Bipartisan Infrastructure Law Overview/
FRA USDOT Grant Programs

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Bipartisan Infrastructure Law Legislation Update
Bipartisan Infrastructure Law: Rail Funding Overview

[ ADVANCE APPROPRIATIONS ]

From FY22-FY26

$66B in total funding

Amtrak

[ ADVANCE APPROPRIATIONS ]

$22B

Consolidated Rail Infrastructure and Safety Improvements

[ ADVANCE APPROPRIATIONS ]

$5B

Railroad Crossing Elimination

[ ADVANCE APPROPRIATIONS ]

$3B

Federal-State Partnership for Intercity Passenger Rail

[ ADVANCE APPROPRIATIONS ]

$36B

Restoration & Enhancement

[ ADVANCE APPROPRIATIONS ]

$250M

U.S. Department of Transportation
Federal Railroad Administration
Introduction to FRA

FRA’S MISSION
Enable the safe, reliable, and efficient movement of people and goods for a strong America, now and in the future

GUIDING PRINCIPLES

Safety
Ensure the safety of FRA employees, the public and the rail industry.

Integrity
Highest standards of ethical conduct – stewards of the public’s trust and resources.

Engagement
Seek ongoing development and engagement with stakeholders to improve the impact that rail has in and around their communities.
Bipartisan Infrastructure Law: Meaningful Impact

Reconnecting Communities
• Improving safety and mobility of people and goods at grade crossings.

Improving Passenger Equipment and Stations
• Ensure equitable access to passenger stations and cars for all Americans, including those with disabilities.
• Provide a safe, convenient and enjoyable travel experience across the Amtrak network.

Providing National Travel Options
Build/improve rail services in 100-500-mile corridors:
• Convenient, reliable, and affordable alternatives to highway and air.
• Serve economically/racially disadvantaged communities.
• Improve connections between large and small communities.

Alleviating Passenger-Freight Congestion
Add targeted capacity on shared passenger-freight infrastructure to:
• Relieve congestion and improve speeds.
BY THE NUMBERS

[ CRISI ]

$535M

- Set-Asides (not less than)
  - $25M Measures that prevent trespassing
  - $5M Preconstruction planning activities
  - $5M Workforce Development & Training Activities

[ Fed-State ]

$100M

- National/NEC Breakdown (not less than)
  - $45M National Network
  - $45M Northeast Corridor

FRA Grant Programs - Proposed Changes (FY23 Approps)
Railroad Crossing Elimination

- Federal Match
  - Recommended reducing the Federal share match from 80 percent to 90 percent
- State Limitation
  - Recommended removing State limitation to award not more than 20 percent to a single state

CRISI

- Federal Match
  - Recommended reducing the Federal share match from 80 percent to 90 percent
- National Railroad Institute
  - Up to $5M to establish a National Railroad Institute to develop and conduct training and education programs for industry employees
Bipartisan Infrastructure Law: Top Takeaways

Geographic Information

Map of FY 2021 CRISI Selections
Bipartisan Infrastructure Law: Top Takeaways

Reporting Funding Levels

SF-424 Form
Bipartisan Infrastructure Law: Top Takeaways

Host Railroad Engagement
Bipartisan Infrastructure Law: Top Takeaways

Safety Data
FRA and USDOT Grant Programs
PROGRAM PURPOSE

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

APPLICATION PERIOD

NOFO Published in the Federal Register on July 6, 2022

• $573,264,000 available; applications due October 11, 2022
• FRA conducted 5 webinars between July and September
• Submissions: 153 eligible applications requesting $2.36 billion

FY22 SELECTIONS

• FRA reviewed 153 eligible applications from 41 states, requesting a total of $2,257,111,098
• On June 5, 2023, announced $570,982,420 in FY22 funding to 63 projects in 32 states.
From 153 eligible applications, 63 projects were selected totaling $571 million across 32 states.
Railroad Crossing Elimination FY22 Selections: Alabama

- Alabama – City of Calera State Road 25 Railway-Highway Grade Separation Project (Up To $11,742,184)
  - City of Calera

- Alabama – Railroad Crossing Elimination on Shelby County Road 52 (Up To $41,766,038)
  - City of Pelham
Consolidated Railroad Infrastructure and Safety Improvement (CRISI)
CRISI Purpose and FY22 Selection Highlights

Program Purpose

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

Funding Level

• $1.4 B
• 234 eligible applications
• $6,087,960,189 requested

Geographic Highlights

• National Coverage:
  o 70 Projects Selected in 35 States (plus the District of Columbia)
• Freight: 41 projects ($627 M)
• New Intercity Passenger Rail service: 7 projects ($657 M)
• Trespassing/Grade Crossing:
  o 10 projects ($34 M)
Blackbelt and Central Alabama Freight Rail Improvement Project (Up to $15,870,960)
  - Alabama Department of Transportation

Reduce Extended Delays; Enhance Safety; and Invest in Growing Neighborhoods (R.E.D.E.S.I.G.N.) Project (Up to $8,000,000)
  - City of Birmingham

Safety, Efficiency, Capacity Improvement and Service Restoration Project (Up to $3,476,110)
  - Huntsville & Madison County Railroad Authority (HMCR)

Transportation Investments for Employment and Safety (TIES) Project (Up to $37,364,504)
  - OmniTRAX Holdings Combined, Inc.
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.
### FY22 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 the Bipartisan Infrastructure Law:**
  - Measures that prevent trespassing
  - Preparation of emergency plans for hazardous materials that are transported by rail
  - Rehab or procurement of locomotives, provided that such activities result in a significant reduction of emissions
Other USDOT Programs
FY 2023 RAISE – Overview

Program Purpose

- Multimodal, merit-based, competitive grant program for surface transportation infrastructure
- Improve safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness, state of good repair, partnership and innovation.

Program Funding

- $2.3 billion available
  - $1.5 billion Bipartisan Infrastructure Law (BIL)
  - $800 million FY 2023 Appropriation Act
- Min Award Size for Capital Projects - $1 million Rural/$5 million Urban
- Max Award Size
  - $25 million BIL
  - $45 million FY 2023 Appropriation Act
TIGER/BUILD/RAISE – FRA SUCCESS

Transportation Investment Generating Economic Recovery (TIGER)
• 2009 – 2017
  • 55 projects - $660,007,045

Better Utilizing Investments to Leverage Economic Development (BUILD)
• 2018-2020
  • 12 projects - $154,128,710

Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
• 2021-2023
  • 21 projects - $284,668,423

88 PROJECTS
$1,098,804,178
FY 2023 RAISE – Eligible Applicants

- States
  - DC

- Territories or Possession of the United States

- Unit of Local Government

- Public agency or publicly chartered authority established by 1+ states

- Federally recognized Tribe or consortium of Tribes

- Special purpose district or public authority with a transportation function, such as a port authority

- Transit Agency

- A multi-State or multijurisdictional group of entities that are separately eligible
FY 2023 RAISE – Eligible Projects

- Highway, Bridge, or Road
- Public Transportation
- Passenger and Freight Rail
- Intermodal Projects
- Transportation Projects on Tribal Lands
- Surface Transportation Components of an Airport
  Eligible under part B of subtitle VII of title 49 USC
- Port Infrastructure
  Including Inland Ports and Land Points of Entry
- Culvert Replacement and Rehabilitation
  to Prevent Stormwater Runoff to Improve the Habitat for Aquatic Species
- Planning and Pre-Construction Activities
Multimodal Project Discretionary Grant Program (FY 2023 – 2024)

Program Purpose

$5.575 billion for projects of regional national significance that involve surface transportation projects designed to strengthen supply chains, spur economic development, and improve safety and daily life.

Application Overview

• Three programs solicited together using one Notice of Funding Opportunity
  • INFRA – approximately $3.1 billion
  • MEGA - $1.8 billion
  • Rural - $675 million

https://www.transportation.gov/grants/mpdg-program
Reconnecting Communities and Neighborhoods Grant Program

Reconnecting Communities Pilot (RCP) Program

- **$1 billion** in grant funding is available through the RCP Program for FY 2022-26.
- Funds for restoring community connectivity through the removal, retrofit, mitigation or replacement highways, roadways, or other infrastructure facilities that create barriers to mobility, access, or economic development.

Neighborhood Access & Equity (NAE) Program

- **$3.155 billion** in grant funding is available through the NAE Program for FY 2022-26.
- Funds for:
  - Context-sensitive projects that improve walkability, safety, and affordable access
  - Mitigating or remediating negative impacts on the human or natural environment in disadvantaged communities from a surface transportation facility;
  - Planning and capacity building activities in disadvantaged or undeserved communities.
• For FY 2023, USDOT combined the NOFO for the Reconnecting Communities Pilot (RCP) and Neighborhood Access & Equity (NAE) grant programs
• While they remain separate programs for the purposes of award, the programs share many common characteristics, including:
  ✓ Aiming to improve access to daily needs such as jobs, education, healthcare, food, and recreation;
  ✓ Fostering equitable development and restoration;
  ✓ Reconnecting communities by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development.

https://www.transportation.gov/grants/rcnprogram
• Check the new DOT Navigator!

• The DOT Navigator is a new resource to help communities understand the best ways to apply for grants, and to plan for and deliver transformative infrastructure projects

  • Understanding Cost Share
  • How to Navigate Grants.gov
  • Checklist for a Strong Workforce and Labor Plan

• https://www.transportation.gov/dot-navigator
Quiet Zone
Application Process
How To Obtain A Quiet Zone

• The establishment of Quiet Zones are not eligible projects covered within any existing FRA grant program.

• The best path to obtaining a Quiet Zone is through improving the safety of a grade crossing.

More information about the establishment of Quiet Zones can be found on the FRA site:

https://railroads.dot.gov/elibrary/how-create-quiet-zone
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