Grant Programs Overview, Best Practices, and Lessons Learned

MIPRC Annual Meeting
Washington, DC | October 22, 2019

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Division Chief
National Rail Planning

Agenda

1 FRA Grants & the Midwest Region

2 Grant Programs Overview
   - Consolidated Rail Infrastructure & Safety Improvements (CRISI)
   - Federal-State Partnership for State of Goof Repair (Partnership)
   - Restoration & Enhancement (R&E)

3 Lessons Learned & Best Practices

4 Q & A
Overview of Select FY17 – FY19 USDOT Rail Funding

FRA currently administers three competitive discretionary grant programs, as per the FAST Act, focused on improving the nation’s rail safety, infrastructure, and services.

**Federal-State Partnership for State of Good Repair**
- FY17: $25 M
- FY18: $250 M
- FY19: $400 M

**Consolidated Rail Infrastructure & Safety Improvements**
- FY17: $68 M
- FY18: $592.5 M*
- FY19: $255 M

**INFRA**
- FY17: $787 M
- FY18: $825.3 M
- FY19: $856 M

**BUILD**
- FY17: $500 M
- FY18: $1,500 M
- FY19: $900 M

*(PTC set-aside: $250 M)

FAST Act Program Awards to Date

- **111 projects awarded**
- **41 States**
- **totaling $907M**

- 40 PTC Projects, $253M
- 1 Operating Assistance Project, $4M
- 43 Short Line Projects, $199M
- 70 Infrastructure & Safety Projects, $650M
- 40 Rural Projects, $200M
- Over 500 Grade Crossings to be Improved
Midwest Awards

32 Projects | $236M

Over 25% of Available Funding Awarded to Midwest Projects

<table>
<thead>
<tr>
<th>Project Type</th>
<th>#</th>
<th>$</th>
</tr>
</thead>
<tbody>
<tr>
<td>Freight</td>
<td>22</td>
<td>$104M</td>
</tr>
<tr>
<td>IPR</td>
<td>4</td>
<td>$57M</td>
</tr>
<tr>
<td>Commuter</td>
<td>3</td>
<td>$33M</td>
</tr>
<tr>
<td>Shared Use</td>
<td>3</td>
<td>$42M</td>
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CRISI Program Overview
CRISI Program Overview

Grant Purpose

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

CRISI – Recent & Upcoming Funding Opportunities

<table>
<thead>
<tr>
<th>Year</th>
<th>Authorization (M)</th>
<th>Appropriation (M)</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY16</td>
<td>$98</td>
<td>—</td>
<td></td>
</tr>
<tr>
<td>FY17</td>
<td>$190</td>
<td>$68</td>
<td>Announced awards February 2019</td>
</tr>
<tr>
<td>FY18</td>
<td>$230</td>
<td>$592.5</td>
<td>Announced awards August and December 2018</td>
</tr>
<tr>
<td>FY19</td>
<td>$255</td>
<td>$255</td>
<td>Announced awards June 2019</td>
</tr>
<tr>
<td>FY20</td>
<td>$330</td>
<td>TBD</td>
<td></td>
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Eligible Applicants

• State entities
• Public agencies or publicly chartered authorities
• Local governments
• Amtrak or other intercity passenger rail carrier
• Class II or III railroads
• Any rail carrier or equipment manufacturer in partnership with at least one state entity, public agency, and/or local government
• The Transportation Research Board (TRB)
• A university transportation center engaged in rail-related research
• A non-profit labor organization
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, State, Corridor Planning and Environmental Analyses
- Safety Programs and Institutes
- Research, Workforce Development, and Training

At least 25% of funds reserved for rural projects

CRISI Program Overview

Non-Federal Match Requirements

- Federal share of total costs **shall not exceed 80 percent**
- First 20 percent of non-Federal match is **limited to cash contributions**
- In-kind contributions will be accepted beyond the first 20 percent

Average matching percent of selected projects in FY18 round was 57%

Selection Preferences for Matching Funds

- 50 percent or greater non-Federal match
- Non-Federal shares consisting of funding from multiple sources, demonstrating broad participation and cost sharing from affected stakeholders
**CRISI Program Overview**

**Evaluation Criteria**
- **Technical Merit**: Readiness, private sector participation, consistency with planning documents
- **Project Benefits**: Effects on system performance, safety, integration with other modes, ability to meet demand

**Selection Criteria**
- **Preference** for higher matching funds from multiple sources, maximized net benefits, and private sector participation
- **Key Departmental Objectives**:
  - Supporting Economic Vitality
  - Leveraging Federal Funding
  - Preparing for Future Operations/Maintenance Costs
  - Innovative Approaches to Safety and Project Delivery
  - Accountability

Federal-State Partnership for State of Good Repair Program Overview
Partnership Program Overview

Grant Purpose

• To fund capital projects to repair, replace, or rehabilitate publicly or Amtrak-owned or controlled infrastructure, equipment, and facilities used in intercity passenger rail service to reduce the state of good repair backlog and improve intercity passenger rail performance

Recent & Upcoming Funding Opportunities

<table>
<thead>
<tr>
<th>Year</th>
<th>Authorization (M)</th>
<th>Appropriation (M)</th>
<th>Status</th>
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</thead>
<tbody>
<tr>
<td>FY17</td>
<td>$140</td>
<td>$25</td>
<td>Announced awards August 2019</td>
</tr>
<tr>
<td>FY18</td>
<td>$175</td>
<td>$250</td>
<td>NOFO published October 8, applications due December 9</td>
</tr>
<tr>
<td>FY19</td>
<td>$300</td>
<td>$400</td>
<td>TBD</td>
</tr>
</tbody>
</table>

Eligible Applicants

• State entities
• Public agencies or publicly chartered authorities established by one or more States
• Local governments
• Amtrak
• Any combination of the above

Selection preference for applications submitted by multiple eligible applicants

Ineligible entities may be included as a partner on an application submitted by one or more eligible applicants
Partnership Program Overview

Eligible Project Criteria

**Capital Projects** that repair, replace, or rehabilitate assets and/or improve intercity passenger rail performance. Includes projects that:

- Replace assets in-kind, or with assets that increase capacity or provide a higher level of service
- Ensure that service can be maintained while existing assets are brought to a state of good repair
- Bring assets into a state of good repair

Qualified railroad assets include **infrastructure, equipment, or facility assets** that are:

- Used in intercity passenger rail service
- Owned or controlled by Amtrak or public entity
- Meet planning and policy requirements
- Not in a state of good repair

Non-Federal Match Requirements

- Federal share of total costs **shall not exceed** 80 percent
- First 20 percent of non-Federal match is **limited to cash contributions**
- In-kind contributions will be accepted beyond the first 20 percent
- If Amtrak is an applicant, its ticket and other non-Federal revenues generated from its business operations may be used as matching funds

**Selection Preferences for Matching Funds**

- 50 percent or greater non-Federal match
- Non-Federal shares consisting of funding from multiple sources, demonstrating broad participation and cost sharing from affected stakeholders
**Partnership Program Overview**

**Evaluation Criteria**
- **Technical Merit**: Readiness, private sector participation, consistency with planning documents
- **Project Benefits**: Effects on system performance, safety, integration with other modes, ability to meet demand

**Selection Criteria**
- **Preference** where Amtrak is not sole applicant, joint applications, 50 percent or greater non-Federal match from multiple sources (including private sector)
- **Key Departmental Objectives**:
  - Supporting Economic Vitality
  - Leveraging Federal Funding
  - Preparing for Future Operations/Maintenance Costs
  - Innovative Approaches to Safety and Project Delivery
  - Accountability

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**Restoration and Enhancement Grants Program Overview**
## R&E Program Overview

### Grant Purpose
- To provide **operating assistance** to initiate, restore, or enhance intercity passenger rail service

### Recent & Upcoming Funding Opportunities

**Authorization & Appropriations (M)**

<table>
<thead>
<tr>
<th>Year</th>
<th>Authorization</th>
<th>Appropriation</th>
<th>Status</th>
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</thead>
<tbody>
<tr>
<td>FY16</td>
<td>$20</td>
<td>—</td>
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<tr>
<td>FY17</td>
<td>$20</td>
<td>$5</td>
<td>Announced awards August 2019</td>
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<tr>
<td>FY18</td>
<td>$20</td>
<td>$20</td>
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</tr>
<tr>
<td>FY19</td>
<td>$20</td>
<td>$5</td>
<td></td>
</tr>
<tr>
<td>FY20</td>
<td>$20</td>
<td>TBD</td>
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**Status of Funding Opportunities**

<table>
<thead>
<tr>
<th>Year</th>
<th>Available Funding (M)</th>
<th>Status</th>
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<tbody>
<tr>
<td>FY17</td>
<td>$4.4M</td>
<td>Announced awards August 2019</td>
</tr>
<tr>
<td>FY18 &amp; 19</td>
<td>$24M</td>
<td>NOFO to be issued (date TBD)</td>
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</tbody>
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## R&E Program Overview

### Eligible Applicants
- State entities
- Public agencies or publicly chartered authorities
- Local governments
- Amtrak or other intercity passenger rail carrier
- Any rail carrier in partnership with at least one state entity, public agency, and/or local government
R&E Program Overview

Eligible Project Criteria
- Adding frequencies to current services
- Extending current services to new markets or station stops
- Offering new on-board services
- Establishing new service
- Restoring a previously operated service

Eligible Operating Expenses
- Train staffing
- Fuel
- Station management
- Equipment maintenance
- Yard operations
- Overhead

Funding Restrictions
- Grants limited to 3 years per route and cannot be renewed
- 20% match Year 1, 40% match Year 2, 60% match Year 3
- No more than 6 grants active at a time

R&E Program Overview

Evaluation Criteria
- **Technical Merit**: Readiness, restoration of service, financial sustainability beyond 3-year grant period
- **Project Benefits**: Daily or daytime service, service to underserved communities, promotion of economic development in rural communities, enhancing network connectivity & coverage

Selection Criteria
- **Preference** for greater non-Federal match from multiple sources (including private sector)
- **Key Departmental Objectives**:
  - Supporting Economic Vitality
  - Leveraging Federal Funding
  - Preparing for Future Operations/Maintenance Costs
  - Innovative Approaches to Safety and Project Delivery
  - Accountability
Lessons Learned & Best Practices

Best Practices – Helpful Hints

• Make sure project is well-developed and ready for implementation

• Read the Notice of Funding Opportunity (NOFO) completely and carefully
  • FOLLOW THE DIRECTIONS & CHECKLISTS

• Align projects to DOT priorities
**Best Practices – Helpful Hints**

- Exceed minimum match requirements
- Identify multiple funding sources and project partners
- Obtain letters of support from a variety of stakeholders
- The required benefit-cost analysis is integral to the evaluation and funding decision process

**BCA – Guidance / Online Resources**

- For rail-specific examples on how to apply the BCA Guidance, refer to FRA’s BCA FAQ available at: [https://www.fra.dot.gov/eLib/Details/L19367](https://www.fra.dot.gov/eLib/Details/L19367)
The FRA website has several resources to educate grantees on aspects of rail program delivery and the electronic grant application process.

**On-demand Training**

The FRA Rail Program Delivery Video Series provides grantees and loan recipients with guidance on key aspects of rail program delivery, including topics such as:

- Grant programs and application requirements
- How to prepare benefit-cost analyses
- Environmental streamlining
- Understanding the grant closeout process

FRA also offers webinars to educate potential grantees, as new grant program NOFOs and appropriations occur.

To access these and many more videos, please visit the Training and Guidance webpage at: [https://www.fra.dot.gov/Page/P0707](https://www.fra.dot.gov/Page/P0707)

If you would like to be added to our mailing list to learn about future trainings and events, please contact us at [FRARailProgramDelivery@dot.gov](mailto:FRARailProgramDelivery@dot.gov)