# Railroad Crossing Elimination Grant Program Fact Sheet

## Purpose of Grant Program

To fund highway-rail or pathway-rail grade crossing improvement projects that focus on improving the safety and mobility of people and goods. (49 U.S.C. 22909)

## Eligible Applicants

- States, including the District of Columbia, Puerto Rico, and other United States 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.

## Eligible Projects

- Grade separation or closure, including through the 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 related to a separation, closure, or track relocation project.
- Other means to improve the safety if related to the mobility of people and goods at highway-rail grade crossings (including technological solutions).
- The planning, environmental review, and design of an eligible project type.

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FOR THE MOST UP-TO-DATE INFORMATION, VISIT FRA’S WEBSITE: [https://railroads.dot.gov/BIL](https://railroads.dot.gov/BIL)
The Federal Railroad Administration supports the nation’s rail network through a variety of competitive and dedicated grant programs designed to develop safety improvements, and encourages the expansion and upgrade of passenger and freight rail infrastructure and services.

The information below highlights the changes to the Restoration & Enhancement grant program that are enacted in Section 22304 of the Bipartisan Infrastructure Law.

### Purpose of Grant Program

To provide **operating assistance** to initiate, restore, or enhance intercity passenger rail service. (49 U.S.C. 22908)

- States, including the District of Columbia.
- An entity implementing an interstate compact.
- A public agency/publicly chartered authority established by 1 or more States.
- A political subdivision of a State.
- **NEW** Federally recognized Indian Tribe.
- Amtrak & Other IPR Carriers.
- **NEW** Rail Carriers in partnership with at least 1 of the entities described above.

### Eligible Applicants

- Establishing new services.
- Additional frequencies.
- Service extensions.
- Offering new on-board services.
- Examples of eligible expenses: train engineer staffing, fuel, train dispatching, station management, and overhead.

### Eligible Projects

- **NEW** New priority to applications for routes selected under the Corridor Identification and Development Program and operated by Amtrak.
- **NEW** Grants may provide operating assistance for up to 6 years, and may not exceed:
  - 90 percent of the projected net operating costs for the first year of service.
  - 80 percent...for the second year of service.
  - 70 percent...for the third year of service.
  - 60 percent...for the fourth year of service.
  - 50 percent...for the fifth year of service.
  - 30 percent...for the sixth year of service.

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Federal-State Partnership for Intercity Passenger Rail Grant Program Fact Sheet

The Federal Railroad Administration supports the nation’s rail network through a variety of competitive and directed grant programs designed to improve safety and improve the mobility of people and goods. The Federal-State Partnership for Intercity Passenger Rail Grants program provides funding for intercity passenger transportation projects located on the Northeast Corridor and for projects not located on the Northeast Corridor and was significantly revised in Section 22307 of the Bipartisan Infrastructure Law. Changes included broadening project eligibility to include projects to expand or establish new intercity passenger rail services and fund pre-construction project planning, expanding eligible project locations to include the entire intercity passenger rail network, and directing USDOT to publish a project inventory for Northeast Corridor projects to support long-term planning.

**Federal-State Partnership for Intercity Passenger Rail Grant Program**

- **Purpose of Grant Program**: To fund capital projects that reduce the state of good repair backlog, improve performance, or expand or establish new intercity passenger rail service, including privately operated intercity passenger rail service if an eligible applicant is involved. (49 U.S.C. 24911)

- **Eligible Applicants**
  - States, including the District of Columbia.
  - A group of States.
  - An Interstate Compact.
  - A public agency or publicly chartered authority established by 1 or more States.
  - A political subdivision of a State.
  - Amtrak, acting on its own behalf or under a cooperative agreement with 1 or more States.
  - **NEW Federally recognized Indian Tribe.**
  - **NEW Any combination of the entities above.**

- **Eligible Projects**
  - A project to replace, rehabilitate, or repair infrastructure, equipment, or a facility used for providing intercity passenger rail service to bring such assets into a state of good repair.
  - **NEW A project to improve intercity passenger rail service performance, including reduced trip times, increased train frequencies, higher operating speeds, improved reliability, expanded capacity, reduced congestion, electrification, and other improvements, as determined by the Secretary.**
  - **NEW A project to expand or establish new intercity passenger rail service.**
  - A group of related projects as described above.
  - **NEW The planning, environmental review, and final design of an eligible project or group of projects described above.**

FOR THE MOST UP-TO-DATE INFORMATION, VISIT FRA’S WEBSITE: [https://railroads.dot.gov/BIL](https://railroads.dot.gov/BIL)
Purpose of Grant Program

To fund projects that improve the safety, efficiency, and reliability of intercity passenger and freight rail. (49 U.S.C. 22907)

Eligible Applicants

- States, including the District of Columbia.
- A group of States.
- An Interstate Compact.
- A public agency or publicly chartered authority established by 1 or more States.
- A political subdivision of a State.
- Amtrak & other Rail Carriers providing intercity rail passenger transportation.
- Class II/III Railroads and Associations that represent a Class II/III Railroads.
- Rail Carriers & Equipment Manufacturers, in partnership with at least 1 of the first 5 entities shown above.
- Federally recognized Indian Tribe.
- Transportation Research Board.
- University Transportation Centers engaged in rail-related research.
- Non-profit labor organizations representing rail employees.

Eligible Projects

- Wide range of capital projects – such as track, station and equipment improvements, congestion mitigation, grade crossings, and track relocation, and deployment of railroad safety technology.
- Regional rail and Corridor service development plans and corresponding environmental analyses.
- Safety programs and institutes, including workforce development and training activities.
- Measures that prevent trespassing and injuries and fatalities associated with trespassing.
- Research, development, and testing to advance innovative rail projects.
- The preparation of emergency plans for communities through which hazardous materials are transported by rail.
- Rehabilitating, remanufacturing, procuring, or overhauling locomotives, provided that such activities result in a significant reduction of emissions.

The Federal Railroad Administration supports the nation’s rail network through a variety of competitive and dedicated grant programs designed to develop safety improvements, and encourages the expansion and upgrade of passenger and freight rail infrastructure and services.

The information below highlights the changes in the Consolidated Rail Infrastructure & Safety Improvements grant program that are enacted in Section 22303 of the Bipartisan Infrastructure Law.
Bipartisan Infrastructure Law & Rail
FRA Goals Under the Bipartisan Infrastructure Law

Historic investment in American rail largest in FRA history

Key Goals:

1. Modernize the **Northeast Corridor**.
2. Bring world-class passenger rail service to **other regions** across the country.
3. Renew **Amtrak’s** fleet and facilities.
4. Grow a **safer, cleaner** rail system.
5. Build the foundation for a **long-term rail program**.

<table>
<thead>
<tr>
<th>Amtrak</th>
<th>Consolidated Rail Infrastructure and Safety Improvements</th>
<th>Railroad Crossing Elimination</th>
<th>Federated-State Partnership for Intercity Passenger Rail</th>
<th>Restoration &amp; Enhancement</th>
</tr>
</thead>
<tbody>
<tr>
<td>$22B</td>
<td>$5B</td>
<td>$3B</td>
<td>$36B</td>
<td>$250M</td>
</tr>
<tr>
<td><strong>19B</strong></td>
<td><strong>5B</strong></td>
<td><strong>2.5B</strong></td>
<td><strong>7.5B</strong></td>
<td><strong>250M</strong></td>
</tr>
</tbody>
</table>

[ADVANCED APPROPRIATIONS]

From FY22-FY26 $66B * in total *funding

[FULLY AUTHORIZED FUNDS]

From FY22-FY26 $36B * in total *funding

* $34.5B million for grant programs; additional $1.5 billion is authorized for FRA operations and R&B — not included in this graphic.

** Grants for Restoration & Enhancement (under partial appropriations portion) are funded through "backlistens" from Amtrak RR account; not included in total to avoid double-counting.
Key Rail Objectives

**Overall**: Invest in safe, clean, equitable, and efficient world-class passenger and freight rail where it is best positioned to **connect people, communities, and markets**.

The Bipartisan Infrastructure Law is a robust investment into rail throughout the nation with dedicated funding for rail over the next 5 years that will:

- Enhance Community Safety and Reconnect Neighborhoods.
- Expand Travel Options for Communities across the Country.
- Modernize the Northeast Corridor.
- Provide new stakeholders with access to funding opportunities.
- Improve Rural Freight Connections.
- Alleviate Passenger-Freight Congestion.
- Boost Energy Efficiency and Strengthen Climate Resilience.
- Renew Passenger Equipment and Stations.
<table>
<thead>
<tr>
<th>Programs</th>
<th>Purpose</th>
<th>Appropriated</th>
<th>Additional Authorized Over Five Years*</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Consolidated Rail Infrastructure and Safety Improvements (CRISI)</strong></td>
<td>To fund projects that improve the safety, efficiency, or reliability of intercity passenger and freight rail.</td>
<td>$5 billion ($1 billion annually)</td>
<td>$5 billion ($1 billion annually)</td>
<td>$10 billion</td>
</tr>
<tr>
<td><strong>Railroad Crossing Elimination (New)</strong></td>
<td>To promote highway rail or pathway-rail grade crossing improvement projects that focus on improving the safety and mobility of people and goods.</td>
<td>$3 billion ($600 million annually)</td>
<td>$2.5 billion ($500 million annually)</td>
<td>$5.5 billion</td>
</tr>
<tr>
<td><strong>Federal-State Partnership for Intercity Passenger Rail (Significantly Changed)</strong></td>
<td>To fund capital projects that reduce the state of good repair backlog, improve performance, or expand or establish new intercity passenger rail service, including privately operated intercity passenger rail service if an eligible applicant is involved.</td>
<td>$36 billion ($7.2 billion annually)</td>
<td>$7.5 billion ($1.5 billion annually)</td>
<td>$43.5 billion</td>
</tr>
<tr>
<td><strong>Restoration &amp; Enhancement (Revised)</strong></td>
<td>To provide operating assistance to initiate, restore, or enhance intercity passenger rail service.</td>
<td>$250 million ($50 million annually from Amtrak National Network fund)</td>
<td>$250 million ($50 million annually)</td>
<td>$500 million</td>
</tr>
<tr>
<td><strong>Interstate Rail Compacts (New)</strong></td>
<td>This program will provide funding for interstate rail compacts’ administrative costs and to conduct railroad systems planning, promotion of intercity passenger rail operations, and the preparation of grant applications.</td>
<td>$15 million ($3 million annually)</td>
<td>$15 million ($3 million annually)</td>
<td>$30 million</td>
</tr>
</tbody>
</table>

* At fully authorized levels
Consolidated Railroad Infrastructure and Safety Improvement – Overview

GRANT PURPOSE

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

CRISI – Upcoming Funding Opportunities

**BIL Authorization & Appropriations in billions (B)**

<table>
<thead>
<tr>
<th></th>
<th>FY22</th>
</tr>
</thead>
<tbody>
<tr>
<td>Advanced Appropriations</td>
<td>$1B</td>
</tr>
<tr>
<td>Authorized Funding (Fully Authorized Levels)</td>
<td>$1B</td>
</tr>
</tbody>
</table>

**Status of Funding Opportunities**

<table>
<thead>
<tr>
<th>Year</th>
<th>Available Funding (B)</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY22</td>
<td>$1B</td>
<td>☐ NOFO Expected late Summer 2022</td>
</tr>
</tbody>
</table>
• 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.
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

At least 25% of funds is reserved for rural and Tribal projects
Railroad Crossing Elimination (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.

**RCE – Upcoming Funding Opportunities**

**BIL Authorization & Appropriations in millions (M)**

<table>
<thead>
<tr>
<th>FY22</th>
<th>Advanced Appropriations</th>
<th>$600</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Authorized Funding (Fully Authorized Levels)</td>
<td>$500</td>
</tr>
</tbody>
</table>

**Status of Funding Opportunities**

<table>
<thead>
<tr>
<th>Year</th>
<th>Available Funding (M)</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY22</td>
<td>$600</td>
<td>NOFO Expected Spring 2022</td>
</tr>
</tbody>
</table>

At least 25% of funds is reserved for rural projects.
• 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.
• Grade separation or closure including through the 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 related to a separation, closure, or track relocation project.
• Other means to improve the safety if related to the mobility of people and goods at highway-rail grade crossings (including technological solutions).
• The planning, environmental review, and design of an eligible project type.
### Departmental Objectives

**KEY DEPARTMENTAL OBJECTIVES**

FRA will assess the project’s ability to meet one or more of these objectives:

<table>
<thead>
<tr>
<th>Safety</th>
<th>Racial Equity, Economic Inclusion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Equitable Economic Strength, Improving Core Assets</td>
<td>Transformation of our Nation’s Transportation Infrastructure</td>
</tr>
<tr>
<td>Resilience, Addressing Climate Change</td>
<td></td>
</tr>
</tbody>
</table>
How to Apply and Available Grant Resources

https://railroads.dot.gov/grant-administration/applying-grants/competitive-grants-application-process
The Lifecycle of Grants

**Pre-Award (NOFO Process)**
- 6 – 12 months
  - NOFO Publication
  - Technical Assistance/Webinars
  - Application Intake & Evaluation
  - Briefings
  - Project Selection

**Award (Obligation Process)**
- 6 – 15 months
  - Notification
  - Terms and Conditions
  - Budget and SOW Development
  - Environmental Clearances *
  - Engineering Review *
  - Performance Measures *
  - Stakeholder Agreements *
  - Creating Grant Award in Grant Solutions

**Administration Monitoring/Oversight**
- 2 – 4 years
  - Grant Administration
  - Annual Monitoring
  - Project Management
  - Review Project Deliverables
  - Provide Technical Assistance
  - Enforcement and Compliance

**Closeout**
- 1 – 2 months
  - Grantee Notification
  - Final Invoice
  - Final Performance Report
  - Tracking Project Benefit Agreements

*Dependent on grant program and/or project type*
Positioning Grant Applications for Success – Best Practices

- Read the Notice of Funding Opportunity (NOFO) completely and carefully to understand the criteria for eligibility and selection.
- FRA has identified three primary areas where applications that are not selected typically demonstrate deficiencies:
  - Project Narrative
  - Statement of Work
  - Benefit Cost Analysis
Understanding the NOFO – Webinars

- Program requirements
- Application requirements
- Environmental review process

How ready is the project?

- Pre-NEPA planning complete?
- How complex is the project?
- Any mysterious aspects?
Best Practices – From Grant Application to Award

Getting agreements and prerequisites in place

• Pre-NEPA planning, NEPA clearance, permits and agreements
• Railroad agreements are required to be in place before obligation

Budgeting for your project

• Make sure your matching sources of funds are committed in the right timeframe
• Allow time when building your schedule of activities
• The more you know in advance, the more realistic your budget should be
Best Practices – From Award to Obligation

The Award is the beginning

- Ensure the scope and budget are complete
- Ensure responsible parties are on board
- Organize leadership and project management teams
- Complete NEPA clearance and permitting
- Complete Railroad Agreements
- Execute Terms and Conditions
- Obligate grant
FRA Technical Assistance for Grantees

UPCOMING VIRTUAL TRAININGS

FRA conducts webinars throughout the year to educate grantees about the application and program delivery process. Upcoming webinars include:

- Section 106 – March 8
- Benefit Cost Analysis – late March

ON-DEMAND TRAINING

FRA’s Training and Guidance webpage has a wealth of videos and webinars on topics such as:

- Cost estimating
- Environmental streamlining
- Grade crossing project planning tools
- Grant application process
Need to *Build Back Better*, the first time!

- Starts by listening and engaging with **YOU**, our stakeholders.

**Process takes time.**

- FRA is looking at ways to streamline and improve.
- Looking to make sure grant programs are available throughout the year.

Responsibility to be good stewards of taxpayer funds.
For more information about the Bipartisan Infrastructure Law and rail, please visit our website.

https://railroads.dot.gov/BIL
Helpful Bipartisan Infrastructure Law Websites and Resources

FRA Discretionary Grant Programs
https://railroads.dot.gov/grants-loans/competitive-discretionary-grant-programs/competitive-discretionary-grant-programs

FRA Grant Training and Technical Assistance

DOT Bipartisan Infrastructure Law Website
https://www.transportation.gov/bipartisan-infrastructure-law

FHWA Bipartisan Infrastructure Law Website
https://www.fhwa.dot.gov/bipartisan-infrastructure-law/

FTA Bipartisan Infrastructure Law Website
https://www.transit.dot.gov/BID
Questions?
## Appendix A | FRA BIL Funding (in millions)

<table>
<thead>
<tr>
<th>FRA BIL Programs</th>
<th>Purpose</th>
<th>Five-Year Funding ($ millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Advanced Appropriations</td>
</tr>
<tr>
<td>Amtrak</td>
<td></td>
<td>22,000</td>
</tr>
<tr>
<td>Northeast Corridor</td>
<td>Operating &amp; capital for NEC service line</td>
<td>6,000</td>
</tr>
<tr>
<td>National Network</td>
<td>Operating &amp; capital for long-distance &amp; state-support service lines</td>
<td>16,000</td>
</tr>
<tr>
<td>Discretionary Grants</td>
<td></td>
<td>44,000</td>
</tr>
<tr>
<td>Consolidated Rail Infrastructure &amp; Safety Improvements</td>
<td>Capital projects for safety, efficiency &amp; reliability of intercity passenger &amp; freight</td>
<td>5,000</td>
</tr>
<tr>
<td>Railroad Crossing Elimination (New)</td>
<td>Capital for mitigation/ elimination of grade crossings</td>
<td>3,000</td>
</tr>
<tr>
<td>Federal-State Partnership for Intercity Passenger Rail* (Significantly Revised)</td>
<td>NEC: capital for modernizing shared infrastructure National: capital to improve/ add intercity passenger rail</td>
<td>36,000</td>
</tr>
<tr>
<td>Restoration &amp; Enhancement** (Revised)</td>
<td>Operating transition asst for new, restored, enhanced IPR</td>
<td>250</td>
</tr>
<tr>
<td>Interstate Rail Compacts** (New)</td>
<td>Operations &amp; planning for multi-state compacts</td>
<td>15</td>
</tr>
<tr>
<td>FRA</td>
<td></td>
<td>0</td>
</tr>
<tr>
<td>Safety &amp; Operations</td>
<td>Safety programs and internal operations</td>
<td>-</td>
</tr>
<tr>
<td>Research &amp; Development</td>
<td>R&amp;D programs</td>
<td>-</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td>66,000</td>
</tr>
</tbody>
</table>

**Notes:**
* Up to 5 percent is set aside for planning purposes within the Corridor Identification & Development Program.
** Grants for Restoration & Enhancement (advanced appropriations portion) and Interstate Rail Compacts are funded through “takedowns” from Amtrak NN account; not included in totals to avoid double-counting.