

# COMPETITIVE GRANTS REPORT COVER SHEET

## Fiscal Year 2017-2023 Consolidated Rail Infrastructure and Safety Improvements Program/Federal-State Partnership for Intercity Passenger Rail Program/Restoration & Enhancement Program/Railroad Crossing Elimination Program and the Interstate Rail Compact Grant Program

### Report Purpose

As required by the House Report<sup>1</sup> accompanying the Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2023, the U.S. Department of Transportation’s (DOT) Federal Railroad Administration (FRA) is providing reports to the House Committee on Appropriations and the Senate Committee on Appropriations on the status of FY 2017-2023 grant agreements and obligations from the Consolidated Rail Infrastructure and Safety Improvements (CRISI), Federal-State Partnership for Intercity Passenger Rail, Restoration & Enhancement, Railroad Crossing Elimination (RCE)<sup>2</sup> and Interstate Rail Compact<sup>3</sup> discretionary grant programs (Report). The attached Report is 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 attached Report provides an overview of grants in the latter three stages of the grant lifecycle, from Award (obligation) to Closeout. The grant lifecycle for discretionary programs typically consists of four stages, summarized by the graphic below. In the Report, 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.



*\*Dependent on grant program and/or project type*

<sup>1</sup> House Report, 117-402 at p. 65, to accompany HR 8294 (July 5, 2022)

<sup>2</sup> As of March 31, 2023, FRA has not awarded any grants under this Program. Applications for the FY 2022 RCE program were due October 11, 2022, and FRA announced selections on June 5, 2023. RCE program projects will be included in the next Report and awards are expected to begin in Q3 of FY 2023.

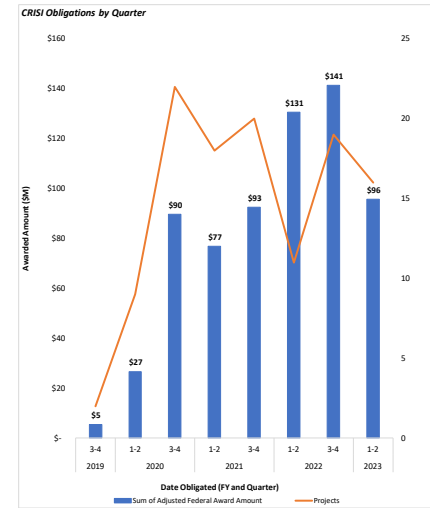
<sup>3</sup> As of March 31, 2023, FRA has not awarded any grants under this Program. Applications for the FY 2022 and 2023 IRC program were received on July 10, 2023. Awards are expected in Q1 of FY 2024. Upon selection of grant awards, FRA will begin reporting on this Program.

# FRA Competitive Grants Status Report: FY 2023 Q1-Q2

As required by the House Report accompanying the Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2023, 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 2017-23 grant agreements and obligations from the Consolidated Rail Infrastructure and Safety Improvements (CRISI), Federal-State Partnership for Intercity Passenger Rail, Railroad Crossing Elimination, Restoration & Enhancement, and Interstate Rail Compact 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. Time periods in the charts below that did not have an obligation were omitted from the X-axis.

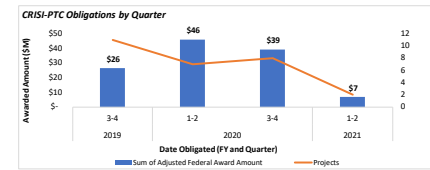
Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program														
Fiscal Year	Unobligated Projects				Obligated Projects				Closed Projects				Total	
	Amount (\$)	% of Awarded Amount	# of Projects	% of Projects	Amount (\$)	% of Awarded Amount	# of Projects	% of Projects	Amount (\$)	% of Awarded Amount	# of Projects	% of Projects	Total Funds Awarded	Administered Projects
2017	\$ 10,000,000	17.0%	1	5.0%	\$ 37,414,653	67.1%	13	72.2%	\$ 8,350,386	15.0%	4	22.2%	\$ 55,765,039	18
2018	\$ 125,224,559	40.5%	9	21.4%	\$ 164,792,160	53.3%	26	61.9%	\$ 18,930,137	6.1%	7	16.7%	\$ 308,946,856	42
2019	\$ 73,945,186	32.6%	7	24.1%	\$ 145,633,290	64.3%	19	65.5%	\$ 6,998,946	3.1%	3	10.3%	\$ 226,577,422	29
2020	\$ 77,530,116	24.6%	12	24.0%	\$ 237,391,855	75.4%	37	74.0%	\$ -	0.0%	1	2.0%	\$ 314,921,971	50
2021	\$ 328,548,607	89.4%	39	84.8%	\$ 39,028,462	10.6%	7	15.2%	\$ -	0.0%	0	0.0%	\$ 368,577,069	46
2022	\$ -	0.0%	0	0.0%	\$ -	0.0%	0	0.0%	\$ -	0.0%	0	0.0%	\$ -	0
2023	\$ -	0.0%	0	0.0%	\$ -	0.0%	0	0.0%	\$ -	0.0%	0	0.0%	\$ -	0
<b>Total</b>	<b>\$ 616,248,468</b>	<b>48.3%</b>	<b>68</b>	<b>36.8%</b>	<b>\$ 624,260,419</b>	<b>49.0%</b>	<b>102</b>	<b>55.1%</b>	<b>\$ 34,279,469</b>	<b>2.7%</b>	<b>15</b>	<b>8.1%</b>	<b>\$ 1,274,788,356</b>	<b>185</b>

Notes:  
 - There were three (3) FY17 CRISI projects that were successfully closed under their awarded amount, and the total remaining balance of \$289,762 will be incorporated into future funding rounds.  
 - The FY17 Peninsula Junction Passenger and Freight Rail Improvements Project (69A3652140250CRSOR) was selected for an award of up to \$1,305,915 but was eventually obligated at \$427,148. The remaining \$878,767 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.  
 - There were four (4) FY18 CRISI projects that were successfully closed under their awarded amount, and the total remaining balance of \$1,799,794 will be incorporated into future funding rounds.  
 - 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 (69A36521402390CRSL) in FRA's post-award grants management system for ease of administration.  
 - There were three (3) FY19 CRISI projects that were successfully closed under their awarded amount, and the total remaining balance of \$8,548,530 will be incorporated into future funding rounds.  
 - The FY19 Minnesota-South Dakota Rail Improvement Project (69A3652240320CRSD) 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 will be incorporated into future funding rounds.  
 - 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 PI/NEPA phase of the project is complete.  
 - Seven (7) projects are considered inactive by the FRA, three (3) from FY18, three (3) from FY19, and one (1) from FY20. Grants can become inactive when the award is declined by the grantee or recalled by FRA. The seven projects total \$21,985,250, and are not included in the total funds awarded section of the table above. The unobligated \$21,985,250 will be incorporated into future funding rounds.  
 2018 - \$3,500,000 - Montana Rail Link Voluntary PTC Design and Engineering Project  
 2018 - \$6,081,036 - Peru Intermodal, Safety, Congestion, and Energy Security Project, Phase II (PISCE II)  
 2018 - \$3,650,000 - Amtrak Sanford Subdivision Infrastructure Renewal Project  
 2019 - \$0 - (This Phase II award was combined with Phase I and obligated under 69A36521402390CRSL) - Port Manatee Railroad - Track Rehabilitation Project Phase 2  
 2019 - \$223,768 - Harwood Interchange Improvement Project  
 2019 - \$4,638,546 - South Valley Rail Freight Project  
 2020 - \$3,691,900 - Oregon City Siding Improvement (Brooklyn Subdivision) Project



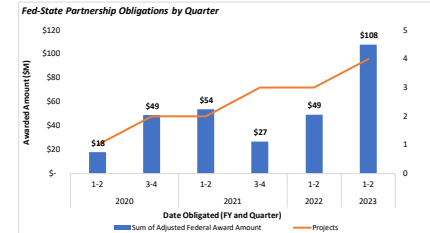
FY18 CRISI Positive Train Control (PTC) Set-Aside														
Fiscal Year	Unobligated Projects				Obligated Projects				Closed Projects				Total	
	Amount (\$)	% of Awarded Amount	# of Projects	% of Projects	Amount (\$)	% of Awarded Amount	# of Projects	% of Projects	Amount (\$)	% of Awarded Amount	# of Projects	% of Projects	Total Funds Awarded	Administered Projects
2018	\$ 11,340,000	8.8%	1	3.4%	\$ 68,827,066	53.1%	10	34.5%	\$ 49,370,918	38.1%	18	62.1%	\$ 129,537,984	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.  
 - There were ten (10) FY18 CRISI-PTC projects that were successfully closed under their awarded amount, and the total remaining balance of \$10,179,571 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.



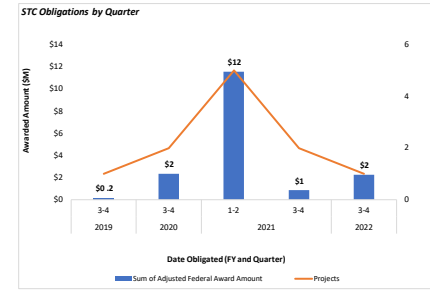
Federal-State Partnership for Intercity Passenger Rail														
Fiscal Year	Unobligated Projects				Obligated Projects				Closed Projects				Total	
	Amount (\$)	% of Awarded Amount	# of Projects	% of Projects	Amount (\$)	% of Awarded Amount	# of Projects	% of Projects	Amount (\$)	% of Awarded Amount	# of Projects	% of Projects	Total Funds Awarded	Administered Projects
2017	\$ -	0.0%	0	0.0%	\$ 17,840,000	100.0%	1	100.0%	\$ -	0.0%	0	0.0%	\$ 17,840,000	1
2018	\$ 114,174,090	52.6%	4	50.0%	\$ 102,735,910	47.4%	4	50.0%	\$ -	0.0%	0	0.0%	\$ 216,910,000	8
2019	\$ 203,541,010	67.8%	7	58.3%	\$ 96,529,707	32.2%	5	41.7%	\$ -	0.0%	0	0.0%	\$ 300,070,717	12
2020	\$ 202,912,112	69.9%	6	54.5%	\$ 87,360,649	30.1%	5	45.5%	\$ -	0.0%	0	0.0%	\$ 290,272,761	11
2021	\$ 233,100,319	100.0%	11	100.0%	\$ -	0.0%	0	0.0%	\$ -	0.0%	0	0.0%	\$ 233,100,319	11
2022	\$ -	0.0%	0	0.0%	\$ -	0.0%	0	0.0%	\$ -	0.0%	0	0.0%	\$ -	0
2023	\$ -	0.0%	0	0.0%	\$ -	0.0%	0	0.0%	\$ -	0.0%	0	0.0%	\$ -	0
<b>Total</b>	<b>\$ 753,727,531</b>	<b>71.2%</b>	<b>28</b>	<b>65.1%</b>	<b>\$ 304,466,266</b>	<b>28.8%</b>	<b>15</b>	<b>34.9%</b>	<b>\$ -</b>	<b>0.0%</b>	<b>0</b>	<b>0.0%</b>	<b>\$ 1,058,193,797</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 (69A36521403070SPNV) 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.



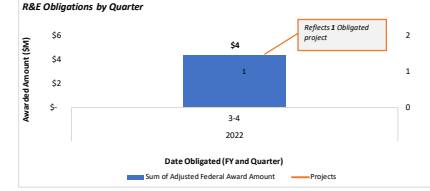
Special Transportation Circumstances (STC) - CRISI/Restoration & Enhancement Set-Aside														
Fiscal Year	Unobligated Projects				Obligated Projects				Closed Projects				Total	
	Amount (\$)	% of Awarded Amount	# of Projects	% of Projects	Amount (\$)	% of Awarded Amount	# of Projects	% of Projects	Amount (\$)	% of Awarded Amount	# of Projects	% of Projects	Total Funds Awarded	Administered Projects
2017	\$ -	0.0%	0	0.0%	\$ -	0.0%	0	0.0%	\$ 165,796	100.0%	1	100.0%	\$ 165,796	1
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%	\$ 3,919,840	33.9%	1	20.0%	\$ 7,635,742	66.1%	4	80.0%	\$ 11,555,582	5
2020	\$ 1,331,150	30.1%	1	25.0%	\$ 2,240,000	50.6%	1	25.0%	\$ 855,014	19.3%	2	50.0%	\$ 4,426,164	4
2021	\$ 18,033,873	100.0%	4	100.0%	\$ -	0.0%	0	0.0%	\$ -	0.0%	0	0.0%	\$ 18,033,873	4
2022	\$ -	0.0%	0	0.0%	\$ -	0.0%	0	0.0%	\$ -	0.0%	0	0.0%	\$ -	0
2023	\$ -	0.0%	0	0.0%	\$ -	0.0%	0	0.0%	\$ -	0.0%	0	0.0%	\$ -	0
<b>Total</b>	<b>\$ 19,365,023</b>	<b>53.0%</b>	<b>5</b>	<b>31.3%</b>	<b>\$ 6,159,840</b>	<b>16.9%</b>	<b>2</b>	<b>12.5%</b>	<b>\$ 10,984,231</b>	<b>30.1%</b>	<b>9</b>	<b>56.3%</b>	<b>\$ 36,509,094</b>	<b>16</b>

Notes:  
 - There was one (1) FY17 STC project that was successfully closed under its awarded amount, and the total remaining balance of \$11,604 will be incorporated into future funding rounds.  
 - There were four (4) FY19 STC projects that were successfully closed under their awarded amount, and the total remaining balance of \$812,574 will be incorporated into future funding rounds.  
 - There were two (2) FY20 STC projects that were successfully closed under their awarded amount, and the total remaining balance of \$386,986 will be incorporated into future funding rounds.  
 - South Dakota declined the FY20 \$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 a future STC 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%	\$ -	0.0%	0	0.0%	\$ 4,360,000	1
2018-2020	\$ 18,015,200	80%	2	67%	\$ 4,395,616	19.6%	1	33.3%	\$ -	0.0%	0	0.0%	\$ 22,410,816	3
2021	\$ -	0%	0	0%	\$ -	0.0%	0	0.0%	\$ -	0.0%	0	0.0%	\$ -	0
2022	\$ -	0%	0	0%	\$ -	0.0%	0	0.0%	\$ -	0.0%	0	0.0%	\$ -	0
2023	\$ -	0%	0	0%	\$ -	0.0%	0	0.0%	\$ -	0.0%	0	0.0%	\$ -	0
<b>Total</b>	<b>\$ 22,375,200</b>	<b>84%</b>	<b>3</b>	<b>79%</b>	<b>\$ 4,395,616</b>	<b>16%</b>	<b>1</b>	<b>25%</b>	<b>\$ -</b>	<b>0.0%</b>	<b>0</b>	<b>0.0%</b>	<b>\$ 26,770,816</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.



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
2023	\$ 30,426,000	100.0%	9	100.0%	\$ -	0.0%	0	0.0%	\$ -	0.0%	0	0.0%	\$ 30,426,000	9
<b>Total</b>	<b>\$ 151,286,000</b>	<b>100.0%</b>	<b>26</b>	<b>100.0%</b>	<b>\$ -</b>	<b>0.0%</b>	<b>0</b>	<b>0.0%</b>	<b>\$ -</b>	<b>0.0%</b>	<b>0</b>	<b>0.0%</b>	<b>\$ 151,286,000</b>	<b>26</b>

\*All FY22 & FY23 CRISI Congressionally Directed Grants are Unobligated as of Q2 of FY23

Railroad Crossing Elimination														
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	\$ -	0.0%	0	0.0%	\$ -	0.0%	0	0.0%	\$ -	0.0%	0	0.0%	\$ -	0
2023	\$ -	0.0%	0	0.0%	\$ -	0.0%	0	0.0%	\$ -	0.0%	0	0.0%	\$ -	0
<b>Total</b>	<b>\$ -</b>	<b>0.0%</b>	<b>0</b>	<b>0.0%</b>	<b>\$ -</b>	<b>0.0%</b>	<b>0</b>	<b>0.0%</b>	<b>\$ -</b>	<b>0.0%</b>	<b>0</b>	<b>0.0%</b>	<b>\$ -</b>	<b>0</b>

\*There have not been any FY22 or FY23 RCE selections as of Q2 of FY23

Interstate Rail Compact														
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	\$ -	0.0%	0	0.0%	\$ -	0.0%	0	0.0%	\$ -	0.0%	0	0.0%	\$ -	0
2023	\$ -	0.0%	0	0.0%	\$ -	0.0%	0	0.0%	\$ -	0.0%	0	0.0%	\$ -	0
<b>Total</b>	<b>\$ -</b>	<b>0.0%</b>	<b>0</b>	<b>0.0%</b>	<b>\$ -</b>	<b>0.0%</b>	<b>0</b>	<b>0.0%</b>	<b>\$ -</b>	<b>0.0%</b>	<b>0</b>	<b>0.0%</b>	<b>\$ -</b>	<b>0</b>

\*There have not been any FY22 or FY23 IRC selections as of Q2 of FY23