

# Fiscal Year 2022 Consolidated Rail Infrastructure and Safety Improvements, Fed-State Partnership, Railroad Crossing Elimination, and Restoration & Enhancement Grants Reports

## Purpose

As requested by the Joint Explanatory Statement accompanying the Consolidated Appropriations Act, 2022, the Federal Railroad Administration (FRA) of the U.S. Department of Transportation (DOT) is providing reports to the House Committee on Appropriations and the Senate Committee on Appropriations on the status of Fiscal Year (FY) 2017-2022 grant agreements and obligations from the Consolidated Rail Infrastructure and Safety Improvements, Federal-State Partnership for Intercity Passenger Rail, Restoration & Enhancement, and Railroad Crossing Elimination (RCE)<sup>1</sup> discretionary grant programs (Reports). These Reports are designed to provide an overview of the current status of obligations for the grant programs and should not be considered a comprehensive report on FRA’s entire active grant portfolio.

## Background

FRA awards discretionary grants to eligible recipients—including States, local governments, higher education institutions, and private organizations—depending on the statutory requirements and priorities for each program. FRA solicits eligible applicants to apply for funding through a Notice of Funding Opportunity (NOFO) and utilizes criteria defined by statute and by DOT FRA leadership to select grant recipients from the applications received. Solicitations for discretionary funding programs are typically developed specifically for each program and issued on an annual basis.

The grant lifecycle for discretionary programs typically consists of four stages, summarized by the graphic below. The Reports provides an overview of grants in the latter three stages of the grant lifecycle, from Award (obligation) to Closeout. In the Reports, the term “Unobligated” refers to projects that have been selected but have not yet entered into a signed grant agreement with FRA, and the term “Obligated” refers to projects that have completed every step of the Award process, including a signed grant agreement, and are in either the Administration or Closeout stage. “Closed” projects have successfully completed the Closeout process.

	Pre-Award (NOFO Development)	Award (Obligation Process)	Administration Monitoring/Oversight	Closeout
<b>Key Activities</b>	<ul style="list-style-type: none"> <li>• <b>NOFO Publication</b></li> <li>• <b>Application Intake &amp; Evaluation</b></li> <li>• <b>Project Selection</b></li> </ul>	<ul style="list-style-type: none"> <li>• <b>Notification</b></li> <li>• <b>Terms and Conditions</b></li> <li>• <b>Budget and Statement of Work Development</b></li> <li>• <b>Environmental Clearances*</b></li> <li>• <b>Engineering Review*</b></li> <li>• <b>Performance Measures*</b></li> <li>• <b>Stakeholder Agreements*</b></li> <li>• <b>Creating Grant Award in Grant Solutions</b></li> </ul>	<ul style="list-style-type: none"> <li>• <b>Grant Administration</b></li> <li>• <b>Annual Monitoring</b></li> <li>• <b>Project Management</b></li> <li>• <b>Review Project Deliverables</b></li> <li>• <b>Provide Technical Assistance</b></li> <li>• <b>Enforcement and Compliance</b></li> </ul>	<ul style="list-style-type: none"> <li>• <b>Grantee Notification</b></li> <li>• <b>Final Invoice</b></li> <li>• <b>Final Performance Report</b></li> <li>• <b>Tracking Project Benefit Agreements</b></li> </ul>
<b>Duration</b>	<b>Up to 5 months</b>	<b>6-15 months</b>	<b>3+ years</b>	<b>90 days</b>

\*Dependent on grant program and/or project type

<sup>1</sup> As of December 18, 2022, FRA has not awarded any grants under this Program. Applications for the FY 2022 RCE program were due October 11, 2022, and are currently under review. Awards are expected in Q2/Q3 of FY 2023. Upon selection of grant awards, FRA will begin reporting on this Program.

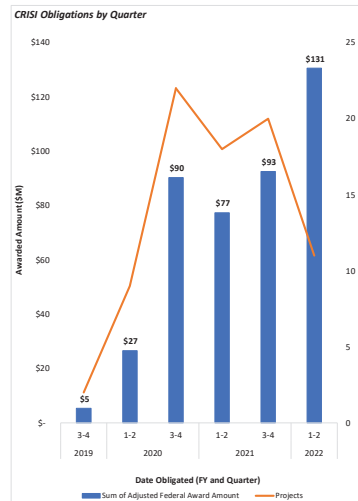
## FRA Competitive Grants Status Report: FY 2022 Q1-Q2

As requested by the joint explanatory statement accompanying the Consolidated Appropriations Act, 2022, the Federal Railroad Administration is providing this report to the House Committee on Appropriations and the Senate Committee on Appropriations on the status of FY 2017-22 grant agreements and obligations from the Consolidated Rail Infrastructure and Safety Improvements (CRISI), Federal-State Partnership for Intercity Passenger Rail, Railroad Crossing Elimination, and Restoration & Enhancement discretionary grant programs. The tables and charts below do not include inactive or transferred projects, for which descriptions are provided in the Notes sections. The amounts listed in the "Unobligated Projects" portion of the tables reflect the FRA amount at the time of project selection. The amounts listed in both "Obligated Projects" and "Closed Projects" reflect the FRA amount at the time of grant execution and grant closeout respectively.

Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program														
Fiscal Year	Unobligated Projects				Obligated Projects				Closed Projects				Total	
	Amount (\$)	% of Awarded Amount	# of Projects	% of Projects	Amount (\$)	% of Awarded Amount	# of Projects	% of Projects	Amount (\$)	% of Awarded Amount	# of Projects	% of Projects	Total Funds Awarded	Administered Projects
2017	\$ 14,667,599	26.3%	3	16.7%	\$ 36,938,501	66.2%	13	72.2%	\$ 4,202,690	7.5%	2	11.1%	\$ 55,808,790	18
2018	\$ 212,173,372	67.8%	18	41.9%	\$ 87,635,902	28.0%	20	46.5%	\$ 13,201,223	4.2%	5	11.6%	\$ 313,010,497	43
2019	\$ 104,847,161	46.1%	12	41.4%	\$ 122,400,282	53.9%	16	55.2%	\$ -	0.0%	1	3.4%	\$ 227,247,493	29
2020	\$ 160,245,677	50.3%	26	51.0%	\$ 158,365,194	49.7%	24	47.1%	\$ -	0.0%	1	2.0%	\$ 318,613,871	51
<b>Total</b>	<b>\$ 491,938,808</b>	<b>53.8%</b>	<b>59</b>	<b>41.8%</b>	<b>\$ 405,339,879</b>	<b>44.3%</b>	<b>73</b>	<b>51.8%</b>	<b>\$ 17,403,913</b>	<b>1.9%</b>	<b>9</b>	<b>6.4%</b>	<b>\$ 914,680,600</b>	<b>141</b>

**Notes**

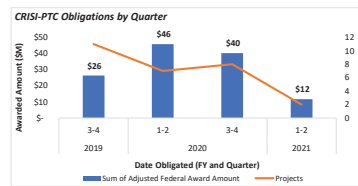
- The FY17 Booneville Bridge Project was selected for an award of up to \$3,470,500, but successfully closed out for a total cost of \$3,383,656. The remaining \$86,844 will be incorporated into subsequent rounds of the CRISI program.
- The FY18 Canton Railroad Company: Switch Replacement Project was selected for an award of up to \$1,184,147, but was successfully closed out at the request of the Grantee. Remaining funding will be incorporated into future funding rounds.
- The FY18 Restoring Intercity Passenger Rail Service Along America's Gulf Coast Project was awarded as one (1) project, but is recorded as three (3) projects in FRA's post-award grants management system for ease of administration.
- The FY18 Central Georgia Rail Corridor Competitiveness Project was selected for an award of up to \$4,000,000, but was ultimately awarded \$3,957,155 for eligible project activities. The remaining \$42,845 was incorporated into subsequent rounds of the CRISI program.
- The FY18 Joint Elimination - Rail Infrastructure and Safety Improvement Project was selected for \$2,010,000, but successfully closed out for a total cost of \$2,000,839. The remaining \$9,161 was incorporated into subsequent rounds of the CRISI program.
- The FY19 Port Manatee Railroad - Track Rehabilitation Projects were selected as two separate projects ('Phase 1' and 'Phase 2'), but are recorded as one project in FRA's post-award grants management system for ease of administration.
- The FY19 Northeast Florida Rural Railyard Project was selected for an award of up to \$7,763,119, but was successfully closed out at the request of the Grantee. Remaining funding will be incorporated into future funding rounds.
- Five (5) projects are considered inactive by the FRA, two (2) from FY18 and three (3) from FY19. Grants can become inactive when the award is declined by the grantee or recalled by FRA. The five projects total \$14,793,350, and are not included in the total funds awarded section of the table above.
  - oBN-AWARDED-401 - 2018 - \$6,081,036
  - oBN-AWARDED-469 - 2018 - \$3,850,000
  - oBN-AWARDED-486 - 2019 - \$0 (This Phase II award was combined with Phase I and obligated under 69A36521402390CRSF1)
  - oBN-AWARDED-493 - 2019 - \$223,768
  - oBN-AWARDED-516 - 2019 - \$4,638,546
- The FY20 Pedestrian and Vehicle Safety Enhancements to the Intersection of J Street and Prosperity Avenue Project was awarded \$2,240,077 and is being obligated through a phased approach. The current amount obligated is \$216,000. The remaining amount of \$2,024,077 will be obligated via an amendment once the PE/NEPA phase of the project is complete.



FY18 CRISI Positive Train Control (PTC) Set-Aside														
Fiscal Year	Unobligated Projects				Obligated Projects				Closed Projects				Total	
	Amount (\$)	% of Awarded Amount	# of Projects	% of Projects	Amount (\$)	% of Awarded Amount	# of Projects	% of Projects	Amount (\$)	% of Awarded Amount	# of Projects	% of Projects	Total Funds Awarded	Administered Projects
2018	\$ 11,340,000	8.4%	1	3.4%	\$ 97,336,112	71.8%	14	48.3%	\$ 26,902,298	19.8%	14	48.3%	\$ 135,578,410	29

**Notes**

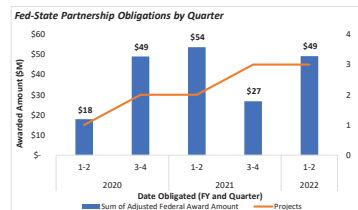
- The \$250,000,000 made available for PTC system funding was advertised through two Notices of Funding Opportunity (NOFO), in May 2018 and September 2018. Respectively, selections were announced in August and December 2018.
- The NCDOT Rolling Stock PTC Commissioning Project was selected for an award of up to \$584,080, but successfully closed out at the request of the Grantee. Remaining funding will be incorporated into future funding rounds.
- Ten (10) projects totaling \$110,282,447 were transferred to the Federal Transit Administration (FTA) for grant administration.



Federal-State Partnership for Intercity Passenger Rail														
Fiscal Year	Unobligated Projects				Obligated Projects				Closed Projects				Total	
	Amount (\$)	% of Awarded Amount	# of Projects	% of Projects	Amount (\$)	% of Awarded Amount	# of Projects	% of Projects	Amount (\$)	% of Awarded Amount	# of Projects	% of Projects	Total Funds Awarded	Administered Projects
2017	\$ 114,174,090	54.0%	4	50.0%	\$ 97,240,745	46.0%	4	50.0%	\$ -	0.0%	0	0.0%	\$ 211,414,835	8
2018	\$ -	0.0%	0	0.0%	\$ 23,335,165	100.0%	1	100.0%	\$ -	0.0%	0	0.0%	\$ 23,335,165	1
2019	\$ 265,162,967	88.4%	9	75.0%	\$ 34,907,750	11.6%	3	25.0%	\$ -	0.0%	0	0.0%	\$ 300,070,717	12
2020	\$ 250,382,439	85.9%	8	72.7%	\$ 41,140,267	14.1%	3	27.3%	\$ -	0.0%	0	0.0%	\$ 291,422,706	11
<b>Total</b>	<b>\$ 862,719,813</b>	<b>81.4%</b>	<b>32</b>	<b>74.4%</b>	<b>\$ 196,623,927</b>	<b>18.6%</b>	<b>11</b>	<b>25.6%</b>	<b>\$ -</b>	<b>0.0%</b>	<b>0</b>	<b>0.0%</b>	<b>\$ 1,059,343,742</b>	<b>43</b>

**Notes**

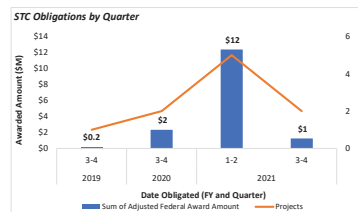
- WSDOT requested to cancel their award for the FY17 Washington State Passenger Rail Car Replacement Project in April 2022. The \$37,500,000 in funding was incorporated into subsequent rounds of the Fed-State program.
- The FY19 MTA Long Island Rail Road - Penn Station Platform Improvements project was initially awarded \$17,506,577. This was then appropriately reduced to \$15,000,000 due to removal of scope which had already been completed by Amtrak.



Special Transportation Circumstances (STC) - CRISI/Restoration & Enhancement Set-Aside														
Fiscal Year	Unobligated Projects				Obligated Projects				Closed Projects				Total	
	Amount (\$)	% of Awarded Amount	# of Projects	% of Projects	Amount (\$)	% of Awarded Amount	# of Projects	% of Projects	Amount (\$)	% of Awarded Amount	# of Projects	% of Projects	Total Funds Awarded	Administered Projects
2017	\$ 985,500	85.6%	1	50.0%	\$ -	0.0%	0	0.0%	\$ 165,796	14.4%	1	50.0%	\$ 1,151,296	2
2018	\$ -	0.0%	0	0.0%	\$ -	0.0%	0	0.0%	\$ 2,327,679	100.0%	2	100.0%	\$ 2,327,679	2
2019	\$ -	0.0%	0	0.0%	\$ 12,368,156	100.0%	5	100.0%	\$ -	0.0%	0	0.0%	\$ 12,368,156	5
2020	\$ 3,800,000	75.4%	2	50.0%	\$ 1,242,000	24.6%	2	50.0%	\$ -	0.0%	0	0.0%	\$ 5,042,000	4
<b>Total</b>	<b>\$ 4,785,500</b>	<b>22.9%</b>	<b>3</b>	<b>23.1%</b>	<b>\$ 13,610,156</b>	<b>65.2%</b>	<b>7</b>	<b>53.8%</b>	<b>\$ 2,493,475</b>	<b>11.9%</b>	<b>3</b>	<b>23.1%</b>	<b>\$ 20,889,131</b>	<b>13</b>

**Notes**

- The FY17 Granger Junction Railroad Rehabilitation Project is considered inactive by the FRA, as WYDOT voluntarily withdrew from the project in October 2022. The \$985,500 in funding remains available for WYDOT under the program.
- South Dakota declined the FY2020 \$1,870,000 award for the Dakota, Missouri Valley & Western Rail Improvement Project in June 2021 as a result of track changes and project cost estimates. South Dakota will reapply under the STC 2021 NOFO.



Restoration & Enhancement Program														
Fiscal Year	Unobligated Projects				Obligated Projects				Closed Projects				Total	
	Amount (\$)	% of Awarded Amount	# of Projects	% of Projects	Amount (\$)	% of Awarded Amount	# of Projects	% of Projects	Amount (\$)	% of Awarded Amount	# of Projects	% of Projects	Total Funds Awarded	Administered Projects
2017	\$ 4,360,000	100%	1	100%	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ 4,360,000	1
2018-2020	\$ 22,414,816	100%	3	100%	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ 22,414,816	3
<b>Total</b>	<b>\$ 26,774,816</b>	<b>100%</b>	<b>4</b>	<b>100%</b>	<b>\$ -</b>	<b>0%</b>	<b>0</b>	<b>0%</b>	<b>\$ -</b>	<b>0%</b>	<b>0</b>	<b>0%</b>	<b>\$ 26,774,816</b>	<b>4</b>

**Notes**

- To date, FRA has announced two Notices of Funding Opportunity (NOFO) for the Restoration and Enhancement (R&E) Program. The first NOFO for the FY 2017 appropriation was published February 2018. The second NOFO, published November 2019, combined FY 2018 and 2019 appropriations and was later amended to include the FY 2020 appropriation. Selections were announced August 29, 2019, and May 5, 2020, respectively.

\*All Restoration & Enhancement Program Grants are Unobligated as of Q2 of FY22

FY22 CRISI Congressionally Directed														
Fiscal Year	Unobligated Projects				Obligated Projects				Closed Projects				Total	
	Amount (\$)	% of Awarded Amount	# of Projects	% of Projects	Amount (\$)	% of Awarded Amount	# of Projects	% of Projects	Amount (\$)	% of Awarded Amount	# of Projects	% of Projects	Total Funds Awarded	Administered Projects
2022	\$ 120,860,000	100.0%	17	100.0%	\$ -	0.0%	0	0.0%	\$ -	0.0%	0	0.0%	\$ 120,860,000	17

\*All FY22 CRISI Congressionally Directed Grants are Unobligated as of Q2 of FY22

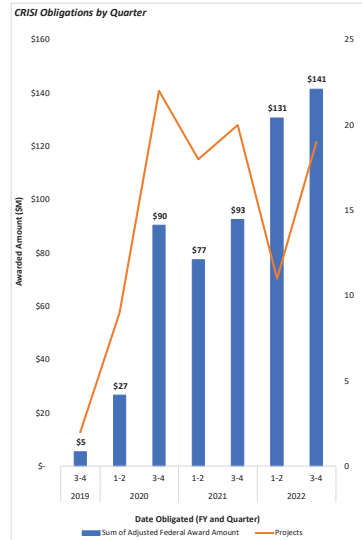
## FRA Competitive Grants Status Report: FY 2022 Q3-Q4

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2018	\$ 129,059,920	41.2%	11	25.6%	\$ 170,749,354	54.6%	27	62.8%	\$ 13,201,223	4.2%	5	11.6%	\$ 313,010,497	43
2019	\$ 93,168,607	41.0%	9	31.0%	\$ 131,989,226	58.1%	18	62.1%	\$ 2,089,610	0.9%	2	6.9%	\$ 227,247,443	29
2020	\$ 113,668,782	35.7%	17	33.3%	\$ 204,945,089	64.3%	33	64.7%	\$ -	0.0%	1	2.0%	\$ 318,613,871	51
2021	\$ 368,577,069	100.0%	46	100.0%	\$ -	0.0%	0	0.0%	\$ -	0.0%	0	0.0%	\$ 368,577,069	46
<b>Total</b>	<b>\$ 719,141,977</b>	<b>56.0%</b>	<b>86</b>	<b>46.0%</b>	<b>\$ 544,622,169</b>	<b>42.4%</b>	<b>91</b>	<b>48.7%</b>	<b>\$ 19,493,523</b>	<b>1.5%</b>	<b>10</b>	<b>5.3%</b>	<b>\$ 1,283,257,669</b>	<b>187</b>

Notes

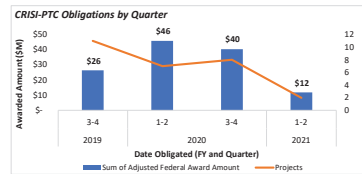
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- The FY19 Northeast Florida Rural Railway Project was selected for an award of up to \$7,763,119, but was successfully closed out at the request of the Grantee. Remaining funding will be incorporated into future funding rounds.
- The FY19 Minnesota-South Dakota Rail Improvement Project was selected for an award of up to \$14,459,100, but was ultimately obligated at \$5,975,866 due to a reduction in scope. The unobligated \$8,483,234 was incorporated into subsequent rounds of the CRISI program.
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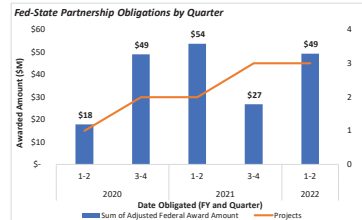
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2021	\$ 233,100,319	100.0%	11	100.0%	\$ -	0.0%	0	0.0%	\$ -	0.0%	0	0.0%	\$ 233,100,319	11
<b>Total</b>	<b>\$ 862,719,815</b>	<b>81.4%</b>	<b>32</b>	<b>74.4%</b>	<b>\$ 196,623,927</b>	<b>18.6%</b>	<b>11</b>	<b>25.6%</b>	<b>\$ -</b>	<b>0.0%</b>	<b>0</b>	<b>0.0%</b>	<b>\$ 1,059,343,742</b>	<b>43</b>

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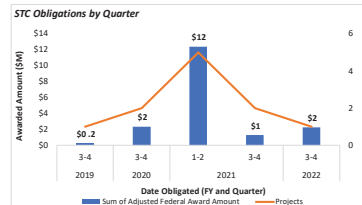
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Fiscal Year	Unobligated Projects				Obligated Projects				Closed Projects				Total	
	Amount (\$)	% of Awarded Amount	# of Projects	% of Projects	Amount (\$)	% of Awarded Amount	# of Projects	% of Projects	Amount (\$)	% of Awarded Amount	# of Projects	% of Projects	Total Funds Awarded	Administered Projects
2017	\$ 985,500	85.6%	1	50.0%	\$ -	0.0%	0	0.0%	\$ 165,796	14.4%	1	50.0%	\$ 1,151,296	2
2018	\$ -	0.0%	0	0.0%	\$ -	0.0%	0	0.0%	\$ 2,327,679	100.0%	2	100.0%	\$ 2,327,679	2
2019	\$ -	0.0%	0	0.0%	\$ 12,368,156	100.0%	5	100.0%	\$ -	0.0%	0	0.0%	\$ 12,368,156	5
2020	\$ 1,560,000	30.9%	1	25.0%	\$ 3,482,000	69.1%	3	75.0%	\$ -	0.0%	0	0.0%	\$ 5,042,000	4
<b>Total</b>	<b>\$ 2,545,500</b>	<b>12.2%</b>	<b>2</b>	<b>15.4%</b>	<b>\$ 15,850,156</b>	<b>75.9%</b>	<b>8</b>	<b>61.5%</b>	<b>\$ 2,493,475</b>	<b>11.9%</b>	<b>3</b>	<b>23.1%</b>	<b>\$ 20,889,131</b>	<b>13</b>

Notes

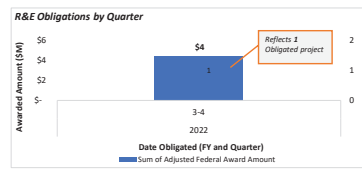
- The FY17 Granger Junction Railroad Rehabilitation Project is considered inactive by the FRA, as WYDOT voluntarily withdrew from the project in October 2022. The \$985,500 in funding remains available for WYDOT under the program.
- South Dakota declined the FY2020 \$1,870,000 award for the Dakota, Missouri Valley & Western Rail Improvement Project in June 2021 as a result of track changes and project cost estimates. South Dakota will reapply under the STC 2021 NOFO.



Restoration & Enhancement Program														
Fiscal Year	Unobligated Projects				Obligated Projects				Closed Projects				Total	
	Amount (\$)	% of Awarded Amount	# of Projects	% of Projects	Amount (\$)	% of Awarded Amount	# of Projects	% of Projects	Amount (\$)	% of Awarded Amount	# of Projects	% of Projects	Total Funds Awarded	Administered Projects
2017	\$ 4,360,000	100%	1	100%	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ 4,360,000	1
2018-2020	\$ 18,019,200	80%	2	67%	\$ 4,395,616	20%	1	33%	\$ -	0%	0	0%	\$ 22,414,816	3
<b>Total</b>	<b>\$ 22,379,200</b>	<b>84%</b>	<b>3</b>	<b>75%</b>	<b>\$ 4,395,616</b>	<b>16%</b>	<b>1</b>	<b>25%</b>	<b>\$ -</b>	<b>0%</b>	<b>0</b>	<b>0%</b>	<b>\$ 26,774,816</b>	<b>4</b>

Notes

- To date, FRA has announced two Notices of Funding Opportunity (NOFO) for the Restoration and Enhancement (R&E) Program. The first NOFO for the FY 2017 appropriation was published February 2018. The second NOFO, published November 2019, combined FY 2018 and 2019 appropriations and was later amended to include the FY 2020 appropriation. Selections were announced August 29, 2019, and May 5, 2020, respectively.



FY22 CRISI Congressionally Directed														
Fiscal Year	Unobligated Projects				Obligated Projects				Closed Projects				Total	
	Amount (\$)	% of Awarded Amount	# of Projects	% of Projects	Amount (\$)	% of Awarded Amount	# of Projects	% of Projects	Amount (\$)	% of Awarded Amount	# of Projects	% of Projects	Total Funds Awarded	Administered Projects
2022	\$ 120,860,000	100.0%	17	100.0%	\$ -	0.0%	0	0.0%	\$ -	0.0%	0	0.0%	\$ 120,860,000	17

\*All FY22 CRISI Congressionally Directed Grants are Unobligated as of Q4 of FY22