



RAIL

MOVING AMERICA FORWARD

FY 2024-2025 FSP-National NOFO

The National Railroad Partnership Program Webinar

FRA Presenters



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Upcoming Partnership Program Webinars



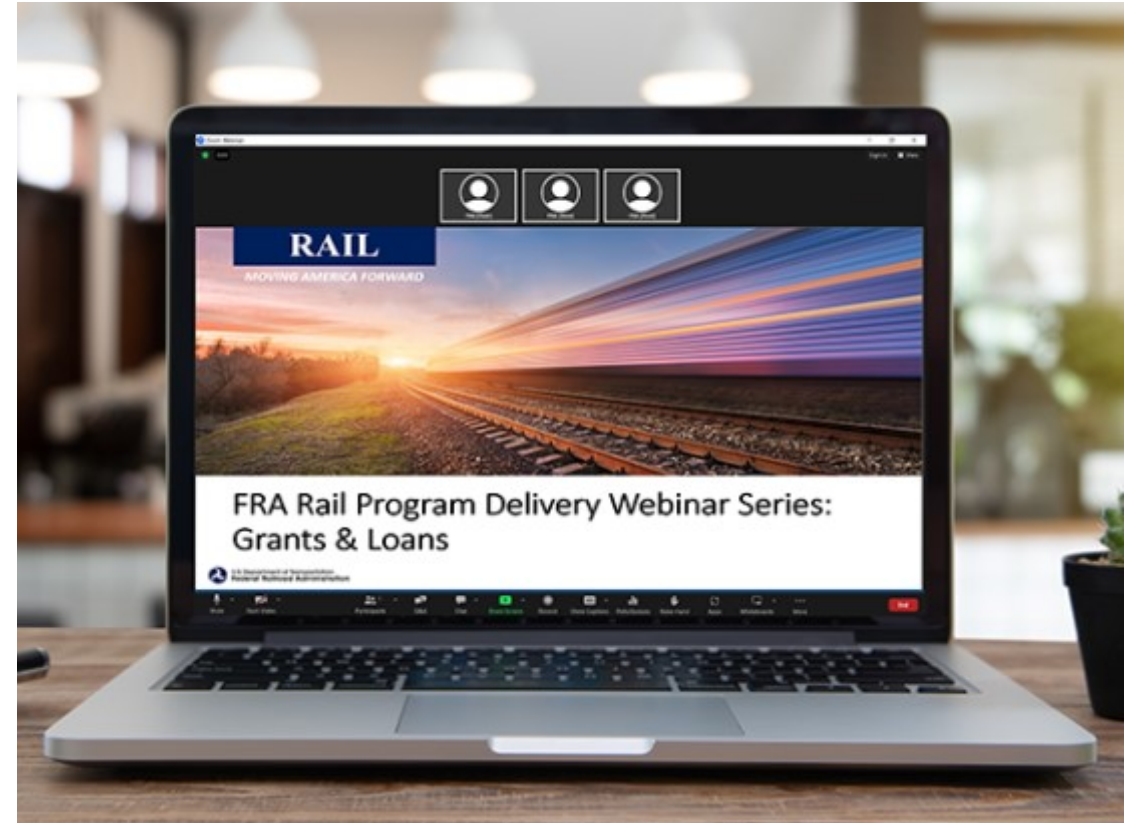
**Safety and Major Capital
Projects 10/16/25**



**BCA and NEPA Best
Practices 10/24/25**



[FRA's Rail Program Delivery Webinar Series:
Grants and Loans](#)



Agenda



1

FY 24-25 Partnership Program Overview

2

How to Apply

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Project Narrative

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Attachment 2

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Q&A

FY24-FY25 Partnership Program Overview

Program Purpose & Funding Overview

Purpose

- The Partnership Program funds capital projects that enhance rail safety, reduce the state of good repair backlog, improve performance, expand, or establish new intercity passenger rail service. The notice and upcoming webinars are for projects **not** located on the Northeast Corridor.

Notice of Funding Opportunity (NOFO)

- Published on the FRA website on September 22nd, 2025
 - **Approximately \$5 billion available** in FY 2024-2025 supplemental advance and annual appropriations
 - Applications due by **11:59 pm ET on January 7th, 2026**
- Applications that are incomplete or received after the deadline will not be reviewed or considered for funding. There are no exceptions.



[The National Railroad Partnership Program: FY24-25 Federal-State Partnership for Intercity Passenger Rail Grant Program for Projects Not Located on the Northeast Corridor \(FSP-National\) NOFO](#)

Changes from FY 24 FSP-National NOFO

1. NOFO located directly on our website and on grants.gov
 - <https://railroads.dot.gov/elibrary/fy-24-25-NOFO-FSP-national>
 - <https://www.grants.gov/search-results-detail/360636>
2. Updates the organization of the NOFO and references to comply with the recent changes to 2 CFR Part 200 Appendix I
3. Removes the use of project tracks to reduce redundancy with lifecycle stages
4. [Relocates definitions of Key Terms to FRA's website](#)
5. Removes references to rescinded Executive Orders and aligns the NOFO with new Executive Order 14173 *Ending Illegal Discrimination and Restoring Merit-Based Opportunity*
6. Clarifies all grant agreements or contracts must include terms that are compliant with Section 3(b)(iv)(A) and 3(b)(iv)(B) of Executive Order 14173
7. Adds FY 25 FSP-National Program funds provided in the Infrastructure Investment and Jobs Act (IIJA) and FY 24 FSP-NEC funds that were not awarded as well as FY22-25 CAHSR cancelled award – additional \$2.4B

Key Terms

- **Corridor Identification Program:** Intercity passenger rail planning and development program that will help guide development throughout the country and create a pipeline of intercity passenger rail projects ready for Implementation as authorized in 49 U.S.C. 25101(a).
- **Northeast Corridor (NEC):** The main rail line between Boston, MA, and the District of Columbia, and branch lines to Harrisburg, PA, Springfield, MA, and Spuyten Duyvil, NY
 - This NOFO is for projects **NOT** located on the NEC.

		U.S. Department of Transportation Federal Railroad Administration									
Key Term	Definition	Corridor Identification and Development	Consolidated Rail Infrastructure and Safety	Federal State Partnership-National	Federal State Partnership-Northeast Corridor	Interstate Rail Compact	Railroad Crossing Elimination	Restoration and Enhancement	Rail Research and Development Center of Excellence	Railroad State Safety Participation	Special Transportation Circumstances
Appearance Inspector	An inspector candidate employed by the state participant who has at least the basic knowledge and ability to enter or be enrolled in an OJT program but does not meet the federal regulation-prescribed, discipline-specific inspector requirements, including railroad experience.									X	
Benefit-Cost Analysis or BCA	A systematic, data-driven, and transparent analysis comparing monetized project benefits and costs, using a no-build baseline and properly discounted present values. A BCA requires concise documentation of the assumptions and methodology used to produce the analysis in sufficient detail and transparency to allow the analysis to be reproduced and for sensitivity of results evaluated by FRA. This includes a description of the baseline, data sources used for project outcomes, and values of key input parameters; the basis of modeling including spreadsheets, technical memos, etc.; and presentation of the calculations used. Refer to the updated Benefit-Cost Analysis Guidance for Discretionary Grant Programs prior to preparing a BCA. In addition, please also refer to the BCA FAQs on FRA's website for rail specific examples of how to apply the BCA Guidance for Discretionary Grant Programs to FRA applications.	X	X								
Capital Cost Estimate	An estimate of the cost to implement the Capital Project. Calculation of the estimate must account for risk to the cost elements and the schedule to complete the project. Implementation includes Project Development through completion of Construction.		X								
Capital Cost Estimate	The aggregate estimated cost for all Lifecycle Stages in year-of-expenditure dollars that accounts for inflation and appropriate contingency amounts either calculated by the Project Sponsor or the NEC Commission			X							
Capital Project	A project for acquiring, constructing, improving, or inspecting rail equipment, track and track structures, or a rail facility, including expenses incidental to the acquisition or construction including pre-construction activities (such as designing, engineering, location surveying, mapping, acquiring rights-of-way) and related relocation costs, environmental studies, and all work necessary for FRA to approve the project under the National Environmental Policy Act (NEPA); highway-rail grade crossing improvements; communication and signalization improvements; and rehabilitating, remanufacturing, or overhauling rail rolling stock and rail facilities	X	X	X		X				X	
Capital Renewal	The repair, replacement, or modernization of basic infrastructure assets along a corridor section that is executed in accordance with a defined scope, schedule, and budget. Basic infrastructure assets include rails, ties, ballast, communication systems, signaling systems, electric traction power systems, and undergrade bridges.			X							



Program Eligibility

Eligible Applicants

- **State** (*incl. the District of Columbia*)
- **Public Agency or Publicly Chartered Authority** (*Port Authority, Rail Authority, etc.*)
- **Amtrak** (*on its own or with a State*)
- **Political Subdivision of a State** (*Local Governments*)
- **Federally recognized Indian Tribe**
- **Interstate Compact**

Eligible Projects

- A project to **replace, rehabilitate, or repair** infrastructure, equipment or a facility used for IPR service
- A project to **improve IPR service performance** (reduced trip times, increased train frequencies, higher operating speeds, improved reliability, expanded capacity, reduced congestion, electrification and other improvements)
- A project to **expand or establish a new IPR service (including privately operated IPR service)**

Non-Federal Match

Requirements



Federal share of total costs for a project **shall not exceed 80%**



A **minimum 20% non-Federal share** is required. Applications failing to demonstrate sufficient non-Federal match are ineligible.



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



Source(s) of matching funds must be identified and clearly reflected in project budget tables



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



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



Pre-award costs incurred prior to selection, without an FRA NEPA determination, or without prior FRA written approval are unallowable

Commuter Rail and Partnership Program



FRA is prohibited from providing Partnership Program grants for solely Commuter Rail Passenger Transportation (under 49 U.S.C. 22905(f))

FRA has provided grants in the Partnership Program to commuter or local transit agencies when those agencies have demonstrated their projects shared intercity passenger rail and commuter rail benefits. Examples of shared benefit projects are:



Commuter Rail: Short-haul rail passenger transportation in metropolitan and suburban areas usually having reduced fare, multiple rides, and commuter tickets, and morning and evening peak period operations, consistent with 49 U.S.C. 24102(3)



Tunnels and Bridges



Stations



Track



Grade Crossings

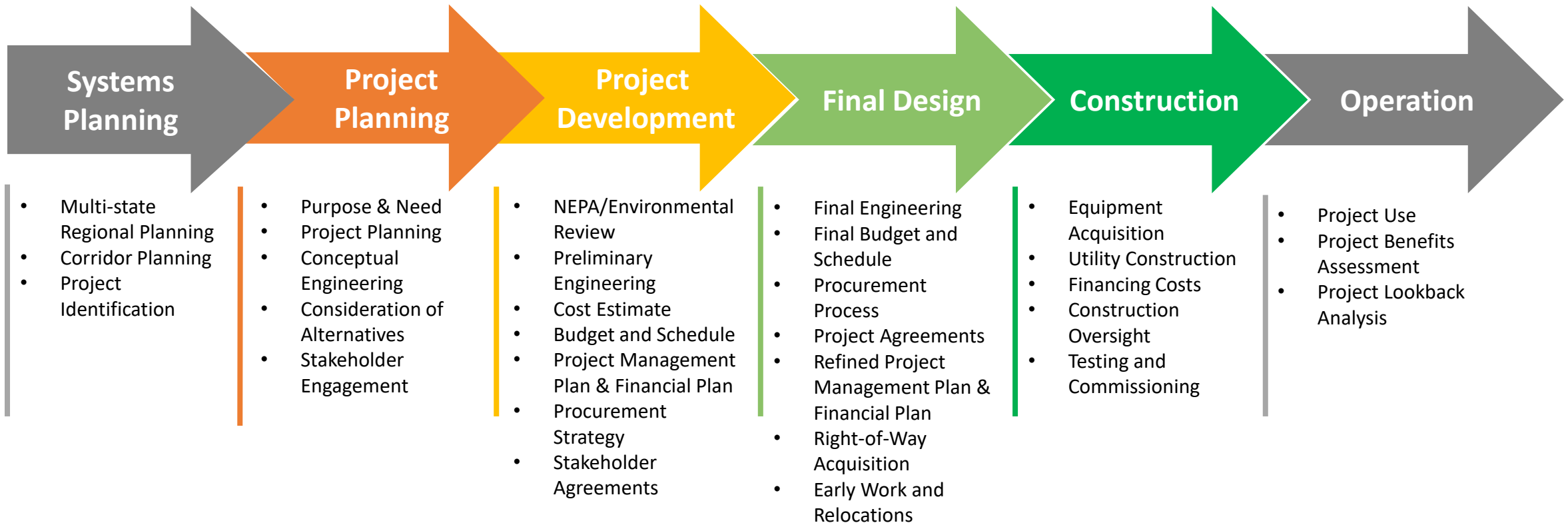
Program Eligibility Issues

Common errors in previous rounds

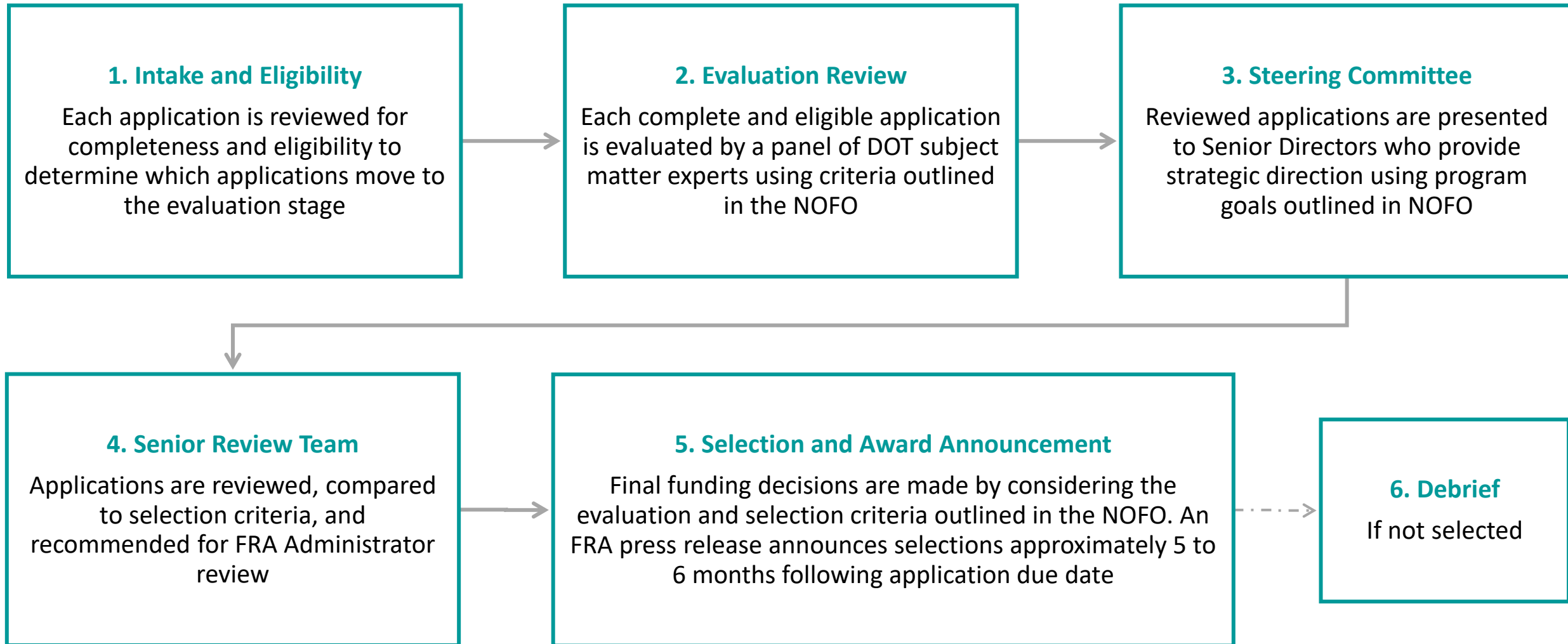
- **No Intercity Passenger Rail component**
 - i.e., a Project that is strictly freight or commuter rail project
 - Make it clear what and how IPR services will benefit from the proposed project
- **Matching Funds**
 - Applicants do not provide a sufficient match
 - Note: FRA will not round up a 19.5% match.
- **Scope**
 - The proposed project has previously received federal funding for a similar or the same scope of work but applicant does not clarify how proposed work relates to the existing federally funded scope
 - Note: “Can’t pay for the same thing twice”

Role of the Project Lifecycle in Grant Funding Opportunities

- Consider the status of activities identified in each lifecycle stage
- Project tracks have been removed to eliminate unnecessary redundancy
- FRA will consider the **readiness** of a project when evaluating a project for grant funding



Application Review and Selection Process



Debriefs

- Opportunity for unsuccessful applicants to meet with FRA staff
- FRA can provide feedback from the review process
- Completed 250+ debriefs in last three years



To request a debrief, email: FRA-NOFO-Support@dot.gov

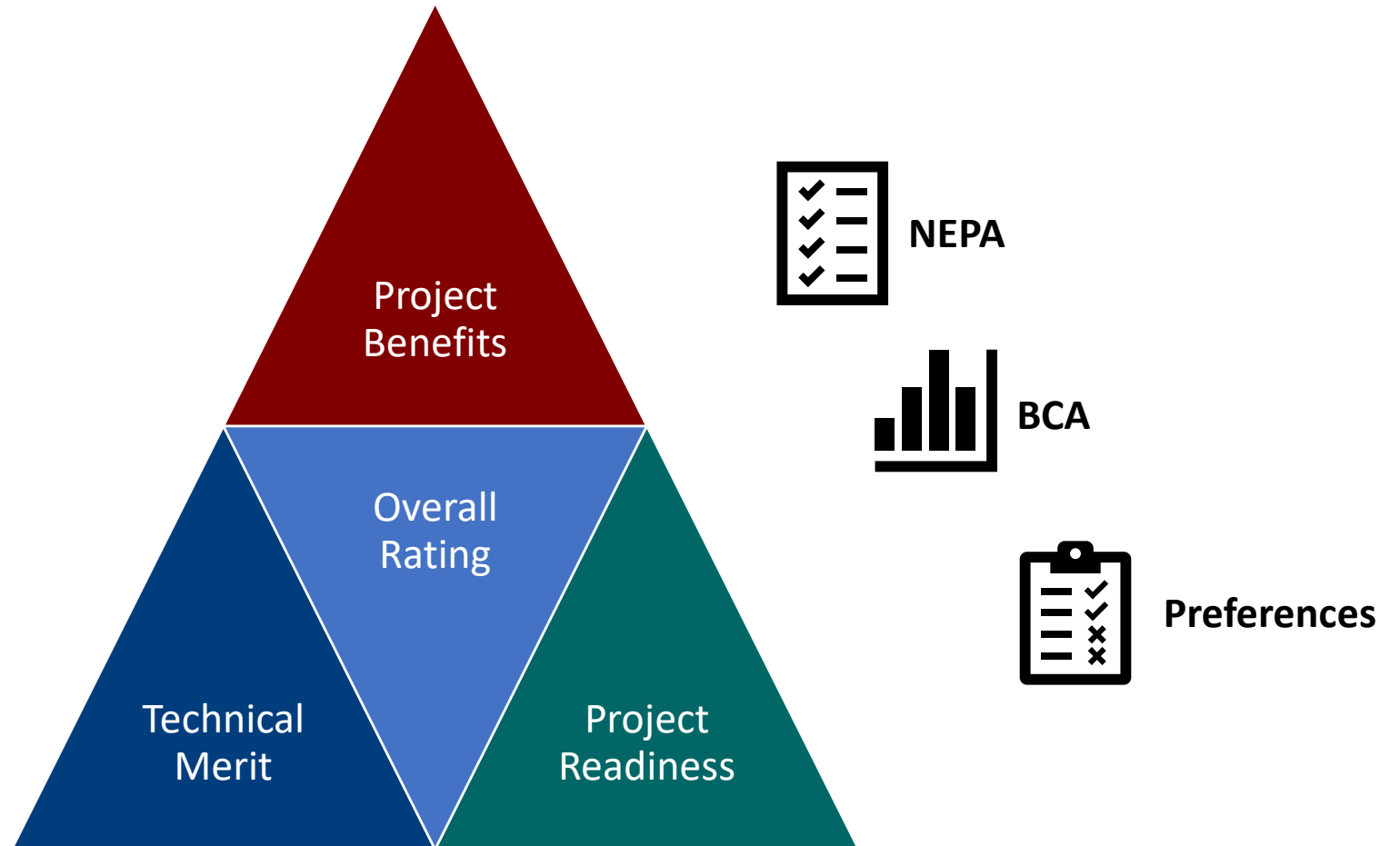
Evaluation and Selection Criteria

Evaluation Criteria

1. Project Readiness
2. Project Benefits
3. Technical Merit

Selection Criteria

1. Selection Preferences
2. NEPA Considerations
3. Benefit Cost Analysis



❖ *Refer to section 6.b. of the NOFO for the complete rubric*

Evaluation and Selection Criteria

Example Rubric: Technical Merit

Merit Criteria Ratings – Technical Merit For the technical merit criteria described in Section 6(b)(ii), FRA will evaluate the application's responsiveness to the criteria and the merit of the response, including an assessment of supporting justifications, and assign a cumulative Technical Merit rating.			
Unacceptable	Acceptable	Responsive	Highly Responsive
Application provides limited or no information necessary to assess the project against the technical merit criteria, or application demonstrates one or more significant technical challenges that would prevent the applicant from delivering the project.	Application contains insufficient information to assess the project against one or more of the technical merit criteria, or application demonstrates technical challenges that could affect project delivery but not prevent the applicant from delivering the project.	Application provides sufficient information and evidence to assess the project against the technical merit criteria and demonstrates that the applicant can deliver the project with minimal technical challenges.	Application provides thorough and complete information and evidence to assess the project against the technical merit criteria and sufficiently demonstrates that the project can be successfully delivered by the applicant.

Each Evaluation Criteria section has its own Rubric that follows a similar rating categorization:

Highly Responsive: *“thorough and complete information and evidence...project can be successfully delivered by the applicant”*

Unacceptable: *“limited to no information to assess the project...significant technical challenges”*

Evaluation and Selection Criteria

PROJECT READINESS

Project Readiness Criteria:

- Demonstrated progress on agreements (*Host Infrastructure Agreements – 22905 Agreements*)
- Financial Readiness (*Availability of match at time of application*)
- Coordination and commitments from project partners (*CID coordination and documentation*)
- Demonstrated progress and understanding of applicable environmental requirements
- Selection of appropriate of Lifecycle Stage(s) with demonstrated progress toward preceding Lifecycle Stage(s)

Project Readiness Rubric:

- Applications will be evaluated based on responsiveness to the criteria
- Assigned a project readiness risk rating:

Unacceptable

High Risk

Medium Risk

Low Risk

❖ *Refer to section 6.b. of the NOFO for the complete rubric*

Evaluation and Selection Criteria

TECHNICAL MERIT

Technical Merit Criteria:

- Quality of statement of work and application materials
- Qualifications of personnel/ partners to complete project in proposed time frame and budget
- Applicant past performance, technical capacity, and financial contributions
- Private-sector participation
- Deployment of innovative technology, project delivery methods and use of innovative financing
- Consistency with planning documents

Technical Merit Rubric:

- Applications will be evaluated based on responsiveness to the criteria, including an assessment of supporting justifications
- Assigned a cumulative technical merit risk rating:

Unacceptable

Acceptable

Responsive

Highly Responsive

❖ *Refer to section 6.b. of the NOFO for the complete rubric*

Evaluation and Selection Criteria

PROJECT BENEFITS

Project Benefits Criteria:

- Effects on system and service performance
- Effects on safety, competitiveness, reliability, trip or transit time, and resilience
- Efficiencies from improved integration with other modes
- Ability to meet existing or anticipated demand
- Anticipated positive economic and employment impacts in areas near stations, historic districts or other opportunity zones
- Service of historically unconnected or under-connected communities.

Project Benefits Rubric:

- Applications will be evaluated based on responsiveness to the criteria, including an assessment of supporting justifications
- Assigned a cumulative project benefits risk rating:

Unacceptable

Acceptable

Responsive

Highly Responsive

❖ *Refer to section 6.b. of the NOFO for the complete rubric*

Selection Preferences

Selection Preferences

1. Projects that demonstrate **an ability to foster a safe transportation system** for the movements of goods and people
2. Amtrak is **not** sole applicant
3. Improves the financial performance, **reliability, service frequency, or address the state of good repair** of an Amtrak route
4. Identified in, and consistent with, a corridor inventory prepared under **FRA's Corridor Identification and Development Program** *(to be implemented in future Partnership NOFOs)*

FRA will be hosting a Partnership Program webinar focused on Safety considerations on 10/16/2025. Register [here](#).

Program Messaging

Family Friendly

- Applicants are encouraged to include otherwise eligible components in their proposed intercity passenger rail station projects that focus on enhancing the experience for traveling families, including adding mother's rooms, expanded waiting areas, adding new family restrooms, creating children's play areas, and other projects improving overall travel for families in U.S. intercity passenger rail stations

Final Design and/or Construction

- FRA is interested in supporting projects that are seeking funding for **Final Design and/or Construction** that directly enhance safety and/or improve passenger service frequency, reliability, and financial performance and **develop a foundation for future expansion of intercity passenger rail** by reducing the State of Good Repair backlog.

Long Distance Set-Aside

- Minimum of \$12,555,000 for projects that benefit (in whole or in part) a long-distance route

Private Sector Participation

- Financial Commitment/Matching funds from the private sector
- Letters of Support strongly encouraged, ***especially from Impacted Railroads or Host Infrastructure Owners***
- Strong description of private sector participation in planning, development or construction of the project in the narrative


Americans with Disability Act (ADA) – Stations

Station Work (General)

 All station improvements in compliance with ADA Standards, **describe in Attachment 2**

 Standard industry construction tolerances will not be accepted for station work with four exceptions:

1. Uniform Stair Treads and Risers: 3/8" difference between high and low
2. Detectable Warning Systems at platform boarding edges: +/- 1/4" tangent or +/- 3/8" on curved track
3. Clear Space between a wall and grab bar: +/- 1/8"
4. Vertical Knee Clearance at Ticket Counters and Drinking Fountains (Forward Approach): + 1/4"

 Third party verification of ADA compliance upon construction completion (Amtrak ADA team acceptable as third party)

Station Work (Non Level-Entry Boarding Platform)

 Submission of a narrative to FRA's Office of Civil Rights **prior to construction** per 49 C.F.R. § 37.42(d)

 Acceptance of narrative required **prior to initiating construction**

FRA Buy America

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

U.S. Department of Transportation
Federal Railroad Administration

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Buy America Sample Component List (List for illustration purposes only)

Document Series: Policy and Guidance
Author: Federal Railroad Administration Chief Counsel
Subject: Buy America
Keywords: Buy America, Components

[FRA Buy America Sample Component List.pdf](#)

System/Group	Components
Steel used in manufacture of locomotive deck, floor, shell and crashworthiness elements	Side frame structure End structure Floor structure Roof structure Integrated cab structure Carbody steel (side frame) Carbody steel (carbody skin) Deck
Main transformers	Transformers Inverters Contactors Rectifiers Brake choppers Filter inductors



For FRA-funded Projects – 100% of the steel, iron, construction materials, and manufactured goods used in the project **must** be produced in the United States



FRA Buy America applies to materials purchased with FRA funds and with non-Federal funds



Consider FRA Buy America requirements in project planning, design, and budget



Include FRA Buy America requirements in all procurement documents and obtain any necessary certifications to document compliance



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

Buy America: <https://railroads.dot.gov/legislation-regulations/buy-america/buy-america>

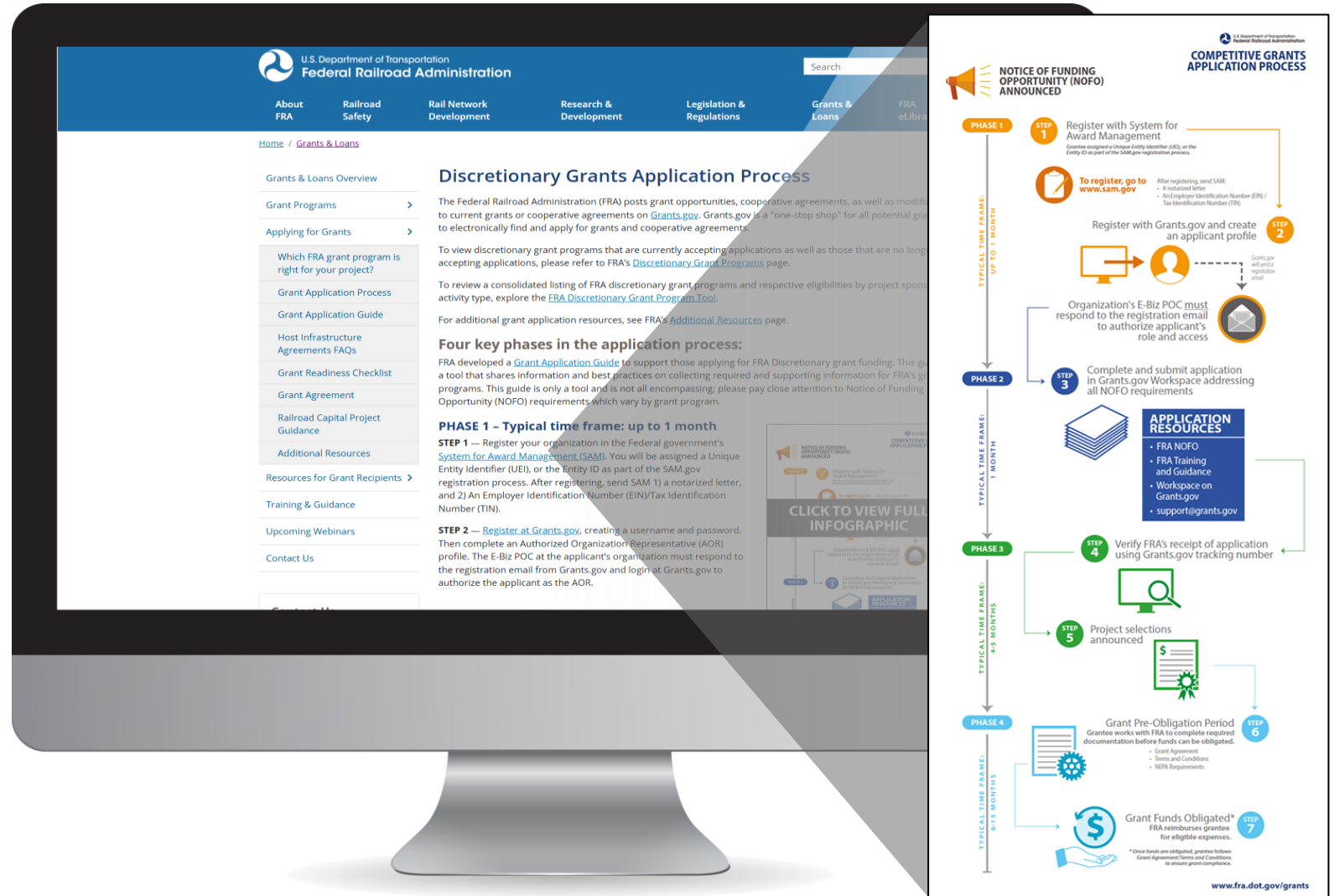
Component List: <https://railroads.dot.gov/elibrary/buy-america-sample-component-list-list-illustration-purposes-only>

How to Apply

Grant Application Process

A step-by-step process for applying:

- railroads.dot.gov/grants-loans/discretionary-grants-application-process



What do I include in my application?

Required Documents



Project Narrative



Attachment 2 (Articles 4-7)

Article 4: Scope

Article 5: Schedule,

Article 6: Budget

Article 7: Performance Measures



Benefit-Cost Analysis

Unlocked Excel File is mandatory for projects requesting FD and/or Construction



Corridor ID Documentation

(if applicable)

Letter of Support from Corridor Sponsor if not the applicant



Environmental Compliance (NEPA) Documentation

Note: May include a draft document that requires development, review, and approval by FRA or an existing completed NEPA document approved by FRA or another Federal agency that covers the proposed project scope



Draft Use/Ownership Agreement (if applicable)

Note: FRA requires a written agreement exist between the applicant and the railroad regarding use and ownership consistent with 49 U.S.C. 22905(c)(1) for projects using rights-of-way owned by a railroad that is not the applicant
Letters of Support from Host Infrastructure Owner

What forms are required?

- SF424 (Application for Federal Assistance)
 - **Either:** SF 424A or 424C – Budget info for Non-Construction OR Construction
 - **Either:** SF 424B or 424D – Assurances for Non-Construction OR for Construction
- FRA's Additional Assurances and Certifications (FRA F 30)
- FRA's Applicant Financial Capability Questionnaire (FRA F 251)
- SF LLL: Disclosure of Lobbying Activities (only required if reportable Lobbying activities exist)

Application for Federal Assistance SF-424

16. Congressional Districts Of:
 * a. Applicant * b. Program/Project

Attach an additional list of Program/Project Congressional Districts if needed.

17. Proposed Project
 * a. Start Date:

18. Estimated Funds
 * a. Federal
 * b. Applicant
 * c. State
 * d. Local
 * e. Other
 * f. Program Income
 * g. TOTAL

*** 19. Is Application**
☐ a. This application
☐ b. Program is
☐ c. Program is

*** 20. Is the Applicant**
☐ Yes
 If "Yes", provide explanation

21. "By signing this form, I certify that the information herein is true, and I agree to comply with any requirements that may be imposed on me by the Federal Government."

☐ ** I AGREE

Authorized Representative
 Prefix:
 Middle Name:
 * Last Name:
 Suffix:
 * Title:
 * Telephone Number:
 * Email:
 * Signature of Authorized Representative:

**U.S. Department of Transportation
Federal Railroad Administration**

Certifications Regarding Debarment, Suspension and Other Responsibility Matters, Drug-Free Workplace Requirements and Lobbying

PART A: Certification Regarding Debarment, Suspension and Other Responsibility Matters – Primary Covered Transactions
 (Pursuant to 2 CFR Part 180)

(1) The grantee certifies to the best of its knowledge and belief, that it and its principals:

(2) Are not currently debarred, suspended, or excluded from Federal contracts.

OMB Number: 4040-0008
Expiration Date: 06/30/2028

BUDGET INFORMATION - Construction Programs

NOTE: Certain Federal assistance programs require additional computations to arrive at the Federal share of project costs eligible for participation. If such is the case, you will be notified.

COST CLASSIFICATION	a. Total Cost	b. Costs Not Allowable for Participation	c. Total Allowable Costs (Columns a-b)
1. Administrative and legal expenses	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
2. Land, structures, rights-of-way, appraisals, etc.	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
3. Relocation expenses and payments	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
4. Architectural and engineering fees	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
5. Other architectural and engineering fees	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
6. Project inspection fees	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
7. Site work	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
8. Demolition and removal	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
9. Construction	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
10. Equipment	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
11. Miscellaneous	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
12. SUBTOTAL (sum of lines 1-11)	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
13. Contingencies	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
14. SUBTOTAL	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
15. Project (program) income	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
16. TOTAL PROJECT COSTS (subtract #15 from #14)	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
FEDERAL FUNDING			
17. Federal assistance requested, calculate as follows: (Consult Federal agency for Federal percentage share.) Enter eligible costs from line 16c. Multiply X <input type="text"/> % \$ <input type="text"/> Enter the resulting Federal share.			

FRA F 30

1

Best Practices— Project Narrative

Best Practices – Project Narrative

Project Narrative Outline

- I. Cover Page
- II. Project Summary
- III. Project Funding
- IV. Applicant Eligibility Criteria
- V. Project Eligibility Criteria
- VI. Corridor Identification Program Coordination *(if applicable)*
- VII. Detailed Project Description
- VIII. Safety Benefit Data
- IX. Project Location
- X. Evaluation and Selection Criteria
- XI. Project Implementation and Management

- ✓ Structure your project narrative in accordance with the outline specified in the NOFO
- ✓ Include all elements identified in the outline *especially evaluation and selection criteria*
- ✓ Follow the instructions for each element
- ✓ Adhere to 25-page limit – Cover Page does not count against limit

Best Practices – Project Narrative

Cover Page

Project Title	
Lead Applicant Name	
Joint Applicant Name(s)	
Amount of FSP Program funding requested under this NOFO. ⁹	\$
Amount of proposed non-Federal share	\$
Source(s) of proposed non-Federal share	
Amount of other Federal funding, if applicable	\$
Source (s) of other Federal funding, if applicable	
Total Project Cost	\$
Capital Cost Estimate All costs and the value of any resources needed to complete the Project Development, Final Design, and Construction stages of a capital project.	\$
Total cost by Lifecycle Stage(s) for which funding is requested under this NOFO (list each Lifecycle Stage and cost separately)	\$
Is right of way acquisition (ROW) part of this funding request? (Please provide funding request associated with ROW).	Yes/No \$

City(ies), State(s) where the project is located	
Congressional District(s) where the project is located	
Geospatial data for project location(s) in decimal degrees (with at least five decimal places of precision). If a track segment or corridor, provide start and end point data.	
Current Lifecycle Stage of project at time of application	
Anticipated completion date of current Lifecycle Stage	
Application Lifecycle Stage(s) proposed to be funded by this NOFO	

Existing Intercity Passenger Rail service(s) on routes not more than 750 miles benefiting from the project	
If applicable, existing Long-Distance service(s) (routes greater than 750 miles) benefiting from the project	
If applicable, existing Commuter Rail service(s) benefiting from the project	
If applicable, what Corridor, as identified in FY 2022 CID Selections , is benefitting from the project	
Host Railroad/infrastructure owner(s) of project assets and property	
Other impacted Railroad(s)	
Tenant Railroad(s), if applicable	
If applicable, is a 49 U.S.C. 22905-compliant Railroad Agreement in place or pending?	Yes/No/Pending
LOI/PFA requested?	Yes/No
If LOI requested for Projects in Project Development, provide amount of future request of Final Design/Construction request.	\$
If PFA requested for Final Design and Construction:	
(a) Provide amount of request under this NOFO for initial obligation.	\$
(b) Provide amount of request under this NOFO for contingent commitment (equal to the remaining amount of the project cost).	\$

- ☑ Follow the exact format
- ☑ Round up to the nearest dollar
- ☑ Normal Project Titles

Best Practices – Project Narrative

Project Summary

- ✓ Briefly describe the project in **4 to 6 sentences** and the transportation challenges the project will address
- ✓ Key Elements
 - ✓ Lifecycle stage (Current and Requested)
 - ✓ Funding request and match
 - ✓ Location
 - ✓ Scope of work
- ✓ Think of this section of the application as **your elevator pitch for the project** to the DOT Secretary and FRA Administrator

FY 2023-2024 Consolidated Rail Infrastructure and Safety Improvements (CRISI) Grant Program: Project Summaries

Total Rural: \$1,083,047,379 (minimum \$657,393,500)

Trespass Set-Aside:
\$32,792,587 selected (\$32,724,132 minimum)

California – Capitol Corridor Right-of-Way Safety Improvement Program (Up to \$20,000,000) *Capitol Corridor Joint Powers Authority (CCJPA)*

The proposed project was selected for Final Design and Construction and includes installation of security fencing along the Capitol Corridor route in northern California at three identified priority locations: Oakland to Fremont, Richmond to Emeryville, and Fairfield to Suisun City. The project will prevent pedestrians from trespassing on the railroad right-of-way and deter individuals from intentionally entering the path of oncoming trains. The project aligns with selection criteria by reducing trespassing issues as it is expected to reduce unauthorized access to the right-of-way and associated incidents by 20 percent along the corridor, including in two counties listed under the National Strategy to Prevent Trespassing: Alameda and Contra Costa counties. The CCJPA is providing the 20 percent non-Federal match. This project qualifies for the statutory set-aside for trespassing prevention measures.

California – Development of a Passenger Railroad Trespassing Mitigation Toolbox, Addressing Built Environment and Human Factors Based on California Railroad Data (Up to \$3,893,166) *The Regents of the University of California, U.C. San Diego*

The proposed project was selected for research on trespassing accidents on passenger railroads to better understand the environment, track structure, station areas, and rail-highway crossing attributes related to areas of high trespassing activity along six rail lines in California. The project will review historical trespassing accidents on the following railroad services: Coaster, Pacific Surfliner, San Joaquins, Altamont Corridor Express, Caltrain, and the Capitol Corridor to develop a toolkit to understand how, where, and why trespassing occurs and to propose preventative measures. The project aligns with the selection criteria by enhancing safety as the project addresses the prevention and reduction of railroad trespassing. The U.C. San Diego will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for trespassing prevention measures.

Florida – Railroad Trespassing Enforcement Project (Up to \$100,000) *City of Jacksonville*

The proposed project was selected for trespass enforcement activities along track owned by CSX, Norfolk Southern, Florida East Coast Railroad, and St. Johns Terminal Railroad in Jacksonville, Florida. This project will deploy up to four law enforcement officers at identified hotspot locations to investigate and report trespassing, property checks at rail grade crossings and main rail yards, locate safety hazards on railroad property, provide referral services for citizens encountered, issue warnings and citations to trespassers, and educate people on the dangers of trespassing on railroads. The project aligns with the selection criteria by enhancing safety as the project will reduce trespass-related incidents including injuries and fatalities. The City of Jacksonville will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for trespassing prevention measures.

1 | Page

Best Practices – Project Narrative

Project Funding

- ✓ Only include eligible costs
- ✓ Confirm funding amount matches SF-424 and Article 6 (Budget)
- ✓ Specify each source of non-Federal match and provide details about in-kind match
- ✓ Indicate public- vs. private-sector match
- ✓ Describe the non-Federal funding arrangements
- ✓ Attach funding commitment letters
- ✓ Identify if the proposed match will not be available until a certain date or if funds must be spent by a deadline

Best Practices – Project Narrative

Project Funding – Project Funding Overview (*Table 3 in the NOFO*)

- ☑ Project budgets should show how different funding sources will contribute to each task and Lifecycle Stage
- ☑ Identify other Federal funds (including Amtrak) and associated non-Federal share amount/source
- ☑ Demonstrate availability of non-Federal funds. Evidence may include:
 - Board Resolution
 - Funding commitment letter signed by a State
 - Budget Document
- ☑ Be sure to highlight the section demonstrating that funds have been committed to the proposed project.

Task #	Task Name/Project Component and Lifecycle Stage	Cost	Percentage of Total Cost	Source of Funds and Citation, as applicable
1				
2				
Total Project Cost				
Federal FSP funding requested in this application				
Non-Federal funding		Cash: In-Kind:		
Non-Federal Funding (State)		Cash: In-Kind:		
Non-Federal Funding (Private Sector)		Cash: In-Kind:		
Non-Federal Federal Funding (Local)		Cash: In-Kind:		
Other Federal funding committed and pending (e.g., Federal Transit Administration, congressionally directed/earmark, other FRA grant program funds—including previous FSP grants, etc.)		Committed Amount: Pending Amount:		
Note: If there are multiple sources of other Federal funding, please break funding down by each source. ¹				
Other non-Federal funding				

Best Practices – Project Narrative

Project Funding – Phased Funding Agreement Table (*Table 4 in the NOFO*)

- ✓ Only required if seeking a Phased Funding Agreement
- ✓ Applicants should enter the request as reflected by their anticipated cost schedule
- ✓ FRA will determine actual obligation schedule based on availability of funding

Lifecycle Stage	Initial Obligation Request (FY 2024)	FY 2025 Obligation Request	FY 2026 Obligation Request	Total FSP Request
Final Design	\$	\$	\$	\$
Construction	\$	\$	\$	\$
Total FSP Request	\$	\$	\$	\$



[Don't forget to register for our upcoming
Safety and Major Capital Projects
Webinar!](#)

Best Practices – Project Narrative

CID Narrative *(if applicable)*

CID Sponsor:

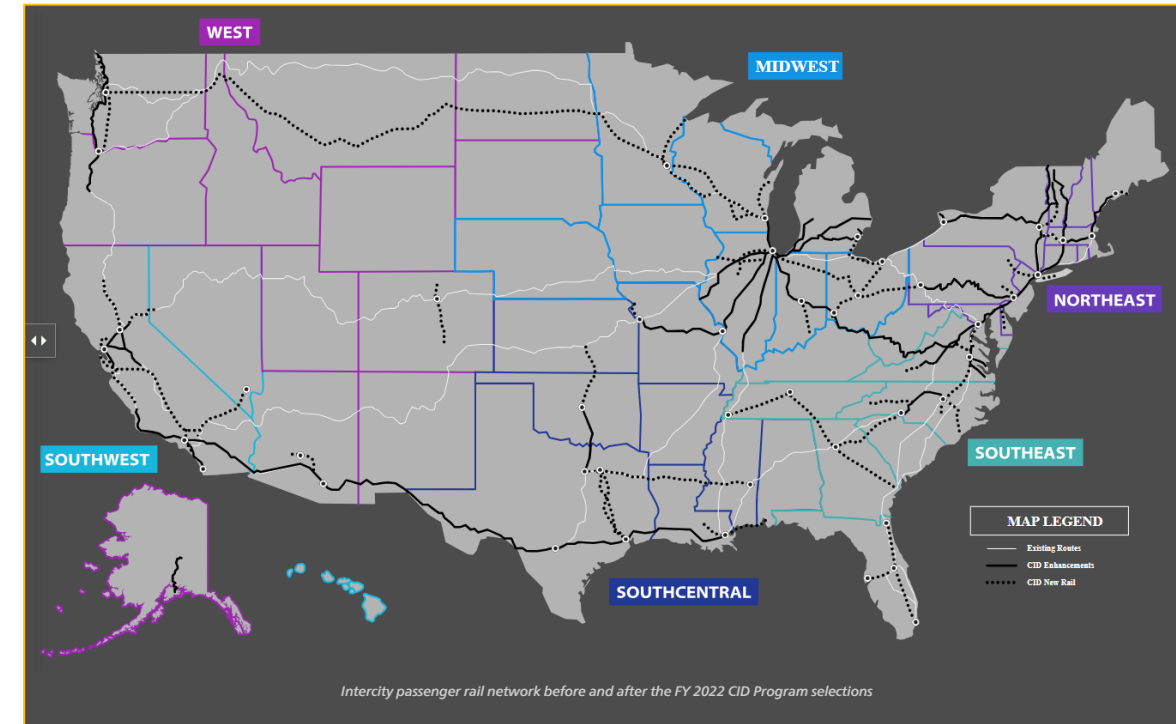
- ☑ Explain the status of your corridor (e.g., completed Step 1, beginning Step 2)
- ☑ Explain how the project is consistent with planning efforts under CID
 - ☑ We don't want to get ahead of the planning process or duplicate efforts
- ☑ Demonstrate the following:
 - Support of participant stakeholders
 - Support of governance structure
 - Institutional capacity
 - Funding for implementation and operations
 - Benefit for the Corridor.

Not CID Sponsor:

- ☑ A letter of support from the Corridor Sponsor is encouraged.

Not Applicable

- ☑ Skip altogether



[FY22 CID Story Map Selections](#)

Best Practices – Project Narrative

Detailed Project Description

- ✓ Thoroughly discuss the transportation challenges and benefits
- ✓ Include data to support project benefits
- ✓ Describe how project components are related and will be sequenced
- ✓ Use Table 5 in this section to demonstrate project outcomes
- ✓ Include photographs or diagrams
- ✓ Identify all host railroads, operators, and beneficiaries



Best Practices – Project Narrative

Detailed Project Description – Table 5 (*in the NOFO*)

- ✓ Table 5, the Project Outcomes Table is a template applicants can use to organize project outcomes
- ✓ Provide the requested data to the maximum extent practicable
- ✓ Appropriate rounding or best estimates are acceptable
- ✓ Where data is not available, applicants may provide a qualitative explanation of the anticipated impact of the project

Ridership in the Project Area						
	No Build Scenario		Build Scenario			
Total Annual Ridership						
Annual Intercity Passenger Rail (IPR) Ridership						
Annual Commuter Passenger Rail (CR) Ridership (if applicable)						
Train Counts in the Project Area						
	No Build Scenario		Build Scenario			
Total Weekly Trains						
Weekly Intercity Passenger Rail (IPR) Trains						
Weekly Commuter Rail (CR) Trains (if applicable)						
Weekly Freight Trains (if applicable)						
Operating Speeds in the Length of Track Improvement Area						
	No Build, IPR	Build, IPR	No Build, CR	Build, CR	No Build, Freight	Build, Freight
Average Operating Speed (mph)						
Highest Maximum Authorized Speed (mph)						
Lowest Maximum Authorized Speed (mph)						
Average Scheduled Travel Time (Time/Trip)						

Best Practices – Project Narrative

Safety Benefit Data

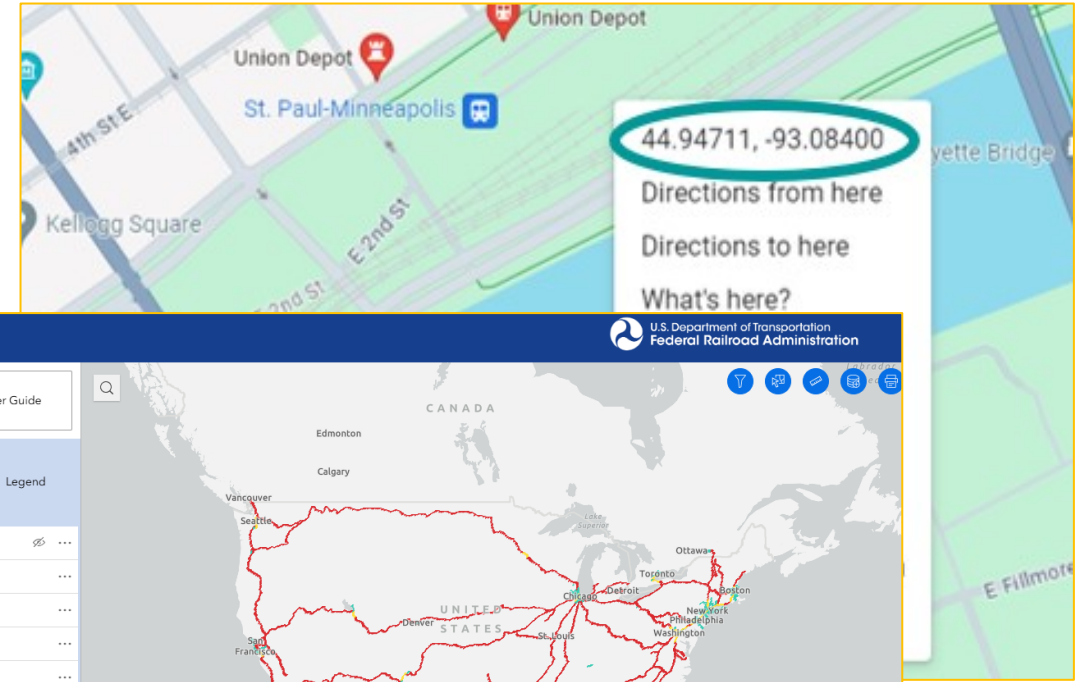
- ✓ Safety is an FRA **top** priority
- ✓ Grade Crossings
 - ✓ FRA will analyze data for each grade crossing for each grade crossing's incident history for the past five years (2020-2024)
 - ✓ “5 year incident history”
- ✓ Qualitative and quantitative description of how proposed project will significantly increase overall safety of the system and/or riders.



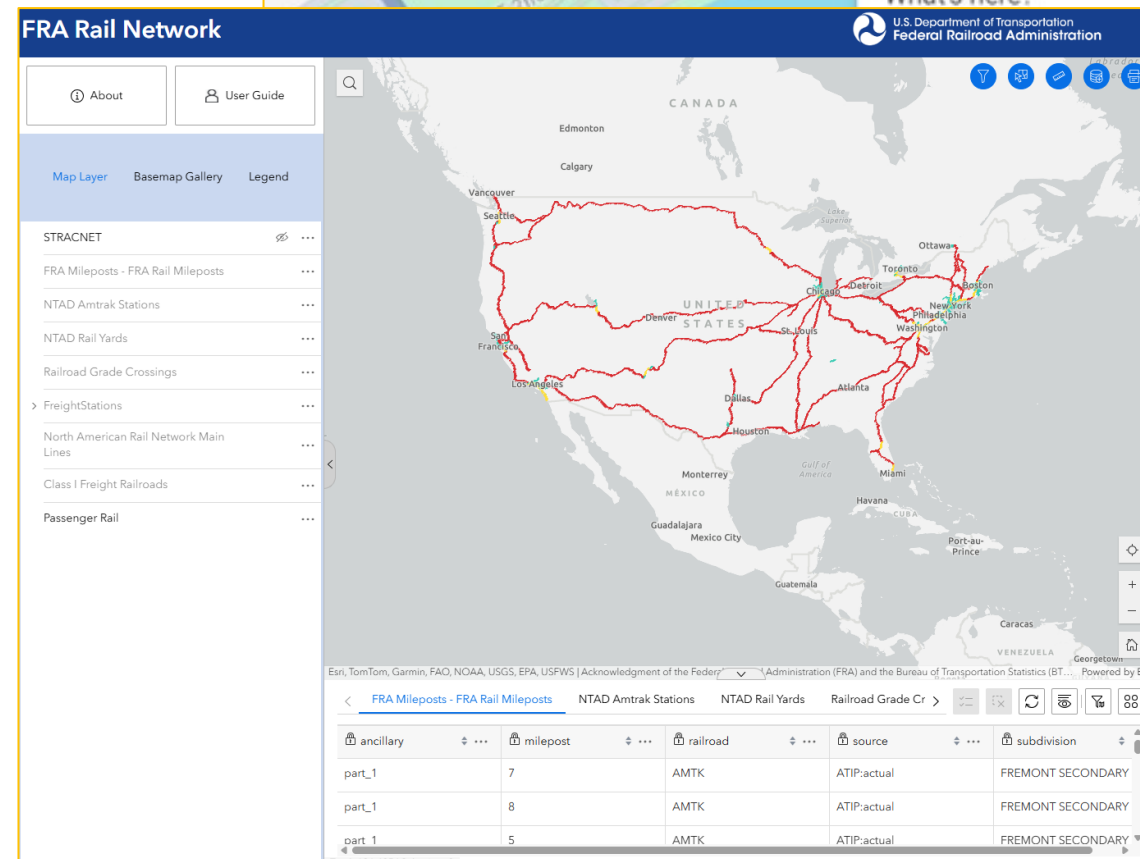
Best Practices – Project Narrative

Project Location

- ✓ Identify cities, counties, and states where project is located
- ✓ Include a map of the project
- ✓ Identify railroad mileposts
- ✓ Geospatial data—longitude and latitude



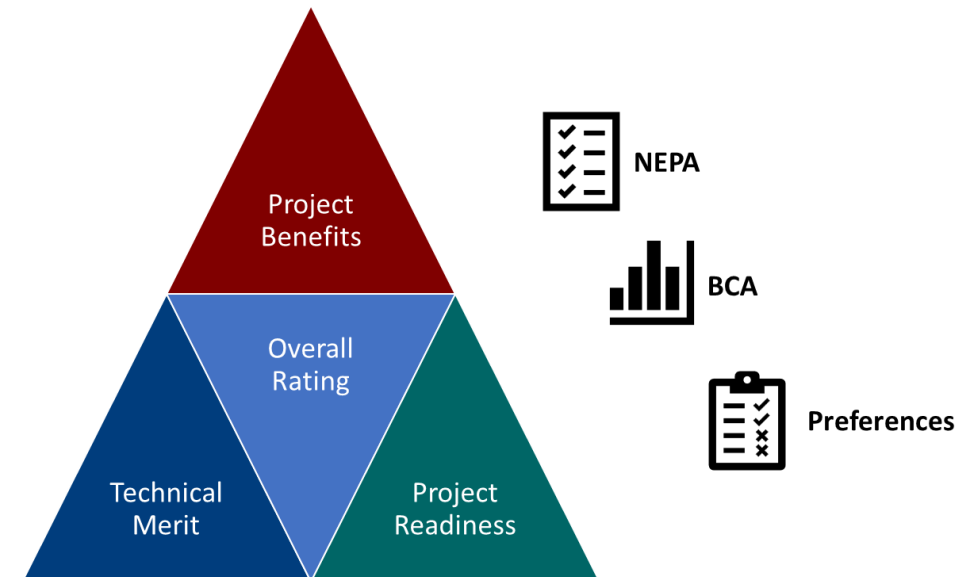
[FRA Rail Network](#)



Best Practices – Project Narrative

Evaluation and Selection Criteria

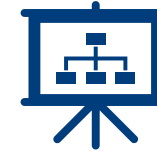
- ✓ Include a separate section in the project narrative focused on how the project meets each of the evaluation and selection criteria
- ✓ **DO NOT** rely solely on the contents of the “detailed project description” section to satisfy this requirement—it is OK to repeat key points in this section
- ✓ Quantify benefits whenever possible but don’t copy and paste your BCA
 - ✓ Not all reviewers are Economists
- ✓ Think of this as your make-or-break section
 - ✓ Dedicate the majority of your 25 pages to this section



Best Practices – Project Narrative

Project Implementation and Management

- ✓ Highlight applicant's past experiences managing and overseeing similar projects, including FRA- or DOT-funded projects
- ✓ Describe expected arrangements for:
 - ✓ Project contracting
 - ✓ Contract oversight
 - ✓ Change-order management
 - ✓ Risk management
 - ✓ Conformance with Federal requirements for progress reporting



- ✓ Project Arrangement and Org Charts



- ✓ Significant Project Milestones



- ✓ Risk Register and Project Management Plans

Best Practices— Attachment 2: Project-Specific Terms and Conditions, Articles 4-7

Best Practices – Attachment 2

☑ See FRA's Statements of Work webpage:

<https://railroads.dot.gov/grants-loans/grant-administration/statements-work>

☑ Use templates for the

- Statement Of Work (SOW- Article 4)
- Award Dates & Estimated Project Schedule (Article 5)
- Award and Project Financial Information (Article 6)
- Performance Measurement Information (Article 7)

☑ **All four Articles (4-7) are required to meet eligibility standards**

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Grant Agreement

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FRA Discretionary Grant Agreements

If you have questions about FRA grant agreements, please contact your FRA Project Manager.

FRA Grant Agreements – Effective April 23, 2025

The new FRA Grant Agreement consists of three parts:

- [Attachment 1: Standard Terms and Conditions – April 23, 2025](#)
- [Attachment 1: Standard Terms and Conditions – April 23, 2025 \(redline\)](#)
- [Attachment 2: Project-Specific Terms and Conditions – April 30, 2025 \(redline\)](#)
- [Attachment 2: Project-Specific Terms and Conditions – April 30, 2025 \(WORD\)](#)
- [Terms and Conditions Exhibits – April 30, 2025](#)
- [Terms and Conditions Exhibits – April 30, 2025 \(redline\)](#)

Previous FRA Grant Agreements

- [Attachment 1: Standard Terms and Conditions – February 15, 2024](#)
- [Example General Grants – Attach 1 – Standard Terms and Conditions – August 25, 2020](#)
- [Example CRISI Grants – Attach 1A – Additional CRISI Terms and Conditions – May 30, 2023](#)
- [Example Federal-State Partnership Grants – Attach 1A – Additional Federal-State Partnership Terms and Conditions – May 5, 2023](#)
- [Example Restoration and Enhancement Grants – Attach 1A – Additional Restoration and Enhancement Terms and Conditions – October 20, 2022](#)

Last updated: Friday, May 9, 2025

Best Practices – Attachment 2 (Articles 4-5)

Article 4: Statement of Work

- Identifies:
 - General Project Description: concise description of the Project funded under the agreement
 - Project Location: specific and detailed, including maps and GPS location, as applicable
 - Project Scope: lists standard FRA project tasks and deliverables defined by project lifecycle stage
 - Required environmental commitments as applicable

Article 5: Award Dates and Estimated Project Schedule

- Identifies award dates and project schedule, which lists significant milestones in Project advancement

Table 5-A: Estimated Project Schedule	
Milestone	Schedule Date
[Preliminary Engineering Completion]	[Insert Date]
[NEPA Completion]	[Insert Date]
[Final Design Completion]	[Insert Date]
[Construction Substantial Completion]	[Insert Date]

Reminder: All four Articles (4-7) are required to meet eligibility

Best Practices – Attachment 2 (Articles 6-7)

Article 6: Award and Project Financial Information

- Outlines the award amount, obligation, funding source and availability, project budget, and other relevant financial information for the project
 - There are several budget tables provided in Article 6; ensure the appropriate table is used based on the project

Article 7: Performance Measurement Information

- Performance measures enable FRA to assess the Recipient's progress in achieving grant program goals and objectives
- The Recipient will report on these performance measures in accordance with the frequency and duration specified (in Table 7-A)
- FRA develops the initial draft based on FRA's framework for measuring performance for certain projects as well as the information the Applicant provided in the grant application

Table 7-A: Performance Measurement Table

Goal	Objective	Performance Measure	Description of Measure	Measurement	Reporting
Goal 1				Pre-Project (Baseline) Performance as of:	Frequency:
				Expected Post-Project Performance:	Duration:
Goal 2				Pre-Project (Baseline) Performance as of:	Frequency:
				Expected Post-Project Performance:	Duration:

Reminder: All four Articles (4-7) are required to meet eligibility

Best Practices – Attachment 2

- ☑ Organize the scope of work into discrete and logically sequenced tasks
- ☑ Provide appropriate timing for tasks
- ☑ Identify the deliverables required to communicate progress and completion of tasks to FRA
- ☑ Check the budget to ensure numbers are consistent with cost information submitted in forms and other areas of the application

Reminder: All four Articles (4-7) are required to meet eligibility



NOT INTENDED FOR EXECUTION WITHOUT MODIFICATION

ARTICLE 4: STATEMENT OF WORK

4.1 General Project Description

Instructions: Provide a concise description of the Project funded under this Agreement. Section 4.1 should state the objective of the Project and the benefits that that the Project is intended to achieve. Project objectives and benefits inform—and should be consistent with—the Performance Measures in Article 7 of this Attachment 2, Performance Measurement Information.

4.2 Project Location

Instructions: Provide information related to the geographic scope of the Project and identify important, related intercity corridors or service. The Project location should be specific and detailed, including GPS location(s) and mileposts, where possible. Planning projects should identify the study area and provide a map identifying, at a minimum, the major markets intended to be served.







4.3 Project Scope

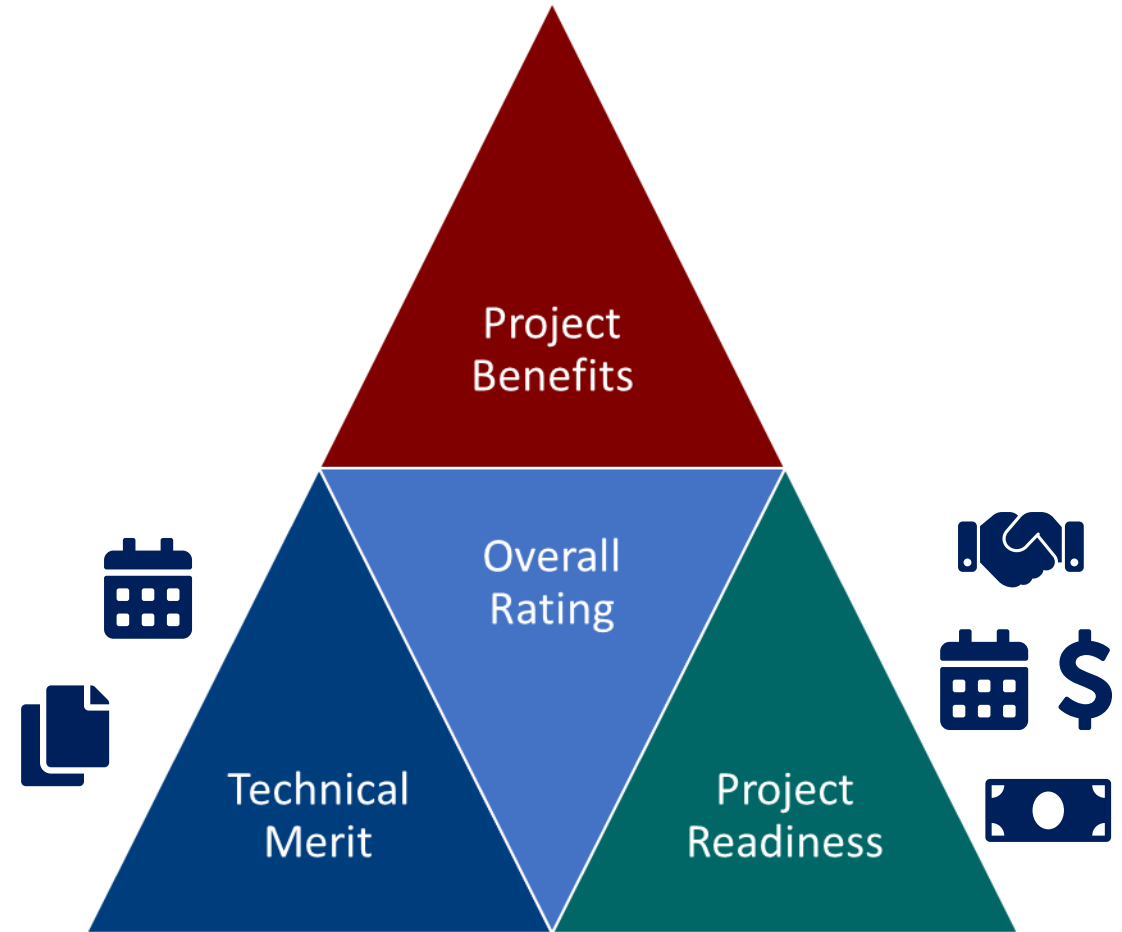
Instructions: In this Section, divide the Project scope into discrete and delineable tasks. If the Project funded under this Agreement is part of a larger effort, describe that larger effort, but link tasks specifically to the FRA-funded portion of the Project. Clearly define the work to be performed in each task and be sure tasks are linked to deliverables and incorporated into the Project Schedule. Use the instructions below to develop this Section.

The Recipient will notify FRA in writing of any requested changes in Project Scope and will not proceed with the changed scope unless approved by FRA in writing. If approved, changes to Project Scope may require additional environmental review or an amendment to this Agreement.

Recap & Reminders

Optional Documentation to Support Application

-  Hyperlinks encouraged if document is exceedingly long
-  Detailed Cost Estimates if available
 - Especially helpful for applicants applying for FD/Construction lifecycle
-  Letters of Support from Host Infrastructure Owners
-  Project Management Plans
-  Project Schedules
-  Documentation of financial commitments



Best Practices & Helpful Hints

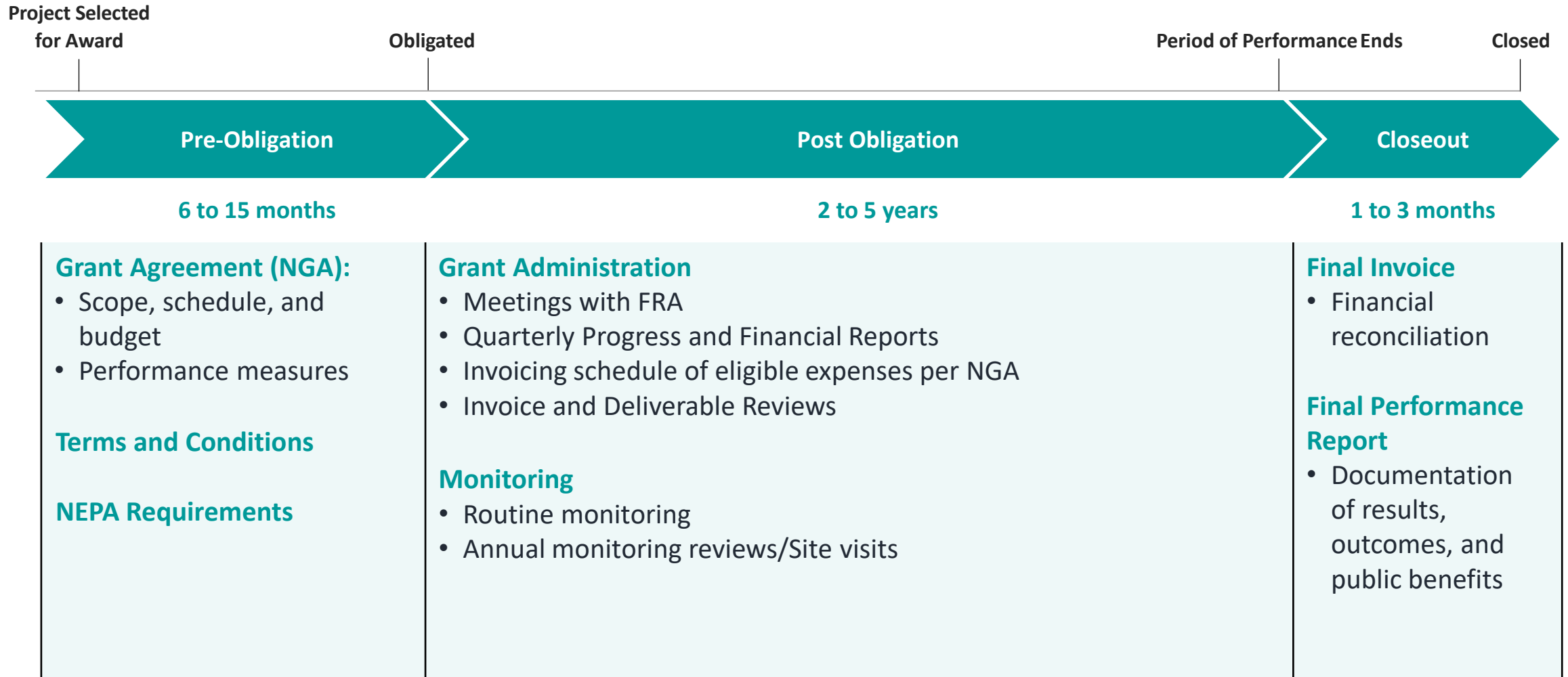
- ✓ Never skimp on the evaluation and selection criteria
 - ✓ Repeat yourself if necessary
 - ✓ Reviewers key in on
 - ✓ Project Readiness
 - ✓ Project Benefits
 - ✓ Technical Merit
- ✓ Plain Language and Layman's terms are key
 - ✓ Your reviewers are not all economists and engineers – benefits in non-economic terms and project implementation in non engineering terms

- ✓ [Guidance on Development and Implementation of Railroad Capital Guidance](#)

- ✓ Use FRA terminology – “speak FRA”



Grant Lifecycle and Approximate Time Frames





U.S. Department of Transportation
Federal Railroad Administration

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*Learn more about FRA Competitive Discretionary Grant Programs
at railroads.dot.gov/grants*