



RAIL

MOVING AMERICA FORWARD

FY22 Consolidated Rail Infrastructure and Safety Improvements (CRISI) Grants NOFO Webinar

Presented by:

Deborah Kobrin • Elena Gonzalez • Mariam Ouhamou • Ryan Arbuckle • Michael Johnson • Amanda Murphy



U.S. Department of Transportation
Federal Railroad Administration

September 15, 2022

Presenters



Deborah Kobrin
Transportation
Industry Analyst



Elena Gonzalez
Grants
Management
Specialist



Mariam Ouhamou
Supervisory Grants
Management
Specialist



Ryan Arbuckle
Senior Industry
Economist



Michael Johnson
Industry
Economist



Amanda Murphy
Acting Federal
Preservation Officer

Agenda

- 1 Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program Overview**
- 2 How to Apply**
- 3 Best Practices**
 - Project Narrative
 - Statement of Work
 - Benefit-Cost Analysis
 - Environmental Readiness
- 4 Question & Answers**

FY22 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

Notice of Funding Opportunity (NOFO)

- Published in the Federal Register on September 2, 2022
 - Over \$1.42 billion available
 - Applications due by **5 p.m. EST** on December 1, 2022
- Please read the NOFO carefully and follow all instructions for completing and submitting your application
- Applications that are incomplete or received after the deadline will not be reviewed or considered for funding. There are no exceptions.

FY22 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 one or more States
- A 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

At least 25% of funds is reserved for rural projects

FY22 CRISI – Set-Asides and Non-CRISI Funding



\$150M

Set-aside for capital projects to support new intercity passenger rail service routes including alignments for existing routes

\$25M

Set-aside for capital and engineering solutions targeting trespassing

\$2M

For Deployment of Magnetic Levitation Transportation Projects

\$5M

For preconstruction planning activities and capital costs related to development of magnetic levitation transportation projects

FY22 CRISI – Program Overview

NON-FEDERAL MATCH REQUIREMENTS

- Federal share of total costs **shall not exceed 80 percent**.
- 20 percent minimum non-Federal match for CRISI-funded projects may consist of public sector (e.g., state or local) and/or private sector funding. FRA will not consider any Federal financial assistance, nor any non-Federal funds already expended (or otherwise encumbered), toward the matching requirement, unless compliant with 2 CFR part 200.
- Applicants must identify the source(s) of their matching and other funds, and must clearly and distinctly reflect these funds as part of the total project cost.
- In-kind contributions, including the donation of services, materials, and equipment, may be credited as a project cost, in a uniform manner consistent with 2 CFR 200.306.

FY22 CRISI – Evaluation and Selection Criteria

EVALUATION CRITERIA

Technical Merit:

- Quality of statement of work and application materials
- Readiness and completion of prerequisites
- Applicant past performance, technical capacity, and financial contributions
- Private-sector participation
- Innovative use of technology, project delivery, and financing
- Consistency with planning documents

Project Benefits:

- The Benefit-Cost Analysis and project benefits of the proposed project
- Effects on system and service performance
- Effects on safety, competitiveness, reliability, trip or transit time, and resilience
- Efficiencies from improved integration with other modes
- Ability to meet existing or anticipated demand

FY22 CRISI – Evaluation and Selection Criteria

DEPARTMENTAL GOALS

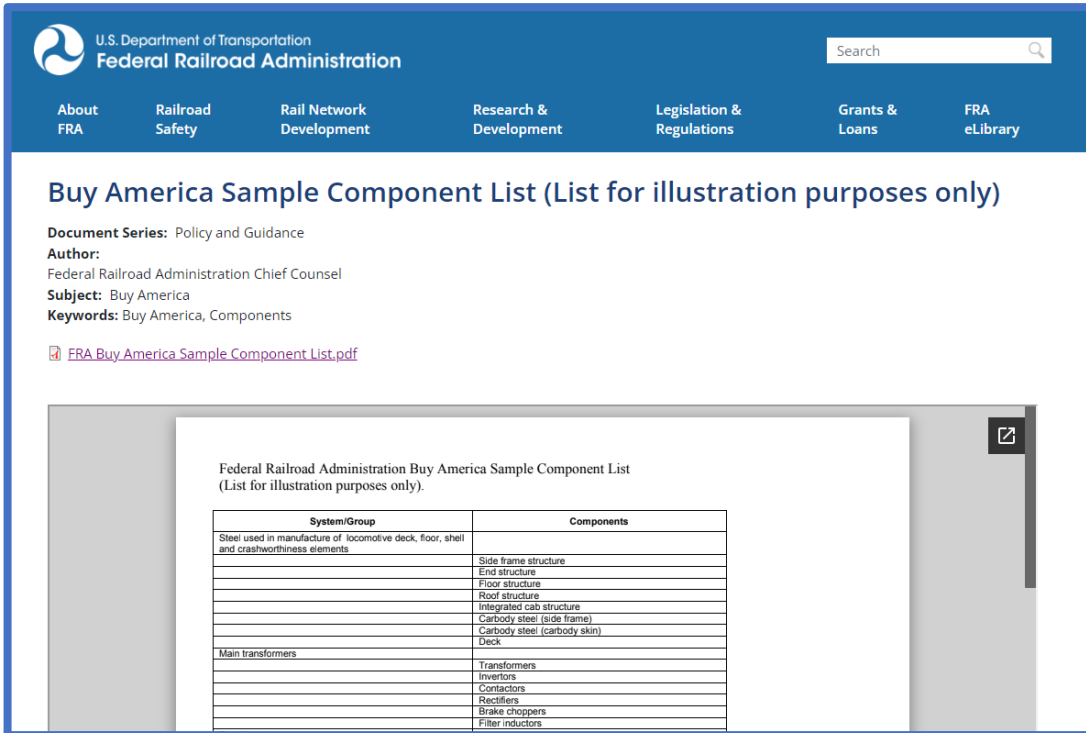
- Safety
- Equitable Economic Strength and Improving Core Assets
- Equity and Barriers to Opportunity
- Climate Change and Sustainability
- Transformation of Our Nation's Transportation Infrastructure

Program Preference

- Federal share of total project costs is 50 percent or less, maximized net benefits, and projects targeting trespassing in areas with documented casualties

FRA Buy America

FRA Buy America includes **new** requirements enacted by the **Build America, Buy America (BABA) Act**



The screenshot shows the FRA website's 'Buy America Sample Component List' page. It includes a header with the U.S. Department of Transportation logo and navigation links. The main content area features a title, document series, author, subject, and keywords. A link to the PDF is provided. The PDF preview shows a table with two columns: 'System/Group' and 'Components'.

System/Group	Components
Steel used in manufacture of locomotive deck, floor, shell and crashworthiness elements.	Side frame structure
	End structure
	Floor structure
	Roof structure
	Integrated cab structure
	Carbody steel (side frame)
	Carbody steel (carbody skin)
	Deck
Main transformers	Transformers
	Inverters
	Contactors
	Rectifiers
	Brake choppers
	Filter inductors



For FRA-funded Projects – the steel, iron, construction materials, and manufactured goods used in the project must be produced in the United States



FRA Buy America applies to materials purchased with FRA funds and with non-Federal funds



Consider FRA Buy America requirements in project planning, design, and budget



Include FRA Buy America requirements in all procurement documents and obtain any necessary certifications to document compliance



Waivers are granted only in limited circumstances and can result in significant delay

Buy America: <https://railroads.dot.gov/legislation-regulations/buy-america/buy-america>

Component List: <https://railroads.dot.gov/elibrary/buy-america-sample-component-list-list-illustration-purposes-only>

NOFO Overview & How to Apply

What is a NOFO?

KEY PARTS OF A NOFO

A **Notice of Funding Opportunity (NOFO)**:

- Announces the grant opportunity
- Contains details about the application requirements and procedures to request Federal funding for eligible projects

What information is in a NOFO?

KEY PARTS OF A NOFO

- Program Summary
- Key Dates
- Required Documents
- Addresses
- FRA Contact Information
- Table of Contents
 - Program Description
 - Federal Award Information
 - **Eligibility Information**
 - **Application and Submission Information**
 - **Application Review Information**
 - Federal Award Administration
 - Federal Awarding Agency Contacts

Where do I start?

Check the FRA **Discretionary Competitive Grant Program** webpage

- <https://railroads.dot.gov/grants-loans/competitive-discretionary-grant-programs/competitive-discretionary-grant-programs>

U.S. Department of Transportation
Federal Railroad Administration

Search

About FRA | Railroad Safety | Rail Network Development | Research & Development | Legislation & Regulations | Grants & Loans | FRA eLibrary

Competitive Discretionary Grant Programs

Accepting Applications

Legacy and Inactive Grant Programs

Related Links

- [FRA Competitive Grant Programs Information](#)
- [Bipartisan Infrastructure Law Information from FRA](#)
- [FRA Discretionary Grant Program Tool](#)

Competitive Discretionary Grant Programs

Accepting Applications

Railroad Crossing Elimination Grant Program

This program makes available \$573,264,000 in funding for highway-rail or pathway-rail grade crossing improvement projects that focus on improving the safety and mobility of people and goods. Applications are due no later than 5:00 p.m. ET, October 4, 2022. For more information about this program, please see the [FY 2022 Notice of Funding Opportunity](#) for more information.

- To view presentation materials for the July 14, 2022, Railroad Crossing Elimination Grant Program Notice of Funding Opportunity Webinar, visit [FRA's Webinars webpage](#).

Consolidated Rail Infrastructure and Safety Improvements Program (FY 2017 - 2022)

The CRISI program makes available \$1.427 billion in funding for capital projects that will improve passenger and freight rail transportation systems in terms of safety, efficiency, or reliability. Applications are due no later than 5:00 p.m. ET, December 1, 2022. For more information about this program, please see the [FY 2022 Notice of Funding Opportunity \(NOFO\)](#) for more information.

- [Register for the FY 2022 Consolidated Rail Infrastructure and Safety Improvements NOFO Webinar - September 15, 2022](#)
- [Consolidated Rail Infrastructure and Safety Improvements \(CRISI\) and Federal-State Partnership for State of Good Repair Programs Benefit-Cost Analysis FAQs](#)

Click the link to access the NOFO

Where is the FY22 CRISI Program NOFO?

 **FEDERAL REGISTER**
The Daily Journal of the United States Government 

Notice

Notice of Funding Opportunity for the Consolidated Rail Infrastructure and Safety Improvements Program

A Notice by the Federal Railroad Administration on 09/02/2022

PUBLISHED DOCUMENT

AGENCY:
Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION:
Notice of funding opportunity (NOFO or notice).

SUMMARY:
This notice details the application requirements and procedures to obtain grant funding for eligible projects under the Consolidated Rail Infrastructure and Safety Improvements Program for Fiscal Year 2022. This notice solicits applications for program funds made available by the Consolidated Appropriations Act, 2022 and the Infrastructure Investment and Jobs Act. This notice also solicits applications for projects under the Magnetic Levitation Technology Deployment Program, funded by the Consolidated Appropriations Act, 2021. The opportunity described in this notice

is made available under Assistance Listings Number 20.325 "Consolidated Rail Infrastructure and Safety Improvements," and Assistance Listings Number 20.318, "Maglev Project Selection—SAFETEA-LU."

DOCUMENT DETAILS

Printed version:
[PDF](#)

Publication Date:
09/02/2022

Agencies:
[Federal Railroad Administration](#)

Dates:
Applications for funding under this solicitation are due no later than 5 p.m. ET, December 1, 2022. Applications that are incomplete or received after 5 p.m. ET, on December 1, 2022 will not be considered for funding. See section D of this notice for additional information on the application process.

Document Type:
Notice

Document Citation:
87 FR 54278

Page:
54278-54295 (18 pages)

Document Number:
2022-19004

NOTE: Application deadline is **5 p.m.** EST, Thursday, December 1, 2022

Where do I find “How to Apply” information?

Search grants on **Grants.gov**:

GRANTS.GOVSM
FIND. APPLY. SUCCEED.™

HELP | REGISTER | LOGIN

SEARCH: Grant Opportunities ▾ Enter Keyword... GO

HOME | LEARN GRANTS ▾ | **SEARCH GRANTS** | APPLICANTS ▾ | GRANTORS ▾ | SYSTEM-TO-SYSTEM ▾ | FORMS ▾ | CONNECT ▾ | SUPPORT ▾

GRANTS.GOV > Search Grants

SEARCH GRANTS

BASIC SEARCH CRITERIA:

Keyword(s):

Opportunity Number:

CFDA:

OPPORTUNITY STATUS:

☒ Forecasted (0)

☒ Posted (1)

☐ Closed (0)

☐ Archived (13)

SEARCH FILTERS:

SORT BY: Posted Date (Descending) ▾

DATE RANGE: All Available ▾

[Search Tips](#) | [Export Detailed Data](#) |

1 - 1 OF 1 MATCHING RESULTS:

Opportunity Number	Opportunity Title	Agency	Opportunity Status	Posted Date ↓	Close Date
FR-CRS-22-004	FY22 Consolidated Rail Infrastructure and Safety Improvements Grant Program	DOT-FRA	Posted	09/06/2022	12/01/2022

Click the **Opportunity Number** to see the Synopsis

What is the Synopsis?

Summary information about the grant opportunity in Grants.gov:

GRANTS.GOVSM
FIND. APPLY. SUCCEED.™

HELP | REGISTER | LOGIN

SEARCH: Grant Opportunities ▾ Enter Keyword... **GO**

HOME | LEARN GRANTS ▾ | **SEARCH GRANTS** | APPLICANTS ▾ | GRANTORS ▾ | SYSTEM-TO-SYSTEM ▾ | FORMS ▾ | CONNECT ▾ | SUPPORT ▾

GRANTS.GOV > Search Grants

VIEW GRANT OPPORTUNITY

« Back | Link

FR-CRS-22-004
FY22 Consolidated Rail Infrastructure and Safety Improvements Grant Program
Department of Transportation
DOT - Federal Railroad Administration

Apply **Subscribe**

SYNOPSIS | VERSION HISTORY | RELATED DOCUMENTS | PACKAGE

[Print Synopsis Details](#) ?

General Information

Document Type:	Grants Notice	Version:	Synopsis 1
Funding Opportunity Number:	FR-CRS-22-004	Posted Date:	Sep 06, 2022
Funding Opportunity Title:	FY22 Consolidated Rail Infrastructure and Safety Improvements Grant Program	Last Updated Date:	Sep 06, 2022
Opportunity Category:	Discretionary	Original Closing Date for Applications:	Dec 01, 2022 No Explanation
Opportunity Category Explanation:		Current Closing Date for Applications:	Dec 01, 2022 No Explanation
Funding Instrument Type:	Grant	Archive Date:	Dec 31, 2022
Category of Funding Activity:	Transportation	Estimated Total Program Funding:	\$1,425,462,902
Category Explanation:		Award Ceiling:	\$1,425,462,902
Expected Number of Awards:	200	Award Floor:	\$0
CFDA Number(s):	20.325 -- Consolidated Rail Infrastructure and Safety Improvements		
Cost Sharing or Matching Requirement:	Yes		

How do I apply?

KEY STEPS

- Obtain a Unique Entity Identifier (UEI)
- **Register early** in the Federal government's System for Award Management (SAM)
 - **NOTE: SAM registration can take up to 2 weeks (longer if you do not have an Employer Identification Number)**
- For Grants.gov, complete an **Authorized Organization Representative** profile and create a username and password
- Submit an application addressing all requirements outlined in the NOFO

What do I include in my application?

REQUIRED DOCUMENTS

- Project Narrative
- Statement of Work
- Benefit-Cost Analysis
- Environmental Compliance (NEPA*) Documentation
 - *Note: The Applicant may include a draft document that will require development, review, and approval by FRA, or an existing completed NEPA document approved by FRA or another Federal agency that covers the proposed project scope*
- Draft Use/Ownership Agreement *(if applicable)*
 - *Note: FRA requires that a written agreement exist between the applicant and the railroad regarding use and ownership consistent with 49 U.S.C. 22905(c)(1) for projects using rights-of-way owned by a railroad that is not the applicant*

What forms are required?

REQUIRED FORMS

- SF424 (Application for Federal Assistance)
 - *Either*: SF 424A or 424C – Budget info for Non-Construction OR Construction
 - *Either*: SF 424B or 424D – Assurances for Non-Construction OR for Construction
- FRA's Additional Assurances and Certifications (FRA F 30)
- FRA's Applicant Financial Capability Questionnaire (FRA F 251)
- SF LLL: Disclosure of Lobbying Activities (only required if reportable Lobbying activities exist)

Where do I find additional information and help?

Find **Additional Information** about the grant opportunity in Grants.gov at the bottom of the Synopsis page:

Additional Information

Agency Name: DOT - Federal Railroad Administration

Description: This program funds projects that improve the safety, efficiency, and reliability of intercity passenger and freight rail.

Link to Additional Information [FY22 Consolidated Rail Infrastructure and Safety Improvements Grant Program](#)

Grantor Contact Information: If you have difficulty accessing the full announcement electronically, please contact:

Grants.gov Contact Center
Phone Number: 1-800-518-4726

Hours of operation are 24 hours a day, 7 days a week. The contact center is closed on federal holidays.
support@grants.gov

[Grants.gov Customer Support](#)

Application Review and Selection Process

1. Intake and Eligibility

Each application is reviewed for completeness and eligibility to determine which applications move to the evaluation stage

2. Evaluation

Each complete and eligible application is evaluated by a panel of DOT subject matter experts using criteria outlined in the NOFO

3. Selection

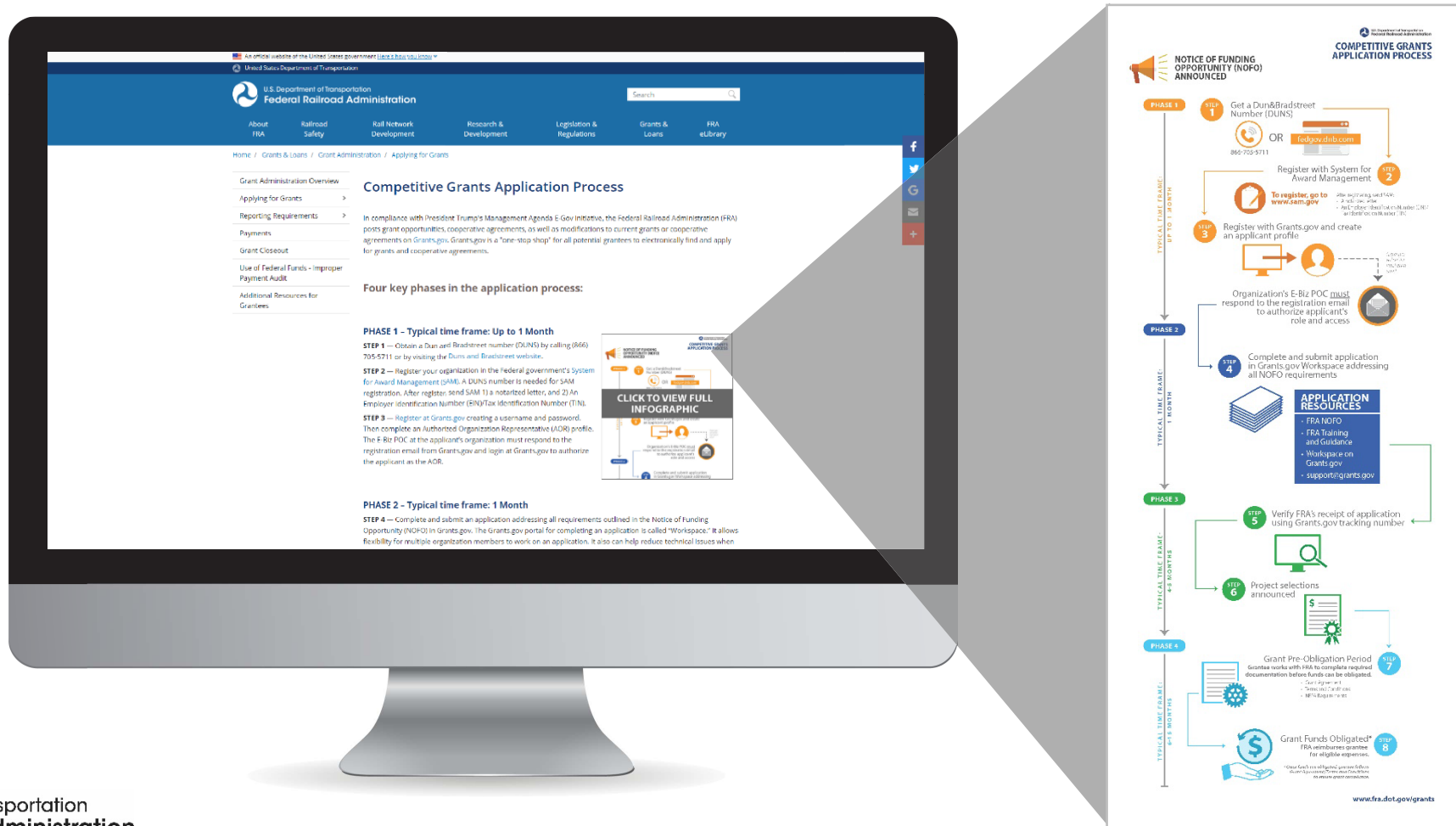
Final funding decisions are made by taking into account the evaluation and selection criteria outlined in the NOFO

4. Announcement

FRA press release announces selections approximately 4 to 5 months following application due date

Grant Application Process

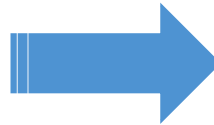
FRA's Competitive Grants Application Process webpage: <https://railroads.dot.gov/grant-administration/applying-grants/competitive-grants-application-process>



Best Practices

Best Practices – Helpful Hints

- Read the Notice of Funding Opportunity (NOFO) completely and carefully to understand the criteria for eligibility and selection, and what information each application must include
- Provide a clear project title that tells us who you are and what the project is about
- FRA has identified three primary areas where applications not selected for funding typically demonstrate deficiencies:
 - Project Narrative
 - Statement of Work (SOW)
 - Benefit-Cost Analysis (BCA)



The screenshot shows the Federal Register website interface. At the top, the 'FEDERAL REGISTER' logo is displayed with the tagline 'The Daily Journal of the United States Government'. To the left is the 'NATIONAL ARCHIVES' logo, and to the right is the 'Seal of the Federal Register'. A blue banner with the word 'Notice' is visible. The main heading is 'Notice of Funding Opportunity for the Consolidated Rail Infrastructure and Safety Improvements Program'. Below this, it states 'A Notice by the Federal Railroad Administration on 09/02/2022'. The document is categorized as a 'PUBLISHED DOCUMENT'. The 'AGENCY:' section identifies the 'Federal Railroad Administration (FRA), Department of Transportation (DOT)'. The 'ACTION:' section is 'Notice of funding opportunity (NOFO or notice)'. The 'SUMMARY:' section provides details about the application requirements and procedures for grant funding under the Consolidated Rail Infrastructure and Safety Improvements Program for Fiscal Year 2022. On the right side, a 'DOCUMENT DETAILS' sidebar lists: 'Printed version: PDF', 'Publication Date: 09/02/2022', 'Agencies: Federal Railroad Administration', 'Dates: Applications for funding under this solicitation are due no later than 5 p.m. ET, December 1, 2022. Applications that are incomplete or received after 5 p.m. ET, on December 1, 2022 will not be considered for funding. See section D of this notice for additional information on the application process.', 'Document Type: Notice', 'Document Citation: 87 FR 54278', 'Page: 54278-54295 (18 pages)', and 'Document Number: 2022-19004'.

Best Practices – Project Narrative

Best Practices – Project Narrative

Project Narrative Outline

- I. Cover Page
- II. Project Summary
- III. Project Funding
- IV. Applicant Eligibility
- V. Detailed Project Description
- VI. Project Location
- VII. Grade Crossing Information
- VIII. Evaluation & Selection Criteria
- IX. Safety Benefit
- X. Project Implementation & Management
- XI. Environmental Readiness

- ✓ Structure your project narrative in accordance with the outline specified in the NOFO
- ✓ Include all elements identified in the outline
- ✓ Follow the instructions for each element
- ✓ Adhere to 25-page limit

Best Practices – Project Narrative

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☑ Indicate if an application for the project has been submitted previously to another Federal grant program – include the program and year

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- ✓ Briefly describe the project in **4 to 6 sentences**, its anticipated benefits, and the transportation challenges the project will address
- ✓ Think of this section of the application **as your elevator pitch for the project** to the DOT Secretary and FRA Administrator

Best Practices – Project Narrative

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- ✓ Only include eligible costs
- ✓ Specify each source of non-Federal match
- ✓ Provide details about in-kind match
- ✓ Indicate public- vs. private-sector match
- ✓ Describe the non-Federal funding arrangements
- ✓ Attach funding commitment letters
- ✓ Identify if the proposed match will not be available until a certain date or if funds must be spent by a deadline

Best Practices – Project Narrative

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- ✓ Thoroughly discuss the transportation challenges and benefits
- ✓ Include data to support project benefits
- ✓ Describe how project components are related and will be sequenced
- ✓ Include photographs or diagrams
- ✓ Identify all host railroads, operators, and beneficiaries

Best Practices – Project Narrative

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- ✓ Identify cities, counties, and states where project is located
- ✓ Include a map of the project
- ✓ Identify railroad mileposts
- ✓ Geospatial data – longitude and latitude

Best Practices – Project Narrative

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- ☑ Cite specific DOT National Grade Crossing Inventory information, including:
 - Railroad that owns infrastructure
 - Primary railroad operator
 - DOT crossing inventory number
 - Roadway at the crossing

Best Practices – Project Narrative

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- ✓ Include a separate section in the project narrative focused on how the project meets each of the evaluation and selection criteria
- ✓ **DO NOT** rely solely on the contents of the “detailed project description” section to satisfy this requirement — it is OK to repeat key points in this section
- ✓ Quantify benefits whenever possible

Best Practices – Project Narrative

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☑ Strongly encouraged to submit safety justifications for the project that rely on standardized, objective safety metrics and data

Best Practices – Project Narrative

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- ✓ Highlight applicant's past experiences managing and overseeing similar projects, including FRA- or DOT-funded projects
- ✓ Describe expected arrangements for project contracting, contract oversight, change-order management, risk management, and conformance with Federal requirements for progress reporting

Best Practices – Project Narrative

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*For more information on the NEPA process, access FRA's recent webinar, *Introduction to NEPA and FRA's Categorical Exclusions Webinar*, on FRA's [Webinars webpage](#).

- ☑ For FD/Construction Grant Application:
 - *If NEPA is **complete***: Provide copy of NEPA document or link.
 - *If NEPA is **not started***: Provide detailed project description and description of setting/land use, with visuals.
 - *If NEPA is **underway***: Provide current status, expected completion date, and type of document.

Best Practices – Project Narrative

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*For more information on the NEPA process, access FRA's recent webinar, *Introduction to NEPA and FRA's Categorical Exclusions Webinar*, on FRA's [Webinars webpage](#).

- ✓ For FD/Construction Grant Application:
 - Identify any other environmental permits or approvals that may be needed.
 - Provide current status, expected completion date, and/or copy of permit or approval.

Best Practices – Statement of Work

Best Practices – Statement of Work

- ☑ Organize the scope of work into discrete and logically sequenced tasks
- ☑ Provide appropriate timing for tasks
- ☑ Identify the deliverables required to communicate progress and completion of tasks to FRA
- ☑ Check the budget to ensure numbers are consistent with cost information submitted in forms and other areas of the application

ATTACHMENT 2
STATEMENT OF WORK
[insert applicant/grantee name]
[insert project name]
[insert grant program name and fiscal year]

I. AUTHORITY

Authorization	E.g. 49 U.S.C. § 24407 For CRISI Program Insert eligibility citation (e.g. 49 U.S.C. 24407(c)(1))
Funding Authority/Appropriation	E.g. Contract authority in the FAST Act Sec. 1101(a)(5), Pub. L. 114-94 (December 4, 2015) E.g. Consolidated Appropriations Act, 2018, Division L, Title I (Pub. L. 115-141 (March 23, 2018))
Notice of Funding Opportunity	[NOFO Title] for Fiscal Year 20XX, [Federal Register citation], [Month, date, year] [volume #] FR [publication date]

II. BACKGROUND
Instructions: This section also provides high-level overview information regarding the project and applicant/grantee, and defines the term "Project" as that term is used throughout the Agreement. Approximately 3-4 paragraph in length.

ATTACHMENT 3
DELIVERABLES AND APPROVED PROJECT SCHEDULE
[insert applicant/grantee name]
[insert project name]

I. DELIVERABLES AND APPROVED PROJECT SCHEDULE
Instructions: The "Project Schedule and Deliverables" section outlines the Project Performance Period for the Agreement and provides a concise table listing all of the deliverables required for the applicable tasks covered under the Agreement and their submission due date to FRA. The Grantee must list every deliverable required for each applicable task, as well as any other deliverables FRA may require. Use the guidance below to develop this section.

The deliverables associated with this Agreement are listed below. The Grantee must complete these deliverables to FRA's satisfaction to be authorized for funding reimbursement and for the Project to be considered complete.

Unless otherwise approved, requests for extensions of the Project Performance Period must be submitted not later than 90 days before the end of the Project Performance Period, consistent with Section 4(b) of Attachment 1.

Deliverables

Task #	Deliverable Name	Due Date
--------	------------------	----------

ATTACHMENT 4
APPROVED PROJECT BUDGET
[insert applicant/grantee name]
[insert project name]

I. APPROVED PROJECT BUDGET
Instructions: The "Approved Project Budget" section outlines the initial cost estimate for the project by task and by funding source. Both methods are required and necessary to assess project costs. The "funding source" budget should list all funding sources contributing to the project (e.g. the FRA grant subject to this SOW, other FRA or Federal grants, the grantee's contribution, and contributions from all other project partners). Use the text and table below to develop this section.

The total estimated cost of the Project is \$[amount], for which the FRA grant will contribute up to [percent amount] % of the total Project cost, not to exceed \$[amount]. The Grantee's Non-Federal Contribution is comprised of [cash contributions only/cash in the amount of \$XX and [insert description of in-kind contribution] valued at \$XX]. Any additional expense required beyond that provided in this Agreement to complete the Project will be borne by the Grantee.

Project Budget by Task

Task #	Task Name	Federal (FRA) Contribution	Non-Federal Contribution	Total Cost
1		\$	\$	\$

ATTACHMENT 5
PERFORMANCE MEASUREMENTS
[insert applicant/grantee name]
[insert project name]

I. PERFORMANCE MEASUREMENTS
The table below contains the performance measures that this Project is expected to achieve. These performance measures will enable FRA to assess Grantee's progress in achieving strategic goals and objectives. The Grantee will report on these performance measures per the frequency and duration specified in the table.

Upon Project completion, Grantee will submit reports comparing the Actual Project Performance of the new and or improved asset(s) against the Pre-Project (Baseline) Performance and Expected Post-Project Performance as described in Table 1 below. Grantee need not include any analysis in addition to the described data; however, Grantee is welcome to provide information explaining the reported data. Grantee will submit the performance measures report to the Regional Manager in accordance with Table 1 below.

Table 1: Performance Measurement Table

Performance Measure	Description of Measure	Measurement	Reporting
		Pre-Project (Baseline) Performance as of (Insert Date): [Insert the performance of]	Actual Project Performance After Project Completion: Computation of actual

Best Practices – Statement of Work

☑ See FRA's Statements of Work webpage:

<https://railroads.dot.gov/grants-loans/grant-administration/statements-work>

☑ Use templates for the

- SOW (Attachment 2)
- Schedule (Attachment 3)
- Budget (Attachment 4)
- Performance Measures (Attachment 5)

The screenshot shows the Federal Railroad Administration's website. The header includes the U.S. Department of Transportation logo and the text "U.S. Department of Transportation Federal Railroad Administration". A search bar is located in the top right. The navigation menu includes links for "About FRA", "Railroad Safety", "Rail Network Development", "Research & Development", "Legislation & Regulations", "Grants & Loans", and "FRA eLibrary". The main content area is titled "Statements of Work" and contains the following text:

Grant Administration Overview

- Reporting Requirements
- Statements of Work
- Payments
- Grant Closeout
- Use of Federal Funds - Improper Payment Audit
- Additional Resources for Grantees

Statements of Work

This section provides templates for developing a Statement of Work (SOW). In essence, the SOW is a description of the work that will be completed under the grant agreement. Drafting the SOW is a key step toward receiving a grant award.

These templates are intended to assist grantees in drafting an SOW for each application selected by FRA to receive funding. The development of an SOW should be a highly collaborative process between the grantee and FRA. As such, grantees will work with FRA to create an approved SOW.

Please note: all deliverables listed in the SOW are subject to FRA approval and will require significant FRA input. Grantees should plan to work with FRA to ensure deliverables will meet all requirements.

For helpful hints on drafting an SOW, please refer to the SOW Guidance link below. This document describes how FRA uses an SOW during the grant administration phase, key items to include when drafting an SOW, and formatting guidelines. Grantees should use this guidance as a reference when drafting an SOW, but should continue to work with FRA for further guidance.

If you have questions regarding how to begin drafting your SOW, please contact your FRA Regional or Project Manager.

- [Statement of Work \(SOW\) Guidance](#)
- [Example General Grants - Attach 1 - Standard Terms and Conditions](#)
- [Example CRISI Grants - Attach 1A - Additional CRISI Terms and Conditions](#)
- [Example Federal-State Partnership Grants - Attach 1A - Additional Federal-State Partnership Terms and Conditions](#)
- [Example Restoration and Enhancement Grants - Attach 1A - Additional Restoration and Enhancement Terms and Conditions](#)
- [Example General Grants - Attach 2 - SOW](#)
- [Example General Grants - Attach 3 - Schedule](#)
- [Example General Grants - Attach 4 - Budget](#)
- [Example General Grants - Attach 5 - Performance Measures](#)

Best Practices – Benefit-Cost Analysis

BCA – Overview of Steps

Tracks 2 & 3

- Specify your project's **base case**, **alternate case**, and **timeline**
- Show how your project's **alternate case** will result in specific effects (i.e., **project benefits**)
- Break down those effects into the smallest sub-elements possible
- Assign values to the effects using USDOT's [BCA Guidance](#)
- Calculate results and discount to base year

NOTE: Tracks 1 & 4 (regional planning, research, safety programs, non-CRISI trespassing projects) must document project benefits. Any subjective estimates of benefits and costs should be quantified whenever possible, and applicants should provide appropriate evidence to support their subjective estimates. At a minimum, qualitatively describe the project benefits. (See Section D of NOFO.)

BCA – Scope of Analysis

- The **base case** reflects the status quo — i.e., the world as it exists today
- The **alternate case** (i.e., “build scenario”) is the proposed project
 - An application for final design or construction should present a *single* project
 - Multiple projects need multiple analyses
 - Avoided costs of alternatives not taken are NOT benefits
- The **timeline** must be appropriate for the proposed project
 - Match the useful life of the project, but not longer than 30 years
 - Projects with useful life beyond 30 years will have residual value (stations in particular) → Calculate with straight line depreciation

BCA – Scope of Analysis

- Examine *ONLY* the differences between the **base case** and **alternate case**
- These differences should reflect realistic projections

Examples:

- Intercity passengers will likely change modes if their station is unavailable, while commuters are more likely to divert to another nearby station
- Host railroads will impose speed/weight restrictions before shutting down completely
- Rolling stock will have residual value at the end of its useful life



BCA – Benefits & Costs

- The *marginal* effects of the alternate case are the **project benefits**
 - Marginal effects are sometimes undesirable consequences, which should be shown as negative dollar amounts
- The total cost of constructing the project *as well as operating and maintaining (O&M) it for the full timeline* are the **project costs**
 - O&M costs on new equipment and infrastructure are **costs**
 - Reductions to existing O&M costs are regarded as project **benefits**
 - **Residual value** for remaining useful life is a benefit, NOT subtracted from costs

BCA – Development

- Break down effects into the smallest possible sub-elements
- Provide documentation for inputs and growth rates

Example: Replacing a bridge might result in...

- Removal of slow orders, improving travel speed (travel time savings)
- Reduced wait time at the approaches (travel time savings and emissions)
- Decreased delays at nearby sidings along the corridor (travel time savings and emissions)
- Reduced O&M costs



BCA – Modal Diversion

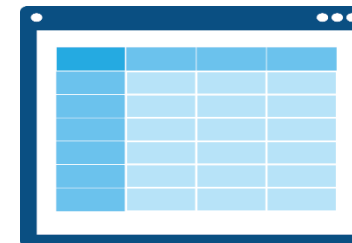
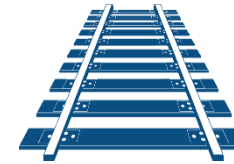
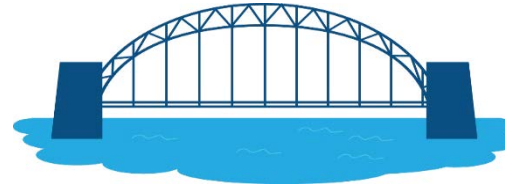
- Modal diversion is a marginal choice; *ONLY* count marginal benefits
- New/induced users value the service less than existing users (follow USDOT'S [BCA Guidance](#))
- Avoided rail-to-highway diversion benefits could involve:
 - Increased pavement and bridge damage
 - Increased harmful emissions
 - Increased congestion on highways
 - Decreased safety
- Avoiding passenger revenue losses are **transfers**, NOT **benefits**



BCA – Guidelines Recap

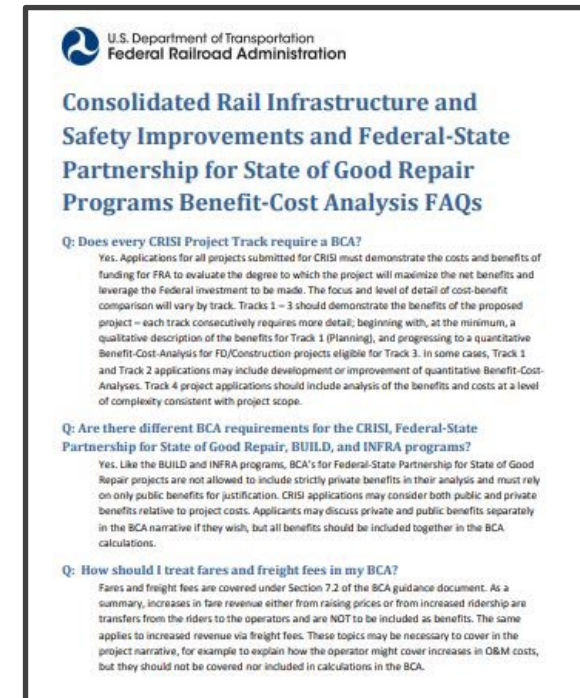
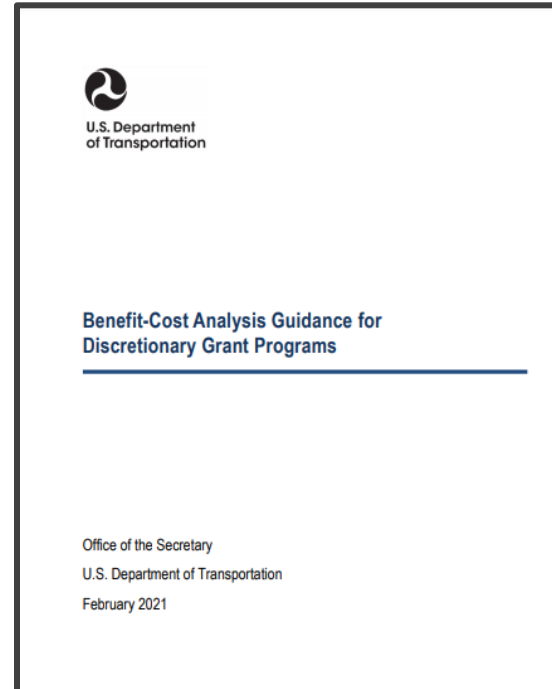
For FY22 CRISI grant applications:

- ☑ Document your assumptions in as much detail as possible
- ☑ If the project has separable elements, report benefits and costs of each sub-project separately
- ☑ If your BCA includes modal diversion, include YOUR passenger counts and Annual Average Daily Traffic (AADT)
- ☑ ***Must include an unlocked Excel spreadsheet that clearly shows your calculations and discounting***



BCA – Guidance/Online Resources

- Follow USDOT's *BCA Guidance*, available at:
<https://www.transportation.gov/office-policy/transportation-policy/benefit-cost-analysis-guidance>
- For rail-specific examples on how to apply the *BCA Guidance*, refer to FRA's BCA FAQ available at:
<https://railroads.dot.gov/elibrary/consolidated-rail-infrastructure-and-safety-improvements-crisi-and-federal-state>



Best Practices – Environmental Readiness

Environmental Readiness – NEPA

Environmental review is required under the National Environmental Policy Act (NEPA) for all FRA grant-funded projects to document and substantiate our agency's decision to implement the project.

- With your CRISI grant application, submit an approved NEPA document, if available and applicable, from FRA, FTA, or FHWA
- If there is no previous NEPA documentation associated with the project, you are encouraged to consider the following in the grant application to the best of your knowledge:
 - Known project location and/or possible impacts to the human (e.g., historic, protected populations, noise and vibration) or natural (e.g., wetlands, air, species/habitat, floodplains) environment
 - Anticipated permitting needs (e.g., construction, [Clean Water Act Section 404](#)) or coordination/consultation (e.g., State Historic Preservation Officer)

Environmental Readiness – NEPA

- Rely on FRA's experience and expertise to determine the type of NEPA review and level of documentation and coordination appropriate for your project — **contact our experts!**

Email: FRAenvironment@dot.gov

Helpful Information Available on FRA's Website

- FRA & NEPA Documentation: <https://railroads.dot.gov/rail-network-development/environment/fra-nepa-documentation>
- FRA Recommended Trainings & Environmental Resources: <https://railroads.dot.gov/rail-network-development/environment/fra-recommended-trainings-environmental-resources>

This web page provides links to recorded webinars, trainings, and other resources that will be of assistance in preparing NEPA documents for rail projects

Recap & Reminders

Recap & Reminders

- Always read the NOFO carefully
- Determine what a "successful" project will look like
- Use the application requirements checklist in the NOFO (Section D, part 2) as you complete your application
- Address all of the evaluation and selection criteria on which you will be rated
 - By clearly and directly responding to the criteria, your application will be easier to read and evaluate
 - Don't bury key points!

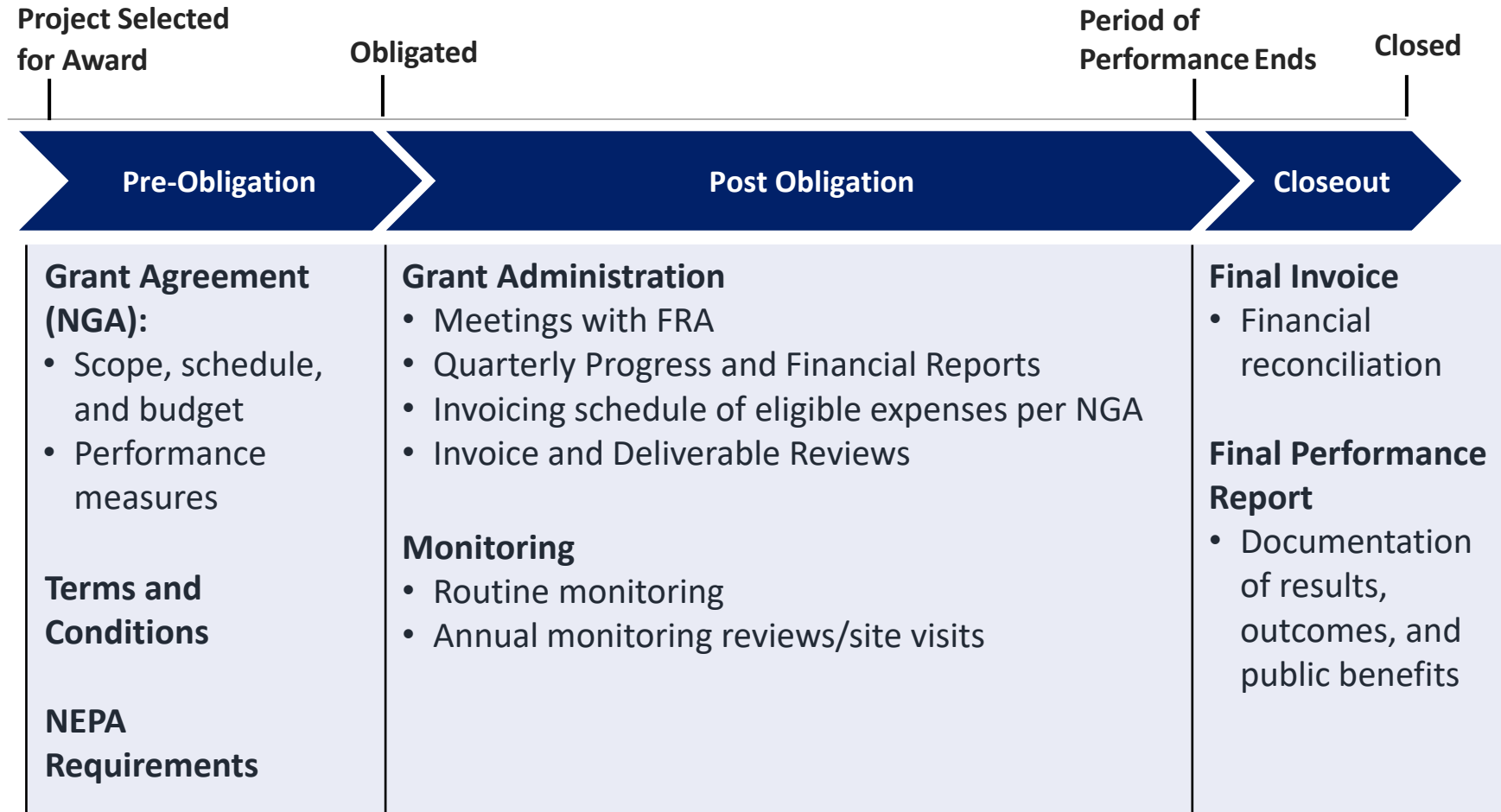


Recap & Reminders

- Verify that all budget figures match corresponding figures cited in different parts of your application package – such as the Cover Sheet, SOW, Project Narrative, and various forms
 - Numbers in columns and rows should add up properly in budget tables
 - Only include project costs that are expected to be incurred *after* grant selection
- Name key partners, indicate in-place agreements, and include letters of support
- Have an objective “cold reader” — i.e., an individual unfamiliar with the grant application — review your final document before submission

1	5/4/2020	\$5,000.00	\$425.75	\$100.00	\$525.75	\$509.08	\$16.67	\$4,490.92
2	6/4/2020	\$4,490.92	\$425.75	\$100.00	\$525.75	\$510.78	\$14.97	\$3,980.14
3	7/4/2020	\$3,980.14	\$425.75	\$100.00	\$525.75	\$512.48	\$13.27	\$3,467.65
4	8/4/2020	\$3,467.65	\$425.75	\$100.00	\$525.75	\$514.19	\$11.56	\$2,953.46
5	9/4/2020	\$2,953.46	\$425.75	\$100.00	\$525.75	\$515.90	\$9.84	\$2,437.56
6	10/4/2020	\$2,437.56	\$425.75	\$100.00	\$525.75	\$517.62	\$8.13	\$1,919.94
7	11/4/2020	\$1,919.94	\$425.75	\$100.00	\$525.75	\$519.35	\$6.40	\$1,400.59
8	12/4/2020	\$1,400.59	\$425.75	\$100.00	\$525.75	\$521.08	\$4.67	\$879.50
9	1/4/2021	\$879.50	\$425.75	\$100.00	\$525.75	\$522.82	\$2.93	\$356.65

Grant Lifecycle



A dark blue background featuring silhouettes of approximately ten people sitting around a long table in a meeting room. The room has large windows in the background, and the overall atmosphere is professional and collaborative.

QUESTIONS?

Contact Us

Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590



Connect with us USDOTFRA



U.S. Department of Transportation
Federal Railroad Administration

CRISI Program:

Deborah Kobrin

Deborah.Kobrin@dot.gov

Elena Gonzalez

Elena.Gonzalez@dot.gov

Natalie Williford

Natalie.Williford@dot.gov

CRISI Program and Application Process:

Mariam Ouhamou

Mariam.Ouhamou@dot.gov

Environmental Readiness:

Amanda Murphy

Amanda.Murphy2@dot.gov

Benefit-Cost Analysis:

Michael Johnson

Michael.Johnson1@dot.gov

To learn more about FRA Competitive Discretionary Grant Programs, visit: <https://www.fra.dot.gov/grants>