U.S. Department
of Transportation

BUDGET ESTIMATES

FISCAL YEAR 2026

FEDERAL RAILROAD ADMINISTRATION

SUBMITTED FOR THE USE OF
THE COMMITTEES ON APPROPRIATIONS

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FY 2026 PRESIDENT'S BUDGET JUSTIFICATION

TABLE OF CONTENTS

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 Department of Transportation is at the forefront of President Trump's mandate to build big, beautiful infrastructure across America. The FY 2026 President's Budget requests $3.2 billion for FRA to make data-driven safety improvements, rationally invest in passenger and freight corridors based on market demands, and unleash technological innovations in the railroad industry.

The $3.2 billion proposed in the FY 2026 President's Budget includes:

- **$268.0 million for Safety and Operations** to reinforce FRA's safety and development mission, and support the agency's general operations. These funds will maintain FRA's core safety inspection, audit, and oversight programs, which includes more than 650 personnel in FRA's Office of Railroad Safety. The FY 2026 President's Budget also includes funding to address grade crossing safety and trespassing, strengthen drug and alcohol testing programs, and increase inspection coverage and enhance the technical capabilities of the Automated Track Inspection Program (ATIP).

- **$500.0 million for the Consolidated Rail Infrastructure and Safety Improvements (CRISI) program** to meet the persistent outsized application demands of the program. CRISI epitomizes how the public-private partnership model works in transportation by leveraging a mix of private, state, and local match sources to amplify the impacts of Federal funding. The program supports a wide range of eligible applicants and projects to improve the safety, efficiency, and reliability of both freight and intercity passenger rail.

- **$2.4 billion for Amtrak's** base operating, capital, and debt service requirements. These funds will sustain the operations of Amtrak's Northeast Corridor, State-Supported, and Long Distance services, and support FRA and Amtrak efforts to maximize revenue and contain expenses.

- **$44.0 million for Research and Development (R&D)** to advance research activities that provide the engineering and scientific foundation for FRA's safety oversight mission. R&D funds also support FRA engagement with the railroad industry to spur the

development and adoption of innovative technologies and practices to improve safety, operating efficiency, and the development and delivery of capital projects.

While the Department moves forward to implement the President's vision for infrastructure, simultaneously FRA's commitment to accountability and streamlining project development and delivery obstacles underpins the FY 2026 President's Budget. In just the first three months of the Trump Administration, FRA has worked to save taxpayers more than $320 million in today's dollars, which could have ballooned to billions of taxpayer waste down the road, including:

- Revising the scope of Amtrak's Dock Bridge Rehabilitation Project to focus on critical safety and reliability elements, while removing unnecessary aesthetic costs ($140 million in savings);[1]
- Cancelling the New York Metropolitan Transportation Authority's award for the New York Penn Station Reconstruction project and rescoping Amtrak's Penn Station award to focus on planning efforts that will allow for more efficient improvements while handling reconstruction and increased capacity as a single endeavor ($120 million in savings):[2]
- Terminating the Amtrak Texas High-Speed Rail Corridor (previously known as the Texas Central Railway project), which originated as a purely private venture, but became dependent on Amtrak and federal dollars for project development work as cost estimates dramatically increased ($63.9 million in savings);[3] and
- Initiating a review of the California High-Speed Rail project, where estimates to deliver the project have more than tripled since the project was first conceived.[4]

FRA will bring a similar level of scrutiny to all new projects funded with the proposed FY 2026 resources, including the $13.2 billion remaining from the final year of advance appropriations provided under the Infrastructure Investment and Jobs Act to ensure only the most meritorious projects are advanced.

[1] Federal Railroad Administration, Trump's Transportation Secretary Sean P. Duffy Saves Taxpayers $140 Million on NJ Dock Bridge Revitalization Project, April 22, 2025.

[2] Federal Railroad Administration, Trump's Transportation Secretary Sean P. Duffy Takes Control Federal Control of Penn Station Overhaul, Saves Taxpayers $120 Million, April 17, 2025.

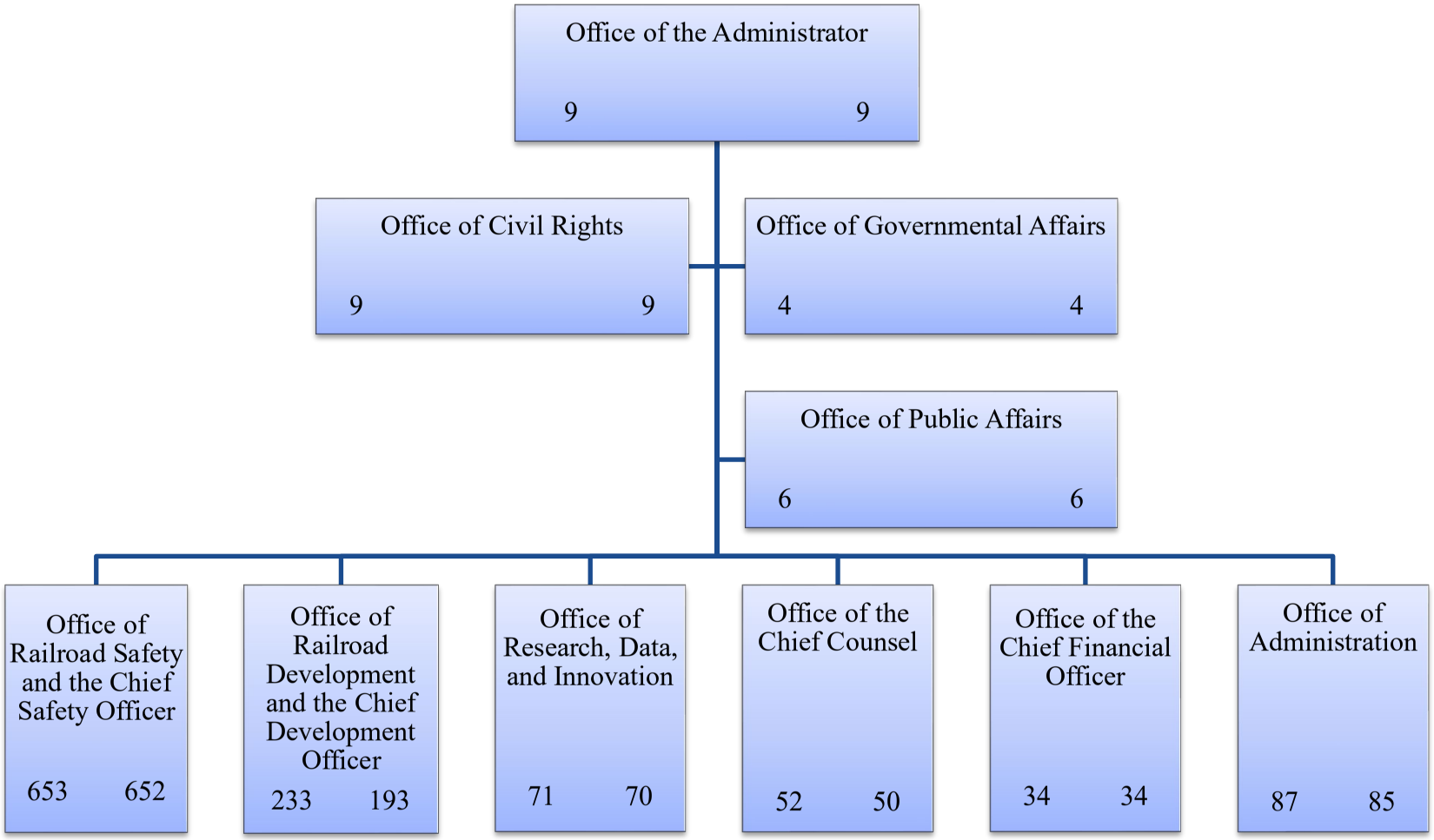
[3] Federal Railroad Administration, U.S. Transportation Secretary Sean P. Duffy Announces Agreement to Save Taxpayers Over $60 Million by Ending Grant for Texas High-Speed Rail Project, April 14, 2025.

[4] U.S. Department of Transportation, U.S. Transportation Secretary Duffy Announces Review of California High-Speed Rail Project, February 20, 2025.

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FY 2025 Organization Chart

1,158 Full-Time Positions (FTP); 1,112 Full-Time Equivalents (FTE)



DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FY 2026 Organization Chart

1,064 Full-Time Positions (FTP); 1,018 Full-Time Equivalents (FTE)

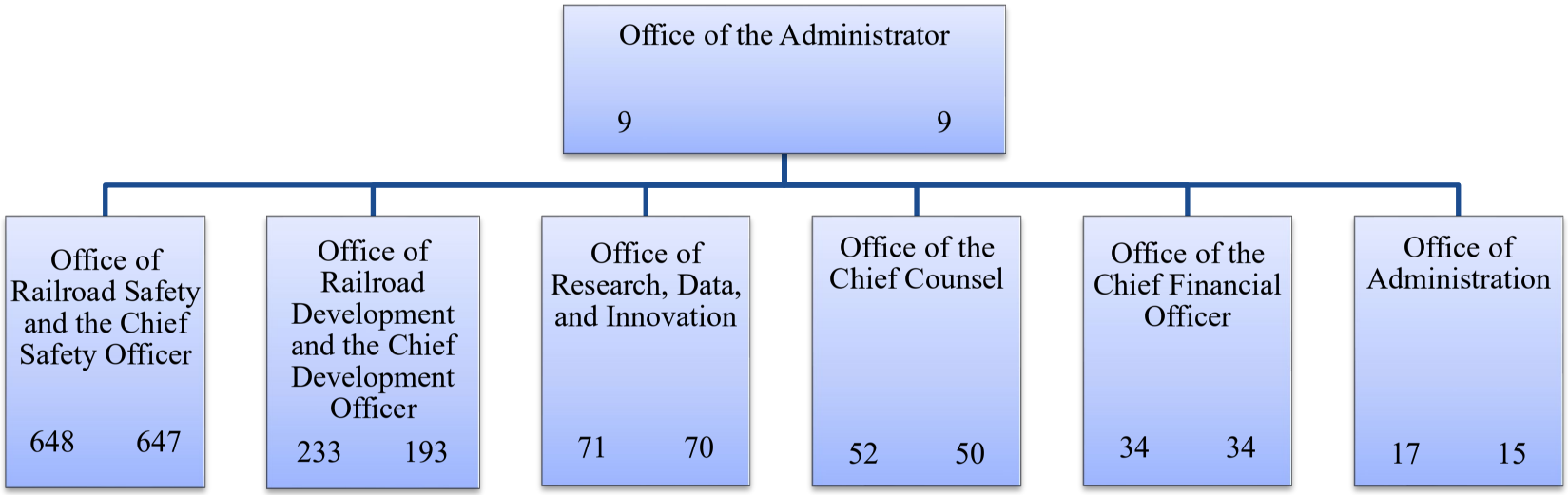


EXHIBIT II-1
FY 2026 BUDGET AUTHORITY
FEDERAL RAILROAD ADMINISTRATION
($000)

ACCOUNT NAME	M / D	(A) FY 2024 ENACTED	(B) FY 2025 ENACTED	(C) FY 2026 PRES. BUDGET
SAFETY AND OPERATIONS (GF)	D	267,799	267,799	268,000
RAILROAD RESEARCH AND DEVELOPMENT (GF)	D	54,000	54,000	44,000
NORTHEAST CORRIDOR GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION (GF)	D	1,135,735	1,135,735	845,750
Budget Authority		1,141,442	1,141,442	850,000
Transfers		(5,707)	(5,707)	(4,250)
NATIONAL NETWORK GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION (GF)	D	1,279,889	1,279,889	1,569,115
Budget Authority		1,286,321	1,286,321	1,577,000
Transfers		(6,432)	(6,432)	(7,885)
CONSOLIDATED RAIL INFRASTRUCTURE AND SAFETY IMPROVEMENTS (GF)	D	194,979	98,000	490,000
Budget Authority		198,958	100,000	500,000
Transfers		(3,979)	(2,000)	(10,000)
FEDERAL-STATE PARTNERSHIP FOR INTERCITY PASSENGER RAIL GRANTS (GF)	D	73,500	73,500	-
Budget Authority		75,000	75,000	-
Transfers		(1,500)	(1,500)	-
FINANCIAL ASSISTANCE OVERSIGHT AND TECHNICAL ASSISTANCE (GF)	D	17,618	15,639	22,135
Transfers		17,618	15,639	22,135
NORTHEAST CORRIDOR IMPROVEMENT PROGRAM (GF)	D	(126)	-	-
Rescissions		(126)	-	-
RAILROAD SAFETY GRANTS (GF)	D	(81)	-	-
Rescissions		(81)	-	-
GRANTS TO AMTRAK (GF)	D	(1)	-	-
Rescissions		(1)	-	-
CAPITAL ASSISTANCE FOR HSR CORRIDORS AND IPR SERVICE (GF)	D	(53,118)	-	-
Rescissions		(53,118)	-	-
NEXT GENERATION HSR (GF)	D	(0)	-	-
Rescissions		(0)	-	-

ACCOUNT NAME	M / D	(A) FY 2024 ENACTED	(B) FY 2025 ENACTED	(C) FY 2026 PRES. BUDGET
Gross New Budget Authority		**3,023,520**	**2,924,562**	**3,239,000**
Rescissions		**(53,326)**	**-**	**-**
Transfers		**-**	**-**	**-**
NET NEW BUDGET AUTHORITY REQUESTED:		**2,970,194**	**2,924,562**	**3,239,000**
[Discretionary BA]		2,970,194	2,924,562	3,239,000
Supplemental Funding				
IIJA Supplemental (Division J)		**13,199,010**	**13,199,010**	**13,199,010**
Northeast Corridor Grants to the National Railroad Passenger Corporation	D	1,200,000	1,200,000	1,200,000
National Network Grants to the National Railroad Passenger Corporation	D	3,200,000	3,200,000	3,200,000
Consolidated Rail Infrastructure and Safety Improvements	D	1,000,000	1,000,000	1,000,000
State of Good Repair/Federal-State Partnership for Intercity Passenger Rail Grants	D	7,200,000	7,200,000	7,200,000
Railroad Crossing Elimination Program	D	600,000	600,000	600,000
Financial Assistance Oversight And Technical Assistance - transfers [non-add] [1/]	D	198,000	198,000	198,000
Transfer to DOT Office of Inspector General	D	(495)	(495)	(495)
Transfer to Amtrak Office of Inspector General	D	(495)	(495)	(495)
Grand Total, All Appropriations		**16,169,204**	**16,123,572**	**16,438,010**

[1/] 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 anticipates the transfer of FY 2023 funds in FY 2026, as current and planned oversight expenses through FY 2025 are being funded from FY 2022 carryover balances.

EXHIBIT II-2
FY 2026 TOTAL BUDGETARY RESOURCES BY APPROPRIATION ACCOUNT
FEDERAL RAILROAD ADMINISTRATION
Appropriations, Obligation Limitations, and Exempt Obligations
($000)

ACCOUNT NAME	M / D	(A) FY 2024 ENACTED	(B) FY 2025 ENACTED	(C) FY 2026 PRES. BUDGET
SAFETY AND OPERATIONS (GF)	D	267,799	267,799	268,000
RAILROAD RESEARCH AND DEVELOPMENT (GF)	D	54,000	54,000	44,000
NORTHEAST CORRIDOR GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION (GF)	D	1,135,735	1,135,735	845,750
Budget Authority		1,141,442	1,141,442	850,000
Transfers		(5,707)	(5,707)	(4,250)
NATIONAL NETWORK GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION (GF)	D	1,279,889	1,279,889	1,569,115
Budget Authority		1,286,321	1,286,321	1,577,000
Transfers		(6,432)	(6,432)	(7,885)
CONSOLIDATED RAIL INFRASTRUCTURE AND SAFETY IMPROVEMENTS (GF)	D	194,979	98,000	490,000
Budget Authority		198,958	100,000	500,000
Transfers		(3,979)	(2,000)	(10,000)
FEDERAL-STATE PARTNERSHIP FOR INTERCITY PASSENGER RAIL GRANTS (GF)	D	73,500	73,500	-
Budget Authority		75,000	75,000	-
Transfers		(1,500)	(1,500)	-
FINANCIAL ASSISTANCE OVERSIGHT AND TECHNICAL ASSISTANCE (GF)	D	17,618	15,639	22,135
Transfers		17,618	15,639	22,135
NORTHEAST CORRIDOR IMPROVEMENT PROGRAM (GF)	D	(126)	-	-
Rescissions		(126)	-	-
RAILROAD SAFETY GRANTS (GF)	D	(81)	-	-
Rescissions		(81)	-	-
GRANTS TO THE NATIONAL PASSENGER RAILROAD CORPORATION (GF)	D	(1)	-	-
Rescissions		(1)	-	-
CAPITAL ASSISTANCE FOR HIGH-SPEED RAIL CORRIDORS AND INTERCITY PASSENGER RAIL SERVICE	D	(53,118)	-	-
Rescissions		(53,118)	-	-

ACCOUNT NAME	M / D	(A) FY 2024 ENACTED	(B) FY 2025 ENACTED	(C) FY 2026 PRES. BUDGET
NEXT GENERATION HSR (GF)	D	(0)	-	-
Rescissions		(0)	-	-
Gross New Budgetary Resources		**3,023,520**	**2,924,562**	**3,239,000**
Rescissions		**(53,326)**	**-**	**-**
Transfers		**-**	**-**	**-**
TOTAL BUDGETARY RESOURCES:		**2,970,194**	**2,924,562**	**3,239,000**
[Discretionary]		2,970,194	2,924,562	3,239,000
Supplemental Funding				
IIJA Supplemental (Division J)		**13,199,010**	**13,199,010**	**13,199,010**
Northeast Corridor Grants to the National Railroad Passenger Corporation	D	1,200,000	1,200,000	1,200,000
National Network Grants to the National Railroad Passenger Corporation	D	3,200,000	3,200,000	3,200,000
Consolidated Rail Infrastructure and Safety Improvements	D	1,000,000	1,000,000	1,000,000
Federal-State Partnership for Intercity Passenger Rail Grants	D	7,200,000	7,200,000	7,200,000
Railroad Crossing Elimination Program	D	600,000	600,000	600,000
Financial Assistance Oversight And Technical Assistance - transfers [non-add]	D	198,000	198,000	198,000
Transfer to DOT Office of Inspector General	D	(495)	(495)	(495)
Transfer to Amtrak Office of Inspector General	D	(495)	(495)	(495)
Grand Total, All Appropriations		**16,169,204**	**16,123,572**	**16,438,010**

[1/] 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 anticipates the transfer of FY 2023 funds in FY 2026, as current and planned oversight expenses through FY 2025 are being funded from FY 2022 carryover balances.

EXHIBIT II-4
FY 2026 OUTLAYS
FEDERAL RAILROAD ADMINISTRATION
($000)

ACCOUNT NAME	M / D	(A) FY 2024 ENACTED	(B) FY 2025 ENACTED	(C) FY 2026 PRES. BUDGET
SAFETY AND OPERATIONS	D	284,446	274,000	268,000
RAILROAD RESEARCH AND DEVELOPMENT	D	34,577	50,000	51,000
NORTHEAST CORRIDOR GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION	D	1,131,740	1,135,000	848,000
NATIONAL NETWORK GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION	D	1,280,085	1,276,000	1,566,000
CONSOLIDATED RAIL INFRASTRUCTURE AND SAFETY IMPROVEMENTS	D	162,246	153,000	258,000
FEDERAL-STATE PARTNERSHIP FOR INTERCITY PASSENGER RAIL	D	64,763	168,000	233,000
FINANCIAL ASSISTANCE OVERSIGHT AND TECHNICAL ASSISTANCE	D	25,056	27,000	17,000
NORTHEAST CORRIDOR IMPROVEMENT PROGRAM	D	10,443	-	-
RAILROAD SAFETY GRANTS	D	858	1,000	7,000
GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION	D	10,764	7,000	10,000
CAPITAL AND DEBT SERVICE GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION	D	76	-	-
CAPITAL ASSISTANCE FOR HIGH SPEED RAIL CORRIDORS AND INTERCITY PASSENGER RAIL SERVICE	D	532	81,000	170,000
NEXT GENERATION HIGH-SPEED RAIL	D	-	-	1,000
CAPITAL ASSISTANCE TO STATES - INTERCITY PASSENGER RAIL SERVICE	D	4,608	-	-
MAGNETIC LEVITATION TECHNOLOGY DEPLOYMENT PROGRAM	D	-	-	-
RAIL LINE RELOCATION AND IMPROVEMENT PROGRAM	D	-	-	-
RAIL SAFETY TECHNOLOGY PROGRAM	D	-	-	1,000
RESTORATION AND ENHANCEMENT GRANTS	D	1,199	5,000	4,000

ACCOUNT NAME	M / D	(A) FY 2024 ENACTED	(B) FY 2025 ENACTED	(C) FY 2026 PRES. BUDGET
TOTAL:		**3,011,393**	**3,177,000**	**3,434,000**
Discretionary		3,011,393	3,177,000	3,434,000
Supplemental Funding				
COVID-19 Supplementals				
NORTHEAST CORRIDOR GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION	M/D	-	-	-
NATIONAL NETWORK GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION	M/D	-	-	-
IIJA Supplemental (Division J)				
NORTHEAST CORRIDOR GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION	D	187,935	720,000	1,082,000
NATIONAL NETWORK GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION	D	569,212	1,268,000	2,188,000
CONSOLIDATED RAIL INFRASTRUCTURE AND SAFETY IMPROVEMENTS	D	922	12,000	120,000
FEDERAL-STATE PARTNERSHIP FOR INTERCITY PASSENGER RAIL	D	489	823,000	1,418,000
RAILROAD CROSSING ELIMINATION PROGRAM	D	-	10,000	86,000
FINANCIAL ASSISTANCE OVERSIGHT AND TECHNICAL ASSISTANCE	D	37,389	50,000	65,000
Grand Total, Outlays from all Appropriations		**3,807,340**	**6,060,000**	**8,393,000**

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

FRA Total (excludes IIJA Division J)	Baseline Changes											
	FY 2024 Enacted	FY 2025 President's Budget	Annualization of Prior Pay Raises	Annualization of new FY 2025 FTE	FY 2026 Pay Raises	Adjustment for Compensable Days (261 days)	GSA Rent	WCF Increase/ Decrease	Inflation and other adjustments to base	FY 2026 Baseline Estimate	Program Increases/ Decreases	FY 2026 Request
PERSONNEL RESOURCES (FTE)												
Direct FTE												
FINANCIAL RESOURCES												
ADMINISTRATIVE EXPENSES												
Salaries and Benefits												
Travel												
Transportation												
GSA Rent												
Communications & Utilities												
Printing												
Other Services:												
-WCF												
-ESC												
-Other contracts												
Supplies												
Equipment												
Insurance Claims & Settlements												
Admin Subtotal	**253,145**	**251,724**	**937**	**-**	**-**	**-**	**85**	**-**	**(22)**	**252,725**	**1,072**	**253,797**
PROGRAMS												
Safety and Operations												
Railroad Research and Development												
Grants to Amtrak												
Consolidated Rail Infrastructure and Safety Improvements												
Federal-State Partnership for Intercity Passenger Rail Grants												
Railroad Crossing Elimination Program												
Financial Assistance Oversight and Technical Assistance												
Programs Subtotal	**2,770,375**	**2,672,838**	**-**	**-**	**-**	**-**	**-**	**-**	**48,875**	**2,721,713**	**263,491**	**2,985,203**
TOTAL	**3,023,520**	**2,924,562**	**937**	**-**	**-**	**-**	**85**	**-**	**48,853**	**2,974,438**	**264,563**	**3,239,000**
CANCELLATIONS												
Railroad Research & Development	-	-	-	-	-	-	-	-	-	-	-	
Railroad Safety	(81)	-	-	-	-	-	-	-	-	-	-	
Northeast Corridor Improvement Program	(126)	-	-	-	-	-	-	-	-	-	-	
Grants to the National Passenger Railroad Corporation	(1)	-	-	-	-	-	-	-	-	-	-	
Passenger Rail Service	(53,118)	-	-	-	-	-	-	-	-	-	-	
Next Generation High-Speed Rail	(0)	-	-	-	-	-	-	-	-	-	-	
Intercity Passenger Rail Grant Program	-	-	-	-	-	-	-	-	-	-	-	-
Cancellations Subtotal	**(53,326)**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
TOTAL with Cancellations and Transfers	**2,970,194**	**2,924,562**	**937**	**-**	**-**	**-**	**85**	**-**	**48,853**	**2,974,438**	**264,563**	**3,239,000**

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

Total	FY 2024	FY 2025	FY 2026
Unobligated Carryforward Balance, start of FY (+)	17,715,268	20,099,840	12,512,995
FY Advance Appropriations (Budget Authority) (+)	13,200,000	13,200,000	13,200,000
FY Planned Transfers (-)	(2,087)	(990)	(990)
FY Prior-Year Recoveries (+)	150	64,683	-
FY Planned Obligations (-)	(10,813,491)	(20,850,537)	(10,202,818)
Unobligated Balance, end of FY (+)	**20,099,840**	**12,512,995**	**15,509,188**
Planned Obligations by Fiscal Year			
PERSONNEL RESOURCES (FTE)			
Direct FTE	111	111	160
FINANCIAL RESOURCES			
ADMINISTRATIVE EXPENSES			
Salaries and Benefits	21,420	21,953	31,974
Travel	-	-	-
Transportation	-	-	-
GSA Rent	-	-	-
Communications & Utilities	-	-	-
Printing	-	-	-
Other Services:			
-WCF	-	-	1,332
-Other contracts	24,575	23,584	23,511
Supplies	-	-	-
Equipment	-	-	-
Admin Subtotal	**45,995**	**45,537**	**56,818**
PROGRAMS			
Northeast Corridor Grants to Amtrak	1,190,648	1,202,000	1,194,000
National Network Grants to Amtrak	3,136,277	3,237,000	3,184,000
Federal-State Partnership for Intercity Passenger Rail Grants	6,054,481	15,123,000	4,605,000
Consolidated Rail Infrastructure and Safety Improvements	283,183	945,000	612,000
Railroad Crossing Elimination	102,906	298,000	551,000
Programs Subtotal	**10,767,496**	**20,805,000**	**10,146,000**
IIJA TOTAL	**10,813,491**	**20,850,537**	**10,202,818**

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

Safety & Operations	Baseline Changes											
	FY 2024 Enacted	FY 2025 Enacted	Annualization of Prior Pay Raises	Annualization of new FY 2025 FTE	FY 2026 Pay Raises	Adjustment for Compensable Days (261 days)	GSA Rent	WCF Increase/ Decrease	Inflation and other adjustments to base	FY 2026 Baseline Estimate	Program Increases/ Decreases [1/]	FY 2026 President's Budget
PERSONNEL RESOURCES (FTE)												
Direct FTE	947	947	-		-	-	-	-	-	947	(89)	858
FINANCIAL RESOURCES												
ADMINISTRATIVE EXPENSES												
Salaries and Benefits	173,253	179,533							(205)	180,212	(25,824)	154,388
Travel	12,435	13,255	-	-	-	-	-	-	-	13,255	(324)	12,931
Transportation			-	-	-	-	-	-	-		-	
GSA Rent	1,578	1,879	-	-	-	-	85	-	-	1,964	-	1,964
Communications & Utilities			-	-	-	-	-	-	1		1	
Printing			-	-	-	-	-	-	-		-	
Other Services:												
-WCF	27,103	27,103	-	-	-	-	-	-	-	27,103	25,824	52,927
-ESC	2,241	2,451	-	-	-	-	-	-	49	2,500	35	2,534
-Other contracts	15,951	8,889	-	-	-	-	-	-	-	8,889	(4,621)	4,267
Supplies			-	-	-	-	-	-	-		(59)	
Equipment			-	-	-	-	-	-	2		20	
Insurance Claims & Settlements			-	-	-	-	-	-	-	425	(325)	
Admin Subtotal	**233,973**	**234,500**	**884**	**-**	**-**	**-**	**85**	**-**	**(153)**	**235,317**	**(5,273)**	**230,044**
PROGRAMS												
Automated Track Inspection Program	20,000	20,500	-	-	-	-	-	-	410	20,910	690	21,600
Rail Safety Partnerships (C3RS)	4,500	3,607	-	-	-	-	-	-	72	3,679	1,121	4,800
Railroad Safety Information System (RSIS)	2,676	2,593	-	-	-	-	-	-	52	2,645	1,335	3,980
Rail Grade Crossing Safety	1,000	1,000	-	-	-	-	-	-	-	1,000	-	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	1,087	1,197	-	-	-	-	-	-	24	1,221	29	1,250
Security, Other Security Grants	512	600	-	-	-	-	-	-	-	600	-	600
Technical Training Standards Division	927	927	-	-	-	-	-	-	-	927	-	927
Trespass Prevention	400	-	-	-	-	-	-	-	-	-	400	400
Other Safety Grants	150	150	-	-	-	-	-	-	-	150	500	650
Grant & Project Development Technical Assistance and Oversight	75	225	-	-	-	-	-	-	5	230	20	250
Programs Subtotal	**33,826**	**33,299**	**-**	**-**	**-**	**-**	**-**	**-**	**562**	**33,862**	**4,094**	**37,956**
BASE PROGRAMS TOTAL	**267,799**	**267,799**	**884**	-	-	-	**85**	-	**410**	**269,179**	**(1,179)**	**268,000**

1/ The FY 2026 President's Budget reflects organizational changes to improve efficiency. The Budget request assumes that positions and program funding supporting Human Resources, Information Technology, Procurement, Government Affairs, Communications/Public Affairs, and Civil Rights functions are consolidated within the Office of the Secretary through the Working Capital Fund (WCF). This realignment is reflected by a decrease in program resources, which is offset by a corresponding increase to WCF expenses.

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

Railroad Research and Development	Baseline Changes												
	FY 2024 Enacted	FY 2025 Enacted	Annualization of Prior Pay Raises	Annualization of new FY 2025 FTE	FY 2026 Pay Raises	Adjustment for Compensable Days (261 days)	GSA Rent	WCF Increase/ Decrease	Inflation and other adjustments to base	FY 2026 Baseline Estimate	Program Increases/ Decreases	FY 2026 President's Budget
PERSONNEL RESOURCES (FTE)												
Direct FTE	-	-	-		-	-	-	-	-	-	-	-
FINANCIAL RESOURCES												
ADMINISTRATIVE EXPENSES												
Salaries and Benefits												
Travel												
Transportation												
GSA Rent												
Communications, & Utilities												
Printing												
Other Services:												
-WCF												
-ESC												
-Other contracts	1,435	1,464								1,493		1,493
Supplies												
Equipment												
Insurance Claims & Settlements												
Admin Subtotal	**1,555**	**1,586**	**-**	**-**	**-**	**-**	**-**	**-**	**32**	**1,618**	**-**	**1,618**
PROGRAMS												
Track Research Program	9,837	12,550	-		-		-	-	-	12,550	(2,430)	10,120
Rolling Stock Program	13,960	11,900	-		-		-	-	-	11,900	(900)	11,000
Train Control & Communications	7,553	6,650	-		-		-	-	-	6,650	(50)	6,600
Human Factors Program	8,253	7,050	-		-		-	-	-	7,050	(1,330)	5,720
Railroad System Issues	12,842	14,264	-		-		-	-	-	14,264	(5,322)	8,942
Programs Subtotal	**52,445**	**52,414**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**52,414**	**(10,032)**	**42,382**
BASE PROGRAMS TOTAL	**54,000**	**54,000**	**-**	**-**	**-**	**-**	**-**	**-**	**32**	**54,032**	**(10,032)**	**44,000**

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

Amtrak			Baseline Changes									
	FY 2024 Enacted	FY 2025 Enacted	Annualization of Prior Pay Raises	Annualization of new FY 2025 FTE	FY 2026 Pay Raises	Adjustment for Compensable Days (261 days)	GSA Rent	WCF Increase/ Decrease	Inflation and other adjustments to base	FY 2026 Baseline Estimate	Program Increases/ Decreases	FY 2026 President's Budget
PERSONNEL RESOURCES (FTE)												
Direct FTE	-	-	-	-	-	-	-	-	-	-	-	-
FINANCIAL RESOURCES												
ADMINISTRATIVE EXPENSES [1/]												
Salaries and Benefits	-	-	-	-	-	-	-	-	-	-	-	-
Travel	-	-	-	-	-	-	-	-	-	-	-	-
Transportation	-	-	-	-	-	-	-	-	-	-	-	-
GSA Rent	-	-	-	-	-	-	-	-	-	-	-	-
Communications & Utilities	-	-	-	-	-	-	-	-	-	-	-	-
Printing	-	-	-	-	-	-	-	-	-	-	-	-
Other Services:												
-WCF	-	-	-	-	-	-	-	-	-	-	-	-
-ESC	-	-	-	-	-	-	-	-	-	-	-	-
-Other contracts	-	-	-	-	-	-	-	-	-	-	-	-
Supplies	-	-	-	-	-	-	-	-	-	-	-	-
Equipment	-	-	-	-	-	-	-	-	-	-	-	-
Insurance Claims & Settlements	-	-	-	-	-	-	-	-	-	-	-	-
Admin Subtotal	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
PROGRAMS												
Northeast Corridor Grants to Amtrak	1,135,735	1,135,735	-	-	-	-	-	-	22,715	1,158,449	(312,699)	845,750
National Network Grants to Amtrak	1,279,889	1,279,889	-	-	-	-	-	-	25,598	1,305,487	263,628	1,569,115
Programs Subtotal	**2,415,624**	**2,415,624**	**-**	**-**	**-**	**-**	**-**	**-**	**48,312**	**2,463,937**	**(49,072)**	**2,414,865**
BASE PROGRAMS TOTAL	**2,415,624**	**2,415,624**	**-**	**-**	**-**	**-**	**-**	**-**	**48,312**	**2,463,937**	**(49,072)**	**2,414,865**

1/ Transfers to the Financial Assistance Oversight and Technical Assistance account will be approximately $12.1M for FY 2024, $12.1M for FY 2025, and $12.1M for FY 2026.

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

Amtrak	FY 2024	FY 2025	FY 2026
Unobligated Carryforward Balance, start of FY (+)	127,496	199,581	159,591
FY Advance Appropriations (Budget Authority) (+)	4,400,000	4,400,000	4,400,000
FY Planned Transfers (-)	(990)	(990)	(7,000)
FY Prior-Year Recoveries (+)	-		
FY Planned Obligations (-)	(4,326,926)	(4,439,000)	(4,378,000)
Unobligated Balance, end of FY (+)	**199,581**	**159,591**	**174,591**
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	-	-	-
Admin Subtotal	**-**	**-**	**-**
PROGRAMS			
Northeast Corridor Grants to Amtrak	1,190,648	1,202,000	1,194,000
National Network Grants to Amtrak	3,136,277	3,237,000	3,184,000
Programs Subtotal	**4,326,926**	**4,439,000**	**4,378,000**
IIJA TOTAL	**4,326,926**	**4,439,000**	**4,378,000**

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

Federal-State Partnership for Intercity Passenger Rail Grants	Baseline Changes											
	FY 2024 Enacted	FY 2025 Enacted	Annualization of Prior Pay Raises	Annualization of new FY 2025 FTE	FY 2026 Pay Raises	Adjustment for Compensable Days (261 days)	GSA Rent	WCF Increase/ Decrease	Inflation and other adjustments to base	FY 2026 Baseline Estimate	Program Increases/ Decreases	FY 2026 President's Budget
PERSONNEL RESOURCES (FTE)												
Direct FTE		-	-		-		-	-	-	-	-	-
FINANCIAL RESOURCES												
ADMINISTRATIVE EXPENSES [1/]												
Salaries and Benefits	-	-	-	-	-	-	-	-	-	-	-	-
Travel	-	-	-	-	-	-	-	-	-	-	-	-
Transportation	-	-	-	-	-	-	-	-	-	-	-	-
GSA Rent	-	-	-	-	-	-	-	-	-	-	-	-
Communications & Utilities	-	-	-	-	-	-	-	-	-	-	-	-
Printing	-	-	-	-	-	-	-	-	-	-	-	-
Other Services:												
	-	-	-	-	-	-	-	-	-	-	-	-
-ESC	-	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-	-
Supplies	-	-	-	-	-	-	-	-	-	-	-	-
Equipment	-	-	-	-	-	-	-	-	-	-	-	-
Insurance Claims & Settlements	-	-	-	-	-	-	-	-	-	-	-	-
Admin Subtotal	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
PROGRAMS												
Federal-State Partnership for Intercity Passenger Rail Grants	73,500	73,500	-	-	-	-	-	-	-	73,500	(73,500)	-
Programs Subtotal	**73,500**	**73,500**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**73,500**	**(73,500)**	**-**
BASE PROGRAMS TOTAL	**73,500**	**73,500**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**73,500**	**(73,500)**	**-**

1/ Transfers to the Financial Assistance Oversight and Technical Assistance account will be approximately $1.5M for FY 2024, $1.5M for FY 2025, and $0M for FY 2026.

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

Federal-State Partnership for Intercity Passenger Rail Grants	FY 2024	FY 2025	FY 2026
Unobligated Carryforward Balance, start of FY (+)	14,255,850	15,401,519	7,542,951
FY Advance Appropriations (Budget Authority) (+)	7,200,000	7,200,000	7,200,000
FY Planned Transfers (-)	-	-	(144,000)
FY Prior-Year Recoveries (+)	150	64,432	
FY Planned Obligations (-)	(6,054,481)	(15,123,000)	(4,605,000)
Unobligated Balance, end of FY (+)	**15,401,519**	**7,542,951**	**9,993,951**
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	-	-	-
Admin Subtotal	**-**	**-**	**-**
PROGRAMS			
Federal-State Partnership for Intercity Passenger Rail Grants	6,054,481	15,123,000	4,605,000
Programs Subtotal	**6,054,481**	**15,123,000**	**4,605,000**
IIJA TOTAL	**6,054,481**	**15,123,000**	**4,605,000**

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

Consolidated Rail Infrastructure and Safety Improvements	Baseline Changes												
	FY 2024 Enacted	FY 2025 Enacted	Annualization of Prior Pay Raises	Annualization of new FY 2025 FTE	FY 2026 Pay Raises	Adjustment for Compensable Days (261 days)	GSA Rent	WCF Increase/ Decrease	Inflation and other adjustments to base	FY 2026 Baseline Estimate	Program Increases/ Decreases	FY 2026 President's Budget
PERSONNEL RESOURCES (FTE)												
Direct FTE	-	-	-	-	-	-	-	-	-	-	-	-
FINANCIAL RESOURCES												
ADMINISTRATIVE EXPENSES												
Salaries and Benefits	-	-	-	-	-	-	-	-	-	-	-	-
Travel	-	-	-	-	-	-	-	-	-	-	-	-
Transportation	-	-	-	-	-	-	-	-	-	-	-	-
GSA Rent	-	-	-	-	-	-	-	-	-	-	-	-
Communications & Utilities	-	-	-	-	-	-	-	-	-	-	-	-
Printing	-	-	-	-	-	-	-	-	-	-	-	-
Other Services:												
-WCF	-	-	-	-	-	-	-	-	-	-	-	-
-ESC	-	-	-	-	-	-	-	-	-	-	-	-
-Other contracts	-	-	-	-	-	-	-	-	-	-	-	-
Supplies	-	-	-	-	-	-	-	-	-	-	-	-
Equipment	-	-	-	-	-	-	-	-	-	-	-	-
Insurance Claims & Settlements	-	-	-	-	-	-	-	-	-	-	-	-
Admin Subtotal	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
PROGRAMS												
Consolidated Rail Infrastructure and Safety Improvements 1/	194,979	98,000	-	-	-	-	-	-	-	98,000	392,000	490,000
Programs Subtotal	**194,979**	**98,000**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**98,000**	**392,000**	**490,000**
BASE PROGRAMS TOTAL	**194,979**	**98,000**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**98,000**	**392,000**	**490,000**

1/ Transfers to the Financial Assistance Oversight and Technical Assistance account will be approximately $4M for FY 2024, $2M for FY 2025, and $10M for FY 2026.

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

Consolidated Rail Infrastructure and Safety Improvements	FY 2024	FY 2025	FY 2026
Unobligated Carryforward Balance, start of FY (+)	1,980,000	2,696,817	2,751,974
FY Advance Appropriations (Budget Authority) (+)	1,000,000	1,000,000	1,000,000
FY Planned Transfers (-)	-		(20,000)
FY Prior-Year Recoveries (+)	-		
FY Planned Obligations (-)	(283,183)	(945,000)	(612,000)
Unobligated Balance, end of FY (+)	**2,696,817**	**2,751,974**	**3,119,974**
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	-	-	-
Admin Subtotal	**-**	**-**	**-**
PROGRAMS			
Consolidated Rail Infrastructure and Safety Improvements	283,183	945,000	612,000
Programs Subtotal	**283,183**	**945,000**	**612,000**
IIJA TOTAL	**283,183**	**945,000**	**612,000**

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

Railroad Crossing Elimination Program	FY 2024	FY 2025	FY 2026
Unobligated Carryforward Balance, start of FY (+)	1,188,000	1,683,997	1,985,997
FY Advance Appropriations (Budget Authority) (+)	600,000	600,000	600,000
FY Planned Transfers (-)	(1,097)	-	(12,000)
FY Prior-Year Recoveries (+)	-	-	
FY Planned Obligations (-)	(102,906)	(298,000)	(551,000)
Unobligated Balance, end of FY (+)	**1,683,997**	**1,985,997**	**2,022,997**
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	-	-	-
Admin Subtotal	**-**	**-**	**-**
PROGRAMS			
Railroad Crossing Elimination	102,906	298,000	551,000
Programs Subtotal	**102,906**	**298,000**	**551,000**
IIJA TOTAL	**102,906**	**298,000**	**551,000**

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	FY 2024 Enacted	FY 2025 Enacted	Baseline Changes: Annualization of Prior Pay Raises	Annualization of new FY 2025 FTE	FY 2026 Pay Raises	Adjustment for Compensable Days (261 days)	GSA Rent	WCF Increase/ Decrease	Inflation and other adjustments to base	FY 2026 Baseline Estimate	Program Increases/ Decreases [3/]	FY 2026 President's Budget
PERSONNEL RESOURCES (FTE)												
Direct FTE	54	54	-	-	-	-	-	-	-	54	(54)	-
FINANCIAL RESOURCES												
ADMINISTRATIVE EXPENSES												
Salaries and Benefits [1/]	10,539	10,685	53	-	-	-	-	-	-	10,737	(10,737)	-
Travel	1,024	1,127	-	-	-	-	-	-	23	1,150	-	1,150
Transportation	-	-	-	-	-	-	-	-	-	-	-	-
GSA Rent	-	-	-	-	-	-	-	-	-	-	-	-
Communications, & Utilities	-	-	-	-	-	-	-	-	-	-	-	-
Printing	-	-	-	-	-	-	-	-	-	-	-	-
Other Services:												
-WCF	-	-	-	-	-	-	-	-	-	-	1,422	1,422
-ESC	-	-	-	-	-	-	-	-	-	-	-	-
-Other contracts	6,055	3,827	-	-	-	-	-	-	77	3,904	15,660	19,564
Supplies	-	-	-	-	-	-	-	-	-	-	-	-
Equipment	-	-	-	-	-	-	-	-	-	-	-	-
Insurance Claims & Settlements	-	-	-	-	-	-	-	-	-	-	-	-
Admin Subtotal	**17,618**	**15,639**	**53**	**-**	**-**	**-**	**-**	**-**	**99**	**15,791**	**6,345**	**22,135**
PROGRAMS												
none	-	-	-	-	-	-	-	-	-	-	-	-
Programs Subtotal	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
BASE PROGRAMS TOTAL [2/]	**17,618**	**15,639**	**53**	**-**	**-**	**-**	**-**	**-**	**99**	**15,791**	**6,345**	**22,135**

1/ Beginning in FY 2026, FRA oversight personnel will be funded entirely out of the IIJA supplemental account.

2/ This account's FY 2024 and FY 2025 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 2026 appropriation transfers are from the following two accounts - (1) Amtrak Northeast Corridor and (2) Amtrak National Network, and (3) Consolidated Rail Infrastructure and Safety Improvements.

3/ The FY 2026 President's Budget reflects organizational changes to improve efficiency. The Budget request assumes that positions and program funding supporting Human Resources, Information Technology, Procurement, Government Affairs, Communications/Public Affairs, and Civil Rights functions are consolidated within the Office of the Secretary through the Working Capital Fund (WCF). This realignment is reflected by a decrease in program resources, which is offset by a corresponding increase to WCF expenses.

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 2024	FY 2025	FY 2026 [1/]
Unobligated Carryforward Balance, start of FY (+)	163,921	117,926	72,483
FY Advance Appropriations (Budget Authority) (+)	-		
FY Planned Transfers (-/+)	-		
FY Prior-Year Recoveries (+)	-		
FY Planned Obligations (-)	(45,995)	(45,537)	(56,818)
Unobligated Balance, end of FY (+)	**117,926**	**72,483**	**197,675**
Planned Obligations by Fiscal Year			
PERSONNEL RESOURCES (FTE)			
Direct FTE	111	111	160
FINANCIAL RESOURCES			
ADMINISTRATIVE EXPENSES			
Salaries and Benefits	21,420	21,953	31,974
Travel	-	-	-
Transportation	-	-	-
GSA Rent	-	-	-
Communications, & Utilities	-	-	-
Printing	-	-	-
Other Services:			
-WCF	-	-	1,332
-Other contracts	24,575	23,584	23,511
Supplies	-	-	-
Equipment	-	-	-
Admin Subtotal	**45,995**	**45,537**	**56,818**
PROGRAMS			
none	-	-	-
Programs Subtotal	**-**	**-**	**-**
IIJA TOTAL	**45,995**	**45,537**	**56,818**

1/ The FY 2026 President's Budget reflects organizational changes to improve efficiency. The Budget request assumes that positions and program funding supporting Human Resources, Information Technology, Procurement, Government Affairs, Communications/Public Affairs, and Civil Rights functions are consolidated within the Office of the Secretary through the Working Capital Fund (WCF). This realignment is reflected by a decrease in program resources, which is offset by a corresponding increase to WCF expenses.

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

	FY 2024 ENACTED	FY 2025 ENACTED	FY 2026 PRES. BUDGET [1/]
DIRECT:			
Safety and Operations	27,103	27,103	52,927
Financial Assistance Oversight and Technical Assistance	-	-	2,754
SUBTOTAL	27,103	27,103	55,681
Total, All Sources	27,103	27,103	55,681

1/ The FY 2026 President's Budget reflects organizational changes to improve efficiency. The Budget request assumes that positions and program funding supporting Human Resources, Information Technology, Procurement, Government Affairs, Communications/Public Affairs, and Civil Rights functions are consolidated within the Office of the Secretary through the Working Capital Fund (WCF). This realignment is reflected by a decrease in program resources, which is offset by a corresponding increase to WCF expenses.

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

	FY 2024 ENACTED	FY 2025 ENACTED	FY 2026 PRES. BUDGET [1/, 2/]
DIRECT FUNDED BY APPROPRIATION			
Safety and Operations	947	947	858
Financial Assistance Oversight and Technical Assistance	54	54	-
SUBTOTAL, DIRECT FUNDED	**1,001**	**1,001**	**858**
BASE TOTAL FTEs	**1,001**	**1,001**	**858**
SUPPLEMENTAL FUNDED FTEs			
IIJA Supplemental Funding			
Financial Assistance Oversight and Technical Assistance	111	111	160
SUBTOTAL, Supplemental Funded	**111**	**111**	**160**
TOTAL FTEs	**1,112**	**1,112**	**1,018**

1/ The FY 2026 President's Budget reflects organizational changes to improve efficiency. The Budget request assumes that positions and program funding supporting Human Resources, Information Technology, Procurement, Government Affairs, Communications/Public Affairs, and Civil Rights functions are consolidated within the Office of the Secretary through the Working Capital Fund (WCF). This realignment is reflected by a decrease in program resources, which is offset by a corresponding increase to WCF expenses.
2/ Beginning in FY 2026, FRA oversight personnel will be funded entirely out of the IIJA supplemental account.

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

	FY 2024 ENACTED	FY 2025 ENACTED	FY 2026 PRES. BUDGET [1/, 2/]
DIRECT FUNDED BY APPROPRIATION			
Safety and Operations	957	957	868
Financial Assistance Oversight and Technical Assistance	66	66	-
SUBTOTAL, DIRECT FUNDED	**1,023**	**1,023**	**868**
BASE TOTAL POSITIONS	**1,023**	**1,023**	**868**
SUPPLEMENTAL FUNDED FTPs			
IIJA Supplemental Funding			
Financial Assistance Oversight and Technical Assistance	135	135	196
SUBTOTAL, Supplemental Funded	135	135	196
TOTAL POSITIONS	**1,158**	**1,158**	**1,064**

1/ The FY 2026 President's Budget reflects organizational changes to improve efficiency. The Budget request assumes that positions and program funding supporting Human Resources, Information Technology, Procurement, Government Affairs, Communications/Public Affairs, and Civil Rights functions are consolidated within the Office of the Secretary through the Working Capital Fund (WCF). This realignment is reflected by a decrease in program resources, which is offset by a corresponding increase to WCF expenses.
2/ Beginning in FY 2026, FRA oversight personnel will be funded entirely out of the IIJA supplemental account.

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, [$267,799,000]*$268,000,000*, 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)

	FY 2024 ENACTED	FY 2025 ENACTED	FY 2026 PRES. BUDGET
Safety and Operations	$ 267,799	$ 267,799	$ 268,000
TOTAL	**$ 267,799**	**$ 267,799**	**$ 268,000**
FTEs			
Direct Funded	947	947	858

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 2025 TO FY 2026
Appropriations, Obligations, Limitations, and Exempt Obligations
($000)

	$000	FTE
FY 2025 ENACTED	**267,799**	**947**
ADJUSTMENTS TO BASE		
Annualization of Prior Pay Raise(s)	884	0
Annualization of new FY 2025 FTE	0	0
FY 2026 Pay Raise and Pay Compression	0	0
GSA Rent	85	0
Inflation and Other Adjustments to Base	410	0
SUBTOTAL, ADJUSTMENTS TO BASE	**1,380**	**0**
PROGRAM REDUCTIONS		
Salaries and Benefits	-25,824	-89
Travel	-324	0
Other contracts	-4,621	0
Supplies	-59	0
Insurance Claims & Settlements	-325	0
SUBTOTAL, PROGRAM REDUCTIONS	**-31,153**	**-89**
PROGRAM INCREASES:		
Communications & Utilities	1	0
Working Capital Fund (WCF)	25,824	0
Enterprise Service Center (ESC)	35	0
Equipment	20	0
Automated Track Inspection Program (ATIP)	690	0
Rail Safety Partnerships (C3RS)	1,121	0
Railroad Safety Information System (RSIS)	1,335	0
Drug and Alcohol Program	29	0
Trespass Prevention	400	0
Other Safety Grants	500	0
Grant & Project Dev. Tech. Assist. & Oversight	20	0
SUBTOTAL, PROGRAM INCREASES	**29,974**	**0**
TOTAL	**268,000**	**858**

Detailed Justification for Railroad Safety and Operations

FY 2026 – Railroad Safety and Operations – Budget Request
($000)

Program Activity	FY 2024 Enacted Level	FY 2025 Enacted Level	FY 2026 President's Budget
Safety and Operations	$267,799	$267,799	$268,000
Total	**$267,799**	**$267,799**	**$268,000**
FTE	**947**	**947**	**858**

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. Over the last 45 years, the rate of rail-related accidents and incidents and the number of derailments have each fallen by 84 percent.[1] 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, and tragic events like the February 3, 2023, Norfolk Southern Railway freight train derailment in East Palestine, OH, reinforce that the

[1] FY 1980 – FY 2024, data from public FRA Safety Data and Reporting site, Accident/Incident Overview, run date of April 30, 2025.

Department, Congress, and railroad industry must continue to examine new approaches to enhance rail safety and protect the communities through which rail operates.

The following sections describe FRA's FY 2026 major cost categories for S&O.

Mission Support and Fixed Costs
FY 2024 Enacted: $233.97 million
FY 2025 Enacted: $234.50 million
FY 2026 President's Budget: $230.04 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 more than half 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; Research, Data, and Innovation; Chief Counsel; Chief Financial Officer; Administration; and the Administrator. These personnel include project development and delivery specialists, engineers, economists, attorneys, budget and financial analysts, human resources specialists, contract specialists, public and government affairs specialists, and other professionals.

The FY 2026 President's Budget reflects organizational changes to improve efficiency. The Budget request assumes that positions and program funding supporting Human Resources, Information Technology, Procurement, Government Affairs, Communications/Public Affairs, and Civil Rights functions are consolidated within the Office of the Secretary through the Working Capital Fund (WCF). This realignment is reflected by a decrease in program resources, which is offset by a corresponding increase to WCF expenses.

Automated Track Inspection Program
FY 2024 Enacted: $20.00 million
FY 2025 Enacted: $20.50 million
FY 2026 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. 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 2024, FRA's ATIP inspection vehicles outperformed all prior years and collected track measurement data for 206,083 miles of track, finding 9,666 geometry exceptions to FRA's Track Safety Standards, of which 25 percent were deemed safety critical. Additionally, the ATIP program's hi-rail vehicle equipped with ultrasonic technology identified 310 internal rail defects. Over the last five years of ATIP operations, the number of mainline track geometry-caused accidents has decreased by 24 percent. The ATIP program, by finding and reporting exception information to the railroads, has contributed to this improvement.

The increased funding proposed in the FY 2026 President's Budget will enable the ATIP program to continue to build on the record survey rates experienced in FY 2023 and FY 2024, as well as make improvements to the program's Track Data Services system and ground-penetrating radar capabilities. These enhancements will enable the ATIP program to better analyze the condition of railroad track subgrade and how track structures degrade over time, as well as improve the distribution of ATIP data for use by FRA inspectors, R&D, and data scientists, and most-critically the railroads on whose tracks the ATIP fleet operates. ATIP 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.

Positive Train Control (PTC)
FY 2024 Enacted: up to $1.00 million
FY 2025 Enacted: $1.00 million
FY 2026 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). IIJA requires host railroads to report on the status of PTC system performance quarterly to FRA, and FRA reviews and evaluates that extensive data.

FRA also must review and approve all proposed material changes to PTC systems, including railroads' proposed changes to hardware and software. From January 2021 to April 2025,

FRA evaluated 174 requests for amendments (RFAs) to railroads' PTC systems and PTC Safety Plans, and 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 2026 will be used for contractors that continue to provide FRA with direct project and data management support, along with subject matter expertise to review railroads' proposed material modifications to their PTC systems and evaluate new PTC system developments. 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.

FRA must 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. Railroads have indicated that software updates and functionality changes are anticipated twice a year for the Interoperable Electronic Train Management System (I-ETMS) PTC system, and the Northeast Corridor railroads will also have multiple safety updates and functionality changes each year. In FY 2024, FRA reviewed 19 RFAs to PTC Safety Plans (with proposed material modifications), 15 RFAs requesting approval of planned temporary outages of PTC during infrastructure upgrades, 11 RFAs to PTC Implementation Plans, one new PTC implementation Plan for a Class III railroad, and two Test Requests (one of which was ultimately rescinded). As of April 2025, FRA had received in FY 2025 seven new RFAs for PTC Safety Plans, three RFAs for planned temporary outages, two new PTC Safety Plans requesting a mixed system certification, nine RFAs to PTC Implementation Plans, and one new PTC Implementation Plan for another Class III railroad.

Railroad Safety Information System
*FY 2024 Enacted: $2.68 million **
*FY 2025 Enacted: $2.59 million **
FY 2026 President's Budget: $3.98 million
*** Note, an additional $1.49M in FY 2024 and $1.23M in FY 2025 were 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.

FRA's Public Safety Website allows anyone to view and download comprehensive safety data about the Nation's railroads. FRA recently deployed a new Public Safety Website that replaced the legacy website. In alignment with requirements in section 22405 of IIJA, the new site dramatically improves the user interface in alignment with the following goals: (1) improve data accessibility, with user-friendly site layout and navigation, (2) improve data literacy by providing information about the data in plain language and helping users understand the story the data is telling, and (3) provide one authoritative source of data. FRA began releasing data and groups of reports in phases to the new site in 2023 and completed the process in December 2024. Concurrently, FRA has been modernizing its internal railroad safety website through which authorized internal users can review inspector reports and the data collected from them. 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 2024 Enacted: up to $4.50 million
*FY 2025 Enacted: $3.61 million **
FY 2026 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^3RS)
The C^3RS 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^3RS. 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^3RS 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 April 2025, DBQT contains nearly 25,000 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 2026 President's Budget maintains funding at $4.8 million to continue the program's core services. A total of 25 railroads—representing over 30,000 safety-related railroad employees—are participating in C^3RS as of April 2025. This includes two Class I freight railroads (Norfolk Southern Railway and BNSF), six Class II freight railroads, seven Class III freight railroads, and 10 passenger railroads. Current C^3RS statistics show that over 75 percent of close calls reported are unknown events and would never have become known had it not been for C^3RS. The program helps the industry to gather important safety insights, learn from these close calls and unsafe events, and act to address preventable safety concerns before they can result in harm.

FRA is also working to better communicate C[3]RS safety trends and success stories to the broader railroad industry, as recommended by the Government Accountability Office.[2] FRA and NASA have updated the C[3]RS website to include all issues of the program's "Inside the Rail" safety newsletter, which includes de-identified C[3]RS report excerpts with supporting commentary in a "lessons learned" format, as well as other safety information.[3]


C3RS Inside THE RAIL
From NASA's Confidential Close Call Reporting System
ISSUE 24 APRIL 2024
Back to the Basics
During the past few decades, there have been incredible technologies implemented in the railroad industry. We now have Positive Train Control, computerized and remote train dispatching, distributed power locomotives, and remote-control locomotives. However, there are numerous operating activities that have not changed and are crucial to safe operations, such as operating switches, protecting roadway workers, Blue Signal Protection, and locomotive operations.
We have spent so much time implementing and learning these innovative technologies and systems that we sometimes forget about the basics. In this edition, we showcase some of the basics of railroad operations from C³RS incidents, that demonstrate periodic refreshing on the basics is always good practice.
Where Did All the Air Brakes Go?
Establishing Blue Signal Is Up to You

For FY 2026, FRA also proposes to continue providing funding to the Short Line Safety Institute to develop, maintain, and perform as a Peer Review Team for the C[3]RS program's participating Class II and Class III railroads. Additionally, 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 the participation in C[3]RS.

Trespass Prevention
FY 2024 Enacted: $0.40 million
*FY 2025 Enacted: $0.00 million**
FY 2026 President's Budget: $0.40 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 71 percent of U.S. rail-related deaths in FY 2024. An average of 606 trespassers died each year between FY 2020 and FY 2024. 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.

[2] Government Accountability Office, Better Communication of Safety Information Could Improve the Close Call System, November 2022.

[3] https://c3rs.arc.nasa.gov/index.html

Funding requested in FY 2026 will help FRA to collect demographic data from local police reports to facilitate FRA and other DOT agencies' outreach efforts to the people that are the highest risk for trespassing on railroad property.

FRA also intends to launch a new trespass prevention outreach pilot, modeled after an effective initiative administered by the Australian Operation Lifesaver. FRA will identify the 100 highest risk trespass locations, based on number of incidents, and install signage with a QR code specific to the location. The QR code will link 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. The signs will be maintained throughout the year and throughout the year the data regarding visits to the website will be compared with trespass and incident data to determine the effectiveness of the initiative.

Highway-Rail Grade Crossing Safety
FY 2024 Enacted: $1.00 million
FY 2025 Enacted: $1.00 million
FY 2026 President's Budget: $1.00 million

Collisions at highway-rail grade crossings are the second leading cause of rail-related fatalities, accounting for 26 percent of all such fatalities in FY 2024. At each of the approximately 204,000 highway-rail grade crossings there is a potential for a collision between a train and highway user.[4] 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 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 2026 President's Budget includes funding for the following two grade crossing initiatives:

1. **Railroad Safety Drone Program –** In FY 2026, FRA 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

[4] At-Grade Railroad Crossings (*Public, Private, and Pedestrian)* from the U.S. DOT Highway-Rail Crossing Inventory, as of May 1, 2025.

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.

2. **Quiet Zone Audit** – FRA will also perform an audit of all quiet zones in which multiple grade crossing incidents occurred the previous year. The audit will include a review of the commitments made by the local authorities to install the safety measures (e.g., gates, lights, channeling) required to establish a quiet zone compared to the actual configuration of the all the crossings in the quiet zone. If the actual configuration is not compliant, FRA will initiate the process for rescinding a quiet zone. This process gives the community time to develop a plan to bring the quiet zone into compliance. If compliance is not achieved, the railroads are instructed to begin sounding their horns.

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 contained in the FY 2026 President's Budget. 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 Lifesavers than the S&O account.

Washington Union Station

FY 2024 Enacted: $1.50 million
FY 2025 Enacted: $1.50 million
FY 2026 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 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 2024 Enacted: $1.09 million
FY 2025 Enacted: $1.20 million
FY 2026 President's Budget: $1.25 million

FRA's Drug & Alcohol (D&A) testing program (49 CFR Part 219) currently covers more than 160,000 employees in the railroad industry. Most recently, FRA addressed a requirement in the *Substance Use-Disorder Prevention that Promotes Opioid Recovery and Treatment for Patients and Communities Act (SUPPORT Act)* and 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. FRA published the Final Rule adding mechanical employees on February 2, 2022, with an effective date of March 4, 2022, making 2023 the first full year of testing for rail mechanical employees. Testing of railroad regulated service employees aids in the Trump Administration's goal to combat the proliferation of illicit fentanyl and other synthetic drugs, as well as ensuring railroad safety through the detection and deterrence of illicit drug use and alcohol misuse.

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 indicating that the Part 219 program is working to effectively detect and deter illicit drug use and alcohol misuse in the railroad industry. The random alcohol positive rates were 0.28% for both hours-of-service and maintenance-of-way employees, and 0.43% for mechanical employees. Post-accident results for the past two years revealed a positive rate of 2.08% in 2023 and 2.34% in 2024. FRA's 49 CFR Part 219 Subpart C post-accident program requires both blood and urine specimens and employs an expanded laboratory panel of over 30 substances in order to determine impairment as a contributing factor in railroad accident investigations.

FRA's challenge continues to be providing effective oversight of approximately 3,000 maintenance-of-way 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,[5] FRA used a systems approach and a database macro for tracking compliance reviews, but this does not allow for rapid generation of reports, tracking of corrective actions, and the analysis of findings to target future reviews with an empirical risk-based approach. This remains 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 intends to expand the panel in the future to add common sleep aids (Ambien, Lunesta) and muscle relaxers (Flexeril-cyclobenzaprine) for a nominal increase in cost per test.

FRA is aided in 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.

Funding requested in FY 2026 will enable FRA to maintain the current baseline testing program and oversight activities, while also allowing the for the aforementioned program management tools to be developed through the PATT oversight contract.

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 2026 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 950 deaths in FY 2024. 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.[6] The FY 2026 President's Budget supports a comprehensive approach to 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'

[5] 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.

[6] At-Grade Railroad Crossings (*Public, Private, and Pedestrian)* from the U.S. DOT Highway-Rail Crossing Inventory, as of January 1, 2024.

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, [$54,000,000]*$44,000,000*, 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)

	FY 2024 ENACTED	FY 2025 ENACTED	FY 2026 PRES. BUDGET
Track	$ 9,837	$ 12,550	$ 10,120
Rolling Stock	$ 13,960	$ 11,900	$ 11,000
Train Control and Communication	$ 7,553	$ 6,650	$ 6,600
Human Factors	$ 8,253	$ 7,050	$ 5,720
Railroad Systems Issues	$ 14,397	$ 15,850	$ 10,560
TOTAL	$ 54,000	$ 54,000	$ 44,000
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 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 2025 TO FY 2026
Appropriations, Obligations, Limitations, and Exempt Obligations
($000)

	$000	FTE
FY 2025 ENACTED	**54,000**	0
ADJUSTMENTS TO BASE:		
Non-Pay Inflation and Other	32	0
SUBTOTAL, ADJUSTMENTS TO BASE	**32**	**0**
PROGRAM REDUCTIONS		
Track	-2,430	0
Rolling Stock	-900	0
Train Control and Communication	-50	0
Human Factors	-1,330	0
Railroad Systems Issues	-5,322	0
SUBTOTAL, PROGRAM REDUCTIONS	**-10,032**	**0**
TOTAL	**44,000**	**0**

Detailed Justification for the Railroad Research and Development

FY 2026 – Railroad Research and Development – Budget Request
($000)

Program Activity	FY 2024 Enacted Level	FY 2025 Enacted Level	FY 2026 President's Budget
Track	$9,837	$12,550	$10,120
Rolling Stock	$13,960	$11,900	$11,000
Train Control and Communication	$7,553	$6,650	$6,600
Human Factors	$8,253	$7,050	$5,720
Railroad Systems Issues	$14,397	$15,850	$10,560
Total	**$54,000**	**$54,000**	**$44,000**
FTE	**0**	**0**	**0**

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 2026 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 2026 President's Budget requests $44 million for FRA's R&D program. In addition to the R&D program's core safety research functions, the FY 2026 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 2026 President's Budget includes $10.1 million for the Track Research Program. The accident rate per million miles due to track-related causes decreased 5 percent from FY 2020 to 2024. This reduction is due, in part, to the industry's adoption of advances developed by FRA, such as:

- New or improved inspection technologies

- 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 408 reportable accidents and over $121 million in damages in FY 2024.

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 third-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 2026:

- 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.

Derailment Prevention – Component Failures

The Track Program plans to focus on four types of component failures in FY 2026:

- 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 2026, 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 2026, 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.

ROLLING STOCK RESEARCH PROGRAM

The FY President's Budget includes $11 million for the Rolling Stock Research Program (RS). The number of accidents per million train miles due to rolling stock-related causes decreased by 20 percent from FY 2020 to 2024. 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 by providing the scientific and engineering basis for improved industry standards, enforcement, risk reduction and technology development for improved design, maintenance, and operation of rail equipment.

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 focuses on improving the safety of hazardous materials transport by rail, conducted in cooperation 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, more robust wayside acoustics with machine learning, 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 focuses on 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 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/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 places if there is a collision or derailment.

TRAIN CONTROL AND COMMUNICATION RESEARCH PROGRAM

The FY 2026 President's Budget includes $6.6 million for the FRA Train Control and Communication Research Program (TC&C). The rate of accidents per million miles due to train control-related causes decreased by 18 percent from FY 2020 to 2024. Further reduction is expected from continued PTC improvements, which is one of the most transformative technological changes in the history of railroad signal technologies.

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 21st century. 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 problems 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 work 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 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.

Grade Crossing Pedestrian Safety

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

Grade Crossing Modeling and Simulation

In this research area, FRA will continue working on the validation of the new accident prediction and severity model for grade crossings to help guide decision-makers with

upgrading or eliminating grade crossings and develop dashboards for the LiDAR scans to improve grade crossing information available to States and other users.

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 2026 President's Budget includes $5.7 million for the FRA Human Factors Research Program (HF). The rate of accidents per million train miles due to human factors-related causes has stayed constant with 0 percent change from FY 2020 to 2024.

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.

The HF Research Program:

- Encourages the development of a positive safety culture within the railroad industry.
- Develops interventions to mitigate fatigue.
- 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.
- Seeks to better understand ways to raise operators' vigilance, sustained attention, and situational awareness.
- Applies simulation and modeling tools to address operator performance.

- Provides program oversight to the Short Line Safety Institute (SLSI), which helps improve safety and safety culture in Class II and Class III railroads.
- Develops technologies and tools to improve grade crossing safety.
- Conducts applied research to identify the causal factors of trespassing and suicides incidents on railroad property.

Human Factors

Railroad Technology, Automation, and Systems Design

New technologies are changing how railroad workers perform their jobs. This research area examines the implications of technology and automation on operational personnel performance and potential safety risks. 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 technologies. 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 these factors to identify those that have significant impacts on job performance and safety and to suggest strategies to enhance both.

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 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 death in the U.S.—trespassing and suicide.

RAILROAD SYSTEMS ISSUES RESEARCH PROGRAM

The FY 2026 President's Budget includes $10.6 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. The primary focus and goal of the RSI program is Safety.

Funding requested in FY 2026 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 safety needs within the railroad industry. The focus of this project is to solicit innovation, ideas, and advanced technology in railroad safety. 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 2026 President's Budget requests 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. IIJA 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.

Below is the proposed repair and rehabilitation project for FY 2026. Nearly all components included in the following categories were installed before 1979 and have reached or exceeded their expected lifespan.

- Water Distribution and Fire Hydrant Systems – Approximately half of the $3 million in FY 2026 funding will be used to repair and rehabilitate the site's water distribution system. This 50-year-old water system provides both domestic water and fire protection for the site, and its deteriorated condition compromises both functions. Work will address the wells, water filtration and treatment, water storage, water distribution, and fire hydrant equipment. Replacement of the worn-out main fire pump is a key aspect of this project and cannot proceed without associated repairs to rest of the system.
- Electrical Distribution Network and Building Electrical – The remaining half of the FY 2026 funding would be used to replace electrical distribution cabling throughout the site. The insulation on this cabling is beyond its useful life, which has resulted in frequent power outages that affect operations at the site.

How the facility's research and training needs evolve over the next several years may prompt priorities to change. Potential unforeseen failures of critical systems or components could also necessitate changes in project priority. Even though there are currently no identified projects for the following categories in FY 2026, FRA may have to fund work in these areas should an urgent need arise:

- 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.

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 requested in FY 2026 to recompete the next CoE grant cycle in FY 2026.

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. IIJA 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 rain 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), [$1,141,442,000]*$850,000,000*, 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 project management oversight funds authorized under section 22101(c) of the Infrastructure Investment and Jobs Act (Public Law 117–58), the Secretary may retain up to an additional $5,000,000 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), [$1,286,321,000]*$1,577,000,000*, to remain available until expended[: Provided, That the Secretary may retain up to an additional $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: Provided further, That none of the funds provided under this heading in this Act shall be used by Amtrak to give notice under subsection (a) or (c) of section 24706 of title 49, United States Code, with respect to long-distance routes (as defined in section 24102 of title 49, United States Code) on which Amtrak is the sole operator on a host railroad's line and a positive train control system is not required by law or regulation, or, except in an emergency or during maintenance or construction outages impacting such routes, to otherwise discontinue, reduce the frequency of, suspend, or substantially alter the route of rail service on any portion of such route operated in fiscal year 2018, including implementation of service permitted by section 24305(a)(3)(A) of title 49, United States Code, in lieu of rail service: Provided further, That the National Railroad Passenger Corporation may use up to $66,000,000 of the amounts made available under this heading in this Act for corridor development activities as authorized by section 22101(h) of division B of Public Law 117–58:

Provided further, That $40,000,000 of the amounts made available under this heading in this Act shall be for design and construction activities to improve the concourse and related infrastructure for the station at the major hub of Amtrak's National Network].

Explanation of Changes: The FY 2026 President's Budget does not reiterate in appropriations language authorized set-asides for the Northeast Corridor Commission, State-Supported Route Committee, or Corridor Identification and Development (Corridor ID) program. As described below, FRA intends to continue these set-asides in FY 2026; however, FRA does not anticipate significant funding being available for the Corridor ID set-aside once Amtrak fulfills its core operating and capital requirements on the National Network. The FY 2026 President's Budget also does not continue legacy language regarding discontinuance of service and positive train control, which dates back to the FY 2019 Consolidated Appropriations Act.

EXHIBIT III-1

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

	FY 2024 ENACTED	FY 2025 ENACTED	FY 2026 PRES. BUDGET
Northeast Corridor Grants to Amtrak	$ 1,141,442	$ 1,141,442	$ 850,000
National Network Grants to Amtrak	$ 1,286,321	$ 1,286,321	$ 1,577,000
Transfer to Financial Assistance Oversight and Technical Assistance	$ (12,139)	$ (12,139)	$ (12,135)
TOTAL, Base appropriations	**$ 2,415,624**	**$ 2,415,624**	**$ 2,414,865**
FTEs			
Direct Funded	0	0	0
IIJA Supplemental (Division J)			
Northeast Corridor Grants to Amtrak	$ 1,200,000	$ 1,200,000	$ 1,200,000
National Network Grants to Amtrak	$ 3,200,000	$ 3,200,000	$ 3,200,000
Transfer to Financial Assistance Oversight and Technical Assistance	$ (990)	$ (990)	$ (990)
TOTAL, Supplemental appropriations	**$ 4,399,010**	**$ 4,399,010**	**$ 4,399,010**
FTEs			
Direct Funded	0	0	0
TOTAL, Account	**$ 6,814,634**	**$ 6,814,634**	**$ 6,813,875**

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 2026 annual funds to be used for its core capital and operating needs. Consistent with recent appropriations language from Congress, FRA does not intend to withhold funds from FY 2026 annual appropriations for the Interstate Rail Compacts program. Up to $3 million remains available for Interstate Rail Compacts from the FY 2026 advance appropriations provided under the Infrastructure Investment and Jobs Act (IIJA).

EXHIBIT III-1a

GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION
SUMMARY ANALYSIS OF CHANGE FROM FY 2025 TO FY 2026
Appropriations, Obligations, Limitations, and Exempt Obligations
($000)

	$000	FTE
FY 2025 ENACTED	**2,415,624**	**0**
ADJUSTMENTS TO BASE:		
Non-Pay Inflation and Other	48,312	0
SUBTOTAL, ADJUSTMENTS TO BASE	**48,312**	**0**
PROGRAM REDUCTIONS		
Northeast Corridor Grants to Amtrak	-312,699	0
SUBTOTAL, PROGRAM REDUCTIONS	**-312,699**	**0**
PROGRAM INCREASES		
National Network Grants to Amtrak	263,628	0
SUBTOTAL, PROGRAM INCREASES	**263,628**	**0**
FY 2026 REQUEST, net transfer	**2,414,864**	**0**
Supplemental Appropriations	**4,400,000**	**0**
Transfer to Financial Assistance Oversight and Technical Assistance	-990	0
Supplemental Appropriations, net transfer	**4,399,010**	**0**
TOTAL, net transfer	**6,813,874**	**0**

Detailed Justification for the Grants to the National Railroad Passenger Corporation

FY 2026 – Grants to the National Railroad Passenger Corporation – Budget Request ($000)

Program Activity	FY 2024 Enacted Level	FY 2025 Enacted Level	FY 2026 President's Budget
Northeast Corridor Grants to the National Railroad Passenger Corporation	$1,141,442	$1,141,442	$850,000
National Network Grants to the National Railroad Passenger Corporation	$1,286,321	$1,286,321	$1,577,000
Total	**$2,427,763**	**$2,427,763**	**$2,427,000**
FTE	**0**	**0**	**0**

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

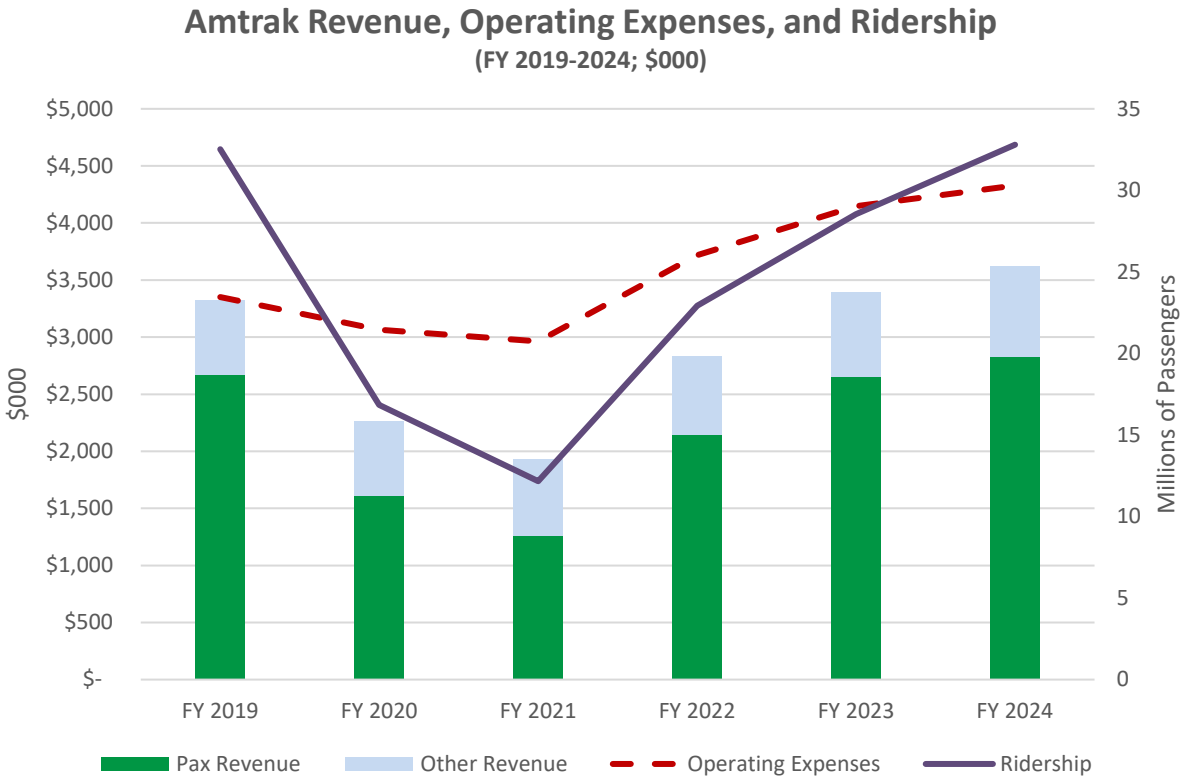
The National Railroad Passenger Corporation (Amtrak) operates three primary types of intercity passenger rail services:

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 2026 President's Budget includes a total of more than $2.4 billion for Amtrak's annual grants for the Northeast Corridor and National Network. These funds are intended to sustain the operations of Amtrak's three primary passenger service lines and allow Amtrak to fulfill its ongoing maintenance and capital renewal programs. With FRA's oversight, Amtrak must continue to drive ridership and revenue growth, while finding operating efficiencies to contain the expense side of the ledger. Amtrak has made significant progress in recovering from the effects COVID had on their ridership and revenue, setting new records of 32.8 million passengers and more than $3.6 billion in revenue in FY 2024. However, Amtrak's operating expenses eclipsed $4.3 billion in FY 2024.[1] Since 2019, Amtrak's revenue growth of 9 percent

[1] Amtrak, Monthly Performance Report, October 31, 2024.

has been significantly outpaced by operating expense increases of 29 percent. Under the leadership of President Trump, FRA will be reviewing avenues to close this gap.



Similarly, it is crucial that the billions of American taxpayer dollars that are going to build capital projects across the Amtrak network be spent effectively and result in infrastructure that Americans can take pride in. FRA is conducting rigorous oversight of projects funded under both Amtrak's annual grants and IIJA advance appropriations. These two funding sources generally serve different purposes in the Amtrak mission. The funding requested and provided through the Amtrak annual grant support Amtrak's ongoing operating and capital requirements. Congress specified that that IIJA advance appropriations fulfill six purposes:

- Replacing Amtrak's aging rolling stock and related facilities;
- Eliminating the state-of-good-repair backlog on Amtrak-owned assets on the NEC that solely benefit Amtrak services;
- Eliminating the state-of-good-repair backlog on Amtrak-owned National Network assets;
- Eliminating the backlog of Amtrak's support assets associated with operating its rail system (e.g. reservations, security, training, IT);
- Bringing Amtrak served stations into compliance with the Americans with Disabilities Act (ADA); and
- Advancing Amtrak's efforts to complete NEC capital renewal backlog projects.

FY 2025 Accomplishments

Anticipated FY 2025 accomplishments for FRA's funding of Amtrak include:

- Continued implementation, oversight, and technical assistance of the advance appropriations provided to Amtrak through the IIJA under both Amtrak's directed grants and competitive awards under the Federal-State Partnership for Intercity Passenger Rail program. 55 projects funded through Amtrak's direct $22 billion IIJA advance appropriation were underway as of March 2025, with expenditures totaling $1.7 billion. An additional 20 projects are anticipated to commence by the end of FY 2026. In less than three months, the Trump Administration has saved taxpayers more than $320 million by revising the scope of Amtrak's Dock Bridge Rehabilitation Project to focus on critical safety and reliability elements, cancelling the New York Metropolitan Transportation Authority's award for the New York Penn Station Reconstruction project and rescoping Amtrak's Penn Station award to handle both reconstruction and capacity improvements at the station as a single endeavor, and terminating the Amtrak Texas High-Speed Rail Corridor (previously known as the Texas Central Railway project)..

- 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 are expected to commence operations in FY 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.

- Continued development of 83 new trainsets to replace the 40-50+ year old Amfleet I railcars used on NEC Regional service and many State-Supported corridors across the country. In FY 2025, Amtrak is scheduled to complete production and testing of the first diesel trainset. Like the new Acela equipment mentioned above, the new passenger fleet for NEC Regional and State-Supported service will help spur continued revenue growth of those businesses.

- Delivery of new locomotives serving Long Distance routes. In FY 2025, approximately 75 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.

- Oversight of Amtrak's removal of its Horizon fleet from service, which were found to have corrosion during Amtrak inspections of its equipment. FRA's safety regime ensures that potentially unsafe equipment is not operating on the network.

- Implementation of the facilities program necessary to service and support the new trainsets and locomotives. Under the IIJA 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.[2] By the end of FY 2025 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); Boston, MA; Seattle, WA; Portland, OR; and Eugene, OR.

- Oversight of Amtrak's ADA stations program, which is working to bring Amtrak-served stations into compliance with the funding provided under IIJA. Amtrak is on track to ensure that all 142 stations for which it is solely responsible for ADA compliance are compliant by 2030.

The FY 2026 President's Budget requests more than $2.4 billion for Amtrak, including:

Northeast Corridor ($850 million): The Northeast Corridor railroad infrastructure and services fulfill a vital role in the region's economy, carrying more than 600,000 weekday passengers in FY 2024, which represents a 9 percent increase year-over-year.[3] Amtrak's NEC train operations account for approximately 40 percent of its ridership and operating revenue.

The FY 2026 President's Budget includes $850 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

[2] 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.
[3] Northeast Corridor Commission, Northeast Corridor Annual Report: Infrastructure and Operations, Fiscal Year 2024, March 2025.

- 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 ($1.6 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 2026 President's Budget includes $1.6 billion for the National Network account to fund the following needs:

- Long Distance Routes ($838 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 $560 million of the requested funding is required for operating expenses.

- State-Supported Routes ($611 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 summer 2025, Amtrak and its partners in Louisiana, Mississippi, and Alabama will restore 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 will operate twice-daily frequencies between New Orleans, LA, and Mobile, AL.[4]
    - 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 2024, 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 $230 million for FY 2026.

[4] Amtrak, Introducing Amtrak Mardi Gras Service Twice Daily Between New Orleans and Mobile via Coastal Mississippi, April 24, 2025.

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

- Infrastructure Access ($120 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 ($12.1 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.

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 2026 President's Budget provides sufficient annual grant funding to maintain Amtrak's NEC, State-Supported, and Long Distance services, while FRA and Amtrak work together 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."[5] 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. In FY 2024, 9.6 percent of NEC trains were late, annulled, or terminated, representing a 1 percent increase above FY 2023. More than 24 percent of Amtrak trains were delayed in FY 2024.[6]

Transportation Demand – Amtrak provides a transportation choice to more than 500 communities across 46 of the 48 contiguous U.S. States. As Amtrak seeks to double its ridership by 2040, intercity passenger rail will continue to provide critical transportation services for a U.S. population that is expected to grow by nearly 15 million people over that timeframe.[7]

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.[8] 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. More than 99 percent of all Amtrak procurements in FY 2023 used domestic vendors.[9] 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.

[5] NEC Commission, Connect NEC 2037, November 2023.
[6] Northeast Corridor Commission, Northeast Corridor Annual Report: Infrastructure and Operations, Fiscal Year 2024, March 2025.
[7] U.S. Census Bureau, Projected Population and Components of Change for the United States, Main Series: 2022-2100, November 2023.
[8] Amtrak, More Trains. More Cities. Better Service: Amtrak's Vision for Improving Transportation Across America, June 2021.
[9] Amtrak, General and Legislative Annual Report & Fiscal Year 2025 Grant Request, March 2024.

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, [$198,957,997]*$500,000,000*, to remain available until expended: Provided, [That of the amounts made available under this heading in this Act, $98,957,997 shall be made available for the purposes, and in amounts, specified for Community Project Funding/Congressionally Directed Spending in the table entitled ''Community Project Funding/Congressionally Directed Spending'' included in the explanatory statement described in section 4 (in the matter preceding division A of this consolidated Act): Provided further, That requirements under subsections (g) and (l) of section 22907 of title 49, United States Code, shall not apply to the preceding proviso: Provided further, That any remaining funds available after the distribution of the Community Project Funding/Congressionally Directed Spending described in this paragraph shall be available to the Secretary to distribute as discretionary grants under this heading: Provided further, That for amounts made available under this heading in this Act, eligible projects under section 22907(c)(8) of title 49, United States Code, shall also include railroad systems planning (including the preparation of regional intercity passenger rail plans and state rail plans) and railroad project development activities (including railroad project planning, preliminary engineering, design, environmental analysis, feasibility studies, and the development and analysis of project alternatives): Provided further, That section 22905(f) of title 49, United States Code, shall not apply to amounts made available under this heading in this Act for projects that implement or sustain positive train control systems otherwise eligible under section 22907(c)(1) of title 49, United States Code: Provided further, That amounts made available under this heading in this Act for projects selected for commuter rail passenger transportation may be transferred by the Secretary, after selection, to the appropriate agencies to be administered in accordance with chapter 53 of title 49, United States Code: Provided further,]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 section 22907(e)(1)(A) of title 49, United States Code, shall not apply to amounts made available under this heading in this Act: Provided further, That section 22907(e)(1)(A) of title 49, United States Code, shall not apply to amounts made available under this heading in previous fiscal years if such funds are announced in a notice of funding opportunity that includes funds made available under this heading in this Act: Provided further, That the preceding proviso shall not apply to funds made available under this heading in the Infrastructure Investment and Jobs Act (division J of Public Law 117–58):]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.

Explanation of Changes: The FY 2026 President's Budget does not include appropriations language associated with Community Project Funding/Congressionally Directed Spending Note from FY 2024. The appropriations language also omits legacy language reiterating project planning eligibilities, enabling commuter railroad positive train control projects, and waiving the selection preference for a 50 percent non-Federal match. New language includes proposals to waive the Federal match for trespass law enforcement projects and waive the requirement for applicants to submit a benefit-cost analysis for certain eligible project types that are not well-suited to meet the DOT requirements for a full benefit-cost analysis review.

EXHIBIT III-1

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

	FY 2024 ENACTED	FY 2025 ENACTED	FY 2026 PRES. BUDGET
Consolidated Rail Infrastructure and Safety Improvements	$ 198,958	$ 100,000	$ 500,000
Transfer to Financial Assistance Oversight and Technical Assistance	$ (3,979)	$ (2,000)	$ (10,000)
TOTAL, Base appropriations	**$ 194,979**	**$ 98,000**	**$ 490,000**
FTEs			
Direct Funded	0	0	0
IIJA Supplemental (Division J)			
Consolidated Rail Infrastructure and Safety Improvements	$ 1,000,000	$ 1,000,000	$ 1,000,000
TOTAL, Supplemental appropriations	**$ 1,000,000**	**$ 1,000,000**	**$ 1,000,000**
FTEs			
Direct Funded	0	0	0
TOTAL, Account	**$ 1,194,979**	**$ 1,098,000**	**$ 1,490,000**

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 2025 TO FY 2026
Appropriations, Obligations, Limitations, and Exempt Obligations
($000)

	$000	FTE
FY 2025 ENACTED, net transfers	**98,000**	**0**
PROGRAM INCREASES		
Consolidated Rail Infrastructure and Safety Improvements	392,000	0
SUBTOTAL, PROGRAM INCREASES	**392,000**	**0**
FY 2026 REQUEST, net transfer	**490,000**	**0**
Supplemental Appropriations	**1,000,000**	**0**
TOTAL, net transfer	**1,490,000**	**0**

Detailed Justification for the Consolidated Rail Infrastructure and Safety Improvements

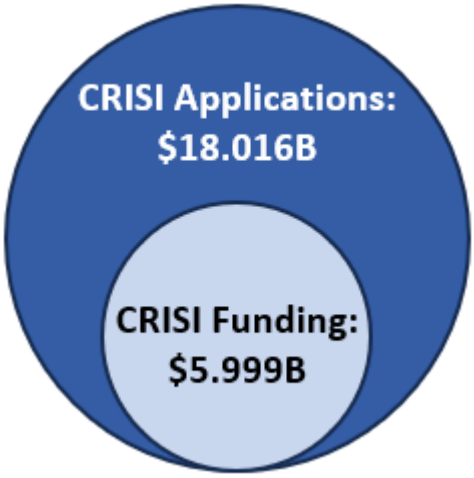
FY 2026 Consolidated Rail Infrastructure and Safety Improvements Budget Request ($000)

Program Activity	FY 2024 Enacted Level	FY 2025 Enacted Level	FY 2026 President's Budget
Consolidated Rail Infrastructure and Safety Improvements	$198,958	$100,000	$500,000
Total	**$198,958**	**$100,000**	**$500,000**
FTE	**0**	**0**	**0**

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. **The FY 2026 President's Budget requests $500 million in annual appropriations—in addition to the $1 billion available in the final year of IIJA advance appropriations—to help meet the strong demand for CRISI dollars.**

CRISI Applications vs. Funding FY 2017 – FY 2024



While the CRISI program is unique in its ability to support such a wide range of recipients and project types, the foundation of the program is safety and nearly all CRISI projects provide 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. More than 30 percent of the 400 plus projects selected to date under CRISI are helping to improve grade crossing safety.

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. Ensuring a robust short line rail network is key to maintaining healthy supply chains that propel the U.S. economy. Nearly 40 percent 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.[1] By statute, at least 25 percent of CRISI funds must be made available to rural areas.[2] FRA has far exceeded this requirement, with approximately half of all CRISI projects selected to date (both in terms of number or projects and amount awarded) benefiting rural areas.

Proposed Legislative Changes

The FY 2026 President's Budget Request proposes two legislative changes to the CRISI program to improve the effectiveness of the trespass prevention eligibilities included in IIJA 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

[1] U.S. Department of Transportation, Rural Roadway Safety, April 4, 2025.
[2] "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.

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.

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[3] and carries approximately 1.5 billion tons of freight valued at nearly $600 billion each year.[4] The Consolidated Rail Infrastructure and Safety Improvements program will 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.

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.[5] 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 17 times higher than for passenger trains. 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.

[3] Amtrak, FY24-29 Five Year Plans, March 2024.
[4] U.S. Department of Transportation, Bureau of Transportation Statistics, Freight Facts and Figures.
[5] OneRail, Rail Safety in the United States, 2016.

Freight and Passenger Growth – Each American requires the movement of approximately 40 tons of freight per year across the freight network and approximately 85,000 passengers per day ride intercity trains. In addition to its intercity riders, the Northeast Corridor alone supports nearly 600,000 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.[6] 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 13 million barrels of petroleum products every day for transportation, representing more than two-thirds of the Nation's petroleum usage.[7] On average, U.S. railroads move one ton of freight nearly 500 miles per gallon of fuel.[8]

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.[9] 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.

[6] U.S. Department of Transportation, Bureau of Transportation Statistics, Freight Facts and Figures.
[7] U.S. Energy Information Administration, Monthly Energy Review, April 2025.
[8] Association of American Railroads, Freight Railroads and Climate Change – Reducing Emissions, Enhancing Resiliency, June 2023.
[9] Association of American Railroads, Freight Rail: Investments, accessed April 2025.

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 [2023]*2025* 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 [2023]*2025* 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. None of the funds made available by this Act may be used by the National Railroad Passenger Corporation in contravention of the Worker Adjustment and Retraining Notification Act (29 U.S.C. 2101 et seq.).]

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. Of the unobligated balances of funds remaining from—
(1) ‘‘Northeast Corridor Improvement Program’’ account totaling $126,348 appropriated by Public Law 114-113 is hereby permanently rescinded;
(2) ‘‘Railroad Safety Grants’’ account totaling $81,257.66 appropriated by Public Law 113-235 is hereby permanently rescinded;
(3) ‘‘Capital Assistance for High Speed Rail Corridors and Intercity Passenger Rail Service’’ account totaling $53,118,096.83 appropriated by Public Law 111-117 is hereby permanently rescinded;
(4) ‘‘Next Generation High-Speed Rail’’ account totaling $94.94 appropriated by Public Law 108-447 is hereby permanently rescinded; and
(5) ‘‘Grants to the National Railroad Passenger Corporation’’ account totaling $678.16 appropriated by Public Law 108-447 is hereby permanently rescinded.]

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.

[SEC. 155. It is the sense of Congress that—
(1) long-distance passenger rail routes provide much-needed transportation access for 4,700,000 riders in 325 communities in 40 States and are particularly important in rural areas; and
(2) long-distance passenger rail routes and services should be sustained to ensure connectivity throughout the National Network (as defined in section 24102 of title 49, United States Code).]

Explanation of Changes: Section 153 changes from mandatory to optional the transfers of Railroad Crossing Elimination awards to the Federal Transit Administration for projects benefiting commuter rail transportation. Section 154 makes nonprofit organizations eligible to receive Railroad Crossing Elimination awards.

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

Federal Railroad Administration
FY 2026 Research, Development, & Technology Budget Authority
($000)

Budget Account	FY 2024 Enacted	FY 2025 Enacted	FY 2026 President's Budget	Applied Research	Technology Transfer	Facilities	Experimental Development	Major Equipment, R&D Equipment
Railroad Research and Development	**$54,000**	**$54,000**	**$44,000**	**$30,630**	**$1,670**	**$3,000**	**$6,900**	**$1,800**
Track	9,837	12,550	10,120	10,120				
Rolling Stock	13,960	11,900	11,000	8,500			2,500	
Train Control and Communication	7,553	6,650	6,600	5,850				
Human Factors	8,253	7,050	5,720	4,570			1,150	
Railroad Systems Issues	14,397	15,850	10,560	1,590	1,670	3,000	2,500	1,800
Safety and Operations	**$6,068**	**$6,651**	**$7,427**	**$5,773**	**$267**	**$0**	**$1,388**	**$0**
Administrative	6,068	6,651	7,427	5,773			1,388	
Total R&D Funding, all appropriations	**$60,068**	**$60,651**	**$51,427**	**$36,403**	**$1,937**	**$3,000**	**$8,288**	**$1,800**

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 2024: $9.84 million

In FY 2024, the Track Research Program continued to focus on track-caused derailments by improving inspection technology and processes and improving substructure and rail integrity assessments. Safety research on track structures, track components, systems performance, and systems analysis continued to reduce track-caused derailments to improve safety. Rail performance, track inspection, and track stability research areas used ground-penetrating radar, acoustic imaging, unmanned aerial vehicles, and sensor suites to better understand rail service life and track hazards emerging from track welding, track ballast, and track geometric alignment issues. The predictive analytics research area improved predictive modeling, and vehicle and track performance research established the root causes of rolling contact fatigue methodologies. Rail infrastructure research improved the safety and state-of-good-repair of bridges, structures, track design, and special track work. New, drone-based inspection technologies complemented existing walking and hi-rail inspection methods.

Fiscal Year 2025: $12.55 million

In FY 2025, the Track Research Program's focus is 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 plans to adjust 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 continue to focus on track-caused derailments. Work to prevent roadbed failures will use 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 will advance 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 will focus 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 will focus on producing better welds and developing better inspection systems. Work on failures

of other track structures such as bridges, catenary, and special trackwork will investigate the areas of most need. Work will continue developing more accurate simulation models to explore the interaction of rail vehicles with the track and will investigate whether existing thresholds should be changed. Research will also explore 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: $10.12 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.

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 2024: $13.96 million

In FY 2024, RS research continued to improve safety. RS collaborated with stakeholders to study HazMat tank car failure modes and crash survivability by conducting modeling and destructive testing, disseminating findings, and updating regulations. RS continued to model in-train forces with the Train Energy and Dynamics Simulator to reduce accident rates. Research on wheel temperature detection and modeling techniques yielded better-performing components that are less likely to fail. Research in railcar passenger safety continued to test fire-resistant railcar material, egress scenarios, structural integrity, and passenger locomotive crashworthiness.

In addition, RS published its work reviewing the air brake performance of long trains by examining a consist of over 200 cars. This study included computer simulation, physical modeling of 200 air brakes, stationary consist testing with instrumented box cars, and a moving train test to collect air brake performance and dynamic forces using the instrumented box cars. RS initiated a project to examine oil-free technologies for air compressors and began evaluating wayside technology to detect air leaks in moving trains.

Fiscal Year 2025: $11.90 million

RS is restoring and making improvements to the Rail Dynamics Laboratory test systems at TTC. This includes restoration of the Mini-Shaker Unit, Simuloader Unit, Squeeze Test Fixture, and Vibration Test Unit to functional capabilities. RS is also establishing new wayside equipment testing capabilities at TTC. Research also investigates 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 will be reviewed. In addition, RS continues 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 is continuing 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: $11.00 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.

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 T2.

Fiscal Year 2024: $7.55 million

In 2024, interoperability research developed efficient and reliable controls and automated verification among railroads. TC&C supported the testing and evaluation of cellular vehicle-to-everything communication protocols. TC&C also publicly demonstrated the feasibility and performance of the Rail Crossing Violation Warning system. Collaboration with the Intelligent Transportations Systems-Joint Program Office continued.

TC&C worked with stakeholders to develop new tools and technologies for addressing trespassing on railroad rights-of-way. A grade crossing database to house the 3D grade crossing scans collected by the Automated Track Inspection Program (ATIP) car continued development,

along with new accident prediction and severity model for grade crossings. TC&C also started a feasibility study to plan, design and build a grade crossing testbed at TTC. TC&C disseminated educational tools to the public, including local and State governments, law enforcement agencies, and schools. TC&C continued to coordinate with the Human Factors (HF) division and Operation Lifesaver and also established an international working group for trespass prevention.

Fiscal Year 2025: $6.65 million

In FY 2025, TC&C continues 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 will finish the rehabilitation and upgrade for the signaling, PTC, and grade crossings at TTC and increase site capabilities to support planned next generation train control research. TC&C plans to add 5G cellular wireless communication capability to the site to support the Connected/Automated Vehicle Research program. It will also evaluate 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 is also sponsoring 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 continues 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 will be carried out using LiDAR and/or photogrammetry techniques. Finally, TC&C is completing 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 use new 5G cellular wireless communication capability to advance connected autonomous vehicle research. Also, the program anticipates using 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.

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 2024: $8.25 million

In 2024, the HF program continued to support FRA's safety mission by reducing the potential for human error in railroad operations. HF researched head-up display interface designs and examined human-automation teaming for track inspection. Short Line Safety Institute (SLSI) funding continued, including an assessment of safety culture change at participating railroads. In FY 2024, SLSI received additional funding from Congress to acquire, modify and renovate rail cars in order to conduct hazardous materials emergency response training. HF collaborated with the FRA Office of Railroad Safety, railroads, and railroad labor to continue building the Rail Information Sharing Environment (RISE), a safety data trust for the railroad industry. Research on grade crossing safety and trespasser mitigation continued, with studies on motorist and trespasser behavior. Coordination with the following stakeholder working groups is aimed at mitigating and preventing trespassing and suicide attempts: Global Railway Alliance for Suicide Prevention Program, Suicide Prevention for US Rail and Operation Lifesaver. HF also continued evaluations of the Confidential Close Call Reporting System (C^3RS) program, in keeping with the Evidence Act.

Fiscal Year 2025: $7.05 million

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

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.

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 2024: $14.39 million

FRA conducted research to examine workforce recruitment, retention, and development and training in the railroad industry. Broad Agency Announcements sought innovative ideas from vendors and universities. Research was also conducted to improved rail accessibility standards for rail passengers. Moreover, infrastructure investments enhanced TTC's capabilities and capacity, and addressed maintenance requirements needed to meet current and future research and test activities.

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 will continue the study and development of a grade crossing testbed at TTC, and consider 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 will continue to fund the Rail Research and Development Center of Excellence (CoE) grant, as authorized by the IIJA. The Center will advance 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: $10.56 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.

INFORMATION TECHNOLOGY
FEDERAL RAILROAD ADMINISTRATION
BUDGET AUTHORITY

($000)

Budget Account	FY 2024 Enacted	FY 2025 Enacted	FY 2026 Request**
Safety and Operations	**$33,089**	**$27,063**	**$29,303**
Commodity IT SS WCF	*$16,992*	*$16,953*	*$16,953*
FRA Programmatic IT (WCF)	-	-	*$12,350*
FRA Programmatic IT	*$16,097*	*$10,110*	-
Financial Assistance Oversight and Technical Assistance*	**$3,607**	**$835**	**$1,500**
FRA Programmatic IT (WCF)	-	-	*$1,500*
FRA Programmatic IT	*$3,607*	*$835*	-
Total	**$36,696**	**$27,898**	**$30,803**

**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 2026 value is meant to illustrate the overall IT consolidation effort within the Department; however, this particular display will continue to undergo refinement as the consolidation takes place.*

The Federal Railroad Administration (FRA) is requesting **$30.8 million** in FY 2026 for information technologies (IT) that support the full spectrum of FRA 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).

Commodity IT Shared Services (SS) through the Working Capital Fund

OCIO will continue to provide all modes with Commodity IT Shared Services in FY 2026 to achieve economies of scale and increase consistency of cybersecurity protections across the Department. Commodity 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 **$16.95 million** from the Safety and Operations account for Commodity IT Shared Services. FRA's share was based on actual commodity IT consumption in prior years as well as planned future consumption. OCIO, in collaboration with FRA, assumed a one-to-one cost estimate to transition all commodity IT to OCIO. FRA will only be charged for services rendered.

The following are FRA's major mission-critical IT systems. 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 the fundamental FRA 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 **$1.60 million** from Safety and Operations for development, modernization, and maintenance (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 **$9.25 million** from Safety and Operations and **$1.50 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 2016 - 2025
FEDERAL RAILROAD ADMINISTRATION
($000)

Account	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020 [4/]	FY 2021 [6/]	FY 2022 [8/]	FY 2023 [10/]	FY 2024 [12/]	FY 2025 [14/]
Safety and Operations	199,000	218,298	221,698	221,698	224,448	234,905	240,757	250,449	267,799	267,799
Safety and Operations (rescissions)	(6,710) [1/]	--	--	--	--	--	--	--	--	--
Railroad Research and Development	39,100	40,100	40,600	40,600	40,600	41,000	43,000	44,000	54,000	54,000
Railroad Research and Development (rescissions)	(1,960) [1/]	--	--	--	--	--	--	--	--	--
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
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
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	--	--	--	--
Railroad Crossing Elimination Program	--	--	--	--	--	--	600,000	600,000	600,000	600,000
Northeast Corridor Grants to the National Railroad Passenger Corporation	--	328,000	650,000	650,000	1,192,000	2,325,819	2,074,501	2,460,000	2,341,442	2,341,442
Northeast Corridor Grants to the National Railroad Passenger Corporation (rescissions)	--	--	--	--	--	--	--	(1,000) [11/]	--	--
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
National Network Grants to the National Railroad Passenger Corporation (rescissions)	--	--	--	--	--	--	--	(1,000) [11/]	--	--
Operating Grants to the National Railroad Passenger Corporation	288,500	--	--	--	--	--	--	--	--	--
Capital and Debt Service Grants to the National Railroad Passenger Corporation	1,101,500	--	--	--	--	--	--	--	--	--
Capital and Debt Service Grants to the National Railroad Passenger Corporation (rescissions)	(5,000) [1/]	--	--	--	--	(10,458) [7/]	--	--	--	--
Grants to the National Railroad Passenger Corporation	(267) [1/]	13,480 [3/]	--	--	--	--	--	--	(1) [13/]	--
Pennsylvania Station Redevelopment Project	40,200 [2/]	--	--	--	--	--	--	--	--	--
Railroad Safety Grants	50,000	--	--	--	--	--	(1,715) [9/]	(1,610) [11/]	(81) [13/]	--
Railroad Safety Technology Program (rescissions)	--	--	--	--	--	(613) [7/]	--	--	--	--
Rail Line Relocation and Improvement Program (rescissions)	(2,241) [1/]	--	--	--	--	(12,650) [7/]	--	(1,811) [11/]	--	--
Next Generation High-Speed Rail (rescissions)	(4,945) [1/]	--	--	--	--	(3,035) [7/]	--	--	(0) [13/]	--
Northeast Corridor Improvement Program	19,163 [1/]	--	--	--	--	--	--	--	(126) [13/]	--
Intercity Passenger Rail Grant Program (rescissions)	--	--	--	--	--	(10,165) [7/]	--	--	--	--
Capital Assistance for High Speed Rail Corridors and Intercity Passenger Rail Service (rescissions)	--	--	--	--	--	--	(13,327) [9/]	--	(53,118) [13/]	--
Railroad Rehabilitation and Improvement Financing Program (discretionary)	1,960 [1/]	--	25,000	17,000	-- [5/]	--	--	--	--	--
Railroad Rehabilitation and Improvement Financing Program (mandatory)	563	1,809	100,371	60,811	-- [5/]	--	--	--	--	--
Total FRA Budget Authority	**1,718,863**	**1,866,687**	**3,191,816**	**2,951,709**	**3,812,048**	**5,520,704**	**16,525,086**	**16,602,028**	**16,170,194**	**16,124,562**

Notes:
1/ FY 2016 Omnibus (P.L. 114-113) reflects the following rescissions from prior year unobligated balances: $6,710,477 from Safety & Operations, $1,960,000 from Railroad Research and Development, $2,241,385 from Rail Line Relocation and Improvement, $5,000,000 from Capital and Debt Service Grants to the National Railroad Passenger Corporation (NEC 2015), $267,019 from Grants to the National Railroad Passenger Corporation, and $4,944,504 from Next Generation

High-Speed Rail. These amounts were then reallocated to: $19,163,385 for Northeast Corridor Improvement Program and $1,960,000 to Railroad Rehabilitation and Improvement Financing Program.
2/ In FY 2016, $40.2M from the Disaster Relief Appropriations Act of FY 2013 (P.L. 113-2) was transferred from FTA to FRA for risk reduction projects at Pennsylvania Station, which was an area impacted by Hurricane Sandy.
3/ 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.
4/ 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.
5/ In FY 2020, the Railroad Rehabilitation and Improvement Financing Program accounts moved to the Office of the Secretary.
6/ 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.
7/ 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, $10,164,8855.13 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.
8/ 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.
9/ The Consolidated Appropriations Act, 2022 (P.L. 117-103) includes the following rescissions of prior year unobligated balances: $1,715,414.34 from Railroad Safety Grants and $13,327,006.39 from Capital Assistance for High Speed Rail Corridors and Intercity Passenger Rail Service.
10/ 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.
11/ 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 from Amtrak Northeast Corridor and $1,000,000 from Amtrak National Network.
12/ 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.
13/ 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.
14/ 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.