BUDGET ESTIMATES

FISCAL YEAR 2011

FEDERAL RAILROAD ADMINISTRATION

SUBMITTED FOR THE USE OF
THE COMMITTEES ON APPROPRIATIONS

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FY 2011 CONGRESSIONAL BUDGET SUBMISSION

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OVERVIEW

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

Mission

The Federal Railroad Administration (FRA) was established by the Department of Transportation Act of 1966 and is the Department of Transportation (DOT) agency focused on our Nation's passenger and freight rail transportation safety and infrastructure requirements. As such, FRA promotes safe, environmentally sound railroad transportation to meet the Nation's current and future needs. FRA promulgates and enforces rail safety regulations, administers a comprehensive portfolio of railroad assistance programs, conducts research and development in support of improved railroad safety and national rail transportation policy, supports the on-going rehabilitation of Northeast Corridor rail passenger service, and consolidates government support of rail transportation activities. Most recently, FRA has been rapidly developing and implementing the necessary policies and program requirements for the High-Speed Intercity Passenger Rail program, which is a key initiative of President Obama.

Administrator's Overview

Since its establishment over four decades ago, the FRA has made significant contributions toward the safety, operation, and advancement of the Nation's passenger and freight rail industry and infrastructure. The rail industry affects a significant portion of the Nation's economy, and its broad influence and magnitude pose many challenges for the agency. Today, FRA regulates more than 740 railroads (including 27 passenger, 160 switching and terminal, approximately 105 tourist, excursion, or historical, and the remainder freight railroads). In FY 2009, the railroad industry:

- Employed roughly 200,000 workers, who logged more than 440 million employee-hours.
- Hauled the Nation's freight over 683 million train-miles.
- Carried more than 578 million passengers over 17.5 billion miles.

FRA remains the single Federal agency charged with ensuring the Nation's rail transportation is safe, secure, efficient, and enhances the quality of life for all. In fact, during the past 12 months, FRA's mission has significantly expanded in terms of scope, impact, and responsibility of national level programs and activities.

FRA's FY 2011 President's Budget reflects three significant pieces of legislation that will change FRA's future. First, Congress reauthorized FRA's programs under the Rail Safety Improvement Act (RSIA) and the Passenger Rail Improvement and Investment Act (PRIIA) in October 2008. This legislation expanded FRA's core mission activities spanning across its rail safety, rail development, and intercity passenger rail programs. RSIA and PRIIA authorized dozens of new activities such as: competitive, discretionary grant programs; numerous reports and studies; and organizational structure changes. Second was the enactment of the American Recovery and Reinvestment Act of 2009. This legislation

appropriated to FRA an unprecedented **$9.3 billion** in resources targeting the generation of jobs through building capacity in passenger rail service infrastructure across the Nation. This trio of legislative actions did not align with the FY 2010 budget cycle; consequently, the FY 2011 President's Budget is the first opportunity for FRA to request the human and financial resources needed to carry out the multi-facetted requirements associated with RSIA, PRIIA, and ARRA.

In formulating the FY 2011 President's Budget, FRA's goal is to provide more clarity to the purpose and program activities of each of its five major offices. FRA has taken this opportunity to provide more information on the specific business lines of each office.

The FY 2011 budget submission requests the elimination of the Safety and Operations appropriation account and the establishment of two new ones to replace it. These two accounts are: the **Federal Railroad Operations** appropriation account, which will fund all expenses that manage FRA's operations; and the **Railroad Safety** appropriation account, which will fund all safety-specific program activities. The establishment of these new accounts will provide more transparency into FRA's non-program funding.

Budget Request Summary

FRA's $2.9 billion FY 2011 budget request reflects its strong safety mission and the Administration's pledge to provide the traveling public with a practical alternative to flying or driving, particularly where there is congestion in the skies and on the roads, through strategic investments in high speed rail. The FRA funding request is as follows:

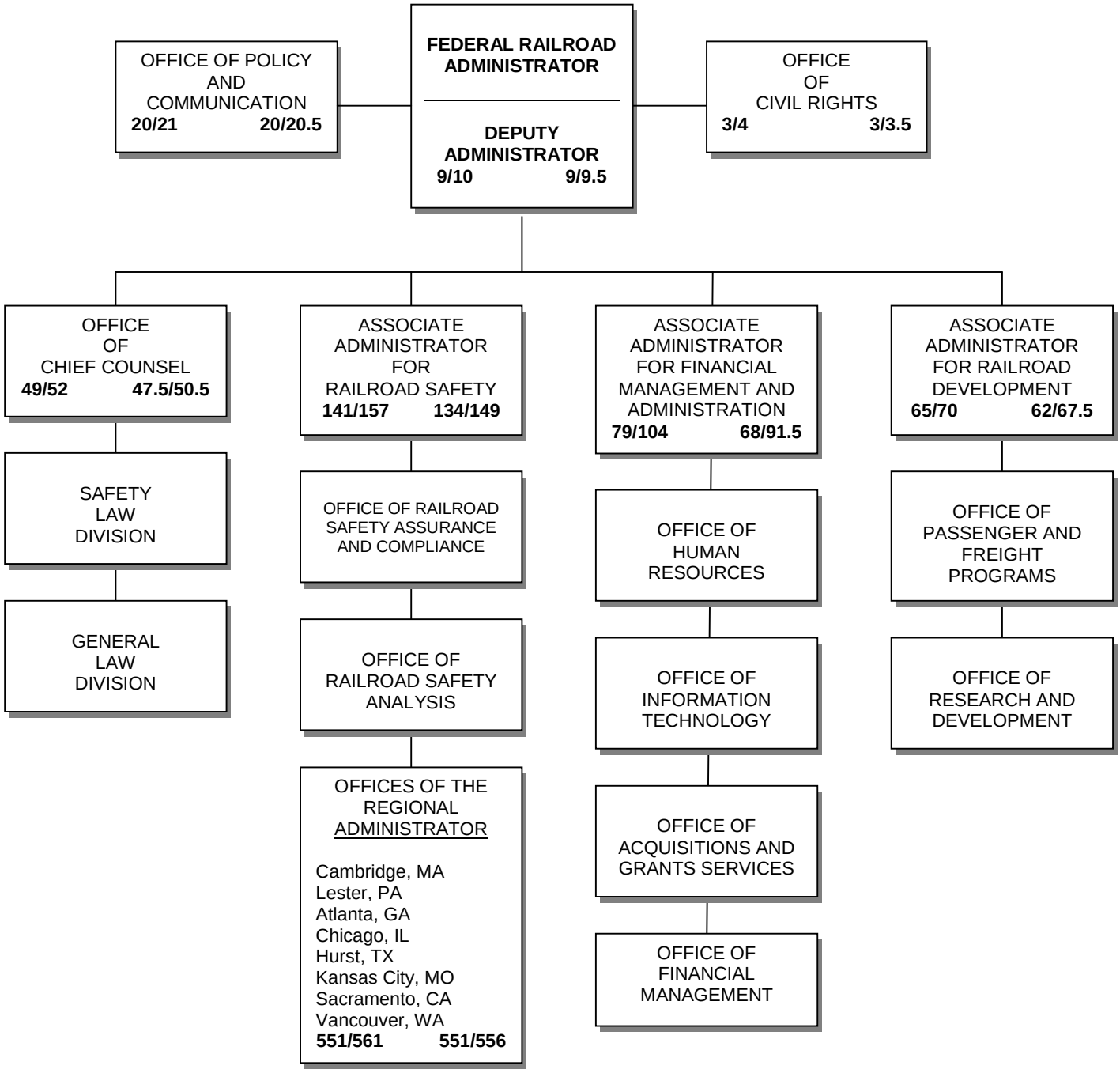
> **Federal Railroad Operations:** $153.8 million and 948 FTE/979 positions are requested for this new appropriation account. In FY 2011, FRA proposes the elimination of the Safety and Operations account and the establishment of Federal Railroad Operations that will finance all of FRA's operational activities and functions such as: payroll, rent, telecommunications, information technology infrastructure, and contract support. These funds are needed to accomplish Administration priorities and ensure sound stewardship of FRA rail safety, development, and financial assistance programs. In addition, FRA proposes the establishment of a Rail Safety User Fee to offset salary costs associated with rail safety inspectors.
>
> **Railroad Safety:** $49.5 million is requested for this new appropriation. In proposing the elimination of the Safety and Operations account, FRA proposes establishing this new account to capture the costs associated with FRA's major rail safety program activities that were previously funded under Safety and Operations. Activities proposed to be funded under this account include: the newly authorized Rail Safety Technology Grant Program, the Automated Track Inspection Program (ATIP), the Risk Reduction Program (RRP), Positive Train Control (PTC) activities, and FRA Safety Inspection-related travel.
>
> **Railroad Research & Development**: $40 million is requested to support research agenda in the areas of rail systems safety, track and structures, train occupant protection, human factors in train operations, rolling stock and components, track and train interaction, train control, grade crossings, hazardous materials, and transportation and research development facilities and test equipment. The FY 2011 request is $2.4 million above the FY 2010 enacted level.

Grants to the National Passenger Rail Corporation: $1.637 billion is requested to support Amtrak's operations while acting on its mandate to reshape the company. This appropriation includes: $563 million for Amtrak operations and $1.052 billion for capital and debt services. In addition, the FY 2011 request includes $22 million for a direct grant to the Amtrak Office of Inspector General. In total, funding proposed to be made available to Amtrak in FY 2011 is $72.4 million above the FY 2010 enacted level.

Capital Assistance for High-Speed Rail Corridors and Intercity Passenger Rail Service: $1 billion is requested to continue support of the Administration's vision to provide a sustainable 21st century rail transportation solution that is energy-efficient, environmentally sound, that leverages state, local, and private sector resources and partnerships. This request continues funding to advance the high-speed rail infrastructure capacity across the Nation and includes up to $50 million to fund program administration and oversight activities, $50 million for planning grants and activities, and $30 million for high-speed rail research and development activities.

FEDERAL RAILROAD ADMINISTRATION
Positions/FTE Related to Safety, Reduced Congestion, Security, and Organizational Excellence

Positions: 2010/2011 **FTE: 2010/2011**



Totals: **Positions: 917/979** **FTE: 894.5/948**

SECTION 2: BUDGET
SUMMARY TABLES

Exhibit II - 1

COMPARATIVE STATEMENT OF NEW BUDGET AUTHORITY
FEDERAL RAILROAD ADMINISTRATION
$(000)

	ACCOUNT NAME	FY 2009 ACTUAL [1/]	FY 2010 ENACTED	FY 2011 REQUEST
1.	Safety and Operations [2/]	159,445	172,270	-
2.	Federal Railroad Operations [2/ 3/]	[131,667]	[142,792]	103,846
3.	Railroad Safety [2/]	[27,778]	[29,478]	49,502
4.	Railroad Safety Technology Program	-	50,000	-
5.	Railroad Research and Development	33,950	37,613	40,000
6.	Rail Line Relocation & Improvement Program	25,000	34,532	-
7.	Amtrak Office of Inspector General	-	-	22,000
8.	Operating Grants to the National Railroad Passenger Corporation	550,000	563,000	563,000
9.	Capital / Debt Service Grants to the National Railroad Passenger Corporation	940,000	1,001,625	1,052,000
10.	Capital Grants to the National Railroad Passenger Corporation	1,300,000	-	-
11.	Capital Assistance for High Speed Rail Corridors and Intercity Passenger Rail Service	8,000,000	2,500,000	1,000,000
12.	Intercity Passenger Rail Grant Program	90,000	-	-
13.	Railroad Rehabilitation & Improvement Financing Fund - Loan Program Account	16,753	18,441	-
14.	Railroad Rehabilitation & Improvement Financing Fund - Liquidating Account	(6,704)	(3,324)	(3,465)
	TOTAL	**11,108,444**	**4,374,157**	**2,826,883**
	Mandatory	*10,049*	*15,117*	*(3,465)*
	Discretionary	*11,098,395*	*4,359,040*	*2,830,348*

Notes:

1. Includes funds provided under the American Recovery and Reinvestment Act of 2009.

2. FRA proposes to split the Safety and Operations appropriation into two appropriations: 1) Federal Railroad Operations, which will fund salaries and expenses of all FRA staff, Alaska Railroad, and all other non-Safety programs; and, 2) Railroad Safety, which will fund all Safety program costs.

3. FRA proposes a provision allowing user fee collections of $50 million to be credited to the Federal Railroad Operations appropriation as offsetting collections, thereby reducing the amount appropriated and the budget authority.

Exhibit II - 2

FY 2011 TOTAL BUDGETARY RESOURCES BY APPROPRIATION ACCOUNT
FEDERAL RAILROAD ADMINISTRATION
Appropriations, Obligation Limitations, and Exempt Obligations
($000)

ACCOUNT NAME	FY 2009 ACTUAL [1/]	FY 2010 ENACTED	FY 2011 REQUEST
Safety and Operations [2/]	**159,445**	**172,270**	
Salaries and Expenses	158,151	170,963	
Contract Support	559	572	
Alaska Railroad Liabilities	735	735	
Federal Railroad Operations [2/]	**[131,667]**	**[142,792]**	**153,846**
Salaries and Expenses	[130,373]	[141,485]	102,502
Off-setting collections (Rail Safety User Fees) [3/]			50,000
Contract Support	[559]	[572]	575
Alaska Railroad Liabilities	[735]	[735]	769
Railroad Safety [2/]	**[27,778]**	**[29,478]**	**49,502**
Railroad Safety Technology Program	-	50,000	-
Railroad Research and Development	**33,950**	**37,613**	**40,000**
Railroad System Issues	3,155	3,623	4,010
Human Factors	3,075	3,270	3,670
Rolling Stock and Components	3,000	3,000	3,000
Track and Structures	4,450	5,450	5,450
Track and Train Interaction	3,600	3,600	3,800
Train Control	7,120	7,870	8,270
Grade Crossings	1,850	2,100	2,200
Hazardous Materials Transportation	1,550	1,550	1,550
Train Occupant Protection	3,600	4,600	4,700
R&D Facilities and Test Equipment	2,550	2,550	2,850
Rail Cooperative Research Program	-	-	500
Rail Line Relocation & Improvement Program	**25,000**	**34,532**	**-**
Rail Line Relocation	7,900	10,013	-
Blue Ridge & KC Southern Railroad Rail Line Rehabilitation & Improvement, MO	-	800	-
COLT Overpass over U.S. 63, Boone County, MO	950	-	-
Detroit/Wayne County Port Authority Rail Access Improvement Program, MI	-	500	-
Downeast Rail Rehabilitation, ME	190	-	-
East Belt Railroad Grade Crossing Safety Improvements, Houston, TX	475	-	-
Elevated Railroad Track Project, Claremore, OK	333	-	-
Grade Crossing Mitigation, Galesburg, IL	-	2,922	-
Grade Separated Railroad Crossing, TX	-	500	-
Grand Rapids Amtrak Railroad Relocation, MI	3,800	-	-
High Speed Railraod Passenger Service, Duluth, MN	475	-	-
Hoquiam Horn Spur Railroad Track Improvement Project, WA	-	350	-
Industrial Park Rail Project, Greene County, AL	-	400	-
Lackawaxen Interchange Rehabilitation, Pike County, PA	48	-	-
MN Valley Regional Rail Authority Rehabilitation Project, MN	-	1,000	-
Mt. Vernon RR Cut, NY	-	-	-
North Rail Relocation Project, Cameron County, TX	-	400	-
Ogden Avenue Grade Separation, Aurora, IL	-	1,000	-
Passenger Rail Corridor CREATE Projects, Chicago, IL	1,900	-	-
Pecos St. Grade Crossing, Adams Cty, CO	190	-	-
Phase 3 Rail Rehabilition in Redwood Falls, MN	950	-	-
Port of Alexandria Rail Spur, City of Alexandria, LA	-	487	-
Port of Monroe Dock & Industrial Park, Monroe County, IL	-	500	-
Quad Cities Track Improvemnet, IL	475	-	-

Exhibit II - 2 (cont'd)

FY 2011 TOTAL BUDGETARY RESOURCES BY APPROPRIATION ACCOUNT
FEDERAL RAILROAD ADMINISTRATION
Appropriations, Obligation Limitations, and Exempt Obligations
($000)

ACCOUNT NAME	FY 2009 ACTUAL [1/]	FY 2010 ENACTED	FY 2011 REQUEST
Rail Safety Improvements, Tualatin, OR	-	250	-
Rail Safety Upgrades, Coos Cty, NH	475	800	-
Rail Spur Extension, Greater Ouachita Parish, LA	-	2,000	-
Railroad Bridge Rehabilitation, El Dorado, AR	333	-	-
Railroad Bridge Rehabilitation, Perry County, IN	380	-	-
Railroad Grade Crossing Safety Improvements, Huntington, NY	95	-	-
Railroad Overpass, Blytheville, AR	-	500	-
Railroad Relocation Planning, Terre Haute, IN	475	-	-
Railway-Highway Grade Crossing Mitigation, Northeastern IL	-	1,948	-
Sacremento Intermodal Terminal Facility Track Reloc., CA	950	750	-
Shelby Intermodal Hub, MT	-	974	-
Short Line Rehabilitation, Salem , NJ	950	750	-
South Orient Rail Line Rehabilitation in San Angelo, TX	-	1,000	-
South Orient Rail Line Rehabilitation, TX	-	1,000	-
Southeast 44th Avenue Railroad Crossing Improvements, Des Moines, IA	238	-	-
Southern Rail Corridor, MN	-	487	-
Springfield Rail Relocation, IL	-	250	-
Stourbridge Line Maintenance and Repair, Honesdale, PA	95	-	-
Transbay Transit Center, San Francisco, CA	1,900	750	-
Waterfront Rail Reconstruction Project, Kawasaki SWIMO, NY	-	779	-
West Freight Access Project, Fort of Vancouver, WA	950	2,922	-
West Wye Rail Line Relocation, City of Springfield, MO	-	500	-
Zanesville-Muskingum County Port Authority, OH	475	-	-
Grants to the National Railroad Passenger Corporation	**2,790,000**	**1,564,625**	**1,637,000**
Amtrak Office of Inspector General	-	-	22,000
Operating Grants to the National Railroad Passenger Corporation	550,000	563,000	563,000
Capital / Debt Service Grants to the National Railroad Passenger Corporation	940,000	1,001,625	1,052,000
Capital Grants to the National Railroad Passenger Corporation	1,300,000	-	-
Capital Assistance for High Speed Rail Corridors and Intercity Passenger	**8,000,000**	**2,500,000**	**1,000,000**
Intercity Passenger Rail Grant Program	**90,000**	**-**	**-**
TOTAL	**11,098,395**	**4,359,040**	**2,880,348**

Notes:

1. Includes funds provided under the American Recovery and Reinvestment Act of 2009.

2. FRA proposes to split the Safety and Operations appropriation into two appropriations: 1) Federal Railroad Operations, which will fund salaries and expenses of all FRA staff, Alaska Railroad, and all other non-Safety programs; and, 2) Railroad Safety, which will fund all Safety program costs.

3. FRA proposes a provision allowing user fee collections of $50 million to be credited to the Federal Railroad Operations appropriation as offsetting collections, thereby reducing the amount appropriated and the budget authority.

Exhibit II -3

FY 2011 BUDGETARY RESOURCES BY APPROPRIATION ACCOUNT AND STRATEGIC GOAL [1/]
FEDERAL RAILROAD ADMINISTRATION
Appropriations, Obligation Limitations, and Exempt Obligations
($000)

APPROPRIATION/PROGRAM ACTIVITY/ PERFORMANCE GOAL	SAFETY	REDUCED CONGESTION	GLOBAL CONN	ENVIRON STEWARD	SECURITY	ORG EXCELL	TOTAL
Federal Railroad Operations [2/]/Railroad Safety	**145,214**	**14,686**	**0**	**0**	**834**	**42,614**	**203,348**
A. Federal Railroad Operations [2/]/Railroad Safety	**145,214**	**14,686**	**0**	**0**	**834**	**42,614**	**203,348**
Rail Safety	116,171	7,343					123,514
Hazardous Materials Safety	29,043	7,343					36,386
Security, Preparedness & Response/Train Control					834		834
Organizational Excellence/Workforce Planning						42,614	42,614
Railroad Research and Development	**30,004**	**4,648**	**0**	**2,559**	**2,789**	**0**	**40,000**
A. Railroad System Issues	**2,005**	**1,003**	**0**	**1,002**	**0**	**0**	**4,010**
Rail Safety	2,005						2,005
Reduced Congestion		1,003					1,003
Environmental Stewardship				1,002			1,002
B. Human Factors	**3,670**	**0**	**0**	**0**	**0**	**0**	**3,670**
Rail Safety	3,670						3,670
C. Rolling Stock & Components	**2,400**	**300**	**0**	**300**	**0**	**0**	**3,000**
Rail Safety	2,400						2,400
Reduced Congestion		300					300
Environmental Stewardship				300			300
D. Track & Structures	**4,360**	**545**	**0**	**545**	**0**	**0**	**5,450**
Rail Safety	4,360						4,360
Reduced Congestion		545					545
Environmental Stewardship				545			545
E. Track & Train Interaction	**3,040**	**760**	**0**	**0**	**0**	**0**	**3,800**
Rail Safety	3,040						3,040
Reduced Congestion		760					760
F. Train Control	**6,616**	**827**	**0**	**0**	**827**	**0**	**8,270**
Rail Safety	6,616						6,616
Reduced Congestion		827					827
Security, Preparedness & Response					827		827
G. Grade Crossings	**2,200**	**0**	**0**	**0**	**0**	**0**	**2,200**
Rail Safety	2,200						2,200
H. Hazardous Materials Transportation	**1,240**	**0**	**0**	**0**	**310**	**0**	**1,550**
Rail Safety	1,240						1,240
Security, Preparedness & Response					310		310
I. Train Occupant Protection	**3,760**	**0**	**0**	**0**	**940**	**0**	**4,700**
Rail Safety	3,760						3,760
Security, Preparedness & Response					940		940
J. R&D Facilities & Test Equipment	**713**	**713**	**0**	**712**	**712**	**0**	**2,850**
Rail Safety	713						713
Reduced Congestion		713					713
Environmental Stewardship				712			712
Security, Preparedness & Response					712		712
K. High Speed Rail R&D	**0**	**500**	**0**	**0**	**0**	**0**	**500**
Reduced Congestion		500					500
Grants to the National Railroad Passenger Corporation/HSRIPR	**0**	**2,637,000**	**0**	**0**	**0**	**0**	**2,637,000**
A. Federal Subsidy	**0**	**2,637,000**	**0**	**0**	**0**	**0**	**2,637,000**
Reduced Congestion		2,637,000					2,637,000
Total FY 2011 Request	**175,218**	**2,656,334**	**0**	**2,559**	**3,623**	**42,614**	**2,880,348**
FTE (Direct)	**458**	**46**			**4**	**110**	**618**
FTE (Reimbursable - Safety User Fee)	**330**						**330**

Notes:
1. The Stategic Goals in this exhibit reflect those identified in DOT's 2006 - 2011 Strategic Plan. DOT's new strategic plan will be released in FY 2010.
2. Includes budget authority from both direct appropriations and off-setting collections as proposed in FRA's provision that would allow user fee collections to be credited to the Federal Railroad Operations appropriation as offsetting collections, thereby reducing the amount appropriated and the budget authority.

Exhibit II - 4

FY 2011 BUDGET AUTHORITY
FEDERAL RAILROAD ADMINISTRATION
($000)

ACCOUNT NAME	FY 2009 ACTUAL [1/]	FY 2010 ENACTED	FY 2011 REQUEST
Safety and Operations [2/]	**159,445**	**172,270**	
Salaries and Expenses	158,151	170,963	-
Contract Support	559	572	-
Alaska Railroad Liabilities	735	735	-
Federal Railroad Operations [2/]	**[131,667]**	**[142,792]**	**103,846**
Salaries and Expenses	[130,373]	[141,485]	102,502
Contract Support	[559]	[572]	575
Alaska Railroad Liabilities	[735]	[735]	769
Railroad Safety [2/]	**[27,778]**	**[29,478]**	**49,502**
Railroad Safety Technology Program	**-**	**50,000**	**-**
Railroad Research and Development	**33,950**	**37,613**	**40,000**
Railroad System Issues	3,155	3,623	4,010
Human Factors	3,075	3,270	3,670
Rolling Stock and Components	3,000	3,000	3,000
Track and Structures	4,450	5,450	5,450
Track and Train Interaction	3,600	3,600	3,800
Train Control	7,120	7,870	8,270
Grade Crossings	1,850	2,100	2,200
Hazardous Materials Transportation	1,550	1,550	1,550
Train Occupant Protection	3,600	4,600	4,700
R&D Facilities and Test Equipment	2,550	2,550	2,850
Rail Cooperative Research Program	-	-	500
Rail Line Relocation & Improvement Program	**25,000**	**34,532**	**-**
Rail Line Relocation	7,900	10,013	-
Blue Ridge & KC Southern Railroad Rail Line Rehabilitation & Improvement,	-	800	-
COLT Overpass over U.S. 63, Boone County, MO	950	-	-
Detroit/Wayne County Port Authority Rail Access Improvement Program, MI	-	500	-
Downeast Rail Rehabilitation, ME	190	-	-
East Belt Railroad Grade Crossing Safety Improvements, Houston, TX	475	-	-
Elevated Railroad Track Project, Claremore, OK	333	-	-
Grade Crossing Mitigation, Galesburg, IL	-	2,922	-
Grade Separated Railroad Crossing, TX	-	500	-
Grand Rapids Amtrak Railroad Relocation, MI	3,800	-	-
High Speed Railraod Passenger Service, Duluth, MN	475	-	-
Hoquiam Horn Spur Railroad Track Improvement Project, WA	-	350	-
Industrial Park Rail Project, Greene County, AL	-	400	-
Lackawaxen Interchange Rehabilitation, Pike County, PA	48	-	-
MN Valley Regional Rail Authority Rehabilitation Project, MN	-	1,000	-
Mt. Vernon RR Cut, NY	-	-	-
North Rail Relocation Project, Cameron County, TX	-	400	-
Ogden Avenue Grade Separation, Aurora, IL	-	1,000	-
Passenger Rail Corridor CREATE Projects, Chicago, IL	1,900	-	-
Pecos St. Grade Crossing, Adams Cty, CO	190	-	-
Phase 3 Rail Rehabilition in Redwood Falls, MN	950	-	-
Port of Alexandria Rail Spur, City of Alexandria, LA	-	487	-
Port of Monroe Dock & Industrial Park, Monroe County, IL	-	500	-
Quad Cities Track Improvemnet, IL	475	-	-

Exhibit II - 4 (cont'd)

FY 2011 BUDGET AUTHORITY
FEDERAL RAILROAD ADMINISTRATION
($000)

ACCOUNT NAME	FY 2009 ACTUAL [1/]	FY 2010 ENACTED	FY 2011 REQUEST
Rail Safety Improvements, Tualatin, OR	-	250	-
Rail Safety Upgrades, Coos Cty, NH	475	800	-
Rail Spur Extension, Greater Ouachita Parish, LA	-	2,000	-
Railroad Bridge Rehabilitation, El Dorado, AR	333	-	-
Railroad Bridge Rehabilitation, Perry County, IN	380	-	-
Railroad Grade Crossing Safety Improvements, Huntington, NY	95	-	-
Railroad Overpass, Blytheville, AR	-	500	-
Railroad Relocation Planning, Terre Haute, IN	475	-	-
Railway-Highway Grade Crossing Mitigation, Northeastern IL	-	1,948	-
Sacremento Intermodal Terminal Facility Track Reloc., CA	950	750	-
Shelby Intermodal Hub, MT	-	974	-
Short Line Rehabilitation, Salem , NJ	950	750	-
South Orient Rail Line Rehabilitation in San Angelo, TX	-	1,000	-
South Orient Rail Line Rehabilitation, TX	-	1,000	-
Southeast 44th Avenue Railroad Crossing Improvements, Des Moines, IA	238	-	-
Southern Rail Corridor, MN	-	487	-
Springfield Rail Relocation, IL	-	250	-
Stourbridge Line Maintenance and Repair, Honesdale, PA	95	-	-
Transbay Transit Center, San Francisco, CA	1,900	750	-
Waterfront Rail Reconstruction Project, Kawasaki SWIMO, NY	-	779	-
West Freight Access Project, Fort of Vancouver, WA	950	2,922	-
West Wye Rail Line Relocation, City of Springfield, MO	-	500	-
Zanesville-Muskingum County Port Authority, OH	475	-	-
Grants to the National Railroad Passenger Corporation	**2,790,000**	**1,564,625**	**1,637,000**
Amtrak Office of Inspector General	-	-	22,000
Operating Grants to the National Railroad Passenger Corporation	550,000	563,000	563,000
Capital / Debt Service Grants to the National Railroad Passenger Corporation	940,000	1,001,625	1,052,000
Capital Grants to the National Railroad Passenger Corporation	1,300,000	-	-
Capital Assistance for High Speed Rail Corridors and Intercity Passenger	**8,000,000**	**2,500,000**	**1,000,000**
Intercity Passenger Rail Grant Program	**90,000**	**-**	**-**
RR Rehab & Improvement Financing Fund - Loan Program Account	**16,753**	**18,441**	**-**
RR Rehab & Improvement Financing Fund - Liquidating Account	**(6,704)**	**(3,324)**	**(3,465)**
TOTAL	**11,108,444**	**4,374,157**	**2,826,883**
Mandatory	*10,049*	*15,117*	*(3,465)*
Discretionary	*11,098,395*	*4,359,040*	*2,830,348*

Notes:

1. Includes funds provided under the American Recovery and Reinvestment Act of 2009.

2. FRA proposes to split the Safety and Operations appropriation into two appropriations: 1) Federal Railroad Operations, which will fund salaries and expenses of all FRA staff, Alaska Railroad, and all other non-Safety programs; and, 2) Railroad Safety, which will fund all Safety program costs.

3. FRA proposes a provision allowing user fee collections of $50 million to be credited to the Federal Railroad Operations appropriation as offsetting collections, thereby reducing the amount appropriated and the budget authority.

Exhibit II - 5

FY 2011 OUTLAYS
FEDERAL RAILROAD ADMINISTRATION
($000)

	ACCOUNT NAME	FY 2009 ACTUAL [1/]	FY 2010 ENACTED	FY 2011 REQUEST
1.	Safety and Operations [2/]	105,963	196,321	-
2.	Federal Railroad Operations [2/]	-	-	170,038
3.	Railroad Safety [2/]	-	-	29,701
4.	Railroad Safety Technology Program	-	-	30,000
5.	Railroad Research and Development	34,401	39,185	38,144
6.	Rail Line Relocation & Improvement Program	-	39,786	39,786
7.	Amtrak Office of Inspector General	-	-	22,000
8.	Operating Grants to the National Railroad Passenger Corporation	559,900	563,000	563,000
9.	Capital / Debt Service Grants to the National Railroad Passenger Corporation	978,500	1,005,144	1,052,000
10.	Capital Grants to the National Railroad Passenger Corporation (ARRA)	98,698	941,302	260,000
11.	Capital Assistance for High Speed Rail Corridors and Intercity Passenger Rail Service (ARRA)	1,863	288,137	910,000
12.	Capital Assistance for High Speed Rail Corridors and Intercity Passenger Rail Service	-	100,000	315,000
13.	Intercity Passenger Rail Grant Program	-	6,000	18,000
14.	Emergency Railroad Rehabilitation and Repair	-	20,000	-
15.	Efficiency Incentive Grants to the National Railroad Passenger Corporation	25,982	21,562	-
16.	Grants to the National Railroad Passenger Corporation	823	9,011	-
17.	Alaska Railroad Rehabilitation	107	539	-
18.	Next Generation High-Speed Rail	3,031	10,760	10,759
19.	Northeast Corridor Improvement Program	-	6,228	-
20.	Pennsylvania Station Redevelopment Project	-	4,805	23,931
	Subtotal, Discretionary	**1,809,268**	**3,251,780**	**3,482,359**

Exhibit II – 5 (cont'd)

FY 2011 OUTLAYS
FEDERAL RAILROAD ADMINISTRATION
($000)

	ACCOUNT NAME	FY 2009 ACTUAL [1/]	FY 2010 ENACTED	FY 2011 REQUEST
1.	Railroad Rehabilitation and Improvement Program	16,753	18,441	-
2.	Railroad Rehabilitation and Improvement Program - Liquidating Account	-6,704	-3,324	-3,465
	Subtotal, Mandatory	**10,049**	**15,117**	**-3,465**
	Total	**1,819,317**	**3,266,897**	**3,478,894**
	[Discretionary]	*1,809,268*	*3,251,780*	*3,482,359*
	[Mandatory]	*10,049*	*15,117*	*-3,465*

Notes:
1. Includes outlays from funds provided under the American Recovery and Reinvestment Act of 2009.
2. FRA proposes to split the Safety and Operations appropriation into two appropriations: 1) Federal Railroad Operations, which will fund salaries and expenses of all FRA staff, Alaska Railroad, and all other non-Safety programs; and, 2) Railroad Safety, which will fund all Safety program costs.

Exhibit II -6

SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE
FEDERAL RAILROAD ADMINISTRATION
Appropriations, Obligation Limitations, and Exempt Obligations
($000)

FEDERAL RAILROAD OPERATIONS [1/]

		Baseline Changes													
	FY 2010 Enacted	FY 2010 PC&B by Program	FY 2010 # of FTE Per Program	Annualization of FY 2010 FTE	Annualization of 2010 Pay Raises	FY 2011 Pay Raise	GSA Rent	WCF Increase/ Decrease	Inflation/ Deflation	Rail Safety User Fee Transfer	FY 2010 Adjusted Base	Program Increases/ Decreases	FY 2011 PC&B by Program	FY 2011 # of FTE Per Program	FY 2011 Request
DIRECT:		Note Non-Add											Note Non-Add		
PERSONNEL RESOURCES															
Direct FTE [2/]	894.5			22.5						-330.0	587.0	31.0	[-]	[618.0]	618.0
FINANCIAL RESOURCES															
Salaries and Benefits [2/]	109,767	[109,767]	[894.5]	2,949	550	1,160				(50,000)	64,426	3,778	[68,204]	[618.0]	68,204
Travel	3,931	[-]	[-]						21		3,952	163	[-]	[-]	4,115
Transportation	175	[-]	[-]						1		176		[-]	[-]	176
GSA Rent	5,902	[-]	[-]				100				6,002	1,366	[-]	[-]	7,368
Communications, Rent & Utilities	1,111	[-]	[-]						5		1,116		[-]	[-]	1,116
Printing	186	[-]	[-]						1		187		[-]	[-]	187
Other Services											-				
-WCF	6,209	[-]	[-]					657			6,866		[-]	[-]	6,866
-Other	14,053	[-]	[-]						59		14,112	59	[-]	[-]	14,171
Supplies and Materials	586	[-]	[-]						3		589		[-]	[-]	589
Equipment	872	[-]	[-]						5		877	177	[-]	[-]	1,054
Grants, subsidies, contributions	-	[-]	[-]						-		-		[-]	[-]	-
Subtotal by Object Class	**142,792**	**[109,767]**	**[894.5]**	**2,949**	**550**	**1,160**	**100**	**657**	**95**	**(50,000)**	**98,303**	**5,543**	**[68,204]**	**[618.0]**	**103,846**
PROGRAMS															
Salaries and Expenses	141,485	[109,032]	[894.5]	2,949	546	1,152	100	657	92	(50,000)	96,981	5,522	[67,435]	[618.0]	102,503
Contract Support	572	[-]	[-]						3		575	-	[-]	[-]	575
Alaska Railroad	735	[735]	[-]		4	8					747	21	[769]	[-]	768
Subtotal by Program	**142,792**	**[109,767]**	**[894.5]**	**2,949**	**550**	**1,160**	**100**	**657**	**95**	**(50,000)**	**98,303**	**5,543**	**[68,204]**	**[618.0]**	**103,846**
REIMBURSABLE:															
PERSONNEL RESOURCES															
Reimbursable FTE [2/]										330.0	330.0		[-]	[330.0]	330.0
FINANCIAL RESOURCES															
Salaries and Benefits [2/]	-	[-]	[-]	-	-	-	-	-	-	50,000	50,000	-	[50,000]	[330.0]	50,000
Subtotal by Object Class	**0**	**[0]**	**[0.0]**	**0**	**0**	**0**	**0**	**0**	**0**	**50,000**	**50,000**	**0**	**[50,000]**	**[330.0]**	**50,000**
PROGRAMS															
Salaries and Expenses	-	[-]	[-]	-	-	-	-	-	-	50,000	50,000	-	[50,000]	[330.0]	50,000
Subtotal by Program	**0**	**[0]**	**[0.0]**	**0**	**0**	**0**	**0**	**0**	**0**	**50,000**	**50,000**	**0**	**[50,000]**	**[330.0]**	**50,000**
TOTAL:															
PROGRAMS															
Salaries and Expenses	141,485	[109,032]	[894.5]	2,949 -	546	1,152	100	657	92	0	146,981	5,522	[117,435]	[948.0]	152,503
Contract Support	572	[-]	[-]	- -	-	-	-	-	3	-	575	-	[-]	[-]	575
Alaska Railroad	735	[735]	[-]	- -	4	8	-	-	-	-	747	21	[769]	[-]	768
Total by Program	**142,792**	**[109,767]**	**[894.5]**	**2,949**	**550**	**1,160**	**100**	**657**	**95**	**0**	**148,303**	**5,543**	**[118,204]**	**[948.0]**	**153,846**

Notes:

1. FRA proposes to split the Safety and Operations appropriation into two appropriations: 1) Federal Railroad Operations, which will fund salaries and expenses of all FRA staff, Alaska Railroad, and all other non-Safety programs; and, 2) Railroad Safety, which will fund all Safety program costs.

2. FRA proposes a provision allowing user fee collections of $50 million to be credited to the Federal Railroad Operations appropriation as offsetting collections, thereby reducing the amount appropriated and the budget authority.

Exhibit II -6

SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE
FEDERAL RAILROAD ADMINISTRATION
Appropriations, Obligation Limitations, and Exempt Obligations
($000)

RAILROAD SAFETY [1/]

		Baseline Changes												
	FY 2010 Enacted	FY 2010 PC&B by Program	FY 2010 # of FTE Per Program	Annualization of FY 2010 FTE	Annualization of 2010 Pay Raises	FY 2011 Pay Raise	GSA Rent	WCF Increase/ Decrease	Inflation/ Deflation	FY 2010 Adjusted Base	Program Increases/ Decreases	FY 2011 PC&B by Program	FY 2011 # of FTE Per Program	FY 2011 Request
		Note Non-Add										Note Non-Add		
PERSONNEL RESOURCES														
Direct FTE										0.0				0.0
FINANCIAL RESOURCES														
ADMINISTRATIVE EXPENSES														
Travel	4,583	[-]	[-]						147	4,730	-	[-]	[-]	4,730
Other Services	23,880	[-]	[-]							23,880	12,190	[-]	[-]	36,070
Grants, Subsidies and Contributions	1,015	[-]	[-]							1,015	7,687	[-]	[-]	8,702
Total by Object Class	**29,478**	**[0]**	**[0.0]**	**0**	**0**	**0**	**0**	**0**	**147**	**29,625**	**19,877**	**[0]**	**[0.0]**	**49,502**
PROGRAMS														
Railroad Safety	29,478	[-]	[-]						147	29,625	19,877	[-]	[-]	49,502
Total by Program	**29,478**	**[0]**	**[0.0]**	**0**	**0**	**0**	**0**	**0**	**147**	**29,625**	**19,877**	**[0]**	**[0.0]**	**49,502**

1. FRA proposes to split the Safety and Operations appropriation into two appropriations: 1) Federal Railroad Operations, which will fund salaries and expenses of all FRA staff, Alaska Railroad, and all other non-Safety programs; and, 2) Railroad Safety, which will fund all Safety program costs.

Exhibit II -6

SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE
FEDERAL RAILROAD ADMINISTRATION
Appropriations, Obligation Limitations, and Exempt Obligations
($000)

RAILROAD SAFETY TECHNOLOGY PROGRAM

		Baseline Changes												
	FY 2010 Enacted	FY 2010 PC&B by Program	FY 2010 # of FTE Per Program	Annualization of FY 2010 FTE	Annualization of 2010 Pay Raises	FY 2011 Pay Raise	GSA Rent	WCF Increase/ Decrease	Inflation/ Deflation	FY 2010 Adjusted Base	Program Increases/ Decreases	FY 2011 PC&B by Program	FY 2011 # of FTE Per Program	FY 2011 Request
		Note Non-Add										Note Non-Add		
PERSONNEL RESOURCES														
Direct FTE										0.0				0.0
FINANCIAL RESOURCES														
ADMINISTRATIVE EXPENSES														
Grants, Subsidies and Contributions	50,000	[-]	[-]							50,000	(50,000)	[-]	[-]	0
Total by Object Class	**50,000**	**[0]**	**[0.0]**	**0**	**0**	**0**	**0**	**0**	**0**	**50,000**	**(50,000)**	**[0]**	**[0.0]**	**0**
PROGRAMS														
Railroad Safety	50,000	[-]	[-]							50,000	(50,000)	[-]	[-]	0
Total by Program	**50,000**	**[0]**	**[0.0]**	**0**	**0**	**0**	**0**	**0**	**0**	**50,000**	**(50,000)**	**[0]**	**[0.0]**	**0**

Exhibit II -6

SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE
FEDERAL RAILROAD ADMINISTRATION
Appropriations, Obligation Limitations, and Exempt Obligations
($000)

RAILROAD RESEARCH AND DEVELOPMENT

		Baseline Changes												
	FY 2010 Enacted	FY 2010 PC&B by Program	FY 2010 # of FTE Per Program	Annualization of FY 2010 FTE	Annualization of 2010 Pay Raises	FY 2011 Pay Raise	GSA Rent	WCF Increase/ Decrease	Inflation/ Deflation	FY 2010 Adjusted Base	Program Increases/ Decreases	FY 2011 PC&B by Program	FY 2011 # of FTE Per Program	FY 2011 Request
		Note Non-Add										Note Non-Add		
PERSONNEL RESOURCES														
Direct FTE	0.0									0.0				0.0
FINANCIAL RESOURCES														
ADMINISTRATIVE EXPENSES														
Other Services	8,914	[-]	[-]	-	-	-	-	-	-	8,914	(5,264)	[-]	[-]	3,650
Operation and Maintenace of Facilities	2,550	[-]	[-]	-	-	-	-	-	-	2,550	1,300	[-]	[-]	3,850
Research and Development Contracts	24,613	[-]	[-]	-	-	-	-	-	-	24,613	6,387	[-]	[-]	31,000
Grants, Subsidies and Contributions	1,536	[-]	[-]	-	-	-	-	-	-	1,536	(36)	[-]	[-]	1,500
Total by Object Class	**37,613**	**[0]**	**[0.0]**	**0**	**0**	**0**	**0**	**0**	**0**	**37,613**	**2,387**	**[0]**	**[0.0]**	**40,000**
PROGRAMS														
Railroad System Issues	3,623	[-]	[-]	-	-	-	-	-	-	3,623	387	[-]	[-]	4,010
Human Factors	3,270	[-]	[-]	-	-	-	-	-	-	3,270	400	[-]	[-]	3,670
Rolling Stock and Components	3,000	[-]	[-]	-	-	-	-	-	-	3,000	-	[-]	[-]	3,000
Track and Structures	5,450	[-]	[-]	-	-	-	-	-	-	5,450	-	[-]	[-]	5,450
Track and Train Interaction	3,600	[-]	[-]	-	-	-	-	-	-	3,600	200	[-]	[-]	3,800
Train Control	7,870	[-]	[-]	-	-	-	-	-	-	7,870	400	[-]	[-]	8,270
Grade Crossings	2,100	[-]	[-]	-	-	-	-	-	-	2,100	100	[-]	[-]	2,200
Hazardous Materials Transportation	1,550	[-]	[-]	-	-	-	-	-	-	1,550	-	[-]	[-]	1,550
Train Occupant Protection	4,600	[-]	[-]	-	-	-	-	-	-	4,600	100	[-]	[-]	4,700
R&D Facilities and Test Equipment	2,550	[-]	[-]	-	-	-	-	-	-	2,550	300	[-]	[-]	2,850
Rail Cooperative Research Program	-	[-]	[-]	-	-	-	-	-	-	-	500	[-]	[-]	500
Total by Program	**37,613**	**[0]**	**[0.0]**	**0**	**0**	**0**	**0**	**0**	**0**	**37,613**	**2,387**	**[0]**	**[0.0]**	**40,000**

Exhibit II -6

SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE
FEDERAL RAILROAD ADMINISTRATION
Appropriations, Obligation Limitations, and Exempt Obligations
($000)

RAIL LINE RELOCATION AND IMPROVEMENT PROGRAM

		Baseline Changes												
	FY 2010 Enacted	FY 2010 PC&B by Program	FY 2010 # of FTE Per Program	Annualization of FY 2010 FTE	Annualization of 2010 Pay Raises	FY 2011 Pay Raise	GSA Rent	WCF Increase/ Decrease	Inflation/ Deflation	FY 2010 Adjusted Base	Program Increases/ Decreases	FY 2011 PC&B by Program	FY 2011 # of FTE Per Program	FY 2011 Request
		Note Non-Add										Note Non-Add		
PERSONNEL RESOURCES														
Direct FTE	0.0									0.0				0.0
FINANCIAL RESOURCES														
ADMINISTRATIVE EXPENSES														
Grants, Subsidies and Contributions	34,532	[-]	[-]	-	-	-	-	-	-	34,532	(34,532)	[-]	[-]	-
Total by Object Class	**34,532**	**[0]**	**[0.0]**	**0**	**0**	**0**	**0**	**0**	**0**	**34,532**	**(34,532)**	**[0]**	**[0.0]**	**0**
PROGRAMS														
Rail Line Relocation	10,013	[-]	[-]	-	-	-	-	-	-	10,013	(10,013)	[-]	[-]	-
Blue Ridge & KC Southern Railroad Rail Line Rehabilitation & Improvement, MO	800	[-]	[-]	-	-	-	-	-	-	800	(800)	[-]	[-]	-
COLT Overpass over U.S. 63, Boone County, MO	-	[-]	[-]	-	-	-	-	-	-	-	-	[-]	[-]	-
Detroit/Wayne County Port Authority Rail Access Improvement Program, MI	500	[-]	[-]	-	-	-	-	-	-	500	(500)	[-]	[-]	-
Downeast Rail Rehabilitation, ME	-	[-]	[-]	-	-	-	-	-	-	-	-	[-]	[-]	-
East Belt Railroad Grade Crossing Safety Improvements, Houston, TX	-	[-]	[-]	-	-	-	-	-	-	-	-	[-]	[-]	-
Elevated Railroad Track Project, Claremore, OK	-	[-]	[-]	-	-	-	-	-	-	-	-	[-]	[-]	-
Grade Crossing Mitigation, Galesburg, IL	2,922	[-]	[-]	-	-	-	-	-	-	2,922	(2,922)	[-]	[-]	-
Grade Separated Railroad Crossing, TX	500	[-]	[-]	-	-	-	-	-	-	500	(500)	[-]	[-]	-
Grand Rapids Amtrak Railroad Relocation, MI	-	[-]	[-]	-	-	-	-	-	-	-	-	[-]	[-]	-
High Speed Railraod Passenger Service, Duluth, MN	-	[-]	[-]	-	-	-	-	-	-	-	-	[-]	[-]	-
Hoquiam Horn Spur Railroad Track Improvement Project, WA	350	[-]	[-]	-	-	-	-	-	-	350	(350)	[-]	[-]	-
Industrial Park Rail Project, Greene County, AL	400	[-]	[-]	-	-	-	-	-	-	400	(400)	[-]	[-]	-
Lackawaxen Interchange Rehabilitation, Pike County, PA	-	[-]	[-]	-	-	-	-	-	-	-	-	[-]	[-]	-
MN Valley Regional Rail Authority Rehabilitation Project, MN	1,000	[-]	[-]	-	-	-	-	-	-	1,000	(1,000)	[-]	[-]	-
Mt. Vernon RR Cut, NY	-	[-]	[-]	-	-	-	-	-	-	-	-	[-]	[-]	-
North Rail Relocation Project, Cameron County, TX	400	[-]	[-]	-	-	-	-	-	-	400	(400)	[-]	[-]	-
Ogden Avenue Grade Separation, Aurora, IL	1,000	[-]	[-]	-	-	-	-	-	-	1,000	(1,000)	[-]	[-]	-
Passenger Rail Corridor CREATE Projects, Chicago, IL	-	[-]	[-]	-	-	-	-	-	-	-	-	[-]	[-]	-
Pecos St. Grade Crossing, Adams Cty, CO	-	[-]	[-]	-	-	-	-	-	-	-	-	[-]	[-]	-
Phase 3 Rail Rehabilition in Redwood Falls, MN	-	[-]	[-]	-	-	-	-	-	-	-	-	[-]	[-]	-
Port of Alexandria Rail Spur, City of Alexandria, LA	487	[-]	[-]	-	-	-	-	-	-	487	(487)	[-]	[-]	-
Port of Monroe Dock & Industrial Park, Monroe County, IL	500	[-]	[-]	-	-	-	-	-	-	500	(500)	[-]	[-]	-
Quad Cities Track Improvemnet, IL	-	[-]	[-]	-	-	-	-	-	-	-	-	[-]	[-]	-
Rail Safety Improvements, Tualatin, OR	250	[-]	[-]	-	-	-	-	-	-	250	(250)	[-]	[-]	-
Rail Safety Upgrades, Coos Cty, NH	800	[-]	[-]	-	-	-	-	-	-	800	(800)	[-]	[-]	-
Rail Spur Extension, Greater Ouachita Parish, LA	2,000	[-]	[-]	-	-	-	-	-	-	2,000	(2,000)	[-]	[-]	-
Railroad Bridge Rehabilitation, El Dorado, AR	-	[-]	[-]	-	-	-	-	-	-	-	-	[-]	[-]	-
Railroad Bridge Rehabilitation, Perry County, IN	-	[-]	[-]	-	-	-	-	-	-	-	-	[-]	[-]	-
Railroad Grade Crossing Safety Improvements, Huntington, NY	-	[-]	[-]	-	-	-	-	-	-	-	-	[-]	[-]	-
Railroad Overpass, Blytheville, AR	500	[-]	[-]	-	-	-	-	-	-	500	(500)	[-]	[-]	-
Railroad Relocation Planning, Terre Haute, IN	-	[-]	[-]	-	-	-	-	-	-	-	-	[-]	[-]	-
Railway-Highway Grade Crossing Mitigation, Northeastern IL	1,948	[-]	[-]	-	-	-	-	-	-	1,948	(1,948)	[-]	[-]	-
Sacremento Intermodal Terminal Facility Track Reloc., CA	750	[-]	[-]	-	-	-	-	-	-	750	(750)	[-]	[-]	-
Shelby Intermodal Hub, MT	974	[-]	[-]	-	-	-	-	-	-	974	(974)	[-]	[-]	-
Short Line Rehabilitation, Salem , NJ	750	[-]	[-]	-	-	-	-	-	-	750	(750)	[-]	[-]	-
South Orient Rail Line Rehabilitation in San Angelo, TX	1,000	[-]	[-]	-	-	-	-	-	-	1,000	(1,000)	[-]	[-]	-
South Orient Rail Line Rehabilitation, TX	1,000	[-]	[-]	-	-	-	-	-	-	1,000	(1,000)	[-]	[-]	-
Southeast 44th Avenue Railroad Crossing Improvements, Des Moines, IA	-	[-]	[-]	-	-	-	-	-	-	-	-	[-]	[-]	-
Southern Rail Corridor, MN	487	[-]	[-]	-	-	-	-	-	-	487	(487)	[-]	[-]	-
Springfield Rail Relocation, IL	250	[-]	[-]	-	-	-	-	-	-	250	(250)	[-]	[-]	-
Stourbridge Line Maintenance and Repair, Honesdale, PA	-	[-]	[-]	-	-	-	-	-	-	-	-	[-]	[-]	-
Transbay Transit Center, San Francisco, CA	750	[-]	[-]	-	-	-	-	-	-	750	(750)	[-]	[-]	-
Waterfront Rail Reconstruction Project, Kawasaki SWIMO, NY	779	[-]	[-]	-	-	-	-	-	-	779	(779)	[-]	[-]	-
West Freight Access Project, Fort of Vancouver, WA	2,922	[-]	[-]	-	-	-	-	-	-	2,922	(2,922)	[-]	[-]	-
West Wye Rail Line Relocation, City of Springfield, MO	500	[-]	[-]	-	-	-	-	-	-	500	(500)	[-]	[-]	-
Zanesville-Muskingum County Port Authority, OH	-	[-]	[-]	-	-	-	-	-	-	-	-	[-]	[-]	-
Total by Program	**34,532**	**[0]**	**[0.0]**	**0**	**0**	**0**	**0**	**0**	**0**	**34,532**	**(34,532)**	**[0]**	**[0.0]**	**0**

Exhibit II -6

SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE
FEDERAL RAILROAD ADMINISTRATION
Appropriations, Obligation Limitations, and Exempt Obligations
($000)

GRANTS to the NATIONAL PASSENGER RAILROAD CORPORATION (AMTRAK)

		Baseline Changes												
	FY 2010 Enacted	FY 2010 PC&B by Program	FY 2010 # of FTE Per Program	Annualization of FY 2010 FTE	Annualization of 2010 Pay Raises	FY 2011 Pay Raise	GSA Rent	WCF Increase/ Decrease	Inflation/ Deflation	FY 2010 Adjusted Base	Program Increases/ Decreases	FY 2011 PC&B by Program	FY 2011 # of FTE Per Program	FY 2011 Request
		Note Non-Add										Note Non-Add		
PERSONNEL RESOURCES														
Direct FTE	0.0									0.0				0.0
FINANCIAL RESOURCES														
ADMINISTRATIVE EXPENSES														
Other Services	10,016	[-]	[-]	-	-	-	-	-	-	10,016	504	[-]	[-]	10,520
Grants, Subsidies and Contributions	1,554,609	[-]	[-]	-	-	-	-	-	-	1,554,609	71,871	[-]	[-]	1,626,480
Total by Object Class	**1,564,625**	**[0]**	**[0.0]**	**0**	**0**	**0**	**0**	**0**	**0**	**1,564,625**	**72,375**	**[0]**	**[0.0]**	**1,637,000**
PROGRAMS														
Operating Grants to the National Railroad Passenger Corporation	563,000	[-]	[-]	-	-	-	-	-	-	563,000	-	[-]	[-]	563,000
Capital / Debt Service Grants to the National Railroad Passenger Corporation	1,001,625	[-]	[-]	-	-	-	-	-	-	1,001,625	50,375	[-]	[-]	1,052,000
Amtrak Inspector General	-	[-]	[-]	-	-	-	-	-	-	-	22,000	[-]	[-]	22,000
Total by Program	**1,564,625**	**[0]**	**[0.0]**	**0**	**0**	**0**	**0**	**0**	**0**	**1,564,625**	**72,375**	**[0]**	**[0.0]**	**1,637,000**

Exhibit II -6

SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE
FEDERAL RAILROAD ADMINISTRATION
Appropriations, Obligation Limitations, and Exempt Obligations
($000)

CAPITAL ASSISTANCE FOR HIGH SPEED RAIL CORRIDORS AND INTERCITY PASSENGER RAIL SERVICE

		Baseline Changes												
	FY 2010 Enacted	FY 2010 PC&B by Program	FY 2010 # of FTE Per Program	Annualization of FY 2010 FTE	Annualization of 2010 Pay Raises	FY 2011 Pay Raise	GSA Rent	WCF Increase/ Decrease	Inflation/ Deflation	FY 2010 Adjusted Base	Program Increases/ Decreases	FY 2011 PC&B by Program	FY 2011 # of FTE Per Program	FY 2011 Request
		Note Non-Add										Note Non-Add		
PERSONNEL RESOURCES														
Direct FTE	0.0									0.0				0.0
FINANCIAL RESOURCES														
ADMINISTRATIVE EXPENSES														
Other Services	65,000	[-]	[-]	-	-	-	-	-	-	65,000	-	[-]	[-]	65,000
Grants, Subsidies and Contributions	2,435,000	[-]	[-]	-	-	-	-	-	-	2,435,000	(1,500,000)	[-]	[-]	935,000
Total by Object Class	**2,500,000**	**[0]**	**[0.0]**	**0**	**0**	**0**	**0**	**0**	**0**	**2,500,000**	**(1,500,000)**	**[0]**	**[0.0]**	**1,000,000**
PROGRAMS														
Capital Assistance for HSR Corridors	2,500,000	[-]	[-]	-	-	-	-	-	-	2,500,000	(1,500,000)	[-]	[-]	1,000,000
Total by Program	**2,500,000**	**[0]**	**[0.0]**	**0**	**0**	**0**	**0**	**0**	**0**	**2,500,000**	**(1,500,000)**	**[0]**	**[0.0]**	**1,000,000**

Exhibit II -7

WORKING CAPITAL FUND
FEDERAL RAILROAD ADMINISTRATION
($000)

	FY 2010 ENACTED	FY 2011 REQUEST	CHANGE
DIRECT:			
Federal Railroad Operations [1/]	6,209	6,866	657
SUBTOTAL	**6,209**	**6,866**	**657**
REIMBURSABLE:			
	0	0	0
SUBTOTAL	**0**	**0**	**0**
TOTAL	**6,209**	**6,866**	**657**

Notes:
1. FRA proposes to split the Safety and Operations appropriation into two appropriations: 1) Federal Railroad Operations, which will fund salaries and expenses of all FRA staff, Alaska Railroad, and all other non-Safety programs; and, 2) Railroad Safety, which will fund all Safety program costs.

Exhibit II -8

FEDERAL RAILROAD ADMINISTRATION
PERSONNEL RESOURCE - SUMMARY
TOTAL FULL-TIME EQUIVALENTS

DIRECT FUNDED BY APPROPRIATION	FY 2009 ACTUAL	FY 2010 ENACTED	FY 2011 REQUEST
Federal Railroad Operations [1/ 2/]	817.0	894.5	618.0
SUBTOTAL, DIRECT FUNDED	**817.0**	**894.5**	**618.0**
REIMBURSEMENTS/ALLOCATIONS/OTHER:			
Reimbursements and 'Other' [2/]	0.0	0.0	330.0
Allocations from other Organizations	0.0	0.0	0.0
SUBTOTAL, REIMBURSE/ALLOC./OTH	**0.0**	**0.0**	**330.0**
TOTAL FTE	**817.0**	**894.5**	**948.0**
INFO:			
Allocation to Other Agencies	0.0	0.0	0.0

Notes:
1. FRA proposes to split the Safety and Operations appropriation into two appropriations: 1) Federal Railroad Operations, which will fund salaries and expenses of all FRA staff, Alaska Railroad, and all other non-Safety programs; and, 2) Railroad Safety, which will fund all Safety program costs.
2. FRA proposes a provision allowing user fee collections of $50 million to be credited to the Federal Railroad Operations appropriation as offsetting collections, thereby reducing the amount appropriated and the budget authority.

Exhibit II -9

FEDERAL RAILROAD ADMINISTRATION
RESOURCE SUMMARY - STAFFING
FULL-TIME PERMANENT POSITIONS

DIRECT FUNDED BY APPROPRIATION	FY 2009 ACTUAL	FY 2010 ENACTED	FY 2011 REQUEST
Federal Railroad Operations [1/ 2/]	872	917	649
SUBTOTAL, DIRECT FUNDED	**872**	**917**	**649**
REIMBURSEMENTS/ALLOCATIONS/OTHER:			
Reimbursements and 'Other' [2/]	0	0	330
Allocations from other Organizations	0	0	0
SUBTOTAL, REIMBURSE/ALLOC./OTH	**0**	**0**	**330**
TOTAL POSITIONS	**872**	**917**	**979**
INFO:			
Allocation to Other Agencies	0	0	0

Notes:

1. FRA proposes to split the Safety and Operations appropriation into two appropriations: 1) Federal Railroad Operations, which will fund salaries and expenses of all FRA staff, Alaska Railroad, and all other non-Safety programs; and, 2) Railroad Safety, which will fund all Safety program costs.

2. FRA proposes a provision allowing user fee collections of $50 million to be credited to the Federal Railroad Operations appropriation as offsetting collections, thereby reducing the amount appropriated and the budget authority.

FEDERAL RAILROAD ADMINISTRATION
E-GOVERNMENT ACTIVITIES

FRA has benefited from participating in a number of OMB E-Government and Line of Business initiatives including: e-Payroll, e-Gov Travel, e-Grants, Recruitment One-Stop, and the Budget Formulation and Execution Module (BFEM).

For example, FRA fully implemented GovTrip as its end-to-end solution to optimize the organization's mission essential travel management activities. This enterprise solution has streamlined the processing of FRA's travel documents and strengthened internal controls. FRA has also migrated to the Grants.gov portal. As the FRA portfolio of grant programs has expanded, the use of Grants.gov has modernized FRA's business processes and provided potential grantees with centralized capacity to find and apply for Federal assistance on-line. FRA is also actively engaged in DOT's broader efforts to migrate to a Grant Management Line of Business (GMLoB) service provider and anticipates realizing additional efficiencies from this eGov initiative in the near future. FRA's participation in the Recruitment One-Stop Initiative has been invaluable in streamlining the recruitment process; enhancing our abilities to identify, recruit and hire the most qualified individuals in the most efficient manner possible. Finally, FRA's recent undertaking of the BFEM pilot project will provide an electronic budget data gathering structure for use in future budget submissions.

Looking to the future, FRA is supportive of the Administration's efforts to harness technology innovations as a means to improve internal controls and program performance, as well as provide better services to our partners and stakeholders.

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SECTION 3: BUDGET BY APPROPRIATION ACCOUNT

FEDERAL RAILROAD OPERATIONS

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

[SAFETY AND OPERATIONS] FEDERAL RAILROAD OPERATIONS

For necessary expenses of the Federal Railroad Administration, not otherwise provided for, [$172,270,000] *$153,846,000,* of which [$12,300,000] *$5,492,000* shall remain available until expended *and of which $50,000,000 shall be derived from railroad safety fees collected in fiscal year 2011, as provided in this Act: Provided, That such railroad safety fees shall be credited as an offsetting collection to this account to remain available until expended for railroad safety activities: Provided further, That the sum herein appropriated from the general fund shall be reduced on a dollar-for-dollar basis as such offsetting collections are received during fiscal year 2011, to result in a final appropriation from the general fund estimated at $103,846,000. (Department of Transportation Appropriations Act, 2010.)*

Proposed Language Change:
The Safety and Operations appropriation account was established in order to merge all FRA's salaries and expenses accounts into a consolidated account. The original intent was to achieve economies of scale and management efficiencies. Because the Office of Railroad Safety's program costs are directly related to costs associated with their personnel (e.g.: inspector travel), these resources were included in the Safety and Operations account. Over the years, the Office of Railroad Safety's program base has eroded as the agency has absorbed greater-than-anticipated pay increases and other inflationary costs. With the enactment of the Railroad Safety Improvement Act of 2008 (RSIA), the Office of Railroad Safety's programs have grown substantially. In order to protect these new and expanded program activities, FRA is requesting that the Safety and Operations appropriation account be eliminated and replaced with two new accounts: 1) the Federal Railroad Operations appropriation account and 2) the Railroad Safety appropriations account.

As proposed, the new Federal Railroad Operations appropriation will continue to fund salaries and expenses for all of FRA and the new Railroad Safety appropriation will fund all program costs for the new and expanded mission of the Office of Railroad Safety.

In addition to splitting the Safety and Operations appropriation, FRA proposes the establishment of a Rail Safety User Fee to off-set salary costs associated with rail safety inspectors.

Exhibit III - 1

FEDERAL RAILROAD OPERATIONS [1/]
Summary by Program Activity
Appropriations, Obligation Limitations, and Exempt Obligations
($000)

	FY 2009 ACTUAL	FY 2010 ENACTED	FY 2011 REQUEST	CHANGE FY 2010-FY 2011
Salaries and Expenses	[130,373]	[141,485]	102,502	(38,983)
Contract Support	[559]	[572]	575	3
Alaska Railroad Liabilities	[735]	[735]	769	34
Subtotal	**[131,667]**	**[142,792]**	**103,846**	**(38,946)**
Off-setting collections (Rail Safety User Fees)	-	-	50,000	50,000
TOTAL	**[131,667]**	**[142,792]**	**153,846**	**11,054**
FTE				
Direct Funded	[869.0]	[894.5]	618.0	(276.5)
Reimbursable, Allocated, Other	-	-	330.0	330.0
Total FTE	**[869.0]**	**[894.5]**	**948.0**	**53.5**

Notes:
1/ FRA proproses to split the Safety and Operations appropriation into two appropriations: 1) Federal Railroad Operations account, which will fund salaries and expenses of all FRA staff, Alaska Railroad, and all other non-Safety programs; and 2) Railroad Safety account, which will fund all Railroad Safety program costs.

2/ FRA proposes a provision allowing user fee collections of $50 million to be credited to the Federal Railroad Operations appropriation as offsetting collections, thereby reducing the amount appropriated and the budget authority.

Program and Performance

The Federal Railroad Operations account funds the following activities:

Salaries and expenses - Provides necessary resources for the Federal Railroad Administration's staff and operations. These fixed costs include: payroll, rent, telecommunications, and information technology infrastructure and support. These funds are necessary to ensure that FRA has the management and administrative structure and resources needed to accomplish Administration priorities and ensure sound stewardship of FRA's nearly $2.9 billion rail safety and development programs.

Contract support - Provides support for policy-oriented economic, industry, and systems analysis.

Alaska Railroad Liabilities - Provides reimbursement to the Department of Labor (DOL) for compensation payments to former Federal employees of the Alaska Railroad who were on the rolls during the period of Federal ownership and support for clean-up activities at hazardous waste sites located at properties once owned by the FRA. The FY 2011 request is for DOL workers' compensation reimbursement payments.

Exhibit III – 2

FEDERAL RAILROAD OPERATIONS [1/]
SUMMARY ANALYSIS OF CHANGE FROM FY 2010 TO FY 2011
Appropriations, Obligation Limitations, and Exempt Obligations
($000)

Item	Change from FY 2010 to FY 2011 FTE	($000)
DIRECT:		
FY 2010 President's Request	885.5	139,292
Additional RSIA FTE	9.0	1,500
Next Generation Corridor Equipment Pool Committee	-	2,000
FY 2010 Enacted	**894.5**	**142,792**
Decreases:		
Transfer to Rail Safety User Fees (Reimbursable) [2/]	(330.0)	(50,000)
Subtotal, Decreases	**(330.0)**	**(50,000)**
Adjustments to Base:		
Annualization of FY 2010 FTE	22.5	2,949
Annualization of FY 2010 Comparability Pay Increase (2%)	-	550
FY 2011 Comparability Pay Increase (1.4%)	-	1,160
Non-Pay Inflation (0.5%)	-	95
GSA Rent	-	100
WCF	-	657
Subtotal, Adjustments to Base	**22.5**	**5,511**
Program Changes		
New Hires	31.0	4,477
PRISM-Delphi Integration	-	1,500
Acquision of additional HQ Space/Buildout	-	1,366
mDOT Secure Remote Access	-	179
Alaska Railroad	-	21
Next Generation Corridor Equipment Pool Committee	-	(2,000)
Subtotal, Program Changes	**31.0**	**5,543**
Subtotal, Direct Funding	**618.0**	**103,846**
REIMBURSABLE:		
Off-setting Collections (Rail Safety User Fees) [2/]	330.0	50,000
TOTAL FY 2011 Request	**948.0**	**153,846**

Notes:

1/ FRA proproses to split the Safety and Operations appropriation into two appropriations: 1) Federal Railroad Operations account, which will fund salaries and expenses of all FRA staff, Alaska Railroad, and all other non-Safety programs; and 2) Railroad Safety account, which will fund all Railroad Safety program costs.

2/ FRA proposes a provision allowing user fee collections of $50 million to be credited to the Federal Railroad Operations appropriation as offsetting collections, thereby reducing the amount appropriated and the budget authority.

Detailed Justification for Federal Railroad Operations

Federal Railroad Operations.....FY 2011 Request: $153.846 million

Overview:
In executing its mission, the FRA operates across three major functional areas:

- Executive Leadership and Administrative Support
- Railroad Safety
- Railroad Development

Executive Leadership and Administrative Support: This function is composed of several offices within FRA; each with a specific function supporting FRA mission essential programs and activities.

Office of the Administrator: Includes staff and programs in the immediate Office of the Administrator, the Office of Civil Rights, and the Office of Policy and Communications. The *Office of the Administrator* provides executive leadership and direction to FRA and is responsible for the overall planning, and direction of FRA activities. The *Office of Civil Rights (OCR)* provides leadership, policy guidance, support and coordination to FRA's various offices and external customers to ensure effective and consistent diversity and civil rights programs. The OCR program responsibilities also include processing internal and external complaints, minority interns, special observances and other operational functions. The *Office of Policy and Communications* plans, organizes, coordinates, and administers activities relating to: rail industry economics and finance; rail traffic and network analysis; industry labor-management relations; transportation planning; and intermodal, energy, environmental, and international programs. This office also works closely with FRA offices in developing timely information for release through a variety of print and electronic news outlets, as well as distribution to the general public. It also works closely with other Department of Transportation offices in support of the Administration's public policy objectives.

Office of Railroad Safety: Promotes and regulates safety throughout the Nation's railroad industry. It employs approximately 400 Federal safety inspectors, who operate out of eight regional offices nationally. FRA inspectors specialize in five safety disciplines and numerous grade crossing and trespass-prevention initiatives: *Track, Signal and Train Control, Motive Power and Equipment, Operating Practices, Hazardous Materials, and Highway-Rail Grade Crossing Safety*. The Office trains and certifies State safety inspectors to enforce Federal rail safety regulations. Central to the success of the rail safety effort is the ability to understand the nature of rail-related accidents and to analyze trends in railroad safety. To do this, the Office of Railroad Safety collects rail accident/incident data from the railroads and converts this information into meaningful statistical tables, charts, and reports.

Office of Railroad Development: Provides Federal investment and assistance to the rail industry as well as the development and implementation of Administration policy concerning intercity rail passenger service and high-speed rail. It also sponsors research and development activities to improve the technology for railroad safety and work, and provides investment

opportunities for small freight railroad projects, primarily through the Railroad Rehabilitation Improvement Financing (RRIF) program.

Office of the Chief Counsel: There are two major divisions within the FRA Chief Counsel: (1) the Safety Law Division and (2) the General Law Division. The Safety Law Division develops and drafts the agency's safety regulations, assesses civil penalties for violations of the rail safety statutes and FRA safety regulations, and provides other legal support for FRA's safety program. The General Law Division provides legal services to FRA's various offices on all legal issues other than safety law, including Freedom of Information Act, Federal Tort Claims Act, and Surface Transportation Board matters.

Office of Financial Management and Administration: Directs and coordinates the administrative programs and support services of the FRA, both in Headquarters and in the eight Regional Offices. It includes the offices of: Budget, Financial Services, Human Resources, Information Technology, and Acquisition and Grants Services. It is also responsible for coordinating the implementation of government-wide and Department of Transportation management reforms.

In FY 2011, FRA requests a total of $153.8 million to support agency operational requirements. Of the total request, $4.5 million is for 31 new FTE necessary to support FRA's projected expansion in program activities. A total of $1.5 million is requested to fund the integration of FRA's contract-writing system, PRISM, with FRA's financial management system, Delphi. In addition, this account includes the costs associated with the on-boarding of new staff such as: rent, equipment, and training.

Also, in FY 2011, FRA is proposing a $50 million railroad safety user fee to help offset the costs of railroad safety inspectors and activities. The proposed railroad safety user fee is based on an FRA statutory provision for such a fee that was repealed in September 1995. The proposal to reinstitute the railroad safety user fee is one mechanism to support FRA's mission essential rail safety program by seeking an appropriate balance between costs funded by taxpayers and those borne by the railroad operators benefiting from the program. The proposed user fee will reflect the program authorized by Congress in 1990 and implemented by FRA between 1991 and 1995.

The allocation criteria, reporting requirements, and user fee calculation will be developed through a rulemaking proceeding and published in the Federal Register/Code of Federal Regulations. The fees will be based on a calculation that includes (1) information reported by the railroads to FRA (i.e., total train miles, total employee hours, and total road miles) and (2) the total cost of administering FRA safety program. Fees will be proportionately paid by all railroads, large or small; passenger, commuter or freight; though the bulk of the fees will be paid by the largest Class I rail operators.

FEDERAL RAILROAD ADMINISTRATION
Positions and FTE Crosswalk from FY 2009 to FY 2011

Organization		FY 2009 Enacted		FY 2010 Enacted		FY 2011 President's Request	
		Positions	FTE	Positions	FTE	Positions	FTE
Office of the Administrator	**ROA**	**31.0**	**31.0**	**32.0**	**32.0**	**35.0**	**33.5**
Immediate Office of the Administrator/Deputy Administrator		8.0	8.0	9.0	9.0	10.0	9.5
Office of Policy and Communication		20.0	20.0	20.0	20.0	21.0	20.5
Office of Civil Rights		3.0	3.0	3.0	3.0	4.0	3.5
Office of Railroad Safety	**RRS**	**679.0**	**676.0**	**692.0**	**685.0**	**718.0**	**705.0**
Headquarters		128.0	128.0	141.0	134.0	157.0	149.0
Field (Direct)		551.0	548.0	551.0	551.0	231.0	226.0
Field (Reimbursable)		0.0	0.0	0.0	0.0	330.0	330.0
Office of Railroad Development	**RDV**	**57.0**	**57.0**	**79.0**	**68.0**	**104.0**	**91.5**
Office of Chief Counsel	**RCC**	**46.0**	**46.0**	**49.0**	**47.5**	**52.0**	**50.5**
Office of Financial Management and Administration	**RAD**	**59.0**	**59.0**	**65.0**	**62.0**	**70.0**	**67.5**
Total		**872.0**	**869.0**	**917.0**	**894.5**	**979.0**	**948.0**
Direct		*872.0*	*869.0*	*917.0*	*894.5*	*649.0*	*618.0*
Reimbursable		*0.0*	*0.0*	*0.0*	*0.0*	*330.0*	*330.0*

FY 2010 Base:
In FY 2011 this is a new account that has never previously been requested. The FRA is proposing the elimination of the "Safety and Operations" account for purposes of funding its day-to-day operational costs.

Anticipated FY 2010 Accomplishments:

- Continue to lead efforts to successfully implement the requirements of the ARRA 2009 and meeting various mandated milestones, while establishing the foundation for a sustainable program for investment in high-speed intercity passenger rail service;
- To effectively and efficiently bring on-board new staff to fully support requirements of RSIA, PRIIA, and ARRA;
- Continue to plan to advance the Administration's railroad-related priorities and to continue to improve FRA's infrastructure and business processes to ensure long-term success and sustainment.
- To effectively and efficiently bring on-board the necessary Federal resources and contractor support required to ensure mission success.

FY 2011 Budget Request:
In FY 2011, FRA requests a total of $153.8 million for this program. These funds will support FRA's total requested workforce, contractors and various essential operations.

New FRA Staff..... $4.477M and 62 Pos./31 FTE
In order to successfully implement RSIA, PRIIA, and the Administration's national high-speed passenger rail vision, FRA must enhance its current workforce. The requested positions will allow FRA the opportunity to hire new staff with the specialized skills and experience (e.g., civil and mechanical engineers, environmental specialists, financial analysts) necessary to fully support FRA's implementation of its high-speed passenger rail initiative and implement the requirements of RSIA and PRIIA. FRA requests 50 percent of the funding and FTE necessary to support these 62 positions in FY 2011 because under normal FRA hiring practices and procedures, FRA will not be able to bring new staff onboard before April 1, 2011. Of the total, approximately $3.7 million is for the cost of new positions (personnel compensation and benefits funded for 50% of the fiscal year); $0.2 million for travel; and $0.6 million for necessary training, rent, and IT equipment. Positions will be distributed among program and support offices in the following manner:

- Office of Railroad Safety ..... 26 Pos./13 FTE
  This request includes: 10 Pos. /5 FTE for Regional Safety Inspectors and 16 Pos./8 FTE for RSIA program implementation (Headquarters staff).
- Office of Railroad Development ..... 25 Pos./12.5 FTE
  This request includes: 22 Pos./11 FTE for the purposes of building the needed capacity to manage FRA's expanding portfolio of grant programs and 3 Pos./1.5 FTE to staff FRA's rail-related research and development activities.
- Office of the Administrator, Office of Chief Counsel, and
  Office of Financial Management and Administration..... 11 Pos./5.5 FTE
  These new positions are necessary to build the infrastructure required to support the growth in the program areas.
  Office of the Administrator: 3 Pos. /1.5 FTE *(1 Pos. /0.5FTE for the Immediate Office of the Administrator, 1 Pos. /0.5 FTE for the Office of Civil Rights, 1 Pos. /0.5 FTE for the Office of Policy and Communications)*; 3 Pos. /1.5 FTE for the Office of Chief Counsel; and 5 Pos. /2.5 FTE for the Office of Financial Management and Administration.

Absent this staffing enhancement, FRA will face operational and oversight challenges associated with implementing requirements of RSIA, PRIIA, and ARRA.

PRISM-Delphi Integration $1.500M
In FY 2010, FRA is partnering with the DOT Financial Management Business Transformation (FMBT) initiative to implement a standard, unified ONE DOT PRISM. For FY 2011, FRA is requesting resources sufficient to integrate the new ONE DOT PRISM with the DOT accounting system, Delphi. This integration effort will immediately enhance FRA's ability to be more efficient by eliminating the risk of human error that occurs in the current manual entry process.

Acquisition/Build-out of FRA HQ space.....$1.366M
For the past 18 months, FRA has been working with the DOT Office of the Secretary to identify and develop a solution to accommodate FRA's expanding workforce located at the 1200 New Jersey Avenue headquarters building. For example, by the close of FY 2009, due to additional federal

staff funded in the FY 2009 DOT Appropriation, plus the Agency's growing High-Speed Intercity Passenger Rail (HSIPR) contractor support, FRA was short by a total of 34 office spaces. In FY 2010, FRA's headquarters space requirements *increased* by an additional 45 federal staff (funded in the FY 2010 DOT Appropriation) and 18 contractor support staff, which results in projected office space shortfall of 97. Finally for FY 2011, FRA's anticipates needing space for an additional 67 people: 62 federal staff and 5 contractor support staff, this requirement adds to FRA's projected aggregated space deficit of 164 office spaces. While OST and FRA are working collaboratively on finding a solution, FRA is including an additional $1.4 million in its FY 2011 budget for the purposes of covering the added GSA rent and office build-outs it expects to have to contribute once additional office space is provided.

FRA Projected HQ Space Requirements*

		FY 2009		FY 2010 (actual)		FY 2011 (revised)	
	Est. Total HQ Space	Total HQ FTE	Unmet Space Requirements	Total HQ FTE	Unmet Space Requirements	Total HQ FTE	Unmet Space Requirements
Federal Staff	344	339	5	384	-40	446	-102
Support Staff	19	58	-39	76	-57	81	-62
Total….	**363**	**397**	**-34**	**460**	**-97**	**527**	**-164**

* *FY 2010 and 2011 Federal staff totals reflect all new HQ positions received and/or requested.*

Mobile-DOT (mDOT) Secure Remote Access..... $0.179 million
This mDOT project will provide an improved method of FRA field inspectors and travelers to remotely and securely connect to FRA and DOT IT networks and systems. The mDOT infrastructure will allow users to seamlessly access resources, file servers, applications, etc. using their normal user name and password authentication process.

Alaska Railroad Liabilities..... $0.021 million
The FRA requests $21 thousand to reimburse the Department of Labor for workers' compensation payments to former Federal employees of the Alaska Railroad who were on the rolls during the period of Federal ownership.

Explanation of Funding Changes for Salaries and Expenses

Salaries and Expenses .....FY 2010 to FY 2011 base change: $5.511M/ 22.5 FTE

Overview:
FRA's FY 2011 budget request includes a number of base adjustments necessary to sustain its workforce and current operations. Explanations of these changes are listed below.

Annualization of FY 2010 FTE ..... $2.949M/22.5 FTE
This adjustment to base represents certain projects and programs for which resources were first provided in FY 2010 and which were funded only for part of the year. Additional funding and Full-time Equivalents (FTE) are required to provide full year resources. This increase annualizes the salary and benefits for 45 new positions (22.5 FTE) that FRA received in FY 2010.

Annualization of FY 2010 Comparability Pay Increase $0.550M
This adjustment to base finances the funding for one-quarter of the pay raise (2.0%) that is effective January, 2010. The FY 2010 base must be increased to annualize the FY 2010 pay increase for the staff.

FY 2011 Comparability Pay Increase..... $1.160M
This adjustment to base finances the funding required for the proposed 2011 pay raise (1.4%) that will be effective January, 2011.

Working Capital Fund..... $0.657M
The Working Capital Fund (WCF) is a fully reimbursable fund that finances a range of administrative support services to DOT. This centrally managed account provides Department-wide functions such as information technology, facilities, operational support and personnel administration. Centralizing administrative support functions has enabled DOT to achieve economies of scale, reducing costs and increasing operational efficiencies, and has allowed DOT operating administrations to focus on and accomplish their goals. WCF allocates costs based on the service provided. This request is associated with operating costs in these WCF activities. Request levels are based on estimates provided by the WCF, and determined by actual usage costs (including inflation). WCF estimates FRA's costs in FY 2011 will $6,866,000, which is an increase of $657,000 over the FY 2010 WCF estimate of $6,209,000.

GSA Rent $0.100M
This adjustment to base represents the proposed increase in costs for FRA rent. This request funds GSA lease space requirements and offsets costs exceeding non-pay inflation. The GSA Rent account is a demand account that reflects costs resulting from occupancy agreements established with GSA to meet specific facility requirements. The GSA Rent account is a "bill" that must be paid.

Non-pay Inflation ..... $0.095 M
FRA relies upon contract support for certain goods and services. Price escalation for goods and services during FY 2011 must be accommodated. Funding is requested at the non-pay inflation rate of 0.5% to ensure that contracts are adequately funded to maintain essential services and enable FRA activities to execute their responsibilities in FY 2011.

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION
SAFETY AND OPERATIONS
PROGRAM AND FINANCING

(In thousands of dollars)

	Identification code 69-0700-0-1-401	FY 2009 Actual	FY 2010 Estimate	FY 2011 Estimate
	Obligations by program activity:			
00.01	Salaries and expenses	159,971	177,750	102,502
00.02	Contract Support	298	878	575
00.03	Alaska Railroad Liabilities	738	1,094	769
01.00	Total direct program	161,007	179,722	103,846
09.01	Reimbursable program	63,565	12,000	50,000
10.00	Total obligations	224,572	191,722	153,846
	Budgetary resources available for obligation			
21.40	Unobligated balance available, start of year	8,627	7,452	0
22.00	New budget authority (gross)	223,635	184,270	153,846
22.10	Resources available from recoveries of prior year obligations	1	0	0
24.00	Total budgetary resources available for obligation	232,263	191,722	153,846
23.95	New obligations	-224,572	-191,722	-153,846
23.98	Unobligated balance expiring or withdrawn	-239	0	0
24.40	Unobligated balance available, end of year	7,452	0	0
	New budget authority (gross), detail:			
	Discretionary:			
40.00	Appropriation	159,445	172,270	103,846
43.00	Appropriation (total)	159,445	172,270	103,846
	Discretionary spending authority from offsetting collections:			
58.00	Offsetting collections (cash) (unexpired only)	63,998	12,000	50,000
58.10	Change in uncollected cust paymts fm Fed sources (unexp)	192	0	0
58.90	Spending authority fm offsetting collections (total	64,190	12,000	50,000
70.00	Total new budget authority (gross)	223,635	184,270	153,846
	Change in obligated balances:			
72.40	Obligated balance , start of year	122,728	202,340	185,741
73.10	New obligations	224,572	191,722	153,846
73.20	Total outlays (gross)	-172,370	-208,321	-220,038
73.32	Obligated balance transferred from other accounts	25,000	0	
73.40	Adjustments in expired accounts (net)	50	0	0
73.45	Recoveries of prior year obligations	-1	0	0
74.00	Chg in Uncollected cust orders fm Fed Sources (unexpired)	-192	0	0
74.10	Chg in Uncollected cust orders fm Fed Sources (expired)	2,553	0	0
74.40	Obligated balance, end of year	202,340	185,741	119,549
	Outlays (gross), detail:			
86.90	Outlays from new discretionary authority	137,986	139,016	123,077
86.93	Outlays from discretionary balances	34,384	69,305	96,961
87.00	Total outlays (gross)	172,370	208,321	220,038
	Offsets:			
	Against gross budget authority and outlays			
	Offsetting collections (cash) from:			
88.00	Federal sources	65,782	12,000	0
88.40	Non-federal sources	625	0	50,000
88.90	Total, offsetting collections (cash)	66,407	12,000	50,000
88.95	Portion of offsetting collection credited to unexpired accounts	192	0	0
88.96	Portion of offsetting collection credited to expired accounts	-2,409	0	0
	Net budget authority and outlays:			
89.00	Budget authority (net)	159,445	172,270	103,846
90.00	Outlays (net)	105,963	196,321	170,038
95.02	Unpaid Obligations, EOY	203,373		

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION
FEDERAL RAILROAD OPERATIONS

Object Classification (in thousands of dollars)

Identification Code 69-0700-0-1-401		2009 Actual	2010 Enacted	2011 Estimate
	Direct Obligations:			
	Personnel compensation:			
11.1	Full-time permanent	76,493	81,949	49,627
11.3	Other than full-time permanent	832	588	594
11.5	Other personnel compensation	2,360	2,519	1,650
11.9	Total personnel compensation	79,685	85,056	51,871
12.1	Civilian personnel benefits	23,144	24,711	16,333
13.0	Benefits for former personnel	0	0	0
21.0	Travel and transportation of persons	10,110	8,514	4,115
22.0	Transportation of things	37	175	176
23.1	Rental payments to GSA	4,800	5,902	7,368
23.2	Rental payments to others	0	9	9
23.3	Communications, utilities and miscellaneous charges	1,746	2,115	1,107
24.0	Printing and reproduction	221	186	187
25.1	Advisory and asssistance services	401	624	0
25.2	Other services	9,629	18,970	7,776
25.3	Purchases of goods and services from Government accounts	22,573	24,652	7,952
25.7	Operation and maintenance of equipment	3,995	4,935	5,309
26.0	Supplies and materials	743	586	589
31.0	Equipment	2,802	2,272	1,054
41.0	Grants, subsidies, and contributions	1,121	1,015	0
	Subtotal, Direct obligations	161,007	179,722	103,846
99.0	Subtotal, Reimbursable obligations	63,565	12,000	50,000
99.9	Total new obligations	224,572	191,722	153,846

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DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

RAILROAD SAFETY

For necessary expenses for railroad safety programs and activities, $49,502,000, to remain available until September 30, 2014.

Proposed Language Change:
The Safety and Operations appropriation account was established in order to merge all FRA's salaries and expenses accounts into a consolidated account. The original intent was to achieve economies of scale and management efficiencies. Because the Office of Railroad Safety's program costs are directly related to costs associated with their personnel (e.g.: inspector travel), these resources were included in the Safety and Operations account. Over the years, the Office of Railroad Safety's program base has eroded as the agency has absorbed greater-than-anticipated pay increases and other inflationary costs. With the enactment of the Railroad Safety Improvement Act of 2008 (RSIA), the Office of Railroad Safety's programs have grown substantially. In order to protect these new and expanded program activities, FRA is requesting that the Safety and Operations appropriation account be eliminated and replaced with two new accounts: 1) the **Federal Railroad Operations** appropriation account and 2) the **Railroad Safety** appropriations account.

As proposed, the new Federal Railroad Operations appropriation will continue to fund salaries and expenses for all of FRA and the new Railroad Safety appropriation will fund all program costs for the new and expanded mission of the Office of Railroad Safety.

Exhibit III - 1

RAILROAD SAFETY [1/]
Summary by Program Activity
Appropriations, Obligation Limitations, and Exempt Obligations
($000)

	FY 2009 ACTUAL	FY 2010 ENACTED	FY 2011 REQUEST	CHANGE FY 2010-FY 2011
Railroad Safety	[27,778]	[29,478]	49,502	20,024
TOTAL	**[27,778]**	**[29,478]**	**49,502**	**20,024**
FTE				
Direct Funded	0.0	0.0	0.0	0.0
Reimbursable, Allocated, Other	0.0	0.0	0.0	0.0
Total FTE	**0.0**	**0.0**	**0.0**	**0.0**

Notes:

1/ FRA proproses to split the Safety and Operations appropriation into two appropriations: 1) Federal Railroad Operations account, which will fund salaries and expenses of all FRA staff, Alaska Railroad, and all other non-Safety programs; and 2) Railroad Safety account, which will fund all Railroad Safety program costs.

Program and Performance

This is a new account requested in FY 2011 for purposes of funding a variety of railroad safety programs and activities. Specifically, for FY 2011 this account includes funding for the following mission programs: $14.305 million for the Automated Track Inspection Program (ATIP); $4.989 million for Crossing Safety and Trespasser Prevention activities (i.e., Operation Lifesaver); $4.742 million for the Railroad Safety Information System (RSIS); $7.775 million for Risk Reduction Program activities; $4.730 million for inspection-related travel; and $12.961 million in other safety activities.

Exhibit III – 2

RAILROAD SAFETY [1/]
SUMMARY ANALYSIS OF CHANGE FROM FY 2010 TO FY 2011
Appropriations, Obligation Limitations, and Exempt Obligations
($000)

Item	FY 2010 to FY 2011 FTE	($000)
FY 2010 Enacted	**0.0**	**29,478**
Adjustments to Base:		
Annualization of FY 2010 FTE	-	-
Annualization of FY 2010 Comparability Pay Increase (2%)	-	-
FY 2011 Comparability Pay Increase (1.4%)	-	-
Non-Pay Inflation (0.5%)	-	147
GSA Rent	-	-
WCF	-	-
Subtotal, Adjustments to Base	**0.0**	**147**
Program Changes		
Automated Track Inspection Program	-	5,840
Risk Reduction Program	-	3,325
Railroad Safety Information System	-	2,151
Crossing Safety & Trespasser Prevention	-	3,315
RSIA and Other Contract Increases	-	5,246
Subtotal, Program Changes	**0.0**	**19,877**
TOTAL FY 2011 Request	**0.0**	**49,502**

Notes:

1/ FRA proproses to split the Safety and Operations appropriation into two appropriations: 1) Federal Railroad Operations account, which will fund salaries and expenses of all FRA staff, Alaska Railroad, and all other non-Safety programs; and 2) Railroad Safety account, which will fund all Railroad Safety program costs.

Detailed Justification for Railroad Safety

Railroad Safety .....FY 2011 Request: $49.502 million

Overview:

FRA's Office of Railroad Safety (RRS) promotes and regulates safety throughout the Nation's railroad industry. The Office executes its regulatory and inspection responsibilities through a diverse staff of railroad safety experts. The staff includes approximately 141 Federal staff in Washington, D.C. responsible largely for the operation planning and policy development and implementation. In addition, there are approximately 551 FRA staff that operate out of eight regional offices located throughout the country. Each region is staffed with a Regional Administrator, two Deputy Regional Administrators, a supervisory specialist for each of the five safety disciplines, and several chief inspectors. The five disciplines include:

- Hazardous Materials
- Motive Power and Equipment
- Operating Practices
- Track Structures
- Signal and Train Control

With a staff of approximately 400 Federal safety inspectors in eight regional offices, supplemented with another 170 State inspectors in 30 States, RRS is the primary organizational unit responsible for promoting and regulating the safety of the industry. RRS has a variety of enforcement tools at its disposal to accomplish its mission, including defect and deficiency warnings, civil penalties, compliance and emergency orders, special notices, and directives. The FRA Administrator may issue an order directing compliance after providing notice and opportunity for a hearing. FRA sometimes enters into compliance agreements with railroads in which the railroad promises specific remedial action and, should it fail to deliver on its promise, agrees to the imposition of a compliance order, an emergency order (EO), or particular fines. The civil penalty per violation ranges from a minimum of $650 to the ordinary maximum of $25,000, or the aggravated maximum of $100,000 for a grossly negligent violation or where a pattern of repeated violations has caused an imminent hazard of death or injury or has caused death or injury. Each day that a violation continues is a separate offense.

FRA also works collaboratively with government entities, railroads, unions, trade associations, suppliers, and other stakeholders to fashion mutually satisfactory solutions on safety regulatory issues.

The Office of Railroad Safety is a vital part of an integrated agency that promotes and regulates safety throughout the Nation's railroad industry. The Office of Chief Counsel plays a significant role in both regulatory and enforcement efforts by developing and drafting the agency's safety regulations, assessing civil penalties for violations of the rail safety statutes and regulations, and providing other legal support for FRA's safety program. The Office of Railroad Development

oversees the new high-speed rail initiative and conducts critical research and development, test, and evaluation projects to support FRA's safety mission and to enhance the railroad system as a national transportation resource. It contributes vital benefits to the safety regulatory processes, railroad suppliers, railroads involved in the transportation of freight, intercity and commuter passengers, railroad employees, and labor organizations.

Regulations and enforcement measures are not the Office of Railroad Safety's only tools, however. RRS provides grants to support programs aimed at reducing collisions and casualties at grade crossings, and it promotes advances in technology (e.g., Positive Train Control, electronically controlled pneumatic brake systems) designed to save lives and protect the environment.

Tools for Measuring Success:
Central to the success of the rail safety effort is the ability to understand the nature of rail-related accidents and to analyze trends in railroad safety. RRS has a Knowledge Management Division and an Accident Reporting Branch that collects accident/incident data from the railroads and converts this information into meaningful statistical tables, charts, and reports, which are key components of the focused inspection efforts underway. The safety inspectors deal directly with the railroads to enforce the Federal rail safety laws and measure compliance. FRA uses special inspector task forces to address the more serious, widespread carrier safety problems. FRA holds Railroad System Oversight Manager meetings every year with top-level railroad management of the Class I freight railroads to discuss the state of the safety of each railroad and to learn about planned safety investments. These yearly discussions allow the FRA Administrator to highlight safety issues on which FRA wants each railroad to focus during the upcoming year.

FRA's annual planning process directs inspectors toward areas most likely to need inspection. The plan is based on analyses of accident and injury data, previous inspections, the nature and volume of traffic, etc. Observations made in every inspection are recorded on an inspection report, from which information is entered into the RRS inspection database, and the inspector immediately gives the railroad or shipper a copy of the inspection report.

FRA plans its safety-related activities based upon statutory requirements and congressional directives, review of relevant safety statistics, findings in prior safety inspections and investigations, safety research and development, and recommendations by the National Transportation Safety Board (NTSB) and other oversight bodies, including the DOT Office of the Inspector General (OIG).

New Risk Reduction Program – Supplement to the Traditional Enforcement Methods to Improve Railroad Safety:
During the late 1970s and early 1980s, a combination of factors including new technologies, new operating practices, and enhanced regulatory compliance and enforcement efforts succeeded in reducing the train accident rate dramatically. Since the mid-1980s, the rate has slowed despite continued efforts to improve railroad safety using more traditional enforcement efforts. In order to identify innovative methods to improve rail safety and to supplement the traditional enforcement methods currently employed, FRA has created the Risk Reduction Program (RRP). The RRP is an initiative to reduce accidents and injuries, and build strong safety cultures by developing innovative methods, processes, and technologies to identify and correct individual and systemic contributing factors using "upstream" predictive data.

In response to section 103 of the RSIA, FRA must develop and enact a regulation requiring specific railroads to develop risk reduction program plans and, pending FRA approval of those plans, to carry out the risk mitigation programs outlined therein. Further, the risk reduction programs will include pilot implementations that are carefully evaluated to determine their effectiveness, and will also include educational and outreach efforts. Existing rail safety data and certain types of data provided as a result of pilot activities will be used to develop mathematical models and analytical methods to identify rail safety trends. FRA will also conduct outreach and training activities to promulgate knowledge throughout the industry about successful risk reduction programs and about effective methods of reducing the likelihood that railroad employees in safety-critical positions suffer from fatigue on the job. Particularly successful pilot programs may also be developed into nationwide non-regulatory safety improvement programs.

According to the RSIA, the required effective date of the regulation is October 16, 2012, and FRA will develop analytical tools to identify all railroads required to submit risk reduction program plans. FRA will also evaluate and approve plans submitted as a result of the regulation, and will audit the railroads' compliance with their own plans.

FY 2010 Base:

In FY 2011, FRA is requesting the establishment of this a new no-year account for purposes of funding all major safety-specific programs and activities.

Anticipated FY 2010 Accomplishments:

- Reduce the rate of rail-related accidents and incidents per million train-miles to 16.40 by:
  - Reducing the grade crossing incident rate to 3.65;
  - Reducing the human factors-caused train accident rate to 1.35;
  - Reducing the track-caused train accident rate to 1.15;
  - Reducing the equipment-caused train accident rate to 0.450;
  - Reducing the other (signal & miscellaneous) train accident rate to 0.593; and
  - Reducing the non-accident hazmat releases rate to 0.800.

FY 2011 Program Changes: $19.877M

This new account requests a total of $49.502 million in FY 2011. This funding covers a variety enhancements to railroad safety programs and activities including: $5.840 million additional resources for the Automated Track Inspection Program (ATIP); $3.315 million additional for Crossing Safety and Trespasser Prevention activities (i.e., Operation Lifesaver); $2.151 million for necessary enhancements to the Railroad Safety Information System (RSIS); $3.325 million for Risk Reduction Program enhancements; and $5.246 million in other safety activities.

Automated Track Inspection Program ***..... $5.840M***
In FY 2011, FRA requests a total of $14.3 million for ATIP, which is $5.840 million above the program's current operating budget. The higher funding request is necessary to operate and maintain the ATIP cars at maximum efficiency, and to meet program mission and goals. This requested level includes costs associated with maintaining and coordinating FRA safety policies, regulations, guidance, and coordination of all matters related to automated track inspections. ATIP

also interfaces with RRS and other divisions of FRA, such as the Office of Railroad Development (RDV), the Office of Chief Counsel, FRA regional offices, as well as other organizations and agencies outside FRA. Since the start of the operation of ATIP cars in 1974, they have served an important role in FRA's overall compliance programs. ATIP is a Government-sponsored track inspection program directed by Congress and funds are allocated to reduce the accident rate on high-exposure priority (passenger and toxic-inhalation-hazard release) train routes. Track geometry is the second-leading cause of all track-related derailments, attributing to 1,273 derailments that have caused 5 fatalities, 258 injuries, and $252.2 million in damages costs over the past 10 years, and ATIP has directly helped reduce track-caused derailments by 44% over the past 4 years to the lowest levels ever. ATIP discovered 97,589 noncompliant conditions and prevented 574 derailments at a cost savings of $114,000 per year.

Additionally, Title V of the Railroad Revitalization and Regulatory Reform Act of 1976 includes a provision for the inspection of railroad properties to verify accomplishment of the objectives for which Federal financial assistance is provided. ATIP is also dedicated to providing inspection service, in advance, for spent nuclear waste shipments, under the Safety Compliance Oversight Plan, and serves other Government agencies as an escort and inspection service.

ATIP is the supplemental assistance provided to all inspectors in identifying the most important noncompliant track geometry locations and conditions for evaluations and remediation. ATIP's purpose is to provide accurate, comprehensive, and objective automated inspections. ATIP surveys (inspections) measure track geometry (gage, alignment, and track surface), assuring compliance with the Federal safety standards and providing a vital and dynamic (under load) source of true overall track conditions.

ATIP performance goals support:

- Train Accident Rates (DOT-wide)
- Highway-Rail Grade Crossing Accidents/Incidents Rates (DOT-wide)
- Rail-Related Fatalities Rates (FRA)
- Rail-Related Injuries Rates (FRA)
- Rail Hazardous Material Releases Rates (FRA–Collaborative)
- Homeland Security Performance Segments

ATIP has prevented derailments by reporting noncompliant conditions, which onboard regional inspectors ensure are remediated. ATIP has documented hundreds of structural noncompliance issues (mostly broken rails) and has identified many operational problems to railroad managers. ATIP reports, now, are mostly electronic and continue the goal of paperwork reduction (Government Paperwork Elimination Act) by complying with the President's Management Agenda, DOT/FRA capital planning, and internal directives. Another ATIP goal is to provide internal and external rail managers quality track information and intelligence as quickly as possible.

To date, over a million miles of ATIP surveys have been conducted to minimize the risk of passenger catastrophic hazardous material accident/incidents by accurately collecting and disseminating track geometry information and intelligence to FRA and respective railroads. ATIP

is intended to be a supplement to manual inspection shortfalls, (i.e.: the inability to measure the real-time dynamic geometry response of rolling equipment).

Quality inspections of high-speed train corridors (e.g., the Talgo tilt-train in the Northwest, Acela in the Northeast), and other designated high-speed corridors (speeds up to 150 mph) throughout the Nation are the responsibility of FRA inspectors, who depend upon ATIP inspections. Under these extreme operating conditions, identifying ½-inch "unloaded" defect parameters is difficult. ATIP cars easily discover detection dependency and reliance, correlated with speed and tonnage under representative track loading. The adoption of the International Standards Organization criteria helps ensure data quality and management.

Currently, ATIP has five cars available to assure and improve the safety of the approximately 140,000 mainline miles of the Nation's rail transportation system. The ATIP inspection strategy is to survey all mainlines at least once per year. However, budget limitations require reducing ATIP operations and maintenance from April to March under the contract year. The current budget limits FRA to use three crews among the five cars. This limits full use of the cars available for the safety inspections providing the valuable track geometry information to the track inspectors. Key to improving FRA's safety program in reducing track-related derailments and rail safety overall is more thorough and extensive performance-based track compliance surveys, which ATIP inspection cars provide through innovative technology and sound management practices.

Congress created ATIP in an effort to identify the leading cause of accidents and FRA continues this effort by concentrating resources on casual factors. ATIP has mostly been used to locate geometry defects to prevent track-related accidents and reduce the accident rate at a local level. ATIP contributions go beyond individual systems. Technologically, ATIP systems are state-of-the-art and ATIP is a worldwide leader in geometry measurement. That, in and of itself, contributes to rail safety by establishing and setting an example for the industry to model and follow. Derailments slow commerce, reduce productivity, as well as destroy property and seriously affect lives. The data collected by ATIP cars can be used to:

1. Schedule track inspections to cover track with poor maintenance records and derailment history.
2. Aid in maintenance-of-way (MOW) planning so that MOW funds are spent more effectively.
3. Predict the degradation of track so that future MOW monies can be efficiently allocated.

Inadequate funding will result in interruptions, reductions, or loss of ATIP cars' crucial services and capability to identify track degradation behavior will jeopardize railroad safety in passenger and freight railroads, and will have a very negative image impact on FRA's safety mission and its ability to meet RSIA requirements.

Risk Reduction Program (RRP).....$3.325M
In FY 2011, FRA requests a total of $7.8 million for risk reduction program activities. In response to Section 103 of RSIA, FRA is developing and enacting a regulation requiring specific railroads to develop risk reduction program plans and, pending FRA approval of those plans, to carry out the risk mitigation programs outlined therein. RRP will reduce the number, frequency, and severity of accidents and crashes, fatalities, and injuries by developing innovative methods, processes, and

technologies to identify and correct individual and systemic contributing factors using "upstream" predictive data. Further, the risk reduction program plans will include pilot implementations that are carefully evaluated to determine their effectiveness and will also include educational and outreach efforts. Existing rail safety data and certain types of data provided as a result of pilot activities will be used to develop mathematical models and analytical methods to identify rail safety trends. FRA will also conduct outreach and training activities to promulgate knowledge throughout the industry about successful risk reduction programs and about effective methods of reducing the likelihood that railroad employees in safety-critical positions suffer from fatigue on the job. Particularly successful pilot programs may also be developed into nationwide non-regulatory safety improvement programs. RRP will also secure sensitive information, preventing inappropriate disclosure. RRP includes developing fatigue management strategies and conducting training and outreach within the FRA and throughout the industry. With RRP, we expect that there will be monetary savings due to eventual reductions in the number of accidents and incidents and less productivity lost, and lives will be saved. The enhanced cooperation between FRA, the railroad industry, railroad labor groups, and other stakeholders will ensure the development of a culture where risk is identified and managed before accidents occur.

According to RSIA, the required effective date of the regulation is October 16, 2012, and FRA will develop analytical tools to identify all railroads required to submit RRP plans. FRA will also evaluate and approve plans submitted as a result of the regulation and will audit the railroads' compliance with their own plans.

1. **Pilot program development and implementation includes:** (1) establishing programs intended to identify new technologies, procedures, or data analyses that reduce risk; (2) developing processes and procedures to facilitate collaboration between FRA, labor, and railroad management; and (3) developing processes and procedures that enhance cooperation within FRA.

2. **Pilot program evaluation includes:** (1) determining correlation between accident precursor incidents and accident occurrences; (2) determining effectiveness of risk countermeasures; and (3) developing best practices for industry-wide risk reduction.

3. **Fatigue management development and outreach includes:** (1) minimizing the prevalence of fatigue as a factor in railroad accidents and injuries by refining FRA's existing fatigue model; (2) minimizing the prevalence of fatigue as a factor in railroad accidents and injuries by providing guidance to railroads developing fatigue management programs as required by Section 103 of the RSIA; and (3) reviewing industry fatigue-related proposals.

4. **Mathematical modeling and analysis includes:** (1) developing and using analytical tools and methods supporting evaluation of RRP pilot implementations; (2) developing and using analytical tools and methods to identify those railroads that must comply with the RRP regulation; (3) assisting railroads in developing analytical tools and data analysis methods that they can use to reduce risks in accordance with their own risk reduction program plans; and (4) providing analytical support as needed to other safety initiatives within FRA.

5. **Data securement includes:** (1) providing staff and infrastructure that ensure that confidential data provided to FRA as part of an RRP implementation will remain confidential and secure; (2) preventing disclosure of confidential data provided as a part of

an RRP implementation due to Freedom of Information Act (FOIA) requests, as dictated by Section 109 of the RSIA; and (3) providing protection from legal discovery to the extent allowed after completion of the study mandated in Section 109 of the RSIA.

6. **Development and implementation of nationwide voluntary programs includes:** (1) improving railroad safety beyond the levels currently attainable through traditional enforcement efforts and (2) encouraging system-wide development of strong, collaborative rail safety cultures.

7. **Regulatory development and compliance includes:** (1) developing a regulated RRP for affected railroads that meets the requirements of the RRP outlined in the RSIA; (2) providing expert staff and contractor support for risk reduction analysis for railroads required to provide a risk reduction program plan; (3) providing programs and guidance for FRA to meet the requirements in the RSIA for risk reduction program plans; and (4) creating and executing an auditing program to ensure compliance with the risk reduction program.

8. **Waivers include:** (1) ensuring consistent and efficient processing of waivers associated with risk reduction and (2) ensuring consistent and efficient processing of waivers related to hours of service regulations.

9. **Training and oversight includes:** (1) providing training and guidance to FRA and industry stakeholders to ensure consistent application and interpretation of FRA RRP requirements; (2) coordinating RRP activities with all elements of FRA to ensure timely and consistent exchange of risk reduction information; (3) providing timely updates and guidance on new FRA safety initiatives; (4) coordinating between FRA and other stakeholders; and (5) sharing risk reduction best practices with FRA and other stakeholders.

Railroad Safety Information System (RSIS) **.....** ***$2.151M***

In FY 2011, FRA request includes funding for the RSIS and other related data management initiatives. The total requested amount is $4.742 million and will allow FRA to acquire needed contractual services and hardware/software to address the new and expanded data requirements under RSIA, which imposes very tight timelines on FRA to develop the necessary regulatory changes to achieve compliance with its provisions. These new regulations require FRA to collect and compile information on railroad employee hours of service, conductor certifications, Positive Train Control, bridge safety, and other safety-sensitive data for the risk reduction program. The volume of rulemaking activity will require extensive data management support to accomplish the required regulatory analysis, implementation, and support. The inability to obtain the requisite data management support will adversely impact the agency's ability to affect rulemaking and will require technical work-arounds to produce the required supporting data.

RSIS is FRA's principal repository for data relating to railroad accidents and incidents, inspections, highway-rail grade crossings, and other rail safety-related information. RSIS is used extensively by FRA to monitor and report on the current state of safety in the railroad industry. The information in RSIS is made available to a variety of stakeholders including railroads; rail labor; other Federal, State, and local agencies; non-governmental organizations; academia; and the general public, primarily through FRA's Safety data Web site.

RSIS is used extensively by FRA for a variety of purposes including:

- Providing a central and authoritative source for rail safety information.
- Safety trends and risk analyses.
- Title 49 Code of Federal Regulations (CFR) Part 225–accident/incident reporting compliance.
- Data/statistical/economic analysis for rulemaking support and regulatory evaluation.
- Supporting compliance monitoring and enforcement efforts.
- Performance/budget reporting under the Government Performance Results Act (GPRA).
- Resource allocation through FRA's National Inspection Plan (NIP).
- Promoting highway-rail grade crossing safety and trespass prevention education, outreach, and communication efforts.
- Situational awareness/incident reporting of rail incidents and employee fatalities.
- E-gov and data interchange services for the rail industry and other Federal agencies.
- Inspector performance management through the Inspection Dashboard.

Without the RSIS contractor data management support, accident/incident, railroad inspection and highway-rail crossing data would not be collected, validated, compiled, and made available for the agency's use. FRA managers and field inspectors would lose their access to data and analytical tools that are made available on the public and secure Web sites. FRA leadership's decision making capabilities would be adversely impacted by the lack of access to accurate, timely, and coherent safety and compliance information. FRA's enforcement efforts (focused inspections, audits, violations) would be missing the essential business intelligence and analytics that typically drive these activities. Rulemaking and regulatory activities would be severely hampered by the lack of access to essential railroad safety statistical data. External stakeholders, including the railroads, rail labor, and the general public, would be deprived of their access to current and reliable railroad safety information made available through FRA's electronic outlets.

RSIS is comprised of three principal systems:

- **Railroad Accident Incident Reporting System (RAIRS):** RAIRS compiles accident/incident data required to be submitted by railroads under 49 CFR Part 225. About 35 years of data on railroad injuries and illnesses, train accidents, highway-rail grade crossing collisions, and operational statistics is contained in this system.

- **Railroad Inspection Reporting System (RIRS):** RIRS is the record repository of all FRA and State railroad inspections, defects, and violations.

- **Highway-Rail Grade Crossing Inventory System (GCIS):** GCIS is the principal database that contains the attributes of the Nation's highway-rail grade crossing intersections.

Crossing Safety & Trespasser Prevention $3.315M
FRA requests $3.31 million for grade crossing collisions and trespasser incidents, which typically account for over 95% of the railroad-related fatalities. Preliminary statistics for FY 2008 show that 456 people lost their lives while trespassing on railroad property and another 289 lost their lives in highway-rail grade crossing collisions. This accounts for 56% and 36% respectively, of all rail-related fatalities that were reported to FRA. RSIA includes new mandatory reporting and updating

of grade crossing information in the National Inventory and development of safety guidance for railroads on safety strategies and methods to prevent pedestrian incidents and fatalities at or near passenger stations. This funding is also for Operation Lifesaver, as well as other initiatives to prevent future loss of lives.

RSIA and Other Contract Increases**.....$5.246M**
RSIA requires that the Office of Railroad Safety perform numerous studies, reports, and rulemakings with very short deadlines. These RSIA initiatives are designed to achieve improvements in railroad safety. In order to ensure that RSIA mandates are met, the Office of Railroad Safety will need contractual support to help in all areas so that the required studies, reports, and rulemakings can be accomplished in the timeframe provided. A reduction in contract funding would result in a critical shortfall in agency capability to implement many new safety initiatives found in the RSIA. It is expected that heaviest period of work will fall in this timeframe. This could contribute to a material delay in implementation of the RSIA (in violation of the Act) or failure to identify safety shortfalls that could permit unsafe failures to occur.

In addition, the Office of Railroad Safety also requires additional funds for contract support of activities, such as: High-speed Rail Safety Standards, fatigue prevention and management, county-based rural response surveys, RSAC website maintenance, etc.

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION
RAILROAD SAFETY
PROGRAM AND FINANCING

(In thousands of dollars)

	Identification code 69-0702-0-1-401	FY 2009 Actual	FY 2010 Enacted	FY 2011 Estimate
	Obligations by program activity:			
00.01	Railroad Safety	0	0	49,502
01.00	Total direct program	0	0	49,502
09.01	Reimbursable program	0	0	0
10.00	Total obligations	0	0	49,502
	Budgetary resources available for obligation			
21.40	Unobligated balance available, start of year	0	0	0
22.00	New budget authority (gross)	0	0	49,502
22.10	Resources available from recoveries of prior year obligations	0	0	0
24.00	Total budgetary resources available for obligation	0	0	49,502
23.95	New obligations	0	0	-49,502
23.98	Unobligated balance expiring or withdrawn	0	0	0
24.40	Unobligated balance available, end of year	0	0	0
	New budget authority (gross), detail:			
	Discretionary:			
40.00	Appropriation	0	0	49,502
43.00	Appropriation (total)	0	0	49,502
	Discretionary spending authority from offsetting collections:			
58.00	Offsetting collections (cash) (unexpired only)	0	0	0
58.10	Change in uncollected cust paymts fm Fed sources (unexp)	0	0	0
58.90	Spending authority fm offsetting collections (total	0	0	0
70.00	Total new budget authority (gross)	0	0	49,502
	Change in obligated balances:			
72.40	Obligated balance , start of year	0	0	0
73.10	New obligations	0	0	49,502
73.20	Total outlays (gross)	0	0	-29,701
73.32	Obligated balance transferred from other accounts	0	0	
73.40	Adjustments in expired accounts (net)	0	0	0
73.45	Recoveries of prior year obligations	0	0	0
74.00	Chg in Uncollected cust orders fm Fed Sources (unexpired)	0	0	0
74.10	Chg in Uncollected cust orders fm Fed Sources (expired)	0	0	0
74.40	Obligated balance, end of year	0	0	19,801
	Outlays (gross), detail:			
86.90	Outlays from new discretionary authority	0	0	29,701
86.93	Outlays from discretionary balances	0	0	0
87.00	Total outlays (gross)	0	0	29,701
	Offsets:			
	Against gross budget authority and outlays			
	Offsetting collections (cash) from:			
88.00	Federal sources	0	0	0
88.40	Non-federal sources	0		
88.95	Portion of offsetting collection credited to unexpired accounts	0	0	0
88.96	Portion of offsetting collection credited to expired accounts	0	0	0
	Net budget authority and outlays:			
89.00	Budget authority (net)	0	0	49,502
90.00	Outlays (net)	0	0	29,701
95.02	Unpaid Obligations, EOY	0	0	

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION
RAILROAD SAFETY

Object Classification (in thousands of dollars)

Identification Code 69-0702-0-1-401		2009 Actual	2010 Enacted	2011 Request
	Direct Obligations:			
21.0	Travel and Transportation of persons	0	0	4,730
25.2	Other services	0	0	36,070
41.0	Grants, subsidies, and contributions	0	0	8,702
	Subtotal, Direct obligations	0	0	49,502
99.0	Subtotal, Reimbursable obligations	0	0	0
99.9	Total new obligations	0	0	49,502

RAILROAD SAFETY TECHNOLOGY PROGRAM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

[RAILROAD SAFETY TECHNOLOGY PROGRAM]

[For necessary expenses of carrying out section 20158 of title 49, United States Code, $50,000,000, to remain available until expended: *Provided*, That to be eligible for assistance under this heading, an entity need not have developed plans required under subsection 20156(e)(2) of title 49, United States Code, and section 20157 of such title.] *(Department of Transportation Appropriations Act, 2010.)*

Exhibit III - 1

RAILROAD SAFETY TECHNOLOGY PROGRAM
Summary by Program Activity
Appropriations, Obligation Limitations, and Exempt Obligations
($000)

	FY 2009 ACTUAL	FY 2010 ENACTED	FY 2011 REQUEST	CHANGE FY 2010-FY 2011
Railroad Safety Technology Program	-	50,000	-	(50,000)
TOTAL	**0**	**50,000**	**0**	**(50,000)**
FTE				
Direct Funded	0.0	0.0	0.0	0.0
Reimbursable, Allocated, Other	0.0	0.0	0.0	0.0
Total FTE	**0.0**	**0.0**	**0.0**	**0.0**

Program and Performance

The Railroad Safety Technology Program provides competitive grants to passenger and freight rail carriers, railroad suppliers, and State and local governments for projects that have a public benefit of improved railroad safety and efficiency. Projects may include the deployment of train control technologies, train control component technologies, processor-based technologies, electronically controlled pneumatic brakes, rail integrity inspection systems, rail integrity warning systems, switch position indicators and monitors, remote control power switch technologies, track integrity circuit technologies, and other new technologies to improve the safety of railroad systems. Priority is given to projects that make technologies interoperable between railroad systems; accelerate the deployment of train control technology on high risk corridors, such as those that have high volumes of hazardous materials shipments, or over which commuter or passenger trains operate; or benefit both passenger and freight safety and efficiency.

Exhibit III - 2

RAILROAD SAFETY TECHNOLOGY PROGRAM
SUMMARY ANALYSIS OF CHANGE FROM FY 2010 TO FY 2011
Appropriations, Obligation Limitations, and Exempt Obligations
($000)

Item	Change from FY 2010 to FY 2011 FTE	($000)
FY 2010 Enacted	**0.0**	**50,000**
Adjustments to Base:		
Annualization of FY 2010 FTE	-	-
Annualization of FY 2010 Comparability Pay Increase (2%)	-	-
FY 2011 Comparability Pay Increase (1.4%)	-	-
Non-Pay Inflation (0.5%)	-	-
GSA Rent	-	-
WCF	-	-
Subtotal, Adjustments to Base	**-**	**0**
Program Changes		
Railroad Safety Technology Program	-	(50,000)
Subtotal, Program Changes	**-**	**(50,000)**
Total FY 2011 Request	**0.0**	**0**

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION
RAILROAD SAFETY TECHNOLOGY PROGRAM
PROGRAM AND FINANCING

(In thousands of dollars)

	Identification code 69-0700-0-1-401	FY 2009 Actual	FY 2010 Estimate	FY 2011 Estimate
	Obligations by program activity:			
00.01	Railroad Safety Technology Program	0	50,000	0
01.00	Total direct program	0	50,000	0
09.01	Reimbursable program	0	0	0
10.00	Total obligations	0	50,000	0
	Budgetary resources available for obligation			
21.40	Unobligated balance available, start of year	0	0	0
22.00	New budget authority (gross)	0	50,000	0
22.10	Resources available from recoveries of prior year obligations	0	0	0
24.00	Total budgetary resources available for obligation	0	50,000	0
23.95	New obligations	0	-50,000	0
23.98	Unobligated balance expiring or withdrawn	0	0	0
24.40	Unobligated balance available, end of year	0	0	0
	New budget authority (gross), detail:			
	Discretionary:			
40.00	Appropriation	0	50,000	0
43.00	Appropriation (total)	0	50,000	0
	Discretionary spending authority from offsetting collections:			
58.00	Offsetting collections (cash) (unexpired only)	0	0	0
58.10	Change in uncollected cust paymts fm Fed sources (unexp)	0	0	0
58.90	Spending authority fm offsetting collections (total	0	0	0
70.00	Total new budget authority (gross)	0	50,000	0
	Change in obligated balances:			
72.40	Obligated balance , start of year	0	0	50,000
73.10	New obligations	0	50,000	0
73.20	Total outlays (gross)	0	0	-30,000
73.32	Obligated balance transferred from other accounts	0	0	
73.40	Adjustments in expired accounts (net)	0	0	0
73.45	Recoveries of prior year obligations	0	0	0
74.00	Chg in Uncollected cust orders fm Fed Sources (unexpired)	0	0	0
74.10	Chg in Uncollected cust orders fm Fed Sources (expired)	0	0	0
74.40	Obligated balance, end of year	0	50,000	20,000
	Outlays (gross), detail:			
86.90	Outlays from new discretionary authority	0	0	0
86.93	Outlays from discretionary balances	0	0	30,000
87.00	Total outlays (gross)	0	0	30,000
	Offsets:			
	Against gross budget authority and outlays			
	Offsetting collections (cash) from:			
88.00	Federal sources	0	0	0
88.40	Non-federal sources	0		
88.95	Portion of offsetting collection credited to unexpired accounts	0	0	0
88.96	Portion of offsetting collection credited to expired accounts	0	0	0
	Net budget authority and outlays:			
89.00	Budget authority (net)	0	50,000	0
90.00	Outlays (net)	0	0	30,000
95.02	Unpaid Obligations, EOY	0	0	

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION
RAILROAD SAFETY TECHNOLOGY PROGRAM

Object Classification (in thousands of dollars)

Identification Code 69-0701-0-1-401		2009 Actual	2010 Enacted	2011 Request
	Direct Obligations:			
21.0	Travel and Transportation of persons	0	0	0
25.2	Other services	0	50,000	0
41.0	Grants, subsidies, and contributions	0	0	0
	Subtotal, Direct obligations	0	50,000	0
99.0	Subtotal, Reimbursable obligations	0	0	0
99.9	Total new obligations	0	50,000	0

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RAILROAD RESEARCH AND DEVELOPMENT

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

RAILROAD RESEARCH AND DEVELOPMENT

For necessary expenses for railroad research and development, [$37,613,000], *$40,000,000,* to remain available until expended. *(Department of Transportation Appropriations Act, 2010)*

Exhibit III - 1

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

	FY 2009 ACTUAL	FY 2010 ENACTED	FY 2011 REQUEST	CHANGE FY 2010-FY 2011
Railroad System Issues	$3,155	$3,623	$4,010	$387
Human Factors	3,075	3,270	3,670	400
Rolling Stock and Components	3,000	3,000	3,000	-
Track and Structures	4,450	5,450	5,450	-
Track and Train Interaction	3,600	3,600	3,800	200
Train Control	7,120	7,870	8,270	400
Grade Crossings	1,850	2,100	2,200	100
Hazardous Materials Transportation	1,550	1,550	1,550	-
Train Occupant Protection	3,600	4,600	4,700	100
R&D Facilities and Test Equipment	2,550	2,550	2,850	300
Railroad Cooperative Research Program	-	-	500	500
Adv. Freight Locomotive Safety	-	-	-	-
Dem. & Deploy PTC (Alaska)	-	-	-	-
Center for Comm. Deployment of Trans. (CALTECH)	-	-	-	-
WVU Constructed Facility Center	-	-	-	-
Marshall University	-	-	-	-
Peers, IL	-	-	-	-
TOTAL	**$33,950**	**$37,613**	**$40,000**	**$2,387**
FTE				
Direct Funded	0.0	0.0	0.0	0.0
Reimbursable, Allocated, Other	0.0	0.0	0.0	0.0
Total FTE	**0.0**	**0.0**	**0.0**	**0.0**

Program and Performance

The Railroad Research and Development Program (R&D) provides science and technology support for FRA's rail safety rulemaking and enforcement efforts. It stimulates technological advances in conventional and high-speed railroads and serves as the catalyst for the Administration's vision and policy, and continues to advance the science of railroad safety into the 21st century.

Exhibit III – 2

RAILROAD RESEARCH AND DEVELOPMENT
SUMMARY ANALYSIS OF CHANGE FROM FY 2010 TO FY 2011
Appropriations, Obligation Limitations, and Exempt Obligations
($000)

Item	Change from FY 2010 to FY 2011 FTE	($000)
FY 2010 Enacted	**-**	**37,613**
Adjustments to Base:		
Annualization of FY 2010 FTE	-	-
Annualization of FY 2010 Comparability Pay Increase (2%)	-	-
FY 2011 Comparability Pay Increase (1.4%)	-	-
Non-Pay Inflation (0.5%)	-	-
GSA Rent	-	-
WCF	-	-
Subtotal, Adjustments to Base	**-**	**0**
Program Changes		
Railroad System Issues	-	387
Human Factors	-	400
Rolling Stock and Components	-	-
Track and Structures	-	-
Track and Train Interaction	-	200
Train Control	-	400
Grade Crossings	-	100
Hazardous Materials Transportation	-	-
Train Occupant Protection	-	100
R&D Facilities and Test Equipment	-	300
Railroad Cooperative Research Program	-	500
Subtotal, Program Changes	**-**	**2,387**
TOTAL FY 2011 Request	**-**	**40,000**

Detailed Justification for Railroad Research and Development

Railroad Research and Development .....FY 2011 Request: $40.000 million

Overview:

FRA Railroad Research and Development (R&D) projects contribute vital inputs to the FRA's safety regulatory processes, to railroad suppliers, to railroads involved in the transportation of freight, intercity passengers, commuters, and to railroad employees and their labor organizations. FRA-owned facilities provide the infrastructure necessary to conduct experiments and test theories, concepts, and new technologies in support of the R&D program.

Railroad safety depends on the reliability of people, as well as infrastructure, equipment, and control systems. Railroading is known to operate in a hostile, unforgiving environment. Railroad operating workers need knowledge, training, tools, and alertness to do their jobs properly and ensure the public's, as well as their own and their coworkers', safety. Railroad infrastructure has many elements, including soil in embankments, ballast, ties, rail, rail fastening devices, turnouts, bridges, and tunnels, that must be properly designed, installed, used, maintained, and inspected if railroads are to be operated safely.

Autonomous Track Geometry Measurement

Similarly, railroad equipment has many components, including wheels, bearings, axles, trucks, springs, brakes (both air and the new electronically-controlled), under-frames, draft gear couplers, safety appliances, and seats that must also be properly designed, installed, used, maintained, and inspected if railroads are to be operated safely. Train control systems, which have historically been very reliable but still enable a human being to make a mistake and cause an accident, need to be upgraded to prevent the possibility of human error from causing accidents.

The transportation of passengers and hazardous materials by railroads present situations that require special attention to ensure that a high level of safety is maintained. Perhaps the greatest safety risk of all for railroads occurs at those locations where railroads intersect with streets and highways. All these topics receive specific attention in the Five-Year R&D Plan, which addresses these issues through an appropriate combination of study, analysis, simulation, laboratory testing, and field-testing.

The FRA Research and Development process includes multiple phases including Problem/Opportunity Identification, Concept Identification/Evaluation, Technology Demonstration, and Implementation Support including development of procedures, Industry Best Practice and FRA Safety Standards as necessary. The approach also involves early and appropriate partnerships with the railroads, railroad suppliers, technology providers, state and regional rail authorities and Railroad Researchers at selected Universities to enable maximum real-world impact at the earliest possible time while leveraging limited Government funding with in kind support.

Based on history, the following summaries anticipate that 70% of the R&D budget will involve the acquisition of technical support from the Volpe Center and contractors and 30% of the R&D budget

will involve the acquisition of materials, supplies and equipment to support technology demonstrations.

This program focuses on the following areas of research:

Railroad system issues – Provides for research in railroad system safety, performance-based regulations, railroad systems and infrastructure security, and railroad environmental issues.

Human factors - Provides for research in train operations, and yard and terminal accidents and incidents.

Rolling stock and components – Provides for research in onboard monitoring systems, wayside monitoring systems, and material and design improvements.

Track and structures – Provides for research in inspection techniques, material and component reliability, track and structure design and performance, and track stability data processing and feedback.

Track and train interaction – Provides for research in derailment mechanisms, and vehicle/track performance.

Train control – Provides for research in train control test and evaluation.

Grade crossings – Provides for research in grade crossing human factors and infrastructure.

Hazardous materials transportation – Provides for research in hazmat transportation safety, damage assessment and inspection, and tank car safety.

Train occupant protection – Provides for research in locomotive safety, and passenger car safety and performance.

R&D facilities and test equipment – Provides support to the Transportation Technology Center (TTC) and the track research instrumentation platform. The TTC is a Government-owned facility near Pueblo, Colorado, operated under a contract for care, custody, and control by a subsidiary of the Association of American Railroads.

Rail Cooperative Research Program – Enables the FRA to (1) efficiently gather inputs from all stakeholders (e.g.: railroads, states, technology providers and university researchers) in the nation's rail transportation system to establish research priorities; and, (2) accelerate the real-world impact of FRA's Research and Development program by strengthening and broadening the academic and industrial railroad technical communities.

FY 2010 Base:

In FY 2010, a total of $37.613 million was appropriated for this program. The following are the planned major accomplishments for the base program activities.

Program: Train Control

The objective of this program is to advance train control technologies to improve safety, operational efficiency, and reduce fuel consumption. The planned FY 2010 major accomplishments are:

- Phase 1 of the Freight Adaptive Braking Algorithm will be completed to enable the incorporation of emergency backup and distributed power schemes in the PTC enforcement algorithm to improve the accuracy of prediction and to reduce potential operational inefficiency from premature enforcement stops. Phase 1 results will be documented formally and adopted by currently operating PTC, while the project will continue to further perfect the algorithm such as incorporation of assistance from independent braking and dynamic braking.
- The current phase of Vital PTC project, a collaboration effort of FRA, Lockheed Martin and TTCI, will be completed. This phase includes the authority conveyance, switch operation and monitoring, overspeed protection and reactive enforcement. The next phase to incorporate temporary speed restriction, roadway worker protection and predictive enforcement will continue.
- The testing of Higher Performance Digital Radio will be completed by TTCI and will be adopted in operating PTC systems.
- ITCS verification and validation will be completed to fulfill the requirements of FRA Office of Safety and 110 mph maximum speed will be approved for the ITCS territory in the Michigan Line.

Program: Track and Train Interaction

The objective of this program is to determine the influence of track geometry characteristics and vehicle speeds on extreme lateral and vertical dynamic forces and accelerations that can potentially lead to derailment or compromise passenger safety. A comprehensive computer program for modeling and simulating railway vehicle/track systems is being developed, with an emphasis on the dynamic performance of both vehicle and track and their interactions through the wheel/rail interface.

- Simulation of Multi-body Railroad Vehicle/Track Dynamics
  This program provides a tool for modeling wheel rail interaction and the associated vehicle dynamics. The detailed wheelset model provides capabilities for performing simulations that address safety issues associated with passenger and freight operations, at both low and high speeds.

  FY 2010 Planned Accomplishment is a beta-version of SAMS-RAIL will be evaluated and recommendations will be provided by the eight user groups currently testing the software.

- Cooperative Agreement with National Research Council-Canada
  In this program area, researchers from NRC-Canada were cooperating with FRA and Amtrak to enhance the performance and safety of Amtrak services in NEC by improving wheel/rail profile, grinding and lubrication practices.

  A new wheel profile has been designed for Acela cars. The new design has been installed under an Acela power and coach cars for the last couple of years. Preliminary analysis indicates that the new profile has improved the wheel life for the both test cars significantly.

In addition, FRA supported Amtrak's rail grinding program for the last couple of years. And we have developed new grinding templates for Amtrak.

FY 2010 Planned major accomplishment is FRA R&D will make recommendations to support Amtrak in the wheel/rail interface system management including rail grinding.

Program: Track and Structures
A component of this program is to develop and improve inspection technologies to assess track conditions from mobile platform. Various technologies are being developed which include:

- Autonomous Track Geometry Measurement System
  In this task a prototype autonomous track geometry system to collect data unattended was designed. This device will allow for testing geometry characteristics remotely up to 90 days without user intervention. Track anomaly data will be detected and shipped to a secure website to assist maintenance personnel in locating track defects.

  FY 2010 Planned Accomplishments are FRA will implement a MOU with Amtrak to install a new ATGMS for Amtrak NEC service. In addition, FRA will continue data collection and system improvements on ATGMS installed on Amtrak Autotrain service (300,000 miles).

- Improved Ground Penetrating Radar (GPR) for track subsurface evaluation
  A joint FRA and railroad industry project for track subsurface evaluation using Ground Penetrating Radar (GPR) has been in process for the last couple of years.

  FY 2010 Planned Accomplishments: Changes will be made to process to evaluate the degree of fouling, the size trapped moisture pockets, and measuring layer thickness and depth. Also, investigation of feasibility of extension of GPR use for soil type determination/classification (track-bed structure materials) and the measurement of related pertinent parameters such as in-situ density and moisture content.

- Laser-Based Rail Flaw Inspection System
  The FRA has developed a rail defect detection system prototype capable of detecting rail defects from a moving platform without physical contact with the rail as the current systems require.

  FY 2010 Planned Accomplishments: The University of California at San Diego (UCSD) Rail Defect Detection prototype will have improvements which include data processing algorithms, test trolley improvements with respect to stability, speed, reliability, and efficiency.

Program: Track and Structures
A component of this program is to provide testing and analytical support to fulfill FRA's railroad safety mission, and the related development of performance based track safety standards. As new technologies continue to emerge and train speeds increase, the timely development of technical information, data and expertise is crucial to providing a basis on which to make decisions on issues affecting the safe operation of rail vehicles on U.S. track.

- Modification to High-speed Track Safety Standard (RSAC)
  FRA has been working on modification to the high-speed track safety standard for the past couple of years. All the research and supporting work has been done. During the FY2009, the research and modification to the rule has been completed.

  FY 2010 Planned Accomplishments are: FRA R&D and Volpe are supporting the rule making process for High-speed Track Safety Standards. R&D will work with Volpe/Office of Safety/Chief counsel to finalize the modification to High-speed Track Safety regulations and to continue to conduct a training class for FRA inspectors to learn about high-speed track safety standard rules and vehicle/track interaction

Program: Hazardous Material Transportation
A component of this program area is to develop a robust risk analysis which identifies the current major contributors of risk to hazmat operations involving toxic inhalation material.

Planned FY 2010 major accomplishments include a report documenting the results of a Risk Analysis associated HazMat transport by rail. The analysis will also focus on impact to risk due to short term changes to industry and FRA standards, hazmat routing, improved tank car technologies, and the implementation of positive train control systems. The results of the risk analysis will be used to set R&D priorities for the FRA and the industry.

Program: Railroad Systems Issues
A component of this program is to evaluate the benefits to energy consumption and environmental impact of alternative fuels and new technologies. The planned FY2010 accomplishment is establish revenue service demonstration/evaluation of bio-diesel, hydrogen, and fuel cell locomotive power systems.

Program: Railroad Systems Issues
A component of this program is to identify areas of risk within existing or proposed rail operations and to develop and refine techniques to effectively manage those risks.

The planned FY 2010 major accomplishment is to produce guidelines for system safety hazard analysis. Develop Methodologies for qualitative risk analysis and risk management. Provide technical input to the Risk Reduction Program and the Rail Safety Advisory Committee and provide technical support to assure compliance with the ADA requirements for passenger boarding.

Program: Human Factors
A component of this program is to provide technical support for the Risk Reduction Program including the development and evaluation of innovative methods for assessing and improving human factor caused safety risks in the railroad industry. The Confidential Close Call Reporting System, which has been successfully demonstrated to improve safety in pilot projects involving Labor and Management on several railroads is now being expanded to include others.

The planned FY 2010 accomplishment is to add Amtrak and New Jersey Transit to the Close Call Confidential Reporting System demonstration project. NASA will be the entity to receive and process reports from covered employees and will assure the confidentiality of the employees

making reports. Human Factors support for the Risk Reduction Program will be on-going during this period.

FY 2011 Program Changes: $2.387M

In FY 2011, FRA is requesting a total $40 million under this program. This amount is $2.387 million over the FY 2010 President's Budget. The major activities included in this requested enhancement are:

Railroad system issues: $0.387M
The Railroad Systems program develops information about operations at the systems/cross disciplinary level to help assess the safety of different types of operation, environmental impacts of different technologies currently in use or being developed for the rail industry, implementation of technology and development or refinement of industry standards and Federal regulations, and assesses the impact of increasing rail congestion on capacity and safety across the national rail network.

The program elements contained within the Railroad System Safety research program are critical to assessing the impact of introducing new technologies and operational practices on the North American rail network. For example, research needs include such things as improving energy efficiency and reducing emissions to meet the new EPA requirements. With the renewed emphasis from both Congress and the Administration on energy and the environment, this area has been expanded to enable expanded and more rapid evaluation and demonstration of new technologies to facilitate the earliest possible real world impact and adoption by industry.

Without this additional funding it will not be possible to develop the technical information necessary to assess safety impacts due to a number of significant rule-making activities as a result of SAFETEA-LU and the Railroad Safety Improvement Act of 2008 (RSIA), which mandate many changes to how railroad operations will take place in the future. Additionally without this funding it will not be possible to advance technology for alternative energy or assess improvements in environmental impact.

Human Factors: $0.400M
The Human Factors program focuses on areas where individuals can impact the safe performance of rail operations. Without the necessary funding, safety in the railroad industry would degrade and result in human factors accidents. Research work is divided among three major subprogram areas.

Railway Worker & Operator Performance: Individuals and groups of workers perform safety critical jobs in the railroad industry under a variety of personal, environmental, and social conditions that may affect job performance and safety. This program examines these factors to identify those that have significant impacts on job performance and safety and to suggest strategies to enhance safety and job performance.

Technology, Automation, and Systems Research: The introduction of new communications and computer technology in the railroad industry will change how workers in railroad operations perform their jobs. Automation and the management and control of information are becoming essential components of railroad operations. This program examines the safety implications of new

technology and automation from a human-centered design perspective. Specific areas of research include Human Factors Issues of Positive Train Control, General Control and Display Configurations for Freight and High-speed Passenger Locomotives, and Advanced and Future Technology, such as the feasibility of Moving-Map and Head-Up Displays in the cab.

Organizational Culture and Safety Performance: Organizational culture, defined as shared values, norms and perceptions that are expressed as common expectations, assumptions and views of rationality within an organization, plays a critical role in safety. Organizations with a positive safety culture have been shown to be strongly correlated with positive safety outcomes – fewer errors, accidents, injuries, and fatalities. This subprogram focuses on pilot intervention projects to enhance railroad safety by encouraging the development of a positive safety culture within the railroad industry.

***Track and Train Interaction*.....$0.200M**
Research in this area aims to reduce the risk of derailments and other accidents attributable to the dynamic interaction between the track and the moving vehicles, as well as, identifying causes which are generally not evident from the lone examination of track. Other benefits include the reduction of undesirable impact forces and vibrations that increase safety-critical wear and fatigue defects. Research in this program will focus on fundamental research, development of tools and simulation programs, development of inspection technologies and support of the Office of Safety in rule making and qualification vehicle/track operation. The additional funds requested will support research activities that will provide improved safety, efficiency and cost saving by improving wheel/rail interface, improving safer and faster operation of trains and improve the inspection and maintenance of the system.

***Train Control*.....$0.400M**
The Rail Safety Improvement Act of 2008 (RSIA) set far reaching goals to improve railroad safety and risk reduction aiming at reducing the number and rates of accident, incidents, injuries, and fatalities involving railroads train-to-train collisions, derailments, and human factors. RSIA requires improving research efforts to enhance and promote railroad safety and performance. In addition, RSIA mandated the deployment of Positive Train Control (PTC) system nationwide by December 31, 2015.

PTC is a new generation of train control system that employs modern digital technology to integrate command, control, communications, and information systems for controlling train movements with safety, security, precision, and efficiency. This system is to be deployed on approximately 100,000 miles of high density mainline and dual use (freight and passenger) tracks and 20,000 locomotives. PTC relies on real time wireless digital communication schemes between trains, control centers, and wayside infrastructure to maintain up-to-date train positions, movement authority transmission/reception, and temporary speed restrictions. Global positioning systems, inertial navigation systems or radio frequency transponders are used to track the movement and location of the trains. Databases and information processing equipment are also used for various decision-making functions. By employing all these technologies, the trains can be continuously monitored to ensure that they comply with the movement authorities and speed limits, resulting in the following benefits:

(1) Prevention of train to train collisions
(2) Prevention of over-speed derailments

(3) Protection of roadway workers
(4) Ensuring that the switch positions are correct for safe movement

In addition, back office computer systems integrate data collected from PTC systems to update other IT systems like scheduling to optimize train operation and management.

This program has two objectives: 1) to advance existing technologies and access new technologies to implement PTC systems; and 2) to enhance the performance and throughput of digital wireless communication systems to support the additional requirements needed to implement PTC systems. Activities to accomplish advancing control technologies include: contracting technical support to develop and implement the interoperability standards of PTC systems used by freight and passenger railroads; to develop and integrate the adaptive braking algorithms to enhance precise braking predictions under variety of operating conditions; and to develop a methodology to determine the position of rear end of a train. Activities to accomplish enhancing communications include: contracting technical support to develop high performance digital radio hardware and associated software and communication protocols; and to assess the need for additional radio frequency spectrum to accommodate the additional demand for throughput. With the High-Speed initiative, efficient and robust communication is vital not just for safety but for increasing railroad operating efficiency. All of these technologies are critical to successful PTC deployment by the mandated deadline.

Grade Crossings $0.100M
Grade crossings present a major hazard to motor vehicle drivers, as well as pedestrians, and are the second greatest cause of fatalities and injuries in the railroad industry. Many grade crossing accidents are directly due to motorist and commercial vehicle operator behavior. About 53% of accidents occur at passive grade crossings because motorists and commercial vehicle operators do not stop when a train is in the proximity of the crossing. In 10% of accidents, the motorists and commercial vehicle operators actually went around or through lowered gates. This program area focuses on why motorists and commercial vehicle operators would take such risks (motivation, expectations and perceptions) and on changes to grade crossing and train systems design to enhance safety. On-going projects in this program area include Evaluation of Acoustic Warnings, Causal Analysis of Driver Behavior, and Development of a Grade Crossing Data Collection Device.

The Rail Safety Improvement Act of 2008 (RSIA) set far reaching goals to improve railroad safety and risk reduction aiming at reducing the number and rates of accident, incidents, injuries, and fatalities involving grade crossing. To that effect, RSIA requires:

1. Improving research efforts to enhance and promote railroad safety and performance.
2. Improving the identification of high-risk highway-rail grade crossings and strengthening enforcement and other methods to increase grade crossing safety.
3. Preventing railroad trespasser accidents, incidents, injuries, and fatalities.

The objective of this program is to identify technologies, methodologies, and hardware that will increase safety and continue the downward trend of collisions and fatalities. Areas of focus will include developing and implementing research studies to improve countermeasures and regulations to promote congestion mitigation and reduction of incidents and casualties on our nation's rail network. The program will develop applications of advanced railroad right of way technologies, such as low cost technologies to upgrade passive crossings and develop strategies to integrate

crossing activation with highway traffic control and train control. Also, this program will develop a set of automated crossing profile measurement systems to accurately map crossing layouts in three dimensions. GPS stamped data will be collected and integrated into the FRA crossing database to identify unique characteristics of the crossing including the severity of the hump and the road orientation with respect to the tracks. The outcomes of these programs will be communicated as part of the outreach to Federal, State and Local agencies to develop cooperative research and education programs aimed at identifying and eliminating dangerous crossings.

This program area is being expanded to allow for additional technology demonstrations and to develop, define and facilitate the path to implementation in cooperation with the highway and railroad communities and stakeholders. The majority of the effort anticipated in this area will be for contracted technical support, cooperative agreements and grants with limited equipment and materials acquisitions.

Train Occupant Protection $0.100M
The train occupant protection program performs research in the areas of structural crashworthiness, interior occupant protection, risk, emergency preparedness and response, as well as fire safety. These program elements are critical to assessing the current baseline levels of performance for both the passenger and freight systems, developing new or alternative strategies to improve the performance of such systems, and assessing the impact of introducing new systems across the North American rail corridors. Since the 1930's, the approach to railroad occupant protection in this country has been based on building a "strong box" to surround the passengers. All passenger railcars approved for interchange service must be able to sustain an 800,000-pound load without permanent deformation. This approach has served the industry well for the last 75 years; however, new technology for Crash Energy Management has been developed and successfully applied elsewhere around the world. The technology incorporates energy dissipating crush zones at the end of rail vehicles, which enables the railcars to be much lighter yet provides significantly better occupant protection and greatly improved post accident train performance eliminating buckling and rollover that can result in serious secondary collisions with wayside structures and trains on adjacent tracks. With the American Recovery and Reinvestment Act providing funds for expanded high-speed and intercity service, it is vitally important to assess the changes to the rail network and the resulting risks that are introduced. Without this funding, it will not be possible to develop new performance standards that can potentially allow innovative, new, lighter robust car designs that will significantly improve energy efficiency.

R&D Facilities and Test Equipment.....$0.300M
The Research and Development Facilities and Test Equipment programs play an important role in rail transportation technology development, standards-development, testing, and training. The Transportation Technology Center (TTC) is the inter-modal Federal Railroad Administration-owned (FRA) research facility located near Pueblo, Colorado. This unique and valuable facility covers almost 52-square miles of laboratories, and 48-square miles of railroad testing track. Over the years, TTC has been utilized by the FRA and the railroad community for full scale railroad equipment and track testing, such as: crashworthiness of various types of equipment, track research testing, and new and untried equipment dynamics evaluations.

The primary goals of this program are to maintain the one of a kind infrastructure at TTC that accommodates the testing and evaluation of intelligent railroad systems technologies. The additional funds requested will be used for site investment and improvement projects needed to

ensure that TTC remains a viable facility with state of the art research/testing/training capabilities; and for continued demonstration of R&D research products/ideas to advance and improve track inspection technologies while maintaining capabilities to independently evaluate railroad infrastructure integrity. Funding will also be used for the purchase of new wheel truing machines for the TTC facility, and the development and demonstration of autonomous track geometry measurement systems (ATGMS), which is an unattended real-time track geometry measurement system with immediate web-based reporting capability.

Continued funding of this program is critical to maintain FRA's unique capabilities for the R&D facilities and equipment, especially with increased focus on High-Speed/ Intercity Passenger Rail programs. However, due to limited funding available for the TTC facility, many elements of the facility have reached the end of or are near the end of their useful lifecycle. Appropriate funding on an annual basis is required to achieve its mission goals, and recurring funding for R&D equipment is also required to prevent any delays in technology demonstrations.

Rail Cooperative Research Program $0.500M
Recognizing the potential benefits to energy consumption, environmental stewardship, and transportation safety, Congress and the Administration have directed FRA to begin to establish high-speed rail operations across the nation and to foster the introduction of new technology for all rail transport so that safety continues to be assured while increasing demands are met. Specifically, the Rail Cooperative Research Program (RCRP) is authorized under section 306 of PRIIA.

FRA plans to establish RCRP, similar in nature to the highway and transit cooperative research programs, as part of the FRA R&D program. The RCRP will enable the FRA to efficiently gather inputs from all stakeholders in the nation's rail transportation system to establish research priorities. It is also expected to help accelerate the real-world impact of FRA's Research and Development Program by strengthening and broadening the academic and industrial railroad technical communities By enabling partnerships, which include railroads, states, technology providers and university researchers, the time from concept identification to measurable industry impact will be minimized. While the core of the funding and thus the focus of the RCRP will be high-speed intercity passenger rail, these funds will permit the RCRP to begin to address other key railroad research needs.

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION
RAILROAD RESEARCH AND DEVELOPMENT
PROGRAM AND FINANCING

(In thousands of dollars)

Identification code 69-0745-0-1-401	FY 2009 Actual	FY 2010 Estimate	FY 2011 Pres. Bud.
Obligations by program activity:			
0.01 Railroad system issues	3,006	4,488	4,010
0.02 Human factors	2,955	3,666	3,670
0.03 Rolling stock and components	1,764	6,738	3,000
0.04 Track and structures	3,652	6,082	5,450
0.05 Track and train interaction	2,462	4,541	3,800
0.06 Train control	7,960	9,652	8,270
0.07 Grade crossings	2,190	1,843	2,200
0.08 Hazardous materials transportation	1,561	1,851	1,550
0.09 Train occupant protection	4,950	4,696	4,700
0.10 R&D facilities and test equipment	1,847	3,436	2,850
0.11 NDGPS	…	…	…
0.12 Marshall U/U of Nebraska	475	…	…
0.13 Advanced Freight Locomotive Safety	…	…	…
0.14 Dem and Deploy PTC in Alaska	…	…	…
0.15 Center for Commercial Deployment of Transp Tech CA	245	82	…
0.16 WVU Constructed Facility Center	237	…	…
0.17 PEERS, IL	475	…	…
0.18 Rail Cooperative Research Program	…	…	500
0.19 Ohio Hub Cleveland - Columbus Rail Corridor	…	475	…
0.91 Total direct program	33,779	47,550	40,000
9.01 Reimbursable program	3,140	5,000	0
10.00 Total obligations	36,919	52,550	40,000
Budgetary resources available for obligation			
21.40 Unobligated balance available, start of year	9,680	9,937	0
22.00 New budget authority (gross)	37,090	42,613	40,000
22.10 Resources available from recoveries of prior year obligations	86	0	0
23.90 Total budgetary resources available for obligation	46,856	52,550	40,000
23.95 New obligations	-36,919	-52,550	-40,000
23.98 Unobligated balance expiring or withdrawn	0	0	0
24.40 Unobligated balance available, end of year	9,937	0	0
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	33,950	37,613	40,000
40.35 Appropriation permanently reduced	0	0	0
42.00 Transfers from other accounts	0	0	0
43.00 Appropriation (total)	33,950	37,613	40,000
Discretionary spending authority from offsetting collections:			
58.00 Offsetting collections (cash) (unexpired only)	3,194	5,000	0
58.10 Change in uncollected cust paymts fm Fed sources (unexp)	-54	0	0
58.90 Spending authority fm offsetting collections (total)	3,140	5,000	0
70.00 Total new budget authority (gross)	37,090	42,613	40,000
Change in obligated balances:			
72.40 Obligated balance , start of year	51,790	51,082	59,447
73.10 New obligations	36,919	52,550	40,000
73.20 Total outlays (gross)	-37,595	-44,185	-38,144
73.32 Unobligated balance transferred from other acct	0	0	0
73.40 Adjustments in expired accounts (net)	0	0	0
73.45 Recoveries of prior year obligations	-86	0	0
74.00 Chg in Uncollected cust orders fm Fed Sources (unexpired)	54	0	0
74.10 Chg in Uncollected cust orders fm Fed Sources (expired)	0	0	0
74.40 Obligated balance, end of year	51,082	59,447	61,303
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	10,794	11,284	12,000
86.93 Outlays from discretionary balances	26,801	32,901	26,144
87.00 Total outlays (gross)	37,595	44,185	38,144
Offsets:			
Against gross budget authority and outlays			
Offsetting collections (cash) from:			
88.00 Federal sources	3,194	5,000	0
88.40 Non-federal sources			
88.95 Portion of offsetting collection credited to unexpired accounts	-54	0	0
88.96 Portion of offsetting collection credited to expired accounts	0	0	0
Net budget authority and outlays:			
89.00 Budget authority (net)	33,950	37,613	40,000
90.00 Outlays (net)	34,401	39,185	38,144
95.02 Unpaid Obligations, EOY	52,074		

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION
RAILROAD RESEARCH AND DEVELOPMENT

Object Classification (in thousands of dollars)

Identification Code 69-0745-0-1-401		2009 Actual	2010 Enacted	2011 Request
	Direct Obligations:			
25.2	Other services	1,709	8,914	3,650
25.3	Other purchses of goods and services from Government	2,931	0	0
25.4	Operation and maintenance of facilities	1,847	2,550	3,850
25.5	Research and development contracts	20,403	34,550	31,000
41.0	Grants, subsidies, and contributions	6,889	1,536	1,500
	Subtotal, Direct obligations	33,779	47,550	40,000
99.0	Subtotal, Reimbursable obligations	3,140	5,000	0
99.9	Total new obligations	36,919	52,550	40,000

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RAIL LINE RELOCATION AND IMPROVEMENT PROGRAM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

[RAIL LINE RELOCATION AND IMPROVEMENT PROGRAM]

[For necessary expenses of carrying out section 20154 of title 49, United States Code, $34,532,000, to remain available until expended.] *(Department of Transportation Appropriations Act, 2010.)*

Exhibit III - 1

RAIL LINE RELOCATION AND IMPROVEMENT PROGRAM
Summary by Program Activity
Appropriations, Obligation Limitations, and Exempt Obligations
($000)

	FY 2009 ACTUAL	FY 2010 ENACTED	FY 2011 REQUEST	CHANGE FY 2010-FY 2011
Rail Line Relocation	7,900	10,013	-	(10,013)
Rail Line Relocation Earmarks				
Blue Ridge & KC Southern Railroad Rail Line Rehabilitation & Improvement, MO	-	800	-	(800)
COLT Overpass over U.S. 63, Boone County, MO	950	-	-	-
Detroit/Wayne County Port Authority Rail Access Improvement Program, MI	-	500	-	(500)
Downeast Rail Rehabilitation, ME	190	-	-	-
East Belt Railroad Grade Crossing Safety Improvements, Houston, TX	475	-	-	-
Elevated Railroad Track Project, Claremore, OK	333	-	-	-
Grade Crossing Mitigation, Galesburg, IL	-	2,922	-	(2,922)
Grade Separated Railroad Crossing, TX	-	500	-	(500)
Grand Rapids Amtrak Railroad Relocation, MI	3,800	-	-	-
High Speed Railraod Passenger Service, Duluth, MN	475	-	-	-
Hoquiam Horn Spur Railroad Track Improvement Project, WA	-	350	-	(350)
Industrial Park Rail Project, Greene County, AL	-	400	-	(400)
Lackawaxen Interchange Rehabilitation, Pike County, PA	48	-	-	-
MN Valley Regional Rail Authority Rehabilitation Project, MN	-	1,000	-	(1,000)
Mt. Vernon RR Cut, NY	-	-	-	-
North Rail Relocation Project, Cameron County, TX	-	400	-	(400)
Ogden Avenue Grade Separation, Aurora, IL	-	1,000	-	(1,000)
Passenger Rail Corridor CREATE Projects, Chicago, IL	1,900	-	-	-
Pecos St. Grade Crossing, Adams Cty, CO	190	-	-	-
Phase 3 Rail Rehabilition in Redwood Falls, MN	950	-	-	-
Port of Alexandria Rail Spur, City of Alexandria, LA	-	487	-	(487)
Port of Monroe Dock & Industrial Park, Monroe County, IL	-	500	-	(500)
Quad Cities Track Improvemnet, IL	475	-	-	-
Rail Safety Improvements, Tualatin, OR	-	250	-	(250)
Rail Safety Upgrades, Coos Cty, NH	475	800	-	(800)
Rail Spur Extension, Greater Ouachita Parish, LA	-	2,000	-	(2,000)
Railroad Bridge Rehabilitation, El Dorado, AR	333	-	-	-
Railroad Bridge Rehabilitation, Perry County, IN	380	-	-	-
Railroad Grade Crossing Safety Improvements, Huntington, NY	95	-	-	-
Railroad Overpass, Blytheville, AR	-	500	-	(500)
Railroad Relocation Planning, Terre Haute, IN	475	-	-	-
Railway-Highway Grade Crossing Mitigation, Northeastern IL	-	1,948	-	(1,948)
Sacremento Intermodal Terminal Facility Track Reloc., CA	950	750	-	(750)
Shelby Intermodal Hub, MT	-	974	-	(974)
Short Line Rehabilitation, Salem , NJ	950	750	-	(750)
South Orient Rail Line Rehabilitation in San Angelo, TX	-	1,000	-	(1,000)
South Orient Rail Line Rehabilitation, TX	-	1,000	-	(1,000)
Southeast 44th Avenue Railroad Crossing Improvements, Des Moines, IA	238	-	-	-
Southern Rail Corridor, MN	-	487	-	(487)
Springfield Rail Relocation, IL	-	250	-	(250)
Stourbridge Line Maintenance and Repair, Honesdale, PA	95	-	-	-
Transbay Transit Center, San Francisco, CA	1,900	750	-	(750)
Waterfront Rail Reconstruction Project, Kawasaki SWIMO, NY	-	779	-	(779)
West Freight Access Project, Fort of Vancouver, WA	950	2,922	-	(2,922)
West Wye Rail Line Relocation, City of Springfield, MO	-	500	-	(500)
Wisconsin West Rail Transit Authority, Barron, WI	-	-	-	-
Zanesville-Muskingum County Port Authority, OH	475	-	-	-
Earmarks Subtotal	17,100	24,519	0	(24,519)
TOTAL	25,000	34,532	0	(34,532)
FTE				
Direct Funded	0.0	0.0	0.0	0.0
Reimbursable, Allocated, Other	0.0	0.0	0.0	0.0
Total FTE	**0.0**	**0.0**	**0.0**	**0.0**

Program and Performance

This program provides Federal assistance to States for relocating or making necessary improvements to local rail lines. This program was authorized by Congress under Section 9002 of SAFETEA-LU for the purpose of funding a grant program to provide financial assistance for local rail line relocation and improvement projects. Under this program, a State is eligible for a grant from FRA for any construction project that improves the route or structure of a rail line and (1) involves a lateral or vertical relocation of any portion of the rail line or (2) is carried out for the purpose of mitigating the adverse effects of rail traffic on safety, motor vehicle traffic flow, community quality of life, or economic development. No new funds are requested for this program in 2011.

Exhibit III – 2

RAIL LINE RELOCATION AND IMPROVEMENT PROGRAM
SUMMARY ANALYSIS OF CHANGE FROM FY 2010 TO FY 2011
Appropriations, Obligation Limitations, and Exempt Obligations
($000)

Item	Change from FTE	Change from ($000)
FY 2010 Enacted	**0.0**	**34,532**
Adjustments to Base:		
Annualization of FY 2010 FTE	-	-
Annualization of FY 2010 Comparability Pay Increase (2%)	-	-
FY 2011 Comparability Pay Increase (1.4%)	-	-
Non-Pay Inflation (0.5%)	-	-
GSA Rent	-	-
WCF	-	-
Subtotal, Adjustments to Base	**-**	**0**
Program Changes		
Rail Line Relocation	-	(10,013)
Rail Line Relocation Earmarks	-	(24,519)
Subtotal, Program Changes	**-**	**(34,532)**
Total FY 2011 Request	**0.0**	**0**

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION
RAIL LINE RELOCATION AND IMPROVEMENT PROGRAM

Program and Financing (in thousands of dollars)

Identification Code 69-0716-0-1-401		2009 Actual	2010 Estimate	2011 Estimate
	Obligations by program activity:			
	Direct program:			
00.01	Rail Line Relocation	392	79,180	...
10.00	Total new obligations (object class 41.0)	392	79,180	...
	Budgetary resources available for obligation:			
21.40	Unobligated balance carried forward, start of year	20,040	44,648	...
22.00	New budget authority (gross)	25,000	34,532	...
23.90	New budgetary resources available for obligation	45,040	79,180	...
23.95	Total new obligations	-392	-79,180	...
24.40	Unobligated balance carried forward, end of year	44,648	...	...
	New budget authority (gross), detail:			
	Discretionary:			
40.00	Appropriation	25,000	34,532	...
	Change in obligated balances:			
72.40	Obligated balance, start of year	...	392	39,786
73.10	Total new obligations	392	79,180	...
73.20	Total outlays (gross)	...	-39,786	-39,786
74.40	Obligated balance, end of year	392	39,786	...
	Outlays (gross), detail:			
86.90	Outlays from new discretionary authority	...	17,266	...
86.93	Outlays from discretionary authority	-392	22,520	39,786
87.00	Total outlays (gross)	...	39,786	39,786
	Net budget authority and outlays:			
89.00	Budget authority (net)	25,000	34,532	...
90.00	Outlays (net)	...	39,786	39,786

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION
Rail Line Relocation and Improvement Program

Object Classification (in thousands of dollars)

Identification Code 69-0716-0-1-401		2009 Actual	2010 Estimate	2011 Estimate
Direct Obligations:				
141.0	Grants, subsidies, and contributions	...	79,180	...
999.9	Total new obligations	0	79,180	...

GRANTS TO AMTRAK

Exhibit III - 1

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

	FY 2009 ACTUAL	FY 2010 ENACTED	FY 2011 REQUEST	CHANGE FY 2010-FY 2011
Operating Grants to the National Railroad Passenger Corporation	550,000	563,000	563,000	-
Capital / Debt Service Grants to the National Railroad Passenger Corporation	940,000	1,001,625	1,052,000	50,375
Capital Grants to the National Railroad Passenger Corporation (ARRA)	1,300,000	-	-	-
Amtrak Office of Inspector General	-	-	22,000	22,000
TOTAL	**2,790,000**	**1,564,625**	**1,637,000**	**72,375**
FTE				
Direct Funded	0.0	0.0	0.0	0.0
Reimbursable, Allocated, Other	0.0	0.0	0.0	0.0
Total FTE	**0.0**	**0.0**	**0.0**	**0.0**

Program and Performance

Operating Grants: This account includes funds for Operating Subsidy Grants to the National Passenger Railroad Corporation. This account no longer includes funds for the Amtrak Office of Inspector General. In 2011, FRA is proposing to directly fund the operating costs of the Amtrak Office of Inspector General under a separate account.

Capital/Debt Grants to Amtrak: This account includes funds for grants to the National Passenger Railroad Corporation for capital and debt services requirements.

Amtrak OIG: This account is new in 2011 and will fund all operating costs of the Amtrak Office of Inspector General. As mentioned above, this appropriation will be issued from FRA directly to the Amtrak Office of Inspector General.

Exhibit III-2

GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION (AMTRAK)
SUMMARY ANALYSIS OF CHANGE FROM FY 2010 TO FY 2011
Appropriations, Obligation Limitations, and Exempt Obligations
($000)

Item	Change from FY 2010 to FY 2011 FTE	($000)
FY 2010 Enacted	**-**	**1,564,625**
Adjustments to Base:		
Annualization of FY 2010 FTE	-	-
Annualization of FY 2010 Comparability Pay Increase	-	-
FY 2011 Comparability Pay Increase	-	-
Non-Pay Inflation	-	-
GSA Rent	-	-
WCF	-	-
Subtotal, Adjustments to Base	**-**	**0**
Program Changes		
Operating Grants to the National Railroad Passenger Corporation	-	-
Capital / Debt Service Grants to the National Railroad Passenger Corporation	-	50,375
Amtrak Office of Inspector General	-	22,000
Subtotal, New/Expanded Programs	**-**	**72,375**
TOTAL FY 2011 Request	**-**	**1,637,000**

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OPERATING GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

To enable the Secretary of Transportation to make quarterly grants to the National Railroad Passenger Corporation for the operation of intercity passenger rail, as authorized by section 101 of the Passenger Rail Investment and Improvement Act of 2008 (division B of Public Law 110-432), $563,000,000, to remain available until expended: [Provided, That the Secretary shall not make the grants for the third and fourth quarter of the fiscal year available to the Corporation until an Inspector General who is a member of the Council of the Inspectors General on Integrity and Efficiency determines that the Corporation and the Corporation's Inspector General have agreed upon a set of policies and procedures for interacting with each other that are consistent with the letter and the spirit of the Inspector General Act of 1978, as amended: *Provided further*, That 1 year after such determination is made, the Council of the Inspectors General on Integrity and Efficiency shall appoint another member to evaluate the current operational independence of the Amtrak Inspector General: *Provided further*, That the Corporation shall reimburse each Inspector General for all costs incurred in conducting the determination and the evaluation required by the preceding two provisos: *Provided further*, That the amounts available under this paragraph shall be available for the Secretary to approve funding to cover operating losses for the Corporation only after receiving and reviewing a grant request for each specific train route:] *Provided*[*further*], That each [such] grant request shall be accompanied by a detailed financial analysis, revenue projection, and capital expenditure projection justifying the Federal support to the Secretary's satisfaction: [*Provided further*, That not later than 60 days after enactment of this Act, the Corporation shall transmit to the Secretary, the Inspector General of the Department of Transportation, and the House and Senate Committees on Appropriations a plan to achieve savings through operating efficiencies including, but not limited to, modifications to food and beverage service and first class service: *Provided further*, That the Inspector General of the Department of Transportation shall provide semiannual reports to the House and Senate Committees on Appropriations on the estimated savings accrued as a result of all operational reforms instituted by the Corporation and estimations of possible future savings: *Provided further*, That not later than 60 days after enactment of this Act, the Corporation shall transmit, in electronic format, to the Secretary, the Inspector General of Department of Transportation, the House and Senate Committees on Appropriations, the House Committee on Transportation and Infrastructure and the Senate Committee on Commerce, Science, and Transportation the annual budget and business plan and the 5-Year Financial Plan for fiscal year 2010 required under section 204 of the Passenger Rail Investment and Improvement Act of 2008: *Provided further*, That the budget, business plan, and the 5-Year Financial Plan shall also include a separate accounting of ridership, revenues, and capital and operating expenses for the Northeast Corridor; commuter service; long-distance Amtrak service; State-supported service; each intercity train route, including Autotrain; and commercial activities including contract operations: *Provided further*, That the budget, business plan and the 5-Year Financial Plan shall include a description of work to be funded, along with cost estimates and an estimated timetable for completion of the projects covered by these plans: *Provided further*, That the Corporation shall provide semiannual reports in electronic format regarding the pending business plan, which shall describe the work completed to date, any changes to the business plan, and the reasons for such changes, and shall identify all sole source contract awards which shall be accompanied by a justification as to why said contract was awarded on a sole-source basis, as well as progress against

the milestones and target dates of the 2009 performance improvement plan: *Provided further*, That the Corporation's budget, business plan, 5-Year Financial Plan, and all subsequent supplemental plans shall be displayed on the Corporation's website within a reasonable timeframe following their submission to the appropriate entities: *Provided further*, That these plans shall be accompanied by a comprehensive fleet plan for all Amtrak rolling stock which shall address the Corporation's detailed plans and timeframes for the maintenance, refurbishment, replacement, and expansion of the Amtrak fleet: *Provided further*, That said fleet plan shall establish year-specific goals and milestones and discuss potential, current, and preferred financing options for all such activities: *Provided further*, That none of the funds under this heading may be obligated or expended until the Corporation agrees to continue abiding by the provisions of paragraphs 1, 2, 5, 9, and 11 of the summary of conditions for the direct loan agreement of June 28, 2002, in the same manner as in effect on the date of enactment of this Act:] *Provided further*, That concurrent with the President's budget request for fiscal year [2011] *2012*, the Corporation shall submit to the House and Senate Committees on Appropriations a budget request for fiscal year [2011] *2012* in similar format and substance to those submitted by executive agencies of the Federal Government. *(Department of Transportation Appropriations Act, 2010)*

Detailed Justification for Amtrak Operations

Amtrak Operations .....FY 2011 Request: $ 563.000 million

Overview:
Amtrak is America's only intercity passenger railroad. Formally, it is a private corporation that originated in a Congressional authorization and continues to receive Federal funding and oversight (including Presidential appointment of members of Amtrak's Board of Directors, one of whom is the Secretary of Transportation), as well as increasing support from States. Founded in May 1971, as the successor to the unprofitable passenger operations of the freight railroads, and Federally-supported since that time, Amtrak provides the American public with vital intercity passenger rail services. Amtrak's mission and goals align with FRA's in that the corporation is dedicated to (1) ensuring safety; (2) promoting environmental quality; and (3) addressing national passenger rail transportation priorities and policies.

In understanding the partnership between FRA and Amtrak, it is important to understand Amtrak's role in providing intercity passenger rail services to our Nation.

Amtrak's Scope and Lines of Business: Operating approximately 300 daily trains that call at over 500 stations on 21,000 route-miles in 46 States and the District of Columbia, Amtrak provides three basic types of service:

- **Northeast Corridor main line services:** The Northeast Corridor (NEC) is the heart of Amtrak's systems. This high-speed, high-frequency service reaches 125 mph and more between Boston, New York, Philadelphia, and Washington, D.C. (i.e.: Acela and Regional trains).
- **Short-distance services:** Short-distance services, mostly under 500 miles, offer travelers a time-competitive alternative to other, more congested modes. Amtrak partners with states to undertake projects and initiatives to establish or enhance these service corridors.
- **Long-distance services:** Amtrak has 15 long-distance routes that are vital to both Amtrak and the communities they serve. These routes provide basic transportation to areas of the country with limited access to air transportation and intercity bus service choices.

Combined, these services transported 27.2 million intercity passengers in FY 2009. Although the FY 2009 ridership number decreased 6% from FY 2008, in part due to the weakened economy, FY 2009 marked the second highest ridership level in Amtrak's history.

Besides its core intercity passenger business, Amtrak engages in ancillary businesses that leverage its assets, operations, and expertise. Among these by-products are commuter rail operations and maintenance on behalf of State and local transit authorities, and real estate development (focusing on stations and surrounding areas). Ancillary businesses accounted for nearly one-quarter of Amtrak's revenues in FY 2009.

While making use of the Nation's freight railroad trackage for most routes, Amtrak owns and manages 363 miles in the Northeast Corridor, plus shorter stretches in Pennsylvania, New York State, Connecticut, and Michigan. The corporation currently owns or leases 1,505 passenger railcars, 419 locomotives, 80 Auto Train vehicle carriers, and 101 baggage cars. Amtrak maintains and improves its fixed plant and equipment, runs its trains, and provides for its business operations (reservations, ticketing, management, and all overheads) with a work force of nearly 20,000 employees, virtually all of whom are based in the United States. Of all the modes of passenger transportation, Amtrak is the most unionized with nearly 100 percent of the hourly work force belonging to labor organizations. By contrast, less than half of the air carrier work force is unionized.[1] In addition, despite great strides in productivity in recent years, operationally Amtrak is highly labor-intensive. It takes a large number of people to generate Amtrak's transportation output, and – despite economies of scale – increasing that output often requires more people in absolute terms.

The Passenger Rail Investment and Improvement Act (PRIIA) of 2008 is key to the corporation's future as it mandates a series of operational reforms and improvements such as: (1) development of a five-year financial plan, (2) establishment of an improved financial accounting system, and (3) implementation of performance metrics and standards. As a result, Amtrak has under taken a series of planning activities to analyze its organizational needs and requirements. In doing so, the corporation leveraged a variety of analytical tools and exercises to build the capacity to make more informed, transparent business decisions. In October 2009, Amtrak issued a "Strategic Guidance" document, which outlined the corporation's investment and spending plans targeted at improving overall performance. In all, Amtrak is managing its performance against six plans:

(1) Human Capital Plan: Amtrak aligns its human capital priorities and resources with its strategic plan and key performance indicators. As more than half of Amtrak's workforce is over the age of 50, the corporation is preparing for a large number of retirements over the next 10 years. This plan will help Amtrak identify and manage talent, demographics, staffing needs, and diversity as the corporation moves to successfully transform its workforce.

(2) Business Process and Information Management Plan: Amtrak is facing a transformation in its major business processes in order to increase its efficiency and enhance technology. To accomplish this Amtrak has set out to:
- modernize operational and asset management processes critical to the railroad;
- enhance customer-facing marketing and sales processes such as e-ticketing and pricing and revenue management; and,
- modernize its data warehousing and enterprise-wide information services and re-engineer the company's data centers, network architecture and support functions.

(3) Capital and Operating Funding Plan: Amtrak's operating budget is largely supported by the corporation's revenues and the balance of its operating needs and the majority of its capital funding is authorized under the PRIIA legislation. Funding to support this authorization is appropriated by Congress to the FRA, annually. To ensure Amtrak can fully support

1 "In 2008, 46 percent of all workers in the air transportation industry were union members or were covered by union contracts." Bureau of Labor Statistics, *Career Guide to Industries, 2010-11 Edition,* "Air Transportation."

Congressional expectations and meet FRA's requirements, Amtrak has formalized its budgeting plans in a detailed Financial Plan that was published in September 2009.

(4) ARRA Investment Plan: Under the American Recovery and Reinvestment Act (ARRA), FRA awarded Amtrak $1.3 billion for investment in the intercity passenger rail system. To maintain internal control and enhance transparency, Amtrak developed an ARRA Investment Plan to document planned investments to its infrastructure, fleet, safety, security, and accessibility programs.

(5) Infrastructure Plan: Given that all equipment or infrastructure should be maintained then replaced when it reaches the end of its useful life, Amtrak developed this plan to validate and monitor investments to sustain levels of service, to build capacity needed for growth in existing services, and to support new services.

(6) Equipment Plan: To support a more effective procurement and resource strategy, Amtrak is developing a comprehensive fleet plan. This plan is an example of Amtrak's vision to develop wiser, more efficient and transparent business decisions.

Finally, Amtrak continues to promote measures to enhance safety and improve customer services. Just as safety is core to FRA, it is also a major component to Amtrak's success. Protecting passengers and employees is a dynamic endeavor that includes human and technology elements. On the technology side, Amtrak will be institutionalizing positive train control (PTC) across the system to increase the safety of train movements. Regarding the human element, Amtrak is reviewing culture and performance to create and implement programs aimed at enhancing leadership practices and workplace behavior to ensure operating methods are safer and more effective.

Amtrak is committed to making the travel experience for its customers welcoming (clean, safe, attractive), efficient, reliable, and transparent (seamless connectivity). In providing quality, customer-focused services, Amtrak is able to improve its financial position and address national transportation policy needs.

FY 2010 Base:

In FY 2010, a total of $563 million was appropriated for this program. The following are the planned major accomplishments for the base program activities.

- Renegotiate State contracts for Illinois and California
- Increase advertising intensity to grow market share and ridership
- Add new State-supported routes in Virginia (D.C. to Lynchburg; D.C. to Richmond)
- Launch enhanced next-generation e-ticketing channel
- Initiate partnership with rail Europe for train reservations by European travelers
- Introduce additional Cascades and Piedmont trains
- Launch Wi-Fi on Acela trains

FY 2011 Program:

In FY 2011, FRA requests a total of $563 million for this account, which is equal to the amount enacted in FY 2010. Amtrak's operating budget is largely supported by the corporation's revenues, which are generated through passenger revenue (ticket, food and beverage sales); State supported revenues (state contracts related to route performance); and its ancillary business revenue. Amtrak was reauthorized in Division B of the Passenger Rail Investment and Improvement Act (PRIIA) of 2008. Amtrak's operating appropriation is provided to the corporation through a grant agreement administered by the FRA. This requested FY 2011 level of support will enable Amtrak to advance its mandate to reshape the company by undertaking meaningful reforms and controlling spending. Overall, the requested level of $563 million for operational support is sufficient to enable mission-essential intercity passenger rail services and provides Amtrak with continuing incentives to identify, validate, and manage costs more effectively; rationalize services; and pursue innovative solutions.

Highlights of the planned accomplishments include:

- Bring the Amtrak fleet in a state of good repair up to 94.4%.
- Begin running the first phase of the Strategic Asset Management (SAM) program, which will reduce operating expenses.
- Complete the e-ticketing technology and begin deploying the program in phases.
- Complete the first phase of the Amtrak Information Modernization (AIM) program, which will improve the reliability and availability of Amtrak data.
- Begin installing Wi-Fi on the Northeast Regional service.
- Continue upgrading stations to meet ADA requirements.

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION
OPERATING SUBSIDY GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

Program and Financing (in thousands of dollars)

Identification Code 69-0121-0-1-401		2009 Actual	2010 Estimate	2011 Estimate
	Obligations by program activity:			
	Direct program:			
00.01	Operating Subsidy Grants	550,000	563,000	563,000
10.00	Total new obligations (object class 41.0)	550,000	563,000	563,000
	Budgetary resources available for obligation:			
22.00	New budget authority (gross)	550,000	563,000	563,000
23.95	Total new obligations	-550,000	-563,000	-563,000
24.40	Unobligated balance carried forward, end of year	...	...	...
	New budget authority (gross), detail:			
	Discretionary:			
40.00	Appropriation	550,000	563,000	563,000
	Change in obligated balances:			
72.40	Obligated balance, start of year	9,900	...	...
73.10	Total new obligations	550,000	563,000	563,000
73.20	Total outlays (gross)	-559,900	-563,000	-563,000
74.40	Obligated balance, end of year	...	...	...
	Outlays (gross), detail:			
86.90	Outlays from new discretionary authority	550,000	563,000	563,000
86.93	Outlays from discretionary balance	9,900	...	...
87.00	Total outlays (gross)	559,900	563,000	563,000
	Net budget authority and outlays:			
89.00	Budget authority (net)	550,000	563,000	563,000
90.00	Outlays (net)	559,900	563,000	563,000
95.02	Unpaid obligation, end of year	...		

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION

Operating Subsidy Grants to the National Railroad Passenger Corporation

Object Classification (in thousands of dollars)

Identification Code 69-0121-0-1-401		2009 Actual	2010 Estimate	2011 Estimate
	Direct Obligations:			
141.0	Grants, subsidies, and contributions	550,000	563,000	563,000
999.9	Total new obligations	550,000	563,000	563,000

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

CAPITAL AND DEBT SERVICE GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

To enable the Secretary of Transportation to make grants to the National Railroad Passenger Corporation for capital investments as authorized by section 101(c) *and 219(b)* of the Passenger Rail Investment and Improvement Act of 2008 (division B of Public Law 110-432), [$1,001,625,000] *$1,052,000,000*, to remain available until expended, of which not to exceed [$264,000,000] *$288,000,000* shall be for debt service obligations as authorized by section 102 of such Act: *Provided*, That [grants] after an initial [allocation] *distribution* of *up to* $200,000,000 *which shall be used by the Corporation as a working capital account, all remaining funds* shall be provided to the Corporation only on a reimbursable basis: Provided further, That the Secretary may retain up to one-half of one percent of the funds provided under this heading to fund the costs of project management oversight of capital projects funded by grants provided under this heading, as authorized by subsection 101(d) of division B of Public Law 110-432: Provided further, That the Secretary shall approve funding for capital expenditures, including advance purchase orders of materials, for the Corporation only after receiving and reviewing a grant request for each specific capital project justifying the Federal support to the Secretary's satisfaction: Provided further, That none of the funds under this heading may be used to subsidize operating losses of the Corporation: *Provided further*, That none of the funds under this heading may be used for capital projects not approved by the Secretary of Transportation or on the Corporation's fiscal year 2010 business plan: *Provided further*, That in addition to the project management oversight funds authorized under section 101(d) of [of] division B of Public Law 110-432, the Secretary may retain up to an additional one-half of one percent of the funds provided under this heading to fund expenses associated with implementing section 212 of [of] division B of Public Law 110-432, including the amendments made by section 212 to section 24905 of title 49, United States Code, *and other mandates of Division B of Public Law 110-432*. *(Department of Transportation Appropriations Act, 2010.)*

Detailed Justification for Amtrak's Capital and Debt Services

Capital and Debt Services.....FY 2011 Request: $1.052 billion

Overview:
In FY 2011, FRA requests a total of $1.052 billion in direct subsidies to Amtrak for capital improvements and investments ($764 million) and debt related services ($288 million). This amount is $50.4 million above the FY 2010 enacted level.

Amtrak's top two capital funding requirements are the state of good repair of the Northeast Corridor (NEC) and the replacement of the corporation's aging and obsolete fleet. Last year in FY 2009, Amtrak was able to accelerate funding for dozens of capital projects with the infusion of $1.3 billion in ARRA resources that were awarded by FRA in March 2009. However, even though the ARRA capital funds advanced several projects, Amtrak's capital requirements remain significant. Funds requested under this program in FY 2011 will continue to finance a host of capital projects along the NEC as well as projects across the nation needed to keep Amtrak services operating efficiently.

Bringing its stations into compliance with the Americans with Disabilities Act (ADA) is a major capital effort being undertaken by Amtrak. The ADA requires Amtrak to ensure all of its stations are readily accessible to and useable by individuals with disabilities, including individuals who use wheelchairs. Amtrak plans to have all stations it serves that are subject to ADA to be fully compliant and accessible by the end of 2014. Amtrak estimates the total cost to achieve compliance is $1.55 billion. In FY 2010, the board of directors approved $144 million to finance the first year of the corporation's ADA effort. These resources will advance station/ADA designs and upgrades in more than 90 stations yielding improvements to the following station elements: platforms, pathways, structures, and passenger information display systems. In FY 2011, the projected cost of Amtrak's ADA program is estimated to cost $281 million.

In addition, Amtrak plans to direct $42 million of its ARRA resources to make significant infrastructure investments such as station-related investments in order to advance ADA compliance. The Mobility First component of this work, consisting of approximately $15 million, is concentrated on improving pathway access between streets and platforms with wheelchair lifts and/or mini-high platforms installed to provide access to trains from train-side platforms or pads. Approximately $69 million of ARRA funds are planned in FY2010 and FY2011 to supplement this capital investment. ADA compliance is an important capital need that will continue to be addressed over the next few years. Below is Amtrak's current five-year capital plan for ADA compliance, which totals $1.55 billion:

(Amounts in millions)

	FY 10	FY 11	FY 12	FY 13	FY 14	Total
Capital Funding	$144.0	$280.7	$326.1	$421.1	$385.9	$1,557.8

FY 2010 Accomplishments:

In FY 2010, Amtrak has a number of capital projects underway. Included within these major activities are ADA compliance projects. The following is a snap shot of how Amtrak plans to invest the capital grant resources awarded to them by FRA in FY2010:

- **$318 million for Engineering (Infrastructure):** Includes $153 million for replacement of track components (e.g., ties and rails) and interlocking (track junction) renewals, of which the largest project is Concrete Tie Replacement on the New York Division ($39 million); $38 million to purchase of infrastructure maintenance/renewal equipment; $36 million electrification catenary, transmission, substations, and frequency converters; $27 million for bridges, culverts, and tunnels; $26 million for signal and communications upgrades; and $38 million for facilities, stations, yards, fire and life safety, and other lesser items and activities.

- **$247 million for Mechanical (Rolling Stock):** Amtrak's mechanical Department plans on completing 331 overhauls in FY2010 at an estimated cost of approximately $207 million. This overhaul activity includes: 134 Amfleet and Cab Car overhauls at Amtrak's Bear Delaware Shop; 155 Superliner, Surfliner, and Horizon overhauls at Amtrak's Beach Grove Shop; 29 electric locomotive and Cab/Baggage car overhauls at the Amtrak's Wilmington Shop; and 13 Acela interior upgrades and overhauls. In addition, Life Cycle Preventive Maintenance of major vehicle components is to be performed at Chicago and Rensselaer. An additional $40 million is targeted to begin the acquisition of replacement equipment for the 60 year old Heritage fleet, as well as minor improvements to service and inspection and back shop facilities throughout the system.

- **$72 million for Information Technology:** To more effectively and efficiently manage Amtrak capital and fleet plan assets, it will target $29 million in FY2010 toward the development and implementation of the new asset management system. Additionally, $43 million will be for other IT investments necessary to support Amtrak's various business initiatives.

- **$101 million for Other Program Activities:** Capital programs in all other departments include $33 million for marketing and product management; $22 million for transportation; and $46 million for a variety of capital activities in Amtrak's administrative offices: Finance, Chief Operating Officer, Environmental, Law and Real Estate, Police and Security, Policy and Development, and Procurement.

FY 2011 Planned Capital Programs. In FY 2011, FRA anticipates that funds requested for Amtrak capital investments will be used to address the following capital projects and activities:

- **$441 million for Engineering (Infrastructure):** Includes $281 million for planned ADA compliance activities. In addition, $109 million for replacement of track components (e.g.: ties and rails) and interlocking (track junction) renewals, of which the largest project is Concrete Tie Replacement on the New York and New England Divisions; $14 million for the purchase of infrastructure maintenance/renewal equipment; $17 million for electrification catenary, transmission, substations, and frequency converters; $31 million for bridges, culverts, and tunnels; $20 million for signal and communications upgrades; and

$29 million for facilities, stations, yards, fire and life safety, and other, lesser items and activities.

- **$154 million for Mechanical (Rolling Stock):** Amtrak's Mechanical Department plans to overhaul, upgrade, reconfigure, and/or perform Life Cycle Preventive Maintenance on selected elements of its car and locomotive fleets will cost $111million and $27 million respectively. In addition, Amtrak is expected to complete 331 overhauls in FY 2011. A total of $16 million will be targeted to addresses improvements to service and inspection and back shop facilities, engineering, design, mechanical technology, and general safety and reliability programs.

- **$74 million for Information Technology:** The largest single project in the IT Department is development and implementation of the new Strategic Asset Management (SAM) enterprise system, which will integrate key operational, financial, and human resources business processes and replace core outdated financial, work management, and other systems.

- **$84 million for Other:** Capital programs in the rest of the departments are estimated at $31 million for marketing and product management, $36 million for transportation, and $17 million for a variety of capital activities in Amtrak's administrative offices: Finance, Chief Operating Officer, Environmental, Law and Real Estate, Police and Security, Policy and Development, and Procurement.

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION
CAPITAL AND DEBT SERVICE GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

Program and Financing (in thousands of dollars)

Identification Code 69-0125-0-1-401		2009 Actual	2010 Estimate	2011 Estimate
	Obligations by program activity:			
	Direct program:			
00.01	General Capital Improvements	645,141	727,609	764,000
00.02	Debt Service Grants	328,465	264,000	285,000
00.05	Contract oversight	...	13,535	3,000
10.00	Total new obligations (object class 41.0)	973,606	1,005,144	1,052,000
	Budgetary resources available for obligation:			
21.40	Unobligated balance carried forward, start of year	37,125	3,519	...
22.00	New budget authority (gross)	940,000	1,001,625	1,052,000
23.90	Total budgetary resources available for obligation	977,125	1,005,144	1,052,000
23.95	Total new obligations	-973,606	-1,005,144	-1,052,000
24.40	Unobligated balance carried forward, end of year	3,519	...	...
	New budget authority (gross), detail:			
	Discretionary:			
40.00	Appropriation	940,000	1,001,625	1,052,000
	Change in obligated balances:			
72.40	Obligated balance, start of year	5,000	105	...
73.10	Total new obligations	973,606	1,005,144	1,052,000
73.20	Total outlays (gross)	-978,501	-1,005,249	-1,052,000
74.40	Obligated balance, end of year	105	...	...
	Outlays (gross), detail:			
86.90	Outlays from new discretionary authority	938,606	1,001,625	1,052,000
86.93	Outlays from discretionary balances	39,895	3,624	...
87.00	Total outlays (gross)	978,501	1,005,249	1,052,000
	Net budget authority and outlays:			
89.00	Budget authority (net)	940,000	1,001,625	1,052,000
90.00	Outlays (net)	978,501	-1,005,249	1,052,000
95.02	Unpaid obligation, end of year	105		

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION
CAPITAL AND DEBT SERVICE GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

Object Classification (in thousands of dollars)

Identification Code 69-0125-0-1-401		2009 Actual	2010 Estimate	2011 Estimate
	Direct Obligations:			
125.2	Other services	...	13,535	3,000
141.0	Grants, subsidies, and contributions	973,606	991,609	1,049,000
99.99	Total new obligations	973,606	1,005,144	1,052,000

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

PAYMENT TO THE AMTRAK INSPECTOR GENERAL

For necessary expenses of the Office of Inspector General for the National Railroad Passenger Corporation to carry out the provisions of the Inspector General Act of 1978, as amended, $22,000,000, as provided in section 101(b) of the Passenger Rail Investment and Improvement Act of 2008, division B of Public Law 110-432.

Detailed Justification for Amtrak Office of the Inspector General

Amtrak Office of the Inspector General .....FY 2011 Request: $22.000 million

In FY 2011, a total of $22 million is requested for the Amtrak Office of the Inspector General (OIG). These funds are being requested pursuant to section 101(b) of the Passenger Rail Investment and Improvement Act of 2008 (PRIIA). In FY 2011, FRA will award these funds directly to the Amtrak OIG. In prior budget requests, this funding was appropriated as part of the Amtrak Operations account.

The funds requested for the Amtrak OIG are available to carry out all requirements associated with implementing the Inspector General Act of 1978.

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION
AMTRAK INSPECTOR GENERAL

Program and Financing (in thousands of dollars)

Identification Code 69-2809-0-1-401		2009 Actual	2010 Estimate	2011 Estimate
Obligations by program activity:				
	Direct program:			
00.01	Amtrak Inspector General	...	...	22,000
10.00	Total new obligations (object class 41.0)	...	...	22,000
Budgetary resources available for obligation:				
22.00	New budget authority (gross)	...	...	22,000
23.95	Total new obligations	...	...	-22,000
New budget authority (gross), detail:				
	Discretionary:			
40.00	Appropriation	...	...	22,000
Change in obligated balances:				
73.10	Total new obligations	...	...	22,000
73.20	Total outlays (gross)	...	...	-22,000
Outlays (gross), detail:				
86.90	Outlays from new discretionary authority	...	...	22,000
Net budget authority and outlays:				
89.00	Budget authority (net)	...	...	22,000
90.00	Outlays (net)	...	...	22,000

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION
Payment to the Amtrak Office of the Inspector General

Object Classification (in thousands of dollars)

Identification Code 69-2809-0-1-401		2009 Actual	2010 Estimate	2011 Estimate
	Direct Obligations:			
141.0	Grants, subsidies, and contributions	-	-	22,000
999.9	Total new obligations	-	-	22,000

HIGH SPEED RAIL CORRIDORS AND INTERCITY PASSENGER RAIL SERVICE

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

CAPITAL ASSISTANCE FOR HIGH-SPEED RAIL CORRIDORS AND INTERCITY PASSENGER RAIL SERVICE

To enable the Secretary of Transportation to make grants for high-speed rail projects as authorized under section 26106 of title 49, United States Code, capital investment grants to support intercity passenger rail service as authorized under section 24406 of title 49, United States Code, and congestion grants as authorized under section 24105 of title 49, United States Code, and to enter into cooperative agreements for these purposes as authorized, [$2,500,000,000] *$1,000,000,000,* to remain available until expended: *Provided,* That *up to* $50,000,000 of funds provided under this paragraph are available to the Administrator of the Federal Railroad Administration to fund the award and oversight by the Administrator of grants and cooperative agreements for intercity and high-speed rail: *Provided further,* That *up to* $30,000,000 of the funds provided under this paragraph are available to the Administrator for the purposes of conducting research and demonstrating technologies supporting the development of high-speed rail in the United States, including the demonstration of next-generation rolling stock fleet technology and the implementation of the Rail Cooperative Research Program authorized by section 24910 of title 49, United States Code: *Provided further*, That *up to* $50,000,000 of the funds provided under this paragraph may be used for planning activities that lead directly to the development of a passenger rail corridor investment plan consistent with the requirements established by the Administrator or a state rail plan consistent with chapter 227 of title 49, United States Code: *Provided further,* That the Secretary may retain a portion of the funds made available for planning activities under the previous proviso to facilitate the preparation of a service development plan and related environmental impact statement for high-speed corridors located in multiple States: *Provided further*, That the Secretary shall issue interim guidance to applicants covering application procedures and administer the grants provided under this heading pursuant to that guidance until final regulations are issued: [*Provided further*, That not less than 85 percent of the funds provided under this heading shall be for cooperative agreements that lead to the development of entire segments or phases of intercity or high-speed rail corridors: *Provided further*, That the Secretary shall submit to Congress the national rail plan required by section 103(j) of title 49, United States Code, no later than September 15, 2010:] *Provided further*, That at least 30 days prior to issuing a letter of intent or cooperative agreement pursuant to Section 24402(f) of title 49, United States Code, for a major corridor development program, the Secretary shall provide to the House and Senate Committees on Appropriations written notification consisting of a business and public investment case for the proposed corridor program which shall include: a comprehensive analysis of the monetary and non-monetary costs and benefits of the corridor development program; an assessment of ridership, passenger travel time reductions, congestion relief benefits, environmental benefits, economic benefits, and other public benefits; operating financial forecasts for the program; a full capital cost estimation for the entire project, including the amount, source and security of non-Federal funds to complete the project; a summary of the grants management plan and an evaluation of the grantee's ability to sustain the project: *Provided further*, That the Federal share payable of the costs for which a grant or cooperative agreements is made under this heading shall not exceed 80 percent: *Provided further*, That in addition to the provisions of title 49, United States Code, that apply to each of the individual programs funded under this heading, subsections 24402(a)(2), 24402(f), 24402(i), and

24403(a) and (c) of title 49, United States Code, shall also apply to the provision of funds provided under this heading: *Provided further*, That a project need not be in a State rail plan developed under Chapter 227 of title 49, United States Code, to be eligible for assistance under this heading: *Provided further*, That recipients of grants under this paragraph shall conduct all procurement transactions using such grant funds in a manner that provides full and open competition, as determined by the Secretary, in compliance with existing labor agreements. *(Department of Transportation Appropriations Act, 2010.)*

Exhibit III - 1

CAPITAL ASSISTANCE FOR HIGH SPEED RAIL CORRIDORS AND INTERCITY PASSENGER RAIL SERVICE
Summary by Program Activity
Appropriations, Obligation Limitations, and Exempt Obligations
($000)

	FY 2009 ACTUAL	FY 2010 ENACTED	FY 2011 REQUEST	CHANGE FY 2010-FY 2011
Capital Assistance for HSR Corridors (ARRA)	8,000,000	-	-	0
Capital Assistance for HSR Corridors	-	2,500,000	1,000,000	(1,500,000)
TOTAL	**8,000,000**	**2,500,000**	**1,000,000**	**(1,500,000)**
FTE				
Direct Funded	0.0	0.0	0.0	0.0
Reimbursable, Allocated, Other	0.0	0.0	0.0	0.0
Total FTE	**0.0**	**0.0**	**0.0**	**0.0**

Program and Performance

Capital Assistance for High-speed Rail Corridors and Intercity Passenger Rail Service – The American Recovery and Reinvestment Act (ARRA) of 2009 provided $8 billion to fund the President's High-speed Rail initiative. The High-speed Rail/Intercity Passenger Rail funding contained in ARRA is a major "jump start" for the widespread development of improved intercity passenger rail service. ARRA directed the Secretary of Transportation to give priority to projects that support the development of High-speed Rail service, and require the Secretary to submit to Congress a High-speed Rail strategic plan describing how the funding will be used to further the ARRA objectives. The announcement of these grants is expected to begin during the second quarter of FY 2010.

In FY 2011, FRA is seeking $1 billion in resources to support the second year of the five-year Presidential Initiative that was included in the FY 2010 President's Budget. Through this program, FRA will provide capital grants to states to invest in high-speed passenger rail capacity. This investment continues to address five primary transportation priorities: (1) optimize existing transportation infrastructure; (2) build a foundation for economic competitiveness; (3) promote energy efficiency and environmental quality; (4) support inter-connected, livable communities; and (5) ensure safe transportation.

Exhibit III – 2

CAPITAL ASSISTANCE FOR HIGH SPEED RAIL CORRIDORS
AND INTERCITY PASSENGER RAIL SERVICE
SUMMARY ANALYSIS OF CHANGE FROM FY 2010 TO FY 2011
Appropriations, Obligation Limitations, and Exempt Obligations
($000)

Item	Change from FY 2010 to FY 2011 FTE	($000)
FY 2010 Enacted	**-**	**2,500,000**
Adjustments to Base:		
Annualization of FY 2010 FTE	-	-
Annualization of FY 2010 Comparability Pay Increase	-	-
FY 2011 Comparability Pay Increase	-	-
Non-Pay Inflation	-	-
GSA Rent	-	-
WCF	-	-
Subtotal, Adjustments to Base	**-**	**0**
Program Changes		
Capital Assistance for High Speed Rail Corridors and Intercity Passenger Rail Service	-	(1,500,000)
Subtotal, New/Expanded Programs	**-**	**(1,500,000)**
TOTAL FY 2011 Request	**-**	**1,000,000**

Detailed Justification for Capital Assistance for High-speed Rail Corridors and Intercity Passenger Rail Service

Capital Assistance for High-speed Rail Corridors and Intercity Passenger Rail Service .....FY 2011 Request: $1.000 billion

Overview:
In FY 2011, a total of $1 billion is requested for the Capital Assistance for High-speed Rail Corridors and Intercity Passenger Rail Service Program (HSIPR). This amount is equal to what was requested in FY 2010, but $1.5 billion less than the amount enacted for this program in FY 2010. Included in the total request are set asides for the following activities: $30M for high-speed rail research and development activities; $50 million for corridor planning activities; and $50 million for FRA oversight and administration of the program.

This Nation faces a new set of transportation challenges – creating a foundation for economic growth in a more complex global economy, promoting energy independence and efficiency, addressing global climate change and environmental quality, and fostering livable communities connected by safe, efficient, modes of travel. The existing transportation system requires significant investment simply to rebuild and maintain critical infrastructure and modernize aging technologies. Meeting the Nation's 21st century challenges will require new transportation solutions as well. In FY 2011, FRA proposes continued funding in the amount of $1 billion for the High-speed Intercity Passenger Rail program. This program will help address the Nation's transportation challenges by investing in an efficient, high-speed passenger rail network of 100-600 mile intercity corridors that connect communities across America.

FY 2010 Base:

In FY 2010, FRA requested $1 billion for this program as a complement to the $8 billion FRA received under the American Recovery and Reinvestment Act of 2009 (ARRA). However, the Congress enacted a total of $2.5 billion for this program in the Consolidated Appropriations Act, 2010 *(P.L. 111-117).*

Anticipated FY 2010 Accomplishments:

In managing the implementation of the HSIPR program, FRA developed guidance that allowed eligible recipients to apply for HSIPR funding in four different program "tracks":

- Track 1: "Ready-to-go" construction projects that will have near-term economic recovery benefits as well as those with completed engineering and environmental studies.
- Track 2: Developing new High-Speed Rail corridor and Intercity Passenger Rail services or substantial upgrades to existing corridor services;
- Track 3: Planning activities to establish a pipeline of future High-Speed Rail/Intercity Passenger Rail projects and service development programs; and
- Track 4: Alternative for projects that would otherwise fit under Track 2, but requires at least a 50 percent non-Federal share of the financing.

On August 24, 2009, FRA received approximately 200 applications requesting nearly $7 billion in grant resources for tracks 1, 3, and 4. The second rounds of applications for track 2 resources were due to FRA by October 2. As a result, FRA received a total of 45 applications, from 24 states, requesting nearly $50 billion in resources under track 2 alone.

During the fall months of 2009, FRA assembled a group of subject matter experts to peer review these applications on a merit basis. Decisions from this process are still under consideration. However, the Department expects to begin to make announcements of grant recipients during the second quarter of FY 2010.

FY 2011 Budget Request:

FRA's high-speed rail initiative began with an $8 billion down payment provided in ARRA. However, delivering on the vision and realizing the potential benefits of high-speed rail will require a long-term commitment at both the Federal and State levels. For that reason, the Administration proposed an on-going Federal investment of $1 billion per year, to leverage resources at the State and local level and the private sector to fund strategic investments that yield tangible benefits to intercity rail infrastructure, equipment, performance and intermodal connections over the next several years, while also creating a "pipeline" of projects to enable future corridor development. The proposed FY 2011 program will be structured much like the FY 2010 annual program:

- **Capital investment to develop high-speed rail systems:** Building on initial investments with funds made available by ARRA, FRA would award grants for specific capital improvements that are part of high-speed rail corridor development plans and are "ready to go." As authorized by section 501 of the Passenger Rail Investment and Improvement Act (PRIIA), FRA will enter into cooperative agreements with States, or groups of States, to develop entire phases or geographic sections of corridor programs that have completed corridor plans and environmental documentation and have a prioritized list of projects that meet the corridor service objectives. For corridors where planning is less developed, FRA will make grants through the Intercity Passenger Rail Service Corridor Capital Assistance program, which is authorized under section 301 of PRIIA. These grants would be for planning efforts needed to incorporate high-speed corridor development into State rail plans, and the design, environmental studies and other activities necessary to advance these corridor plans to the point that their proposed investments can be objectively judged on their merits. Also included in projects eligible for funding would be capital projects necessary to reduce congestion or facilitate ridership growth under the Congestion Grant program, which is authorized under section 302 of PRIIA. As provided for in the authorization of these programs, they would reflect a new Federal/State funding partnership with the maximum Federal share being 80 percent.

- **High-speed rail research and development:** In FY 2011, FRA requests that of the $1 billion requested for this program that $30 million be available for purposes of supporting high-speed rail research and development activities. This level of funding reflects what was enacted in FY 2010. The Administration and the Congress have made it very clear to the American people that high-speed rail will be a key component of the country's intercity transportation system. Substantial funds have been allocated to plan and begin to establish high-speed rail service in key corridors and regions nationwide. Because the United States

does not manufacture high-speed rail passenger systems, in order to jump start this Presidential Initiative, most of the technology required for implementation of ARRA high-speed rail program has been imported. In the long-term, if the Nation is to have a robust high-speed rail transportation industry, one which is able to create jobs and contribute to our economic health, the United States must be able to design, develop and produce globally competitive high-speed rail train sets, systems, and technologies for both domestic and foreign markets.

Substantial effort has been, and is continuing to be applied, to assure the technology available to jump start the Nation's high-speed rail system, meets the public's expectation for safety and performance. These efforts include the development and refinement of high-speed rail safety standards, the evaluation of systems prior to introduction into service and monitoring of systems for safety and performance once introduced into service.

The FRA High-speed Rail R&D Program is intended to meet several key goals including:

- High-speed Rail **Safety Standards Development.**
- Technical support for the **Safety Standards Enforcement** for high-speed rail.
- Support for the **Development of a Domestic High-speed Rail Community** necessary for a successful industry including, manufacturers, operators, technology providers, regulators and academics.
- Identification, assessment, development, refinement and Application of **Enabling Technology** for high-speed rail.

The FRA High-speed Rail R&D programs are designed to address each of these primary goals and will focus on:

1. Stand-alone Vital Positive Train Control (PTC) designed from the ground up to safely manage and control train movements in access of 150 mph. Unlike the current PTC efforts that primarily target the freight trains speed and operation, the HSR PTC will require additional research into advanced technologies tailored to handle +150mph train movement of various types and characteristics.

2. The High-speed Non-Electric Locomotives program will address the fact that most US tracks are not electrified; the use of high-speed electric locomotives would require the added cost of rail electrification. Support research intended to develop locomotives whose primary propulsion system is not electric based.

3. Development of a high-speed truck compatible that can provide a high-degree of ride quality in the combined passenger and freight environment found on emerging high-speed rail corridors in North America.

4. Improved designs of passenger rail coaches and related equipment and its components that can help facilitate development of a domestic passenger rail manufacturing base.

5. Design and technology to facilitate access to high-speed rail service by persons with disabilities.

6. Improved High-speed Grade Crossing Safety program will conduct research into the state-of-the-art, including effectiveness, best practices, lessons learned, and review of state laws regarding the use of photo enforcement technology at grade crossings. Photo enforcement is currently being used at a limited number of crossings throughout the United States.

7. Evaluate Energy and Environmental Impact of Electrified and non-Electrified HSR to determine range of potential energy and environmental impacts for High-speed Rail.

Included within the strategies to accomplish these goals will be funding of the Rail Cooperative Research Program's high-speed intercity passenger rail-related activities.

The measure of success would ultimately be determined by the number of high-speed corridors established throughout the United States and public adoption of this method of transportation.

- **Program Administration and Oversight**: FRA proposes that up to $50 million of the funds requested for this Presidential Initiative would be available for program administration and oversight. Specifically, these funds will be available for necessary contractor expertise to support the following activities: pre-award stakeholder outreach and technical assistance; technical analysis, assessment, and review of engineering, environmental, applicant management capabilities and other program requirements; post-award program and financial compliance monitoring; and overarching project management support. This level of funding reflects what was enacted in FY 2010.

- **High-Speed Rail Planning Activities:** FRA proposes that up to $50 million of the funds requested be available for planning activities. Critical to the establishment of a sustainable high-speed intercity passenger rail program is sound transportation planning. FRA's reviews of the applications for high-speed intercity passenger rail funding funded under ARRA, demonstrated that there was a significant interest and need among many States in undertaking the basic planning necessary to initiate the development of service development plans for proposed high-speed rail corridors, including the necessary early stage and high-level environmental reviews of such program. Funding of such activities is an establishing part of the DOT's highway and transit programs.

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION
CAPITAL ASSISTANCE for HIGH SPEED RAIL CORRIDORS and INTERCITY PASSENGER RAIL SERVICE

Program and Financing (in thousands of dollars)

Identification Code 69-0718-0-1-401		2009 Actual	2010 Estimate	2011 Estimate
	Obligations by program activity:			
	Direct program:			
00.01	Discretionary Grants - Recovery Act	...	4,475,000	3,505,000
00.02	Administrative Oversight	4,931	7,969	7,100
00.03	Discretionary Grants	...	1,225,000	2,215,000
00.04	Oversight HSR	...	25,000	35,000
10.00	Total new obligations	4,931	5,732,969	5,762,100
	Budgetary resources available for obligation:			
21.40	Unobligated balance carried forward, start of year	...	7,995,069	4,762,100
22.00	New budget authority (gross)	8,000,000	2,500,000	1,000,000
23.90	Total budgetary resources available for obligation	8,000,000	10,495,069	5,762,100
23.95	Total new obligations	-4,931	-5,732,969	-5,762,100
24.40	Unobligated balance carried forward, end of year	7,995,069	4,762,100	...
	New budget authority (gross), detail:			
	Discretionary:			
40.00	Appropriation	8,000,000	2,500,000	1,000,000
	Change in obligated balances:			
72.40	Obligated balance, start of year	...	3,068	5,347,900
73.10	Total new obligations	4,931	5,732,969	5,762,100
73.20	Total outlays (gross)	-1,863	-388,137	-1,225,000
74.40	Obligated balance, end of year	3,068	5,347,900	9,885,000
	Outlays (gross), detail:			
86.90	Outlays from new discretionary authority	1,863	100,000	40,000
86.93	Outlays from discretionary balances	...	288,137	1,185,000
87.00	Total outlays (gross)	1,863	388,137	1,225,000
	Net budget authority and outlays:			
89.00	Budget authority (net)	8,000,000	2,500,000	1,000,000
90.00	Outlays (net)	1,863	388,137	1,225,000
95.02	Unpaid obligation, end of year	3,068		

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION
CAPITAL ASSISTANCE for HIGH SPEED RAIL CORRIDORS and INTERCITY PASSENGER RAIL SERVICE

Object Classification (in thousands of dollars)

Identification Code 69-0718-0-1-401		2009 Actual	2010 Estimate	2011 Estimate
Direct Obligations:				
125.2	Other services	4,931	32,969	42,100
141.0	Grants, subsidies, and contributions	...	5,700,000	5,720,000
99.99	Total new obligations	4,931	5,732,969	5,762,100

RAILROAD REHABILITATION AND IMPROVEMENT PROGRAM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

RAILROAD REHABILITATION AND IMPROVEMENT FINANCING PROGRAM

The Secretary of Transportation is authorized to issue to the Secretary of the Treasury notes or other obligations pursuant to section 512 of the Railroad Revitalization and Regulatory Reform Act of 1976 (Public Law 94-210), as amended, in such amounts and at such times as may be necessary to pay any amounts required pursuant to the guarantee of the principal amount of obligations under sections 511 through 513 of such Act, such authority to exist as long as any such guaranteed obligation is outstanding: *Provided*, That pursuant to section 502 of such Act, as amended, no new direct loans or loan guarantee commitments shall be made using Federal funds for the credit risk premium during fiscal year [2010]*2011. (Department of Transportation Appropriations Act, 2010.)*

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION
RAILROAD REHABILITATION AND IMPROVEMENT PROGRAM ACCOUNT

Program and Financing (in thousands of dollars)

Identification Code 69-0750-0-1-401		2009 Estimate	2010 Estimate	2011 Estimate
	Obligations by program activity:			
	Direct program:			
00.05	Upward Reestimate	5,968	16,457	…
00.06	Interest on re-estimates of direct loan subsidy	10,785	1,984	…
10.00	Total new obligations (object class 41.0)	16,753	18,441	…
	Budgetary resources available for obligation:			
22.00	New budget authority (gross)	16,753	18,441	…
23.95	Total new obligations	-16,753	-18,441	…
	New budget authority (gross), detail:			
	Mandatory:			
60.00	Appropriation	16,753	18,441	…
	Change in obligated balances:			
73.10	Total new obligations	16,753	18,441	…
73.20	Total outlays (gross)	-16,753	-18,441	…
	Outlays (gross), detail:			
86.97	Outlays from new mandatory authority	16,753	18,441	…
	Net budget authority and outlays:			
89.00	Budget authority	16,753	18,441	…
90.00	Outlays	16,753	18,441	…

Program and Performance

Data above includes funds for the Railroad Rehabilitation and Improvement (RRIF) Program. The Transportation Equity Act of the 21st Century of 1998 established the Railroad Rehabilitation and Improvement Financing (RRIF) loan and loan guarantee program. SAFETEA-LU amended the program to allow direct loan and loan guarantees up to $35,000,000,000 and required that not less than $7,000,000,000 shall be reserved for projects primarily benefiting freight railroads other than class I carriers. The funding may be used: (1) to acquire, improve, or rehabilitate intermodal or rail equipment or facilities, including track, components of track, bridges, yards, buildings, or shops; (2) to refinance debt; or (3) to develop and establish new intermodal or railroad facilities.

No Federal appropriation is required, since a non-Federal infrastructure partner may contribute the subsidy amount required by the Credit Reform Act of 1990 in the form of a credit risk premium. Once received, statutorily established investigation charges are immediately available for appraisals and necessary determinations and findings.

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION

Railroad and Rehabilitation and Improvement Program Account

Object Classification (in thousands of dollars)

Identification Code 69-0750-0-1-401		2009 Actual	2010 Estimate	2011 Estimate
	Direct Obligations:			
133.0	Investments and loans	5,968	16,457	-
143.0	Interest and dividends	10,785	1,984	-
999.9	Total new obligations	16,753	18,441	-

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION
RAILROAD REHABILITATION AND IMPROVEMENT GUARANTEED LOAN FINANCING ACCOUNT

Program and Financing (in thousands of dollars)

Identification Code 69-4288-0-3-401		2008 Actual	2009 Estimate	2010 Estimate
	Budgetary resources available for obligation			
21.40	Unobligated balance carried forward, start of year	...	...	3,000
22.00	New budget authority (gross)	...	3,000	3,000
23.90	Total budgetary resources available for obligation	...	3,000	6,000
24.40	Unobligated balance carried forward, end of year	...	3,000	6,000
	New budget authority (gross), detail			
	Mandatory			
69.00	Offsetting collections (cash)	...	3,000	3,000
	Offsets:			
	Against gross budget authority and outlays			
	Offsetting collections (cash) from:			
88.40	Non-Federal sources	...	3,000	3,000
	Net budget authority and outlays:			
89.00	Budget authority	...	...	...
90.00	Outlays	...	-3,000	-3,000

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION
RAILROAD REHABILITATION AND IMPROVEMENT GUARANTEED LOAN FINANCING ACCOUNT

Status of Guaranteed Loans

Identification Code 69-4288-0-3-401		2009 Actual	2010 Estimate	2011 Estimate
	Position with respect to appropriations act limitation on commitments:			
2111	Limitation on guaranteed loans made by private lenders	...	100,000	100,000
2131	Guaranteed loan commitments exempt from limitation	...	...	...
2150	Total guaranteed loan commitments	...	100,000	100,000
	Cumulative balance of guaranteed loans outstanding:			
2210	Outstanding, start of year	...	...	95,000
2231	Disbursements of new guaranteed loans	...	100,000	100,000
2251	Repayments and prepayments	...	-5,000	-5,000
2290	Outstanding, end of year	...	95,000	190,000
	Memorandum:			
2299	Guaranteed amount of guaranteed loans outstanding, end of year	...	95,000	190,000

Program and Performance

The RRIF program was established by the Transportation Equity Act for the 21st Century (TEA-21) and amended by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). RRIF program funds may be used to acquire, improve, or rehabilitate intermodal or rail equipment or facilities, including track, components of track, bridges, yards, buildings and shops.

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION
RAILROAD REHABILITATION AND IMPROVEMENT DIRECT LOAN FINANCING ACCOUNT

Program and Financing (in thousands of dollars)

Identification Code 69-4420-0-3-401		2009 Actual	2010 Estimate	2011 Estimate
	Obligations by program activity:			
00.01	Direct loans	104,334	600,000	600,000
00.02	Interest paid to Treasury	18,968	38,000	38,000
00.91	Direct Program by Activities - Subtotal	123,302	638,000	638,000
08.02	Downward reestimate	13,833	1,908	...
08.04	Interest on Downward reestimate	5,343	13,909	...
08.91	Direct Program by Activities - subtotat (1 level)	19,176	15,817	...
10.00	Total new obligations .\	142,478	653,817	638,000
	Budgetary resources available for obligation:			
21.40	Unobligated balance carried forward, start of year.	817	3,264	3,268
22.00	New financing authority (gross)	144,925	657,180	638,004
23.90	Total budgetary resources available for obligation.	145,742	...	...
23.95	Total New obligations	-142,478	-657,176	-638,000
24.40	Unobligated balance carried forward, end of year.	3,264	3,268	3,272
	New budget authority (gross), detail:			
	Mandatory:			
67.10	Authority to borrow	124,282	600,000	600,000
	Mandatory:			
69.00	Offsetting collections (interest on uninvested funds).	2,986	3,000	3,000
69.00	Offsetting collections (principal).	8,782	60,000	60,000
69.00	Offsetting collections (Upward Re-estimate)	16,753	18,441	...
69.00	Offsetting collections (interest).	13,925	27,000	27,000
69.00	Offsetting collections (Credit Risk Premium).	2,295	6,000	6,000
69.00	Offsetting collections (fees).	2	6	6
69.47	Portion applied to repay debt	-24,036	-60,000	-60,000
69.90	Spending authority from offsetting collections (total mandatory)	20,707	54,447	36,006
70.00	Total new financing authority (gross)	144,989	654,447	636,006
	Change in obligated balances:			
72.40	Obligated balance, start of year	81,643	89,632	89,632
73.10	Total new obligations	142,478	653,817	638,000
73.20	Total financing disbursements (gross)	-134,489	-653,817	-636,002
74.40	Obligated balance, end of year	89,632	89,632	91,630
	Outlays (gross), detail:			
87.00	Total financing disbursements (gross)	134,489	653,817	636,002
	Offsets:			
	Against gross budget authority and outlays			
	Offsetting collections (cash) from:			
88.00	Federal sources (Upward Re-estimate).	16,753	18,441	...
88.25	Interest on uninvested funds.	2,986	3,000	3,000
88.40	Credit premium.	2,295	6,000	6,000
88.40	Principal repayment.	8,782	60,000	60,000
88.40	Interest repayment.	13,925	27,000	27,000
88.40	Fees.	2	...	...
88.90	Total, offsetting collections (cash)	44,743	114,441	96,000
	Net budget authority and outlays:			
89.00	Financing authority	100,246	540,006	540,006
90.00	Financing disbursements	89,746	539,376	540,002
95.02	Unpaid obligation, end of year	89,633		...

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION
RAILROAD REHABILITATION AND IMPROVEMENT DIRECT LOAN FINANCING ACCOUNT

Status of Direct Loans

Identification Code 69-4420-0-3-401		2009 Actual	2010 Estimate	2011 Estimate
	Position with respect to appropriations act limitation on obligations			
1111	Limitation on direct loans	...	...	...
1131	Direct loan obligations exempt from limitation	104,334	600,000	600000
1150	Total direct loan obligations	104,334	600,000	600,000
	Cumulative balance of direct loans outstanding:			
1210	Outstanding, start of year	287,827	375,639	915,639
1231	Disbursements; Direct loan disbursements	96,345	600,000	600,000
1251	Repayments: Repayments and prepayments	-8,533	-60,000	-60,000
1290	Outstanding, end of year	375,639	915,639	1,455,639

Program and Performance

As required by the Federal Credit Reform Act of 1990, this non-budgetary account records all cash flows to and from the Government resulting from direct loans. The amounts in this account are a means of financing and are not included in the budget totals.

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION
RAILROAD REHABILITATION AND IMPROVEMENT
DIRECT LOAN FINANCING ACCOUNT

Balance Sheet

Identification Code 69-4420-0-3-401		2009 Actual
Assets:		
	Net value of assets related to post-1991 direct loans receivable	
1401	Direct loans receivable, gross	375,639
1499	Net present value of assets related to direct loans	375,639
1999	Total assets	375,639
Liabilities:		
2105	Federal liabilities: Other	375,639
2999	Total liabilities	375,639
4999	Total liabilities and net position	375,639

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION
RAILROAD REHABILITATION AND IMPROVEMENT
DIRECT LOAN FINANCING ACCOUNT

Receipts - Policy/Baseline

Identification Code 69-276030-0-3-401		2009 Actual	2010 Estimate	2011 Estimate
Receipts - Policy				
2004	All other offsetting receipts	19,176	15,817	. . .
2004	Mandatory, authorizing committee, regular.	19,176	15,817	. . .
Receipts - Baseline				
2004	All other offsetting receipts	19,176	15,817	. . .
2004	Mandatory, authorizing committee, regular.	19,176	15,817	. . .

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION
RAILROAD REHABILITATION AND IMPROVEMENT LIQUIDATING ACCOUNT

Program and Financing (in thousands of dollars)

Identification Code 69-4411-0-3-401		2009 Actual	2010 Estimate	2011 Estimate
	Obligations by program activity			
00.02	Interest paid to Treasury	664	297	157
10.00	Total new obligations (object class 43.0)	664	297	157
	Budgetary resources available for obligation			
23.95	Total New obligations	-664	-297	-157
	New budget authority (gross), detail			
	Mandatory			
69.00	Offsetting collections (cash)	7,368	3,622	3,622
69.47	Portion applied to repay debt	-6,704	-3,325	-3,465
69.90	Spending authority from offsetting collections (total mandatory)	664	297	157
	Change in obligated balances:			
73.10	Total new obligations	664	297	157
73.20	Total financing disbursements (gross)	-664	-297	-157
	Outlays (gross), detail:			
86.98	Outlays from new mandatory balances	664	297	157
	Offsets:			
	Against gross budget authority and outlays			
	Offsetting collections (cash) from:			
88.40	Non-Federal sources	7,368	3,622	3,622
	Net budget authority and outlays:			
89.00	Financing authority	-6,704	-3,325	-3,465
90.00	Financing disbursements	-6,704	-3,325	-3,465

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION
RAILROAD REHABILITATION AND IMPROVEMENT LIQUIDATING ACCOUNT

Status of Direct Loans

Identification Code 69-4411-0-3-401		2009 Actual	2010 Estimate	2011 Estimate
Cumulative balance of direct loans outstanding:				
1210	Outstanding, start of year	13,757	7,053	3,728
1251	Repayments: Repayments and prepayments	-6,704	-3,325	-3,465
1290	Outstanding, end of year	7,053	3,728	263

Program and Performance

This account shows credit activity that occurred prior to the passage of the Federal Credit Reform Act, including:

Section 505--Redeemable preference shares.-Authority for the section 505 redeemable preference shares program expired on September 30, 1988. The account reflects actual and projected outlays resulting from payments of principal and interest as well as repurchases of redeemable preference shares and the sale of redeemable preference shares to the private sector.

Section 511--Loan repayments.-This program reflects repayments of principal and interest on outstanding borrowings by the railroads to the Federal Financing Bank under the section 511 loan guarantee program.

As required by the Federal Credit Reform Act of 1990, this account records, for this program, all cash flows to and from the Government resulting from direct loans obligated and loan guarantees committed prior to 1992. All new activity in this program (including modifications of direct loans or loan guarantees that resulted from obligations or commitments in any year) is recorded in corresponding program accounts and financing accounts.

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION
RAILROAD REHABILITATION AND IMPROVEMENT
LIQUIDATING ACCOUNT

Balance Sheet

Identification Code 69-4411-0-3-401		2009 Actual
	Assets:	
	Net value of assets related to post-1991 direct loans receivable	
1601	Direct loans , gross	7,053
1602	Interest receivable	664
1699	Value of assets related to direct loans	7,717
1999	Total Assets	7,717
	Liabilities:	
	Federal liabilities:	
2102	Interest payable	664
2103	Debt	7,053
2999	Total liabilities	7,717
4999	Total liabilities and net position	7,717

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION
Railroad and Rehabilitation and Improvement Liquidating Account

Object Classification (in thousands of dollars)

Identification Code 69-4411-0-1-401		2009 Actual	2010 Estimate	2011 Estimate
	Direct Obligations:			
143.0	Interest and dividends	664	297	157
999.9	Total new obligations	664	297	157

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OTHER ACCOUNTS

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION
GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION (ARRA)

Program and Financing (in thousands of dollars)

Identification Code 69-0704-0-1-401		2009 Actual	2010 Estimate	2011 Estimate
Obligations by program activity:				
	Direct program:			
00.01	Capital Grants - Recovery	1,293,565	6,435	...
10.00	Total new obligations	1,293,565	6,435	...
Budgetary resources available for obligation:				
21.40	Unobligated balance carried forward, start of year	...	6,435	
22.00	New budget authority (gross)	1,300,000	...	...
23.95	Total new obligations	-1,293,565	-6,435	...
24.40	Unobligated balance carried forward, end of year	6,435	...	...
New budget authority (gross), detail:				
	Discretionary			
40.00	Appropriations	1,300,000	...	...
Change in obligated balances:				
72.40	Obligated balance, start of year	...	1,194,867	260,000
73.10	Total new obligations	1,293,565	6,435	...
73.20	Total outlays (gross)	-98,698	-941,302	-260,000
74.40	Obligated balance, end of year	1,194,867	260,000	...
Outlays (gross), detail:				
86.90	Outlays from new discretionary authority	98,698	...	...
86.93	Outlays from discretionary balances	...	941,302	260,000
87.00	Total outlays (gross)	98,698	941,302	260,000
Net budget authority and outlays:				
89.00	Budget authority (net)	1,300,000	...	...
90.00	Outlays (net)	98,698	941,302	260,000
95.02	Unpaid obligation, end of year	1,194,867	...	...

Program and Performance:

In 2009, the American Recovery and Reinvestment Act (ARRA) provided $1.3 billion to Amtrak for capital grants. Of which $450 million was designated for capital security grants to fund enhancements in situational awareness, Improvised Explosive Devise (IED) and Vehicle Borne Improvised Explosive Device (VBIED) detection, risk assessment/risk reduction cycle optimization (when vulnerabilities are discovered), and quick response communications within the intercity passenger rail network. The remaining $850 million was for projects that remediate vulnerabilities in the system's physical infrastructure and enhance national incident management and risk mitigation capabilities in the intercity passenger rail network. No new funds are requested in 2011.

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION
GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION (ARRA)

Object Classification (in thousands of dollars)

Identification Code 69-0704-0-1-401		2009 Actual	2010 Estimate	2011 Estimate
Direct Obligations:				
125.2	Other services	...	6,435	...
125.5	Research and development contracts	...	...	...
141.0	Grants, subsidies, and contributions	1,293,565	...	...
999.9	Total new obligations	1,293,565	6,435	...

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION
GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

Program and Financing (in thousands of dollars)

Identification Code 69-0704-0-1-401		2009 Actual	2010 Estimate	2011 Estimate
	Obligations by program activity:			
	Direct program:			
00.02	System Engineering/program management	...	450	...
00.04	Amtrak Asset Valuation	500	522	...
10.00	Total new obligations	500	972	...
	Budgetary resources available for obligation:			
21.40	Unobligated balance carried forward, start of year	1,472	972	...
23.95	Total new obligations	-500	-972	...
24.40	Unobligated balance carried forward, end of year	972	...	...
	Change in obligated balances:			
72.40	Obligated balance, start of year	8,362	8,039	...
73.10	Total new obligations	500	972	...
73.20	Total outlays (gross)	-823	-9,011	...
74.40	Obligated balance, end of year	8,039	...	...
	Outlays (gross), detail:			
86.93	Outlays from discretionary balances	823	9,011	...
	Net budget authority and outlays:			
89.00	Budget authority (net)	...	...	...
90.00	Outlays (net)	823	9,011	...
95.02	Unpaid obligation, end of year	8,039	...	...

Program and Performance

The National Railroad Passenger Corporation (Amtrak) was established in 1970 through the Rail Passenger Service Act. Amtrak is operated and managed as a for profit corporation with all Board members appointed by the Executive Branch of the Federal Government, with the advice and consent of the Senate. Amtrak is not an agency or instrument of the U.S. Government. Since 2006, federal resources specifically for Amtrak have been provided through separate appropriation accounts for capital, operating, and efficiency incentive grants.

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION
GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

Object Classification (in thousands of dollars)

Identification Code 69-0704-0-1-401		2009 Actual	2010 Estimate	2011 Estimate
	Direct Obligations:			
125.2	Other services	...	...	...
125.5	Research and development contracts	500	972	...
141.0	Grants, subsidies, and contributions	...	...	...
999.9	Total new obligations	500	972	...

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION
INTERCITY PASSENGER RAIL GRANT PROGRAM

Program and Financing (in thousands of dollars)

Identification Code 69-0715-0-1-401		2009 Actual	2010 Estimate	2011 Estimate
	Obligations by program activity:			
	Direct program:			
00.01	Intercity Passenger Rail Grants	28,107	91,893	...
10.00	Total new obligations (object class 41.0)	28,107	91,893	...
	Budgetary resources available for obligation:			
21.40	Unobligated balance carried forward, start of year	30,000	91,893	...
22.00	New budget authority (gross)	90,000	...	...
23.90	Total budgetary resources available for obligation	120,000	91,893	...
23.95	Total new obligations	-28,107	-91,893	...
24.40	Unobligated balance carried forward, end of year	91,893	...	...
	New budget authority (gross), detail:			
	Discretionary:			
40.00	Appropriation	90,000	...	...
	Change in obligated balances:			
72.40	Obligated balance, start of year	...	28,107	114,000
73.10	Total new obligations	28,107	91,893	...
73.20	Total outlays (gross)	...	-6,000	-18,000
74.40	Obligated balance, end of year	28,107	114,000	96,000
	Outlays (gross), detail:			
86.90	Outlays from new discretionary authority	...	...	...
86.93	Outlays from discretionary authority	...	6,000	18,000
87.00	Total outlays (gross)	...	6,000	18,000
	Net budget authority and outlays:			
89.00	Budget authority (net)	90,000	...	...
90.00	Outlays (net)	...	6,000	18,000

Program and Performance

This competitive grant program encourages state participation in its passenger rail service. Under this program, a State or States may apply for grants for up to 50 percent of the cost of capital investments necessary to support improved intercity passenger rail service that either requires no operating subsidy or for which the State or States agree to provide any needed operating subsidy. To qualify for funding, States must include intercity passenger rail service as an integral part of Statewide transportation planning as required under 23 U.S.C. 135. Additionally, the specific project has to be on the Statewide Transportation Improvement Plan at the time of application. No new funds are requested for this program in 2011.

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION
Intercity Passenger Rail Grant Program

Object Classification (in thousands of dollars)

Identification Code 69-0715-0-1-401		2009 Actual	2010 Estimate	2011 Estimate
	Direct Obligations:			
141.0	Grants, subsidies, and contributions	28,107	91,893	…
999.9	Total new obligations	28,107	91,893	…

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION
EMERGENCY RAILROAD REHABILITATION AND REPAIR

Program and Financing (in thousands of dollars)

Identification Code 69-0124-0-1-401		2009 Actual	2010 Estimate	2011 Estimate
Obligations by program activity:				
	Direct program:			
00.01	Emergency Railroad Rehabilitation and Repair	...	19,900	...
00.02	Oversight	...	100	...
10.00	Total new obligations (object class 41.0)	...	20,000	...
Budgetary resources available for obligation:				
21.40	Unobligated balance carried forward, start of year	20,000	20,000	...
23.95	Total new obligations	...	-20,000	...
24.40	Unobligated balance carried forward, end of year	20,000	...	...
Change in obligated balances:				
73.10	Total new obligations	...	20,000	...
73.20	Total outlays (gross)	...	-20,000	...
Outlays (gross), detail:				
86.93	Outlays from discretionary balances	...	20,000	...
Net budget authority and outlays:				
89.00	Budget authority (net)	...	...	...
90.00	Outlays (net)	...	20,000	...

Program and Performance

Funding for this program was provided in a supplemental appropriation in 2008. This program provides discretionary grants to States to repair and rehabilitate Class II and Class III railroad infrastructure damaged by hurricanes, floods, and other natural disasters in areas for which the President declared a major disaster under title IV of the Robert T. Stafford Disaster Relief and Emergency Assistance Act of 1974. In 2011, no new funding is requested for this program.

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION
EMERGENCY RAILROAD REHABILITATION AND REPAIR

Object Classification (in thousands of dollars)

Identification Code 69-0124-0-1-401		2009 Actual	2010 Estimate	2011 Estimate
Direct Obligations:				
125.2	Other services	...	100	...
141.0	Grants, subsidies, and contributions	...	19,900	...
99.99	Total new obligations	...	20,000	...

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION
EFFICIENCY INCENTIVE GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

Program and Financing (in thousands of dollars)

Identification Code 69-0120-0-1-401		2009 Actual	2010 Estimate	2011 Estimate
	Change in obligated balances:			
72.40	Obligated balance, start of year	47,543	21,561	...
73.20	Total outlays (gross)	-25,982	-21,561	...
74.40	Obligated balance, end of year	21,561	...	...
	Outlays (gross), detail:			
86.93	Outlays from discretionary balances	-25,982	-21,561	...
	Net budget authority and outlays:			
89.00	Budget authority (net)	...	...	...
90.00	Outlays (net)	25,982	21,561	...
95.02	Unpaid obligation, end of year	21,561		...

Program and Performance

Resources in this account are provided to the Secretary of Transportation to make grants to the National Passenger Railroad Corporation (Amtrak) for operating expenses contingent upon efficiency gains. No new funds are requested for this program in 2011.

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION
ALASKA RAILROAD REHABILITATION

Program and Financing (in thousands of dollars)

Identification Code 69-0730-0-1-401		2009 Actual	2010 Estimate	2011 Estimate
	Change in obligated balances:			
72.40	Obligated balance, start of year	646	539	...
73.20	Total outlays (gross)	-107	-539	...
74.40	Obligated balance, end of year	539	...	...
	Outlays (gross), detail:			
86.93	Outlays from discretionary balances	107	539	...
87.00	Total outlays (gross)	107	539	...
	Net budget authority and outlays:			
89.00	Budget authority (net)	...	...	...
90.00	Outlays (net)	107	539	...
95.02	Unpaid obligations, end of year	539		

Program and Performance

These funds have historically been earmarked under the Department of Defense Appropriation for direct payments to the Alaska railroad. No new funds are requested for this program in 2011.

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION
NEXT GENERATION HIGH-SPEED RAIL

Program and Financing (in thousands of dollars)

Identification Code 69-0722-0-1-401		2009 Actual	2010 Estimate	2011 Estimate
	Obligations by program activity:			
	Direct program:			
00.03	Grade crossing and innovative technology	4	3,817	…
00.05	Corridor planning	…	5,243	…
10.00	Total new obligations	4	9,060	…
	Budgetary resources available for obligation:			
21.40	Unobligated balance carried forward, start of year	7,770	9,060	…
22.10	Resources available from recoveries of prior year obligations	1,294	…	…
23.90	Total budgetary resources available for obligation	9,064	9,060	…
23.95	Total new obligations	-4	-9,060	…
24.40	Unobligated balance carried forward, end of year	9,060	…	…
	Change in obligated balances:			
72.40	Obligated balance, start of year	16,781	12,459	10,759
73.10	Total new obligations	4	9,060	…
73.20	Total outlays (gross)	-3,031	-10,760	-10,759
73.45	Recoveries of prior year obligations	-1,295	…	…
74.40	Obligated balance, end of year	12,459	10,759	…
	Outlays (gross), detail:			
86.93	Outlays from discretionary balances	3,031	10,760	10,759
	Net budget authority and outlays:			
89.00	Budget authority (net)	…	…	…
90.00	Outlays (net)	3,031	10,760	10,759
95.02	Unpaid Obligations, end of year	12,459		

Program and Performance

The Next Generation High-Speed Rail Program funds: research, development, and technology demonstration programs and the planning and analysis required to evaluate technology proposals under the program. No new funds are requested for this program in 2011.

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION
Next Generation High-Spped Rail

Object Classification (in thousands of dollars)

Identification Code 69-0722-0-1-401		2009 Actual	2010 Estimate	2011 Estimate
Direct Obligations:				
125.3	Other purchases of goods and services from Government accounts	…	9,060	…
999.9	Total new obligations	…	9,060	…

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION
NORTHEAST CORRIDOR IMPROVEMENT PROGRAM

Program and Financing (in thousands of dollars)

Identification Code 69-0123-0-1-401		2009 Actual	2010 Estimate	2011 Estimate
	Obligations by program activity:			
	Direct program:			
00.01	Northeast corridor improvement program	1,811	3,771	…
10.00	Total new obligations	1,811	3,771	…
	Budgetary resources available for obligation:			
21.40	Unobligated balance carried forward, start of year	5,582	3,771	…
23.95	Total new obligations	-1,811	-3,771	…
24.40	Unobligated balance carried forward, end of year	3,771	…	…
	Change in obligated balances:			
72.40	Obligated balance, start of year	646	2,457	…
73.10	Total new obligations	1,811	3,771	…
73.20	Total outlays (gross)	…	-6,228	…
74.40	Obligated balance, end of year	2,457	…	…
	Net budget authority and outlays:			
89.00	Budget authority	…	…	…
90.00	Outlays	…	6,228	…
95.02	Unpaid obligations, end of year	2,457	…	…

Program and Performance

This program provided funds to continue the upgrade of passenger rail service in the corridor between Washington, D.C. and Boston. Since 2001, capital funding has been provided in the Amtrak appropriation.

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION
Northeast Corridor Improvement Program

Object Classification (in thousands of dollars)

Identification Code 69-0123-0-1-401		2009 Actual	2010 Estimate	2011 Estimate
Direct Obligations:				
125.2	Other services	1,811	3,771	…
999.9	Total new obligations	1,811	3,771	…

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION
PENNSYLVANIA STATION REDEVELOPMENT PROJECT

Program and Financing (in thousands of dollars)

Identification Code 69-0723-0-1-401		2009 Actual	2010 Estimate	2011 Estimate
	Obligations by program activity:			
	Direct program:			
00.01	Pennsylvania Station redevelopment project	…	59,827	…
10.00	Total new obligations	…	59,827	…
	Budgetary resources available for obligation:			
21.40	Unobligated balance carried forward, start of year	59,827	59,827	…
23.95	Total new obligations	…	-59,827	…
24.40	Unobligated balance carried forward, end of year	59,827	…	…
	Change in obligated balances:			
72.40	Obligated balance, start of year	19	19	55,041
73.10	Total new obligations	…	59,827	…
73.20	Total outlays (gross)	…	-4,805	-23,931
74.40	Obligated balance, end of year	19	55,041	31,110
	Outlays (gross), detail:			
86.93	Outlays from discretionary balances	…	4,805	23,931
	Net budget authority and outlays:			
89.00	Budget authority (net)	…	…	…
90.00	Outlays (net)	…	4,805	23,931
95.02	Unpaid obligations, end of year	19		

Program and Performance

Funds are used to redevelop the Pennsylvania Station in New York City, which involves renovating the James A. Farley Post Office building. Funding for this project was included in the Grants to the National Railroad Passenger Corporation appropriation in 1995 through 1997, and the Northeast Corridor Improvement Program in 1998. In 2000, an advance appropriation of $20 million was provided for 2001, 2002, and 2003. In 2001, Congress specified that the $20 million advance appropriation provided in 2000 for the Farley Building was to be used exclusively for fire and life safety initiatives. No new funds are requested for this program in 2011.

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION
Pennsylvania Station Redevelopment Project

Object Classification (in thousands of dollars)

Identification Code 69-0723-0-1-401		2009 Actual	2010 Estimate	2011 Estimate
	Direct Obligations:			
141.0	Grants, subsidies, and contributions	…	59,827	…
999.9	Total new obligations	…	59,827	…

OTHER EXHIBITS

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FRA 2011 ADMINISTRATIVE PROVISIONS

[Sec. 151. The Secretary may purchase promotional items of nominal value for use in public outreach activities to accomplish the purposes of 49 U.S.C. 20134: *Provided*, That the Secretary shall prescribe guidelines for the administration of such purchases and use.]

[Sec. 152. Hereafter, notwithstanding any other provision of law, funds provided in this Act for the National Railroad Passenger Corporation shall immediately cease to be available to said Corporation in the event that the Corporation contracts to have services provided at or from any location outside the United States. For purposes of this section, the word ``services'' shall mean any service that was, as of July 1, 2006, performed by a full-time or part-time Amtrak employee whose base of employment is located within the United States.]

Sec. [153]*151*. The Secretary of Transportation may receive and expend cash, or receive and utilize spare parts and similar items, from non-United States Government sources to repair damages to or replace United States Government owned automated track inspection cars and equipment as a result of third party liability for such damages, and any amounts collected under this section shall be credited directly to the [Safety and Operations]*Railroad Safety* account of the Federal Railroad Administration, and shall remain available until expended for the repair, operation and maintenance of automated track inspection cars and equipment in connection with the automated track inspection program.

[Sec. 154. The Administrator of the Federal Railroad Administration shall submit a report on April 1, 2010, and quarterly reports thereafter, to the House and Senate Committees on Appropriations detailing the Administrator's efforts at improving the on-time performance of Amtrak intercity rail service operating on non-Amtrak owned property. Such reports shall compare the most recent actual on-time performance data to pre-established on-time performance goals that the Administrator shall set for each rail service, identified by route. Such reports shall also include whatever other information and data regarding the on-time performance of Amtrak trains the Administrator deems to be appropriate.]

[Sec. 155. In the Explanatory Statement referenced in division I of Public Law 111-8 under the heading Railroad Research and Development the item relating to ``San Gabriel trench grade separation project, Alameda Corridor, CA'' is deemed to be amended by inserting ``Alameda Corridor East Construction Authority Grade Separations, CA.''.]

[Sec. 156. In the Explanatory Statement referenced in division K of Public Law 110-161 under the heading Rail Line Relocation and Improvement Program the item relating to ``Mt. Vernon railroad cut, NY'' is deemed to be amended by inserting ``Rail Line and Station Improvement and Rehabilitation, Mount Vernon, NY.''.]

[Sec. 157. Notwithstanding any other provision of law, funds provided in Public Law 111-8 for ``Lincoln Avenue Grade Separation, Port of Tacoma, Washington'' shall be made available for this project as therein described.]

[Sec. 158. The Administrator of the Federal Railroad Administration, in cooperation with the Illinois Department of Transportation (IDOT), may provide technical and financial assistance to IDOT and local and county officials to study the feasibility of 10th Street, or other alternatives, in Springfield, Illinois, as a route for consolidated freight rail operations and/or combined freight and passenger rail operations within the city of Springfield.]

[Sec. 159.]
[(a) **Amtrak Security Evaluation**.--No later than 180 days after the enactment of this Act, Amtrak, in consultation with the Assistant Secretary of Homeland Security (Transportation Security Administration), shall submit a report to Congress that contains--]

(1) a comprehensive, system-wide, security evaluation; and
(2) proposed guidance and procedures necessary to implement a new checked firearms program.

[(b) **Development and Implementation of Guidance and Procedures**.--]

(1) **In General**.--Not later than one year after the enactment of this Act, Amtrak, in consultation with the Assistant Secretary, shall develop and implement guidance and procedures to carry out the duties and responsibilities of firearm storage and carriage in checked baggage cars and at Amtrak stations that accept checked baggage.
(2) **Scope**.--The guidance and procedures developed under paragraph (1) shall--

(A) permit Amtrak passengers holding a ticket for a specific Amtrak route to place an unloaded firearm or starter pistol in a checked bag on such route if--

(i) the Amtrak station accepts checked baggage for such route;
(ii) the passenger declares to Amtrak, either orally or in writing, at the time the reservation is made or not later than 24 hours before departure, that the firearm will be placed in his or her bag and will be unloaded;
(iii) the firearm is in a hard-sided container;
(iv) such container is locked; and
(v) only the passenger has the key or combination for such container;

(B) permit Amtrak passengers holding a ticket for a specific Amtrak route to place small arms ammunition for personal use in a checked bag on such route if the ammunition is securely packed--

(i) in fiber, wood, or metal boxes; or
(ii) in other packaging specifically designed to carry small amounts of ammunition; and

(C) include any other measures needed to ensure the safety and security of Amtrak employees, passengers, and infrastructure, including--

(i) in fiber, wood, or metal boxes; or
(ii) in other packaging specifically designed to carry small amounts of

ammunition; and

[(c) **Definitions.**--]

(1) For purposes of this section, the term ``checked baggage'' refers to baggage transported that is accessible only to select Amtrak employees.]

Sec. 152.

(a) Schedule of Railroad Safety User fees. The Secretary of Transportation shall prescribe by regulation, for application in the current fiscal year and in subsequent fiscal years, a schedule of rail safety fees for railroad carriers subject to Part A of Subtitle V of title 49, United States Code. The fees shall cover the costs of carrying out such Part and Chapter 51 of title 49, United States Code, (transportation of hazardous materials) and shall be imposed fairly on railroad carriers, in reasonable relationship to appropriate criteria to be developed by the Secretary. The Secretary shall amend this regulation periodically so as to ensure that the schedule of fees covers such costs.

(b) Collection Procedures. The Secretary shall prescribe procedures to collect the fees. The Secretary may use the services of a department, agency, or instrumentality of the United States Government or a State or local authority to collect the fees, and may reimburse the department, agency, or instrumentality a reasonable amount for its services.

(c) Collection, Deposit, and Use.-

(1) Fees collected under this section shall be deposited in the Federal Railroad Administration's Federal Railroad Operations account as offsetting collections.

(2) Such fees shall be collected and available to the extent provided in appropriations acts. (Department of Transportation Appropriations Act, 2010.)

FEDERAL RAILROAD ADMINISTRATION
HISTORY OF APPROPRIATIONS
FY 2001 - 2010
(Dollars in Thousands)

Account	FY 2001 P.L. 106-346 P.L. 106-554	FY 2002 P.L. 107-87 P.L. 107-117	FY 2003 P.L. 108-7	FY 2004 P.L. 108-199	FY 2005 P.L. 108-447
Appropriations Realized:					
Safety and Operations	101,493	116,398	116,300	129,536	138,117
Office of the Administrator	--	--	--	--	--
Railroad Safety	--	--	--	--	--
Railroad Safety Technology Program	--	--	686		
Local Rail Freight Assistance	25,269	29,000	29,134	--	--
Railroad Research and Development	--	--	--	33,824	35,737
Rail Line Relocation and Improvement	--	--	--	--	--
Pennsylvania Station	19,956	20,000	19,870	--	--
Rhode Island Rail Development	16,963	--	--	--	--
Amtrak	520,329	826,476	1,043,175	1,217,773	1,207,264
Amtrak Reform Council	748	225	--	--	--
Intercity Passenger Rail Grants	--	--	--	--	--
Next Generation High-Speed Rail	25,045	32,300	30,252	37,179	19,493
Alaska Railroad Rehabilitation	29,956	20,000	21,857	24,853	24,800
West Virginia Rail Development	14,967	--	--	--	--
Capital Assistance for HSR Corridors and IPR	--	--	--	--	--
Subtotal	754,726	1,044,399	1,261,274	1,443,165	1,425,411
Other New Authority:					
Railroad Rehab and Improvement Program	--	--	7,470	5,713	--
American Recovery and Reinvestment Act of 2009 (ARRA) (P.L. 111-5) Capital Grants to the Natl' RailRoad Passenger Corp	--	--	--	--	--
Capital Assistance for High Speed Rail Corridors and Intercity Passenger Rail Service	--	--	--	--	--
Total FRA Budget Authority	**754,726**	**1,044,399**	**1,268,744**	**1,448,878**	**1,425,411**

FEDERAL RAILROAD ADMINISTRATION
HISTORY OF APPROPRIATIONS
FY 2001 - 2010
(Dollars in Thousands)

Account	FY 2006 P.L. 109-115 8/	FY 2007 P.L. 110-5	FY 2008 P.L. 110-161	FY 2009 P.L. 111-8	FY 2010 P.L. 111-117
Appropriations Realized:					
Safety and Operations	144,490	150,271	150,193	159,445	172,270
Office of the Administrator	--	--	--	--	--
Railroad Safety	--	--	--	--	--
Railroad Safety Technology Program			--	--	50,000
Local Rail Freight Assistance	--	--	--	--	--
Railroad Research and Development	54,524	34,524	35,964	33,950	37,613
Rail Line Relocation and Improvement	--	--	20,040	25,000	34,532
Pennsylvania Station	--	--	--	--	--
Rhode Island Rail Development	--	--	--	--	--
Amtrak	1,293,633	1,293,550	1,325,000	1,490,000	1,564,625
Amtrak Reform Council	--	--	--	--	--
Intercity Passenger Rail Grants	--	--	30,000	90,000	--
Next Generation High-Speed Rail	--	--	--	--	--
Alaska Railroad Rehabilitation	9,900	--	--	--	--
West Virginia Rail Development	--	--	--	--	--
Capital Assistance for HSR Corridors and IPR	--	--	--	--	2,500,000
Subtotal	1,502,547	1,478,345	1,561,197	1,798,395	4,359,040
Other New Authority:					
Railroad Rehab and Improvement Program	--	3,294	20,751	16,753	18,441
American Recovery and Reinvestment Act of 2009 (ARRA) (P.L. 111-5)					
Capital Grants to the Natl' RailRoad Passenger Corp	--	--	--	1,300,000	--
Capital Assistance for High Speed Rail Corridors and Intercity Passenger Rail Service	--	--	--	8,000,000	--
Total FRA Budget Authority	**1,502,547**	**1,481,639**	**1,581,948**	**11,115,148**	**4,377,481**

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

DISCUSSION OF EXHIBIT 300s

The Exhibit 300 is designed to coordinate OMB's collection of agency information for its reports to the Congress required by the Federal Acquisition Streamlining Act of 1994 (FASA Title V) and the Clinger-Cohen Act of 1996; to ensure the business case for investments are made and tied to the mission statements, long-term goals and objectives, and annual performance plans developed pursuant to the GPRA. For IT, exhibit 300s are designed to be used as one-stop documents for many of IT management issues such as business cases for investments, IT security reporting, Clinger Cohen Act implementation, E-Gov Act implementation, Government Paperwork Elimination Act implementation, agency's modernization efforts, and overall project investment management. FRA has completed exhibit 300s for each of our IT Projects; they can be found online at www.dot.gov.

SECTION 4: PERFORMANCE BUDGET

A Note About DOT's Strategic Goals

The performance sections of the FY 2011 budget submissions align with current FY 2006-2011 DOT strategic plan. DOT will release a new strategic plan in FY 2010 that will detail the Department's new priorities and areas of emphasis. DOT expects the performance sections of the FY 2012 budget submission will be aligned to this new

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FY 2011 BUDGET REQUEST BY STRATEGIC GOAL AND PERFORMANCE GOAL
FEDERAL RAILROAD ADMINISTRATION
Appropriations, Obligation Limitations, & Exempt Obligations
($000)

	(A)	(B)	(F)
STRATEGIC & PERFORMANCE GOALS BY PERFORMANCE MEASURE	**FY 2009 ACTUAL 1/**	**FY 2010 ENACTED**	**FY 2011 REQUEST**
1. SAFETY STRATEGIC GOAL			
A. Rail Safety Performance Goal			
a. Rail-related accidents and incidents per million train-miles	126,074	164,647	146,048
b. Other	0	0	0
Subtotal Performance Goal	126,074	164,647	146,048
B. Hazardous Materials Safety Performance Goal			
a. Number of serious hazardous materials transportation incidents	63,273	41,162	36,512
b. Other	0	0	0
Subtotal Performance Goal	63,273	41,162	36,512
Total - Safety Strategic Goal	**189,347**	**205,809**	**182,560**
2. REDUCED CONGESTION STRATEGIC GOAL			
A. Reduced Congestion			
a. Other	10,906,780	4,109,758	2,648,990
Subtotal Performance Goal	10,906,780	4,109,758	2,648,990
Total - Reduced Congestion Strategic Goal	**10,906,780**	**4,109,758**	**2,648,990**
3. GLOBAL CONNECTIVITY STRATEGIC GOAL			
A. Expand Opportunities			
a. Percent of total dollar value of DOT direct contracts awarded to women owned businesses.	0	0	0
b. Percent of total dollar value of DOT direct contracts awarded to small disadvantaged businesses.	0	0	0
c. Other	0	0	0
Subtotal Performance Goal	0	0	0
Total - Global Connectivity Strategic Goal	**0**	**0**	**0**
4. ENVIRONMENTAL STEWARDSHIP STRATEGIC GOAL			
A. Reduction in Pollution Performance Goal			
a. Percent of DOT facilities characterized as 'No Further Remedial Action' under the Superfund Amendments Reauthorization Act.	0	0	0
b. Other	0	2,388	2,560
Subtotal Performance Goal	0	2,388	2,560
Total - Environmental Stewardship Strategic Goal	**0**	**2,388**	**2,560**
5. SECURITY, PREPAREDNESS AND RESPONSE STRATEGIC GOAL			
A. Hazmat Emergency Response Performance Goal			
a. Other	786	3,419	3,624
Subtotal Performance Goal	786	3,419	3,624
Total - Security, Preparedness and Response Strategic Goal	**786**	**3,419**	**3,624**
6. ORGANIZATIONAL EXCELLENCE STRATEGIC GOAL			
A. Achieving Results through Strategic Mngmt Perform. Goal			
a. Other	1,482	37,668	42,614
Subtotal Performance Goal	1,482	37,668	42,614
Total - Organizational Excellence Strategic Goal	**1,482**	**37,668**	**42,614**
GRAND TOTAL	**11,098,395**	**4,359,040**	**2,880,348**

Note:
1/ Includes funds provided under the American Recovery and Reinvestment Act of 2009.

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EXHIBIT IV-3

PERFORMANCE OVERVIEW
FEDERAL RAILROAD ADMINISTRATION

Annual Performance Results and Targets

The Federal Railroad Administration integrates performance results into its budget request to demonstrate alignment with the Department of Transportation's Strategic Plan. The Federal Railroad Administration tracks the following DOT level performance measures to demonstrate program results:

Strategic Goal/Performance Goal: **Safety – Rail Safety**

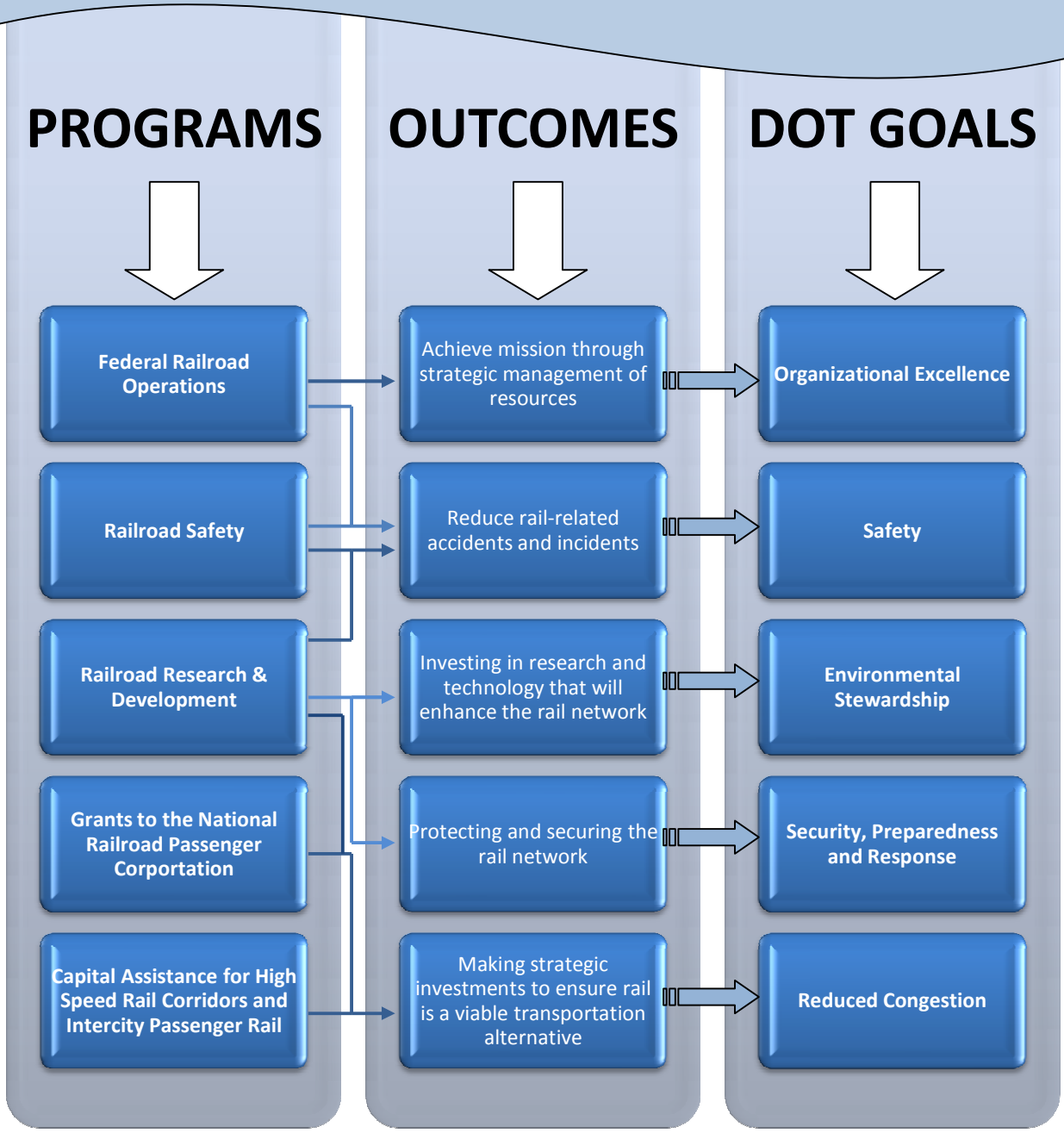
Rail-related accidents and incidents per million train-miles	**2006**	**2007**	**2008**	**2009**	**2010**	**2011**
Target	16.80	16.70	18.45	17.00	16.40	16.20
Actual	17.51	17.20	16.53	15.91	--	--

Strategic Goal/Performance Goal: **Safety – Hazardous Materials Safety**

Number of serious hazardous materials transportation incidents	**2006**	**2007**	**2008**	**2009**	**2010**	**2011**
Target	460	466	462	458	452	TBD
Actual	492	512	451	--	--	--

EXHIBIT IV-4
PERFORMANCE PLANNING LOGIC MODEL
FEDERAL RAILROAD ADMINISTRATION

The **Federal Railroad Administration** promulgates and enforces rail safety regulations; administers railroad assistance programs; conducts research and development in support of improved railroad safety and national rail transportation policy; provides for the rehabilitation of Northeast Corridor rail passenger service; and consolidates government support of rail transportation activities.



ORGANIZATIONAL EXCELLENCE

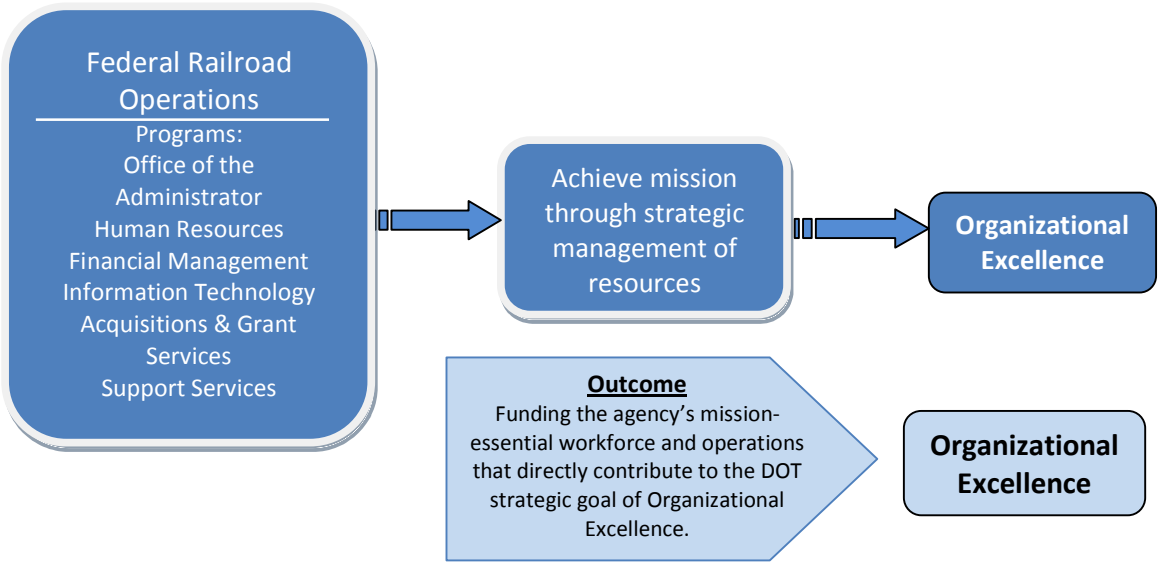
In recent fiscal years, FRA undertook several human resource initiatives, in support of the Departmental strategic goal of "Organizational Excellence." Some key successes include implementing the FRA Telework Policy; developing a Succession Plan for top-level positions, as well as Railroad Safety Inspector positions; issuance of the "Recruitment Strategies Plan" to address skill gaps, diversity goals, and succession planning; and, development and issuance of the "Pay Incentive Program" that outlines policies and procedures for utilizing recruitment and retention tools to attract individuals and retain qualified employees.

In FY 2011, FRA is requesting 62 additional positions. The agency's managers, supervisors, and human resources staff are actively planning on how to effectively manage the challenges associated with the recruitment, development and mentoring this anticipated increase in staff. The FRA will continue to work with the Office of Civil Rights on various workgroups to increase diversity representation throughout FRA. Additionally, FRA plans to continue to use strategies such as competency development, which uses mission-critical occupation position competencies for job development, employee development, job analysis, and recruitment; as well as the Inspector Trainee Program, for continued success.

The FY 2011FRA is requesting a total of $153.8 million for the Federal Railroad Operations program, of which $42.6 million will go towards advancing the Departmental strategic goal of Organizational Excellence.

Key accomplishments anticipated in 2011 include:

- Continued use and advancement of the Inspector Trainee Program that maintains two Inspector training positions in each of FRA's 8 regions. This training program prepares trainees with the necessary competencies, experience, and guidance towards becoming a journeyman level GS-12 Railroad Safety Inspector and serves to increase diversity in FRA's mission critical occupation.
- Furthering the Employee Development Program that provides employees with training and opportunities in professional development areas.



ORGANIZATIONAL EXCELLENCE

Program Name	Purpose and Customers/Beneficiaries	2011 Input $ in thousands	2011 Input FTE	2011 Activity	2011 Achievements	2011 Outputs	2011 Outcomes	Contributions to DOT Goal
Federal Railroad Operations	The Federal Railroad Operations program funds agency staff and support programs which directly contribute to the DOT strategic goal of Organizational Excellence.	42,614	110	Provide support throughout the agency.	Accomplish the agency's mission through the strategic management of resources.	Provide resources to fund employee and other support programs.	Achieve strategic management of human capital and financial performance goals.	*Organizational Excellence Strategic Goal*

Program Purpose and Customers/Beneficiaries

The *Federal Railroad Operations* (FRO) account funds the salaries/expenses and contract support activities critical to ensuring the agency has the necessary management and administrative infrastructure in place to carry out its mission. For example, in addition to the program-related functions and resources in the Office of Safety and the Office of Railroad Development, the FRO also supports FRA's: Office of the Administrator, Human Resources, Financial Management, Information Technology, Acquisitions & Grant Services, and Support Services.

2010 Program Results

In FY 2009, the FRA undertook several human resource initiatives that it expects to continue in FY 2010, in support of the Departmental strategic goal of Organizational Excellence. Some key successes include implementing the FRA Telework Policy; developing a Succession Plan for top-level positions, as well as Railroad Safety Inspector positions; issuance of the "Recruitment Strategies Plan" to address skill gaps, diversity goals, and succession planning; and, development and issuance of the "Pay Incentive Program," which outlines policies and procedures for utilizing recruitment and retention tools to attract individuals and retain qualified employees.

In addition to the above human resource initiatives, in FY 2010, FRA, partnered with DOT's Financial Management Business Transformation (FMBT) initiative to implement a standard, unified ONE DOT PRISM. This initiative will assist in updating the agency's infrastructure and business processes to ensure long-term success and sustainment.

2011 Program Inputs

To accomplish the tasks associated with the Organizational Excellence strategic goal, $42.614 million is requested for FY 2011. The requested resources will fund employee salaries/benefits and program related training as well as other forms of professional development.

2011 Program Activities

The *Federal Railroad Operations* account funds the following support programs: Office of the Administrator, Human Resources, Financial Management, Information Technology, Acquisitions & Grant Services, and Support Services. These programs provide assistance throughout the agency to advance the ability to manage for results and achieve organizational goals.

In accordance with the ONE DOT PRISM initiative, the requested resources will assist in integrating the new ONE DOT PRISM with the DOT accounting system, Delphi.

2011 Program Achievements

In FY 2011, FRA's support programs will continue to direct and coordinate services for Headquarters and its eight regional offices. With a large influx of new positions, FRA's Office of Human Resources is tasked with partnering with the various offices to coordinate the hiring of new staff – ensuring that new staff possesses the appropriate, specialized skills and experience necessary to fully support the agency's implementation of the HSIPR initiative, as well as fulfill the requirements of RSIA and PRIIA.

The integration efforts of ONE DOT PRISM with the DOT accounting system, Delphi will immediately enhance FRA's ability to be more efficient by eliminating the risk of human error that occurs in the current manual entry process. Other FY 2011 achievements include: resources to cover the added GSA rent and office build-out expenses incurred by additional staffing efforts and a Mobile-DOT (mDOT) infrastructure project that will allow FRA field inspectors and travelers to remotely and securely connect to FRA and DOT IT networks and systems.

2011 Program Outputs

Outputs for the *Federal Railroad Operations* account not only include resources for safety and research and development staff, but also, resources for the provision of support in all aspects of the agency; human capital, financial management, information technology, procurement and general services. In order to achieve strategic management of human capital goals, FRA managers, supervisors, and human resources staff will be challenged in recruitment, development and mentoring of bringing on-board the anticipated staff. Other resources will provide funds for several agency systems including the agency's accounting and financial management system, grant management system, travel system, and procurement system, as well as necessary information technology hardware and services.

2011 Program Outcomes

The funds requested will assist FRA in achieving its strategic management of human capital, financial performance, and other agency support goals.

Program Contribution to DOT Goal

FRA will utilize strategies that aim towards success in contributing to the Departmental strategic goal of Organizational Excellence. Competency development is one such strategy, which uses mission-critical occupation position competencies for job development, employee development, job analysis, and recruitment; as well as the Inspector Trainee Program. FRA will continue allocating the necessary resources to accomplish its mission.

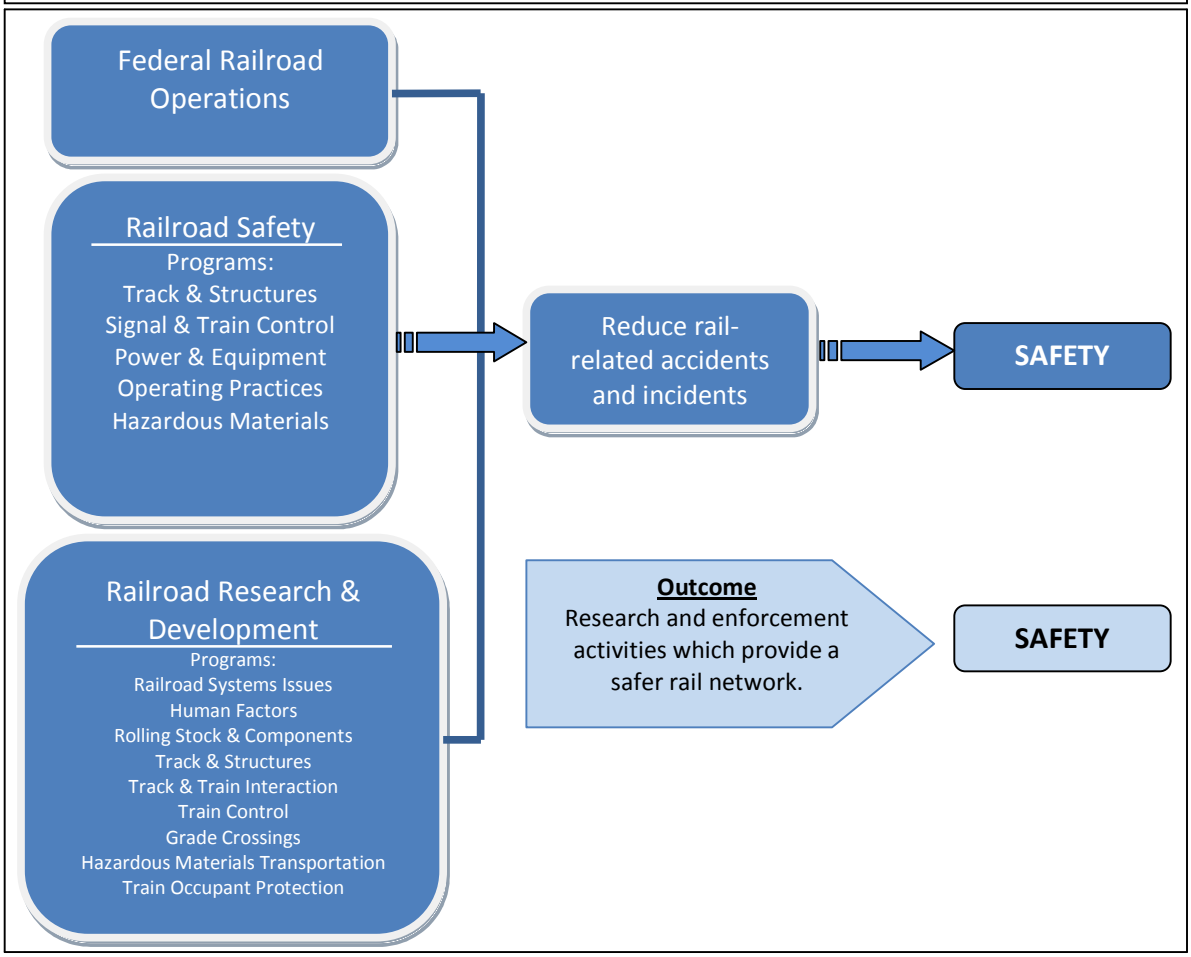
SAFETY

FRA has two direct performance measures contributing to the Department's Safety strategic objective: (1) to reduce transportation-related accidents and incidents, and (2) to reduce all transportation-related hazardous materials incidents. From October 2008 through November 2009, FRA has successfully met these goals, as well as the agency's internal goals of: Highway-rail grade crossing incidents rate, Human-factors-caused train accidents rate, Track-caused train accidents rate, Equipment-caused train accidents rate, Other (signal and misc.) train accidents rate, and Rail non-accident hazardous material releases rate.

The performance successes are attributed in large part to FRA's targeted inspection efforts on railroads, such as yard switching operations, track integrity, and top causes of equipment failures. The targeted inspection efforts utilize the safety and inspection data gathered by FRA, analyze the type and kind of accidents/incidents, and find commonalities in these accidents/incidents to assist in determining where FRA inspectors should best utilize their resources. FRA expects similar safety performance to continue through FY 2011 with our continued use of targeted inspections, as well as through implementation of FRA's new initiatives under the Railroad Safety Improvement Act (RSIA) of 2008.

In FY 2011, the FRA is requesting a total of $153 million for the Federal Railroad Operations program, $49 million for the Railroad Safety program, and $40 million for the Railroad Research and Development program to support implementation of RSIA, the Passenger Rail Investment and Improvement Act (PRIIA), and the Administration's national high-speed rail program.
Key accomplishments anticipated in FY 2011 include:

- Meeting statutory mandates of RSIA, PRIIA, ARRA, and other legislation
- Issuance of passenger-train employee hours-of-service regulations by October 26, 2011
- Support national deployment of Positive Train Control (PTC) in all Class I railroads
- Advancing the President's Intercity Passenger and High-Speed Rail Initiative through meeting the expected obligation timeframes



SAFETY

Program Name	Purpose and Customers/Beneficiaries	2011 Input $ in thousands	2011 Input FTE	2011 Activity	2011 Achievements	2011 Outputs	2011 Outcomes	Contributions to DOT Goal
Federal Railroad Operations	The Federal Railroad Operations program funds agency staff and support programs which directly contribute to the DOT strategic goal of Safety.	95,712	788	Provide support throughout the agency.	Accomplish the agency's mission through the strategic management of resources.	Provide resources to fund employee and other support programs.	Achieve strategic management of human capital and financial performance goals.	*Safety Strategic Goal*
Railroad Safety	The Railroad Safety program funds FRA's research and enforcement activities which directly contribute to the DOT strategic goal of Safety for the Nation's rail users.	49,502	--	Execute regulatory and inspection responsi-bilities in the railroad industry.	Promote and regulate safety throughout the Nation's railroad industry.	- Fiscal resources to fund travel for over 400 inspectors- Advance ments in the ATIP, RRP and Operation Lifesaver programs.	Measurable improve-ment in FRA's performance measures; ultimately leading to a safer rail network that reduces rail-related deaths and injuries to 16.20 per million train miles.	*Safety Strategic Goal*
Railroad Research and Dev't	The Railroad Research and Development program funds the agency's science and technology support programs which directly contribute to the DOT strategic goal of Safety.	30,004	--	Provide advanced technology and research in human factors, track, train control, grade crossings, and other rail related areas	Advance the agency's research in programs aimed at reducing accidents and incidents.	- Launch of PTC in Class I railroads - Advance-ments in the Train Occupant Program expanding to risk in high speed rail corridors.	Science and technology develop-ments which lead to improved performance of the Nation's rail network.	*Safety Strategic Goal*

Program Purpose and Customers/Beneficiaries

The *Federal Railroad Operations* program funds salaries/expenses and contract support activities that are critical in ensuring the agency has the necessary management and administrative infrastructure in place to carry out its mission. These support programs include: Office of the Administrator, Human Resources, Financial Management, Information Technology, Acquisitions & Grant Services, and Support Services.

The *Railroad Safety* program funds the agency's regulatory and inspection responsibilities through a staff of more than 400 inspectors and other safety professionals distributed across the Nation.

The *Railroad Research and Development* program provides science and technology support for FRA's rail safety rulemaking and enforcement efforts. It also stimulates technological advances in conventional and high-speed railroads. This program benefits the Nation's rail network users as advances are made system-wide to decrease human-factors, track, grade crossing, hazardous material releases, and other accident/incident types.

2010 Program Results

Central to the success of the rail safety effort is the ability to understand the nature of rail-related accidents and to analyze trends in railroad safety. The Office of Railroad Safety has a Knowledge Management Division and an Accident Reporting Branch that collects accident/incident data from the railroads and converts this information into meaningful statistical tables, charts, and reports, which are key components of the focused inspection efforts underway. These research efforts assist the agency in determining and achieving its 2010 internal GPRA goal levels, which are:

1. Highway-rail grade crossing incidents rate: 3.65
2. Human-factors-caused train accidents rate: 1.35
3. Track-caused train accidents rate: 1.15
4. Equipment-caused train accidents rate: 0.450
5. Other (signal and misc.) train accidents rate: 0.593
6. Rail non-accident hazardous material releases rate: 0.800

In FY 2010, the FRA also plans to continue focusing on its DOT strategic goal objectives: (1) to reduce transportation-related accidents and incidents, and (2) to reduce all transportation-related hazardous materials incidents. Continuous focus on GPRA objectives is achieved by monitoring regional successes to GPRA and National Inspection Plan (NIP) throughout the year.

2011 Program Inputs

To continuously improve rail safety, FRA employs over 400 inspectors and other professionals who specialize in five safety disciplines: Track and Structures, Signal and Train Control, Motive Power and Equipment, Operating Practices, and Hazardous Materials. This staff utilizes a number of enforcement tools including defect and deficiency warnings, civil penalties, compliance and emergency orders, special notices and directives.

Given recent legislation – RSIA, PRIIA, ARRA and others – affecting the *Railroad Safety* program, FRA must ensure that all mandates are met including the provision of rulemakings, studies, and reports. To accomplish this $175.2 million in fiscal resources, across three accounts (FRO, Railroad Safety, and Railroad Research & Development) and 788 FTE are requested for FY 2011. The requested resources will provide for the salaries and expenses of staff, travel, and contracts.

2011 Program Activities

Through the inputs provided by the *Federal Railroad Operations*, *Rail Safety*, and *Railroad Research and Development* programs, the necessary FRA staff, contractor support, and programs are funded to enforce safety legislation, conduct inspections, and further research in Track and Structures, Signal and Train Control, Motive Power and Equipment, Operating Practices, and Hazardous Materials. The defects found through the agency's enforcement guide the priorities of both the *Rail Safety* and *Railroad Research and Development* programs.

2011 Program Achievements

The performance successes of the FRA directly correlate to its targeted inspection efforts on railroads, such as yard switching operations, track integrity, top causes of equipment failures, etc. The focused inspections utilize the safety and inspection data gathered by FRA, analyze the type and kind of accidents/incidents, and find commonalities in these accidents/incidents to assist in determining where FRA inspectors should best utilize their resources. The inspections will help promote and regulate safety on the Nation's rail network for its users. In addition, the program

request will cover enhancements to railroad safety programs and activities including: Automated Track Inspection Program (ATIP), Crossing Safety and Trespasser Prevention activities (i.e., Operation Lifesaver), Railroad Safety Information System (RSIS), and the Risk Reduction Program.

2011 Program Outputs

FRA's *Railroad Safety* program has instituted the following outputs for FY 2011 and beyond:

- Reduce the number and rates of accidents, incidents, injuries, and fatalities involving railroads including train collisions, derailments, and human factors, to 16.20 per million train miles, through the annual National Safety Program Plan, the FRA Dashboard tool, Railroad Safety Advisory Committee (RSAC) and other rulemakings, the Risk Reduction Program and other initiatives.
- Enforcement and compliance programs through discipline-specific technical training, technical bullets, compliance manuals, and performance evaluations.
- New studies on designated high speed-rail corridors in support of the Department's high priority performance goal of "establishing high-speed rail capability."
- Prevent railroad trespasser accidents, incidents, injuries, and fatalities by hosting a "Right-of-Way Trespass Reduction" workshop, conducting a demographic study of trespass profiles to determine the at-risk audience, hiring additional Grade Crossing managers, and updating trespass prevention strategies.
- Improve the safety of railroad bridges, tunnels, and related infrastructure to prevent accidents, incidents, injuries and fatalities caused by bridge and tunnel failures through the agency's Bridge Safety Program. Following the enactment of RSIA, the RSAC developed language for a Federal railroad bridge safety regulation which would govern railroads and bridge management programs. FRA will work to develop a Notice of Proposed Rulemaking for the railroad and bridges based on this language.

2011 Program Outcomes

All the program resources contributing to the DOT Safety strategic goal will assist the FRA in making measurable improvements across many functional areas (grade crossing, human factors, etc.) leading to a safer rail network that reduces rail-related deaths and injuries to 16.20 per million train miles.

Program Contribution to DOT Goal

Safety is the core of the FRA's mission; given this, the resources requested are used to contribute to the Safety strategic goal through the reduction in transportation-related deaths and injuries and the reduction of transportation-related hazardous material release incidents.

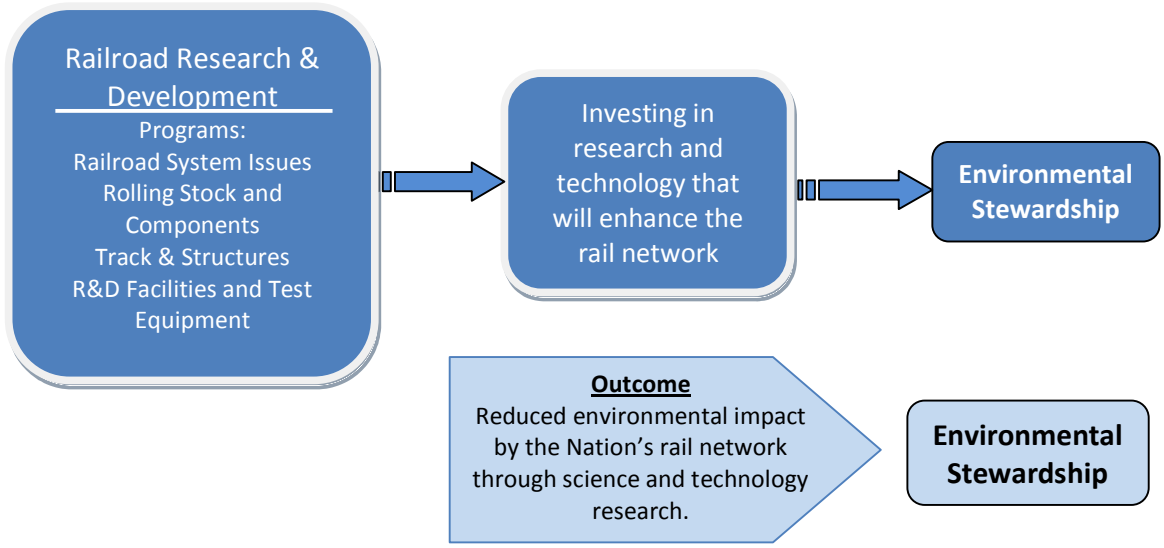
ENVIRONMENTAL STEWARDSHIP

In FY 2009, the FRA's accomplishments that link to the Environmental Stewardship strategic goal include:

- Issuing a Revenue Service Test of a B20 Biodiesel Fuel in a Passenger Locomotive grant package to Amtrak.
- Issuing the Locomotive Engine Retrofit grant to Buffalo and Pittsburgh Railroad (BPRR) for the purpose of rebuilding two locomotives originally built in the 1950s. The locomotives will be rebuilt as GenSet locomotives using Brookville Equipment Company GenSet kits.
- Issuing the Locomotive Engine Dynamometer Test cooperative agreement to North Carolina DOT (NCDOT). NCDOT in conjunction with North Carolina State University (NCSU) conducted various baseline emissions testing on four locomotive using ultra low sulfur diesel and B20 biodiesel as the fuel.
- Forging research partnerships with Volpe National Transportation Center, US Department of Energy, US Environmental Protection Agency, various railroads, State DOTs, universities, locomotive engine manufactures and other private companies.

The FRA plans to continue development of relationships with other agencies in 2011 and beyond in order to coordinate joint research efforts within the industry.

Key performance challenges facing this research program are: the development and implementation of a method for attracting and evaluating promising concepts relating to rail energy, efficiency and environment and the limited funding available to the program for pursuit of viable research projects. To overcome these challenges, the Office of Research and Development will continue to contract with the Volpe National Transportation Center to provide support for the shaping of the rail energy, efficiency, and environment research program at FRA. Partnerships with other agencies will also provide additional funds and expertise towards the progression of research goals.



ENVIRONMENTAL STEWARDSHIP

Program Name	Purpose and Customers/Beneficiaries	2011 Input $ in thousands	2011 Input FTE	2011 Activity	2011 Achievements	2011 Outputs	2011 Outcomes	Contributions to DOT Goal
Railroad Research and Dev.	The Railroad Research and Development program funds the agency's science and technology support programs which directly contribute to the DOT strategic goal of Environmental Stewardship.	2,559	4	Provide advanced environ-mental technology and research in alternative fuel methodo-logies.	Reduce rail-related air, water and noise pollution and impacts on the ecosystem.	Environ-mental assess-ments of alternative fuel techno-logies being developed for the rail industry.	Reducing the environ-mental impact of the Nation's rail network through science and technology research.	*Environmental Stewardship Strategic Goal*

Program Purpose and Customers/Beneficiaries

The *Railroad Research and Development* program provides science and technology support for FRA's rail safety rulemaking and enforcement efforts. It also stimulates technological advances in conventional and high-speed railroads. This program benefits the Nation's rail network users as environmental stewardship advances are made system-wide.

2010 Program Results

To continue its assessment of the environmental impacts of different technologies, either in use or in development, the FRA will engage in research of improving energy efficiency and reducing emissions that meet new EPA requirements.

Existing research partnerships with Volpe National Transportation Center, US Department of Energy, US Environmental Protection Agency, various railroads, State DOTs, universities, locomotive engine manufactures and other private companies will remain at the forefront of the Environmental Stewardship program. The FRA plans to continue development of joint research relationships with these agencies in FY 2010 and beyond in order to coordinate joint efforts within the industry.

2011 Program Inputs

To accomplish the tasks associated with the Environmental Stewardship goal, $2.6 million is requested for FY 2011. The requested resources will provide the program with the capability of developing and implementing methods for the creation and evaluation of concepts related to rail energy, efficiency and environment.

2011 Program Activities

The Railroad Research and Development resources will support environmental efficiency research. In FY 2011, one example of this research are cost/benefit analyses conducted and technology assessed to determine the effectiveness of electrification of the national rail network as a means of moving energy developed through solar panel or wind turbine fields in remote areas to cities.

2011 Program Achievements

The resources dedicated to the projects in the *Railroad Research and Development* program aimed at environmental stewardship will provide advanced research in areas such as optimum diesel fuel injection, mixture and combustion, hydrogen fuel cell power feasibility, alternative fuel, and non-electric locomotive technology.

2011 Program Outputs

With the renewed emphasis from both Congress and the Administration on Energy and the Environment, this area will expand to include evaluation and demonstration of new technologies to facilitate industry implementation.

Approximately $2.6 million of Railroad Research and Development funds is requested for evaluating the benefits of energy consumption and environmental impact of alternative fuels and new technologies. The activities under this program include the evaluation of bio-diesel, hydrogen, and other innovative fuels systems.

2011 Program Outcomes

In 2011, environmental efficiency projects such as the collaborative revenue service demonstration/evaluations are anticipated to maximize the return on the government research and development investment. These projects will also facilitate industry acceptance and implementation of the demonstration/evaluation results. The efficiency projects and cost/benefit analyses will further environmentally-sound rail transportation initiatives and provide a foundation for an eco-friendly transportation choice.

Program Contribution to DOT Goal

The program resources are dedicated to developing science and technology programs which support the DOT strategic goal of Environmental Stewardship's objective of promoting transportation solutions that enhance communities and protect the natural and built environment.

SECURITY, PREPAREDNESS & RESPONSE

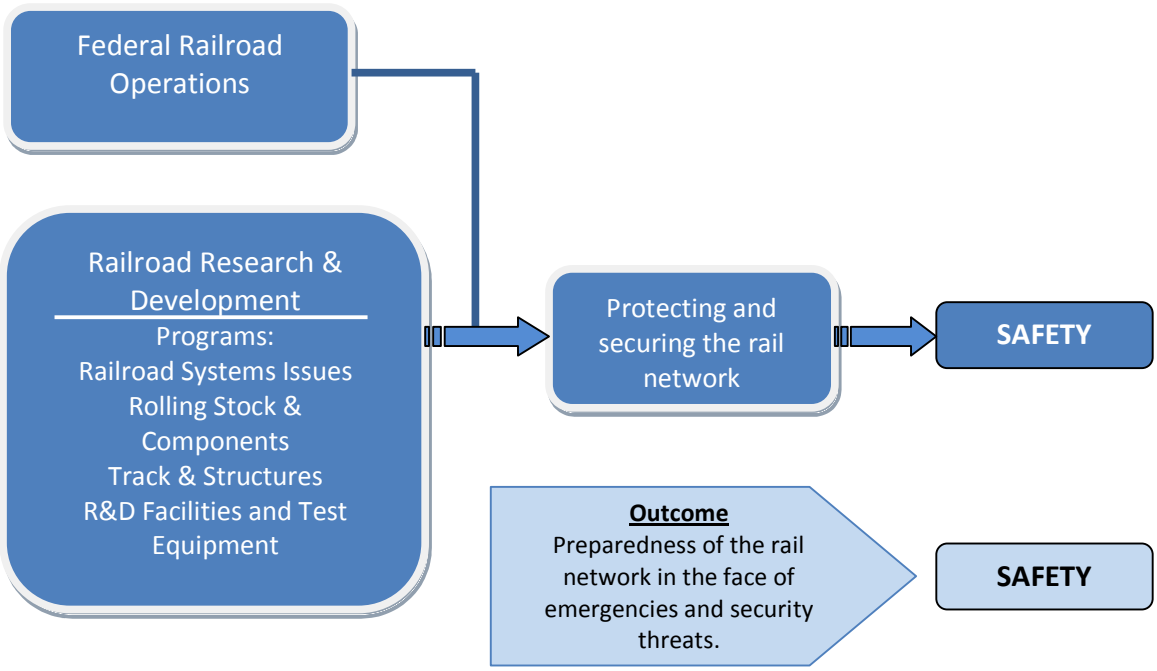
In 2009, the Department of Homeland Security (DHS) determined the need to provide protection ballistic projectiles impacting tanker cars. Two approaches to defeat puncture impact holes from bullet impacts were determined to possibly provide a solution – complete penetration resistance and sealing of the tanker once impacted. The two concepts were tested in 2009 and additional tests are scheduled for 2010.

There are four main performance challenges and risks associated with this project: cost, weight, and technical issues. In order to overcome these challenges the FRA Office of Research and Development will continue to develop test procedures to circumvent the cost, weight, and technical issues. There are a variety of chemical alternatives to experiment with in hopes of attaining a safer environment for tanker cars. In addition, working in cooperation with existing industry efforts and DHS, will help in identifying, developing, evaluating, and integrating technologies and methodologies that will prevent or mitigate the release of TIH materials from rail car tanks that are intentionally assaulted.

FY 2011 Request

In FY 2011, the FRA is requesting a total of $40 million for the Railroad Research and Development program, of which $3.6 million is for program funds contributing to the Security, Preparedness & Response strategic goal. Key accomplishments anticipated in FY 2011 include:

- Identification of possible protection solutions
- Working with industry to identify new protection technologies and materials
- Small scale testing of identified concepts
- Performing cost benefit analyses of the viable concepts
- Developing test procedures for a full scale test; if viable solution(s) are identified



SECURITY, PREPAREDNESS and RESPONSE

Program Name	Purpose and Customers/Beneficiaries	2011 Input $ in thousands	2011 Input FTE	2011 Activity	2011 Achievements	2011 Outputs	2011 Outcomes	Contributions to DOT Goal
Federal Railroad Operations	The Federal Railroad Operations program funds the agency staff which directly contributes to the DOT strategic goal of Security, Preparedness & Response.	834	4	Provide support to the homeland security research initiatives.	Accomplish the agency's mission through the strategic management of resources.	Four Homeland Security Positions	Achieve strategic management of human capital and financial performance goals.	*Security, Preparedness & Response Strategic Goal*
Railroad Research and Dev't	The Railroad Research and Development program funds the agency's science and technology support programs which directly contribute to the DOT strategic goal of Security, Preparedness & Response.	2,789	--	Provide advanced research in security, prepared-ness and response programs.	Advance the agency's research in programs aimed at securing the rail network in the case of disasters and threats.	Refined materials used for the construc-tion of tank cars	Protection of train occupants and preparedness of the Nation's rail network in emergency situations.	*Security, Preparedness & Response Strategic Goal*

Program Purpose and Customers/Beneficiaries

The *Railroad Research and Development* program provides science and technology support for FRA's rail safety rulemaking and enforcement efforts. It also stimulates technological advances in conventional and high-speed railroads. This program benefits the Nation's rail network users as advances are made to decrease effects system-wide in the face of disasters and emergencies.

2010 Program Results

In FY 2009, the Department of Homeland Security (DHS) determined the need to provide protection ballistic projectiles impacting tanker cars. Two approaches to defeat puncture impact holes from bullet impacts were determined to possibly provide a solution – complete penetration resistance and sealing of the tanker once impacted. The two concepts were tested in FY 2009 and additional tests are scheduled for FY 2010. The FY 2010 tests will provide the program with a variety of alternatives to test for efficiency.

2011 Program Inputs

To accomplish the tasks associated with the Security, Preparedness, and Response strategic goal, $3.6 million is requested for FY 2011.

The requested resources will fund research for identifying, developing, evaluating, and integrating technologies and methodologies that will prevent or mitigate the release of toxic inhalation hazardous materials from rail car tanks that are intentionally assaulted.

2011 Program Activities

The main activity that supports this strategic goal is conducting research. Support for this activity comes from the research areas of Railroad Systems Issues, Rolling Stock and Components, Track and Structures, and R&D Facilities and Test Equipment. The research area of Railroad Systems Issues develops information about operations with various system impacts. The Rolling Stock and Components research program works to improve the performance of brakes, bearings, axles, wheels, couplers, and safety appliances in the face of emergencies. The Track and Structures

research program evaluates the response of railroad track and structures in various conditions. The R&D Facilities and Test Equipment program is responsible for full scale railroad equipment and track testing, such as the crashworthiness of various types of equipment.

2011 Program Achievements

In FY 2011, staff within the Office of Research and Development will continue the development of test procedures for circumventing cost, weight, and technical issues. The Office will also work in cooperation with existing industry research efforts and DHS, will help in identifying, developing, evaluating, and integrating technologies and methodologies that will prevent or mitigate the release of TIH materials from rail car tanks that are intentionally assaulted.

2011 Program Outputs

Dedicated staff from the Office of Research and Development will conduct a variety of chemical alternatives to experiment with in hopes of attaining a safer environment for tanker cars. These tests will lead to different solutions which will be tested for achieving either one or both of the program goals – complete penetration resistance and sealing of the tanker once impacted.

2011 Program Outcomes

This program will provide protection against ballistic projectiles impacting tanker cars; thereby, finding ways to decrease the impact of disasters and threats to the Nation's rail network and its passengers.

Program Contribution to DOT Goal

The program resources are dedicated to providing security positions and developing science and technology enhancements which support the DOT strategic goal of Security, Preparedness and Response's objective of balancing transportation security requirements with the safety, mobility, and economic needs of the nation, as well as preparedness to respond to emergencies that affect the viability of the transportation sector.

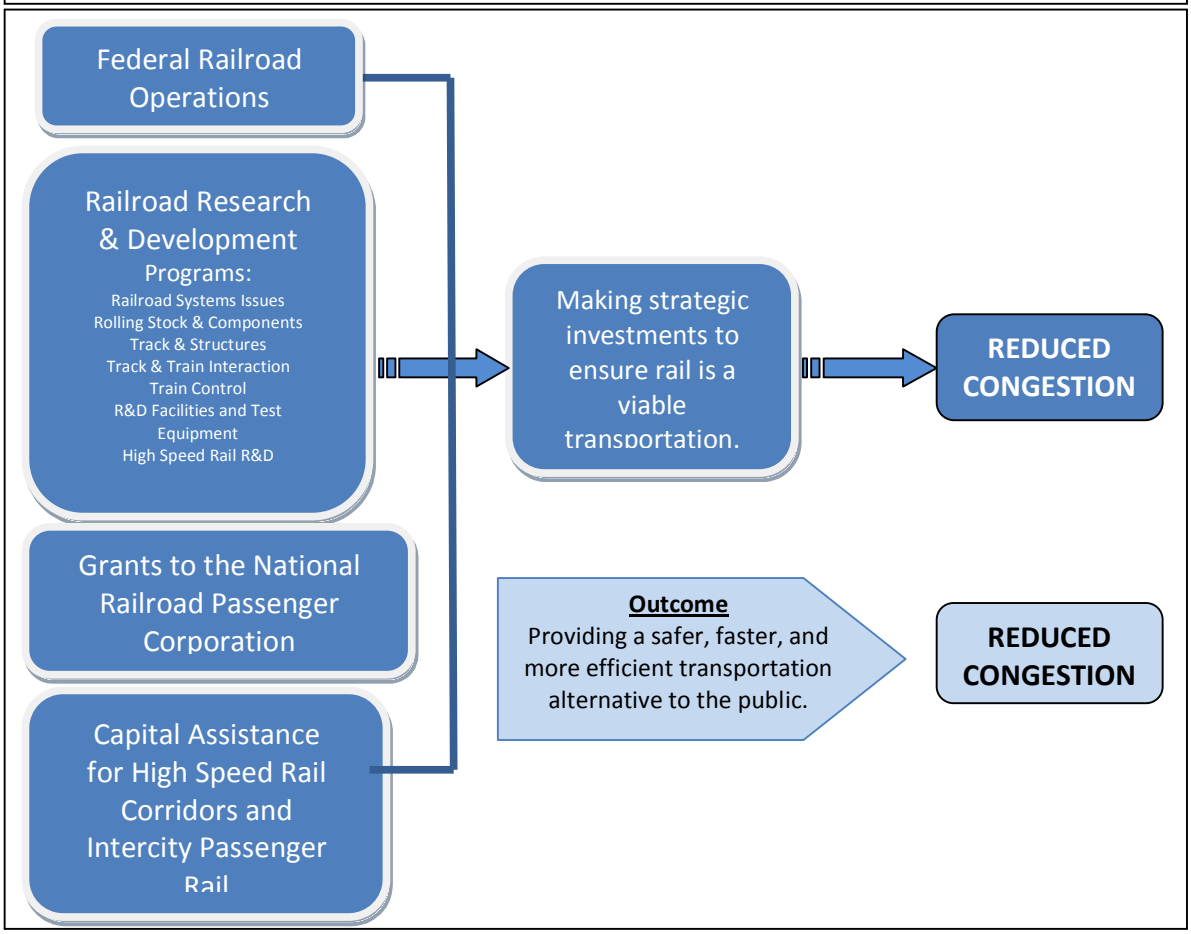
REDUCED CONGESTION

In FY 2009, the FRA implemented two programs funded under the Recovery Act: 1) the $8 billion High-Speed Intercity Passenger Rail (HSIPR) Program and 2) the $1.3 billion Capital Grants to the National Railroad Passenger Corporation. These programs aim to reduce rail congestion by investing in improvements to existing rail infrastructure and new high-speed and intercity passenger rail services. The FRA will award the first grants under the HSIPR Program at the end of FY 2009 and the beginning of FY 2010.

Key performance challenges to carrying out the FRA's grant programs – and in turn reducing rail congestion – include the fiscal constraints facing States and rail stakeholders due to the economic downturn, the need for partnerships between States, freight railroads and service operators, and the lack of expertise and resources in the rail sector. A comprehensive communications and outreach strategy with stakeholders has been a predominant factor in the successes seen in the HSIPR and Amtrak programs. It is critical that FRA constantly refresh this strategy to address new challenges and concerns.

In FY 2011, the FRA is requesting $1.637 billion for Grants to the National Railroad Passenger Corporation and $1 billion for Capital Assistance for High Speed Rail Corridors and Intercity Passenger Rail. An additional $4.68 million in fiscal resources from the Railroad Research and Development program and $14.7 million in fiscal resources from the Federal Railroad Operations program will also contribute to this strategic goal. Key accomplishments anticipated in FY 2011 include:

- Ensuring that the majority of projects and corridor programs funded under the first round of the HSIPR Program solicitations are underway.
- Completing all projects funded under Amtrak's $1.3 billion ARRA grant by February 17, 2011 These projects, which will improve Amtrak's fleet and fixed infrastructure, will enable Amtrak to meet growing ridership demands and reduce congestion along its railways.



REDUCED CONGESTION								
Program Name	**Purpose and Customers/Beneficiaries**	**2011 Input $ in thousands**	**2011 Input FTE**	**2011 Activity**	**2011 Achievements**	**2011 Outputs**	**2011 Outcomes**	**Contributions to DOT Goal**
Federal Railroad Operations	The Federal Railroad Operations program funds the agency staff which directly contributes to the DOT strategic goal of Reduced Congestion.	14,686	46	Provide support to the research and develop-ment initiatives.	Accomplish the agency's mission through the strategic management of resources.	- Forty-six R&D positions	Achieve strategic management of human capital and financial performance goals.	*Reduced Congestion Strategic Goal*
Railroad Research and Dev't	The Railroad Research and Development program funds the agency's science and technology support programs which directly contribute to the DOT strategic goal of Reduced Congestion.	4,648	--	Provide research in strategic investments that yield tangible benefits in intercity rail infrastruc-ture, equipment, perform-ance, and intermodal connect-ions.	Advance the Nation's technology and research in support of the HSIPR initiative.	Research and develop-ment initiatives in expanding high speed rail.	Science and technology develop-ments aimed at providing a safer transport-ation alternative for all users.	*Reduced Congestion Strategic Goal*
Grants to National Railroad Passenger Corp.	The Grants to the National Railroad Passenger Corporation fund infrastructure and operation support projects which directly contributes to the DOT strategic goal of Reduced Congestion.	1,637,000	--	Provide operating and capital/debt service grants to the National Railroad Passenger Corp.	- Improve the operations and performance of the National Railroad Passenger Corporation.	Infrastr-ucture and security enhance-ments to the National Railroad Passenger Corp rail system.	A reformed National Railroad Passenger Corp. management team.	*Reduced Congestion Strategic Goal*
Capital Assistance for HSIPR	The Capital Assistance for HSIPR is an ARRA initiative that aims to provide widespread development of improved intercity passenger rail service.	1,000,000	--	Provide cooperative agreements in support of the HSIPR initiative.	Provide capital grant resources to invest in high-speed passenger rail capability.	Develop-ment of high-speed rail corridors.	A more efficient rail network capable of sustaining high speed on 100 to 600 mile intercity corridors.	*Reduced Congestion Strategic Goal*

Program Purpose and Customers/Beneficiaries

The *Railroad Research and Development* program provides science and technology support for FRA's rail safety rulemaking and enforcement efforts. It also stimulates technological advances in conventional and high-speed railroads.

The *Capital Assistance for High Speed Rail and Intercity Passenger Rail* program provides capital grants to states for investment into high-speed passenger rail capacity. These funds are beneficial to States who are working towards providing transportation alternatives within their communities.

The *Grants for the National Railroad Passenger Corporation* program resources are provided to the National Railroad Passenger Corporation in support of operations and infrastructure improvement

requirements. These funds benefit Amtrak, and its users, in its operations in 46 states over a network of more than 21,000 route miles.

2010 Program Results

In FY 2010, FRA worked closely with the management team of the National Railroad Passenger Corporation (Amtrak) in helping it to reshape the company through undertaking meaningful reforms. The $1.3 billion in funds awarded under ARRA assisted Amtrak in executing security and infrastructure improvement programs. In addition, in FY 2009, the response to the High Speed Rail call for projects was overwhelming, with over 200 applications received from 34 states in the first round submission alone. FRA anticipates announcing the awards during the second quarter of FY 2010.

2011 Program Inputs

The requested resources will provide over $2.6 billion towards the success of the FRA's HSIPR and Amtrak grant programs. Of this $2.6 billion, $563 million is for Amtrak operation subsidies, $1.052 billion is allocated to Capital/Debt Service grants, $22 million is for the Amtrak Office of the Inspector General, $1 billion is for HSIPR capital grants, and $19.4 million is for HSIPR program research and support staff.

2011 Program Activity

The Railroad Research and Development resources will support research in high-speed rail systems as warranted by the requirements of ARRA. Specifically, the research will focus on strategic investments that yield tangible benefits in intercity rail infrastructure, equipment, performance and intermodal connections. The Railroad Research and Development account provides the funding for the Rail Cooperative Research Program – a program authorized under section 306 of PRIIA – will establish and promote research of the potential benefits yielded from energy consumption, environmental stewardship, and transportation safety.

The Capital Assistance for HSIPR resources will provide grant funding to both Amtrak and States that are selected to complete individual projects, corridor development projects, or planning projects.

The Capital Grants to the National Railroad Passenger Corporation will provide grant funding to the corporation for infrastructure and operation projects.

The requested funds will also provide resources to monitor both the Capital Assistance for HSIPR and the Capital Grants to the National Railroad Passenger Corporation program performance.

2011 Program Achievements

The expansion of intercity passenger rail and the development of high-speed rail will provide substantial benefits to the Nation by improving transportation choices and mobility while extensively reducing highway congestion, fuel consumption, and the emission of greenhouse gases. The resources dedicated to the Railroad Research and Development program will provide advanced technology and research in support of the HSIPR program. The United States does not manufacture high-speed rail passenger systems and must import most of the technology required for implementation of the ARRA high-speed rail program. Furthering the Nation's own research and development in this field will create jobs and contribute to the country's economic health. To accomplish these goals, the United States must be able to design, develop and produce globally

competitive high-speed rail train sets, systems and technologies for both domestic and foreign markets.

The Grants to the National Railroad Passenger Corporation will provide grant funding aimed at improving Amtrak's infrastructure, on-time performance, and overall capital operations.

The Capital Assistance for the HSIPR program will provide grant funding to increase the high-speed capability of the rail network.

2011 Program Outputs

The four accounts contributing to the Reduced Congestion strategic goal, as shown in the above chart, support the DOT High Priority Performance Goal of "Enhancing High-Speed Rail Capability." Interim outputs would allow for incremental improvements to on-time performance, trip times and frequencies from proposed investments in existing rail infrastructure and new services. Over the long-term, it is anticipated that these investments will include improvements in a mode shift from automobiles and air travel, as well as new demand for rail.

2011 Program Outcomes

High-speed rail research and development resources will contribute to a tremendous effort that includes the development and refinement of high-speed rail safety standards, the evaluation of systems prior to introduction into service and monitoring of systems for safety and performance once introduced into service. Focused efforts include the development and refinement of high-speed rail safety standards, the evaluation of systems prior to introduction into service, and monitoring of systems for safety and performance once introduced into service. The FRA High Speed Rail R&D program intends to meet the following key goals:

- Development of High Speed Rail Safety Standards
- Provision of technical support for the Safety Standards Enforcement for high speed rail
- Provision of support for the development of a domestic high speed rail community necessary for a successful industry, including: manufacturers, operators, technology providers, regulators, and academics
- Identification, assessment, development, refinement and application of enabling technology for high speed rail.

One of the ultimate goals of the Capital Assistance for HSRIPR and Amtrak programs is to expand the existing infrastructure of the Nation's rail network for high-speed capability. The FRA anticipates the majority of projects and corridor programs funded under the first round of HSIPR Program solicitations to be underway. Although the nature of these projects will not be known until funds are awarded, reducing congestion, both in rail and other modes of transportation, will be a significant benefit of many projects. In addition, growing improvements in fleet and fixed infrastructure will ultimately enable Amtrak to meet growing ridership demands and reduce congestion along its railways.

Program Contribution to DOT Goal

The program resources are dedicated to grants to States and Amtrak as they prepare the Nation's rail network to sustain 100 to 600 miles of high-speed intercity corridors. This supports the DOT strategic goal of Reduced Congestion's key performance areas of improving infrastructure and increasing access to transportation alternatives.

EXHIBIT IV- 5

KEY PROGRAM REVIEWS, ASSESSMENTS OR EVALUATIONS
FEDERAL RAILROAD ADMINISTRATION

A. Recent Reviews, Assessments and Evaluations

Name/Title	Type	Result
Enhancing the FRA's Oversight of Track Safety Inspections	Evaluation	Good but needs improvement
Annual Review and Evaluation of FRA's R&D Program	Assessment	Good but needs improvement

OIG Review: "Enhancing the Federal Railroad Administration's Oversight of Track Safety Inspections"

The examination of this Railroad Safety program is required and conducted by the DOT Office of the Inspector General (OIG). It is the result of an OIG-performed audit evaluating FRA's oversight of track-related safety issues. The OIG took a two-step approach in this track safety evaluation. First they contacted officials from FRA, various railroads (both Class I and non-Class I), and railroad associations, to learn the various track safety regulations, freight railroad inspection policies and procedures, and track safety issues. Second, the OIG visited four Class I railroads and analyzed a random sample of track inspection reports to assess the frequency and type of inspection, the results of the inspection, and the remedial actions taken. This data was analyzed and summarized in the 2009 findings report.

The OIG found that FRA had taken many steps to improve its track safety oversight program by expanding inspection activities and implementing new initiatives. In its analysis of FRA's track inspection data reported from 2004 to 2007, they found that FRA inspectors had conducted 62,529 inspections, identified 410,441 defects, and recommended 6,629 of these defects for violations. However, the OIG found made two recommendations for FRA to enhance its oversight of the railroads' track safety inspections: 1) revise its track safety regulations for internal rail flaw testing to require the railroads to report all track locations (milepost numbers or track miles) covered during internal rail flaw testing and 2) revise the current Track Safety Compliance Manual and inspection data system by including specific inspection activity codes for its track inspectors to report on whether the record reviews the inspectors conducted were for internal rail flaw testing or visual track inspections.

FRA has made significant strides in addressing the OIG concern areas. First, FRA's Railroad Safety Advisory Committee's (RSAC) has an active Rail Integrity Task Force. FRA is deliberating with the National Transportation Safety Board, rail carriers, organized labor, and railroad contractors to determine the best way to address many areas of internal rail flaw detection. One of the areas the Task Force is looking into is the FRA-mandated reporting process. FRA's Office of Railroad Safety agreed that it is vital to require railroads to maintain records to which FRA has access on demand during oversight on the property. That process should be added through the

RSAC process. The RSAC process is ongoing and the timeframe for changing the regulation is uncertain. Second, FRA agreed that including another inspection activity code for track inspections was helpful in tracking the number of rail inspection reports FRA inspects. With the addition of the Rail Integrity Group within the Office of Railroad Safety, FRA has added two more activity codes to be used specifically by that group. The Rail Integrity Group is now using codes for inspecting flaw detection processes and auditing and inspection vehicles. In February of 2009, FRA issued a new activity code for rail inspection records that was distributed to track inspectors and specialists with instructions on how and when to use the code.

Annual Review and Evaluation of FRA's Research &Development Program

This annual review is conducted each fiscal year by the Transportation Research Board's Committee for Review of the FRA's Research and Development (R&D) program. The Committee conducts this annual review and evaluation on the program management structure and approach, allocation of resources among program areas, outreach to the program's customers and stakeholders, project selection criteria and project management. The Committee also reviews the major research directions of the program, as well as the content of the research program areas, for applicability to the needs of the program's customers and stakeholders both within and external to FRA.

The Committee acknowledges that FRA is responding quickly and responsibly and is demonstrating flexibility in facing significant challenges of managing the intersection of freight and passenger rail interests while balancing safety, policy, and R&D issues. In addition, the Committee stated that the results of R&D projects will be critical to the successful implementation of new technologies for large-scale investments in PTC and high-speed rail. The Committee has also noted that the R&D faces challenges in hiring needed staff in engineering and transportation disciplines and obtaining additional funding to set about the new tasks resulting from the administration's focus on those areas. Finally, the Committee expressed an urgent need for development of the process and application of review results to development of a new 5-year strategic R&D plan.

In FY 2009's findings, the Committee offered five recommendations:

1. The FRA R&D program should focus on the role of R&D initiatives and results in large-scale programs, such as PTC and high-speed rail through (a) seeking additional resources for R&D from the new programs that have been created (b) that the R&D program should revise the 5-year R&D strategic plan to focus on new opportunities.
2. FRA should help build the case for Nationwide Differential GPS (NDGPS) funding by linking the needs to significant safety projects, such as PTC and rail right-of-way mapping, and it should urge the Department to seek out resources to complete, operate, and maintain the system.
3. FRA and the Department of Energy should have better coordination on rail-related research.
4. FRA should continue to work on design standards that can reduce accidental releases for the next-generation tank car.
5. FRA should pursue an initiative for improving the accuracy and usefulness of rail traffic forecasts.

FRA is diligently working on each recommendation. For example, the FY 2011 budget request mirrors the FY 2010 enacted level for R&D program activities – an amount that doubles the R&D resources available in FY 2009. Additionally, FRA is in the process of completing a new strategic

plan and will keep the recommendations of the Committee at the forefront of this mission essential exercise.

B. Planned Reviews, Assessments and Evaluations

Name/Title	Type	Intended Result
Annual Review and Evaluation of FRA's R&D Program	Assessment	Effective

Annual Review and Evaluation of FRA's Research &Development Program

This annual review is conducted each fiscal year by the Transportation Research Board's Committee for Review of the Federal Railroad Administration Research and Development (R&D) Program. The Committee bases its review and evaluation on the program management structure and approach, allocation of resources among program areas, outreach to the program's customers and stakeholders, project selection criteria and project management. The Committee is also asked to review the major research directions of the program, as well as the content of the research program areas, for applicability to the needs of the program's customers and stakeholders both within and external to the FRA. The Committee will make suggestions on ways in which the FRA manages the intersection of freight and passenger rail interests while simultaneously balancing safety, policy, and R&D issues for fiscal years FY 2010 and FY 2011.

ATTACHMENT A

SUMMARY OF HIGH PRIORITY PERFORMANCE GOALS

Priority Performance Goal: Establish High-Speed Rail Capability

1. Problem being addressed

Problem statement: Establishing high-speed rail capability in the United States will help to augment the country's existing transportation infrastructure – which is insufficient to adequately handle future passenger and freight mobility demands – and address the transportation challenges facing the Nation.

Importance: Through the American Recovery and Reinvestment Act (ARRA), President Obama and Congress provided a renewed commitment to intercity passenger rail and the Nation's traveling public to lay the foundation for a world-class network of high-speed passenger rail corridors.

2. Contributing programs within the agency/outside the agency

FRA's High-Speed Intercity Passenger Rail (HSIPR) program is the lead program for establishing high-speed rail capability in the United States. The HSIPR program is administered by FRA's Office of Railroad Development (RDV). The Director of the Office of Passenger and Freight Programs, which is within the Office of Railroad Development, is the lead FRA official responsible for managing the program. RDV receives support from many other offices within the agency. The Office of Financial Management and Administration – which includes the Office of Financial Administration, Office of Acquisition and Grant Services, Office of Human Resources, and Office of Information Technology – provide related financial, human capital, contracting, IT and support services. FRA's Safety Law and General Law divisions of the Chief Counsel's office provide legal support to the program, while the Office of Railroad Safety oversees the safety of projects funded under the program.

In addition to administering the HSIPR program, FRA provides capital and operating grants to Amtrak. Although this funding is not directly intended to establish high-speed rail capability, as both a potential funding recipient and key stakeholder of the HSIPR program, Amtrak's annual grant awards, as well as the $1.3 billion it received under ARRA in FY 2009, may benefit the establishment of high-speed rail capability in the United States.

Grant funding provided under ARRA to the Secretary of Transportation under the title "Supplemental Discretionary Grants for a National Surface Transportation System" could also contribute to establishing high-speed rail capability. Under the program, passenger and freight rail projects are eligible to receive funding. DOT plans to announce award selections by February 17, 2010.

The following agencies are contributing Federal Partners:

- **Department of Homeland Security** – Multiple entities and programs within the Department of Homeland Security (DHS) contribute to the safety and security of rail operations in the United States. The Transportation Security Administration (TSA) is responsible for ensuring security across U.S. transportation systems, including railways. The Federal Emergency Management Agency (FEMA) also provides funding for rail and Amtrak safety and security through a number of programs, including the Railroad Security Assistance program.
- **Council on Environmental Quality** – The President's Council on Environmental Quality will play a role in overseeing the implementation of the National Environmental Policy Act (NEPA) for applicable HSIPR Program projects.
- **Department of the Interior/National Park Service** – The Department of the Interior and the National Park Service will play a role in overseeing compliance with the National Historic Preservation Act for HSIPR program-funded activities.

There are also a number of contributing Non-Federal Partners, including:

- Grant recipients under the HSIPR program will be primarily responsible for implementing high-speed rail with the federal funding administered by FRA. Activities will include the construction of new track and facilities, rehabilitation of existing track and facilities, and procurement of equipment, as well as the significant project oversight, monitoring and reporting required by FRA. While specific funding recipients will not be known until funding is announced, they will generally be states and state departments of transportation, but could also include Amtrak.
- State governmental agencies responsible for various factors of project implementation and oversight, such as environmental and transportation planning, have a significant contributing factor in the establishment of high-speed rail capability.
- Grant recipients must reach agreements with the infrastructure-owning freight railroads and rail service operators, such as Amtrak, in order to successfully implement and operate high-speed rail. Specific railroads and service providers will not be known until funding is announced.
- Although local governments are not eligible recipients of HSIPR funding, their support of projects running through or near their jurisdictions are important for program success.

3. Implementation strategy overview

Approach: FRA initiated the collaborative process with the release of the High-Speed Rail Strategic Plan, interim program guidance, and conducting outreach sessions with stakeholders. FRA developed both a pre-application application for the HSIPR Program, and has since conducted follow-up meetings with applicants to provide necessary feedback. Once awards for the HSIPR program are announced, FRA will work closely with grantees to provide the technical assistance, support, and monitoring needed to successfully develop projects and the program as a whole.

Timeline: The timeline for the implementation approach for the HSIPR Program and establishing high-speed rail capability is as follows:

- **Release of the High-Speed Rail Strategic Plan** – 04/09
- **FRA Stakeholder Outreach Workshops** – 05/09 to 06/09
- **Release of the HSIPR Program Interim Guidance** – 06/09
- **HSIPR Program Pre-Application Deadline** – 07/09
- **FRA Pre-Application Follow-up Meetings** – 07/09 to 08/09

Based on these bullets, the table below highlights the associated deadlines under all four program tracks.

	Track 1 – "Ready-to-go" construction/NEPA	**Track 2 –** Corridor Development	**Track 3 –** Planning Projects	**Track 4 –** Final Design Ready Projects
Pre-Application	July 10, 2009	July 10, 2009	July 10, 2009	July 10, 2009
Application	August 24, 2009	October 2, 2009	August 24, 2009	August 24, 2009
FRA Obligation	Obligations are expected to begin during the third quarter of FY 2010	Obligations are expected to begin during the second quarter of FY 2011	Obligations are expected to begin during the fourth quarter of FY 2010	Obligations are expected to begin during the third quarter of FY 2010
Project(s) Completion	Within 2 years of obligation	September 30, 2017*	Within 2 years of obligation	Within 5 years of obligation

*For ARRA funds only, the account shall be closed on that date and any remaining balance (whether obligated or unobligated) in the account shall be cancelled and no funds shall thereafter be available for obligation or expenditure for any purpose (31 U.S.C. 1552).

Tracking Success: This high-priority performance initiative is focused on awarding funds in the next two years to lay the foundation for a national high-speed rail system. The larger goal of reducing congestion will be achieved through the combined activities of HSIPR, railroad research and development, and improvements to Amtrak performance. Because HSIPR is a new program, tracking obligations is the best means in the near term for measuring the development of this program. As the HSIPR program matures, FRA will develop detailed, outcome-oriented performance measures and set milestones to gauge progress and drive program success. In addition to the future measures FRA develops for the HSIPR Program, the Recovery Act mandates funding recipients report a number of data elements to the Federal Government. Section 1512 of the Recovery Act requires the following data elements to be reported quarterly: the amount of recovery funds received, amount of recovery funds expended or obligated for the project, estimated project completion status and the estimated number of jobs created or retained by the project. Similar data elements are also required for all DOT ARRA grantees under Section 1201, as is the environmental clearance status of projects under Section 1609. These data elements will assist FRA and the Federal Government track the progress of projects, both in terms of their completion schedule and contribution to economic recovery.

4. Resources Required

Funding: Implementation of the HSIPR Program, which is intended to help establish high-speed rail capacity and provide new transportation alternatives to the public, is currently underway. Significant resources in support of this Presidential Initiative were provided in FY 2009 with the passage of the ARRA. The $8 billion in federal ARRA resources for high-speed and intercity passenger rail will provide the foundation for what is being called "the Nation's rail renaissance." In FY 2011, FRA is requesting $1 billion in funds to support the expansion of this initiative. The FY 2011 request represents the second year of funding for this five-year initiative.

SECTION 5: RESEARCH, DEVELOPMENT, & TECHNOLOGY

EXHIBIT V-1

FEDERAL RAILROAD ADMINISTRATION
RESEARCH, DEVELOPMENT, AND TECHNOLOGY ACTIVITIES
BUDGET AUTHORITY
(Dollars in Thousands)

Program	FY 2009 Actual	FY 2010 Enacted	FY 2011 Request	FY 2011 Applied	FY 2011 Dev't
Railroad Research and Development	**33,950**	**37,613**	**40,000**	**7,725**	**29,425**
1. Railroad System Issues	3,155	3,623	4,010	1,000	3,010
2. Human Factors	3,075	3,270	3,670	375	3,295
3. Rolling Stock and Components	3,500	3,000	3,000	300	2,700
4. Track and Structures	4,450	5,450	5,450	1,550	3,900
5. Track and Train Interaction	3,100	3,600	3,800	1,200	2,600
6. Train Control	7,120	7,870	8,270	1,000	7,270
7. Grade Crossings	1,850	2,100	2,200	350	1,850
8. Hazardous Materials Transportation	1,550	1,550	1,550	250	1,300
9. Train Occupant Protection	3,600	4,600	4,700	1,200	3,500
10. R&D Facilities and Test Equipment (F)	2,550	2,550	2,850	NA	NA
11. High Speed Rail R&D	-	-	500	500	-
12. Advanced Freight Locomotive Safety	-	-	-	-	-
13. Dem and Deploy PTC in Alaska	-	-	-	-	-
14. Center for Commercial Deployment of Transp Tech CA	-	-	-	-	-
15. WVU Constructed Facility center	-	-	-	-	-
16. Marshall Univ - Univ of Nebraska	-	-	-	-	-
17. PEERS, IL	-	-	-	-	-
Safety and Operations	**3,032**	**3,974**	**4,799**	**1,050**	**- 3,749**
1. Salaries & Expenses					
a. Salaries & Expenses (R&D)	3,032	3,974	4,799	1,050	3,749
Subtotal, Research and Development	**34,432**	**39,037**	**41,949**	**8,775**	**33,174**
Subtotal, Facilities	**2,550**	**2,550**	**2,850**		
Total, FRA	**36,982**	**41,587**	**44,799**		

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SECTION 6:
RAILROAD SAFETY STRATEGY

Railroad Safety Strategy

U.S. Department of Transportation
Federal Railroad Administration

December 2009

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Contents

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Railroad Safety Strategy

Introduction

Section 102 of the Rail Safety Improvement Act of 2008 (RSIA) directed the Federal Railroad Administration (FRA) to develop a Railroad Safety Strategy and submit it at the same time as the President's budget. FRA has incorporated this requirement with the fiscal year (FY) 2011 budget request to ensure consistency between this strategy and funding requests to achieve our safety goals. This report's organization mirrors the legislation language structure.

Section 102 of the RSIA reads as follows:

Railroad Safety Strategy

a) *Safety Goals – In conjunction with existing federally required and voluntary strategic planning efforts ongoing at the Department and the Federal Railroad Administration as of the date of enactment of this Act, the Secretary shall develop a long-term strategy for improving railroad safety to cover a period of not less than 5 years. The Strategy shall include an annual plan and schedule for achieving at a minimum, the following goals:*
   1) *Reducing the number and rates of accidents, incidents, injuries, and fatalities involving railroads including train collisions, derailments, and human factors.*
   2) *Improving the consistency and effectiveness of enforcement and compliance programs.*
   3) *Improving the identification of high-risk highway-rail grade crossings and strengthening enforcement and other methods to increase grade crossing safety.*
   4) *Improving research efforts to enhance and promote railroad safety and performance.*
   5) *Preventing railroad trespasser accidents, incidents injuries and fatalities.*
   6) *Improving the safety of railroad bridges, tunnels, and related infrastructure to prevent accidents, incidents, injuries and fatalities caused by catastrophic failures and other bridge and tunnel failures.*

b) *Resource Needs. – The strategy and annual plan shall include estimates of the funds and staff resources needed to accomplish the goals established by subsection (a). Such estimates shall also include the staff skills and training required for timely and effective accomplishment of each such goals.*

c) *SUBMISSION WITH THE PRESIDENT'S BUDGET. – The Secretary shall submit the strategy and annual plan to the Senate Committee on Commerce, Science, and Transportation and the House of Representatives Committee on Transportation and Infrastructure at the same time as the President's budget submission.*

d) ACHIEVEMENT OF GOALS. –

1) PROGRESS ASSESSMENT. – No less frequently than annually, the Secretary shall assess the progress of the Department toward achieving the strategic goals described in subsection (a). The Secretary shall identify any deficiencies in achieving the goals within the strategy and develop and institute measures to remediate such deficiencies. The Secretary and the Administrator shall covey their assessment to the employees of the Federal Railroad Administration and shall identify any deficiencies that should be remediated before the next progress assessment.

2) REPORT TO CONGRESS. – Beginning in 2009 not later than November 1 each year, the Secretary shall transmit a report to the Senate Committee on Commerce, Science, and Transportation and the House of Representatives Committee on Transportation and Infrastructure on the performance of the Federal Railroad Administration containing the progress assessment required by paragraph (1) toward achieving the goals of the railroad safety Strategy and annual plans under subsection (a).

This report is our initial strategy as requested by Congress. FRA will provide an evaluation of our performance a year from this budget submission.

Background

FRA promotes and regulates safety throughout the Nation's railroad industry. Most of its regulatory authority is codified under Title 49 Code of Federal Regulations (CFR) Parts 200-299. FRA has numerous enforcement tools under its authority, including defect and deficiency warnings, civil penalties, compliance and emergency orders, special notices, and directives.

FRA executes its regulatory and inspection responsibilities through a diverse staff of railroad safety experts who share their experience with the industry. The staff includes more than 400 inspectors and other safety professionals across the Nation who are assigned to eight regional offices. FRA safety inspectors specialize in five safety disciplines consisting of Track and Structures, Signal and Train Control (S&TC), Motive Power and Equipment (MP&E), Operating Practices (OP), and Hazardous Materials (HM). In addition, FRA's field complement includes program managers for highway-rail grade crossing safety and trespass prevention, bridge structure specialists, and industrial hygienists.

The railroad industry experienced a significant improvement in safety from calendar year (CY) 2000 to 2008, with the total number of all reportable rail-related accidents and incidents declining 26 percent. During this period, train accidents also fell by 18 percent, casualties (deaths and injuries) dropped 24 percent, and highway-rail grade crossing incidents decreased 32 percent. These actual-number results are all the more impressive because they occurred during an era where train miles increased 6 percent.

As remarkable as these numbers are, several major freight and passenger train accidents in 2004 and 2005 raised concerns about railroad safety. In addition to several key national rail safety initiatives that FRA has championed since 2005, the agency has also devoted four of its six safety performance measures to evaluate train accidents under the Government Performance and Results Act of 1993 (GPRA).

Long-Term Strategy Measures

FRA believes that the long-term strategy achievements expected from the RSIA in Sec. 102 and other FRA safety efforts are best evaluated using GPRA results. FRA has been using these goals to measure regional performance and FRA's overall safety performance since GPRA was officially implemented at the agency.

FRA's GPRA goals for FY 2012 through FY 2015 at this time only assumes FRA inspector staffing increases of 5FTE/10 positions for FY 2011. When additional field inspectors are hired, the impact on safety improvements is not immediate. Our experience shows to expect at least a 1-year lag in safety improvement from new inspectors. This time is used to train them on performing safety enforcement duties.[1]

Increases in headquarters positions focus on ways to achieve safety improvements through rulemakings, enforcement oversight, and alternative methods such as the Risk Reduction Program (RRP). RRP looks for ways to improve safety by identifying areas through industry collaboration that achieve safety results in ways not previously identified. FRA's GPRA goals are listed in the tables below.

FRA GPRA Goal #1: Grade Crossing Incidents (per million train miles)

	2011	**2012**	**2013**	**2014**	**2015**
GPRA Goal	3.500	3.350	3.200	3.050	2.900

FRA GPRA Goal #2: Human Factors-Caused Train Accidents (per million train miles)

	2011	**2012**	**2013**	**2014**	**2015**
GPRA Goal	1.250	1.245	1.232	1.232	1.232

FRA GPRA Goal #3: Track-Caused Train Accidents (per million train miles)

	2011	**2012**	**2013**	**2014**	**2015**
GPRA Goal	1.12	1.120	1.120	1.120	0.120

FRA GPRA Goal #4: Equipment-Caused Train Accidents (per million train miles)

	2011	**2012**	**2013**	**2014**	**2015**
GPRA Goal	0.450	0.450	0.450	0.450	0.450

1 Note: FRA revises its GPRA goals on an annual basis.

FRA GPRA Goal #5: Signal/Misc. Train Accidents (per million train miles)

	2011	2012	2013	2014	2015
GPRA Goal	0.590	0.585	0.580	0.575	0.570

FRA GPRA Goal #6: Non-Accident Hazmat Releases

	2011	2012	2013	2014	2015
GPRA Goal	0.780	0.760	0.740	0.720	0.700

FRA also has an overall performance measure that reports on accidents/incidents per million train miles as part of the U.S. Department of Transportation (DOT) Safety Performance Goals. These goals, like other safety goals, are based on available data for analysis. Programs such as the National Safety Program Plan (NSPP), the National Inspection Plan (NIP), rulemakings, RRP, and inspections contribute to achieving these safety goals.

DOT Safety Performance Goals: Rail Accidents/Incidents per Million Train Miles*

	2011	2012	2013	2014	2015
DOT Goal	16.40	16.25	16.05	15.80	15.50

*This projection assumes that all five of the Automatic Track Inspection Program (ATIP) cars will be in service (including T17, T19, and T20) and that the Track Integrity Group will be fullly staffed by 2010.

RSIA Safety Goals

Goal #1: Reducing the number and rates of accidents, incidents, injuries, and fatalities involving railroads, including train collisions, derailments, and human factors.

National Safety Program Plan (NSPP)

The NSPP is the FRA Office of Railroad Safety's annual (fiscal year) document designed to ensure the sound implementation of the National Safety Program, including identification of recurring and nonrecurring special-emphasis activities for the year. The NSPP provides a mechanism for planning recurring activities (e.g., dispatch-center assessments performed triennially on a rotating basis). At the national level, it identifies emphasis areas based on data analyses, including interregional initiatives directed at particular system-level issues of concern for major railroads operating in multiple regions. The NSPP for FY 2010 integrates safety planning for all elements of the Office of Railroad Safety into a single document.

National Inspection Plan (NIP)

In December 2004, the Office of Inspector General (OIG) recommended that FRA submit to the Secretary of the Department of Transportation a comprehensive rail safety plan for implementing a program that, among other things, makes meaningful use of available data on which to focus inspection activities. In 2005, FRA issued the National Rail Safety Action Plan, which contains the development and implementation of a new NIP. Under this approach, FRA inspectors focus their efforts on locations that, according to data-driven models, are likely to have safety problems.

The purpose of the NIP is to optimize FRA's ability to reduce the rates of various types of train accidents, releases of hazardous materials, and casualties from human factor (HF) errors. The plan provides guidance to each regional office on how its inspectors, who each specialize in one of the five inspection disciplines, should divide their work by railroad company and State.

The NIP is a process that involves three steps. In the first step, FRA headquarters produces an initial baseline plan for each of the agency's eight regions. In the second step, the regional administrators may adjust the goals for their respective regions based on local knowledge and emerging issues. In the third step, once the fiscal year starts, FRA monitors how the regions are meeting their inspection goals. The NIP is implemented through a Web-based interface that allows FRA headquarters and the regions to monitor progress in field inspections during a fiscal year.

Dashboard

In 2008, FRA deployed a Dashboard tool on its secure Web site to provide its leadership, regional management, and inspection workforce multiple views of the agency's current and historical enforcement efforts. Inspection data from the field is compiled in near-real time fashion and a nightly process creates the data stores to display detail and aggregated data graphically (bar graphs and gauges). The Dashboard is also used as an effective performance management tool. It maintains over 15 different metrics (e.g., inspection days, defect ratios, violations) at the inspector, discipline, and regional levels. Finally, the Dashboard serves as a central launch pad for several complex query and report programs that have been integrated into the output displays and allows users to "drill down" when additional detail is required. It is a useful decision support tool in managing limited inspection resources when scheduling enforcement activities such as focused inspections and audits. It also allows FRA headquarters managers to monitor inspection activities in the regions to ensure that enforcement and compliance policy is applied uniformly.

Staff directors of the various disciplines at FRA headquarters conduct regularly occurring Web meetings with regional specialists in their respective disciplines to go over the data that is compiled in the Dashboard. Using the Dashboard "cube," an online analytical processing data-mining tool, headquarters staffers are able to view inspections summarized by activity category (Top 10 categories) and correlate this with information on what types of accidents and incidents are occurring in the region. This allows headquarters and the regions to jointly address where the safety hazards are being identified and plan inspection activities accordingly. The regional managers also use the compiled data to ensure that each discipline and each inspector is maintaining the goals and to address outliers in the data.

Rulemakings

Railroad Safety Advisory Committee (RSAC)

Through its RSAC, FRA works collaboratively with Government entities, railroads, unions, trade associations, suppliers, and other stakeholders to fashion mutually satisfactory solutions on safety regulatory issues. Recent RSAC efforts include rules regarding passenger train emergency systems, accident/incident reporting, and railroad operating rules. Its schedule for 2009 included additional protection for roadway workers, passenger equipment crashworthiness, medical standards for safety-critical personnel, hours of service recordkeeping, bridge safety standards, and advanced signal and train control technology (i.e., positive train control).

FRA has worked to implement several other new regulations through the traditional rulemaking process. These recent rulemakings include: electronically controlled pneumatic brakes, poison inhalation hazard (PIH) tank car crashworthiness (with the Pipeline and Hazardous Materials Safety Administration (PHMSA)), and rail-routing rule for hazardous materials (also with PHMSA).

FRA has also begun a rulemaking that establishes minimum training standards for each class or craft of safety-related employee and equivalent railroad contractor and subcontractor employee, as specified in Section 401 of the RSIA.

Rail Route Analysis Requirements for Security Sensitive Materials

The Implementing Recommendations of the 9/11 Commission Act of 2007 required DOT to issue a final rule that would require rail carriers of security-sensitive hazardous materials to "select the safest and most secure route to be used in transporting" those materials, based on the rail carrier's analysis of the safety and security risks on primary and alternate transportation routes. On November 25, 2008, PHMSA, in close consultation with FRA, published a final rule implementing these requirements. FRA administers the PHMSA rule and may force a carrier to use routes other than those selected if it finds that: (1) the carrier failed to conduct an adequate analysis; or (2) the carrier failed to select the safest and most secure route. This action would only be taken after consulting with PHMSA, the Transportation Security Administration, and the Surface Transportation Board.

PHMSA's rail routing rule requires rail carriers of security-sensitive hazardous materials to annually compile traffic data on shipments of these materials. The Department of Homeland Security (DHS) and DOT have determined that security-sensitive materials are bulk shipments of PIH materials; certain explosive materials that pose a hazard of mass explosion, fragment projectile, or a fire hazard; and certain high-level radioactive material shipments. Railroads are required to annually analyze and assess the safety and security of the routes used to transport these security-sensitive materials and all available practicable alternative routes over which they have authority to operate, and to solicit input from State, local and tribal officials regarding security risks to high-consequence targets along or in proximity to the routes. The route assessment must consider a minimum of 27 risk factors, including rail infrastructure characteristics along the route, proximity to iconic targets, environmentally sensitive or significant areas, population densities, and emergency response capabilities. After considering mitigation measures to reduce safety and security risks, the railroads are to select the practicable routes that pose the least overall safety and security risks. Railroads can elect to make their initial routing decisions by September 1, 2009, based on analysis of
6-month data (from July to December 2008), or make their decisions by March 31, 2010 (based on calendar year 2008 data).

Using funding from DHS, the Railroad Research Foundation developed a risk management tool that will assist rail carriers in performing the safety and security analyses mandated by the RSIA. The Rail Corridor Risk Management System (RCRMS), a Web-based interactive tool, will enable rail carriers to identify route characteristics using the 27 factors and to weigh safety and security impacts. The RCRMS thus provides a standardized, consistent approach to the process of selecting the rail routes posing the least overall safety and security risks for security-sensitive hazardous materials.

Railroad Operating Rules (ROR)

The ROR final rule is already making a significant impact in the improvement of railroad transportation safety at the national, State, and local levels, while dramatically enhancing the safety of all railroad employees. The new rule directly addresses 49 percent of the HF accident causes and enhances transportation safety for railroad employees and the public by bringing responsibility and accountability for compliance with critical railroad operating rules to the industry.

The final rule covers both railroad operational testing programs and railroad operating practices related to the handling of equipment, switches, and fixed derails. The rule establishes greater accountability for implementation of sound operating rules necessary for safety. The theme of the final rule is accountability. It embodies a broad strategy intended to promote better administration of railroad programs, on the one hand, and a highly targeted strategy designed to improve compliance with railroad operating rules addressing three critical subject matters, on the other. Within this framework, FRA is taking responsibility to set out certain requirements heretofore left to private action and will be monitoring compliance with those requirements through appropriate inspections and audits. Railroad management is held accountable for putting in place appropriate rules, instructions, and programs of operational tests. Railroad supervisors are held accountable for doing their part to administer operational tests and establish appropriate expectations with respect to rules compliance. Railroad employees are held accountable for complying with specified operating rules and will have a right to challenge if they are instructed to take actions that, in good faith, they believe would violate the rules. This framework of accountability is intended to promote good discipline, prevent train accidents, and reduce serious injuries to railroad employees.

In CY 2004, 32 people were injured as a result of 646 accidents, but by 2007, the number of injuries was reduced to 5. For 2004, the industry suffered $30,458,185 in damages as a result of HF-caused accidents, but through 2007, the total cost to the industry was $18,801,398. The 2008 figures through April (117 HF-caused accidents, 0 injuries or deaths, and $4,888,372 in damages) bode well for continued improvement. Furthermore, the reduction of HF-caused accidents and employee injuries was a key objective of FRA and DOT's National Safety Plan, and the team's activities over the last 3.5 years have accelerated the drive to accomplish this primary objective.

Electronically Controlled Pneumatic (ECP) Brakes

In CY 2005, 14 percent of train accidents on mainline track caused by human error involved the improper handling or misuse of the automatic braking system. Today's air-brake systems are built on 19th century pneumatic technology that has been progressively refined to support current railroad operations. Broad agreement exists among railroads, suppliers, and users of these systems that they have serious limitations that cannot be remedied with further incremental changes.

In 2006, FRA released the final report, "ECP Brake System for Freight Service." The study addresses the issues surrounding this technology, presents alternative plans for ECP brake implementation, and offers a recommended approach.

On October 16, 2008, FRA issued revisions to regulations governing freight power brakes to provide for and encourage the safe implementation and use of ECP brake systems. This rule allows railroads to take advantage of productivity-enhancing technologies to achieve very significant long-

term cost savings. This technology has the potential to alleviate congestion on many rail corridors and, thus, increase rail capacity and economic growth for the Nation. The economic analysis and information collection package were key to obtaining Office of Management and Budget clearance for issuance of this rule. The MP&E Division had processed this rulemaking on an expedited basis starting in FY 2007. The new rule has encouraged the safe implementation and use of new ECP brake systems by providing specific requirements relating to the design, interoperability, training, inspection, testing, handling defective equipment and periodic maintenance related to ECP brake systems. Since the issuance of the new rule, FRA has continued to meet with the railroads and provide safety oversight for new ECP brake-equipped train starts. To date, BNSF Railway has successfully deployed two ECP brake-equipped standalone "pilot" coal trains (Alabama to Wyoming), Norfolk Southern Railway has two such trains (in Pennsylvania and West Virginia) and Union Pacific Railroad has one intermodal ECP brake-equipped train (Long Beach, CA to Dallas, TX). These ECP brake-equipped trains provide for significantly enhanced safety which includes shorter stopping distances (up to 30 percent reduction), reduced train slack action, reduced brake shoe/rigging wear, and better train handling as well as enhanced energy conservation/fuel savings.

Positive Train Control (PTC)

FRA is continuing to support national deployments of advanced signal and train control technology to improve the safety, security, and efficiency of freight, intercity passenger, and commuter rail service through regulatory reform, project safety oversight, technology development, and financial assistance. "Positive Train Control" refers to technology that is capable of preventing train-to-train collisions, overspeed derailments, and casualties or injuries to roadway workers (e.g., maintenance-of-way workers, bridge workers, signal maintainers) operating within their limits of authority. PTC systems vary widely in complexity and sophistication based on the level of automation and functionality they implement, the system architecture utilized, and the degree of train control they are capable of assuming. Current PTC system designs either act as a safety overlay for existing methods of rail operations or provide the functionality necessary to implement new methods of rail operations. PTC technology also has the potential capability to limit adverse consequences of events such as hijackings and runaways that are of special concern in an era of heightened security. Because of the requirements of the RSIA, FRA has tasked the RSAC with a new Federal regulation requiring each Class I railroad and any entity that provides regular scheduled intercity or commuter rail passenger transportation to submit a plan for implementing a PTC system.

Risk Reduction Program (RRP)

The RRP is an FRA-led, industrywide initiative to reduce accidents and injuries, and build strong safety cultures by developing innovative methods, processes, and technologies to identify and correct individual and systemic contributing factors using "upstream" predictive data. RRP will incorporate developing knowledge of precursors to actual accidents, confidential reporting, effective problem analysis, and corrective actions. The adoption of new non-regulatory approaches creates the opportunity for accelerated improvement but does not supersede current regulatory approaches. Since FRA initiated this program on its own, the RSIA has mandated it and made it mandatory by October 2012.

FRA envisions a wide variety of projects that could fit under the RRP umbrella. Some examples include the close-call reporting systems, peer observation programs, management development systems, and the Collision Hazard Analysis currently in place on some commuter railroads. In

addition, use of the Track Quality Index or innovative use of wayside equipment monitors and sensors for predictive maintenance or capital investment might qualify as RRP programs. In fact, any innovative use of predictive data could be seen as a potential pilot.

In addition to the voluntary programs, by October 2012, FRA will implement a regulation requiring certain railroads to develop and implement risk reduction programs, and to file RRP plans with the FRA. Once the regulation is in effect, FRA will approve the plans and will monitor railroads' compliance with the plans to ensure that railroads proactively identify and address risks. Given that this program is in its infancy and will not be an industrywide requirement for several years, the ability to estimate or predict the impacts on future improvements on safety are difficult to accomplish. Also, given that this program will not be required industrywide, it might take several years for the benefits to materialize.

Passenger Rail Division

In 2009, FRA formally established the Passenger Rail Division (PRD) to support the RSIA initiative for the development of passenger rail programs throughout the United States by October 16, 2012, and the American Recovery and Reinvestment Act of 2009 (ARRA) to support high-speed rail (HSR) and commuter/passenger rail development. The PRD is coordinating and maintaining FRA safety policies, regulations, and guidance for all matters related to HSR, intercity rail, commuter rail, and shared-use rail operations.

The primary focus of the PRD will be to develop new Federal standards for rail passenger equipment, training, and operations. The program will also help to evaluate proposed rail operations to determine if they are safe and whether the proposed equipment meets Federal standards.

More specifically, this division will concentrate on the many issues associated with the selection, implementation, and evaluation of passenger rail projects pertaining to System Safety and Emergency Response Plans, and the PRD will also address the many issues associated with the selection, implementation, and evaluation of "new start" railroads and the associated planning and determination of compliance with existing Federal regulations. The division's responsibilities would also include a focus on pilot projects that involve application of new technologies to improve safety.

Some of the most important work administered by the PRD is passenger rail system safety. The PRD directs an outreach program to provide passenger railroads training and information on system safety techniques. PRD staff also collaborates with the American Public Transportation Association (APTA) to conduct system safety audits on passenger rail operations. System safety for passenger rail operations is currently a voluntary program. PRD staff, however, is working with an RSAC group to develop a System Safety Regulation that will require all passenger railroads to develop and implement System Safety Programs (SSP) that satisfy the RSIA requirements for a risk reduction program.

System safety uses innovative hazard management techniques to proactively identify and address safety issues before accidents occur. Use of system safety supports the FRA Railroad Safety Strategy in that the hazard management techniques can reduce the number, frequency, and severity

of all passenger rail related accidents, injuries, and fatalities, including those related to trespassing and highway-rail grade crossings.

The PRD goals include completion of the RSAC portion of the System Safety Regulation by February 2010 and issuing a notice of proposed rulemaking (NPRM) for the System Safety Regulation by September 2010.

The division will continue to provide training and information on system safety and FRA requirements to all passenger rail new starts. The PRD goal is for all passenger rail new starts to have adequate training and information to establish its own SSP.

Another important initiative for the PRD is to provide program management for the development of HSR standards, regulations, and rules of particular applicability, and to address HSR mandates contained in RSIA and ARRA for HSR corridors. FRA regulations for HSR currently support maximum train speeds of 150 mph. The HSR vision contained in the RSIA and ARRA contemplates train speeds of up to 220 mph.

The PRD is currently working with two potential HSR operators, DesertXpress and California HSR, to identify appropriate safety requirements for those applications. The PRD goal is to have requirements fully defined for DesertXpress and California HSR by 2011. However, identification and funding of additional projects in the coming year may require the PRD to both broaden and focus its efforts to address the variety of projects that may eventually be funded.

Goal #2: Improving the consistency and effectiveness of enforcement and compliance programs.

Industrial Hygiene

The Industrial Hygiene Division has a dual role within FRA. The division is responsible for performing activities in support of Administration enforcement in the railroad industry as well as for implementing internal Occupational Safety and Health Administration compliance programs in safety and health for the benefit of our coworkers.

In regulatory enforcement, the Division has primary responsibility for ensuring compliance with the regulations governing occupational noise exposures in locomotive cabs and exposures to contaminants in the cabs of maintenance-of-way equipment. As the Occupational Noise Exposure regulation for the locomotive cab occupants gets fully implemented, more enforcement efforts are expected to take place there. The Division supports the MP&E, Track, OP, HM, and Signal disciplines in the areas of the use of fall protection for railroad bridge work, diesel exhaust in locomotive cabs, and non-occupational noise rules; as well as Environmental Protection Agency noise rules from 40 CFR Part 201 under 49 CFR Part 210, and 49 CFR Section 229.129, *Audible warning device*. In the future, the Division will also play a role in the enforcement of a future regulation on fitness-of-duty (medical standards) of railroad safety employees.

The Division also has primary responsibility for FRA internal safety and health compliance programs including bloodborne pathogens, confined space entry, hearing conservation, radiation protection, and injury and illness reporting. The Division develops the structure of the programs,

develops and provides the training associated with them, provides guidance for compliance, and maintains all necessary records.

Discipline-Specific Technical Training

The Safety Improvement and Development Team (SIDT) is staffed with discipline-specific trainers that train inspectors throughout the year on FRA safety regulations. The primary mission of the SIDT is to manage the Office of Railroad Safety's Technical Training Program for the 600 Federal and participating State railroad safety inspectors and specialists of the five technical disciplines. To accomplish this mission, the team designs, develops, and delivers specialized internal courses, and administers contract training from external sources as necessary. A test is given before and after each class to confirm that inspectors are learning skills to effectively enforce safety regulations. Classroom training using established training modules includes enforcement directives from newly issued technical bulletins, enforcement manuals, and rule modifications. This focus improves uniformity of enforcement nationwide and is a way of determining that FRA inspectors meet agency qualification requirements.

Technical training is based on organizational needs and is therefore considered mandatory. Various types of analyses are performed to determine the organizational needs, including feedback from headquarters, the regions, and the inspectors. On average, the team manages approximately 45 classes in 22 different courses of study each year. SIDT also develops and delivers general training to all Federal and State employees who may be assigned to perform accident investigations or write specialized reports, and to meet special agency needs such as steam locomotive inspections, using radar to monitor train speeds, and fatigue-related assessments for safety-related railroad employees. On average, new inspectors attend 7 weeks of classroom training during their first 2 years of employment, and all inspectors and regional specialists attend at least 1 week of classroom training per year.

The SIDT also develops and administers on-the-job training standards for new railroad safety inspectors and inspector trainees. These standards, based on a model used by the Department of Defense, are specific to FRA inspection tasks. They are designed to ensure that the tasks are fully described, that conditions for learning transfer are present, and that standards of proficiency are met before an inspector is deemed qualified.

FRA held discipline-specific training conferences focused on uniformity of enforcement for all five disciplines in FY 2009. The guidance provided reduces variations among inspectors in their enforcement of Federal safety regulations.

Technical Bulletins

Technical bulletins are internal documents (usually memoranda) issued to FRA's regional personnel by FRA's Director for Safety Assurance and Compliance. The bulletins provide interpretive guidance and they help clarify specific issues under the rail safety regulations and other safety issues. Technical bulletins improve the awareness of inspectors and industry persons in terms of what is expected from them when enforcing or complying with existing safety regulations. The intermediate outcome is more uniform compliance, which improves the quality of compliance and data used to measure achievement of safety goals. Newly produced bulletins are immediately distributed to inspectors by e-mail, added to REG-Trieve disks every quarter (which are distributed

to inspectors for easy access to these documents on their laptop computers), and incorporated into training classes.

Compliance Manuals

The Office of Railroad Safety uses six manuals to establish and clarify organizational expectations for railroad safety inspectors, safety specialists, and regional managers. All of the manuals are primary source documents for both classroom and on-the-job training.

The General Manual describes the organization of DOT, of FRA generally, and of the Office of Railroad Safety specifically. This manual includes step-by-step instructions that regions and inspectors must use when performing accident investigations, clarifies general expectations for use of enforcement and other compliance tools, explains in general terms other safety mechanisms and investigations the Office of Railroad Safety uses to ensure a higher level of safety in the United States, and provides interviewing guidance.

The Office of Railroad Safety also publishes compliance manuals for the five railroad safety inspection disciplines. These manuals establish organizational expectations for inspection tasks, establish specialized investigation requirements, and explain application of FRA safety regulations.

Performance Evaluations

Performance evaluations for regional administrators include GPRA safety goals. Quarterly progress reports are provided to regions showing their progress toward their share of annual national goals. The intermediate outcome provides a means for evaluating what the region is doing to improve safety and a way to check on what their region is doing to succeed at making a difference in safety.

Rail Integrity

The Rail Integrity Group within the Track and Structures Division was established to provide FRA oversight on railway non-destructive inspection programs and other rail-related maintenance programs. The Rail Integrity Group maintains FRA safety policies and provides guidance for all rail-related issues as determined by 49 CFR Part 213, Track Safety Standards. The group is the primary representative for the Office of Railroad Safety and other FRA divisions concerning rail-related incidents that impact railway safety.

The purpose of the Rail Integrity Group is to provide expert advice and assistance to headquarters, regional safety staff and regional administrators on safety issues relating to management, inspection, and maintenance of railroad rail; railroad safety issues related to rail and components; and issues concerning rail defect development, rail failure, and rail-caused train accidents.

The Rail Integrity Group analyzes the current non-destructive rail inspection programs and processes, rail maintenance programs, and make recommendations on those analyses. They perform onsite inspections, investigations, and/or evaluations to determine the effectiveness of railroad safety programs which address the inspection, maintenance, and replacement of rail. They also provide oversight into the capabilities of the various non-destructive detection systems, the training and experience of the flaw detector car operators, and the accuracy of the defect verification process utilized by the test car operator.

Automated Track Inspection Program (ATIP)

In the field of technology, FRA oversees a fleet of track geometry rail cars under its ATIP. These advanced, specially designed cars provide accurate track geometry data to assess compliance with our Federal Track Safety Standards. Currently, the fleet inspects roughly 30,000 miles a year out of approximately 220,000 miles of track, with major priorities given to passenger, hazardous materials, and defense-related routes. With the full production of the new geometry cars, ATIP intends to increase survey miles to approximately 100,000 miles per year. The track data collected under ATIP is used by FRA's railroad inspectors and by railroads to ensure track safety and to assess track safety trends within the industry. The railroads often use ATIP data as a way of checking quality assurance on their inspection and maintenance. To facilitate use of the collected data, ATIP intends to originate and distribute quarterly survey reports to agency and railroad managers to promote consistent application. ATIP will place additional emphasis on Amtrak and commuter routes to promote passenger safety. To support this goal, ATIP intends to identify track segment locations based on quality index for additional attention by ATIP, regions and railroads.

Goal #3: Improving the identification of high-risk highway-rail grade crossings and strengthening enforcement and other methods to increase grade crossing safety.

During the past 6 calendar years for which complete data is available, grade crossing incidents have decreased 20 percent, from 2,977 in 2003 to 2,373 in 2008. Casualties have likewise declined, with fatalities and injuries down 14 percent and 12 percent, respectively. While these are encouraging trends, the number of accidents and casualties remains a concern for FRA.

FRA will promote and enhance public safety over the next 5 years by reducing rail-related deaths and injuries due to collisions at highway-rail grade crossings. This will be achieved by using additional public outreach and educational programs, and increasing law enforcement partnerships.

During the 5-year period, FRA will partner with national organizations (e.g., Operation Lifesaver, Inc. (OLI)), the Federal Motor Carrier Safety Administration (FMCSA), the Federal Highway Administration (FHWA) and the National Highway Traffic Safety Administration (NHTSA), and non-Federal law enforcement agencies, to increase awareness and enforcement of highway-rail grade crossing violations. The following is a brief description of some of the organizations and how FRA will work with them:

OLI	A nonprofit, international, continuing public education program first established in 1972 to end collisions, deaths, and injuries at places where roadways cross train tracks, and on railroad rights-of-way. FRA will provide funding and assistance in program development.
FMCSA	Focuses on reducing crashes, injuries, and fatalities involving large trucks and buses. FRA will join forces with FMCSA outreach efforts and activities to prevent collisions at highway-rail grade crossings.
Law Enforcement	Increases partnerships between FRA and law enforcement through FRA's Law Enforcement Liaison Program. In addition,

	works with the National Sheriffs' Association and the International Chiefs of Police Association to foster a better relationship with law enforcement.
FHWA, NHTSA	FRA will continue to work with these agencies and FMCSA to encourage Departmental advocacy for improving crossing safety.

Prior to FY 2011, FRA will have:

- Updated the *Compilation of State Laws and Regulations Affecting Highway-Rail Grade Crossings*.
- Issued a direct final rule of particular applicability that identifies the 10 States with the most collisions over the past 3 years and required them to develop State action plans with specific solutions for improving safety at highway-rail grade crossings.
- Worked with FRA's Office of Chief Counsel to update model legislation for highway-rail grade crossing violations.
- Issued a rule that requires each railroad carrier to establish and maintain a toll-free telephone service for rights-of-way over which it dispatches trains for the reporting of emergencies or other problems.
- Provided two grant programs (assuming funding is provided as authorized) for States to improve crossing safety.

One grant is for enhanced public education and enforcement programs to reduce crossing collisions and reduce trespassing. The other grant is to provide priority funding for crossing safety improvements (e.g., signals, gates, four-quadrant gates, medians, traffic signals, lighting, signs, and crossing surfaces). These programs will continue through 2013.

During FY 2011, FRA will:

1. Study the effectiveness of various highway-rail grade crossing treatments on designated high speed-rail corridors (e.g., Northeast Corridor, North Carolina, and Michigan) and evaluate the economic benefits of the treatments. The purpose of this study is to demonstrate the benefits of making improvements at crossings where passenger and commuter train speeds are being increased.

In FY 2012, FRA will:

1. Revise the DOT Crossing Inventory Form FRA F 6180.71 to include new fields that will enhance the ability of States, railroads, FRA, and others to evaluate safety at crossings. We anticipate that a rulemaking will be necessary for the new form and accompanying guides.
2. Explore issuing a rulemaking mandating the periodic updating of the Inventory by both railroads and States, per the RSIA.
3. Issue rules or establish policy and guidance on responsibility for safety at private crossings. This is an action identified in the 2004 Secretary's Action Plan and a continuation of efforts began in 2006.
4. Update the *Compilation of State Laws and Regulations Affecting Highway-Rail Grade Crossings.* This publication compiles the existing State laws concerning highway-rail grade crossings and will be made available to the public.

In FY 2013, FRA will:

1. Research the risk reduction associated with commonly used Alternative Safety Measures in quiet zones (e.g., escape medians) to determine appropriate standard effectiveness rates. This study will potentially expand the approved Supplementary Safety Measures while eliminating the cumbersome review process of Alternative Safety Measures.
2. Work with FRA's Office of Chief Counsel to update model legislation for highway-rail grade crossing violations.

In FY 2014, FRA will:

1. Conduct a study determining the effectiveness of the new Manual on Uniform Traffic Control Devices requirement for all passive crossing to be equipped with either stop or yield signs.

Goal #4: Improving research efforts to enhance and promote railroad safety and performance.

FRA Research and Development

The primary goal of the FRA Research and Development (R&D) program is to enhance railroad safety for conventional and HSR operations. The R&D program is managed by the FRA Office of Research and Development (OR&D) within the Office of Railroad Development. In order to improve the effectiveness of the FRA R&D program, a rigorous process for selecting and evaluating R&D projects has been established and an annual review of the entire research program is conducted by the independent Transportation Research Board (TRB). Priorities for project selection include areas which present significant safety risks or unacceptable safety trends, where technology is most likely to have a positive impact to both safety and performance, and where there is a clear path to real-world implementation.

The R&D project evaluation and selection process has been used to identify those projects that have the potential for *significant safety impact, a positive impact on performance and appropriate technology available.* For those projects, selected emphasis is placed on producing the maximum possible real-world impact at the earliest possible time. To accomplish this, OR&D seeks to establish the partnerships with appropriate stakeholders including railroads, rail labor, suppliers and technology providers early in the life of the project. This minimizes the time between a successful research and development "proof of concept" and the application in the field. Close collaboration with Office of Railroad Safety assures early identification and remediation of potential regulatory barriers to innovation.

FRA OR&D has expanded the use of targeted grants and cooperative agreements, involving both railroads and technology providers, to provide a fast start to establish stakeholder buy-in and demonstrated real-world impact at the earliest possible time.

High-Speed Rail

Fostering the development of HSR in the United States has been an important part of FRA's work since its creation in 1967. During the 1980s and 1990s, FRA played a central role in managing or facilitating the growth of high-speed service on the Northeast Corridor. Acting in response to the Intermodal Surface Transportation Efficiency Act of 1991, FRA began the formal process of designating HSR corridors for future development and providing limited funding for corridor

improvements primarily directed at safety. With the passage of the ARRA, which provides $8 billion in capital assistance for HSR corridors and intercity passenger rail service, and following President Obama's announcement of a Strategic Plan for High-Speed Rail ("*Vision for High-Speed Rail in America*"), FRA now takes on the important work of helping to make HSR a reality in markets across the Nation.

On June 17, 2009, FRA's Administrator issued a notice of funding availability and interim program guidance for the HSR Passenger Rail Program. The guidance identified transportation safety and safety planning as evaluation criteria for merit consideration of proposed projects and programs. This strategy describes how FRA will provide specificity and additional safety guidance for development of HSR systems.

The hallmark of world-class, high-speed rail is safety. FRA believes that railroads conducting HSR operations in the United States can provide service as safe as, or safer than, any HSR operation being conducted elsewhere. In anticipation of such service, and to promote public safety, FRA has developed a *High-Speed Passenger Rail Safety Strategy*. The final version of the Safety Strategy was issued in November 2009 and is now available on the FRA Web site. The Strategy includes: (1) establishing safety standards and program guidance for HSR, (2) applying a system safety approach to address safety concerns on specific rail lines, and (3) ensuring that railroads involved in passenger train operations can effectively and efficiently manage train emergencies. This strategy endeavors to achieve uniformly safe rail passenger service, regardless of speed. Since the severity of collisions and derailments increases with speed, safety performance targets for preventive measures are tiered to become more stringent as speed increases.

The strategy divides the safety issues into four categories: prevention, mitigation, emergency management, and SSPs. Each category includes FRA initiatives to address the corresponding safety issues. Some initiatives are fully developed with specific goals in place to address issues. For example:

- Vehicle Track Interaction (VTI) and key safety issues related to track and structures will be addressed through a VTI final rule scheduled to be published in the first quarter of CY 2010.
- Standards for PTC systems that define increased functionalities for higher speeds will be identified during 2010.
- Structural standards for Tier I trainsets (up to 125 mph) are under review in the RSAC Engineering Task Force. Initial guidance will be issued during the first quarter of CY 2010.
- Structural standards for Tier II and above will commence in CY 2010 after Tier I guidelines are completed.

System safety is also identified as a Safety Strategy component. HSR systems and other new passenger rail service require development and evaluation of SSPs. SSPs seek to integrate the process of identifying safety needs and managing them over time. One key to success is effective hazard identification, which focuses attention on opportunities for risk reduction in the particular circumstances of the specific passenger railroad. The purpose of an SSP is to improve railroad safety through a structured, proactive program developed and implemented by passenger railroad operators. The SSP can also support development of a strong safety culture and requires processes and procedures to identify and manage hazards inherent to the passenger railroad.

Requirements for SSPs on HSR systems will be included in HSR Rules of Particular Applicability and will be formalized for all passenger operations in ongoing rulemaking activity. The goals for System Safety include completion of the RSAC portion of the System Safety Regulation by February 2010 and issuing an NPRM for the System Safety Regulation by September 2010.

Longer-term initiatives that address specific issues related to the Safety Strategy will be developed throughout 2010. Work on these initiatives will commence as other projects are completed and technical resources become available.

Goal #5: Preventing railroad trespasser accidents, incidents, injuries and fatalities.

Deaths among trespassers on railroad rights-of-way (2,496 in the 5-year period 2000-2004, or approximately 500 annually) are the leading cause of fatalities attributable to railroad operations in the United States. From a study completed in May 2008, FRA learned that trespassers who die are an average of 38 years old and are most often Caucasian males. Approximately two-thirds were under the influence of alcohol and/or drugs.
Coroners described the activity of more than 43 percent of the decedents as walking, standing, sleeping, lying, reclining, lounging, or sitting on the track or in the gauge, i.e., between the rails. Seven percent were walking or running across the track. Other activities included riding a recreational vehicle (all-terrain vehicle, dirt bike, snowmobile, etc.), standing outside the gauge but obviously too close, riding or getting on or off a train, driving a highway vehicle, or being on a bridge or trestle. Tunnels were not mentioned.

Future Trespassing Strategies

FRA's future trespassing strategies include the following:

- Promote and enhance public safety by reducing rail-related deaths and injuries due to trespassing on railroad rights-of-way and other property, using increased public outreach and education programs. (Ongoing throughout the 5 years.)
- Partner with national organizations to increase awareness and enforcement of railroad trespassing, including OLI. In addition, FRA will partner with Drug Abuse Resistance Education (D.A.R.E.) America to develop graffiti prevention programs with special focus on railroad trespassing.

Prior to FY 2011, FRA staff will have reviewed and evaluated existing local, State, and Federal laws that address rail trespassing, vandalism, and violations at highway-rail grade crossing signal warning devices. In addition, FRA will have developed and made available to States model prevention and enforcement strategies. By 2011, FRA will have developed a Web site for educators and law enforcement officials that outlines specific facts, lesson plans, and State laws designed for them.

In FY 2011, FRA will:

1. Host a Right-of-Way Trespass Reduction workshop that will take an indepth look at the issues surrounding one of the more significant risk areas facing the rail community: trespassing and fatalities on the railroad rights-of-way. The goal of the workshop will be to identify and share existing industry-leading practices and explore new strategies that the rail industry could pursue to reduce the number of right-of-way and trespasser incidents and fatalities.
2. Conduct a demographic study of profiles collected by the rail industry to provide information regarding the at-risk audience to be target for additional education and outreach activities.
3. Seek additional funding to provide two additional grade crossing managers to assist with the growing needs of trespassing-related issues.
4. Review and update trespass and vandalism prevention strategies.

In FY 2012, FRA will continue to promote and enhance public safety by reducing rail-related deaths and injuries due to trespassing on railroad rights-of-way and other property, using increased public outreach and education programs by:

1. Using data collected by the railroads and working with the Geographic Information System to plot each trespassing incident and fatality. This information will be useful to direct additional outreach, educational resources, and law enforcement activities to areas in need.
2. Updating the *Compilation of State Laws and Regulations Affecting Highway-Rail Grade Crossing*.

In FY 2013, FRA will:

1. Review and update model trespass legislation and vandalism model legislation.

In FY 2014, FRA will:

1. Review and update trespass and vandalism prevention strategies.

In FY 2015, FRA will:

1. Host a Right-of-Way Trespass Reduction workshop (as in 2011).
2. Conduct a demographic study of profiles (as in 2011).

Goal #6: Improving the safety of railroad bridges, tunnels, and related infrastructure to prevent accidents, incidents, injuries, and fatalities caused by catastrophic failures and other bridge and tunnel failures.

FRA Bridge Safety Program

FRA has been conducting evaluations of railroad bridge management programs since the 1980s, before the Bridge Safety Policy was issued as an interim statement in 1995 and in final form in August 2000. This Policy issues guidelines by which railroads should implement bridge safety management programs, and by which FRA evaluates those programs. FRA issued a revised bridge policy statement in January 2009 to add recommendations developed by the Railroad Bridge Working Group of the RSAC in 2008.

In September 2007, FRA also issued Safety Advisory 2007-03 to further explain and amplify important aspects of the agency's bridge safety policy and to re-emphasize the need for railroads to adopt and implement safe maintenance practices to prevent bridge failures.

Following enactment of the RSIA, FRA's RSAC undertook the task of developing a recommended text for a Federal railroad bridge safety regulation which would govern railroads' bridge management programs. The RSAC Working Group completed that task in April 2009. In August 2009, FRA published an NPRM based on the RSAC recommendation.

Meanwhile, FRA continues to evaluate bridge management practices on a representative sampling of the Nation's railroads, including Class I, II, and III freight railroads, and passenger carriers. The evaluations generally compare a railroad's program with the guidelines in the FRA Bridge Safety Policy, and include observations of individual bridges to determine their general condition, as well as the accuracy of the railroad's inspection reports. Most large railroads generally conform to the FRA guidelines, but FRA has discovered instances where management had not adequately evaluated or addressed critical items delineated in railroad bridge inspection reports before they developed into critical failures or near-failures. Many of the smaller railroads evaluated also conformed generally to the guidelines, but a considerable number either fell short by a large degree or showed no evidence of bridge inspection, management, or maintenance.

FRA has examined reports from January 1, 1982, through December 31, 2006, of 51 train accidents caused by the catastrophic structural failure[2] of railroad bridges, an average of two per year. During that 25-year period, two people were injured and no fatalities were attributed to structural bridge failure. Since that period, four instances have been reported to FRA in which lack of adherence to the guidelines in the Bridge Safety Policy resulted in trains operating over structural deficiencies in steel bridges that could very easily have resulted in serious train accidents.

In CY 2007, five train accidents occurred due to catastrophic structural failure of bridges, all of which were timber trestles. The most severe of those accidents occurred on the M&B Railroad near Myrtlewood, AL, where a train of solid fuel rocket motors derailed when a timber trestle railroad bridge collapsed under the train. Several cars, including one car carrying a rocket motor, rolled onto their sides and six people were injured. FRA also recently evaluated the bridge management practices of several small railroads and found that some had no bridge management or inspection programs whatsoever.

In CY 2008, FRA had reports of two train accidents due to catastrophic structural failure of bridges, both of which were timber trestles. One railroad employee was injured from this cause.

Besides the development of regulations and the evaluation of railroad bridge management programs, FRA is cooperating with the American Short Line and Regional Railroad Association and all of the large railroads in the development of model programs that can be adopted by small railroads to enable the safe, effective, and efficient management of their bridges.

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2 It should be noted that FRA uses the term "catastrophic failure" to describe an incident in which a bridge collapses or directly causes a train accident. A "bridge failure" is a situation in which a bridge is no longer capable of safely performing its intended function.

Resources Needed

The resources needed to meet the safety programs and goals in this strategy plan for FY 2011 are found in other sections of FRA's budget request for FY 2011.

Progress Assessment

A historic review of FRA's safety program using information from GPRA measures over a 5-year period are provided for this initial strategy. FRA is providing these results to show the progress made leading up to the RSIA requirements.

FRA Safety Performance Measures

1. Grade Crossing Incidents per Million Train-Miles

Year	Incidents	Train-Miles (000)	Actual Rate	GPRA Goal
2004	3,076	764,846	4.02	NA
2005	2,978	785,882	3.79	3.90
2006	3,069	805,008	3.81	3.85
2007	2,804	793,631	3.53	3.75
2008	2,524	781,449	3.23	3.75
2009 *	1,860	629,667	2.95	3.65

2. Human Factors-Caused Train Accidents per Million Train-Miles

Year	Accidents	Train-Miles (000)	Actual Rate	GPRA Goal
2004	1,315	764,846	1.72	NA
2005	1,295	785,882	1.65	1.66
2006	1,112	805,008	1.38	1.66
2007	1,034	793,631	1.30	1.66
2008	952	781,449	1.22	1.66
2009 *	621	629,667	0.99	1.35

3. Track-Caused Train Accidents per Million Train-Miles

Year	Accidents	Train-Miles (000)	Actual Rate	GPRA Goal
2004	1,004	764,846	1.31	NA
2005	1,099	785,882	1.40	1.27
2006	1,065	805,008	1.32	1.27
2007	1,001	793,631	1.26	1.15
2008	854	781,449	1.09	1.15
2009 *	615	629,667	0.98	1.15

4. Equipment-Caused Train Accidents per Million Train-Miles

Year	Accidents	Train-Miles (000)	Actual Rate	GPRA Goal
2004	418	764,846	0.547	NA
2005	392	785,882	0.499	0.521
2006	348	805,008	0.432	0.521
2007	333	793,631	0.420	0.521
2008	338	781,449	0.433	0.521
2009 *	223	629,667	0.354	0.450

5. Other (Signal & Misc.) Train Accidents per Million Train-Miles

Year	Accidents	Train-Miles (000)	Actual Rate	GPRA Goal
2004	527	764,846	0.689	NA
2005	557	785,882	0.709	0.647
2006	517	805,008	0.642	0.647
2007	401	793,631	0.505	0.647
2008	395	781,449	0.505	0.647
2009 *	313	629,667	0.497	0.647

6. Non-Accident Rail Hazmat Releases per Million Train-Miles

Year	Releases	Train-Miles (000)	Actual Rate	GPRA Goal
2004	669	764,846	0.875	NA
2005	684	785,882	0.870	0.965
2006	639	805,008	0.794	0.940
2007	700	793,631	0.882	0.915
2008	690	781,449	0.883	0.900
2009 *	547	629,667	0.869	0.800

*** FY 2009 data for 11 months**

Conclusion

FRA's Railroad Safety Strategy includes a variety of approaches to achieve industry safety improvements. The NSPP is focused on critical safety projects that are designed to advance safety improvements. The NIP focuses Federal inspector inspection efforts toward areas on railroads needing the most attention and monitors progress made achieving inspection goals. Rulemakings are improving industry actions by providing improved methods to achieve safety advancements. The RRP is a process that brings industry and FRA together to build a strong safety culture. Highway-rail grade crossing and trespass prevention programs promote enhancing public safety through public outreach, educational programs, and increased law enforcement partnerships. FRA's research and development has potential for significant safety impact, a positive impact on performance, and identifying promising available technology. Emphasis is placed on producing the maximum possible real-world impact at the earliest possible time.