion issues around exterior structures throughout the site.
- Electrical Distribution Network and Building Electrical – Projects in this category would be used to repair, renew or replace electrical components such as transformers, switch gear, power poles, and generators necessary to power the buildings and support research and training activities at the site. The majority of FY 2024 funding is being used to restore the 50-year-old 115kVA main electrical substation at TTC.

### Rail Research and Development Center of Excellence

IIJA authorized a new initiative directing the Department to award grants to establish and maintain a Rail Research and Development Center of Excellence to advance research and development that improves the safety, efficiency, and reliability of passenger and freight rail transportation. These grants may be awarded to institutions of higher education or consortiums of nonprofit institutions of higher education. In 2023, FRA awarded \$5 million in FY 2022/FY 2023 funds to the University of Illinois Urbana-Champaign (UIUC) to establish the National University Rail Center of Excellence (NURail CoE). The NURail CoE consortium of

university partners includes UIUC, University of Illinois Chicago, University of Delaware, Kansas State University, Michigan Technological University, Morgan State University, Rutgers University, University of Texas at Austin, and Tuskegee University. This initial CoE award is intended to cover 3 years of operations and funding (FY 2022 – FY 2024), after which FRA will conduct a new competition. FRA intends to allocate \$2.5 million of funding proposed in the FY 2026 President’s Budget to re-compete the next CoE grant cycle in FY 2026. The FY 2027 funding would be awarded as part of that solicitation, subject to the availability of appropriations.

CoE grant funds can be used for a wide variety of purposes, including basic and applied research, evaluation, education, workforce development, and training efforts. These efforts may be related to the safety, project delivery, efficiency, reliability, resiliency, and sustainability of urban commuter, intercity high-speed, and freight rail transportation. IJJA specifically references the CoE as focusing on advances in rolling stock, advanced PTC, human factors, rail infrastructure, shared corridors, grade crossing safety, inspection technology, remote sensing, rail systems maintenance, network resiliency, operational reliability, energy efficiency, and other railroad-related advanced technologies.

**What benefits will be provided to the American public through this request and why is this program necessary?**

---

R&D plays a foundational role in addressing the transportation challenges facing the Nation. Investments made today through FRA’s R&D program are the key to building safer and more resilient infrastructure, as well as ensuring the safety of new technologies being introduced to the rail industry.

FRA’s research, development, and technology projects provide tangible safety and operational benefits to the railroad industry. Its applied research helps develop innovative solutions to challenges facing the rail industry and ensures the best available science and technology are the basis for FRA’s safety regulatory actions, enforcement, and programs. FRA also develops technology the rail industry can adopt voluntarily to improve safety. FRA conducts research, development, and technology initiatives independently and collaboratively to:

- Ensure safety is the paramount consideration in exploring new technologies and practices.
- Use public resources, disperse costs, and reduce or eliminate redundant efforts.
- Assess new concepts and technologies that the railroad industry is using.
- Promote industry adoption of promising research results.
- Create research projects to respond to immediate safety needs.

RD&T also focuses on T2 through the life cycle of its research with the goal to engage stakeholders, internal and external, and to increase industry adoption of RD&T’s concepts, research, and methodologies that enhance safety and performance of the railroads. RD&T’s research and T2 activities include:

- Adoption of technology

- Industry conferences, working groups, meetings, presentations/demonstrations
- Joint research activities with Federal partners
- Stakeholder meetings
- Research publications

By preventing as many derailments as possible—and especially catastrophic events—due to track and structure issues, FRA’s R&D program helps to safeguard the public. Additionally, increasing the life of track components makes the railroad industry safer and more efficient. Strong track infrastructure facilitates safer and faster passenger rail, providing the traveling public transportation options and promoting commerce.

Research into tank cars will benefit the American public by reducing the potential consequences of derailments involving HazMat. FRA’s R&D program will help protect people who live in neighborhoods where trains operate and reduce the likelihood of damage due to HazMat releases. Two areas of research that help achieve this are 1) reducing failures such as broken wheels and rails that cause derailments, and 2) improving the strength of tank cars to better survive derailments that do occur.

FRA’s R&D program reduces train collision risk on the rail network. The program reduces train collisions by facilitating the development of innovative technologies such as PTC and NGTC. And the program lays the foundation for future safety actions and approaches that will reduce the likelihood of collisions and derailments. The R&D program will also improve occupant protection in collisions and derailments.

By addressing the root causes of grade crossing accidents, FRA’s R&D program improves the safety of the American public that needs to cross railroad ROWs. Human factors research into driver behavior at grade crossings and the effectiveness of alternative warning systems helps identify optimum solutions. Developing new technologies for crossing protection and V2X communications will improve grade crossing safety.

The R&D program helps to reduce fatalities and injuries to trespassers on railroad property. Members of the public are known to take shortcuts across railroad property; innovative solutions for warning people of the danger they face need to be researched and implemented.

By funding universities to conduct R&D, FRA supports developing future rail expertise by providing opportunity for students to prepare for rewarding jobs in the railroad industry. The age profile for railroad industry employees shows a growing need for new entrants.



**DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION**

**NATIONAL RAILROAD PASSENGER CORPORATION  
APPROPRIATIONS LANGUAGE**

**NORTHEAST CORRIDOR GRANTS TO THE NATIONAL RAILROAD PASSENGER  
CORPORATION**

To enable the Secretary of Transportation to make grants to the National Railroad Passenger Corporation for activities associated with the Northeast Corridor as authorized by section 22101(a) of the Infrastructure Investment and Jobs Act (Public Law 117–58), \$[850,000,000]650,000,000, to remain available until expended: Provided, That the Secretary may retain up to one-half of 1 percent of the amounts made available under both this heading in this Act and the "National Network Grants to the National Railroad Passenger Corporation" heading in this Act to fund the costs of project management and oversight of activities authorized by section 22101(c) of the Infrastructure Investment and Jobs Act (Public Law 117–58): *Provided further, That in addition to the funds retained to fund project management and oversight activities authorized by section 22101(c) of the Infrastructure Investment and Jobs Act (Public Law 117-58), the Secretary shall retain an additional \$6,000,000 of the amounts made available under this heading in this Act to fund expenses associated with the Northeast Corridor Commission established under section 24905 of title 49, United States Code.*

**NATIONAL NETWORK GRANTS TO THE NATIONAL RAILROAD PASSENGER  
CORPORATION**

To enable the Secretary of Transportation to make grants to the National Railroad Passenger Corporation for activities associated with the National Network as authorized by section 22101(b) of the Infrastructure Investment and Jobs Act (division B of Public Law 117–58), \$[1,577,000,000]1,450,000,000, to remain available until expended: *Provided, That the Secretary shall retain \$3,000,000 of the funds provided under this heading in this Act to fund expenses associated with the State-Supported Route Committee established under section 24712 of title 49, United States Code.*

**EXHIBIT III-1**

**GRANTS TO THE NATIONAL RAILROAD PASSENGER  
CORPORATION**  
**Summary by Program Activity**  
**Appropriations, Obligation Limitations, and Exempt Obligations**  
**(\$000)**

	<b>FY 2025 ENACTED</b>	<b>FY 2026 ENACTED</b>	<b>FY 2027 PRES. BUDGET</b>
Northeast Corridor Grants to Amtrak	\$ 1,141,442	\$ 850,000	\$ 650,000
National Network Grants to Amtrak	\$ 1,286,321	\$ 1,577,000	\$ 1,450,000
Transfer to Financial Assistance Oversight and Technical Assistance	\$ (12,139)	\$ (12,135)	\$ (10,500)
<b>TOTAL, Base appropriations</b>	<b>\$ 2,415,624</b>	<b>\$ 2,414,865</b>	<b>\$ 2,089,500</b>
<b>FTEs</b>			
Direct Funded	0	0	0
<b>IIJA Supplemental (Division J)</b>			
Northeast Corridor Grants to Amtrak	\$ 1,200,000	\$ 1,200,000	\$ -
National Network Grants to Amtrak	\$ 3,200,000	\$ 3,200,000	\$ -
Transfer to Financial Assistance Oversight and Technical Assistance	\$ (990)	\$ (990)	\$ -
<b>TOTAL, Supplemental appropriations</b>	<b>\$ 4,399,010</b>	<b>\$ 4,399,010</b>	<b>\$ -</b>
<b>FTEs</b>			
Direct Funded	0	0	0
<b>TOTAL, Account</b>	<b>\$ 6,814,634</b>	<b>\$ 6,813,875</b>	<b>\$ 2,089,500</b>

## **Program and Performance Statement**

FRA's Grants to Amtrak provide capital, operating, and debt service funding to Amtrak, as well as support FRA's management and oversight of Amtrak. These funds support Amtrak's three primary service lines – Northeast Corridor, State-Supported, and Long Distance – and costs associated with managing other passenger and freight rail operator access to Amtrak's infrastructure and Amtrak corporate operations. As authorized by statute, the Secretary may withhold up to \$6 million from the Northeast Corridor account for the Northeast Corridor Commission, up to \$3 million from the National Network account for the State-Supported Route Committee, up to \$3 million from the National Network account for Interstate Rail Compacts grants, and at least \$50 million from both the Northeast Corridor and National Network accounts for grants to Amtrak to make accessibility upgrades pursuant to the Americans with Disabilities Act. Amtrak may also use up to 10 percent of the amounts made available from the National Network account for planning, capital, and operating costs for Amtrak-operated corridors selected under the Corridor Identification and Development Program; however, FRA anticipates the vast majority of Amtrak's FY 2027 annual funds to be used for its core capital and operating needs. While FRA intends to fund the set-asides for the Northeast Corridor Commission and State-Supported Route Committee, the FY 2027 President's Budget does not include further funding for Interstate Rail Compacts grants. As of February 2026, FRA has more than \$13 million in Interstate Rail Compacts funding from Infrastructure Investment and Jobs Act (IIJA) advance appropriations available for future awards under the program. This balance is sufficient to cover the program's needs for the foreseeable future.

**EXHIBIT III-1a**

**GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION  
SUMMARY ANALYSIS OF CHANGE FROM FY 2026 TO FY 2027  
Appropriations, Obligations, Limitations, and Exempt Obligations  
(\$000)**

	<b><u>\$000</u></b>	<b><u>FTE</u></b>
<b>FY 2026 ENACTED</b>	<b><u>2,414,865</u></b>	<b><u>0</u></b>
<b>PROGRAM REDUCTIONS:</b>		
Northeast Corridor Grants to Amtrak	-199,000	0
National Network Grants to Amtrak	-126,365	0
<b>SUBTOTAL, PROGRAM REDUCTIONS</b>	<b>-325,365</b>	<b>0</b>
<b>FY 2027 PRESIDENT'S BUDGET, net transfer</b>	<b>2,089,500</b>	<b>0</b>

**Detailed Justification for the Grants to the National  
Railroad Passenger Corporation**

**FY 2027 – Grants to the National Railroad Passenger  
Corporation – Budget Request  
(\$000)**

<b>Program Activity</b>	<b>FY 2025 Enacted Level</b>	<b>FY 2026 Enacted</b>	<b>FY 2027 President's Budget</b>
Northeast Corridor Grants to the National Railroad Passenger Corporation	\$1,141,442	\$850,000	\$650,000
National Network Grants to the National Railroad Passenger Corporation	\$1,286,321	\$1,577,000	\$1,450,000
<b>Total</b>	<b>\$2,427,763</b>	<b>\$2,427,000</b>	<b>\$2,100,000</b>
<b>FTE</b>	<b>0</b>	<b>0</b>	<b>0</b>

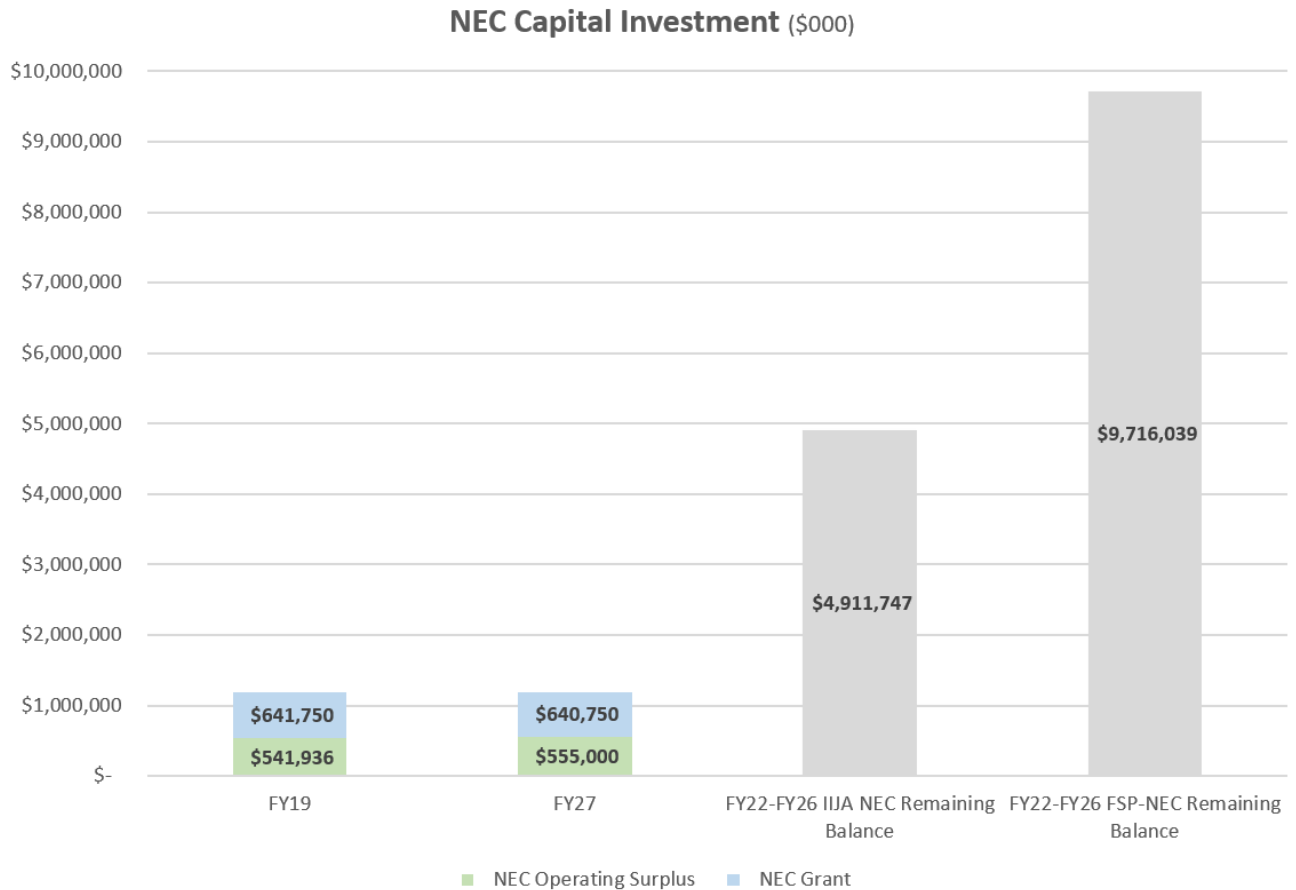
**What is this program and what does this funding level support?**

The National Railroad Passenger Corporation (Amtrak) operates three primary types of intercity passenger rail services:

1. Higher speed, high frequency, **Northeast Corridor** (NEC) services;
2. **State-Supported**, short distance, corridor service on 30 routes that are located in densely populated regions and connect to smaller communities; and
3. **Long Distance** services on 15 routes greater than 750 miles that connect rural areas and population centers.

The FY 2027 President's Budget includes \$2.1 billion for Amtrak's annual grants for the Northeast Corridor and National Network. Although the \$2.1 billion requested is less than recent appropriations, this funding level is sufficient to continue operating Amtrak's three primary passenger service lines and maintain its infrastructure and equipment, and also reflects Amtrak's commendable recovery from the effects COVID had on their ridership and revenue. In FY 2027, Amtrak projects to continue growing its record-setting revenues and generate an operating

surplus for the NEC account of more than \$550 million, based on preliminary estimates (Amtrak’s FY 2026 Grant Request to Congress estimated a \$527 million NEC operating surplus).<sup>1</sup> This capital investment level in the NEC is on par with pre-COVID operating surplus and annual grant levels, and does not factor in the more than \$14 billion in direct NEC IIJA advance appropriations and Federal-State Partnership for Intercity Passenger Rail (FSP) program funding that is committed to Amtrak and remaining to be expended on NEC projects, with future solicitations for FY 2025 and FY 2026 FSP-NEC funding still to be announced.

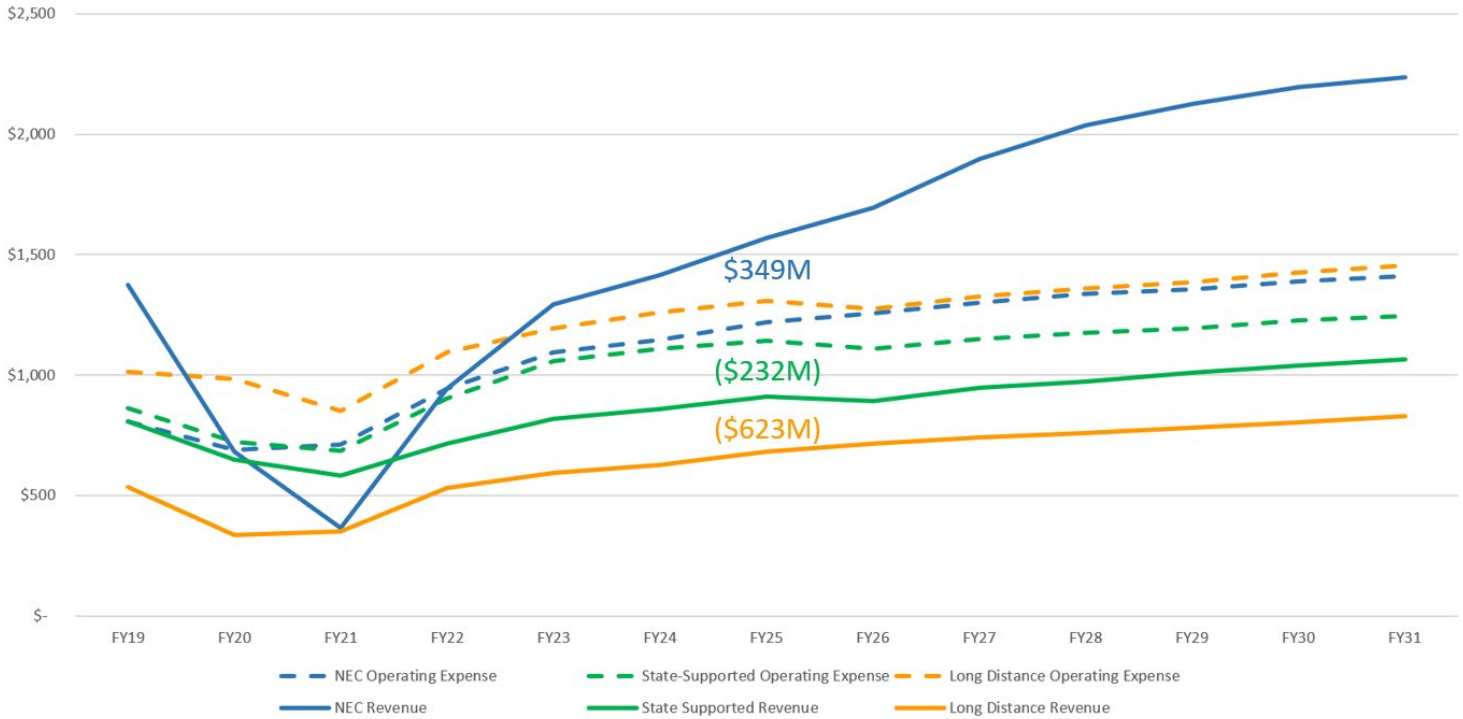


The proposed funding split between the NEC and National Network accounts in the FY 2027 President’s Budget also reflect the realities of the financial performance of Amtrak’s NEC, State-Supported, and Long Distance service lines. As the chart below illustrates, NEC service line revenues are projected to continue growing and outpacing increases in operating expenses (with the NEC service line operating surplus forecasted to grow from the \$349 million recorded in FY 2025 to more than \$800 million over the next five years); this growth is in part attributable to the new next generation trainsets that commenced operations on Amtrak’s premium *Acela* service in August 2025. However, without an influx of new equipment or routes being served on the National Network to increase capacity, Amtrak projects that revenue increases on the State-Supported and Long Distance services will only be enough to offset commensurate rising

<sup>1</sup> Amtrak, [General and Legislative Annual Report & Fiscal Year 2026 Grant Request](#), June 2025.

expenses, with combined losses on the State-Supported and Long Distance service lines projected to remain in the \$800 million range annually. Simply put, the National Network requires greater Federal investment to support the continued operations of the 30 State-Supported and 15 Long Distance routes than is required to maintain NEC operations.

**Amtrak Service Line Revenue, Operating Expense, and Adjusted Operating Results (\$M)**



**FY 2026 Accomplishments**

Anticipated FY 2026 accomplishments for FRA’s funding of Amtrak include:

- Continued implementation, oversight, and technical assistance of the advance appropriations provided to Amtrak through the IJA under both Amtrak’s directed grants and competitive awards under the Federal-State Partnership for Intercity Passenger Rail program. Amtrak anticipates more than 75 projects funded through their direct IJA advance appropriations to be underway through FY 2026, with more than \$4.7 billion of funding expended:

Project Type	Forecasted Expenditures through FY 2026 (\$000)
Rolling Stock Acquisition & Associated Facilities	\$3,060,381
Americans with Disabilities Act (ADA)	\$838,164
Capital Renewal Backlog (FSP NEC Match)	\$455,247
Backlog Elimination - Transportation Systems Assets	\$331,134
National Network Deferred Capital Work	\$81,627
Other Appropriate Costs (e.g., management support)	\$1,446
<b>Total</b>	<b>\$4,767,999</b>

- Continued support of Amtrak’s annual capital program to reduce their maintenance backlog and improve infrastructure, equipment, stations, facilities, information technology, and other support services required to provide intercity passenger rail operations.
- Monitoring the continued manufacturing, testing, and initial operations of 28 new, next generation high-speed trainsets for the Acela service on the NEC, which commenced operations in August 2025. The new Acela trainsets will significantly increase capacity for Amtrak’s premium service, by both expanding the Acela fleet by 8 trainsets and increasing the number of seats per trainset from 304 on the existing trains to 386 on the new equipment. The additional trainsets will allow Amtrak to provide more frequent Acela service, including all-day hourly service between New York and Boston, and half-hourly service between New York and Washington during peak travel hours. The new Acela trainsets were financed by the Department’s Build America Bureau in 2016 through the Railroad Rehabilitation and Improvement Financing (RRIF) Program. This new equipment represents a major component of Amtrak’s strategy to increase its operating surplus on the NEC. All 28 new Acela trainsets are expected to be delivered to Amtrak by the end of CY 2026.
- Continued development of 83 new *Airo* trainsets to replace the 40-50+ year old Amfleet I railcars used on NEC Regional service and many State-Supported corridors across the country. Amtrak expects to accept delivery of the first diesel trainsets by mid-FY 2026, which will begin operations on the *Cascades* service in Washington and Oregon later in FY 2026. In FY 2026, Amtrak also expects to receive the first dual mode electric-diesel trainsets that will operate on the *NEC Regional* and State-Supported services. These dual mode trainsets will commence operations in FY 2027.
- Delivery of new locomotives serving Long Distance routes. In FY 2026, more than 85 of the 125 locomotives under procurement are anticipated to be in service. FRA is also conducting oversight and monitoring of Amtrak’s plans to replace its Long Distance fleet.
- Implementation of the facilities program necessary to service and support the new trainsets and locomotives. Under the IJA supplemental advance appropriation, 21 maintenance facilities will be brought into a state-of-good-repair and modernized to support the new fleet, including 7 “Level 1” facilities and 14 “Level 2” facilities.<sup>2</sup> By the end of FY 2026 the maintenance facilities in the following cities will be under construction: Philadelphia, PA; New York City, NY (Sunnyside Yard); Washington, D.C. (Ivy City Yard); Richmond, VA; Roanoke, VA; Boston, MA; Seattle, WA; Portland, OR; and Eugene, OR.

<sup>2</sup> Level 1 Facilities are classified as heavy maintenance facilities which conduct all facets of maintaining the trainsets. These facilities include Maintenance and Inspection tracks that perform routine Inspections and Maintenance of the trainsets and can perform any heavy maintenance that may be required. These facilities also perform routine as well as in-depth service and cleaning of the trainsets. Level 2 Facilities are classified as service and cleaning facilities which perform the day-to-day service and cleaning of the trainsets. No heavy maintenance will be performed at Level 2 facilities.

- Oversight of Amtrak’s ADA Stations Program, which is working to bring Amtrak-served stations into compliance with the Americans with Disabilities Act (ADA) using funding provided under IIJA. Amtrak is on track to ensure that all 148 stations for which it is solely responsible for ADA compliance are compliant by 2030. As of January 2026, 77 of the 148 stations are compliant, with an additional 7 stations expected to be compliant by the end of FY 2026.

**The FY 2027 Request proposes \$2.1 billion for Amtrak, including:**

**Northeast Corridor (\$650 million):** The Northeast Corridor railroad infrastructure and services fulfill a vital role in the region’s economy, carrying nearly 700,000 weekday passengers in FY 2025, a 2.5 percent increase from FY 2024.<sup>3</sup> Amtrak’s NEC train operations account for approximately 40 percent of its ridership and operating revenue.

The FY 2027 President’s Budget includes \$650 million for the Northeast Corridor account to fund the following needs:

- Normalized replacement of NEC infrastructure in order to maintain safe and reliable operations;
- Capital renewal and selected improvement projects beyond annual normalized replacement programs that improve corridor assets and operations;
- Annual equipment maintenance overhauls, repairs, and refurbishments;
- Principal and interest payments on Amtrak’s legacy debt that is attributable to the NEC;
- Information technology and other “backbone” services to support NEC infrastructure and operations;
- Upgrades and repairs to Amtrak-served stations on the NEC; and
- Planning and stakeholder coordination activities carried out by the Northeast Corridor Commission, which includes representatives from each of the eight NEC States, the District of Columbia, Amtrak, and DOT.

**National Network (\$1.45 billion):** Statute defines the National Network to include capital, operating, and debt service for Amtrak’s State-Supported routes, Long Distance routes, and other activities not allocated to the Northeast Corridor. The FY 2027 President’s Budget includes \$1.45 billion for the National Network account to fund the following needs:

- Long Distance Routes (\$824 million): The 15 Long Distance routes currently operated by Amtrak serve more than 300 stations in 39 States. This funding will be used to provide the operating, capital, and debt service funding necessary to operate Long Distance trains. Approximately \$586 million of the requested funding is required for operating expenses.

<sup>3</sup> Northeast Corridor Commission, [FY25Q4 on the Northeast Corridor: Progress Without Pause](#), February 11, 2026.

- State-Supported Routes (\$513 million): The 30 State-Supported routes provide corridor service in 18 States, and Amtrak and its State partners are working to introduce new or expanded service offerings across the country:
  - Beginning in July of 2022, Massachusetts has sponsored the seasonal *Berkshire Flyer* service operating between New York, NY and Pittsfield, MA.
  - In May 2024, a second round trip on the Chicago, IL – Milwaukee, WI – St. Paul corridor, called the *Borealis* train, began operations. This service is sponsored by Illinois, Wisconsin, and Minnesota.
  - In July 2025, Amtrak and its partners in Louisiana, Mississippi, and Alabama restored passenger rail service along the Gulf Coast, 20 years after trains were suspended due to the damages from Hurricane Katrina. The new State-sponsored *Mardi Gras* service now operates twice-daily frequencies between New Orleans, LA, and Mobile, AL.
  - States are also undertaking the capital improvements needed to extend the *Piedmont* service from Raleigh, NC, to Wake Forest, NC; add a second round trip on the *Pennsylvanian* between Pittsburgh, PA, and New York City; and expand Amtrak State-Supported services on Virginia routes.

Section 209 of the Passenger Rail Investment and Improvement Act (PRIIA) required States to be financially responsible for supporting their corridor services, beginning in FY 2014. In FY 2025, States paid Amtrak approximately \$400 million for the capital and operating costs associated with State-Supported routes. FRA funding provides capital assistance for the infrastructure, equipment, stations, and other assets utilized for State-Supported services, as well as the operating costs for specific items of national significance as defined in the PRIIA 209 cost methodology policy revision that was required by IIJA and went into effect in FY 2024, primarily to cover police, security, and insurance expenses. These operating expenses are estimated to be approximately \$205 million for FY 2027.

Of this funding, \$3 million will support the operations of the State-Amtrak Intercity Passenger Rail Committee (SAIPRC), as authorized by IIJA.

- Infrastructure Access (\$106 million): While the majority of track over which Amtrak trains operate are owned by other railroads, Amtrak owns some infrastructure outside of the NEC mainline on the National Network. Amtrak-owned or controlled infrastructure on the National Network includes, but is not limited to:
  - 96 miles of the Michigan Line between Kalamazoo, MI - Porter, IN;
  - 103 miles of the Keystone Corridor between Philadelphia - Harrisburg, PA;
  - 61 miles of the Springfield Line between New Haven, CT - Springfield, MA;
  - 94 miles of the Hudson Line owned by CSX and leased to Amtrak between Poughkeepsie, NY - Hoffmans, NY (near Schenectady); and
  - the terminal areas in Chicago, New Orleans, and other locations.

For these Amtrak-owned or controlled infrastructure and facilities, Amtrak is responsible for planning, developing, managing, and providing access to other rail operators (freight and passenger) and public or private entities that use those assets. Unlike on the NEC, National Network revenues are not sufficient to fully cover operating costs and Federal assistance is required.

- FRA Oversight (\$10.5 million total from both the NEC and National Network): FRA has the responsibility to oversee the delivery of Amtrak’s capital program and operations. Improved project delivery of capital projects to maintain and improve infrastructure, equipment, stations, and systems are essential for Amtrak to continue meeting the needs of its customers. Congress directed FRA to oversee Amtrak performance and delivery by authorizing 0.5 percent of NEC and National Network appropriations to be dedicated to management oversight of Amtrak.

The table below breaks out the capital funding proposed in the FY 2027 President’s Budget into the five categories of capital projects defined in 49 U.S.C. 24319(c). This allocation should be considered preliminary and will be refined working in partnership with Amtrak to implement enacted FY 2027 appropriations requirements.

Capital Project Category	Capital Project Definition	FY27 Annual Grant Capital Funding (\$000)	
		Northeast Corridor	National Network
Mandatory	Discrete projects implemented in accordance with a fixed scope, schedule, and budget that enable Amtrak to fulfill specific legal or regulatory mandates	\$ 9,500	\$ 12,750
Normalized Replacement	Regularly recurring work programs implemented on a systematic basis on classes of physical railroad assets, such as track, structures, electric traction and power systems, rolling stock, and communications and signal systems, to maintain and sustain the condition and performance of such assets to support continued railroad operations	\$ 242,250	\$ 245,000
Backlog	Discrete projects implemented in accordance with a fixed scope, schedule, and budget that primarily replace or rehabilitate major infrastructure assets, including tunnels, bridges, stations, and similar assets, to reduce the state of good repair backlog on the Amtrak network	\$ 132,250	\$ 50,000
Improvement	Projects to support service and safety enhancements, including discrete projects implemented in accordance with a fixed scope, schedule, and budget that result in enhanced or new infrastructure, equipment, or facilities	\$ 172,750	\$ 230,000
Strategic	Discrete projects implemented in accordance with a fixed scope, schedule, and budget that primarily improve overall operational performance, lower costs, or otherwise improve Amtrak’s corporate efficiency	\$ 84,000	\$ 50,000
<b>Total</b>		<b>\$ 640,750</b>	<b>\$ 587,750</b>

## **What benefits will be provided to the American public through this request and why is this program necessary?**

---

Amtrak serves a critical role in the U.S. transportation network, helping to link more than 500 small, midsize, and large communities to each other. Amtrak connects Americans across the country through a wide variety of trips, with routes covering up to 2,700 miles in length. Additionally, Amtrak's infrastructure hosts commuter rail services that are critical to bringing workers to their jobs, and Amtrak's stations often provide transfer points to bus and transit systems. The FY 2027 President's Budget provides sufficient annual grant funding to maintain Amtrak's NEC, State-Supported, and Long Distance services, while FRA and Amtrak continue to engage on efforts to improve operating performance and capital delivery processes across the company.

**Vital Infrastructure** – The NEC is an economic driver for the region and country at large. The NEC Commission estimates that “daily NEC riders contribute more than \$50 billion annually to the National economy, and an unexpected loss of the NEC for one day alone could cost the Nation nearly \$100 million in transportation-related impacts and productivity losses.”<sup>4</sup> Prior to COVID, total delay incidents and delay time on the NEC had declined more than 10 percent from FY 2017-FY 2019, indicating some progress in improving reliability and service performance for Amtrak and its fellow NEC rail operators. However, opportunities for further improvement exist. As Amtrak capacity and ridership are projected to continue growing and commuter rail service continues to return, NEC infrastructure owners and operates must combat rising delays. According to the NEC Commission's most recently published quarterly reporting figures (July 1 – September 30, 2025), 10.3 percent of NEC trains were late, annulled, or terminated, which represents a slight improvement compared to the same period in 2024.<sup>5</sup>

**Transportation Demand** – Amtrak provides a transportation choice to more than 500 communities across 46 of the 48 contiguous U.S. States. As described previously, states and localities are working with Amtrak to bring new or expanded service to their communities. This is further evidenced by FRA's Corridor Identification and Development (Corridor ID) planning process, which saw stakeholders express interest for the development or improvement of more than 100 corridors across the country. FRA is working with corridor sponsors, Amtrak, other operators, and host freight railroads to ensure that potential corridors are well-planned, prepared to be built and operated efficiently, and help to solve transportation challenges.

**Economic Development** – Amtrak's operations and implementation of capital projects generate significant economic value for the country. Amtrak estimates that the operations of its current network supports more than \$7 billion in economic activity each year, which includes direct, indirect, and induced impacts in terms of output, income, and employment on the economy.<sup>6</sup> In FY 2024, Amtrak made nearly \$4.5 billion in payments to vendors across almost all of the 50 states and Washington, D.C. Similarly, Amtrak paid more than \$2.1 billion in wages and salary

<sup>4</sup> NEC Commission, [Connect NEC 2037](#), November 2023.

<sup>5</sup> NEC Commission, [NEC Quarterly Reporting](#), FY2025 Q4 Report accessed February 2026.

<sup>6</sup> Amtrak, [More Trains. More Cities. Better Service: Amtrak's Vision for Improving Transportation Across America](#), June 2021.

to its 23,000+ employees, who reside in 43 states.<sup>7</sup> The major capital investments being advanced with both annual and IIJA advance appropriations will further create jobs, bring Amtrak passengers and economic activity to new markets, and strengthen the domestic manufacturing and supply base. In addition, station development yields sizable economic benefits including attracting housing and retail development, restored parks and civic and private buildings, an increase in housing and property rental values, and tourism growth.

<sup>7</sup> Amtrak, [General and Legislative Annual Report & Fiscal Year 2026 Grant Request](#), June 2025.



**DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION**

**CONSOLIDATED RAIL INFRASTRUCTURE AND SAFETY IMPROVEMENTS  
APPROPRIATIONS LANGUAGE**

**CONSOLIDATED RAIL INFRASTRUCTURE AND SAFETY IMPROVEMENTS**

For necessary expenses related to consolidated rail infrastructure and safety improvements grants, as authorized by section 22907 of title 49, United States Code, \$[500,000,000]300,000,000, to remain available until expended: Provided, That for amounts made available under this heading in this Act, eligible recipients under section 22907(b)(7) of title 49, United States Code, shall include any holding company of a Class II railroad or Class III railroad (as those terms are defined in section 20102 of title 49, United States Code): Provided further, That unobligated balances remaining after 6 years from the date of enactment of this Act may be used for any eligible project under section 22907(c) of title 49, United States Code: Provided further, That, for eligible projects under section 22907(c)(11) of title 49, United States Code, eligible recipients under section 22907(b) of title 49, United States Code, shall include any State, county, municipal, local, and regional law enforcement agency, and section 22907(h)(2) of title 49, United States Code, shall not apply to such projects: Provided further, That the requirements under section 22907(e)(1)(B) of title 49, United States Code, shall not apply for projects eligible under paragraphs (8), (10), (12), (13), (14), (15), and law enforcement projects under paragraph (11) of section 22907(c) of title 49, United States Code: Provided further, That the Secretary may withhold up to 2 percent of the amounts made available under this heading in this Act for the costs of award and project management oversight of grants carried out under title 49, United States Code.

**EXHIBIT III-1**

**CONSOLIDATED RAIL INFRASTRUCTURE AND SAFETY IMPROVEMENTS**  
**Summary by Program Activity**  
**Appropriations, Obligation Limitations, and Exempt Obligations**  
**(\$000)**

	<b>FY 2025 ENACTED</b>	<b>FY 2026 ENACTED</b>	<b>FY 2027 PRES. BUDGET</b>
Consolidated Rail Infrastructure and Safety Improvements	\$ 100,000	\$ 7,426	\$ 300,000
Transfer to Financial Assistance Oversight and Technical Assistance	\$ (2,000)	\$ (2,749)	\$ (6,000)
Transfer from Consolidated Rail Infrastructure and Safety Improvements, IIJA Division J	\$ -	\$ 20,000	\$ -
Transfer from Federal-State Partnership for Intercity Passenger Rail Grants, IIJA Division J	\$ -	\$ 110,000	\$ -
<b>TOTAL, Base appropriations</b>	<b><u>\$ 98,000</u></b>	<b><u>\$ 134,677</u></b>	<b><u>\$ 294,000</u></b>
<b>FTEs</b>			
Direct Funded	0	0	0
<b>IIJA Supplemental (Division J)</b>			
Consolidated Rail Infrastructure and Safety Improvements	\$ 1,000,000	\$ 1,000,000	\$ -
Transfer to Consolidated Rail Infrastructure and Safety Improvements, base appropriation	\$ -	\$ (20,000)	\$ -
<b>TOTAL, Supplemental appropriations</b>	<b><u>\$ 1,000,000</u></b>	<b><u>\$ 980,000</u></b>	<b><u>\$ -</u></b>
<b>FTEs</b>			
Direct Funded	0	0	0
<b>TOTAL, Account</b>	<b><u>\$ 1,098,000</u></b>	<b><u>\$ 1,114,677</u></b>	<b><u>\$ 294,000</u></b>

## **Program and Performance Statement**

The Consolidated Rail Infrastructure and Safety Improvements (CRISI) program was authorized by Congress to improve the safety, efficiency, and reliability of passenger and freight rail systems. Eligible activities include a wide range of freight and passenger rail capital, safety technology deployment, planning, environmental analyses, research, workforce development, and training projects. Eligible recipients include states (including interstate compacts), local governments, Class II and Class III railroads and associations that represent such entities, Amtrak and other intercity passenger rail operators, rail carriers and equipment manufacturers that partner with an eligible public-sector applicant, federally recognized Indian Tribes, the Transportation Research Board, University Transportation Centers, and non-profit rail labor organizations. As authorized by statute, the CRISI program requires a minimum non-Federal share of 20 percent, that preference be given to projects with at least a 50 percent non-Federal match, and that at least 25 percent of funds be provided to projects in rural areas.

**EXHIBIT III-1a**

**CONSOLIDATED RAIL INFRASTRUCTURE AND SAFETY IMPROVEMENTS  
SUMMARY ANALYSIS OF CHANGE FROM FY 2026 TO FY 2027  
Appropriations, Obligations, Limitations, and Exempt Obligations  
(\$000)**

	<u><b>\$000</b></u>	<u><b>FTE</b></u>
<b>FY 2026 ENACTED</b>	<u><b>134,677</b></u>	<u><b>0</b></u>
<b>PROGRAM INCREASES:</b>		
Consolidated Rail Infrastructure and Safety Improvements	159,323	0
<b>SUBTOTAL, PROGRAM INCREASES</b>	<b>159,323</b>	<b>0</b>
<b>FY 2027 PRESIDENT'S BUDGET, net transfer</b>	<b>294,000</b>	<b>0</b>

**Detailed Justification for the Consolidated Rail Infrastructure and Safety Improvements**

**FY 2027 Consolidated Rail Infrastructure and Safety Improvements Budget Request (\$000)**

<b>Program Activity</b>	<b>FY 2025 Enacted Level</b>	<b>FY 2026 Enacted Level</b>	<b>FY 2027 President’s Budget</b>
Consolidated Rail Infrastructure and Safety Improvements	\$100,000	\$137,426	\$300,000
<b>Total</b>	<b>\$100,000</b>	<b>\$137,426</b>	<b>\$300,000</b>
<b>FTE</b>	<b>0</b>	<b>0</b>	<b>0</b>

**What is this program and what does this funding level support?**

The Consolidated Rail Infrastructure and Safety Improvements (CRISI) program supports freight and intercity passenger rail projects to improve safety, efficiency, and reliability of the Nation’s rail system. The program represents a model of public-private partnership to improve both freight and intercity passenger rail services, with Federal funds being matched from a mix of private, state, and local sources to advance projects. Since the program’s inception under the first Trump Administration in 2017, CRISI has been one of the most oversubscribed competitive grant programs within the Department, receiving applications requesting more than three times the funding made available through FY 2024, including nearly \$7.4 billion in applications for the \$2.4 billion available in the most recent FY 2023-FY 2024 funding solicitation. **The FY 2027 President’s Budget proposes \$300 million for CRISI.**

**CRISI Applications vs. Funding  
FY 2017 – FY 2024**



The CRISI program is unique in its ability to support a wide range of recipients and project types – statute identifies 13 different types of entities eligible to receive CRISI awards and 17 categories of eligible projects. The CRISI program squarely aligns with Secretary Duffy’s “safety first” and “back to basics” values, as the vast majority of CRISI projects deliver safety benefits as either a primary or ancillary purpose. These safety improvements can span track repairs and upgrades, implementation of positive train control, rehabilitation and replacement of aging bridges, relocating railroad tracks from downtown areas, and trespass prevention and grade

crossing improvements. Approximately 40 percent of the 400 plus projects selected to date under CRISI are helping to improve grade crossing safety.

CRISI Project Types	# of Awards	\$ Awarded
Capital - Short line Railroad	182	\$ 2,239,755,706
Capital - Intercity Passenger Rail	39	\$ 1,139,656,924
Capital - Congestion	30	\$ 629,018,481
Grade Crossing improvement	47	\$ 487,063,904
Railroad Safety Technology	43	\$ 260,793,824
Locomotives	19	\$ 239,276,416
Multimodal	8	\$ 123,677,240
Workforce Development and Training	13	\$ 100,459,114
Research	8	\$ 62,969,786
Rail Line Relocation or Improvement	11	\$ 46,638,702
Safety Programs and Institutes	12	\$ 45,652,534
Corridor and Project Planning	3	\$ 2,888,000
Hazmat Emergency Plans	1	\$ 200,000
<b>Total</b>	<b>416</b>	<b>\$ 5,378,050,631</b>

*\*Note that the projects above are categorized by their primary statutory project type, and that many projects contain elements that fall into multiple categories. For example, a short line capital project may include grade crossing improvements or railroad safety technology components.*

Since the program’s creation under the FAST Act, CRISI has also played an important role in helping resource-constrained short line railroads address their capital needs to improve both safety and operating performance. The Nation’s more than 600 short line railroads operate over nearly 50,000 route miles across the country, often providing the critical “first- and last-mile” linkages to shippers and customers with the Class I freight railroad network. FRA is particularly interested in improving short line infrastructure to accommodate today’s 286,000-pound railcar standards. Ensuring a robust short line rail network is key to maintaining healthy supply chains that propel the U.S. economy. More than one-third of CRISI awards to date have been made directly to Class II and Class III railroads, with dozens more projects benefiting short line railroads awarded to states and local governments.





CRISI was also created by Congress to help address deficiencies in the transportation systems serving rural America. Rural America faces a number of interconnected transportation challenges, including deteriorating infrastructure, inadequate service, and a disproportionately high fatality rate. From 2017 to 2021, over 83,000 people died on rural roadways, accounting for 43 percent of all roadway deaths despite only 20 percent of the U.S. population residing in these areas. In 2022, the fatality rate per 100 million vehicle miles traveled was 1.5 times higher in rural areas than in urban areas.<sup>1</sup> By statute, at least 25 percent of CRISI funds must be made available to rural areas.<sup>2</sup> FRA has far exceeded this requirement, with approximately half of all CRISI projects selected to date (both in terms of number of projects and amount awarded) benefiting rural areas.

### Proposed Legislative Changes

The FY 2027 President’s Budget proposes two legislative changes to the CRISI program to improve the effectiveness of the trespass prevention eligibilities included in IJA and reduce applicant burden:

- **First, FRA proposes to reinforce that state and local law enforcement agencies are eligible recipients for CRISI’s trespass prevention project eligibility and to eliminate the non-Federal match for such projects.** This requirement has proven challenging for law enforcement agencies to meet under CRISI (only four such projects have been funded since the eligibility was added in FY 2022); the previous trespass law enforcement pilot projects that were funded in the first Trump Administration under FRA’s Safety & Operations account did not require a match. The pilot projects funded to date have demonstrated success by law enforcement issuing warnings, making arrests, and saving lives of individuals trespassing on railroad right-of-way.
- **Second, FRA proposes to waive the requirement to submit a benefit-cost analysis (BCA) for certain eligible projects under the CRISI program that are not well-suited to meet the DOT requirements for a full BCA review.** By virtue of a project being in the nascent development stages (such as planning) or those that are not rail capital projects intended to address underlying infrastructure assets (such as workforce development/training, development of safety programs, research and development, or trespass enforcement activities described in the previous bullet), such applications typically lack the data necessary for a comprehensive BCA review. Applicants often struggle to prepare a sufficient BCA for these types of applications and meritorious projects are negatively impacted during CRISI evaluation process.

<sup>1</sup> U.S. Department of Transportation, [Rural Roadway Safety](#), April 4, 2025.

<sup>2</sup> “Rural Area” means any area that is not within an area designated as an urban area with at least 50,000 in population by the most recent decennial Census.

**What benefits will be provided to the American public through this request and why is this program necessary?**

Our Nation’s rail network is a critical component of the U.S. transportation system and economy. Rail is projected to carry more than 36 million passengers on Amtrak services in FY 2026<sup>3</sup> and carries approximately 1.5 billion tons of freight valued at nearly \$600 billion each year.<sup>4</sup> The Consolidated Rail Infrastructure and Safety Improvements program enables project sponsors to procure the rocks, rail, ties, and other infrastructure fundamentals to enhance rail safety, invest in projects that spur economic growth, and ensure our passenger and freight rail network can meet the mobility demands of a growing population. The Trump Administration has obligated nearly 50 CRISI projects totaling more than \$840 million since coming into office in January 2025, helping to reduce the Biden-Buttigieg backlog of unobligated projects that the Trump Administration inherited. This equals the record number of CRISI obligations in a calendar year from President Trump’s first term in 2020.

**U.S. Rail System**



**Increased Safety** – While the CRISI program supports a wide range of projects benefiting both passenger and freight railroads, addressing railroad safety issues remains a core tenet of the program. According to a report by the OneRail Coalition, fatal accidents involving freight rail take place at less than one-third the rate of truck accidents. Accidents involving injuries are one-fifth as frequent, and property damage accidents are 62 times less frequent.<sup>5</sup> Further, in terms of passenger travel, the National Safety Council highlights that over the last 10 years, the passenger vehicle death rate per 100,000,000 passenger miles was more than 18 times higher than for

<sup>3</sup> Amtrak, , June 12, 2025.

<sup>4</sup> U.S. Department of Transportation, Bureau of Transportation Statistics, [Freight Facts and Figures](#).

<sup>5</sup> OneRail, [Rail Safety in the United States](#), 2016.

passenger trains.<sup>6</sup> However, opportunities exist to further improve the safety of the rail network through the CRISI program by improving infrastructure, deploying new safety technologies, and addressing the leading causes of railroad related fatalities – grade crossings, trespassing, and suicides.

**Freight and Passenger Growth** – Each American requires the movement of more than 40 tons of freight per year across the freight network and approximately 94,000 passengers per day ride intercity trains. In addition to its intercity riders, the Northeast Corridor alone supports nearly 650,000 commuter rail passengers per day. By 2050, the U.S. freight system is projected to experience a more than 40 percent increase in the total amount of tonnage it moves, with the rail share expected to increase by 28 percent.<sup>7</sup> Over this same timeframe, the U.S. population is anticipated to grow by nearly 20 percent. Passenger and freight rail transportation must play a critical role in accommodating this projected growth.

**Energy Efficient** – The United States uses nearly 14 million barrels of petroleum products every day for transportation, representing more than two-thirds of the Nation’s petroleum usage.<sup>8</sup> On average, U.S. railroads move one ton of freight nearly 500 miles per gallon of fuel. Further, a single freight train can remove hundreds of trucks from America’s roadways, helping to alleviate traffic congestion and lower both fuel and highway maintenance costs.<sup>9</sup>

**Private Sector Partnership** – The majority of both freight and intercity passenger rail services operate over privately-owned infrastructure, which enables private investment that generates significant public benefits. The Association of American Railroads estimates that U.S. freight railroads have invested more than \$23 billion each year since 1980 to maintain and improve their assets.<sup>10</sup> Given the variety of private and public sector stakeholders and benefits associated with rail projects, the CRISI program is well-positioned to attract funding from multiple project partners from both the public and private sectors.

<sup>6</sup> National Safety Council, [Death by Transportation Mode](#), accessed January 2026.

<sup>7</sup> U.S. Department of Transportation, Bureau of Transportation Statistics, [Freight Facts and Figures](#).

<sup>8</sup> U.S. Energy Information Administration, [Monthly Energy Review](#), December 2025.

<sup>9</sup> Association of American Railroads, [Rail Transportation and the U.S. Economy: Fueling Growth, Trade, and Opportunity](#), February 28, 2025.

<sup>10</sup> Association of American Railroads, [Freight Rail: Investments](#), accessed January 2026.



**DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION**

**RAILROAD CROSSING ELIMINATION PROGRAM  
APPROPRIATIONS LANGUAGE**

**RAILROAD CROSSING ELIMINATION PROGRAM**

*For necessary expenses related to Railroad Crossing Elimination Grants, as authorized by section 22909 of title 49, United States Code, \$100,000,000, to remain available until expended: Provided, That up to \$1,000,000 of the amounts made available under this heading shall be available for highway-rail grade crossing safety information and education programs as authorized by section 22104(c) of title II of division B of the Infrastructure Investment and Jobs Act (Public Law 117-58), and that eligible grant or contract recipients for such funds shall include nonprofit organizations: Provided further, That not less than 3 percent of the amounts made available under this heading shall be used for planning projects described in section 22909(d)(6) of title 49, United States Code, and as authorized by section 22104(b) of title II of division B of the Infrastructure Investment and Jobs Act (Public Law 117-58): Provided further, That the Secretary may withhold up to 2 percent of the amounts provided under this heading for the costs of award and project management oversight of grants carried out under title 49, United States Code.*

**EXHIBIT III-1**

**RAILROAD CROSSING ELIMINATION PROGRAM**  
**Summary by Program Activity**  
**Appropriations, Obligation Limitations, and Exempt Obligations**  
**(\$000)**

	<b>FY 2025 ENACTED</b>	<b>FY 2026 ENACTED</b>	<b>FY 2027 PRES. BUDGET</b>
Railroad Crossing Elimination Program	\$ -	\$ -	\$ 100,000
Transfer to Financial Assistance Oversight and Technical Assistance	\$ -	\$ -	\$ (2,000)
<b>TOTAL, Base appropriations</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 98,000</b>
<b>FTEs</b>			
Direct Funded	0	0	0
<b>IIJA Supplemental (Division J)</b>			
Railroad Crossing Elimination Program	\$ 600,000	\$ 600,000	\$ -
<b>TOTAL, Supplemental appropriations</b>	<b>\$ 600,000</b>	<b>\$ 600,000</b>	<b>\$ -</b>
<b>FTEs</b>			
Direct Funded	0	0	0
<b>TOTAL, Account</b>	<b>\$ 600,000</b>	<b>\$ 600,000</b>	<b>\$ 98,000</b>

**Program and Performance Statement**

The Railroad Crossing Elimination Program was authorized by Congress to award grants for highway-rail and pathway-rail grade crossing projects to improve safety and the mobility of people and goods. Eligible projects include grade separations and closures, track relocation, and improvements to or installation of protection devices, as well as planning, environmental review, and design of such projects. Eligible recipients include states, local governments, federally recognized Indian Tribes, public port authorities, and metropolitan planning organizations. The

program requires a minimum non-Federal share of 20 percent and a minimum grant award of at least \$1 million, except for planning grants. Not less than 20 percent of funds are reserved for projects located in rural areas or Tribal lands, and at least 5 percent of this set-aside is reserved for projects in counties with 20 or fewer residents per square mile. Not less than 3 percent of funds are for planning projects, and of this amount 25 percent is reserved for projects located in rural areas or Tribal lands. Not more than 20 percent of grant funds may be awarded to projects in a single state. Additionally, 0.25 percent of funds are for highway-rail grade crossing safety information and education programs. Unless otherwise stated in appropriations language, FRA intends to use the fully authorized amounts for these set-asides.

**EXHIBIT III-1a**

**RAILROAD CROSSING ELIMINATION PROGRAM  
SUMMARY ANALYSIS OF CHANGE FROM FY 2026 TO FY 2027  
Appropriations, Obligations, Limitations, and Exempt Obligations  
(\$000)**

	<b><u>\$000</u></b>	<b><u>FTE</u></b>
<b>FY 2026 ENACTED</b>	<b><u>0</u></b>	<b><u>0</u></b>
<b>PROGRAM INCREASES:</b>		
Railroad Crossing Elimination Program	98,000	0
<b>SUBTOTAL, PROGRAM INCREASES</b>	<b>98,000</b>	<b>0</b>
<b>FY 2027 PRESIDENT'S BUDGET, net transfer</b>	<b>98,000</b>	<b>0</b>

**Detailed Justification for the Railroad Crossing Elimination Program**

---

**FY 2027 Railroad Crossing Elimination Program  
Budget Request  
(\$000)**

<b>Program Activity</b>	<b>FY 2025 Enacted</b>	<b>FY 2026 Enacted</b>	<b>FY 2027 President's Budget</b>
Railroad Crossing Elimination Program	\$0	\$0	\$100,000
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$100,000</b>
<b>FTE</b>	<b>0</b>	<b>0</b>	<b>0</b>

**What is this program and what does this funding level support?**

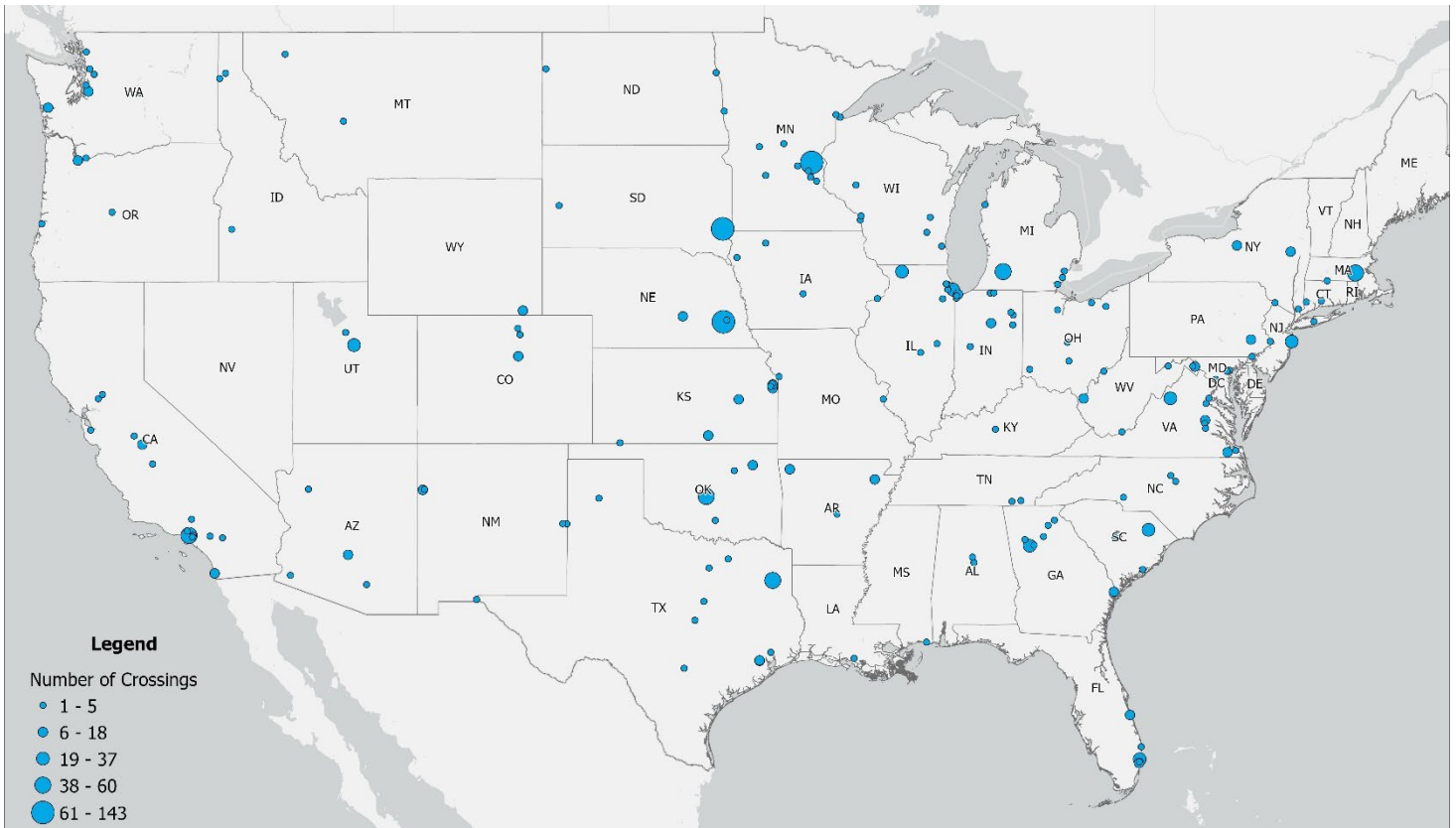
---

The Infrastructure Investment and Jobs Act (IIJA) authorized the Railroad Crossing Elimination program to award grants for highway-rail and pathway-rail grade crossing projects to improve the safety and mobility of people and goods. The statutory goals of the program are to:

1. Eliminate highway-rail grade crossings that are frequently blocked by trains;
2. Improve the health and safety of communities;
3. Reduce the impacts that freight movement and railroad operations may have on underserved communities; and
4. Improve the mobility of people and goods.

IIJA provided a total of \$3 billion in advance appropriations for the Railroad Crossing Elimination program. Consistent with FRA's other competitive grant programs, such as CRISI, the Railroad Crossing Elimination program has generated significant stakeholder interest from states, localities, and both rail operators and infrastructure-owning railroads. Through the FY 2024 funding round, FRA has received more than \$4.5 billion in eligible applications for the \$1.7 billion awarded to date. These awards are supporting a multitude of safety improvements at grade crossings in 44 states. More than 1,400 grade crossings are being improved or closed with the 186 projects funded to date. However, more than 50 applications that received either a recommended or highly recommended rating have not been able to be funded. **With FY 2027 marking the first year following the IIJA advance appropriations, the FY 2027 President's Budget demonstrates continued support for the Railroad Crossing Elimination program by requesting \$100 million.**

## FY 2022 – FY 2024 Awards



### Value of Dedicated Grade Crossing Funding

The Railroad Crossing Elimination program can support a range of interventions and project types to improve the safety of highway-rail and pathway-rail grade crossings. The Trump Administration and FRA are working to ensure that the most appropriate and cost-effective solution is identified to address safety hazards and maximize the resources available under the Railroad Crossing Elimination program. This can entail upgrading passive crossings with active warning devices such as flashing lights and gates, installing four-quadrant gates to better seal a crossing, reconfiguring motor vehicle or pedestrian traffic patterns, relocating railroad tracks, and introducing new technologies to improve safety and operations.

In certain locations, grade separating a highway-rail crossing can result in the greatest safety improvement and benefits to both railroad and motor vehicle operations. A combination of factors could lead project sponsors to pursue separation vs. other improvements, including:

- the volume of trains, motor vehicles, or pedestrians that traverse a crossing, as well as the time of day for peak traffic flow;
- the geometric features of the crossing, including the horizontal and vertical alignment of where the railroad track and roadway intersect, and presence of physical obstructions

around the crossing, all of which can affect the sight distance for the driver and train engineer; and

- the proximity of the crossing to critical community services, such as hospitals, schools, police, fire, and first responders.

However, grade separations and more comprehensive corridor projects can be costly to implement and there has historically been insufficient and inconsistent Federal grant funding available for such projects. For example, the Federal Highway Administration's Section 130 Railway-Highway Crossing Program has provided funding to states since 1987 to eliminate hazards at grade crossings. However, this funding—\$245 million annually in the final years of the FAST Act and continued at that level through FY 2026 under IIJA—is shared among all 50 states, limiting the program's ability to address larger-scale projects. While FRA's CRISI and the Department's Better Utilizing Investments to Leverage Development (BUILD) programs have been successful in funding major grade crossing projects, such projects were competing against other important eligible priorities within those programs.

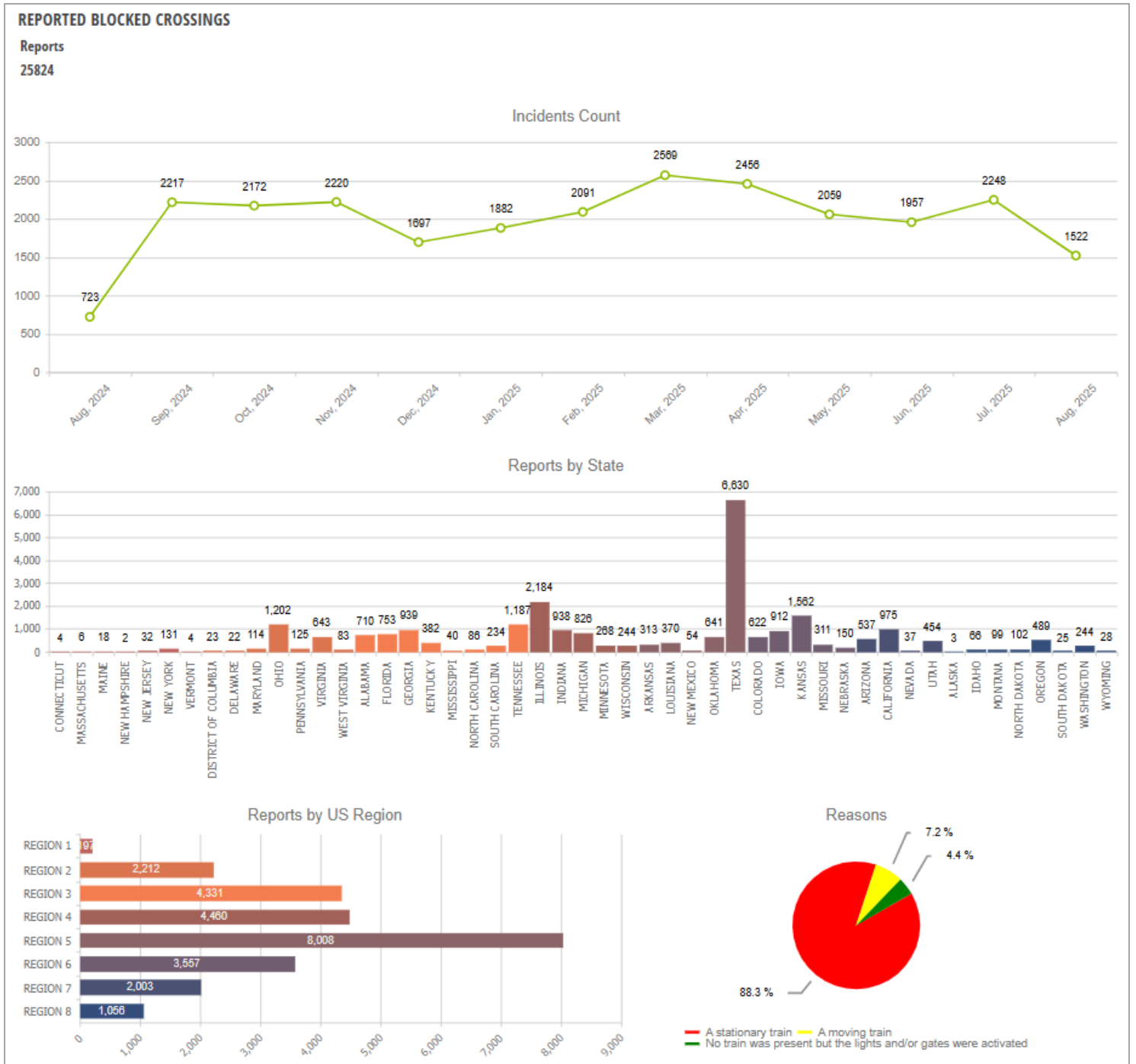
Continuing to provide dedicated funding through the Railroad Crossing Elimination program will have a pronounced effect on improving safety at grade crossings. FRA also continues to develop and update tools to help raise awareness regarding highway-rail grade crossing safety and analyze grade crossing safety risks and trends.<sup>1</sup> FRA utilizes these tools to help inform its selection decisions and encourages potential applicants to leverage these resources in making the safety case for their projects to FRA:

- **[Grade Crossing Accident Prediction System \(GXAPS\)](#)** – An analytical tool that uses (1) basic data about a crossing's physical and operating characteristics and (2) accident history data at a crossing to predict collisions per year at grade crossings. When combined with other site-specific information, GXAPS can assist in determining where scarce highway-rail grade crossing resources can best be directed. GXAPS is the successor to FRA's Web-Based Accident Prediction System (WBAPS) and utilizes a new Accident Prediction and Severity model and modern web interface that allows users to filter result and generate reports in a number of file formats.
- **[GradeDec](#)** – A highway-rail grade crossing investment analysis tool that incorporates benefit-cost metrics for a rail corridor, a region, or an individual grade crossing. Model output allows a comparative analysis of grade crossing alternatives that are designed to mitigate highway-rail grade crossing accident risk and other components of user costs including highway delay and queuing, air quality, and vehicle operating costs.
- **State Highway-Rail Grade Crossing Action Plans** – The Rail Safety Improvement Act of 2008 and the FAST Act mandated that the 50 States and District of Columbia develop and implement a State Action Plan. These plans identify highway-rail and pathway-rail crossings that have experienced recent accidents or incidents, have experienced multiple accidents or incidents, or are at high-risk for accidents or incidents as defined in each

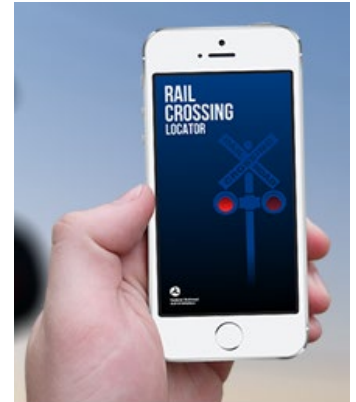
<sup>1</sup> [FRA Highway-Rail Grade Crossing Safety and Trespass Prevention](#).

plan. Each plan must also identify specific strategies for improving safety at these crossings.

- Blocked Crossing Incident Reporter (Blocked Crossing Portal)** – Under the first Trump Administration in 2019, FRA established the Blocked Crossing Portal to enable the public to voluntarily submit information about blocked crossings they encounter or are made aware of, including the location, date, time, duration, and immediate effects of each blocked crossing incident.



- **Rail Crossing Locator App** – The Rail Crossing Locator allows emergency responders and the public to access information in FRA’s highway-rail grade crossing database and a variety of map features from a mobile device. The app allows users to locate crossings by U.S. DOT Crossing ID number, address, or geo-location. The app is available on both Apple and Android devices.



- **Quiet Zone (QZ) Calculator** – The QZ Calculator is used to determine the characteristics/needs to set up a quiet zone within various U.S. municipalities. Regulations require locomotive engineers to sound train horns before reaching a public highway-rail grade crossing. The regulations allow localities to designate segments of a rail line, with one or more consecutive crossings, as “quiet zones,” provided they meet certain safety requirements. In these quiet zones, train horns are not required to be routinely sounded.
- **National Significant Risk Threshold (NSRT) API** – The NSRT is an average of the risk indexes for gated public crossings nationwide where train horns are routinely sounded. The NSRT API may be used to download and review the specific crossing data used to calculate the NSRT values.
- **Activation Failure/False Proceed (AF/FP) Reports** – Railroads are required to report to the FRA whenever a signal system fails in a manner which results in a more favorable aspect than intended being displayed by a signal, or other condition hazardous to the movement of a train. These are occurrences referred to as a "False Proceed Signal Failure." Railroads must also report to the FRA whenever a highway-rail grade crossing warning system failed in a manner which results in little or no warning being provided to the public of an approaching train, or of one occupying a crossing. These occurrences are referred to as "Activation Failure." This tool contains railroad-reported activation failure and false proceed information.
- **Grade Crossing Locations in Navigation Applications** – FRA helped facilitate working sessions with several technology companies in support of incorporating grade crossing-related information in navigation applications, as per the [National Transportation Safety Board’s Safety Recommendation H-16-15](#). Railroad crossings now show in Apple Maps in the latest iOS 26 operating system.
- **FRA Crossing Viewer** – Allows users to zoom to a crossing from the public site and view the crossing in a map interface which includes surrounding rail infrastructure and pop-up tables with information from the [Grade Crossing Inventory](#) and the history of incidents.
- **FRA Rail Network Map** – Newly published in 2025 this interactive online map allows user to view and filter to various points on the North American Rail Network (NARN), including the entire grade crossing inventory.

## Safety Information and Education Set-Aside



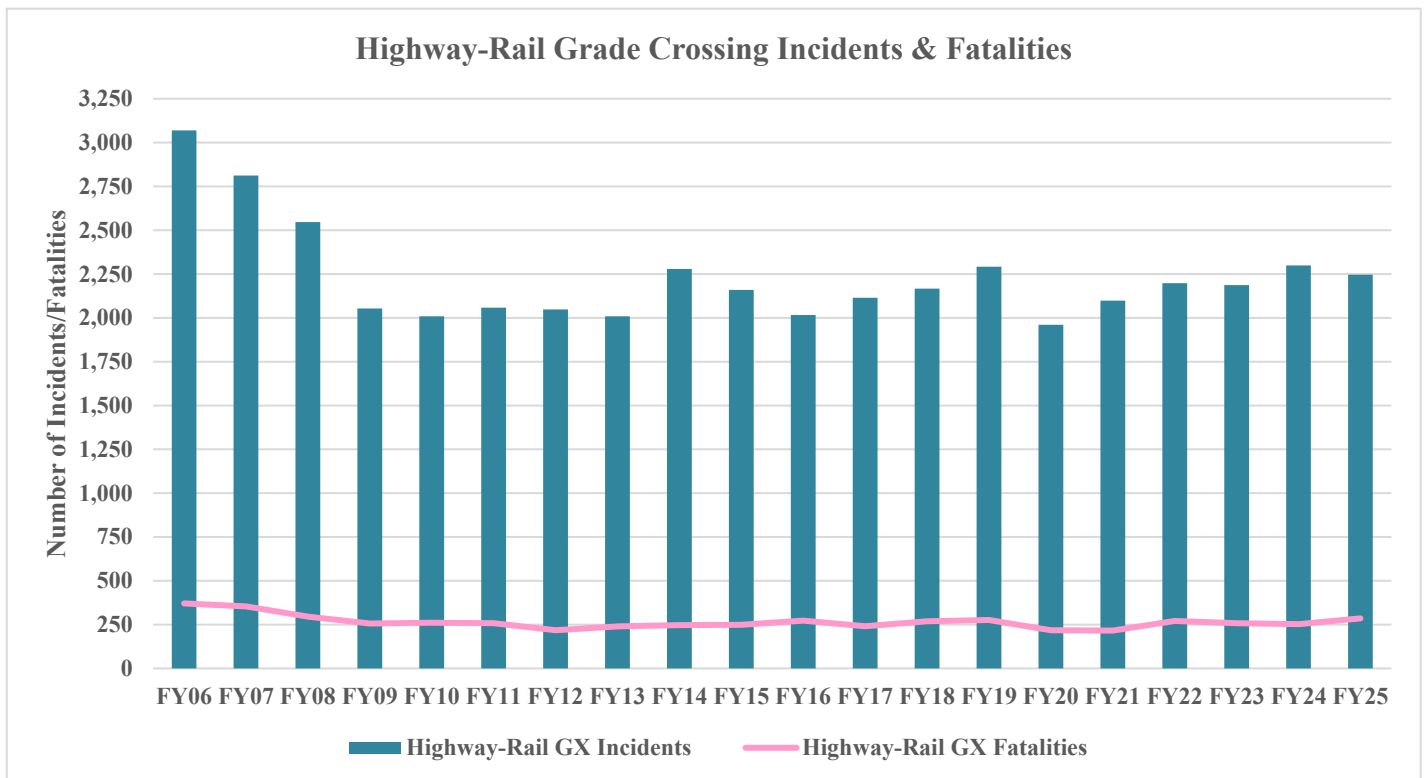
In addition to the Railroad Crossing Elimination program's focus on capital projects, IIJA also requires one-quarter of 1 percent of funding be available for highway-rail grade crossing safety information and education programs. These programs have the potential to play a critical role in improving grade crossing safety, as many grade crossing incidents are caused by motorists or pedestrians that are unaware of their surroundings and the risks posed at crossings and/or disregard grade crossing warning devices such as flashing lights and gates. Information, education, and outreach programs that deliver safety benefits to the public can be achieved with relatively small investments.

However, the most well-known organization that administers grade crossing safety public education and awareness campaigns—Operation Lifesaver, Inc.—is not currently eligible to receive funding under the program. FRA has historically provided \$1 million annually to Operation Lifesaver from the agency's Safety and Operations account. **The FY 2027 President's Budget proposes to make nonprofit organizations such as Operation Lifesaver eligible to apply for and receive Railroad Crossing Elimination program funding.** Operation Lifesaver has active programs in 47 states and Washington, D.C., and their network of volunteers helped to reach more than one million people in 2024 through presentations, trainings, and other grassroots efforts to raise awareness of railroad safety issues.<sup>2</sup>

<sup>2</sup> Operation Lifesaver, [About Us](#), accessed March 2026.

**What benefits will be provided to the American public through this request and why is this program necessary?**

There are approximately 204,000 public, private, and pedestrian grade crossings in the United States and each crossing represents a risk for a potential collision between a train and motor vehicle or pedestrian. Like many other areas of railroad safety, the number of highway-rail grade crossing incidents has markedly improved over the last 50 years—by over 80 percent. Similarly, the number of fatalities at grade crossings and the overall rate of highway-rail grade crossing incidents per million train miles have dropped by 72 percent and 78 percent, respectively. However, examining even just the last 20 years of data show that this improvement has largely stalled, with the number of incidents and fatalities remaining roughly flat.



During this timeframe, FRA has examined innovative and non-traditional ways to enhance grade crossing safety, including establishing a new railroad inspector discipline dedicated to grade crossings, investing in data analytics and research to identify trends and root causes, initiating a new State Focus Inspection process to collaboratively inspect and review grade crossings with public authorities and railroads, and conducting outreach to states, local communities, law enforcement, and new stakeholders, such as technology companies, to raise awareness of grade crossing safety issues. The Railroad Crossing Elimination program complements these efforts by providing significant capital investment to improve safety at grade crossings. Since the Trump Administration came into office in January 2025, FRA has obligated more than 75 Railroad Crossing Elimination grants totaling \$235 million.



**DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION**

**ADMINISTRATIVE PROVISIONS  
APPROPRIATIONS LANGUAGE**

ADMINISTRATIVE PROVISIONS – FEDERAL RAILROAD ADMINISTRATION

SEC. 150. The amounts made available to the Secretary or to the Federal Railroad Administration for the costs of award, administration, and project management oversight of financial assistance which are administered by the Federal Railroad Administration, in this and prior Acts, may be transferred to the Federal Railroad Administration's "Financial Assistance Oversight and Technical Assistance" account for the necessary expenses to support the award, administration, project management oversight, and technical assistance of financial assistance administered by the Federal Railroad Administration, in the same manner as appropriated for in this and prior Acts: Provided, That this section shall not apply to amounts that were previously designated by the Congress as an emergency requirement pursuant to a concurrent resolution on the budget or the Balanced Budget and Emergency Deficit Control Act of 1985.

SEC. 151. None of the funds made available to the National Railroad Passenger Corporation may be used to fund any overtime costs in excess of \$35,000 for any individual employee: Provided, That the President of Amtrak may waive the cap set in the preceding proviso for specific employees when the President of Amtrak determines such a cap poses a risk to the safety and operational efficiency of the system: Provided further, That the President of Amtrak shall report to the House and Senate Committees on Appropriations no later than 60 days after the date of enactment of this Act, a summary of all overtime payments incurred by Amtrak for [2025]2026 and the three prior calendar years: Provided further, That such summary shall include the total number of employees that received waivers and the total overtime payments Amtrak paid to employees receiving waivers for each month for [2025]2026 and for the three prior calendar years.

SEC. 152. None of the funds made available to the National Railroad Passenger Corporation under the headings "Northeast Corridor Grants to the National Railroad Passenger Corporation" and "National Network Grants to the National Railroad Passenger Corporation" may be used to reduce the total number of Amtrak Police Department uniformed officers patrolling on board passenger trains or at stations, facilities or rights-of-way below the staffing level on May 1, 2019.

SEC. 153. Section 22909 of title 49, United States Code, is amended in paragraph (2) of subsection (j), by striking "shall transfer" and inserting "may transfer".

[SEC. 154. Notwithstanding section 22909(c) of title 49, United States Code, eligible recipients for funds made available for the "Railroad Crossing Elimination Program" for fiscal year 2026 in title VIII of division J of the Infrastructure Investment and Jobs Act (Public Law 117-58) shall include nonprofit organizations.]



**Exhibit IV-1: Research, Development, and Technology (RD&T) Budget Authority**

**Federal Railroad Administration  
 FY 2027 Research, Development, & Technology Budget Authority  
 (\$000)**

Budget Account	FY 2025 Enacted	FY 2026 Enacted	FY 2027 President's Budget	Applied	Technology Transfer	Facilities	Experimental Development	Major Equipment, R&D Equipment
<b>Railroad Research and Development</b>	<b>54,000</b>	<b>40,000</b>	<b>26,200</b>	<b>17,592</b>	<b>884</b>	<b>3,000</b>	<b>3,772</b>	<b>952</b>
Track	12,550	8,850	6,078	6,078	0	0	0	0
Rolling Stock	11,900	9,600	5,812	4,491	0	0	1,321	0
Train Control and Communication	6,650	6,600	3,904	3,460	0	0	444	0
Human Factors	7,050	5,720	3,406	2,721	0	0	685	0
Railroad Systems Issues	15,850	9,230	7,000	841	884	3,000	1,323	952
<b>Safety and Operations</b>	<b>6,651</b>	<b>6,651</b>	<b>5,476</b>	<b>4,506</b>	<b>0</b>	<b>0</b>	<b>970</b>	<b>0</b>
Administrative	6,651	6,651	5,476	4,506	0	0	970	0
<b>Total R&amp;D Funding, all appropriations</b>	<b>60,651</b>	<b>46,651</b>	<b>31,676</b>	<b>22,098</b>	<b>884</b>	<b>3,000</b>	<b>4,742</b>	<b>952</b>



**FEDERAL RAILROAD ADMINISTRATION  
RESEARCH, DEVELOPMENT, AND TECHNOLOGY (RD&T)**

**RD&T PROGRAM NAME: TRACK RESEARCH PROGRAM**

**Objectives:** The Track Research Program conducts scientific and engineering research to reduce track-caused derailments and improve railroad safety. It especially aims to prevent high-consequence derailments that cause loss of human life and significant damage to communities and property.

**Fiscal Year 2025: \$12.55 million**

In FY 2025, the Track Research Program's focus was on four broad objectives: (1) understand the root causes of track-related derailments and develop ways to prevent these derailments; (2) improve how FRA and the industry inspect track and structures; (3) improve how FRA and the industry assess safety risk for track; and (4) develop a more productive, knowledgeable, and capable workforce.

The Track Research Program also adjusted its program and research areas to better align with the specific causes of track-related derailments and to eliminate overlap between the current research areas. Its five program and research areas will be: (1) Derailment Prevention – Derailment Mechanisms; (2) Derailment Prevention – Track Component Failures; (3) Risk Assessment and Predictive Intelligence – Technology Performance Assessment and Use; (4) Risk Assessment and Predictive Intelligence – Risk Analysis; (5) Research Support – Field Testing and Technical Expertise.

FY 2025 activities continued to focus on track-caused derailments. Work to prevent roadbed failures used satellite monitoring, ground-penetrating radar, and an array of other new technologies to identify locations prone to weather-related issues such as washouts and landslides. Projects to identify locations at risk of track buckles advanced the development of new technologies while also conducting research to quantify the track's lateral strength and promote proper rail management. Gage ruptures typically result from fastener or tie failures, so efforts focused on detecting components at risk of failure and improving the strength of the components, particularly concrete ties often used in high-speed service. Research on rail failures focused on producing better welds and developing better inspection systems. Work on failures of other track structures such as bridges, catenary, and special trackwork were also undertaken. Work continued to develop more accurate simulation models to explore the interaction of rail vehicles with the track and examined whether existing thresholds should be changed. Research also explored frameworks to determine how safety risk is affected by changes in inspection methods and frequencies, particularly when manual and automated methods are combined.

**Fiscal Year 2026: \$8.85 million**

In FY 2026, the Track Research Program will continue to advance its four objectives. Work will focus on identifying all the relevant variables associated with the different types of derailments and determining how much each variable contributes to causing a derailment. Efforts are expected to lead to the development and improvement of test beds, measurement systems, and analytical methods that the industry relies upon. Research will seek to define the loads applied to the track and its components and find ways to reduce those forces. Projects will focus on quantifying how quickly the strength of the track and its components changes with rail traffic

and degradation of the subgrade and ballast. Work will explore appropriate fitness for service thresholds that produce the best state-of-good-repair. Projects will also focus on developing ways to assess how well intelligent inspection systems, including AI- and machine-learning-based instrumentation, can reliably detect track issues. Research will investigate the best use cases for such intelligent inspection systems and how their adoption affects the safety of the track.

**Fiscal Year 2027: \$6.08 million**

In FY 2027, the Track Research Program will continue to advance its four objectives. FRA plans to continue studying how to prevent derailments caused by gage rupture, rail rollover, track buckling, and wheel climb. For each derailment mechanism, including derailments resulting from rail failures, roadbed failures, special trackwork issues, and bridge failures, research activities may include characterizing track strength, characterizing applied loads, determining a fitness-for-service threshold, quantifying track strength degradation, and determining ways to reduce applied loads. Planned activities will also include developing ways to assess how well intelligent systems, including AI- and machine-learning-based instrumentation, can reliably detect track issues. Research will explore the most appropriate use cases for these intelligent inspection systems and conduct field demonstrations.

**RD&T PROGRAM NAME: ROLLING STOCK RESEARCH PROGRAM**

**Objectives:** The focus of the Rolling Stock Research Program (RS) is to reduce derailments due to equipment failures, minimize the consequences of derailments, and minimize hazardous material (HazMat) releases to improve railroad safety. The program also investigates the safety of emerging propulsion systems.

**Fiscal Year 2025: \$11.90 million**

RS worked to begin restoring and improving test systems at the Transportation Technology Center's (TTC) Rail Dynamics Laboratory. This includes restoration of the Mini-Shaker Unit, Simuloder Unit, Squeeze Test Fixture, and Vibration Test Unit to functional capabilities. RS also advanced efforts to establish new wayside equipment testing capabilities at TTC. Research also investigated the potential use of state-of-the-art nondestructive evaluation methodologies for rolling stock components. Corrosion, puncture resistance, and top fittings protection of tank car performance was reviewed. In addition, RS continued to study train makeup, train operations, and train handling developments to address non-ideal operating conditions, including undulating terrain and cold weather, high buff and draft forces under undulating territories, and train handling of 200-car trains or longer. Moreover, RS continued its examination of crash energy management, rolling contact fatigue, bearing grease failure modes, passenger emergency egress, wheeled mobility device access, window glazing systems, and the development of a Wireless Digital Train Line.

**Fiscal Year 2026: \$9.60 million**

RS will investigate new wayside and onboard car inspection technologies to provide stakeholders with information on rolling stock performance and component condition. RS will expand its understanding of train operations and performance in non-optimal conditions, including undulating terrain and cold weather. RS will continue to research malfunctioning or poorly performing equipment and components, including brake systems, reduce limitations of detection

devices to monitor conditions, detect defects and prevent failures. In addition, RS will continue studying the passenger railcar failure modes in rollover events and continue the development of a tool for assessing connectedness efficiency for intelligent rail network infrastructure. The safety and efficacy of new propulsion technologies being introduced and adopted in the railroad industry will also be examined, such as hydrogen, natural gas, and high-energy battery storage systems.

**Fiscal Year 2027: \$5.81 million**

RS is committed to leveraging American ingenuity to advance the safety and efficiency of rail transportation and infrastructure. RS Research Program is critical to FRA’s mission driving innovation across multiple critical areas.

RS will advance safety in hazardous material transportation, focusing on innovation in rail tank car thermal protection system and crashworthiness in support of President Trump’s Executive Order 14154, titled “Unleashing American Energy.” Energy products are best transported by rail, and additional research is needed to reduce or eliminate unintended release of energy products during derailments. RS will continue to investigate the safety of new innovative emerging technologies for rail propulsion being adopted in the railroad industry.

Furthermore, RS will advance and innovate automated inspection technologies for passenger and freight rolling stock, specifically wayside and onboard rail car inspection technologies that provide stakeholders with timely information on rolling stock equipment and component health and performance. Wayside and onboard defect detection technologies enhance both safety of rail equipment and infrastructure through early defect detection in rolling stock and track. Integration of defect detection systems into the rail infrastructure is vital for advancing rail safety. Crucially, RS will actively engage both the freight and passenger sectors in the development of innovative and performance-based safety standards for automated inspection technologies.

To further bolster safety and reliability, RS will continue to research failure modes and source of component defects, including brake systems, wheels, axles, and more. RS will expand its understanding of very long train operations and their performance in normal revenue service and non-optimal conditions. In addition, RS will continue studying the passenger railcar failure modes in side impact and rollover events.

In alignment with DOT priorities for modern and adaptable regulatory framework, RS will collaborate within DOT to evaluate the efficacy and efficiency of current safety regulations ensuring the regulations address new innovations in rail operations and continue to unleash the power of American ingenuity for a safer, more robust rail transportation system.

**RD&T PROGRAM NAME: TRAIN CONTROL AND COMMUNICATION RESEARCH PROGRAM**

**Objectives:** Train Control and Communication Research Program (TC&C) objectives are to improve railroad operation safety, reduce train-to-train collisions and train collisions with objects on the line and at grade crossings, and prevent trespassing. This program adapts innovative and emerging technologies from other industries to support its mission and provides stakeholders the benefits of its research through technology transfer (T2).

### **Fiscal Year 2025: \$6.65 million**

In FY 2025, TC&C continued to support evolutionary and innovative technologies to ensure Positive Train Control (PTC) interoperability and reliability continue to evolve with the pace of technology development, and coordinate with industry to develop solutions to improve reliability, availability, and maintainability of deployed PTC systems. TC&C advanced projects to rehabilitate and upgrade the signaling, PTC, and grade crossings at TTC to increase site capabilities to support planned next generation train control research. It also continued evaluating alternative methods of broken rail detection that can support Next Generation Train Control (NGTC), such as Full Moving Block and Line of Road Remote Locomotive.

TC&C also sponsored research on new sensor, computer, and digital communications for train control, braking systems, grade crossings, and defect detection, as well as innovative technologies in automation, AI, and unmanned aerial vehicles to improve safety and reduce incidents around railroad operations. For grade crossing safety, TC&C continued to develop technologies and tools to improve warning devices and integrate grade crossing locations into mapping devices and continue working on digitizing all U.S. grade crossings for use by other researchers and Federal, State, and local agencies. The digitization of crossings is being carried out using LiDAR and photogrammetry techniques. Finally, TC&C continued the Grade Crossing Testbed Feasibility Study and plan for the next steps in its implementation.

### **Fiscal Year 2026: \$6.60 million**

TC&C will continue the development and testing of NGTC technologies to improve the safety, efficiency, and capacity of the rail network. TC&C will continue the development of hazard-sensing solutions and associated industry standards, as well as upgrade testing infrastructures and systems at TTC to support rail industry research and development needs. In addition, TC&C will research advanced methods of track-circuit-based and mobile rail break detection to support moving block operations and develop technologies and tools to improve warning devices and integrate grade crossing locations into mapping devices. TC&C will continue to investigate how 5G cellular wireless communication capability can advance connected autonomous vehicle research. Also, the program will continue to explore design options for a new grade crossing testbed at TTC as part of its research activities. Finally, TC&C expects to complete a new grade crossing portal where 3D grade crossing scans and other new dashboards will be made available to the public.

### **Fiscal Year 2027: \$3.90 million**

TC&C, in coordination with the railroad industry, will continue the development and testing of Full Moving Block (FMB) communication-based train control to improve the safety, efficiency, and capacity of the rail network. This includes testing 802.16T communication protocol, adopted by the AAR as a standard communication protocol for variety of applications. Also, TC&C will test restricted speed PTC enforcement, potentially in yard and terminal operation, and testing the integration of wayside hazard sensors with NGTC enforceable by PTC. TC&C will test the performance and throughput of the 900/450/160 MHz spectrum optimizations and channel halving (narrow banding) planned by the industry. TC&C will investigate opportunities in applying AI/ML to mobile rail break detection and NGTC and ATO using the vast train trip data (under PTC control) collected by the railroads.

TC&C will further develop and test grade crossing occupation prediction and the integration of grade crossing protection system with highway side communication systems to improve safety and traffic flow around occupied grade crossing. Finally, TC&C expects to further enhance the benefits of the grade crossing LiDAR scan files through data analysis to identify trends to optimize maintenance and failure predictions.

### **RD&T PROGRAM NAME: HUMAN FACTORS RESEARCH PROGRAM**

**Objectives:** The Human Factors Research Program (HF) improves rail safety by examining the interactions of human operators with railroad systems, reducing the potential for human error in railroad operations. HF considers the railroad from a human-centered point of view by studying how the whole system influences the way people behave and interact with the railroad. The program develops decision support and planning tools, assesses automation and human-machine interface designs; and works with stakeholders to improve safety culture. HF also conducts research on highway-rail grade crossing safety and trespass and suicide prevention.

#### **Fiscal Year 2025: \$7.05 million**

HF continued research on in-vehicle auditory alerts and the Rail Crossing Violation Warning (RCVW) system for vehicles approaching grade crossings. FRA also continued operation and maintenance of the Cab Technology Integration Laboratory (CTIL) simulator, a full-scale locomotive cab used to conduct human subjects research. Further, HF explored research partnerships with industry stakeholders and academia on new human-machine interface (HMI) technology and systems engineering. Research on human-automation teaming was conducted to better understand the possible roles that humans and automation can play in driving and situational awareness with the help of systems with embedded AI. Studies on human fatigue, highway-rail grade crossings, railroad trespass, suicide prevention, and data sharing were extended, and support continued for the Short Line Safety Institute (SLSI).

#### **Fiscal Year 2026: \$5.72 million**

In FY 2026, HF will focus on continued research testing protocols for rail systems with embedded AI; examining new technologies and engaging stakeholders to improve safety at grade crossings and reduce trespass and suicide incidents on rail rights-of-way; and working through industry partnership programs to improve safety culture in the railroad industry.

In addition, HF will continue to collaborate with DOT Virtual Open Innovation Collaborative for Safety program. Research related to railroad worker and operator performance, fatigue, stress, and sleep will also be expanded.

#### **Fiscal Year 2027: \$3.41 million**

In FY 2027, HF will continue to consider the railroad from a human-centered point of view by studying how the whole system influences the way people behave and interact with the railroad. HF will collaborate with researchers in other divisions, offices, and the industry to conduct railroad safety research. Railroad safety research requires an understanding of human factors causes of railroad safety problems and their possible solutions, from the design of safety devices on tank cars and other rolling stock to the development of new track inspection technologies and train control and communications systems. HF will continue to advocate and demonstrate the

value of human factors requirements and concepts in system design to increase the effectiveness and efficiency of work; reduce human error, fatigue and stress; and enhance safety.

**RD&T PROGRAM NAME: RAILROAD SYSTEMS ISSUES RESEARCH PROGRAM**

**Objectives:** The Railroad Systems Issues Research Program (RSI) conducts research to address national and DOT safety priorities; cross-cutting technologies and programs that advance railroad safety broadly; directed safety programs; the Rail Research and Development Center of Excellence; and improvements at TTC.

**Fiscal Year 2025: \$15.85 million**

In partnership with the Transportation Research Board (TRB), the ongoing Rail Safety Innovations Deserving Exploratory Analysis (IDEA) project solicits innovation, ideas, and advanced technology in railroad safety. RSI continued the study and development of a grade crossing testbed at TTC, and considered other necessary investment in facilities, equipment, and instrumentation to support upcoming research and testing needs.

Part of the RSI budget involves supporting FRA's Office of Railroad Safety. All RD&T divisions support the Office of Railroad Safety by providing subject matter expertise, research, data, and tools to improve railroad safety and reduce accidents and incidents, and the Office of Railroad Safety provides ongoing insight into research needs throughout the year. RD&T needs the ability to support requests for research and expertise for time-sensitive safety issues.

RSI continued to oversee the Rail Research and Development Center of Excellence (CoE) grant, as authorized by the IIJA. The Center is advancing research and development that improves the safety, efficiency, and reliability of passenger and freight rail transportation. The CoE grants may be awarded to institutions of higher education or consortiums of nonprofit institutions of higher education.

**Fiscal Year 2026: \$9.23 million**

In FY 2026, RSI will continue supporting the Office of Railroad Safety in assessing immediate and emerging railroad safety concerns. In addition, RSI will support the development of accessibility standards for rail vehicles. RSI will continue to enhance and expand TTC capabilities through strategic investment in existing facilities, equipment, and instrumentation to support upcoming research and testing needs, and address the site's aging infrastructure and deferred maintenance needs, as funding for the repair and rehabilitation of buildings and facilities in FY 2026 allows. Funding in FY 2026 will address the deteriorated water and electrical distribution systems at the site, which are critical to maintaining operations and TTC to continue research and training activities.

**Fiscal Year 2027: \$7.00 million**

RSI will focus efforts on integrating cross-cutting technologies that involve multiple traditional railroad disciplines to identify opportunities where new skills and capabilities are needed to maximize effectiveness, technologies such as on-board sensors, NGTC, and automated inspection technologies using AI and ML.

RSI will maintain the capability to support RRS with timely response to address emergent safety requirements.

RSI will fund the Rail Research and Development Center of Excellence grant to continue leading edge railroad safety research and develop capacity to support future transformative railroad safety research.

In FY 2027, RSI will fund TTC infrastructure improvements to attain a state of good repair that ensures research and training activities will continue without interruption and support growth in services.



**FY 2027 INFORMATION TECHNOLOGY BUDGET REQUEST  
FEDERAL RAILROAD ADMINISTRATION  
BUDGET AUTHORITY  
(\$000)**

<b>Budget Account</b>	<b>FY 2025 Enacted</b>	<b>FY 2026 Enacted</b>	<b>FY 2027 President's Budget</b>
<b>Safety and Operations</b>	<b>\$27,053</b>	<b>\$29,303</b>	<b>\$24,888</b>
<i>Shared Services WCF</i>	<i>\$16,943</i>	<i>\$16,953</i>	<i>\$17,214</i>
<i>Modal IT</i>	<i>\$10,110</i>	<i>\$12,350</i>	-
<i>Modal IT WCF</i>	-	-	<i>\$7,674</i>
<b>Financial Assistance Oversight and Technical Assistance*</b>	<b>\$835</b>	<b>\$1,500</b>	<b>\$1,966</b>
<i>Modal IT</i>	<i>\$835</i>	<i>\$1,500</i>	-
<i>Modal IT WCF</i>	-	-	<i>\$1,966</i>
<b>Total</b>	<b>\$27,888</b>	<b>\$30,803</b>	<b>\$26,854</b>

*\*Amounts from the Financial Assistance Oversight and Technical Assistance account are funded from prior year balances of annual funding and IIJA advance appropriations.*

The FY 2027 President's Budget proposes **\$26.85 million** for the Federal Railroad Administration's (FRA) information technologies (IT) that support the full spectrum of the agency's programs as well as the Department's initiative to transform and consolidate the management of IT solutions centrally by the Office of the Chief Information Officer (OCIO).

***IT Shared Services through the Working Capital Fund (WCF)***

OCIO will continue to provide all modes with IT Shared Services in FY 2027 to achieve economies of scale and increase consistency of cybersecurity protections across the Department. IT Shared Services include IT functions and activities dedicated to basic support services, including network operations, end-user computing, telecommunications services, and server operations.

- FRA requests **\$17.21 million** from the Safety and Operations account for IT Shared Services. FRA's share was based on actual IT consumption in prior years as well as planned future consumption. FRA will only be charged for services rendered.

***Modal IT through the WCF***

The following major mission-critical IT systems will be maintained for FRA through the WCF in FY 2027. This list is only a subset of all IT systems that support FRA and are reported in OMB's Comprehensive Information Management System (CIMS).

- **Railroad Safety Information System (RSIS)** - FRA requests **\$1.50 million** from Safety and Operations for operation and maintenance (O&M) of RSIS, which is

FRA's principal data collection and monitoring system for railroad safety. It is accessed by both internal and external users and includes the collection and processing of railroad safety data dating back to 1975. FRA is mandated to collect and maintain this information. This data is used by FRA inspectors and other safety staff to focus on specific inspection functions and activities across the Nation's rail system to reduce accidents and injuries. RSIS supports FRA's fundamental safety mission through data and data-driven decision-making processes; enables analysis of safety data for identification of safety issues and trends, prioritization of programs, regulatory reform, and resource planning; enables risk analysis and quiet zone establishment; supports policies and research (R&D) throughout the rail industry; integrates with the Rail Compliance System program; and provides the authoritative safety data source.

- **Automated Track Inspection Program (ATIP)** - FRA requests **\$1.00 million** from Safety and Operations for development, modernization, and enhancement (DME) and O&M of ATIP, which helps to increase safety on America's railroads. ATIP consists of a fleet of track geometry survey cars and track geometry data acquisition and processing systems. Each survey car provides an instrumentation platform containing the track geometry data acquisition system. The data produced by the survey cars are used to monitor compliance with Federal Track Safety Standards. Data collected and provided to the railroads can also help them efficiently plan and monitor their system maintenance programs. Using advanced electronic sensing and data processing, the survey cars can collect track geometry data while traveling at high speeds.
- FRA requests **\$5.17 million** from Safety and Operations and **\$1.97 million** from Financial Assistance Oversight and Technical Assistance for DME and O&M for FRA's other IT support and systems, such as Railroad Safety Inspection Tools, GrantSolutions, Railroad Network Systems, Web Information Services, Business Intelligence, and Rail Compliance System.

**EXHIBIT VI  
HISTORY OF APPROPRIATIONS, FY 2017 - 2026  
FEDERAL RAILROAD ADMINISTRATION**

Account	FY 2017	FY 2018	FY 2019	FY 2020 <sup>2/</sup>	FY 2021 <sup>4/</sup>	FY 2022 <sup>6/</sup>	FY 2023 <sup>8/</sup>	FY 2024 <sup>10/</sup>	FY 2025 <sup>12/</sup>	FY 2026 <sup>13/</sup>
Safety and Operations	218,298	221,698	221,698	224,448	234,905	240,757	250,449	267,799	267,799	264,761
Railroad Research and Development	40,100	40,600	40,600	40,600	41,000	43,000	44,000	54,000	54,000	40,000
Railroad Research and Development (rescissions)										(1,008) <sup>14/</sup>
Consolidated Rail Infrastructure and Safety Improvements	68,000	592,547	255,000	325,000	375,000	1,625,000	1,560,000	1,198,958	1,100,000	1,117,426
Consolidated Rail Infrastructure and Safety Improvements (rescissions)										(5,000) <sup>14/</sup>
Federal-State Partnership for Intercity Passenger Rail	25,000	250,000	400,000	200,000	200,000	7,300,000	7,300,000	7,275,000	7,275,000	6,977,000
Restoration and Enhancement Grants	5,000	20,000	5,000	2,000	4,720					
Magnetic Levitation Technology Deployment Program			10,000	2,000	2,000					
Magnetic Levitation Technology Deployment Program (rescissions)										(14,000) <sup>14/</sup>
Railroad Crossing Elimination Program										
Northeast Corridor Grants to the National Railroad Passenger Corporation						600,000	600,000	600,000	600,000	600,000
Northeast Corridor Grants to the National Railroad Passenger Corporation (rescissions)	328,000	650,000	650,000	1,192,000	2,325,819	2,074,501	2,460,000	2,341,442	2,341,442	2,050,000
Northeast Corridor Grants to the National Railroad Passenger Corporation (rescissions)							(1,000) <sup>9/</sup>			
National Network Grants to the National Railroad Passenger Corporation	1,167,000	1,291,600	1,291,600	1,826,000	2,374,181	4,656,870	4,393,000	4,486,321	4,486,321	4,777,000
National Network Grants to the National Railroad Passenger Corporation (rescissions)							(1,000) <sup>9/</sup>			(77) <sup>14/</sup>
Capital and Debt Service Grants to the National Railroad Passenger Corporation (rescissions)					(10,458) <sup>3/</sup>					
Grants to the National Railroad Passenger Corporation	13,480 <sup>1/</sup>									
Grants to the National Railroad Passenger Corporation (rescissions)										
Railroad Safety Grants (rescissions)						(1,715) <sup>7/</sup>	(1,610) <sup>9/</sup>	(1) <sup>11/</sup>		(0) <sup>14/</sup>
Railroad Safety Technology Program (rescissions)					(613) <sup>5/</sup>			(81) <sup>11/</sup>		(795) <sup>14/</sup>
Rail Line Relocation and Improvement Program (rescissions)					(12,650) <sup>5/</sup>		(1,811) <sup>9/</sup>			
Next Generation High-Speed Rail (rescissions)					(3,035) <sup>5/</sup>			(0) <sup>11/</sup>		
Northeast Corridor Improvement Program (rescissions)								(126) <sup>11/</sup>		
Capital Assistance to States - Intercity Passenger Rail Grant Program (rescissions)					(10,165) <sup>5/</sup>					(292) <sup>14/</sup>
Capital Assistance for High Speed Rail Corridors and Intercity Passenger Rail Service (rescissions)						(13,327) <sup>7/</sup>		(53,118) <sup>11/</sup>		(928,630) <sup>14/</sup>
Railroad Rehabilitation and Improvement Financing Program (discretionary)		25,000								
Railroad Rehabilitation and Improvement Financing Program (mandatory)	1,809	100,371	60,811							
<b>Total FRA Budget Authority</b>	<b>1,866,687</b>	<b>3,191,816</b>	<b>2,951,709</b>	<b>3,812,048</b>	<b>5,520,704</b>	<b>16,525,086</b>	<b>16,602,028</b>	<b>16,170,194</b>	<b>16,124,562</b>	<b>14,876,385</b>

**Notes:**

- 1/ In FY 2017, \$13.48M from the Disaster Relief Appropriations Act of FY 2013 (P.L. 113-2) was transferred from FTA to FRA for the MTA/LIRR River to River Rail Resilience project, which was an area impacted by Hurricane Sandy.
- 2/ FY 2020 amounts are the Enacted Budget plus supplemental funds. The CARES Act (COVID-19) provided \$0.25M to Safety & Operations, \$492M to Northeast Corridor Grants to Amtrak, and \$526M to National Network Grants to Amtrak.
- 3/ In FY 2020, the Railroad Rehabilitation and Improvement Financing Program accounts moved to the Office of the Secretary.
- 4/ FY 2021 amounts are the Enacted Budget plus COVID-19 supplemental funds. Supplemental funds from the Coronavirus Response and Relief Supplemental Appropriations (CRRSA) Act include \$655,431,000 for Northeast Corridor Grants to Amtrak and \$344,569,000 to National Network Grants to Amtrak. Supplemental funds from the American Rescue Plan (ARP) Act include \$970,388,160 for Northeast Corridor Grants to Amtrak and \$729,611,840 to National Network Grants to Amtrak.
- 5/ The Consolidated Appropriations Act, 2021 (P.L. 116-260) includes the following rescissions of prior year unobligated balances: \$10,458,135.54 from Capital and Debt Service Grants to the National Railroad Passenger Corporation, \$613,252.29 from Rail Safety Technology Program, \$10,164,885.13 from Intercity Passenger Rail Grant Program, \$16,650,365.14 from Rail Line Relocation and Improvement, and \$3,034,848.52 from Next Generation High-Speed Rail.
- 6/ FY 2022 amounts are the Enacted Budget plus \$13.2B of supplemental funds from the Infrastructure Investment and Jobs Act (IIJA) of \$1.2B for Amtrak Northeast Corridor, \$3.2B for Amtrak National Network, \$1.0B for Consolidated Rail Infrastructure and Safety Improvements, \$7.2B for Federal-State Partnership for Intercity Passenger Rail, and \$0.6B for Railroad Crossing Elimination. This column excludes any transfers of carryover, regular, and/or supplemental appropriations to the Financial Assistance Oversight and Technical Assistance account.
- 7/ The Consolidated Appropriations Act, 2022 (P.L. 117-103) includes the following rescissions of prior year unobligated balances: \$1,715,141.34 from Railroad Safety Grants and \$13,327,006.39 from Capital Assistance for High Speed Rail Corridors and Intercity Passenger Rail Service.

8/ FY 2023 amounts are the Enacted Budget plus \$13.2B of supplemental funds from the Infrastructure Investment and Jobs Act (IIJA) of: \$1.2B for Amtrak Northeast Corridor, \$3.2B for Amtrak National Network, \$1.0B for Consolidated Rail Infrastructure and Safety Improvements, \$7.2B for Federal-State Partnership for Intercity Passenger Rail, and \$0.6B for Railroad Crossing Elimination. This column excludes any transfers of carryover, regular, and/or supplemental appropriations to the Financial Assistance Oversight and Technical Assistance account.

9/ The Consolidated Appropriations Act, 2023 (P.L. 117-328) includes the following rescissions of prior year unobligated balances: \$1,610,000.00 from Railroad Safety Grants and \$1,811,124.16 from Rail Line Relocation and Improvement Program. The Fiscal Responsibility Act of 2023 (P.L. 118-5) includes the following rescissions of prior year unobligated balances: \$1,000,000.00 from Amtrak Northeast Corridor and \$1,000,000.00 from Amtrak National Network.

10/ FY 2024 amounts are the Enacted Budget plus \$13.2B of supplemental funds from the Infrastructure Investment and Jobs Act (IIJA) of: \$1.2B for Amtrak Northeast Corridor, \$3.2B for Amtrak National Network, \$1.0B for Consolidated Rail Infrastructure and Safety Improvements, \$7.2B for Federal-State Partnership for Intercity Passenger Rail, and \$0.6B for Railroad Crossing Elimination. This column excludes any transfers of carryover, regular, and/or supplemental appropriations to the Financial Assistance Oversight and Technical Assistance account.

11/ The Consolidated Appropriations Act, 2024 (P.L. 118-47) includes the following rescissions of prior year unobligated balances: \$126,348.00 from Northeast Corridor Improvement Program, \$81,257.66 from Railroad Safety Grants, \$53,118,096.83 from Capital Assistance for High Speed Rail Corridors and Intercity Passenger Rail Service, \$94.94 from Next Generation High-Speed Rail, and \$678.16 from Grants to the National Railroad Passenger Corporation.

12/ FY 2025 amounts are the Enacted Budget plus \$13.2B of supplemental funds from the Infrastructure Investment and Jobs Act (IIJA) of: \$1.2B for Amtrak Northeast Corridor, \$3.2B for Amtrak National Network, \$1.0B for Consolidated Rail Infrastructure and Safety Improvements, \$7.2B for Federal-State Partnership for Intercity Passenger Rail, and \$0.6B for Railroad Crossing Elimination. This column excludes any transfers of carryover, regular, and/or supplemental appropriations to the Financial Assistance Oversight and Technical Assistance account.

13/ FY 2026 amounts are the Enacted Budget plus a net \$12.892B of supplemental funds from the Infrastructure Investment and Jobs Act (IIJA) of: \$1.2B for Amtrak Northeast Corridor, \$3.2B for Amtrak National Network, net \$0.98B for Consolidated Rail Infrastructure and Safety Improvements (\$1.0B minus a \$20M transfer out), net \$6.912B for Federal-State Partnership for Intercity Passenger Rail (\$7.2B minus a \$288M transfer out), and \$0.6B for Railroad Crossing Elimination. This column excludes any transfers of carryover, regular, and/or supplemental appropriations to the Financial Assistance Oversight and Technical Assistance account.

14/ The Consolidated Appropriations Act, 2026 (P.L. 119-75) includes the following rescissions of prior year unobligated balances: \$1,008,385.00 from Railroad Research and Development, \$5,000,000 from Consolidated Rail Infrastructure and Safety Improvements, \$14,000,000.00 from Magnetic Levitation Technology Deployment Program, \$76,633.70 from National Network Grants to the National Railroad Passenger Corporation, \$20.00 from Grants to the National Railroad Passenger Corporation, \$795,331.70 from Railroad Safety Grants, \$292,181.41 from Intercity Passenger Rail Grant Program, and \$928,629,912.54 from Capital Assistance for High Speed Rail Corridors and Intercity Passenger Rail Service.