FY 2022-2023 Federal-State Partnership for Intercity Passenger Rail Grant Program for Projects located on the Northeast Corridor (FSP-NEC) NOFO Webinar

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FRA Presenters

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Agenda

1. Partnership Program Overview
2. How to Apply
3. Best Practices
   - Project Narrative
   - Statement of Work
   - Environmental Readiness
4. Q & A
Fed-State Partnership
Program Overview— NEC
The Federal-State Partnership for Intercity Passenger Rail Grant Program (FSP) funds capital projects consistent with the Northeast Corridor Project Inventory (NEC Project Inventory). This Notice solicits applications for the Major Backlog, Capital Renewal, Improvement, and Stations projects and Planning Studies from that inventory.

**Published in the Federal Register on December 27, 2022**

- **$8.979 billion available** in FY 2022 and FY 2023 supplemental advance and annual appropriations
- Applications due by **5 pm ET on March 27, 2023**
- Concurrent applications and resubmissions are allowed
  - Indicate other program(s) you may have applied to (e.g., CRISI, RAISE)
Program Changes Under the Bipartisan Infrastructure Law (BIL)

<table>
<thead>
<tr>
<th>Federal-State Partnership Program Changes</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Modified Selection Criteria for Projects on the NEC</strong></td>
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</table>
| • The IIJA provided distinct FSP program selection criteria for projects located on the Northeast Corridor (NEC) and for projects not located on the NEC.  
• For projects located on the NEC, the law requires projects to be selected for FSP program funds **consistent with the Northeast Corridor Project Inventory (NEC Project Inventory)**.  
• FRA published the NEC Project Inventory on November 15, 2022; the NEC Project Inventory can be found on FRA's website - [NEC Inventory](#). |
| **Phased Funding Agreements** |
| • New tool available allowing the Secretary to enter into a **multi-year funding agreement** for a project under certain circumstances |
| **National / NEC Funding Splits** |
| • **Supplemental Advance Appropriations**: Up to $24 billion for projects located on the NEC (across fiscal years 2022-2026)  
• **Annual Appropriations**: not less than 45 percent for awards to non-NEC projects and not less than 45 percent for NEC projects, with 10 percent that can be awarded to either geography |
NEC Project Inventory

NEC Project Inventory Features

- Determines funding needs and allocations for projects with planned activities calendar years 2023-2024
- Groups projects into two **Buckets in priority funding order**:
  - Major Backlog Projects
  - Capital Renewal, Stations, and Improvement Projects
    - Priority within this group are projects in or beginning the Final Design or Construction Lifecycle Stages
  - Allocates a small portion of funding for planning studies

Only projects **on the NEC Project Inventory for which an application is submitted** under this NOFO will be considered for award. Allocations specified on the NEC Project Inventory are not commitments, selections, or obligations of federal funding. Selections will follow review of applications in response to the FSP-NEC NOFO.
Program Eligibility

Eligible Applicants

- States (incl. the District of Columbia)
- Groups of States
- Interstate Compacts
- Public agencies or publicly chartered authorities established by one or more States
- Political subdivisions of States
- Amtrak, acting on its own behalf or under a cooperative agreement with one or more States
- Federally recognized Indian Tribe
- Any combination of the above

Ineligible entities (e.g., private sector firms): May be included as a partner on an application submitted by one or more eligible applicants
Eligible Projects

- 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 described above
- The planning, environmental studies, and final design for a project or group of projects described above

**Capital Project:** Acquiring, constructing, improving, or inspecting rail equipment, track and track structures, or a rail facility...including acquiring rights-of-way.

**Major Capital Project:** Project with a capital cost estimate of $500 million or greater and with at least $100 million in Federal assistance received or requested under the FSP program.
Lifecycle Stage

• The consecutive stages of a capital project as it is developed and implemented that include Systems Planning, Project Planning, Project Development, Final Design, Construction, and Operation

Development Stages

- Systems Planning
  - Regional Rail Plans & State Rail Plans
- Project Planning
  - Corridor ID Program

Implementation Stages

- Project Development
- Final Design
- Construction
- Operation
  - Restoration & Enhancement Program

Fed-State Partnership / Other Federal Funding Programs
Key Program Definitions

Commuter Rail Passenger Transportation (Commuter Rail)

- Short-haul rail passenger transportation in metropolitan and suburban areas usually having reduced fare, multiple rides, and commuter tickets, and morning and evening peak period operations, consistent with 49 U.S.C. 24102(3); the term does not include rapid transit operations in an urban area that are not connected to the general railroad system of transportation.

Intercity Passenger Rail Transportation (IPR)

- Rail passenger transportation, except commuter rail passenger transportation. See 49 U.S.C. 24911(a)(2). In this NOFO, “Intercity Passenger Rail Service” and “Intercity Passenger Rail Transportation” are equivalent terms to “Intercity Rail Passenger Transportation.”

Northeast Corridor (NEC)

- The main rail line between Boston, MA, and the District of Columbia, and branch lines to Harrisburg, PA, Springfield, MA, and Spuyten Duyvil, NY.
Non-Federal Match Requirements

Requirements

• Federal share of total costs for a project shall not exceed 80 percent

• A minimum 20 percent (20%) non-Federal share is required. Applications failing to demonstrate sufficient non-Federal match are ineligible.

• If Amtrak is an applicant, Amtrak may use ticket and other revenues generated from its operations and other non-Federal sources to satisfy the non-Federal share requirements.

Process

• Identify the source(s) of matching and other funds and clearly and distinctly reflect these funds in project budget

• Cash and in-kind contributions are permitted, consistent with 2 CFR Part 200

• Include funding commitment letters outlining funding agreements as attachments or in an appendix

FRA will generally fund Planning and Major Backlog projects applying under this notice up to 80 percent Federal share.

FRA will generally fund Capital Renewal, Stations and Improvement projects applying under this notice between 50 and 80 percent Federal share.
**Program Evaluation & Selection Criteria**

**Evaluation Criteria**

**Technical Merit:**
- Quality of statement of work and application materials;
- Demonstrates an efficient project delivery approach and commitment of necessary resources and workforce to deliver the project on time and on budget, and methods for handling track outages;
- Completion of all prerequisites necessary to begin the Lifecycle Stage(s) proposed for funding;
- Status of environmental and permitting approvals;
- Applicant legal, financing and technical capacity and financial resources.

**Selection Criteria**

- **Make selections consistent with the NEC Project Inventory**
- **For shared benefit projects:**
  - Project location is in compliance with the NEC Commuter and Intercity Rail Cost Allocation Policy
  - Funding shares are identified for IPR, commuter rail, and the local share (for the Lifecycle Stage(s) that are seeking funding)
- **FRA will consider geographic diversity, the award of other competitive Federal funds for the project, and the Key Departmental Objectives**

*New in BIL*
DOT will assess the project’s ability to meet one or more of these objectives. Such considerations can include, but are not limited to, the extent to which an application promotes:

**Safety**
Improves safety at highway-rail grade crossings, reduces incidences of rail-related trespassing, and upgrades infrastructure to achieve a higher level of safety.

**Equitable economic growth and job creation**
Invests in vital infrastructure assets and provides opportunities for families to achieve economic security through rail industry employment.

**Climate Change and Sustainability**
Reduces emissions, promotes energy efficiency, increases resiliency, and recycles or redevelops existing infrastructure.

**Equity and Barriers to Opportunity**
Includes a plan to incorporate small businesses as part of project completion and take account of a community engagement efforts designed to reach impacted communities and how community feedback is considered in decision making.

**Transformation of our nation’s transportation infrastructure**
Adds capacity to congested corridors, builds new connections or attracts new users to passenger rail, and ensures assets will be improved to a state of good repair.
FRA Buy America

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

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

FRA encourages applicants who might seek a waiver to develop and submit a domestic sourcing plan as part of their application

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

https://railroads.dot.gov/legislation-regulations/buy-america/buy-america
The domestic sourcing plan should include:

- Detail on the extent to which the systems covered by the waiver are to be imported and the extent to which such systems can be sourced domestically.

- Explanation of how the recipient anticipates making use of domestic sources for maintenance and replacement of initially imported goods and materials used in the project.

- Explanation of the number of domestic jobs, temporary and permanent, that will be generated by the project and outline a plan to transition any foreign labor responsibilities to domestic jobs.
• **Pre-award costs** without an FRA NEPA determination, or without prior FRA written approval are unallowable

• FRA is prohibited from providing Partnership Program grants for Commuter Rail Passenger Transportation *(under 49 U.S.C. 24405(f))*
  - FRA’s **primary intent in the FSP program is to make reasonable investments in Intercity Passenger Rail (IPR) transportation.** Such projects may be located on shared corridors where Commuter Rail Passenger Transportation and/or freight rail also benefit.
    - When applying for a shared benefit project, clearly demonstrate how the proposed project **directly benefits IPR** and that the project would be a reasonable investment in IPR, independent and separate from consideration of the proposed project’s benefits to other transportation purposes.
  - FRA has provided grants in the FSP program to commuter railroad or transit agencies when those agencies have demonstrated their projects have reasonable IPR benefits
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
• Addresses
• FRA Contact Information

• Table of Contents
  o Program Description
  o Federal Award Information
  o **Eligibility Information**
  o Application and Submission Information
  o Application Review Information
  o Federal Award Administration Information
  o Federal Awarding Agency Contacts
  o Other Information
Where do I start?

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

- [https://railroads.dot.gov/grants-loans/competitive-discretionary-grant-programs/competitive-discretionary-grant-programs](https://railroads.dot.gov/grants-loans/competitive-discretionary-grant-programs/competitive-discretionary-grant-programs)

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**Federal-State Partnership for Intercity Passenger Rail Grant Program**

**Overview:** This program provides funding for 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.

For projects not located on the Northeast Corridor (FSP-National):

- Funding Available for Award: $2,283,150,000
- FY 2022 Federal-State Partnership for Intercity Passenger Rail (FSP-National) Notice of Funding Opportunity (NOFO)
- Applications are due no later than 5:00 p.m. ET, March 7, 2023

For projects located on the Northeast Corridor (FSP-NEC):

- FY 2022-2023 Federal-State Partnership for Intercity Passenger Rail (FSP-NEC) Notice of Funding Opportunity
- Applications are due no later than 5:00 p.m. ET, March 27, 2023
- Register for the January 12, 2023, FY2022-2023 FSP-NEC NOFO Webinar

**COMING SOON** Other Federal-State Partnership Program resources:

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Click the link to access the NOFO
Where is the FY22 Partnership Program NOFO?

NOFO in the Federal Register

Where do I find “How to Apply” information?

Search Grants tab on Grants.gov:

Click the Opportunity Number to see the Synopsis.
What is the Synopsis?

Summary information about the grant opportunity in Grants.gov:
How do I apply?

Key Steps

• Obtain a Unique Entity Identifier

• **Register early** in the Federal government's System for Award Management (SAM)

• 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

**NOTE:**

• **SAM registration** can take up to 2 weeks (longer if you do not have an Employer Identification Number)

• FRA does not control or have the authority to expedite SAM renewal requests

• GSA reported that as of December 6, 2022, the **average time to complete a manual review** otherwise known as Entity Validation is **thirteen (13) business days**.
What do I include in my application?

**Required Documents**

- Project Narrative
- Statement of Work
  - Scope, Schedule, Budget and Performance Measures
- Environmental Compliance (NEPA) Documentation
  - Note: May include a draft document that requires 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 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
- Financial Plan or Funding Plan
- Funding Commitment Supporting Documentation
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 capital projects on the Northeast Corridor that reduce the state of good repair backlog, improve performance, or expand or establish new intercity passenger rail service.
- **Link to Additional Information:** FY22-23 Federal-State Partnership for Intercity Passenger Rail Grant Program for projects located on the Northeast Corridor
- **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**
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 7 to 9 months following application due date.
Grant Application Process

FRA’s Competitive Grants Application Process webpage
Best Practices
Read the NOFO completely and carefully to understand the criteria for eligibility and selection, and what information each application must include.

FRA has identified several focus areas where applications that are not selected often demonstrate deficiencies:

- Project Narrative
- Statement of Work (SOW)
- Environmental Readiness
Best Practices—
Project Narrative
Best Practices – Project Narrative

Project Narrative Outline

I. Cover Page
II. Project Summary
III. Project Funding
IV. Applicant Eligibility Criteria
V. Project Eligibility Criteria
VI. Detailed Project Description
VII. Project Location
VIII. Grade Crossing Information, if applicable
IX. Statutory Criteria
X. Evaluation and Selection Criteria

☑️ 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 – Cover Page does not count against limit
Best Practices – Project Narrative

Project Narrative Outline

I. Cover Page
   - Lead Applicant Name/Project Sponsor
   - Amount Requested
   - Proposed Match
   - Total Project Cost
   - LOI/PFA Requested
   - And more as outlined in the NOFO

II. Project Summary

III. Project Funding

IV. Applicant Eligibility Criteria

V. Project Eligibility Criteria

VI. Detailed Project Description

VII. Project Location

VIII. Grade Crossing Information, if applicable

IX. Statutory Criteria

X. Evaluation and Selection Criteria
Best Practices – Project Narrative

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IX. Statutory Criteria

X. Evaluation and Selection Criteria

- 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

Project Narrative Outline

I. Cover Page
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V. Project Eligibility Criteria
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VII. Project Location
VIII. Grade Crossing Information, if applicable
IX. Statutory Criteria
X. Evaluation and Selection Criteria

- Only include eligible costs
- Specify each source of non-Federal 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
- The Capital Cost Estimate must be based on the best available information as indicated in cited references that include engineering studies, economic feasibility studies, environmental analyses, and information on the expected use of equipment or facilities
Best Practices – Project Narrative

Project Narrative Outline

I. Cover Page
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V. Project Eligibility Criteria
VI. Detailed Project Description
VII. Project Location
VIII. Grade Crossing Information, if applicable
IX. Statutory Criteria
X. Evaluation and Selection Criteria

- 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
- Demonstrate how the proposed project is consistent with the NEC Planning Documents
Best Practices – Project Narrative

Project Narrative Outline

I. Cover Page
II. Project Summary
III. Project Funding
IV. Applicant Eligibility Criteria
V. Project Eligibility Criteria
VI. Detailed Project Description
VII. Project Location
VIII. Grade Crossing Information, if applicable
IX. Statutory Criteria
X. Evaluation and Selection Criteria

- Identify cities, counties, and states where project is located
- Include a map of the project
- Identify railroad mileposts
- For grade crossing projects, include the U.S. DOT National Highway-Rail Crossing Inventory number
- Geospatial data—longitude and latitude
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

Project Narrative Outline

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II. Project Summary
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IX. Statutory Criteria
X. Evaluation and Selection Criteria

☑️ Include a statement that demonstrates how the project is consistent with the most recently published NEC Project Inventory

☑️ For projects with CR and IPR benefits:
  ✔️ Include a statement that Amtrak and commuter rail passenger authorities at the eligible project location are in compliance with the NEC Cost Allocation Policy (section 24905(c)(2))
  ✔️ Identify funding for the intercity passenger rail share, the commuter rail share and the local share of the project before commencement of the project.
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)
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
Best Practices – Statement of Work

- Capital Cost Estimating Guidance:
- Utilize FRA’s Standard Cost Categories as a way to organize the scope of work and budget
  - [https://railroads.dot.gov/elibrary/mp-33-scc-worksheets](https://railroads.dot.gov/elibrary/mp-33-scc-worksheets)
- Ensure consistency among the project narrative, statement of work, benefit-cost analysis, and other application materials

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**FRA Main Worksheet**

<table>
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<tr>
<th>Standard Cost Category</th>
<th>Unit</th>
<th>Quantity</th>
<th>Without Contingency ($)</th>
<th>Allocated Contingency ($000)</th>
<th>TOTAL ($000)</th>
<th>Unit Cost ($000)</th>
<th>Percent of Estimated Cost</th>
<th>Percent of Total Project Cost</th>
<th>VOE Dollars Total ($000)</th>
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<td>10 Gateway &amp; Track Elements</td>
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<td>100</td>
<td>950,000</td>
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<td>100%</td>
<td>100%</td>
<td>1,000,000</td>
</tr>
<tr>
<td>10.020 Gateway: Alignment change left-of-way</td>
<td>Linear Miles of Gateway</td>
<td>100</td>
<td>950,000</td>
<td>50,000</td>
<td>1,000,000</td>
<td>10.000</td>
<td>100%</td>
<td>100%</td>
<td>1,000,000</td>
</tr>
<tr>
<td>10.030 Gateway: Alignment change mixed traffic</td>
<td>Linear Miles of Gateway</td>
<td>100</td>
<td>950,000</td>
<td>50,000</td>
<td>1,000,000</td>
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<td>100%</td>
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<tr>
<td>10.040 Gateway: Aerial structure</td>
<td>Linear Miles of Gateway</td>
<td>100</td>
<td>950,000</td>
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<td>1,000,000</td>
<td>10.000</td>
<td>100%</td>
<td>100%</td>
<td>1,000,000</td>
</tr>
</tbody>
</table>
Best Practices—Environmental Readiness
Environmental review is required for all FRA grant-funded projects

Requirements include:

• National Environmental Policy Act (NEPA)
• National Historic Preservation Act (NHPA) Section 106
• Section 4(f) of the USDOT Act
• Endangered Species Act (ESA) Section 7
• Environmental Justice
• Wetlands and navigable waterways
• Others, as applicable
The amount/kinds of environmental information and documentation you're typically expected to provide as part of your application depends on which track of the FSP-NEC program (1, 2, or 3) you're applying under.

- Environmental review must be completed and approved by FRA prior to construction.
- FRA may be able to adopt environmental documents prepared by/for other Federal agencies.
Environmental Readiness – Track 1 or 2

Apply if...

- You're seeking grant funding to pay for development of a NEPA document and conducting associated environmental impact analyses.
  - Post-selection, FRA coordinates with grantees to formally determine the NEPA Class of Action and NEPA document required
    - 3 Options:
      1. Categorical Exclusion (CE) Worksheet
      2. Environmental Assessment (EA)
      3. Environmental Impact Statement (EIS)

And then...

With your application, provide as much project information/existing documentation as possible, i.e.:
- Project description
- Location (include maps, photos)
- Any planning or environmental analyses done to date
- Any prior or anticipated public/stakeholder/agency outreach or coordination
- Anticipated environmental impacts
- Anticipated local/State/Federal permits or other approvals (e.g., USACE)
- Anticipated coordination/consultation with resource and/or regulatory agencies (e.g., SHPO, USFWS)
Also consider providing:
• A draft Categorical Exclusion (CE) worksheet with your grant application, OR
• Identify the anticipated CE category(-ies) that the project may fall under (see FRA’s CEs: 23 CFR 771.116)
• If your project does not fit clearly within a CE category, an EA or EIS may be necessary depending on the potential for significant environmental impacts.

Need general technical assistance regarding our environmental review and documentation requirements?
Contact our experts at FRAenvironment@dot.gov
Environmental Readiness – Track 3

**Track 3**

Apply if...

- **NEPA has already been completed or is underway**, and you're seeking grant funding for FD/construction for your project.
  - FRA will evaluate environmental readiness based on information included in your application

And then...

**With your application:**
- Include a copy of approved NEPA document and/or weblink (or anticipated completion date). Identify:
  - Type of NEPA document (CE, EA, EIS)
  - Lead Federal agency
  - Date of Federal NEPA approval
- Identify if any permits or approvals may be required from agencies besides FRA
- Identify any substantive changes to the proposed project scope and/or to the environmental setting/conditions since date of prior NEPA approval
  - FRA may determine a NEPA re-evaluation or supplemental environmental analyses are necessary
Environmental Readiness – NEPA Resources

• FRA Environmental Webpage
  https://railroads.dot.gov/rail-network-development/environment/environment

• FRA NEPA Procedures

• FRA Categorical Exclusion (CE) Worksheet
  https://railroads.dot.gov/elibrary/categorical-exclusion-worksheet-0

• FRA CE Companion Guide
  https://railroads.dot.gov/elibrary/fra-categorical-exclusion-companion-guide
Environmental Readiness – NEPA Resources

• Council on Environmental Quality (CEQ) Website
  https://ceq.doe.gov

• A Citizen’s Guide to the NEPA

• AASHTO Center for Environmental Excellence Practitioner’s Handbook
  https://environment.transportation.org/resources/practitioners-handbooks/
Environmental Readiness – NHPA Section 106 Resources

• Section 106 Regulations (36 CFR Part 800)

• Section 106 Review Process

• A Citizen’s Guide to Section 106 Review

• Section 106 and Infrastructure Projects
  https://www.achp.gov/section-106-and-Infrastructure-Projects

• Section 106 Program Comment for Rail ROW
• There are several recorded webinars on FRA's website regarding our NEPA/Section 106 review requirements and processes

• Training & Guidance | Webinars | dot.gov

Select the Environment drop-down
Recap & Reminders
Recap & Reminders

- Always read the NOFO carefully
- Determine what a successful project looks like
- Ensure you submit all required documents
- Address all the evaluation and selection criteria on which you will be rated
  - Be clear and direct in responding to criteria
  - Make your application easy to read and evaluate
  - Don’t bury key points!

Submit your application on time! Late applications will not be reviewed.
Recap & Reminders

• **Verify funding and budget amounts** for consistency!
  - Ensure amounts match in different parts of your application package (e.g., cover sheet, SOW, Project Narrative, SF-424)
  - 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
<table>
<thead>
<tr>
<th>Project Selected for Award</th>
<th>Obligated</th>
<th>Period of Performance Ends</th>
<th>Closed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pre-Obligation</td>
<td></td>
<td>Post Obligation</td>
<td>Closeout</td>
</tr>
<tr>
<td></td>
<td>6 to 15 months</td>
<td>2 to 5 years</td>
<td>1 to 3 months</td>
</tr>
</tbody>
</table>

**Grant Agreement (NGA):**
- Scope, schedule, and budget
- Performance measures

**Terms and Conditions**

**NEPA Requirements**

**Grant Administration**
- Meetings with FRA
- Quarterly Progress and Financial Reports
- Invoicing schedule of eligible expenses per NGA
- Invoice and Deliverable Reviews

**Monitoring**
- Routine monitoring
- Annual monitoring reviews/Site visits

**Final Invoice**
- Financial reconciliation

**Final Performance Report**
- Documentation of results, outcomes, and public benefits
Upcoming Fed-State Webinars

• FRA will host three FSP Information Sessions in January and February 2023:
  o **Session #1/January 19**: Eligibility, Host Infrastructure Agreements and Relationship with Corridor ID
  o **Session #2/January 26**: Major Capital Projects
  o **Session #3/February 7**: Project Narrative and Statements of Work

• Registration information will be available soon on [FRA’s Grants & Loans webinar landing page](#)
QUESTIONS?
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FRA Competitive Discretionary Grant Programs
Webpage  https://www.fra.dot.gov/grants