

RAIL

MOVING AMERICA FORWARD



Passenger Safety Working Group Update

Federal Railroad Administration – Gary Fairbanks

RAIL

MOVING AMERICA FORWARD



Bipartisan Infrastructure Law Overview

Federal Railroad Administration – Mike Murray

Bipartisan Infrastructure Law: Rail Funding Overview

[ADVANCE APPROPRIATIONS]

From FY22-FY26

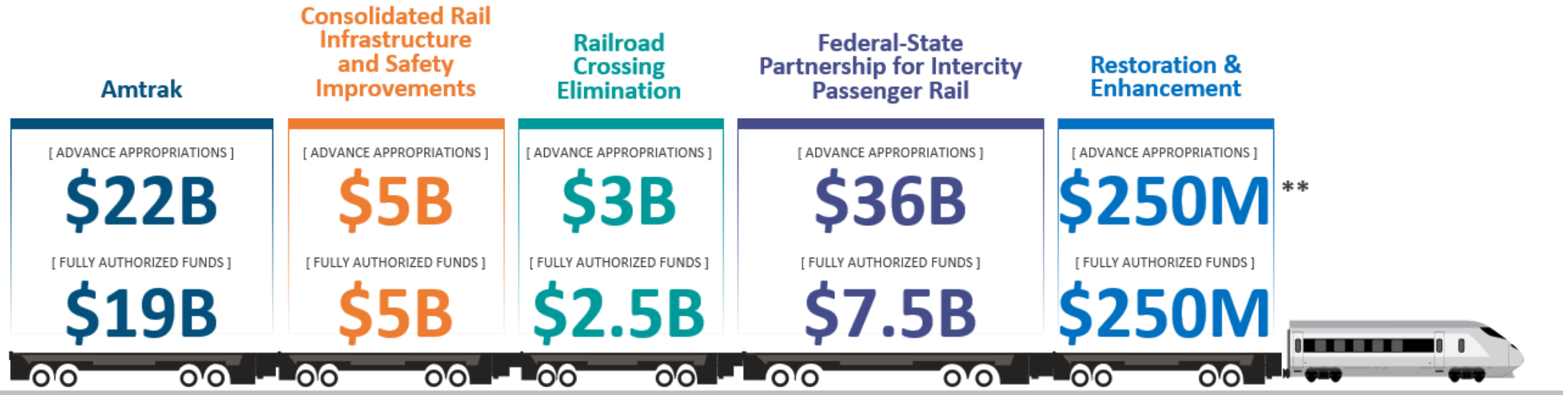
\$66B in total funding

[FULLY AUTHORIZED FUNDS]

From FY22-FY26

\$36B* in total funding

+



* Authorized funds represent an up to amount that require annual appropriations to set funding levels for each fiscal year.

** \$34.5 billion for grant programs; additional \$1.5 billion is authorized for FRA operations and R&D – not included in this graphic. Grants for Restoration & Enhancement (advance appropriations portion) are funded through “takedowns” from Amtrak NN account; not included in totals to avoid double-counting.

CRISI – Program Overview

ELIGIBLE APPLICANTS

- A State (including the District of Columbia) or group of States.
- An Interstate Compact.
- Public agencies or publicly chartered authorities established by 1 or more States.
- Political subdivision of a State.
- Amtrak or other intercity passenger rail carrier.
- Class II or III railroads and associations that represent a Class II or III railroad.
- **Any rail carrier or equipment manufacturer in partnership with at least one state entity, public agency, and/or local government.**
- Federally recognized Indian Tribe.
- The Transportation Research Board (TRB) together with any entity with which it contracts in the development of rail-related research, including cooperative research programs.
- A university transportation center engaged in rail-related research.
- A non-profit labor organization representing a class or craft of employees of rail carriers or rail carrier contractors.

CRISI – Program Overview

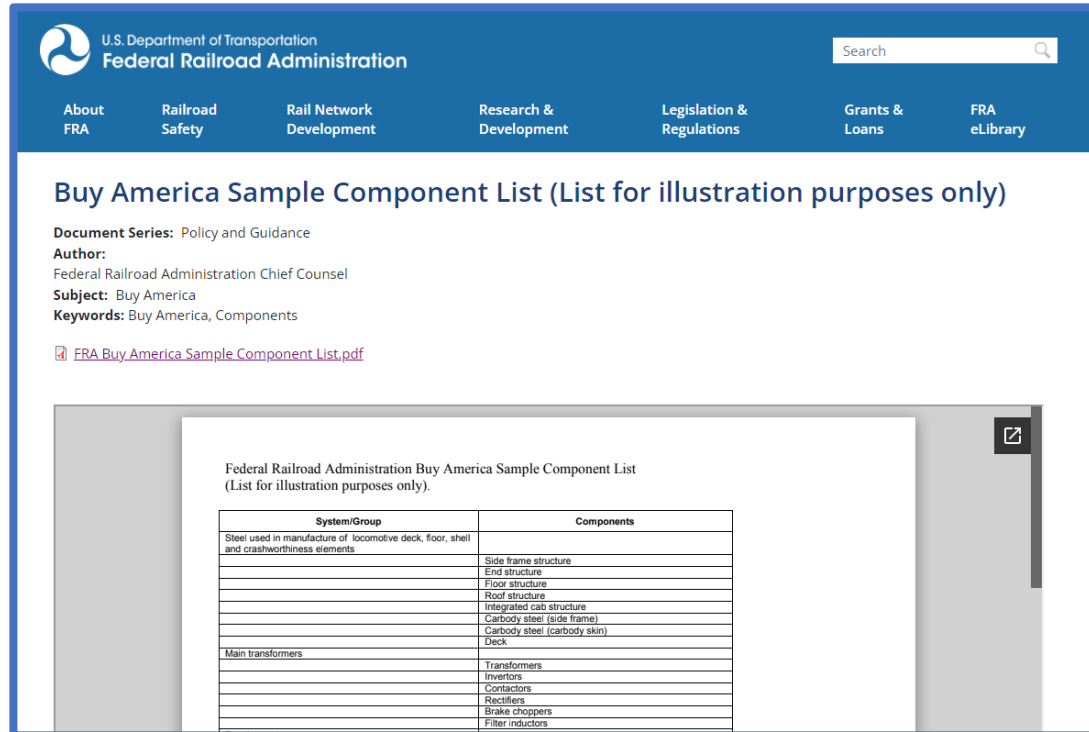
ELIGIBLE PROJECT CRITERIA

- **Wide Range of Rail Capital Projects**
 - Congestion mitigation
 - Ridership growth facilitation
 - Enhancements to multimodal connections
 - Improvements to short-line or regional railroad infrastructure
- **Railroad Safety Technology**
- **Track, Station, and Equipment Improvements for Intercity Passenger Rail**
- **Grade Crossing Improvements**
- **Rail Line Relocation and Improvement**
- **Regional and Corridor Service Planning and corresponding Environmental Analyses**
- **Safety Programs and Institutes**
- **Research**
- **Workforce Development and Training**
- **New in BIL:**
 - Measures that prevent trespassing
 - Preparation of emergency plans for hazardous materials are transported by rail
 - Rehab or procurement of locomotives, provided that such activities result in a significant reduction of emissions.

At least 25% of funds is reserved for rural projects

FRA Buy America

FRA Buy America includes **new** requirements enacted by the **Build America, Buy America (BABA) Act** and applies to all FRA grant programs



The screenshot shows the FRA website header with navigation links: About FRA, Railroad Safety, Rail Network Development, Research & Development, Legislation & Regulations, Grants & Loans, and FRA eLibrary. The main content area displays a document titled "Buy America Sample Component List (List for illustration purposes only)". Below the title, it lists document details: Document Series: Policy and Guidance; Author: Federal Railroad Administration Chief Counsel; Subject: Buy America; Keywords: Buy America, Components. A link to the PDF document is provided. The document content includes a table with two columns: System/Group and Components.

System/Group	Components
Steel used in manufacture of locomotive deck, floor, shell and crashworthiness elements	Side frame structure
	End structure
	Floor structure
	Roof structure
	Integrated cab structure
	Carbody steel (side frame)
	Carbody steel (carbody skin)
	Deck
Main transformers	Transformers
	Inverters
	Contactors
	Rectifiers
	Brake choppers
	Filter inductors

<https://railroads.dot.gov/legislation-regulations/buy-america/buy-america>



For FRA-funded Projects—the steel, iron, construction materials, and manufactured goods used in the project must be produced in the United States



FRA Buy America applies to materials purchased with FRA funds and with non-Federal funds



Consider FRA Buy America requirements in project planning, design, and budget



Include FRA Buy America requirements in all procurement documents and obtain any necessary certifications to document compliance



FRA encourages applicants who might seek a waiver to develop and submit a domestic sourcing plan as part of their application

Waivers are granted only in limited circumstances and can result in significant delay

FRA Buy America — Domestic Sourcing Plan

The **domestic sourcing plan** should include:



Detail on the extent to which the systems covered by the waiver are to be imported and the extent to which such systems can be sourced domestically



Explanation of how the recipient anticipates making use of domestic sources for maintenance and replacement of initially imported goods and materials used in the project



Explanation of the number of domestic jobs, temporary and permanent, that will be generated by the project and outline a plan to transition any foreign labor responsibilities to domestic jobs



Contact Us

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FRA Competitive Discretionary Grant Programs
Webpage <https://www.fra.dot.gov/grants>



U.S. Department of Transportation
Federal Railroad Administration