



RAIL

MOVING AMERICA FORWARD

2024 National Highway-Rail Grade Crossing Safety Conference, San Diego, CA

FRA Project Delivery Outreach & Grant Programs

Presented by: Dr. Santiago Cruz-Roveda, Jenny Zeng, and Marc Dixon

Agenda

1. FRA Office of Regional Outreach & Project Delivery

- FRA Realignment
- Corridor Identification Program

2. FRA Grant Programs

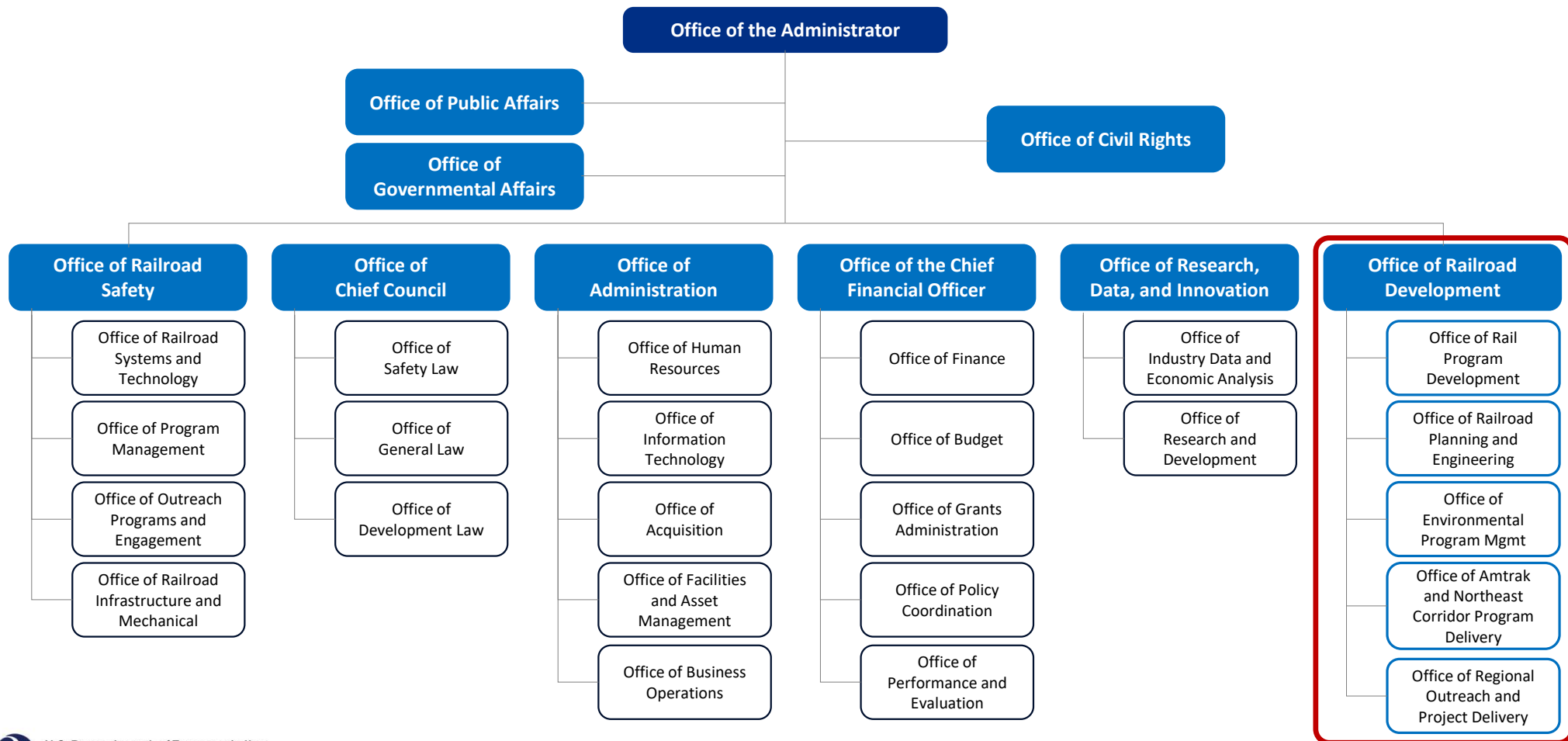
- Bipartisan Infrastructure Law/IIJA Funding Overview
- Railroad Crossing Elimination Program Overview
- Consolidated Rail Infrastructure and Safety Improvements Program Overview
- Other FRA programs

3. Resources for Grant Applicants

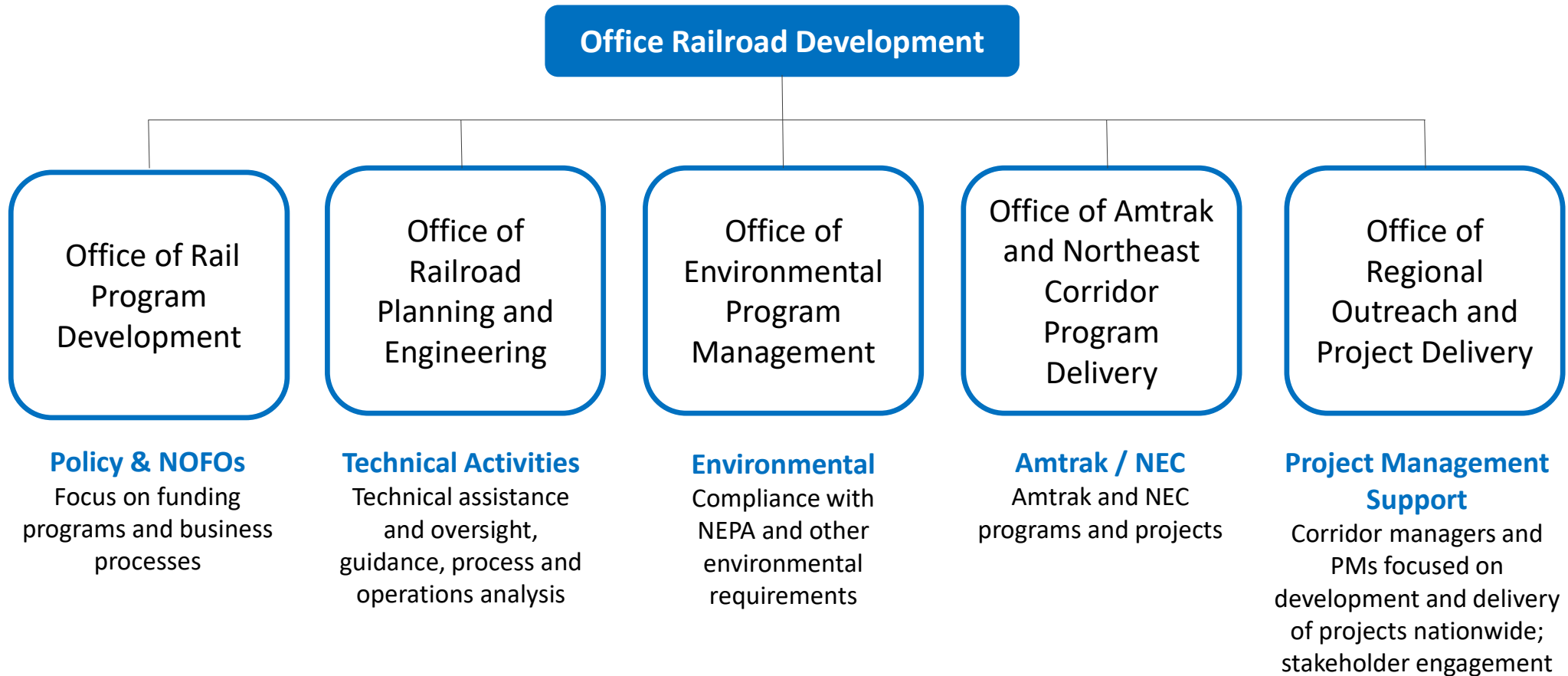
4. Questions

FRA Office of Regional Outreach & Project Delivery

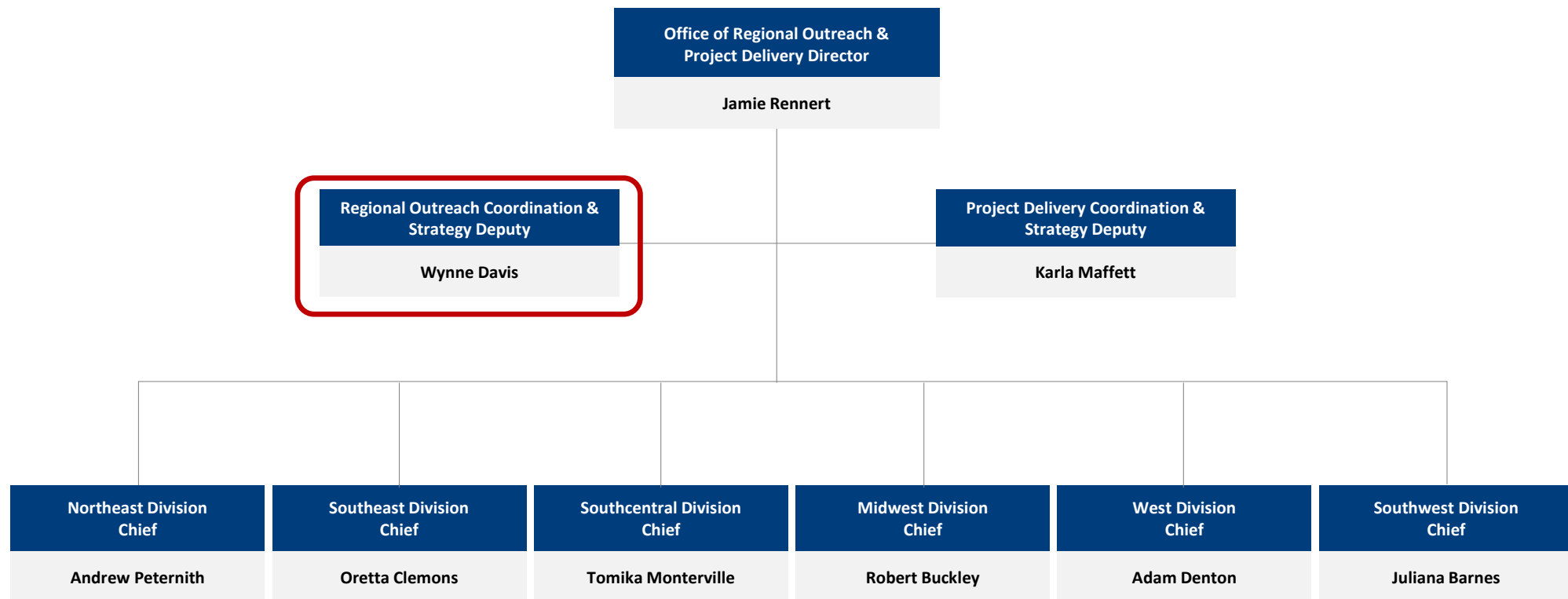
FRA Realignment



FRA Organization



Office of Regional Outreach & Project Delivery

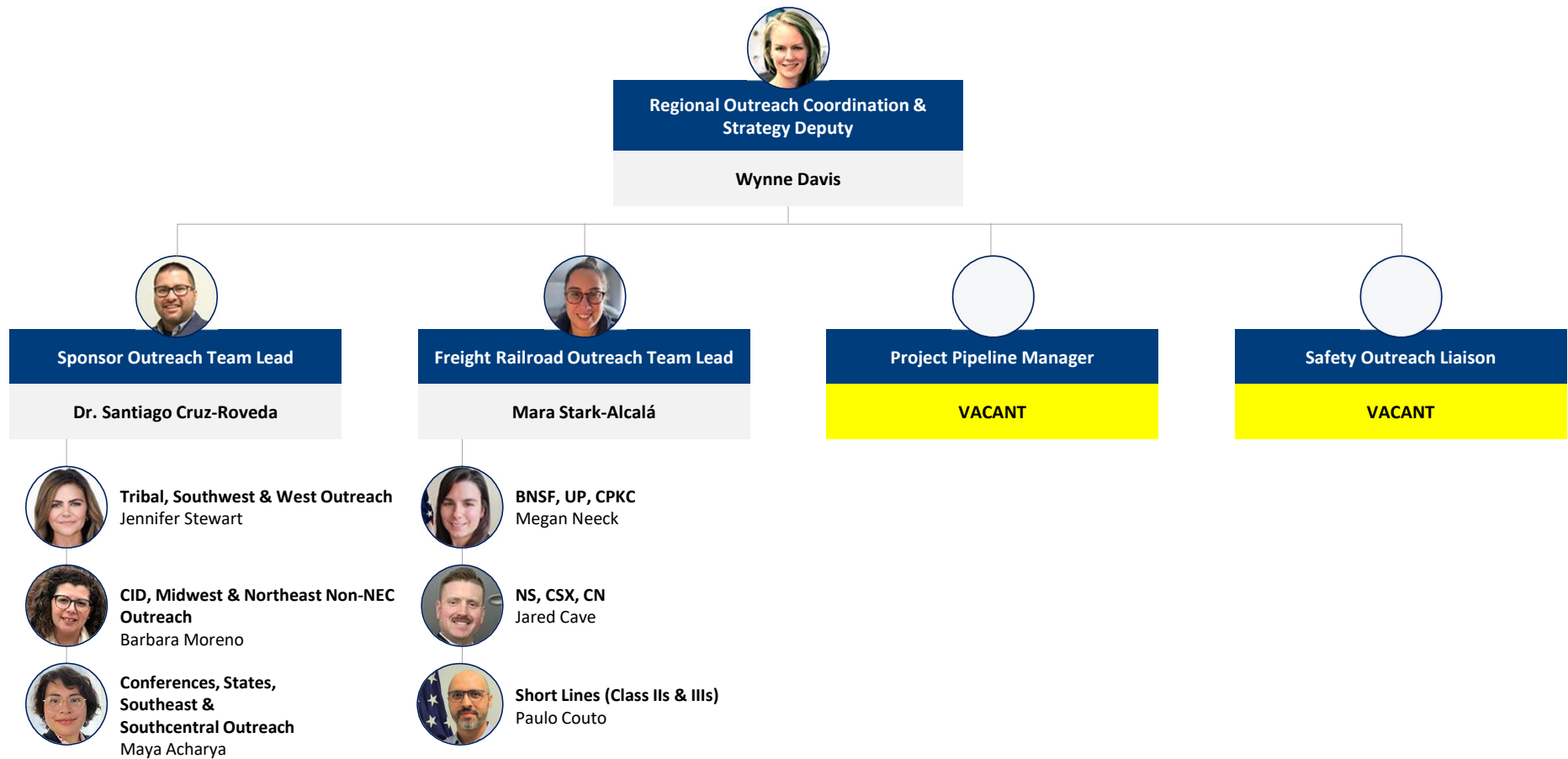


Regional Outreach Mission

Conduct proactive and structured outreach with FRA stakeholders to understand stakeholder perspectives, maintain a recurring dialogue regarding important rail development projects and issues, and incorporate feedback into program activities as applicable.



Office of Regional Outreach & Project Delivery



Sponsor Outreach Roles and Responsibilities



Sponsor Outreach Team Lead

Dr. Santiago Cruz-Roveda



Tribal
West and Southwest Outreach
Jennifer Stewart



CID Program Manager
Midwest and Northeast-
Non-NEC Outreach
Barbara Moreno



State, Local, Municipality
& Conferences
Southcentral and
Southeast Outreach
Maya Acharya



STATE



MUNICIPAL
& LOCAL



TRIBAL
GOVERNMENTS



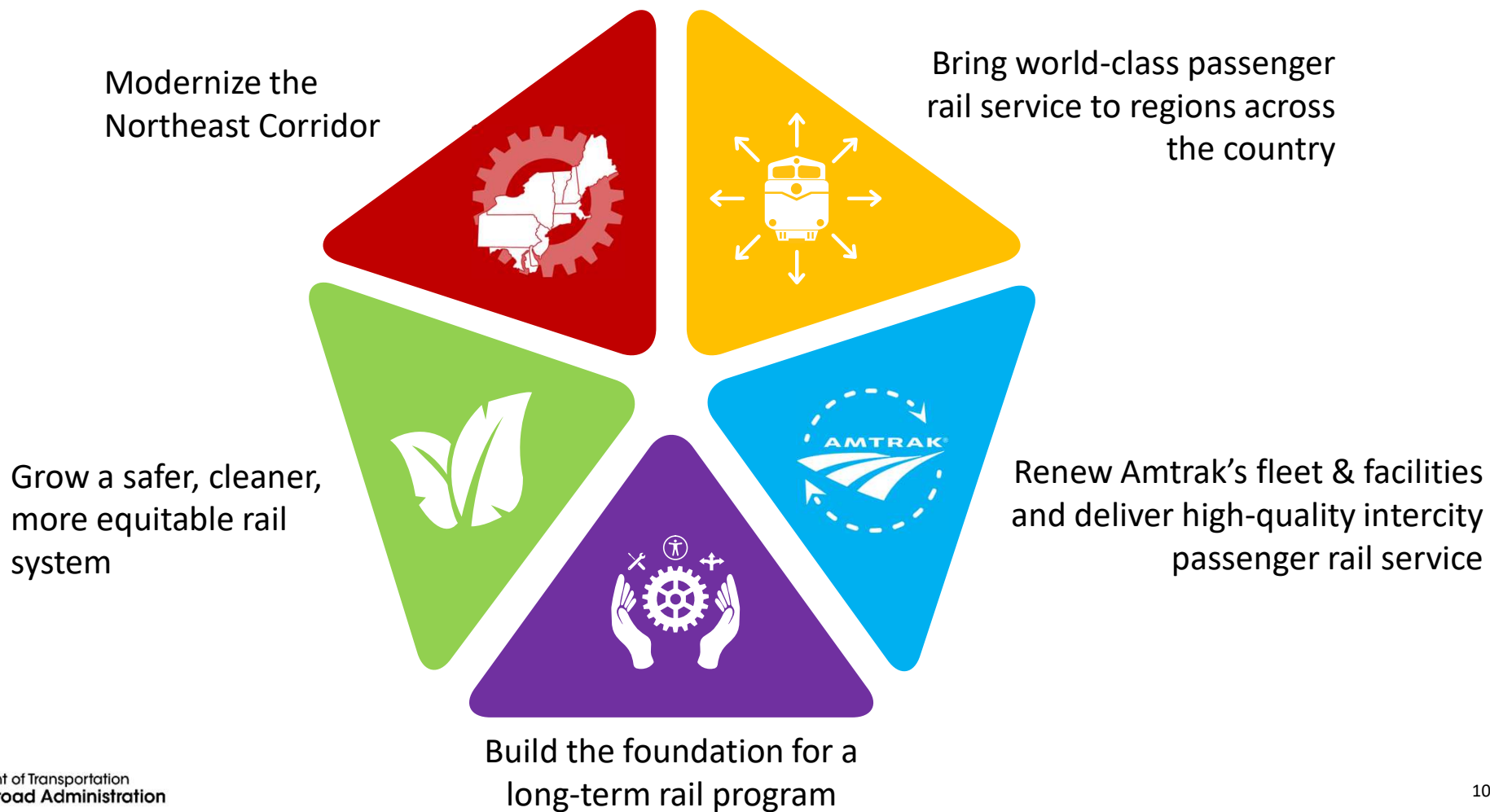
OTHER ELIGIBLE
APPLICANTS

- **Conduct outreach** with state, municipal, tribal, local governments and other eligible applicants for funding under FRA rail development programs
- **Coordinate / support outreach efforts** with GA, PA, StratComm, RRD-50 Division Chiefs and PMs
- Support the development of **webinars** on targeted topics based on feedback from outreach
- Support the development of a pipeline of potential projects, track projects for which FRA receives applications multiple times
- In coordination with RRD-10, **support the debrief process**
- **Coordinate technical assistance** for potential projects as applicable
- Work with Deputy Director and Division Chiefs to **identify high-visibility / complex unfunded projects** provide support as needed in coordinating technical assistance



U.S. Department of Transportation
Federal Railroad Administration

Bipartisan Infrastructure Law: Rail Development Goals



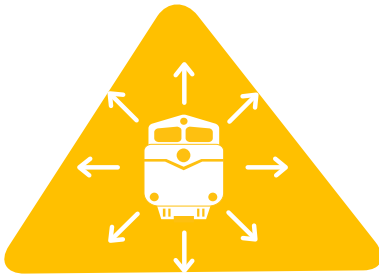
Corridor ID Program Overview

Build the foundation for a long-term rail program



Corridor ID creates a foundational framework for identifying and developing new or improved intercity passenger rail (IPR) services. Under the program, FRA will:

Bring world-class passenger rail service to regions across the country



Solicit proposal for implementing new or improving existing IPR services

Select corridors for development

Partner with corridor sponsor to prepare (or update) a Service Development Plan (SDP)

Grow a safer, cleaner, more equitable rail system

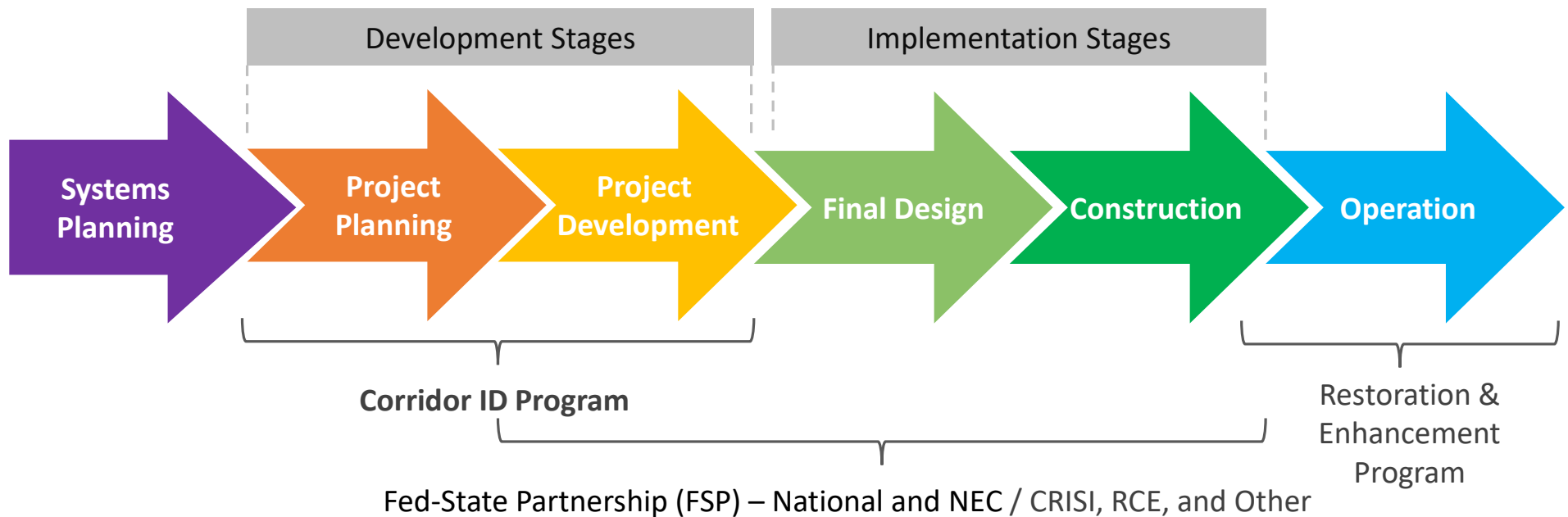


SDP includes a "corridor project inventory"

Corridor project inventories populate a prioritized "pipeline" of projects

Projects in the Corridor ID Pipeline are eligible for funding under FRA's financial assistance programs

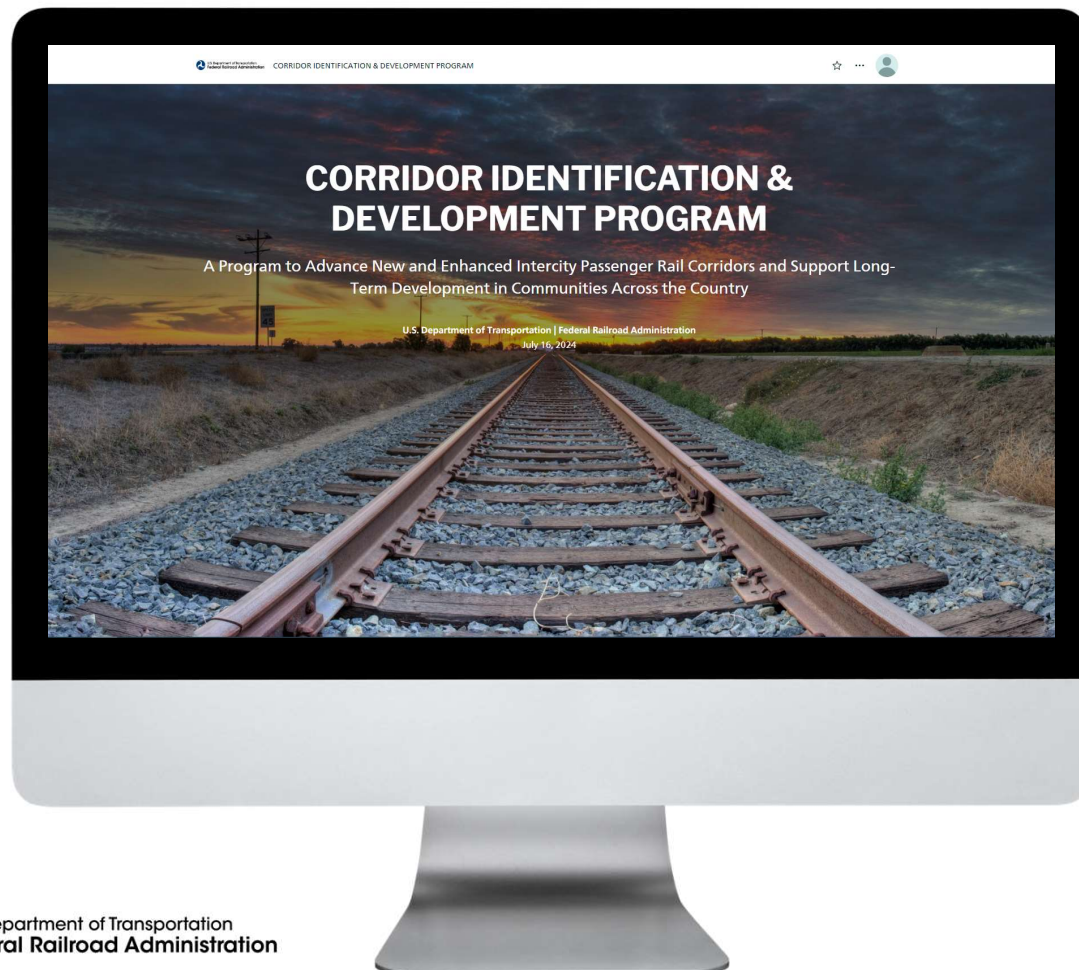
FRA Project Lifecycle Stages – Corresponding FRA Funding Programs



Overview of Selections



ArcGIS Story



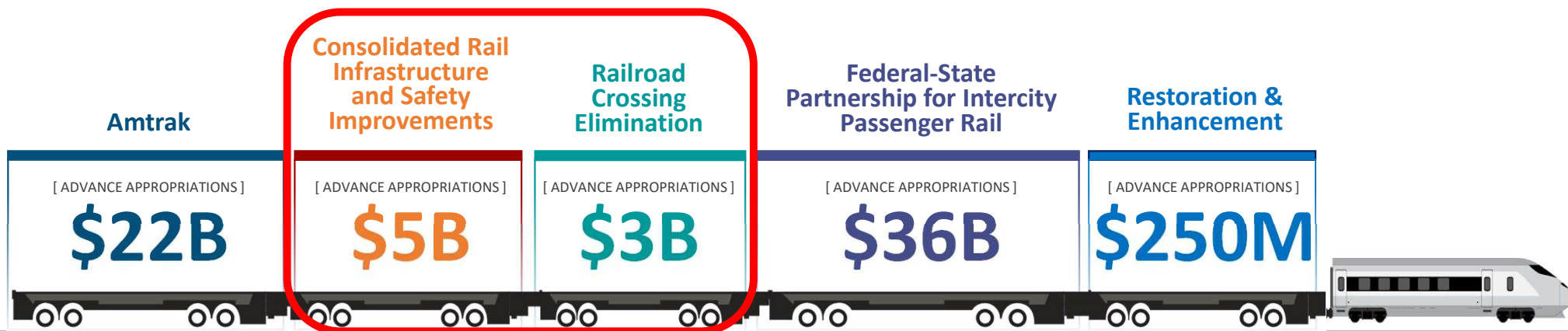
FRA Grant Programs

BIL | FRA Advance Appropriations

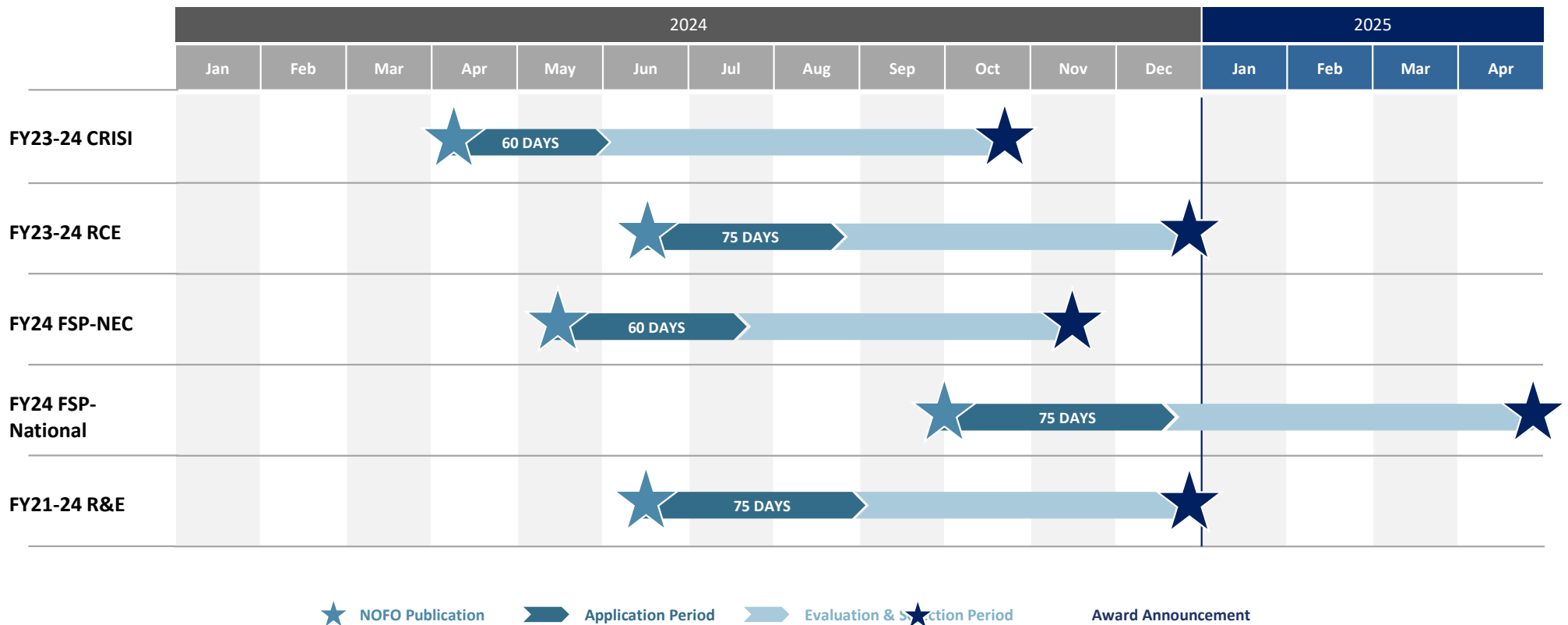
[ADVANCE APPROPRIATIONS]

From FY22-FY26

\$66B in total
funding



CY 2024 FRA Discretionary Grant Calendar



NOFO CYCLE STAGES ARE ESTIMATED FOR PLANNING PURPOSES, AND NOT EXACT DURATIONS OR DATES. CHANGES MAY OCCUR, AND FRA WILL UPDATE ACCORDINGLY.

Railroad Crossing Elimination (RCE) Grant Program Overview

RCE – Program Overview

Grant Purpose

- To fund highway-rail or pathway-rail grade crossing improvement projects that focus on **improving the safety and mobility of people and goods**

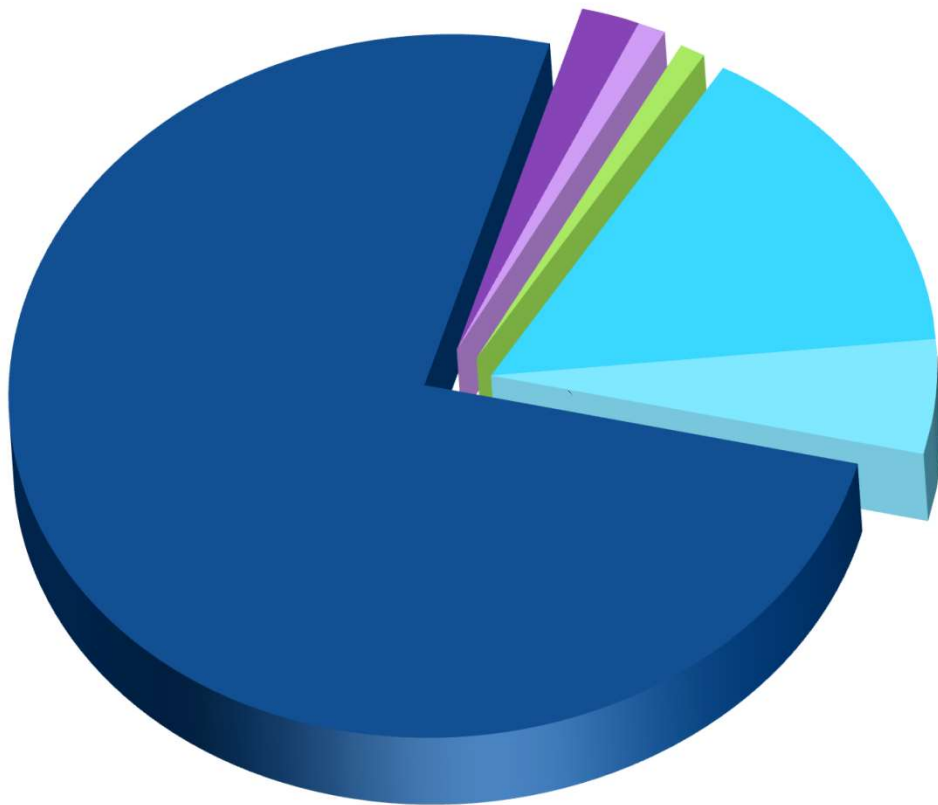
Notice of Funding Opportunity (NOFO)

- Published in the Federal Register on July 10, 2024
 - Over \$1.14 billion available
 - **Applications due by 11:59 pm Eastern Time on September 23, 2024**
- Please read the NOFO carefully and follow all instructions for completing and submitting your application
- Applications that are incomplete or received after the deadline will not be reviewed or considered for funding--there are no exceptions



[FY23-24 RCE NOFO](#)

RCE – Key Program Conditions



Planning

- At least 3% of total funding (\$38,281,580 total for upcoming FY23-24 cycle; comprised of 36 million in FY23-24 funds + \$2.28 million in carryover from FY22) reserved for planning projects
 - At least 25% of these funds (\$10,840,000 million in total) reserved for planning projects in rural areas or on Tribal lands.

Crossing Safety Information and Education Program

- 0.25% of total funding (\$3 million) reserved for highway-rail grade crossing safety information and education.

Rural and Tribal Set Aside

- At least 20% of total funding (\$229,305,600) reserved for projects located in rural areas or on Tribal lands.
 - At least 5% of these funds (\$11,465,280) reserved for projects in counties with 20 or fewer residents per square mile

Grant Conditions

- Minimum 20% Non-Federal matching share
- No grant awarded shall be smaller than \$1 million, except for planning grants

State Limitation

- No more than 20% of total funding (\$229,761,916) in any fiscal year may be awarded to projects in a single State.

RCE – Key Program Definitions

Grade Separation or Closure

- An underpass or overpass to eliminate level crossings between railroad and highway users at an existing highway-rail or pathway-rail grade crossing
- The closing of a highway-rail grade crossing to vehicular or pedestrian traffic

Improvement Project

- A project related to an **existing** highway or pathway-rail crossing, including:
 - Installation, repair, or improvement of crossings, grade separations, railroad crossing signals, gates, bells, audible warning devices and related technologies
 - Highway traffic signalization, lighting, crossing approach signage, and roadway improvements such as medians or other barriers
 - Pathway improvements such as bollards, railroad crossing panels and surfaces, other safety engineering improvements, or highway-rail programs to reduce risk

RCE – Program Overview

Eligible Applicants

- States, including the District of Columbia, Puerto Rico, and other U.S. territories and possessions
- Political subdivision of a State
- Federally recognized Indian Tribe
- A unit of local government or a group of local governments
- A public port authority
- A metropolitan planning organization
- A group of the entities described above

**A note on public agencies: If you are applying as a public agency or publicly chartered authority, please include a link to your authorizing statute in your Project Narrative or include as an attachment a copy of your public charter if it isn't online*

RCE – Program Overview

Eligible Project Types

- **Grade separation or closure** including through-use of a bridge, embankment, tunnel or combination thereof
- Track relocation
- Improvement or installation of protective devices, signals, signs, or other measures to improve safety, **provided that such activities are related to** a separation, or relocation project
- Other means to improve the safety and mobility of people and goods at highway-rail grade crossings (including technological solutions)
 - Covers at-grade crossing improvements **unrelated** to a separation or track relocation
 - Includes **execution/implementation** of Highway-Rail Grade Crossing Safety Information and Education Program - no development of a program plan
- A group of related projects, described in previous bullets, that would collectively improve the mobility of people and goods
- The planning, environmental review, and design of an eligible project type

NOTE: Improvements that contribute to a proposed quiet zone are eligible; however, the process to establish a quiet zone is not eligible

RCE – Program Overview

Planning Projects

FRA strongly encourages Planning projects, given the RCE Grant Program's dedicated set-aside for planning activities

- Planning projects should seek to grade separate one or more existing grade crossings
- Reference the Capital Project Guidance for what qualifies as a Planning activity
 - For later lifecycle stages, check if expected planning activities are complete
- Use the [RCE Grant Program Planning-specific Statement of Work Template](#)
- Remember that projects requesting less than \$1,000,000 must consist solely of Planning activities
 - Applications requesting funding for a combination of Planning and Project Development activities must exceed \$1,000,000

DM(0)



DM(0 [@Zeng, Jenny (FRA)] I dropped this slide in from the recent NOFO webinar file. I recommend making a verbal comment about feasibility studies. See background info below. I think saying something like... pls avoid submitting an app. for a feasibility study as we've discovered many applicants have different perspectives of what it means. Please following the FRA Capital Project Guidance for more detailed guidance on Project Planning lifecycle and what activities it includes.

Background: separate from RCE specific matters, I was MS Teams text chatting w/ Lyle/ RRD-20 about feasibility studies vis-a-vis Project Planning lifecycle. He said that it's a loaded concept that is ill-defined, and we should move away from funding those studies. (Several of the FY22 RCE planning projects are feasibility studies and Lyle said RRD-20 has been converting them to alternatives analysis.) I told him that RRD-11 can look into adding a footnote or something in the Project Planning definition of future NOFOs. Since the FY24 FSP-N NOFO is in draft, I'm providing some suggested text for a footnote.

Dixon, Marc (FRA), 2024-08-13T16:30:43.078

RCE – Program Overview

Evaluation Criteria

Technical Merit:

- Quality of statement of work, est. project schedule, project budget, along w/ other application materials
- Readiness and completion of prerequisites
- Applicant past performance, technical capacity, and financial contributions
- Private-sector participation
- Qualifications and experience of key personnel and organizations
- Consistency with planning documents

Project Benefits:

- Improvements to safety at highway-rail or pathway rail grade crossings
- Proposals to grade separate, eliminate, or close one or more highway-rail/pathway rail grade crossings
- Improvements to the mobility of both people and goods
- Reductions in emissions, protects the environment and provides community benefits
- Improvements to access emergency services
- Improvements to access communities; economic benefits
- Contracting incentives to employ local labor, to the extent permissible under Federal law

Program Preference

- Grade separations, closing crossings through track relocation, and corridor-wide grade crossing improvements

RCE— Program Overview

Differences Relative to Other FRA Programs

Benefit-Cost Analysis (BCA)

- BCAs are **not** required, although applicants must, at the very least, provide sufficient qualitative information on the project's benefits for FRA to evaluate.
 - NOTE: For CRISI program – If applicant submits application w/ same project/scope as RCE, CRISI program requires a BCA

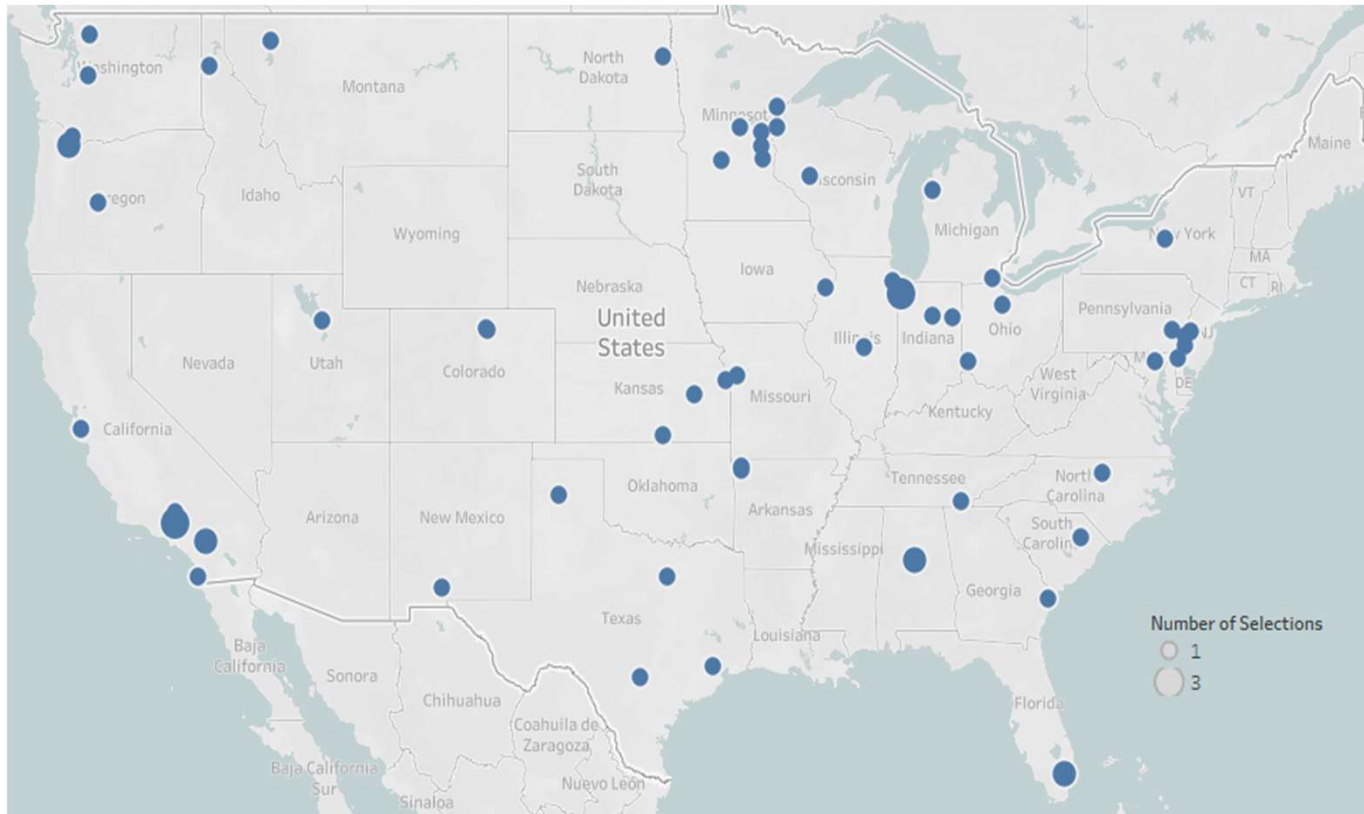
Pre-Award Costs

- Applicants may count costs incurred for preliminary engineering associated with an eligible project if such costs were incurred before project selection for award and no earlier than Nov. 15, 2021 (date of BIL enactment) --- *Same provision applies to CRISI*
 - These costs must also be compliant with 2 CFR part 200 and RCE requirements.

Commuter Rail Projects

- Commuter rail passenger transportation projects **are eligible**, but commuter rail authorities are not.
- Selected projects may be transferred to FTA to administer.

RCE – FY22 Selected Projects



From 153 eligible applications, **63** projects were selected totaling **\$571 million** across **32** states

State	Funding Awarded	Awards
Texas	\$ 86,965,264	5
California	\$ 64,500,960	7
Alabama	\$ 53,508,222	2
Washington	\$ 44,480,000	3
Idaho	\$ 36,000,000	1
New Mexico	\$ 31,171,088	1
North Dakota	\$ 30,000,000	1
Tennessee	\$ 27,483,694	1
Kansas	\$ 27,453,220	3
Michigan	\$ 24,388,400	2
Illinois	\$ 24,000,000	2
Indiana	\$ 21,172,211	5
Pennsylvania	\$ 16,438,596	2
Florida	\$ 16,040,000	3
New York	\$ 11,008,000	1
Ohio	\$ 10,245,000	2
Wisconsin	\$ 9,999,600	1
Minnesota	\$ 8,504,563	3
Iowa	\$ 7,756,862	1
Utah	\$ 3,232,000	1
Georgia	\$ 3,218,460	3
Virginia	\$ 3,200,000	1
Missouri	\$ 2,000,000	1
Delaware	\$ 1,600,000	1
Oregon	\$ 1,550,000	2
Maryland	\$ 1,534,280	1
North Carolina	\$ 1,220,000	1
Colorado	\$ 700,000	1
West Virginia	\$ 576,000	2
Arkansas	\$ 576,000	1
Montana	\$ 400,000	1
South Carolina	\$ 60,000	1
Grand Total	\$ 570,982,420	63

RCE – FY22 Selected Projects

Selected Project Types

- Grade separation projects comprised the majority of selections
- 29 projects either were wholly planning-specific or included partial funds for planning activities

Project Type	Total Funded Projects	Projects Including Planning Activities
Grade Separation	34	7
Safety and mobility improvement	16	12
Corridor Improvement	9	7
Grade Closure	3	2
Track Relocation	1	1
Grand Total	63	29

Consolidated Rail Infrastructure and Safety Improvements (CRISI) Grant Program

CRISI – Program Overview

Grant Purpose

To fund projects that improve the safety, efficiency, and/or reliability of intercity passenger and freight rail systems.

Notice of Funding Opportunity (NOFO)

FY22: Selections announced September 25, 2023

- \$1.4 billion available
- 70 rail improvement projects funded in 35 states

FY23-24:

- Available funding: \$2.4 billion
- NOFO publication: March 29, 2024
- NOFO closed on May 28, 2024
- Evaluations are currently underway



[FY23-24 Consolidated Rail
Infrastructure and Safety
Improvements Program NOFO](#)

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 one or more States
- ✓ Political subdivision of a State
- ✓ Amtrak or other intercity passenger rail carrier
- ✓ Class II or III railroads and associations/holding companies 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
- ✓ Highway-Rail Grade Crossing Improvements (*existing crossings only*)
 - **Not Eligible:**
 - *Pathway-Rail Grade Crossing Improvements*
 - *Process to establish a quiet zone*
- ✓ Rail Line Relocation and Improvement
- ✓ Regional and Corridor Service Planning and corresponding Environmental Analyses
- ✓ Safety Programs and Institutes Research
- ✓ Workforce Development and Training
- ✓ Measures that prevent trespassing
- ✓ Preparation of emergency plans for hazardous materials transported by rail
- ✓ Rehab or procurement of locomotives, provided that such activities result in a significant reduction of emissions
- ✓ **New in New in FY 23-24:** Project Planning activities for otherwise eligible capital projects

CRISI – Program Overview

Non-federal Match Requirements

- Federal share of total costs **shall not exceed 80 percent.**
- 20 percent minimum non-Federal match for CRISI-funded projects may consist of **public sector (e.g., state or local) and/or private sector funding.** FRA will not consider any Federal financial assistance, nor any non-Federal funds already expended (or otherwise encumbered), toward the matching requirement, unless compliant with 2 CFR part 200.

Other

Pre-Award Costs

- Applicants may count **costs incurred for preliminary engineering** associated with an **eligible highway-rail grade crossing improvement project** if such costs were incurred before project selection for award and no earlier than Nov. 15, 2021 (date of BIL/IIJA enactment) --- *Same provision applies to RCE*
 - These costs must also be compliant with 2 CFR part 200 and RCE requirements.

FY23-24 CRISI NOFO – Set-Asides



\$150M Set-aside for capital projects to support new intercity passenger rail service routes including alignments for existing routes

\$32M Set-aside for capital and engineering solutions targeting trespassing

\$5M For workforce development and training activities

\$7M For certain activities related to the Deployment of Magnetic Levitation Transportation Projects (*\$5M CRISI, \$2M non-CRISI*)

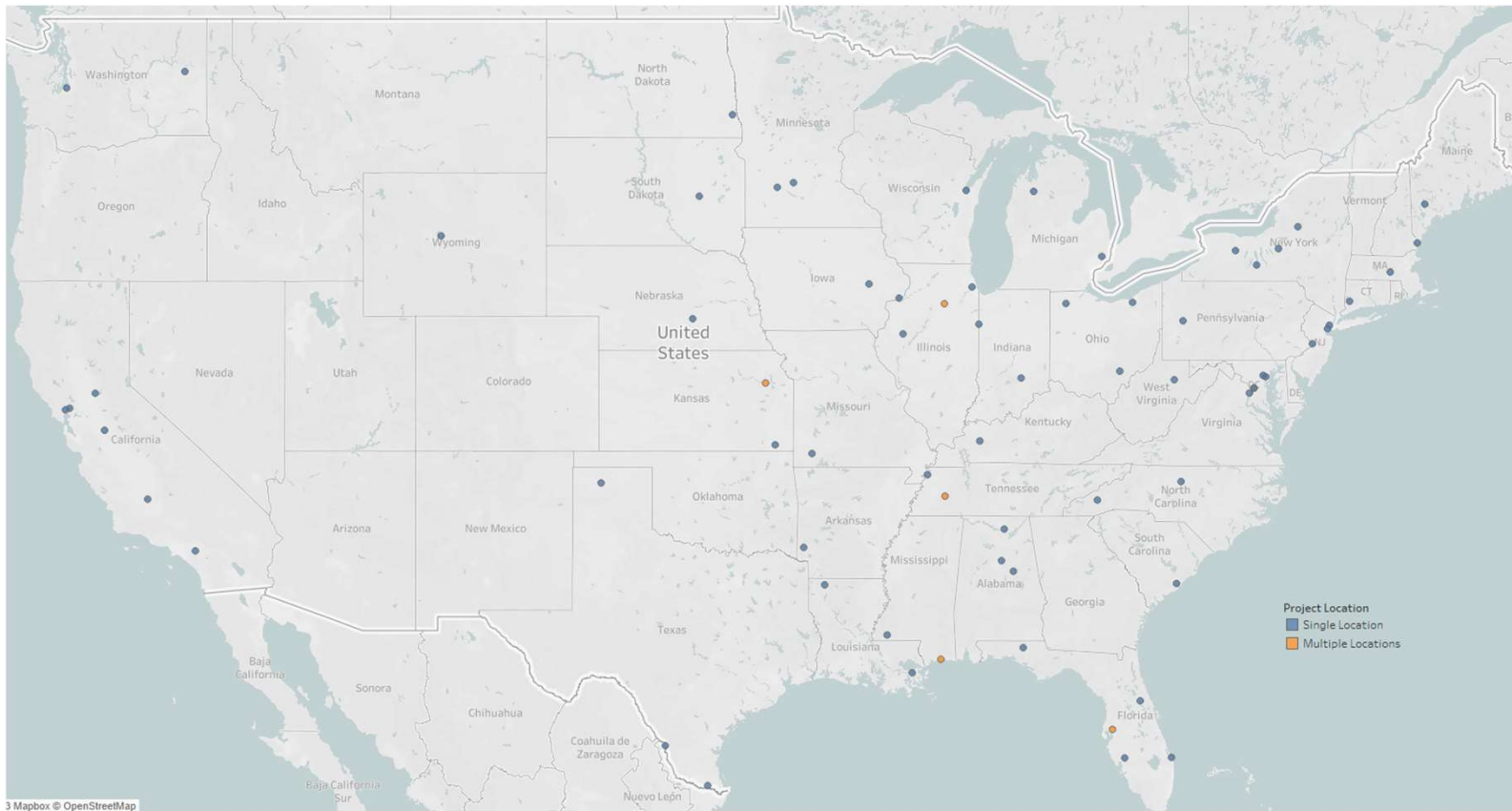
At least 25% of funds—\$657,393,500—is reserved for rural projects

FY23-24 CRISI NOFO – Program Preferences

Program Preferences

- Projects that may not be addressed by other FRA grant programs:
 - *short line railroad infrastructure and equipment; safety projects; technology, workforce development, and congestion relief projects addressing freight and passenger rail chokepoints; and intercity passenger rail state of good repair projects*
- Projects for which the Federal share of total project costs is 50 percent or less
- Net benefits of the grant funds will be maximized considering the Benefit-Cost Analysis
- Projects targeting trespassing located in the top 25 counties with the most pedestrian casualties, along with the applications that:
 - *Incorporate a comprehensive approach to project development such as is described in FRA's Community Trespass Prevention Program*
 - *Involve multiple project partners and include infrastructure improvements in combination with a safety program focused on enforcement and outreach*

FY22 CRISI - Selected Projects



State	Selected Funding Request	Selected Projects
Alabama	\$64,711,574	4
Arkansas	\$11,830,000	1
California	\$300,442,177	6
Connecticut	\$5,372,500	1
District of Columbia	\$11,320,000	2
Florida	\$58,449,135	5
Iowa	\$8,599,720	2
Illinois	\$18,156,018	2
Indiana	\$10,813,600	2
Kansas	\$46,966,427	2
Kentucky	\$29,563,000	1
Louisiana	\$18,626,000	2
Massachusetts	\$108,085,280	1
Maryland	\$20,384,317	2
Michigan	\$35,403,000	2
Minnesota	\$2,623,000	2
Missouri	\$12,804,860	2
Mississippi	\$230,435,333	2
North Carolina	\$12,701,093	2
North Dakota	\$11,772,708	1
Nebraska	\$15,224,354	1
New Hampshire	\$345,000	1
New Jersey	\$59,136,891	1
New York	\$40,497,293	5
Ohio	\$27,644,384	3
Pennsylvania	\$20,050,367	2
South Carolina	\$4,170,000	1
Tennessee	\$31,118,500	2
Texas	\$14,842,032	3
Virginia	\$100,000,000	1
Vermont	\$9,654,789	1
Washington	\$76,895,000	2
Wisconsin	\$2,045,160	1
West Virginia	\$19,442,500	1
Wyoming	\$2,424,000	1
Grand Total	\$1,442,550,013	70

From 234 eligible applications, USDOT/FRA selected **70** projects totaling **\$1.4 billion (est.)** across **35** states

FY22 CRISI – Selection Data Insights

 **50**

Freight



Selected Funding Amount:
\$724.6 million (est.)

 **7**

Intercity Passenger Rail



Selected Funding Amount:
\$657.5 million (est.)



 **10**

Grade Crossing & Trespass Prevention



Selected Funding Amount:
\$34.0 million (est.)

 **3**

Workforce Development



Selected Funding Amount:
\$26.5 million (est.)

Total Funding Selected:
\$1,442,568,012



U.S. Department of Transportation
Federal Railroad Administration

RCE and CRISI

Administration Priorities

- Safety
- Workforce Development, Job Quality, and Wealth Creation
- Equity and Justice40
- Climate Change and Sustainability

FRA Grant Programs – *Other Programs*

Other FRA Grant Programs & BIL Funding

Federal-State Partnership (FSP) for Intercity Passenger Rail

Improve performance
Expand or establish new
intercity passenger rail
Reduce the state of good
repair backlog

\$36 billion

Restoration & Enhancement

Provide funding for
initiating, enhancing,
restoring intercity passenger
rail service operations

\$250 million

Interstate Rail Compacts

Provide financial assistance
to entities implementing
interstate rail compacts
pursuant to section 410 of
the Amtrak Reform and
Accountability Act of 1997

\$5.8 million

**New Under BIL*



Resources for Grant Applicants

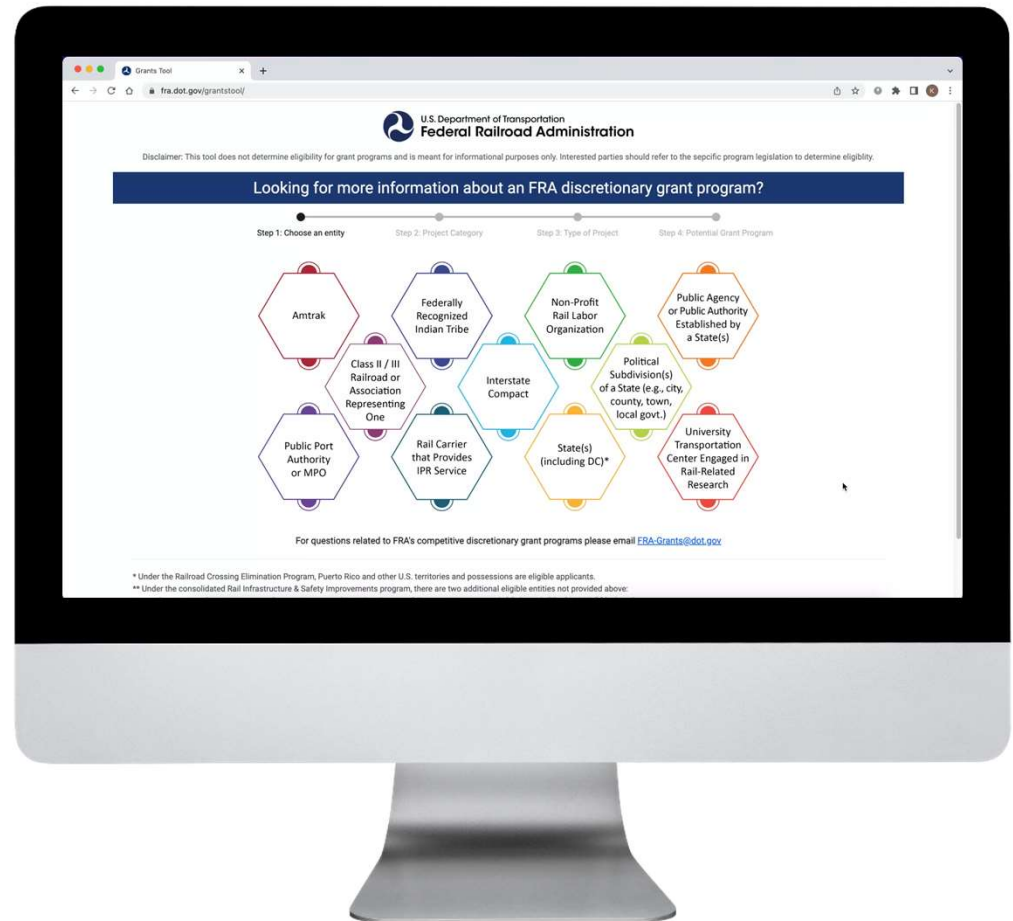
Interactive Grants Tool

Helps grantees learn about FRA Discretionary Grant Programs and Eligibilities, by project sponsor and project type.

Note: *The tool does not determine eligibility for grant programs and is meant for informational purposes only. Interested parties should refer to the specific program legislation to determine eligibility.*



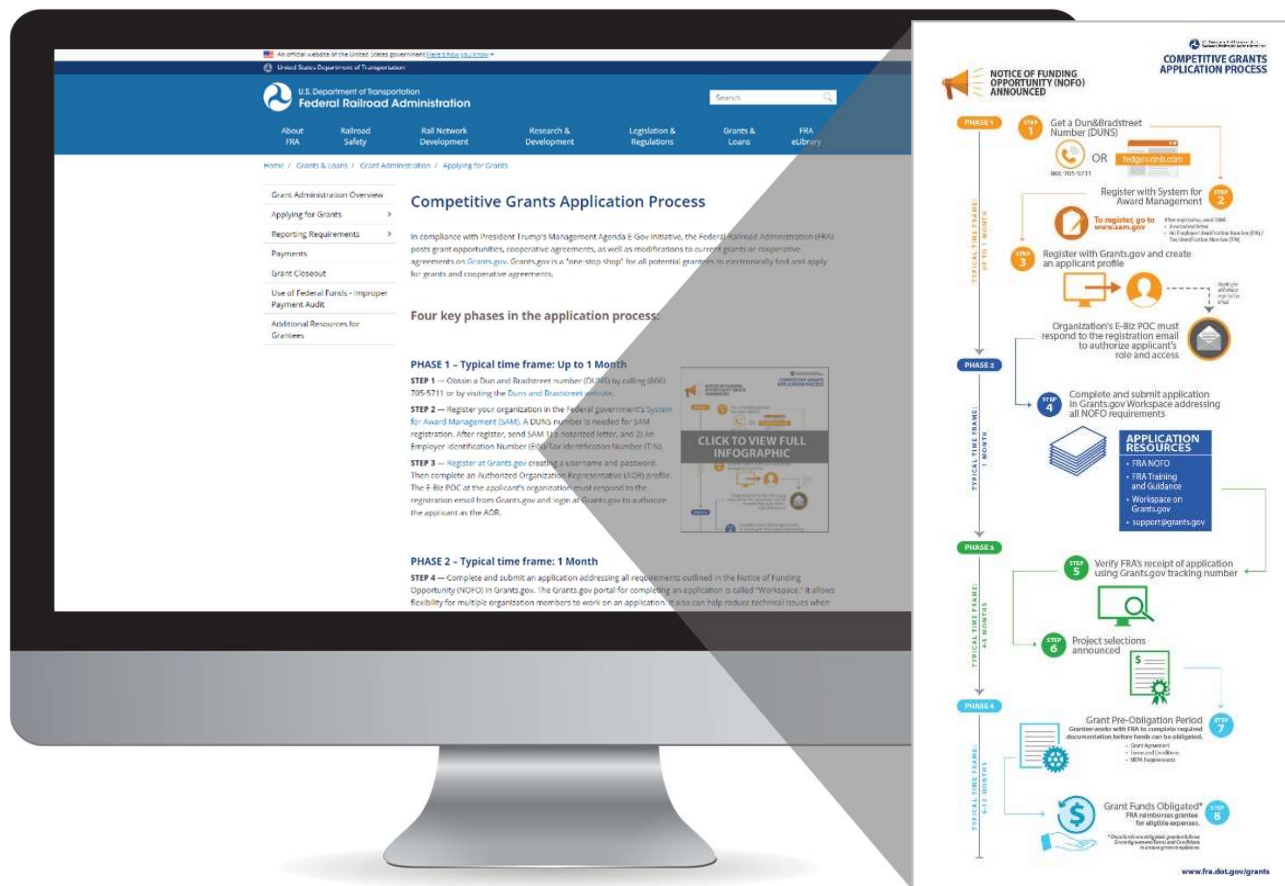
fra.dot.gov/GrantsTool



How to Apply and Available Grant Resources

A step-by-step process for applying:

- railroads.dot.gov/grants-loans-discretionary-grants-application-process



Additional Resources

FRA Grant Program Webinars

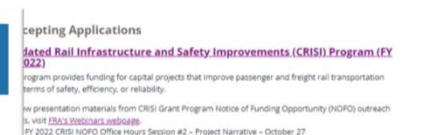
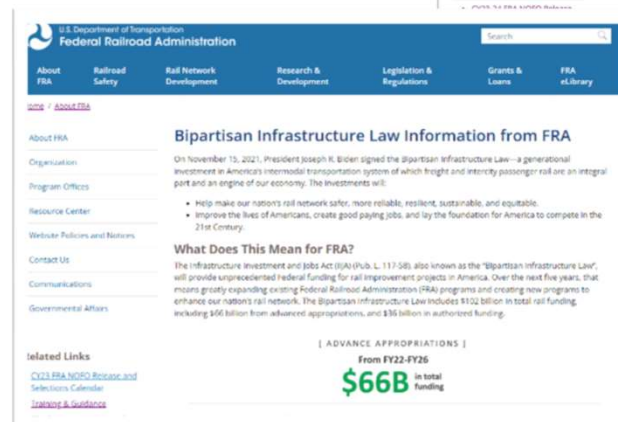
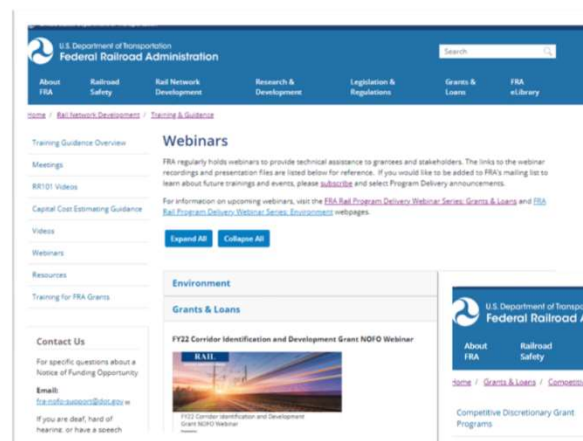
- railroads.dot.gov/webinars

FRA Competitive Discretionary Grant Programs

- fra.dot.gov/grants

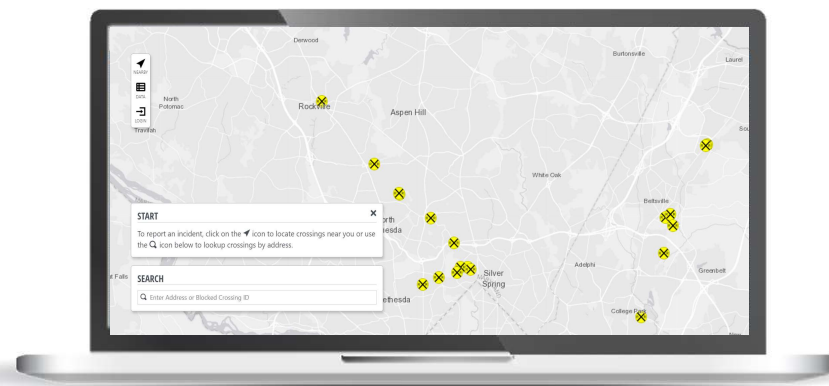
FRA Bipartisan Infrastructure Law Information

- railroads.dot.gov/BIL



FRA Blocked Crossing Portal

- Blocked crossings pose potential safety risks, specifically in locations where trains routinely hinder roadway and pedestrian movement for extended periods
- To address this potential safety risk, FRA established the Blocked Crossing Portal in 2019
- Specific information required from users—including **date, time, location** and **duration that crossing is blocked**
- **Report a blocked crossing:**
<http://www.fra.dot.gov/blockedcrossings>
- **Provide feedback about the Blocked Crossing Portal:**
<https://www.federalregister.gov/documents/2022/06/14/2022-12785/request-for-information-regarding-fras-public-blocked-crossing-portal>



USDOT National Grade Crossing Inventory

Allows the public to cite specific USDOT National Grade Crossing Inventory information, including:

- Railroad that owns infrastructure
- Primary railroad operator
- DOT crossing inventory number
- Roadway at the crossing

The screenshot displays the Federal Railroad Office of Safety website. The main content area is titled '5.02 - Generate Crossing Inventory and Accident Reports'. It instructs users to click on a link or enter a crossing number, pick the report type, and click 'Generate Report'. The 'Report Type' section has three radio buttons: 'Inventory' (selected), 'Accident', and 'Contact Sheet'. Below this is a 'Crossing #' input field. The 'Inventory' section has two radio buttons: 'Current' (selected) and 'History'. There are 'Generate Report' and 'Generate Map' buttons. An 'Additional Links' section contains several hyperlinks: 'Query by Location/Railroad', 'Query by Crossing', 'Accident Prediction (WBAPS)', 'DOT Crossing Inventory Information', 'Crossing Data help', 'Rail Crossing Locator Mobile Application', 'Maps', 'Notice', and 'Using this Site'. At the bottom, it states 'Accident File as of: May 31, 2022' and 'Crossing Inventory File as of: Today'. A pop-up window titled '8.01 - Query by Location' is overlaid on the right. It contains the following fields: 'Location' (Alabama), 'County/City' (dropdown menu with options: ALL, AUTAUGA, BALDWIN, BARBOUR), 'Crossing Type' (Public Only selected, All (Includes Private and Pedestrian)), 'Crossing Position' (At-Grade Only selected, All (Includes Grade Separated)), 'Crossing Status' (Open selected, All (Includes Closed)), 'Street' (input field), 'Reporting Level' (dropdown menu with options: All, 0-9, A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z, All), 'Railroad' (dropdown menu with option: All), and 'Sort' (Sort by Railroad Name selected, Sort by Railroad Code). A note at the bottom of the pop-up states: 'Note! You need to specify state and either county or city, street or railroad search pattern.' There are 'Run Query' and 'Reset' buttons at the bottom of the pop-up.

QUESTIONS?

Contact Us

Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590



Connect with us at [USDOTFRA](#)



U.S. Department of Transportation
Federal Railroad Administration

FRA Competitive Discretionary Grant Programs/ NOFO Support

railroads.dot.gov/grants
FRA-NOFO-Support@dot.gov

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