

## 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/ the Corridor Identification and Development Program/Interstate Rail Compacts Grant Program

#### Report Purpose

As requested by the House Report accompanying the Consolidated Appropriations Act, 2024, the U.S. Department of Transportation's (DOT) Federal Railroad Administration (FRA) is providing this report (Report) to the House Committee on Appropriations and the Senate Committee on Appropriations on the status of Fiscal Year (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. The attached Report is designed to provide an overview of the 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 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.

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

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

## FRA Competitive Grants Status Report: FY 2024 Q3-Q4

As required by the House Report accompanying the Transportation, Housing and Infrastructure 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																
Unobligated Projects					Obligated Projects					Closed Projects					Total	
Program Year	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%	\$ 19,042,747	43%	7	41%	\$ 25,026,848	57%	10	59%	\$ 44,069,595	17		
2018	\$ 72,710,164	24%	7	17%	\$ 180,647,103	59%	17	40%	\$ 52,827,479	17%	18	43%	\$ 306,184,746	42		
2019	\$ 34,060,515	14%	3	10%	\$ 147,447,612	69%	16	44%	\$ 43,937,071	17%	14	34%	\$ 242,650,518	29		
2020	\$ 17,438,099	6%	3	6%	\$ 260,501,556	84%	35	71%	\$ 32,687,987	11%	11	22%	\$ 310,627,641	49		
2021	\$ 182,822,093	52%	14	31%	\$ 169,595,579	48%	30	67%	\$ 1,478,000	0%	1	2%	\$ 355,895,672	45		
2022	\$ 1,156,710,087	80%	56	81%	\$ 283,799,124	23%	13	29%	\$ -	0%	0	0%	\$ 1,440,699,361	69		
2023-2024	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ -	0		
Total	\$ 2,463,745,958	54%	83	33%	\$ 1,081,033,614	40%	118	47%	\$ 153,357,986	6%	50	20%	\$ 2,698,137,553	251		
Notes																
- There were six (6) FY17 CRISI projects that were successfully closed under their awarded amount, and the total remaining balance of \$1,985,205 will be incorporated into future funding rounds.																
- The FY17 Peninsula Junction Passenger and Freight Rail Improvements Project (69A36521402550CRS0R) 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 Integrity 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 \$459,059 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 (69A36521402390CRSF) in FRA's post-award grants management system for ease of administration.																
- There were eight (8) FY19 CRISI projects that were successfully closed under their awarded amount, and the total remaining balance of \$347,567 will be incorporated into future funding rounds.																
- The FY19 Minnesota-South Dakota Rail Improvement Project (69A65224034200CRS05) 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 remaining \$8,483,234 will be incorporated into future funding rounds.																
- There were four (4) FY20 CRISI project that were successfully closed under their awarded amount, and the total remaining balance of \$2,876,329 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.																
- Eleven (11) projects are considered inactive by the FRA, one (1) from FY17, three (3) from FY18, three (3) from FY19, two (2) from FY20, one (1) from FY21, and one (1) from FY22. Grants can become inactive when an award is declined by the grantee or recalled by FRA. The eleven projects total \$50,143,397, and are not included in the total funding awarded amount of the table above. The unobligated \$50,143,397 will be incorporated into future funding rounds.																
2017 - \$10,000,000 - Millbrook Road Grade Separation Sealed Corridor Project																
2018 - \$1,500,000 - Montana Rail Link Voluntary PTC Design and Engineering Project																
2018 - \$6,081,036 - Peru Intermodal, Safety, Congestion, and Energy Security Project, Phase I (PISCEC II)																
2018 - \$1,850,000 - Amtrak Sanford Subdivision Infrastructure Renewal Project																
2019 - \$0 - (This Phase II award was combined with Phase I and obligated under 69A36521402390CRSF) - 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 - \$1,691,900 - Oregon City Siding Improvement (Brooklyn Subdivision) Project																
2020 - \$1,418,000 - Safer Railroad Crossings in Nepal																
2021 - \$14,681,397 - Colebrookdale Railroad Infrastructure, Safety & Capacity Upgrade																
2022 - \$2,058,797 - California Napa Valley Railroad Locomotive Emissions Improvement Project																
- There have not been any FY23-24 CRISI selections as of Q4 of FY24.																

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Federal-State Partnership for State of Good Repair (SOGR) & Intercity Passenger Rail (IPR)														
	Unobligated Projects				Obligated Projects				Closed Projects				Total	
Program Year	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 Federal Funds	Administered Projects
2018 - SOGR	\$ 2,748,000	0%	0	0%	\$ 2,748,000	100%	3	100%	\$ 2,748,000	100%	3	100%	\$ 2,748,000	3
2018 - SOGR	\$ 80,588,854	37%	2	25%	\$ 136,321,246	63%	6	75%	\$ 216,910,000	100%	8	100%	\$ 216,910,000	8
2019 - SOGR	\$ 216,408,410	32%	2	25%	\$ 250,879,707	68%	9	82%	\$ 167,288,117	21%	11	100%	\$ 544,496,824	21
2020 - SOGR	\$ 113,812,112	14%	4	40%	\$ 196,770,649	60%	6	60%	\$ 210,572,761	100%	10	100%	\$ 544,496,824	21
2021 - SOGR	\$ 219,455,138	94%	8	73%	\$ 13,632,431	6%	3	27%	\$ 233,087,569	11%	11	100%	\$ 544,496,824	21
2022 - SOGR - IPR	\$ 10,192,697,621	63%	32	91%	\$ 9,958,841,527	37%	3	9%	\$ 16,152,539,148	99%	35	100%	\$ 16,152,539,148	35
Total	\$ 39,222,962,185	62%	48	63%	\$ 6,474,275,460	28%	28	37%	\$ 17,172,772,151	72%	76	100%	\$ 62,870,000,000	124
Notes														
- WSOTF requested to cancel their award for the FY18 Washington State Passenger Rail Car Replacement Project in April 2022. The \$17,500,000 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 \$12,846,000 in funding will be incorporated into subsequent rounds of the Fed-State program.														
- The FY19 and FY20 Connecticut Department of Transportation Water Bridge Replacements Projects were combined into one grant (6BA36523420029SPCT), obligated August 2023.														
- The FY19 MTA Long Island Rail Road - Penn Station Platform Improvements project (6BA36523403070SPNY) 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.														

Corridor Identification and Development Program															Total	
	Unobligated Projects				Obligated Projects				Closed Projects				Total Funds Awarded	Administered Projects		
Program Year	Amount (\$)	% of Awarded Amount	# of Projects	% of Projects	Amount (\$)	% of Awarded Amount	# of Projects	% of Projects	Amount (\$)	% of Awarded Amount	# of Projects	% of Projects				
2022	\$ 2,000,000	2%	4	6%	\$ 95,489,629	98%	66	93%	\$ -	0%	1	1%	\$ 97,489,629	72		
2023	\$ 2,000,000	2%	4	6%	\$ 95,489,629	98%	66	93%	\$ -	0%	2	2%	\$ 97,489,629	71		
<b>Total</b>																

49 Corridors were selected under the FY22 Corridor Identification NOFO. The number of grants will increase as projects move through Step 1, Step 2, and Step 3

-Georgia Department of Transportation's FY22 CID Atlanta to Savannah Corridor grant project was canceled and the scope will be completed under FY22 CRSI (69A3652342003CCDGA).

-69A36524420150SPFWA - Amtrak Cascades Corridor was originally obligated as a grant agreement. It was then closed and reobligated as a cooperative agreement (69A36524520060SPFWA)

-The FY22 Downstream Corridor project (69A36524520140SPFME) was selected for an award of up to \$500,000, but was eventually obligated at \$250,000.

Special Transportation Circumstances (STC) - CRIS/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 Available	Administered Projects
2017	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ 165,796	100%	2	100%	\$ 165,796	2
2018	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ 2,327,678	100%	2	100%	\$ 2,327,678	2
2019	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ 10,773,131	100%	3	100%	\$ 10,773,131	3
2020	\$ 2,357,352	43%	2	100%	\$ -	0%	0	0%	\$ 3,099,041	57%	3	75%	\$ 5,456,393	4
2021	\$ 26,264,927	100%	4	100%	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ 26,264,927	4
2022-2023	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ -	0
<b>Total</b>	<b>\$ 28,622,279</b>	<b>64%</b>	<b>6</b>	<b>100%</b>	<b>\$ -</b>	<b>0%</b>	<b>0</b>	<b>0%</b>	<b>\$ 16,462,620</b>	<b>86%</b>	<b>12</b>	<b>87%</b>	<b>\$ 45,084,899</b>	<b>16</b>

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 2021 as the scope/budget was no longer feasible. WDOT will reapply under a future STC NOFO.
- There were five (5) FY18 STC projects that were successfully closed under their awarded amount, and the total remaining balance of \$1,395,025 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-Hecht City Line Meet and Pass Signing 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 \$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 Q4 of FY24.

Restoration & Enhancement Program																	
Unobligated Projects					Obligated Projects				Closed Projects				Total				
Program Year	Amount (\$)	% of Awarded		# of Projects	% of Projects	Amount (\$)	% of Awarded		# of Projects	% of Projects	Amount (\$)	% of Awarded		# of Projects	% of Projects	Total Funds Awarded	Administered Projects
2017	\$ 4,360,000	100%		1	50%	\$	0%		0	0%						\$ 4,360,000	1
2018-2020	\$ 9,450,000	24%		1	33%	\$ 36,904,836	96%		37%	2						\$ 22,454,836	3
Total	\$ 9,810,000	37%		2	50%	\$ 36,904,836	63%		2	50%						\$ 26,774,836	4
Notes																	
1. 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 2018, 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															Total	
Program Year	Unobligated Projects				Obligated Projects				Closed Projects				Total Funds Awarded	Administered Projects		
	% of Awarded		# of Projects	% of Projects	% of Awarded		# of Projects	% of Projects	% of Awarded		# of Projects	% of Projects				
	Amount (\$)	Amount (\$)			Amount (\$)	Amount (\$)			Amount (\$)	Amount (\$)						
2019	\$	23,890,000	20%	5	5%	\$	97,950,000	9	13%	\$	120,840,000	9	17			
2020	\$	29,626,000	84%	7	78%	\$	4,800,000	2	22%	\$	30,426,000	9	28			
2021	\$	192,257,997	100%	100	100%	\$	0	0	0%	\$	192,257,997	100	29			
Total	\$	146,683,997	95%	78	83%	\$	101,850,000	43%	18%	\$	146,543,997	55	55			

Notes:  
- Two (2) projects from FY24 are considered inactive by the FRA. The two projects total \$1,700,000, and are not included in the total funds awarded section of the table above.  
- 2024 - \$850,000 - Grove Street Overcrossing  
- 2024 - \$850,000 - Durham Rail-crossing Engagement, Planning, And Innovative Revitalization (REPAIR)

Railroad Crossing Elimination										
Program Year	Unobligated Projects				Obligated Projects				Total	
	Amount (\$)	% of Awarded Amount	# of Projects	% of Projects	Amount (\$)	% of Awarded Amount	# of Projects	% of Projects	Total Funding Obligated	Administered Projects
2022	\$ 448,923,285	81%	41	67%	\$ 102,955,840	23%	20	33%	\$ 551,879,125	61
2023	\$ -	0%	0	0%	\$ -	0%	0	0%	\$ -	0
<b>Total</b>	<b>\$ 448,923,285</b>	<b>81%</b>	<b>41</b>	<b>67%</b>	<b>\$ 102,955,840</b>	<b>23%</b>	<b>20</b>	<b>33%</b>	<b>\$ 551,879,125</b>	<b>61</b>

Notes:

- City of Clatsco, KS declined the FY22 \$985,500 award for the 11th St. Woodland to Northgate - BNSF Separation and Crossing Elimination Safety Improvement Project.
- One (1) project totaling \$2,096,800 was transferred to the Federal Transit Administration (FTA) for grant administration. (FY22RCE-Unawarded-27 - San Diego At-Grade Crossing Elimination Study)
- There have not been any FY23 RCE selections as of 04/01/2024.

	<b>Interstate Rail Compact</b>													
	<b>Unobligated Projects</b>				<b>Obligated Projects</b>				<b>Closed Projects</b>				<b>Total</b>	
		% of Awarded				% of Awarded				% of Awarded				
<b>Program Year</b>	<b>Amount (\$)</b>	<b>Amount</b>	<b># of Projects</b>	<b>% of Projects</b>	<b>Amount (\$)</b>	<b>Amount</b>	<b># of Projects</b>	<b>% of Projects</b>	<b>Amount (\$)</b>	<b>Amount</b>	<b># of Projects</b>	<b>% of Projects</b>	<b>Total Funds Awarded</b>	<b>Administered Projects</b>
2022-2023	\$ 600,000	67%	2	67%	\$ 300,000	33%	1	33%					\$ 900,000	3
<b>Total:</b>	<b>600,000</b>	<b>67%</b>			<b>300,000</b>	<b>33%</b>							<b>\$ 900,000</b>	<b>3</b>