

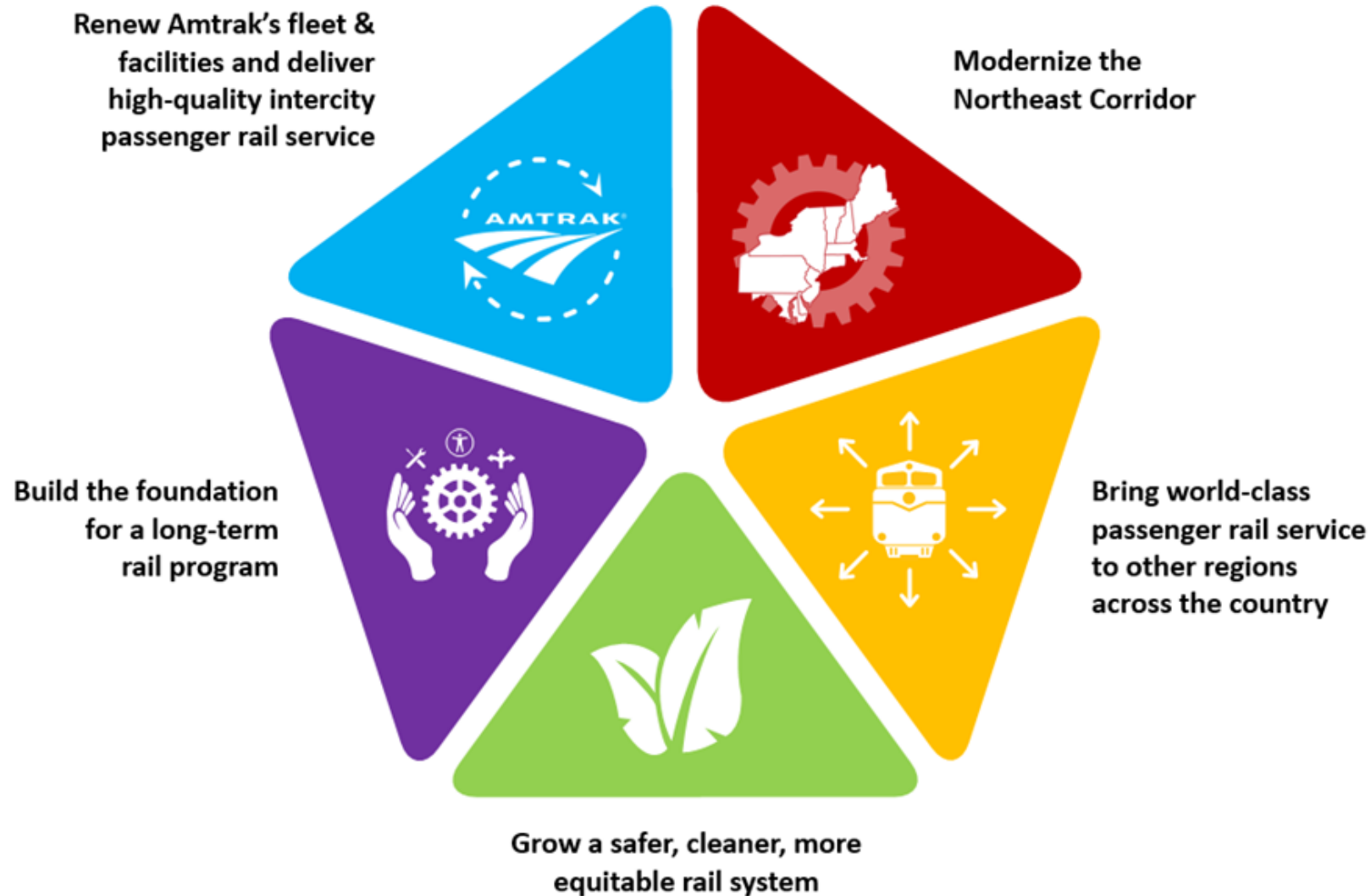


RAIL

MOVING AMERICA FORWARD

Railroad Crossing Elimination and Grade Crossing Safety Improvements

Bipartisan Infrastructure Law (BIL) | Rail Development Goals



FRA Grant Program Opportunities Under BIL

Programs	Purpose	Appropriated	Additional Authorized Over Five Years*	Total
Consolidated Rail Infrastructure and Safety Improvements (CRISI)	To fund projects that improve the safety, efficiency, or reliability of intercity passenger and freight rail.	\$5 billion (\$1 billion annually)	\$5 billion (\$1 billion annually)	\$10 billion
Railroad Crossing Elimination (New)	To promote highway rail or pathway-rail grade crossing improvement projects that focus on improving the safety and mobility of people and goods.	\$3 billion (\$600 million annually)	\$2.5 billion (\$500 million annually)	\$5.5 billion
Federal-State Partnership for Intercity Passenger Rail (Significantly Changed)	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.	\$36 billion (\$7.2 billion annually)	\$7.5 billion (\$1.5 billion annually)	\$43.5 billion
Restoration & Enhancement	To provide operating assistance to initiate, restore, or enhance intercity passenger rail service.	\$250 million (\$50 million annually from Amtrak National Network fund)	\$250 million (\$50 million annually)	\$500 million
Interstate Rail Compacts (New)	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.	\$15 million (\$3 million annually)	\$15 million (\$3 million annually)	\$30 million



Railroad Crossing Elimination – Program Overview

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.**

Upcoming Funding Opportunities

BIL Authorization & Appropriations in millions (M)

	FY22
Appropriations	\$600
Authorized	\$500

Status of Funding Opportunities

Year	Currently Available Funding (M)	Status
FY22	\$600	NOFO Expected Late Spring 2022

Railroad Crossing Elimination – Eligible Applicants

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.

Railroad Crossing Elimination – Eligible Projects

ELIGIBLE PROJECT CRITERIA

- 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 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.

Railroad Crossing Elimination – Program Conditions

Grant Conditions

- Minimum 20 percent non-Federal matching share
- No grant awarded shall be smaller than \$1,000,000, except for planning grants.

Rural and Tribal Set Aside

- Not less than 20 percent of funds are reserved for projects located in rural areas or on Tribal lands.
 - Not less than 5 percent of these funds are reserved for projects in counties with 20 or fewer residents per square mile.

Railroad Crossing Elimination – Program Conditions

Planning

- Not less than 3 percent of funding is for planning projects
 - Not less than 25 percent of these funds is for planning projects in rural areas or on Tribal lands.

Crossing Safety Information and Education Program

- 0.25 percent of funding shall be for highway-rail grade crossing safety information and education programs to help prevent and reduce pedestrian, motor vehicle, and other accidents, incidents, injuries, and fatalities; and to improve awareness along railroad rights-of-way and at highway-rail grade crossings.

State Limitation

- Not more than 20 percent of funds in any fiscal year may be selected for projects in any single State.

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

Authorization & Appropriations (M)

	FY18	FY19	FY20	FY21
Authorization	\$230	\$255	\$330	\$330
Appropriation	\$592.5	\$255	\$325	\$375

Status of Funding Opportunities

Year	Available Funding (M)	Status	
FY18 (PTC)	\$250	<input checked="" type="checkbox"/>	Awards announced August and December 2018
FY18	\$318	<input checked="" type="checkbox"/>	Awards announced June 2019
FY19	\$244	<input checked="" type="checkbox"/>	Awards announced March 12, 2020
FY20	\$311	<input checked="" type="checkbox"/>	Awards announced September 23, 2020
FY21	\$362	<input type="checkbox"/>	Awards expected Spring 2022
FY22	\$1,000	<input type="checkbox"/>	Notice of Funding Opportunity expected Summer 2022

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 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.

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 BIL:**
 - Measures that prevent trespassing
 - Preparation of emergency plans for hazardous materials are transported by rail
 - Rehab or procurement of locomotives, provided that such activities result in a significant reduction of emissions.

At least 25% of funds is reserved for rural projects

Federal-State Partnership (non-NEC) – Program Overview

GRANT PURPOSE

- 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.

CRISI – Recent & Upcoming Funding Opportunities

Authorization & Appropriations (B)

	FY22	FY23	FY24	FY25	FY26
Appropriation	\$2.4	\$2.4	\$2.4	\$2.4	\$2.4
Authorization	\$.75*	\$.75	\$.75	\$.75	\$.75

Status of Funding Opportunities

Year	Available Funding (B)	Status
FY21	\$	<input type="checkbox"/> Awards expected Summer 2022
FY22	\$2.4	Notice of Funding Opportunity expected Fall 2022

* \$7,500 million authorized over 5 years with at least 45% for NEC projects and 45% for non-NEC projects. For illustrative purposes, a 50% split is shown.

Federal-State Partnership (non-NEC) – 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 1 or more States.
- Political subdivision of a State.
- Amtrak, acting on its own behalf or under a cooperative agreement with 1 or more States.
- Class II or III railroads and associations that represent a Class II or III railroad.
- Federally recognized Indian Tribe.
- Any combination of the entities above.

Federal-State Partnership (non-NEC) – Program Overview

ELIGIBLE PROJECT CRITERIA

- 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.
- 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.
- A project to expand or establish new intercity passenger rail service.
- A group of related projects as described above.
- The planning, environmental review, and final design of an eligible project or group of projects described above.

How to Apply and Available Grant Resources

Information on how to apply:

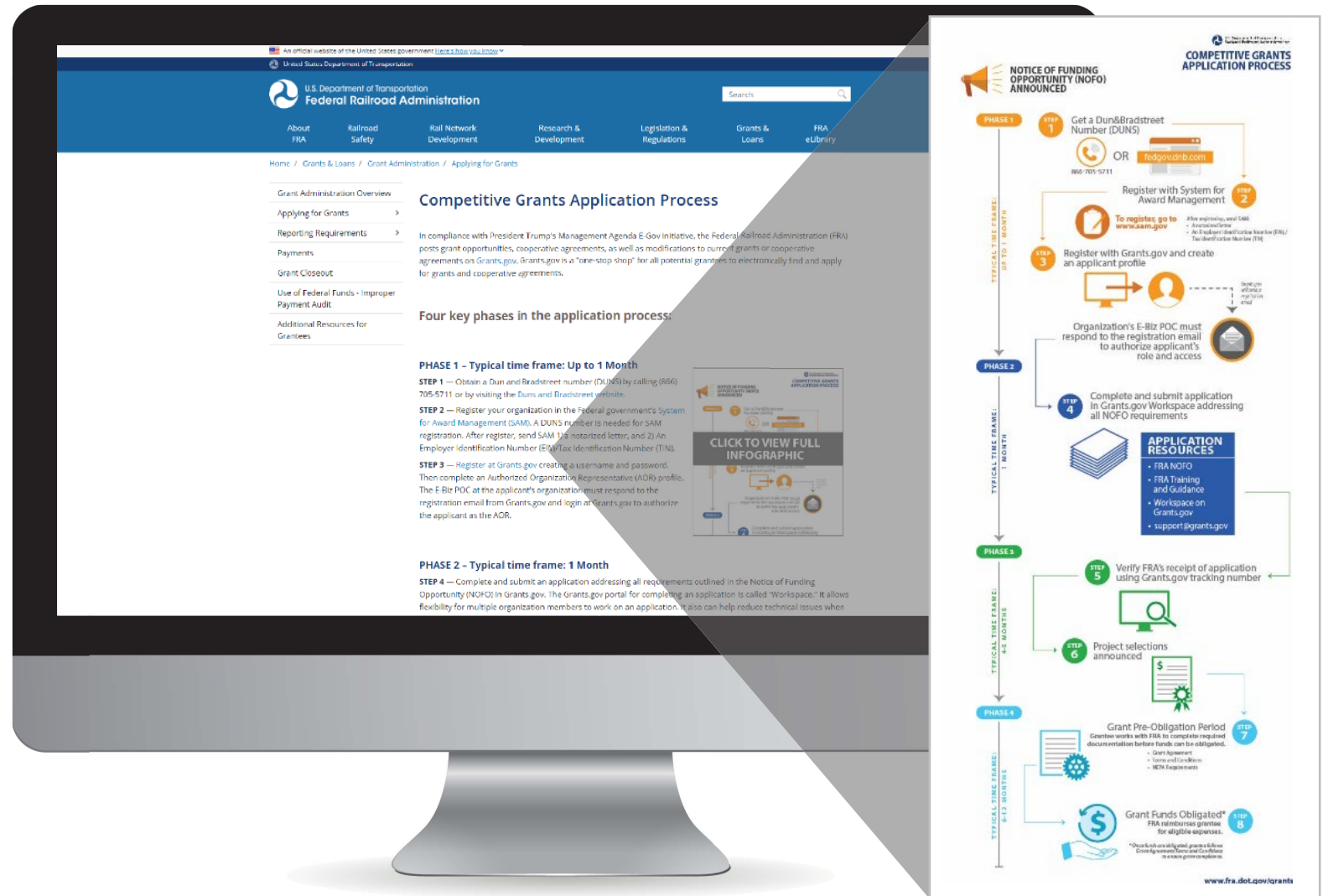
<https://railroads.dot.gov/grant-administration/applying-grants/competitive-grants-application-process>

Webinars and Technical Assistance:

<https://railroads.dot.gov/rail-network-development/training-guidance/training-guidance>

White House Guidebook:

https://www.whitehouse.gov/wp-content/uploads/2022/01/BUILDING-A-BETTER-AMERICA_FINAL.pdf#page=55

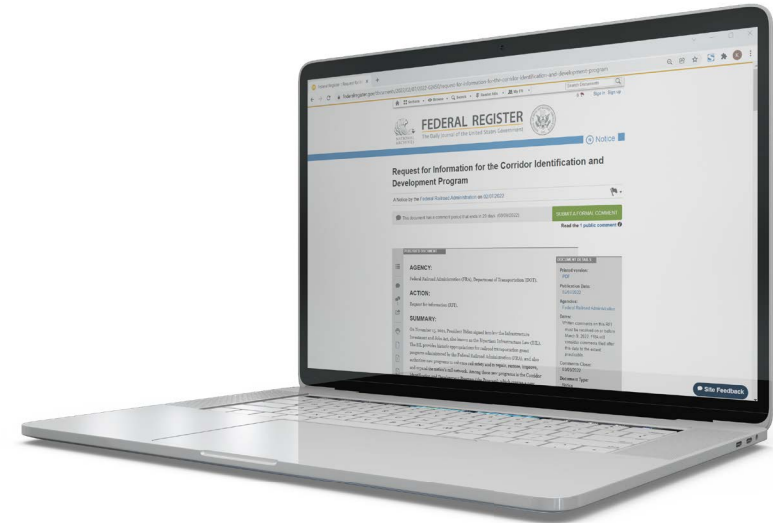


FRA Stakeholder Engagement Opportunities

CURRENT ENGAGEMENT

FRA has a Request for Information in the Federal Register related to the development of the Corridor Identification and Development Program and encourages all interested parties to submit comments by March 9th.

<https://www.federalregister.gov/documents/2022/02/07/2022-02450/request-for-information-for-the-corridor-identification-and-development-program>



UPCOMING ENGAGEMENT

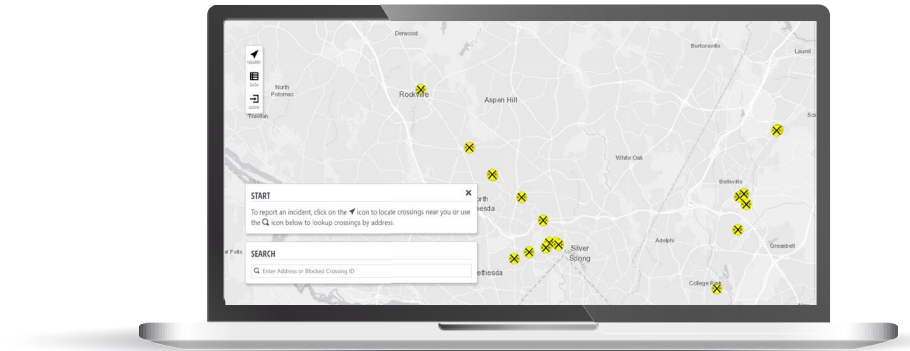
FRA will conduct three focused listening sessions related to the development of the Railroad Crossing Elimination Program. The information in these listening sessions will help FRA as it develops the program.

- Listening Sessions are tentatively scheduled for end of March

Grade Crossing Safety Information

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.
- Portal requests specific information from users reporting blocked crossings—including **date, time, location** and **duration that crossing is blocked**.



<http://www.fra.dot.gov/blockedcrossings>

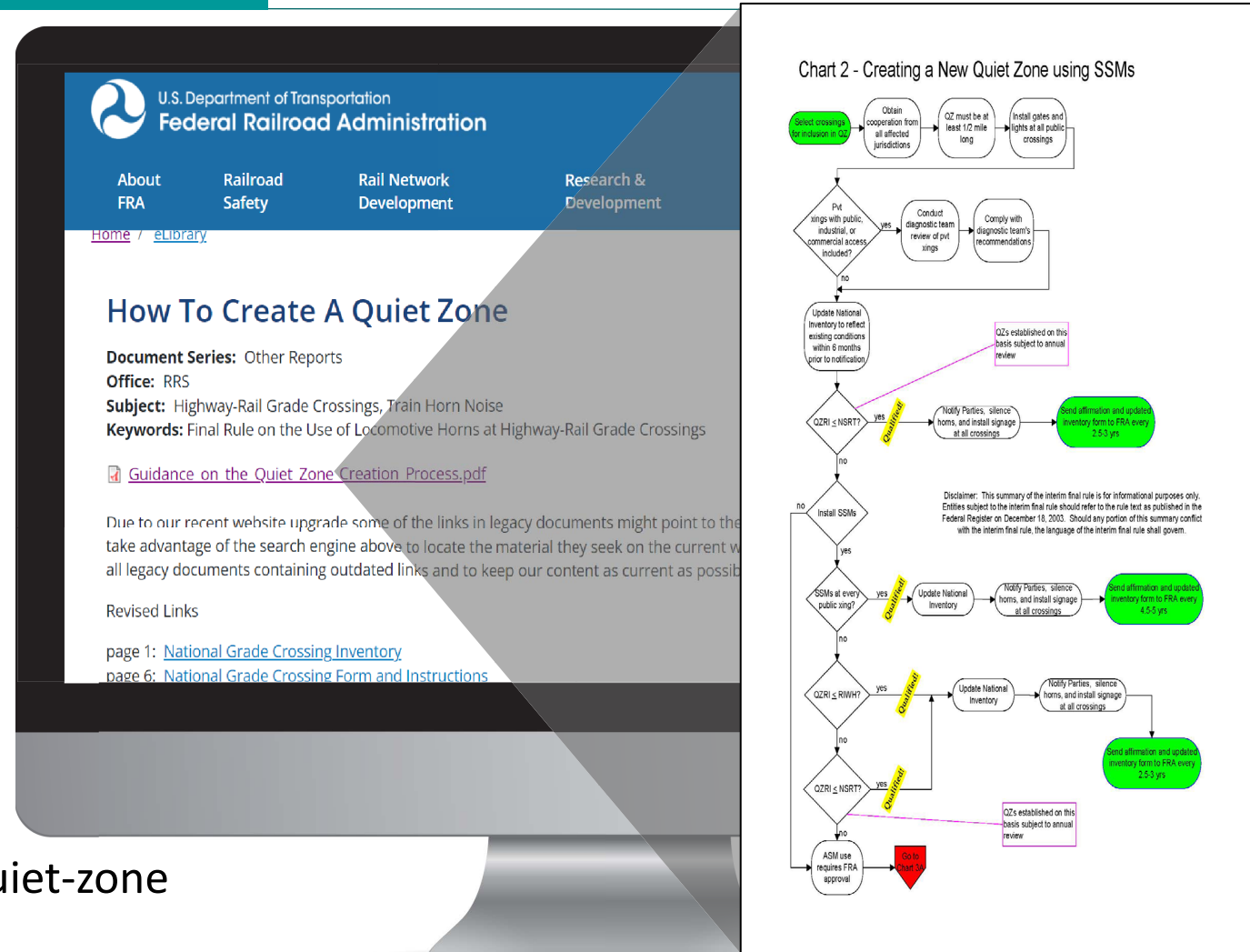
Quiet Zone Application Process

HOW TO OBTAIN A QUIET ZONE

- The establishment of Quiet Zones aren't eligible projects covered within any existing FRA grant program.
- The best path to obtaining a Quiet Zone is through improving the safety of the grade crossing.

More information about the establishment of Quiet Zones can be found here:

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



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:

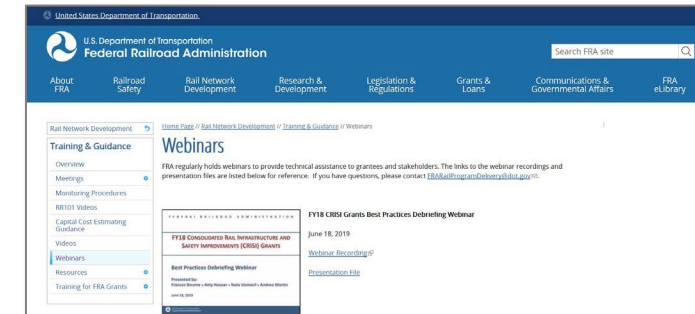
- Section 106 – March 8
- Benefit Cost Analysis – Spring 2022



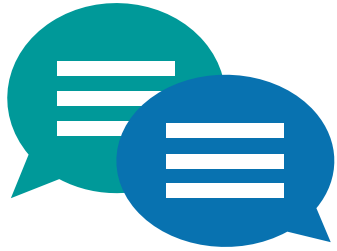
ON-DEMAND TRAINING

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



Next Steps and Takeaways



Need to *Build Back Better*, the first time!

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



Process takes time.

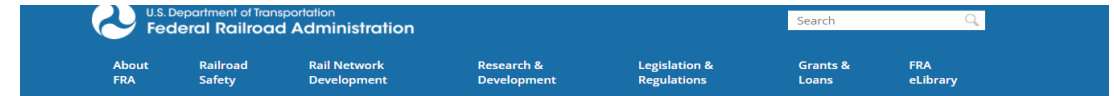
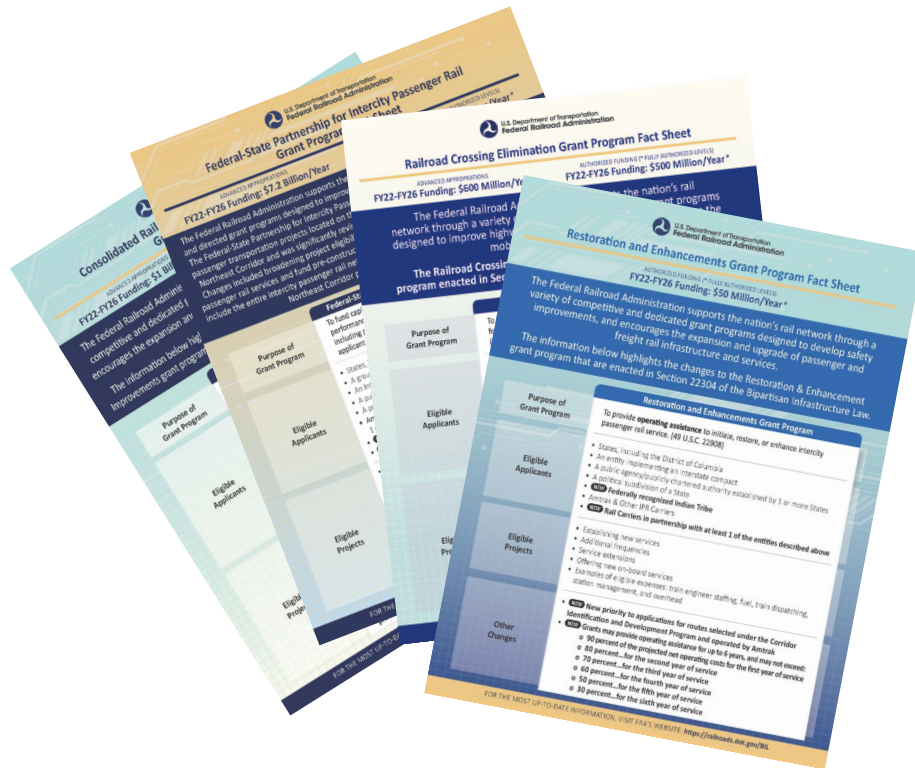
- FRA is looking at ways to streamline and improve.
- Looking to make sure grant programs are available throughout the year.



Responsibility to be good stewards of taxpayer funds.

FRA Bipartisan Infrastructure Law Website

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



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Bipartisan Infrastructure Law Information from FRA

On November 15, 2021, President Joseph R. Biden signed the Bipartisan Infrastructure Law—a generational investment in America's intermodal transportation system of which freight and passenger rail is an integral part and an engine of our economy. The investments will:

- Help make our nation's rail network safer, more reliable, resilient, sustainable, and equitable.
- Improve the lives of Americans, create good paying jobs, and lay the foundation for America to compete in the 21st Century.

What Does This Mean For FRA?

The Bipartisan Infrastructure Law will provide unprecedented Federal funding for rail improvement projects in America. Over the next five years, that means greatly expanding existing FRA programs and creating new programs to enhance our nation's rail network. The Bipartisan Infrastructure Law includes \$102 billion in total rail funding, including \$66 billion from advanced appropriations, and \$36 billion in authorized funding.

Learn More

To learn more about the Bipartisan Infrastructure Law and rail, watch the video from FRA Deputy Administrator Amit Bose and view the links for additional information about FRA's programs.



[Expand All](#)

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[FRA Bipartisan Infrastructure Law Information](#)

[Other Government Resources](#)

Last updated: Monday, November 15, 2021

<https://railroads.dot.gov/BIL>