

Federal Railroad Administration

Overview: The Federal Railroad Administration’s (FRA) 2003 budget request represents a commitment to continue and improve the strong railroad safety record, support and enhance a national intercity rail passenger service, and advance both traditional and high-speed rail research. The total request of \$716 million in 2003 is \$128 million, or 15 percent, less than 2002. This decrease is due in most part to the inclusion of \$6 million for Safety and Operations and \$100 million for Amtrak in 2002 emergency supplemental funding.

FEDERAL RAILROAD ADMINISTRATION BUDGET (Dollars In Millions)

	2001 ^{2/} <u>Actual</u>	2002 <u>Enacted</u>	2003 ^{3/} <u>Request</u>
Amtrak Capital	520	521	521
Emergency Supplemental	0	100	0
Safety & Operations	105	115	123
Emergency Supplemental	0	6	0
Research & Development	25	29	28
Next Generation High-Speed Rail	25	32	23
Pennsylvania Station	20	20	20
Other	<u>63</u>	<u>21</u>	<u>0</u>
TOTAL ^{1/}	759	844	716

1/ Includes estimated accrual payments of \$3.9 million in FY 2001 and \$4.1 million in FY 2002 for civil service retirement and health benefits.

2/ Does not include \$1.5 million transferred from other accounts to Safety and Operations.

3/ \$59 million in user fees is proposed in 2003 to cover part of the costs of the Safety and Operations and Research and Development accounts.



FY 2003 Budget

Amtrak Capital: Amtrak faces very significant financial challenges and its most recent authorization expires at the end of CY 2002. The Administration believes that intercity passenger train service should be founded on a partnership between the Federal Government, the States and the private sector. The request of \$521 million serves as a placeholder pending the development of a new paradigm for intercity passenger rail service.

Pennsylvania Station Redevelopment Project: The \$20 million provided in FY 2003 will be used to renovate the James A. Farley Post Office building and upgrade Pennsylvania Station in New York City. This request reflects the remaining \$20 million for the project from the FY 2000 Consolidated Appropriations Act that provided a total advance appropriation of \$60 million for 2001 through 2003.

Safety & Operations: The 2003 request provides \$123 million, up \$2 million from 2002. Funding will allow FRA to enhance its current safety inspector staff, giving it the ability to meet the increasingly complex needs of the railroad industry. Funds also support the ongoing human resource management that will assist FRA in reducing the safety problems that have plagued the railroad industry in the past. The 2003 budget assumes a total of \$45 million in railroad user fees to be assessed to cover a portion of the cost of safety and operations activities.



Research & Development: In 2003, \$28 million is requested to support research efforts in the areas of rail systems safety, track structures, train occupant protection, human factors in train operations, rolling stock and components, track and train interaction, track control, grade crossings, and hazardous materials. The 2003 budget assumes a total of \$14 million in railroad user fees to be assessed to cover a portion of the cost of research and development activities.

Next-Generation High-Speed Rail: To support high-speed train control systems, track and structures technology, corridor planning, and grade crossing hazard mitigation and high-speed non-electric locomotives, \$23 million is requested.