Bipartisan Infrastructure Law

Federal Railroad Administration
Introduction of the Bipartisan Infrastructure Law

Amit Bose
Deputy Administrator
On November 15, 2021, President Biden signed the Bipartisan Infrastructure Law, a generational investment in America’s transportation network. It will:

- Modernize infrastructure.
- Increase equity.
- Create good paying jobs.

The Bipartisan Infrastructure Law provides never-before-seen funding amounts for rail in America.
DOT will assess the project’s ability to meet one or more of these objectives:

- Safety
- Equitable Economic Strength, Improving Core Assets
- Resilience, Addressing Climate Change
- Racial Equity, Economic Inclusion
- Transformation of our Nation’s Transportation Infrastructure
## OST Grant Program Opportunities

<table>
<thead>
<tr>
<th>Programs</th>
<th>Purpose</th>
<th>Appropriated</th>
<th>Additional Authorized</th>
<th>Highway Trust Fund</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>National/Regional Significance (MEGA Projects)</td>
<td>Support multi-modal, multi-jurisdictional projects of national or regional significance.</td>
<td>$5 billion ($1 billion annually)</td>
<td>$10 billion ($2 billion annually)</td>
<td>N/A</td>
<td>$15 billion</td>
</tr>
<tr>
<td>Rebuilding American Infrastructure with Sustainability and Equity (RAISE)</td>
<td>Support surface transportation projects of local and/or regional significance.</td>
<td>$7.5 billion ($1.5 billion annually)</td>
<td>$7.5 billion ($1.5 billion annually)</td>
<td>N/A</td>
<td>$15 billion</td>
</tr>
<tr>
<td>Infrastructure for Rebuilding America (INFRA)</td>
<td>Offers aid to freight infrastructure by providing funding to state and local government for projects of regional or national significance. Cap on multimodal projects has been raised to 30% of program funds.</td>
<td>$3.2 billion</td>
<td>$6 billion</td>
<td>$4.8 billion</td>
<td>$14 billion</td>
</tr>
<tr>
<td>SMART Grants</td>
<td>Provides grants to conduct demonstration projects focused on advanced smart city or community technologies and systems in a variety of communities to improve transportation efficiency and safety.</td>
<td>$500 million ($100 million annually)</td>
<td>$500 million ($100 million annually)</td>
<td>N/A</td>
<td>$1 billion</td>
</tr>
</tbody>
</table>
Overview of the Bipartisan Infrastructure Law

Paul Nissenbaum
Associate Administrator for Railroad Policy and Development
The Bipartisan Infrastructure Law is:

- A robust investment into rail throughout the nation with dedicated funding for rail over the next 5 years.

- A boost to transportation funding for communities nationwide.

- An expansion of FRA’s existing competitive discretionary grant programs.
FRA Program Appropriations (in Thousands, 000)
FY09-21 Actuals; FY22-26 Projected (if BID is enacted at fully authorized levels)

Earnings

FY2022

FY2023

FY2024

FY2025

FY2026

Amtrak

Competitive Grants
Overview of Grant Programs and Process

Doug Gascon
Chief, Program and Policy Development Division, Office of Railroad Policy and Development
<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>Consolidated Rail Infrastructure and Safety Improvements (CRISI)</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>Railroad Crossing Elimination (New)</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>Federal-State Partnership for Intercity Passenger Rail</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>Restoration &amp; Enhancement</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>
</tbody>
</table>

* At fully authorized levels
Additional New Programs

Corridor Identification and Development Program
This program will identify new intercity passenger rail corridors, develop the necessary service planning elements, and create a non-NEC Project Pipeline for associated capital projects.

Interstate Rail Compacts Grant Program
This program will provide funding for systems planning, including studying the impacts on freight rail operations and ridership.
The Lifecycle of Grants

Pre-Award (NOFO Process)

- NOFO Publication
- Technical Assistance/ Webinars
- Application Intake & Evaluation
- Briefings
- Project Selection

Award (Obligation Process)

- 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

- Grant Administration
- Annual Monitoring
- Project Management
- Review Project Deliverables
- Provide Technical Assistance
- Enforcement and Compliance

Closeout

- Grantee Notification
- Final Invoice
- Final Performance Report
- Tracking Project Benefit Agreements

* Dependent on grant program and/or project type
Responsibility to be good stewards of taxpayer funds.

Grants Takeaways

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.
For more information about the Bipartisan Infrastructure Law and rail, please visit our website.
Next Steps

Paul Nisenbaum
Associate Administrator for Railroad Policy and Development
Next Steps and Setting Expectations

What FRA is doing:
- Listening Sessions
  - We want to ensure that we are administering funds in the most equitable way possible.
  - Although we cannot change the eligibility requirements, we want to provide the necessary support to our stakeholders.
- Educational Sessions
  - Sessions focusing on the grant application process as well as on individual grant programs.
  - Designed to empower and inform applicants so applications are more competitive.

What we need from YOU:
- Engagement in these sessions.
- Patience – long road ahead and we want to be partners through the journey.
Contact Us

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Connect with us at USDOTFRA

https://railroads.dot.gov/BIL