

COMPETITIVE GRANTS REPORT COVER SHEET

Fiscal Year 2017-2024 Consolidated Rail Infrastructure and Safety Improvements Program/Federal-State Partnership for Intercity Passenger Rail Program/Restoration & Enhancement Program/Railroad Crossing Elimination Program/Corridor Identification and Development Program/Interstate Rail Compacts Grant Program

Report Purpose

As requested by the House Report¹ accompanying the Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2023, and the House Report² accompanying the Consolidated Appropriations Act, 2024, 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 2017-2024 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), Corridor Identification and Development (CID), and Interstate Rail Compacts (IRC) discretionary grant programs (Reports). The attached 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 attached Reports provide 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 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.



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

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

² House Report 118-154 at p. 48, to accompany HR 4820 (July 24, 2023).

FRA Competitive Grants Status Report: FY 2023 Q3-Q4

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 closure respectively.

Program Year	Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program												Total	
	Unobligated Projects				Obligated Projects				Closed Projects					
	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	\$ 10,050,000	18%	1	0%	\$ 36,702,253	66%	11	61%	\$ 8,665,202	16%	6	33%	\$ 55,335,455	28
2018	\$ 335,024,059	41%	9	21%	\$ 144,527,282	47%	22	52%	\$ 37,676,690	12%	11	26%	\$ 307,428,041	42
2019	\$ 68,547,886	27%	6	21%	\$ 179,247,143	69%	18	62%	\$ 8,165,023	3%	5	17%	\$ 250,660,052	29
2020	\$ 43,593,308	14%	7	14%	\$ 266,215,812	85%	40	80%	\$ 4,609,472	1%	3	6%	\$ 314,438,612	50
2021	\$ 250,620,070	08%	26	57%	\$ 117,957,000	32%	20	43%	\$ -	0%	0	0%	\$ 368,577,070	46
2022	\$ 1,442,568,011	100%	70	100%	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ 1,442,568,011	70
2023	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ -	0
Total	\$ 1,940,553,334	71%	119	47%	\$ 739,337,519	27%	111	44%	\$ 59,116,387	2%	25	10%	\$ 2,739,007,240	255

Notes

- There were five (5) FY17 CRISI projects that were successfully closed under their awarded amount, and the total remaining balance of \$719,345 will be incorporated into future funding rounds.
- The FY17 Peninsula Junction Passenger and Freight Rail Improvements Project (69A36521402550CRSOR) 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 eight (8) FY18 CRISI projects that were successfully closed under their awarded amount, and the total remaining balance of \$3,275,264 will be incorporated into future funding rounds.
- The FY19 Port Manatee Railroad - Track Rehabilitation Project 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 four (4) FY19 CRISI projects that were successfully closed under their awarded amount, and the total remaining balance of \$8,990,239 will be incorporated into future funding rounds.
- The FY19 Minnesota-South Dakota Rail Improvement Project (69A36522403420CRSD) 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.
- There was one (1) FY20 CRISI project that was successfully closed under their awarded amount, and the total remaining balance of \$483,359 will be incorporated into future funding rounds.
- The FY20 Pedestrian and Vehicle Safety Enhancements to the Intersection of I 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.
- 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 (PSCCES II)
- 2018 - \$3,850,000 - 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

- There have not been any FY23 CRISI selections as of Q4 of FY23.

Program Year	FY18 CRISI Positive Train Control (PTC) Set-Aside												Total	
	Unobligated Projects				Obligated Projects				Closed Projects					
	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	9%	1	3%	\$ 68,827,066	53%	10	34%	\$ 49,370,918	38%	18	62%	\$ 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.

Program Year	Federal-State Partnership for State of Good Repair (SOGR) & Intercity Passenger Rail (IPR)												Total	
	Unobligated Projects				Obligated Projects				Closed Projects					
	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 - SOGR	\$ -	0%	0	0%	\$ 17,840,000	100%	1	100%	\$ -	0%	0	0%	\$ 17,840,000	1
2018 - SOGR	\$ 114,174,090	53%	4	50%	\$ 102,715,910	47%	4	50%	\$ -	0%	0	0%	\$ 216,910,000	8
2019 - SOGR	\$ 124,408,410	34%	3	27%	\$ 242,879,707	66%	8	73%	\$ -	0%	0	0%	\$ 367,288,117	11
2020 - SOGR	\$ 123,212,112	59%	5	50%	\$ 87,360,649	41%	5	50%	\$ -	0%	0	0%	\$ 210,572,761	10
2021 - SOGR	\$ 233,100,319	100%	11	100%	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ 233,100,319	11
2022 - IPR	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ -	0
2023 - IPR	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ -	0
Total	\$ 594,894,931	57%	23	56%	\$ 450,816,266	43%	18	44%	\$ -	0%	0	0%	\$ 1,045,711,197	41

Notes

- WSDOT requested to cancel their award for the FY18 Washington State Passenger Rail Car Replacement Project in April 2022. The \$37,500,000 in funding will be incorporated into future funding rounds.
- Metra requested to cancel their award for the FY19 Milwaukee North Line Interlocking Improvement Project in June 2023. The \$12,482,600 in funding will be incorporated into subsequent rounds of the Fed-State program.
- The FY19 and FY20 Connecticut Department of Transportation Walk Bridge Replacements Projects were combined into one grant (69A36523420020FSPCT), obligated August 2023.
- The FY19 MTA Long Island Rail Road - Penn Station Platform Improvements Project (69A36521403070FSPNY) 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.

- There have not been any FY22 or FY23 Federal-State Partnership for Intercity Passenger Rail selections as of Q4 of FY23.

Program Year	Special Transportation Circumstances (STC) - CRISI/Restoration & Enhancement Set-Aside												Total	
	Unobligated Projects				Obligated Projects				Closed Projects					
	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%	\$ 165,796	100%	1	100%	\$ 165,796	1
2018	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ 2,327,679	100%	2	100%	\$ 2,327,679	2
2019	\$ -	0%	0	0%	\$ 3,919,840	34%	1	20%	\$ 7,635,742	66%	4	80%	\$ 11,555,582	5
2020	\$ 1,732,400	28%	1	25%	\$ 2,240,000	32%	1	25%	\$ 855,014	20%	2	50%	\$ 4,827,414	4
2021	\$ 26,264,927	100%	4	100%	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ 26,264,927	4
2022	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ -	0
2023	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ -	0
Total	\$ 27,497,327	62%	5	31%	\$ 6,159,840	14%	2	13%	\$ 10,986,231	25%	9	56%	\$ 44,641,398	16

Notes

- There was one (1) FY17 STC project that was successfully closed under its awarded amount, and the total remaining balance of \$111,604 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.
- The FY20 Mitchell-Rapid City Line Meet and Pass Siding Project's (unobligated) award was updated to \$1,232,400 in April 2023 due to scope changes at the request of South Dakota Department of Transportation.
- The FY17 Freight Rail-Interstate 80 Grade Separated Crossing Replacement Project's (unobligated) award was updated to \$22,222,382 in July 2023 due to revised cost estimates at the request of Wyoming Department of Transportation.
- South Dakota declined the FY20 \$1,870,000 award for the Dakota, Missouri Valley & Western Rail Improvement Project in June 2023 as a result of track changes and project cost estimates. South Dakota will reapply under a future STC NOFO.

- There have not been any FY22 or FY23 STC selections as of Q4 of FY23.

Program Year	Restoration & Enhancement Program												Total	
	Unobligated Projects				Obligated Projects				Closed Projects					
	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	\$ 18,019,300	80%	2	67%	\$ 4,395,616	20%	1	33%	\$ -	0%	0	0%	\$ 22,414,916	3
2021	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ -	0
2022	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ -	0
2023	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ -	0
Total	\$ 22,379,300	84%	3	75%	\$ 4,395,616	16%	1	25%	\$ -	0%	0	0%	\$ 26,774,916	4

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.

Program Year	CRISI Congressionally Directed												Total	
	Unobligated Projects				Obligated Projects				Closed Projects					
	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	\$ 30,100,000	25%	13	76%	\$ 90,760,000	75%	4	24%	\$ -	0%	0	0%	\$ 120,860,000	17
2023	\$ 30,426,000	100%	9	100%	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ 30,426,000	9
Total	\$ 60,526,000	40%	22	85%	\$ 90,760,000	60%	4	25%	\$ -	0%	0	0%	\$ 151,286,000	26

Program Year	Railroad Crossing Elimination												Total	
	Unobligated Projects				Obligated Projects				Closed Projects					
	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	\$ 570,982,420	100%	63	100%	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ 570,982,420	63
2023	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ -	0
Total	\$ 570,982,420	100%	63	100%	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ 570,982,420	63

Program Year	Interstate Rail Compact												Total	
	Unobligated Projects				Obligated Projects				Closed Projects					
	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
2023	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ -	0
Total	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ -	0

Notes

- There have not been any FY22 or FY23 Interstate Rail Compact selections as of Q4 of FY23.

FRA Competitive Grants Status Report: FY 2024 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 2017-24 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 closure respectively.

Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program														
Program 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	18%	1	6%	\$ 34,296,812	62%	10	56%	\$ 11,038,643	20%	7	39%	\$ 55,335,455	28
2018	\$ 107,609,059	35%	8	19%	\$ 150,043,208	49%	18	43%	\$ 48,527,479	16%	16	38%	\$ 306,184,745	42
2019	\$ 38,152,215	15%	4	14%	\$ 196,806,204	78%	18	62%	\$ 16,120,975	6%	7	24%	\$ 251,079,394	29
2020	\$ 39,075,308	13%	5	10%	\$ 254,808,247	82%	37	76%	\$ 17,468,213	6%	7	14%	\$ 311,351,768	49
2021	\$ 230,332,865	62%	20	43%	\$ 136,766,204	37%	25	54%	\$ 1,478,000	0%	1	2%	\$ 368,577,069	46
2022	\$ 1,428,371,303	95%	48	97%	\$ 14,196,708	1%	2	3%	\$ -	0%	0	0%	\$ 1,442,568,011	70
2023	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ -	0
Total	\$ 1,853,540,750	68%	106	42%	\$ 786,922,382	29%	110	43%	\$ 94,633,310	3%	38	15%	\$ 2,735,096,442	254

Notes

- There were five (5) FY17 CRISI projects that were successfully closed under their awarded amount, and the total remaining balance of \$719,345 will be incorporated into future funding rounds.
- The FY17 Peninsula Junction Passenger and Freight Rail Improvements Project (69A3652140250CRS0R) 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 eleven (11) FY18 CRISI projects that were successfully closed under their awarded amount, and the total remaining balance of \$4,519,059 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 (69A3652140230CRSF1) in FRA's post-award grants management system for ease of administration.
- There were five (5) FY19 CRISI projects that were successfully closed under their awarded amount, and the total remaining balance of \$9,046,558 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.
- There were three (3) FY20 CRISI projects that were successfully closed under their awarded amount, and the total remaining balance of \$2,152,203 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 PE/NPSA phase of the project is complete.
- Eight (8) projects are considered inactive by the FRA, three (3) from FY18, three (3) from FY19, and two (2) 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 \$23,403,250 will be incorporated into future funding rounds.
- 2018 - \$3,500,000 - Montana Rail Link Voluntary PTC Design and Engineering Project
- 2018 - \$6,081,038 - Peru Intermodal, Safety, Congestion, and Energy Security Project, Phase II (PICES II)
- 2018 - \$3,850,000 - Amtrak Sanford Subdivision Infrastructure Renewal Project
- 2019 - \$0 - (This Phase II award was combined with Phase I and obligated under 69A3652140230CRSF1) - Port Manatee Railroad - Track Rehabilitation Project Phase 2
- 2019 - \$223,768 - Harwood Interchange Improvement Project
- 2019 - \$4,638,548 - South Valley Rail Freight Project
- 2020 - \$3,691,900 - Oregon City Siding Improvement (Brooklyn Subdivision) Project
- 2020 - \$1,418,000 - Safer Railroad Crossings in Nappanee

There have not been any FY23 CRISI selections as of Q2 of FY24.

FY18 CRISI Positive Train Control (PTC) Set-Aside														
Program 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	9%	1	3%	\$ 66,296,448	51%	9	31%	\$ 51,735,410	40%	19	66%	\$ 129,371,858	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 eleven (11) FY18 CRISI-PTC projects that were successfully closed under their awarded amount, and the total remaining balance of \$10,345,695 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 State of Good Repair (SOGR) & Intercity Passenger Rail (IPR)														
Program 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 - SOGR	\$ -	0%	0	0%	\$ 17,840,000	100%	1	100%	\$ -	0%	0	0%	\$ 17,840,000	1
2018 - SOGR	\$ 99,033,864	46%	3	38%	\$ 117,876,146	54%	5	63%	\$ -	0%	0	0%	\$ 216,910,010	8
2019 - SOGR	\$ 124,628,410	34%	3	27%	\$ 242,879,707	66%	8	73%	\$ -	0%	0	0%	\$ 367,208,117	11
2020 - SOGR	\$ 113,812,112	54%	4	40%	\$ 96,760,649	46%	6	60%	\$ -	0%	0	0%	\$ 210,572,761	10
2021 - SOGR	\$ 225,503,888	97%	10	91%	\$ 7,596,431	3%	1	9%	\$ -	0%	0	0%	\$ 233,100,319	11
2022-2023 - IPR	\$ 17,216,297,586	100%	35	100%	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ 17,216,297,586	35
Total	\$ 17,779,655,850	97%	55	72%	\$ 482,952,933	3%	21	28%	\$ -	0%	0	0%	\$ 18,262,608,783	76

Notes

- WSDOT requested to cancel their award for the FY18 Washington State Passenger Rail Car Replacement Project in April 2022. The \$37,500,000 in funding will be incorporated into future funding rounds.
- Metra requested to cancel their award for the FY19 Milwaukee North Line Interlocking Improvement Project in June 2023. The \$12,482,600 in funding will be incorporated into subsequent rounds of the Fed-State program.
- The FY19 and 2020 Connecticut Department of Transportation Walk Bridge Replacements Projects were combined into one grant (69A36522420020SPCT), obligated August 2023.
- The FY19 MTA Long Island Road - Penn Station Platform Improvements project (69A36521403070SPNY) 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														
Program 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%	\$ 165,796	100%	1	100%	\$ 165,796	1
2018	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ 2,327,679	100%	2	100%	\$ 2,327,679	2
2019	\$ -	0%	0	0%	\$ 3,919,840	34%	1	20%	\$ 7,635,742	66%	4	80%	\$ 11,555,582	5
2020	\$ 2,357,852	43%	1	25%	\$ 2,240,000	41%	1	25%	\$ 855,014	16%	2	50%	\$ 5,452,666	4
2021	\$ 26,264,937	100%	4	100%	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ 26,264,937	4
2022	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ -	0
2023	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ -	0
Total	\$ 28,622,779	63%	5	31%	\$ 6,159,840	13%	2	13%	\$ 10,984,231	24%	9	56%	\$ 45,766,150	16

Notes

- There was one (1) FY17 STC project that was successfully closed under its awarded amount, and the total remaining balance of \$111,604 will be incorporated into future funding rounds.
- Wyoming declined the FY17 \$985,500 award for the Granger Junction Railroad Rehabilitation Project in September 2022 as the scope/budget was no longer feasible. WDOT will reapply under a future STC NOFO.
- 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.
- The FY20 Mitchell-Rapid City Line Meet and Pass Siding Project (unobligated) award was updated to \$2,357,352 in February 2024 due to scope changes at the request of South Dakota Department of Transportation.
- 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.
- The FY21 Freight Rail-Interstate 80 Grade Separated Crossing Replacement Project's (unobligated) award was updated to \$22,222,382 in July 2023 due to revised cost estimates at the request of Wyoming Department of Transportation.
- There have not been any FY22 or FY23 STC selections as of Q2 of FY24.

Restoration & Enhancement Program														
Program 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
2021	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ -	0
2022	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ -	0
2023	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ -	0
Total	\$ 22,379,200	84%	3	75%	\$ 4,395,616	16%	1	25%	\$ -	0%	0	0%	\$ 26,774,816	4

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														
Program 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	\$ 26,600,000	22%	11	65%	\$ 94,260,000	78%	6	35%	\$ -	0%	0	0%	\$ 120,860,000	17
2023	\$ 26,626,000	88%	8	89%	\$ 3,600,000	12%	1	11%	\$ -	0%	0	0%	\$ 30,426,000	9
2024	\$ 88,957,997	100%	31	100%	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ 88,957,997	31
Total	\$ 152,383,997	61%	50	88%	\$ 97,860,000	39%	7	12%	\$ -	0%	0	0%	\$ 250,243,997	57

Railroad Crossing Elimination														
Program 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	\$ 566,751,340	99%	60	97%	\$ 3,134,280	0.5%	2	3%	\$ -	0%	0	0%	\$ 569,885,620	62
2023	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ -	0
Total	\$ 566,751,340	99%	60	97%	\$ 3,134,280	1%	2	3%	\$ -	0%	0	0%	\$ 569,885,620	62

Notes

- The FY22 San Diego At-Grade Crossing Elimination Study project totaling \$1,096,800 was transferred to the Federal Transit Administration (FTA) for grant administration.

Interstate Rail Compact														
Program 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
2022-2023	\$ 900,000	100%	3	100%	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ 900,000	3
Total	\$ 900,000	100%	3	100%	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ 900,000	3

FRA Competitive Grants Status Report: FY 2024 Q1-Q2 (with CID)

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 2023-24 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.

Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program														
Program 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	18%	3	6%	\$ 34,296,812	62%	10	56%	\$ 11,038,643	20%	7	39%	\$ 55,335,455	18
2018	\$ 107,609,059	35%	8	19%	\$ 150,048,208	49%	18	43%	\$ 48,527,479	16%	16	38%	\$ 306,184,746	42
2019	\$ 38,152,215	15%	4	14%	\$ 196,806,204	78%	18	62%	\$ 36,120,975	6%	7	24%	\$ 251,079,394	29
2020	\$ 39,075,308	13%	5	10%	\$ 254,808,947	92%	37	70%	\$ 17,468,213	6%	7	14%	\$ 311,151,768	49
2021	\$ 230,132,865	62%	20	43%	\$ 136,766,204	37%	25	54%	\$ 1,478,000	0%	1	2%	\$ 368,577,069	46
2022	\$ 1,428,371,303	99%	68	97%	\$ 14,196,708	1%	2	3%	\$ -	0%	0	0%	\$ 1,442,568,011	70
2023	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ -	0
Total	\$ 1,853,540,750	68%	106	42%	\$ 786,922,382	29%	110	43%	\$ 94,633,310	3%	38	15%	\$ 2,735,096,442	254

Notes:

- There were five (5) FY17 CRISI projects that were successfully closed under their awarded amount, and the total remaining balance of \$719,345 will be incorporated into future funding rounds.
- The FY17 Peninsula Junction Passenger and Freight Rail Improvements Project (69A36521402500CRSOR) 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 eleven (11) FY18 CRISI projects that were successfully closed under their awarded amount, and the total remaining balance of \$4,519,059 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 (69A36521402390CRSFL) in FRA's post-award grants management system for ease of administration.
- There were five (5) FY19 CRISI projects that were successfully closed under their awarded amount, and the total remaining balance of \$9,046,558 will be incorporated into future funding rounds.
- The FY19 Minnesota-South Dakota Rail Improvement Project (69A36522402402CRSSD) 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.
- There were three (3) FY20 CRISI projects that were successfully closed under their awarded amount, and the total remaining balance of \$2,152,203 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 PE/NEPA phase of the project is complete.
- Eight (8) projects are considered inactive by the FRA, three (3) from FY18, three (3) from FY19, and two (2) 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 \$23,493,250 will be incorporated into future funding rounds.
- 2018 - \$3,500,000 - Montana Rail Link Voluntary PTC Design and Engineering Project
- 2018 - \$6,081,036 - Piru Intermodal, Safety, Congestion, and Energy Security Project, Phase II (PSCSES II)
- 2018 - \$3,850,000 - Amtrak Sanborn Subdivision Infrastructure Renewal Project
- 2019 - \$0 - (This Phase II award was combined with Phase I and obligated under 69A36521402390CRSFL) - 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
- 2020 - \$1,418,000 - Safer Railroad Crossings in Nappanee

- There have not been any FY23 CRISI selections as of Q2 of FY24.

FY18 CRISI Positive Train Control (PTC) Set-Aside														
Program 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	9%	1	3%	\$ 66,296,448	51%	9	31%	\$ 51,735,410	40%	19	66%	\$ 129,371,858	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 eleven (11) FY18 CRISI-PTC projects that were successfully closed under their awarded amount, and the total remaining balance of \$10,345,695 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 State of Good Repair (SOGR) & Intercity Passenger Rail (IPR)														
Program 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 - SOGR	\$ -	0%	0	0%	\$ 17,840,000	100%	0	0%	\$ -	0%	0	0%	\$ 17,840,000	1
2018 - SOGR	\$ 99,033,854	46%	3	38%	\$ 117,876,146	54%	5	63%	\$ -	0%	0	0%	\$ 216,910,000	8
2019 - SOGR	\$ 124,408,410	34%	3	27%	\$ 242,879,707	66%	8	73%	\$ -	0%	0	0%	\$ 367,288,117	11
2020 - SOGR	\$ 113,812,112	54%	4	40%	\$ 96,760,649	46%	6	60%	\$ -	0%	0	0%	\$ 210,572,761	10
2021 - SOGR	\$ 275,903,888	97%	10	91%	\$ 7,396,431	3%	1	9%	\$ -	0%	0	0%	\$ 283,300,319	11
2022-2023 - IPR	\$ 17,216,297,586	100%	35	100%	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ 17,216,297,586	35
Total	\$ 17,779,055,450	97%	55	72%	\$ 482,952,933	3%	21	28%	\$ -	0%	0	0%	\$ 18,262,008,783	76

Notes:

- WSDOT requested to cancel their award for the FY18 Washington State Passenger Rail Car Replacement Project in April 2022. The \$37,500,000 in funding will be incorporated into future funding rounds.
- Metra requested to cancel their award for the FY19 Milwaukee North Line Interlocking Improvement Project in June 2023. The \$12,482,600 in funding will be incorporated into subsequent rounds of the Fed-State program.
- The FY19 and FY20 Connecticut Department of Transportation Walk Bridge Replacements Projects were combined into one grant (69A36523420020FSCT), obligated August 2023.
- The FY19 MTA Long Island Rail Road - Penn Station Platform Improvements Project (69A36521403070FSPNY) was initially awarded \$17,506,577. This was then approximately reduced to \$15,000,000 due to removal of scope which had already been completed by Amtrak.

Corridor Identification and Development Program														
Program Year	Unobligated Projects				Obligated Projects				Closed Projects				Total	
	Amount (\$)	Amount	# of Projects	% of Projects	Amount (\$)	Amount	# of Projects	% of Projects	Amount (\$)	Amount	# of Projects	% of Projects	Total Funds Awarded	Projects
2022	\$ 24,500,000	72%	49	71%	\$ 9,750,000	28%	20	29%	\$ -	0%	0	0%	\$ 34,250,000	69
Total	\$ 24,500,000	72%	49	71%	\$ 9,750,000	28%	20	29%	\$ -	0%	0	0%	\$ 34,250,000	69

Notes:

- The FY22 Downstream Corridor Project (69A3652420140FSPME) was selected for an award of up to \$500,000 but was eventually obligated at \$250,000.

Special Transportation Circumstances (STC) - CRISI/Restoration & Enhancement Set-Aside														
Program 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%	\$ 165,796	100%	1	100%	\$ 165,796	1
2018	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ 2,327,679	100%	2	100%	\$ 2,327,679	2
2019	\$ -	0%	0	0%	\$ 3,919,840	34%	1	20%	\$ 7,635,742	66%	4	80%	\$ 11,555,582	5
2020	\$ 2,157,352	43%	1	25%	\$ 2,240,000	41%	1	25%	\$ 855,014	16%	2	50%	\$ 5,452,366	4
2021	\$ 26,264,927	100%	4	100%	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ 26,264,927	4
2022	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ -	0
2023	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ -	0
Total	\$ 28,422,279	63%	5	31%	\$ 6,159,840	13%	2	13%	\$ 10,984,231	24%	9	56%	\$ 45,766,350	10

Notes:

- There was one (1) FY17 STC project that was successfully closed under its awarded amount, and the total remaining balance of \$111,604 will be incorporated into future funding rounds.
- Wyoming declined the FY17 \$985,500 award for the Granger Junction Railroad Rehabilitation Project in September 2022 as the scope/budget was no longer feasible. WDOT will reapply under a future STC NOFO.
- 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.
- The FY20 Mitchell-Rapid City Line Meet and Pass Siding Project's (unobligated) award was updated to \$2,357,352 in February 2024 due to scope changes at the request of South Dakota Department of Transportation.
- 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.
- The FY21 Freight Rail-Interstate 80 Grade Separated Crossing Replacement Project's (unobligated) award was updated to \$21,222,382 in July 2023 due to revised cost estimates at the request of Wyoming Department of Transportation.
- There have not been any FY22 or FY23 STC selections as of Q2 of FY24.

Restoration & Enhancement Program														
Program 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	\$ 4,260,000	100%	1	100%	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ 4,260,000	1
2018-2020	\$ 18,019,200	80%	2	67%	\$ 4,395,616	20%	1	33%	\$ -	0%	0	0%	\$ 22,414,816	3
2021	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ -	0
2022	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ -	0
2023	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ -	0
Total	\$ 22,379,200	84%	3	75%	\$ 4,395,616	16%	1	25%	\$ -	0%	0	0%	\$ 26,774,816	4

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														
Program 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	\$ 26,600,000	22%	11	65%	\$ 94,260,000	78%	6	35%	\$ -	0%	0	0%	\$ 120,860,000	17
2023	\$ 26,836,000	88%	8	89%	\$ 3,600,000	12%	1	11%	\$ -	0%	0	0%	\$ 30,436,000	9
2024	\$ 98,957,997	100%	31	100%	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ 98,957,997	31
Total	\$ 152,393,997	61%	50	88%	\$ 97,860,000	39%	7	12%	\$ -	0%	0	0%	\$ 250,243,997	57

Railroad Crossing Elimination														
Program 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	\$ 566,751,340	99%	60	97%	\$ 3,134,280	1%	2	3%	\$ -	0%	0	0%	\$ 569,885,620	62
2023	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ -	0
Total	\$ 566,751,340	99%	60	97%	\$ 3,134,280	1%	2	3%	\$ -	0%	0	0%	\$ 569,885,620	62

Notes:

- The FY22 San Diego At-Grade Crossing Elimination Study project totaling \$1,096,800 was transferred to the Federal Transit Administration (FTA) for grant administration.

Interstate Rail Compact														
Program 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
2022-2023	\$ 900,000	100%	3	100%	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ 900,000	3
Total	\$ 900,000	100%	3	100%	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ 900,000	3