

Federal Railroad Administration

Overview: The Federal Railroad Administration's (FRA) mission is to ensure that our Nation has safe, secure, and efficient rail transportation that enhances the quality of life for all. FRA's FY 2004 budget request represents, first and foremost, a commitment to both continue and improve the Nation's strong railroad safety record. It also addresses the changing paradigm of the national intercity rail passenger service, and advances research projects that directly support the safety of the Nation's transportation system. The total request of \$1.089 billion reflects an increase of 53 percent over the FY 2003 request for FRA. The majority of this increase is due to a significant change in the request for grants to the National Passenger Rail Corporation (Amtrak).

FEDERAL RAILROAD ADMINISTRATION BUDGET

(Dollars In Millions)

	2002 Actual	2003 1/ Request	2004 1/ Request
Amtrak	826	521	900
Safety & Operations	116	118	131
Research & Development	29	28	35
Next Generation High-Speed Rail	32	23	23
Pennsylvania Station	20	20	--
Other	20	--	--
TOTAL	1,044	711	1,089

1/ Excludes estimated accrual payments for civil service retirement and health benefits.



FY 2004 Budget

Grants to the National Passenger Rail Corporation (Amtrak): FRA's role in the future of intercity passenger rail transportation makes mobility and economic growth a major performance segment for the agency. The FY 2004 budget request includes \$900 million in grants to Amtrak. Of this amount, \$671 million is for operating costs, with the remaining \$229 million for maintenance and for capital and infrastructure improvements. In an effort to ensure that states play a major role in determining the route structure of a national passenger rail system, the Administration will work with the Congress and the states as part of the reauthorization of intercity passenger rail, to better define the Federal/state partnership in support of that service. As part of this proposal, states will be encouraged to contribute funding to those routes they believe are critical to their transportation needs.

Safety & Operations: Safety remains FRA's most important performance segment. The FY 2004 budget request includes \$131 million to support the Department's goal of reducing transportation-related deaths and injuries. Specifically, the funds requested in FY 2004 support FRA's goals of reducing rail accidents and incidents, reducing grade crossing accidents, and contributing to the avoidance of serious hazardous materials incidents. The FY 2004 budget request reflects an increase of 11 percent over the FY 2003 request for this account. New initiatives include funding for a new track geometry vehicle that will allow FRA to inspect an additional 30,000 track miles each year; funding for new safety inspectors to respond to the rapidly increasing number of hazardous material shipments over rail; and funds for additional expertise in the areas of bridge safety and engineering.

Railroad Research and Development: In FY 2004, \$35 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 budget request includes an increase of \$7 million over last year's level. This increase will continue the installation of the Nationwide Differential Global Positioning System, which will provide precise positioning and navigation information to ensure the safety and security of lives and property throughout the United States. The increase also enables FRA to continue other research projects in support of the Department's safety mission.

Next-Generation High-Speed Rail: The President's FY 2004 budget requests \$23 million to support high-speed train control systems, track and structures technology, corridor planning, grade crossing hazard mitigation, and high-speed non-electric locomotives. Funds in this account support the Department's mobility and economic growth goals of reducing transportation time by supporting and demonstrating high-speed train control systems, corridor planning, and high-speed non-electric locomotives.

Pennsylvania Station: No funds are requested in FY 2004, as FY 2003 was the last year of the FY 2000 advance appropriation for the Pennsylvania Station project.

