

Fiscal Year (FY) 2025-2026 Notice of Funding Opportunity (notice or NOFO)
Federal-State Partnership for Intercity Passenger Rail Program
For Projects Located on the Northeast Corridor (Partnership-NEC)
Federal Railroad Administration
U.S. Department of Transportation

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1. BASIC INFORMATION

SUMMARY OVERVIEW OF KEY INFORMATION	
Topic	Description
Federal Agency Name	Federal Railroad Administration (FRA)
Funding Opportunity Title	Notice of Funding Opportunity for the Fiscal Years 2025–2026 Federal-State Partnership for Intercity Passenger Rail Program for projects located on the Northeast Corridor (Partnership-NEC)
Announcement Type	This is the notice for the Fiscal Year 2025 and 2026 funding for the Partnership-NEC Program
Funding Opportunity No.	FR-FSP-26-001
Assistance Listing No.	20.340 Federal-State Partnership for Intercity Passenger Rail
Funding Details	The total funding available for awards under this NOFO is up to \$4,750,212,830.
Key Dates	See Section 5.d for submission dates and times under this NOFO. Applications for Round 1 are due no later than 11:59 p.m. EDT, May 5, 2026 . Application deadlines for additional rounds will be announced on FRA’s website at a later date.
Executive Summary	<p>The Federal-State Partnership for Intercity Passenger Rail Grant Program (Partnership) assists in funding eligible projects that reduce the State of Good Repair backlog; improve performance; or expand or establish new intercity passenger rail service. For projects located on the Northeast Corridor (NEC), FRA must make selections for Partnership-NEC Program funds consistent with the Northeast Corridor Project Inventory (NEC Project Inventory). FRA published the most recent NEC Project Inventory on April 17, 2026 (2026 Inventory). The 2026 Inventory can be found at https://railroads.dot.gov/elibrary/2026-northeast-corridor-project-inventory.</p> <p>This Program notice solicits multiple rounds of applications for the FY 2025-2026 Partnership-NEC funding. For Round 1, only those projects identified as “High Priority Major Stations” on the 2026 Inventory are eligible to apply. For Round 2 and beyond, FRA intends to announce on its website subsequent dates on which applications under this notice will be accepted.</p> <p>This notice details the application requirements and procedures for multiple application rounds to obtain grant funds under the Partnership-NEC Program for FY 2025-2026 funding.</p>
Agency Contact Information	Email: FRA-NOFO-Support@dot.gov

2. ELIGIBILITY INFORMATION

a. Eligible Applicants

The following entities are eligible applicants for the Partnership-NEC Program:

- i. A State (including the District of Columbia);
- ii. A group of States;
- iii. An Interstate Compact;
- iv. A public agency or publicly chartered authority established by one or more States;
- v. A political subdivision of a State;
- vi. Amtrak, acting on its own behalf or under a cooperative agreement with one or more States;
- vii. A federally recognized Indian Tribe;
- viii. The Union Station Redevelopment Corporation¹; or
- ix. Any combination of the entities described in (i) through (vii).

Applications must be submitted by the lead applicant who, if selected, will be the recipient of the Partnership-NEC grant award.

b. Cost Sharing and Matching

The Federal share of total costs for Partnership-NEC Program projects funded under this notice shall not exceed 80 percent, except for any grants made to the Union Station Redevelopment Corporation.² Cost sharing must be consistent with 2 CFR part 200. Applicants must identify the source(s) of a project’s non-Federal share. These funds must be clearly and distinctly reflected as part of the Total Project Cost.

For applications involving Amtrak, Amtrak may use ticket and other non-Federal revenues generated from its operations and other sources as well as funding provided by the Advance Appropriations in Division J, Title VIII of the IJA under the heading “Northeast Corridor Grants to the National Railroad Passenger Corporation” to satisfy the non-Federal share requirements.

For applications involving Amtrak and one or more States, Amtrak and the State(s) must provide a cooperative agreement for the project signed by authorized representatives of Amtrak and each State. Such cooperative agreements must include a description of the roles and responsibilities of each party, including budget and subrecipient information showing how the parties will share project costs. A Cost Share Agreement signed by Amtrak and one or more States meets this requirement if it addresses the above requirements.

A Cost Share Agreement between the Project Sponsor and its partner(s) must identify, for a Shared Benefit Project, the intercity passenger rail share, the commuter rail share(s), and the local share of the eligible project before the commencement of the project. See 49 U.S.C. § 24911(1)(B)(ii). Such agreements must be prepared consistently with the project-based cost sharing requirements of the Northeast Corridor Commuter and Intercity Rail Cost Allocation Policy, as amended, and approved by the NEC Commission; for a Sole Benefit Project, the local

¹ The Union Station Redevelopment Corporation is an eligible recipient of funding under this Notice per Section 153 of the 2026 Appropriation.

² The cost-share requirements of 49 U.S.C. § 24911(f)(2) do not apply to the Union Station Redevelopment Corporation under this Notice consistent with Section 153 of the 2026 Appropriation.

or non-Federal share of the eligible project is the responsibility of the applicant before commencement of the project.³

c. Federal Award Information

Other than as specified in the 2026 Inventory and as provided herein, applicants are not limited in the number of projects for which they seek funding. There are no predetermined minimum or maximum dollar thresholds for awards.

- i. Award Type: FRA will make awards for projects selected under this notice through grant agreements or cooperative agreements consistent with [2 CFR 200.201](#). FRA will determine the type of agreement after project selection and prior to obligation. The term “grant” is used throughout this document to reference funding awarded through a grant agreement or a cooperative agreement. FRA intends to administer the funding provided under this NOFO on a reimbursable basis. Recipients are expected to expend non-Federal funds at the required percentage concurrent with Federal funds throughout the period of performance.

The [FRA Grant Agreement Requirements](#) consist of three parts:

- Attachment 1: Standard Terms and Conditions;
- Attachment 2: Project-Specific Terms and Conditions; and
- Terms and Conditions Exhibits.

These templates are subject to revision. If selected for award, all three parts of the grant agreement will be incorporated into the final grant agreement.

- ii. Phased Funding Agreements: FRA may provide grant funding in phases through a Phased Funding Agreement (PFA) for Highly Rated Major Capital Projects. A PFA obligates an initial Partnership-NEC Program grant award in phased funding provisions as authorized by 49 U.S.C § 24911(g)(2). A PFA shall: (1) establish the terms of participation by the Federal Government in the project; (2) establish the maximum amount of Federal financial assistance for the Major Capital Project; (3) include the period of time for completing the Major Capital Project, even if such period extends beyond the period for which Federal financial assistance is authorized; (4) make timely and efficient management of the Major Capital Project easier in accordance with Federal law; and (5) if applicable, specify when the process for complying with National Environmental Policy Act of 1969 (NEPA) and related environmental laws will be completed for the Major Capital Project. FRA anticipates limiting the use of PFAs to Major Capital Projects that are currently in, or beginning, the Final Design and/or the Construction Lifecycle Stages. A PFA provides an initial obligation of a grant award and includes contingent commitments. Contingent commitments are not financial obligations of the Federal Government. Future obligated funds are subject to the availability of appropriations. FRA commits to provide funding as specified in the PFA for the duration of the Major Capital Project, provided the recipient continues to meet the terms of the PFA, and Congress appropriates sufficient Partnership-NEC Program funding for such purpose.

³ The Northeast Corridor Commuter and Intercity Rail Cost Allocation is available at: https://nec-commission.com/wp-content/uploads/2025-12-12_Cost-Allocation-Policy_v15.00_For-Publication.pdf

Applicants seeking a PFA must request a PFA in the project narrative and provide the additional information required in Section 4(a). Additionally, FRA may independently determine that a Major Capital Project is appropriate for a PFA.

- iii. Letters of Intent: FRA may issue a Letter of Intent (LOI) for a Major Capital Project. An LOI, authorized at 49 U.S.C. § 24911(g)(1), is a letter from FRA to a recipient announcing “an intention to obligate” an amount for a Major Capital Project from future budget authority. An LOI is a contingent commitment and is not a binding obligation of the Federal Government, but signals FRA’s intent to provide future Final Design and/or Construction Lifecycle Stage funding for Major Capital Projects. FRA anticipates issuing an LOI primarily to Major Capital Projects currently in, or beginning, the Project Development Lifecycle Stage. FRA may outline conditions and/or define readiness thresholds in the LOI that the recipient may use to inform its future funding requests under the Partnership Program. Applicants seeking an LOI must request an LOI in the project narrative and provide the additional information required in Section 4(a). Additionally, FRA may independently issue an LOI for a Major Capital Project.
- iv. Concurrent Applications: DOT and FRA may concurrently solicit applications for transportation infrastructure projects under several financial assistance programs. Applicants may submit applications for a project to one or more of these programs. In the application for funding under this NOFO, applicants must indicate the program(s) to which they submitted or plan to submit an application for funding the entire project or certain components, as well as highlight new or revised information in the application responsive to this NOFO that differs from any previously submitted application(s).

d. Eligible Projects

The following projects, including acquisition of real property interests, are eligible for funding under the Partnership-NEC Program:

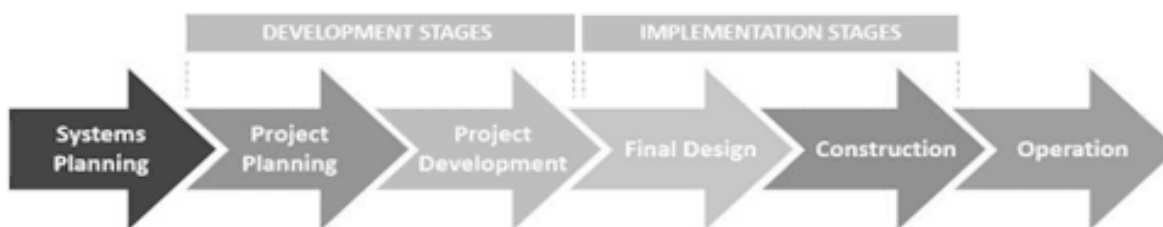
- i. A project to replace, rehabilitate, or repair infrastructure, equipment, or a facility used for providing intercity passenger rail service to bring such assets into a State of Good Repair.
- ii. A project to improve intercity passenger rail service performance, including reduced trip times, increased train frequencies, higher operating speeds, improved reliability, expanded capacity, reduced congestion, electrification, and other improvements, as determined by the Secretary.
- iii. A project to expand or establish new intercity passenger rail service.
- iv. A group of related projects described in paragraphs (i) through (iii).
- v. The planning, environmental studies, and Final Design for a project or group of projects described in paragraphs (i) through (iv).

For projects located on a shared corridor with Commuter Railroad Passenger Transportation or freight transportation, applicants must clearly demonstrate how the proposed project will benefit

Intercity Passenger Rail Transportation. The applicant must also demonstrate that the proposed project is a reasonable investment in Intercity Passenger Rail Transportation.

e. Project Lifecycle Stages

Applicants must align eligible Capital Project activities with the Lifecycle Stages outlined in FRA’s [Railroad Capital Project Guidance](#). If an application for more than one Lifecycle Stage is selected, FRA may obligate the funding in phases, by Lifecycle Stage (e.g., a first obligation for PE/NEPA and a second obligation for FD/Construction). In such cases, after the Recipient completes the scope of work under for the first obligation, FRA will evaluate the Recipient's compliance with the terms and conditions of the award and consistency with the scope, schedule, and budget proposed for all Lifecycle Stages in the application. FRA may, in its discretion, choose not to advance the project to the next Lifecycle Stage.



Systems Planning and Operation activities are not eligible under the Partnership-NEC Program.

FRA will only consider right-of-way acquisition for applications seeking eligible Construction funding. Applicants must identify whether their Capital Project includes the acquisition of real property interests. Any project that requires acquisition of real property is subject to requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, [42 U.S.C. § 4601](#) et seq. (Uniform Act) and its implementing regulations found at [49 CFR part 24](#).

3. PROGRAM DESCRIPTION

a. Program History, Funding, and Authorization

The Federal-State Partnership Program is authorized in Sections 22106 and 22307 of the Infrastructure Investment and Jobs Act (IIJA), Pub. L. No. 117-58 (November 15, 2021); 49 U.S.C. § 24911. Funding under this NOFO is made available by the Full-Year Continuing Appropriations and Extensions Act, 2025, Div. A Tit. I, Pub. L. No. 119-4 (March 15, 2025) (2025 Appropriation); the FY 2025 and 2026 Advance Appropriations for Partnership in Division J, Title VIII of the Infrastructure Investment and Jobs Act, Pub. L. No. 117-58 (November 15, 2021); and the Consolidated Appropriations Act, 2026, Div. D Tit. I Pub. L. No. 119-75 (February 3, 2026) (2026 Appropriation).⁴

b. Program Goal and Objectives

⁴ This notice also includes unawarded carryover from FY 2024 Advance Appropriations in IIJA. Should additional Partnership-NEC Program funds become available after the release of this NOFO, FRA may elect to award such additional funds to applications received under this NOFO. Any awards made under this NOFO are subject to the availability of appropriated funds.

The purpose of the Partnership Program is to reduce the State of Good Repair backlog, improve performance, or expand or establish new intercity passenger rail service. Program funding and selections are provided separately for projects located on and off the NEC. This notice solicits applications for projects located on the Northeast Corridor (NEC). The NEC is the main rail line between Boston, Massachusetts, and the District of Columbia; the branch rail lines connecting to Harrisburg, Pennsylvania, Springfield, Massachusetts, and Spuyten Duyvil, New York; and facilities and services used to operate and maintain these lines, consistent with [49 U.S.C. § 24911\(a\)\(3\)](#).⁵

The IIJA provided distinct Partnership Program selection criteria for projects located on the NEC and for projects not located on the NEC. For projects located on the NEC, the law requires FRA to make selections for Partnership-NEC funds consistent with the Northeast Corridor Project Inventory (NEC Project Inventory). FRA may select components or Lifecycle Stages of 2026 Inventory projects. FRA published the most recent NEC Project Inventory on April 17, 2026 (FY 2026 NECPI). The 2026 Inventory can be found at <https://railroads.dot.gov/elibrary/2026-northeast-corridor-project-inventory>.

This notice solicits applications in separate rounds for projects identified on the 2026 Inventory as further described in Section 5.d. **In the first round of applications, FRA will accept only applications for projects that are High Priority Major Station Projects with an identified Total Project Cost Estimate on the 2026 Inventory.** This aligns with the Administration’s goals of transforming legacy stations into world class transportation hubs while prioritizing fiscal responsibility and private sector expertise.

This NOFO describes available Partnership-NEC funding, application submission requirements, and the selection and evaluation criteria. Under this notice, FRA will select applications consistent with the 2026 Inventory.

4. APPLICATION CONTENTS AND FORMAT

Applicants must submit all required information and components of the application package, as described in this section, by the applicable deadline to be considered for funding.

a. Project Narrative

The Project Narrative may not exceed 25 pages in length (excluding cover pages, a table of contents, tables, and supporting documentation). FRA will not review or consider project narratives beyond the 25-page limitation. If applicable, applicants must clearly identify portions and cite page numbers of relevant information in supporting documents. The Project Narrative must adhere to the outline detailed below.

I. Cover Page: include a cover page that lists the required elements as outlined below in either a table or formatted list. Applicants may refer to FRA’s sample table to complete this element.⁶

⁵ For all defined terms in this NOFO, please see <https://railroads.dot.gov/elibrary/definitions-key-terms-discretionary-grant-programs> and the [2026 Inventory](#).

⁶ <https://railroads.dot.gov/elibrary/partnership-nec-fillable-cover-page>

Cover Page	
Project Title	
Applicant Name	
Amount of Partnership-NEC Program funding requested under this NOFO ⁷	\$
Total amount of proposed non-Federal cost share	\$
Amount of non-Partnership Federal funding (if applicable) including pending awards	\$
Total Project Cost	\$
Source(s) of proposed non-Federal cost share and other Federal funding (<i>provide funding amount by source</i>)	
Was a Federal grant application previously submitted for this Project? <i>If yes – please specify the program; funding year; and project title of the previous application. Identify any differences between the applications.</i>	
City(ies) where the project is located	
County(ies) where the project is located	
State(s) where the project is located	
Congressional district(s) where the project is located	
Lifecycle Stage(s) proposed to be funded by this NOFO	<input type="checkbox"/> Project Planning <input type="checkbox"/> Project Development <input type="checkbox"/> Final Design <input type="checkbox"/> Right-of-Way Acquisition ⁸ <input type="checkbox"/> Construction
Current Lifecycle Stage and its anticipated completion date	<input type="checkbox"/> Project Planning <input type="checkbox"/> Project Development <input type="checkbox"/> Final Design <input type="checkbox"/> Right-of-Way Acquisition

⁷ FRA will round funding requests down to the nearest whole dollar.

⁸ FRA will consider funding right-of-way acquisition only for applications which seek Construction funding.

	<input type="checkbox"/> Construction <u>Anticipated Date of Completion:</u>
Is the project located on real property owned by someone other than the applicant? <i>If yes – list real property owners and the nature of the property interest.</i>	
Host railroad/infrastructure owner(s) of project assets	
Other impacted project partners (including railroads, states, tenants)	
Has the applicant executed a cost share agreement consistent with 49 U.S.C. § 24905(c)(2)?	Yes/No/Pending/Not Applicable
Has the applicant executed an agreement with the host railroad regarding use of the railroad right-of-way where the project will be located consistent with 49 U.S.C. § 22905(c) ⁹ (if applicable)?	Yes/No/Pending/Not Applicable
Is the project expected to need a waiver under FRA’s domestic preference requirements? ¹⁰	Yes/No
LOI/PFA requested?	Yes/No
If LOI requested, provide amount of future request.	\$
If PFA requested, provide amount of request under this NOFO for initial obligation.	\$
If PFA requested, provide amount of request under this NOFO for contingent commitment (equal to the remaining amount of the project cost).	\$

II. Project Summary: Applicants must provide a 4–6 sentence summary of the proposed project and scope of work. The applicant should explain challenges the proposed project aims to address and summarize the intended outcomes that will result from the proposed project.

III. Grant Funds, Sources, and Uses of Project Funds: Applicants should provide a project budget that lists all funding sources (Federal and non-Federal), specifying how these will contribute to each Lifecycle Stage(s) and project activity, and present the data in year of expenditure dollars and percentages. FRA will not award more funding for a project than is requested in an application. If there is a discrepancy between materials, FRA will use the funding amounts shown on the applicant’s SF 424 as the amount requested for funding, as the SF 424 is the official amount requested from the Partnership-NEC Program.

⁹ FRA’s FAQs about Rail Improvement Grant Conditions, available at: <https://railroads.dot.gov/elibrary/frequently-asked-questions-about-rail-improvement-grant-conditions-under-49-usc-ss-22905c1>.

¹⁰ Funds are subject to the domestic preference requirement in 49 U.S.C. 22905(a) (FRA Buy America) and the Build America, Buy America Act, Pub. L. No. 117-58 (Nov. 15, 2021), sections 70901-52.

The project budget must be specific to the project scope described in the application. FRA encourages applicants to use its project funding templates, available below. For a Major Capital Project, as defined by FRA's Key Terms, applicants are encouraged to provide an annualized budget in year of expenditure dollars.

Applicants must specify whether non-Federal funds are currently available for the project, or if the applicant will need to secure the non-Federal funds upon selection. Applicants should submit evidence of secured non-Federal funds and other Federal funding including providing a Cost Share Agreement for shared benefits projects. If applicable, the applicant should provide the type, source and estimated value of any proposed in-kind contributions, as well as explain how the contributions meet the requirements in 2 CFR 200.306.

Applicants should explain whether the requested Federal funding under this NOFO must be obligated or spent by a certain date due to dependencies or relationships with other Federal or non-Federal funding sources, related projects, law, or other factors. Applicants should also identify other federal Funds the applicant is applying for or intends to use. Applicants should also indicate whether it anticipates securing financing for the project, as well as what the source, amount, and terms will be and confirm any such financing prior to obligation. All costs must be consistent with the terms of 2 CFR part 200 and FRA's Standard Terms and Conditions.

For PFAs, interest and other financing costs may be eligible, provided that such costs are not more than the cost of the most favorable financing terms reasonably available for the project at the time of borrowing, and the applicant has shown reasonable diligence in seeking the most favorable financing terms consistent with 49 U.S.C. § 24911(g)(2)(C)(iii).

PFA disbursements are not required to align with specific tasks that have operational independence; although, the project as a whole must achieve operational independence. Applicants are encouraged to identify meaningful milestones by which FRA can measure project progress for each forecasted funding request.

Applicants may use the following tables to describe project funding, and may use additional rows and columns, or additional project funding tables, as appropriate. For projects that include more than one component, applicants should articulate the Lifecycle costs by component. Applicants may include additional tables if multiple components are funded under the same Lifecycle Stage and/or Task.

Additionally, applicants should identify and describe Lifecycle Stage(s) and/or project component(s) that could be candidates for subsequent Partnership Program funding if such funding becomes available.

Table 1: Example project funding overview table for Capital Projects.

Lifecycle Stage	Project Component	Partnership-Federal Request	Partnership Non-Federal Funds	Other-Federal Funds (including in-kind)	Other Non-Federal Funds	Total
N/A	Project Administration and Management	\$	\$	\$	\$	\$
Project Planning		\$	\$	\$	\$	\$
Project Development	Environmental Review	\$	\$	\$	\$	\$
	Preliminary Engineering	\$	\$	\$	\$	\$
Final Design	Final Design	\$	\$	\$	\$	\$
	Right-of-Way Acquisition	\$	\$	\$	\$	\$
Construction		\$	\$	\$	\$	\$
Total		\$	\$	\$	\$	\$

Table 2. Example phased project funding agreement.

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

IV. Applicant Eligibility Criteria: Applicants must explain how they meet the eligibility criteria outlined in Section 2(a) of this notice. Where applicable, the applicant should include citations to enabling legislation in support of the applicant’s eligibility to receive Federal funds under the Partnership-NEC Program.

V. Project Eligibility Criteria: Applicants must include a statement confirming that the proposed project is consistent with the 2026 Inventory or, if inconsistent, provide a statement explaining and/or justifying that any significant changes that may affect the scope, schedule, or budget of the project are a result of materially changed infrastructure or service conditions, changes in Project Sponsor capabilities, or commitments. FRA will review all projects for consistency with the Inventory.

Projects shown on the 2026 Inventory as funded through Construction are assumed complete with no remaining Funding Need. If the applicant wishes to apply for funding to support a Lifecycle Stage for which Partnership funding has been awarded previously, the project narrative must include a justification to demonstrate why additional funding is necessary (e.g., significant changes in scope of project since award, partial funding awarded in prior years). Such applicants

should include how the federal and non-federal amounts from the previously selected project fit into the budget for the Total Project Cost.

VI. Detailed Project Description: Applicants must provide a detailed project description by project component and Lifecycle Stage as applicable, that expands upon the Project Summary. Provide additional background on the challenges the project aims to address; a summary of current and proposed railroad operations in the project area and service frequency, which should include identification of all railroad owners and operators; typical daily, weekly, or annual train counts by operator. Provide the primary expected project outcomes such as increased safety outcomes or reduced delays, improved rail network asset condition and performance, or similar outcomes and benefits; the expected users and beneficiaries of the project, including all railroad operators; and any other information the applicant deems necessary to justify the proposed project.

- A. Statement of Work: Provide a statement of work including specific project components and tasks by Lifecycle Stage, a proposed schedule, key objectives, milestones and deliverables.
- B. Environmental information, if applicable: Applicants should explain what Federal and, if appropriate, State, Tribal, and local environmental reviews and permits are likely required to implement the project, and the status of those reviews and permits.¹¹ If the applicant has not started the NEPA process for the project, the applicant should describe any preliminary environmental analysis completed, state the anticipated level of NEPA documentation needed (i.e., categorical exclusion, environmental assessment, or environmental impact statement), and identify the anticipated permits, approvals, and authorizations.
- C. Project Outcomes Table: Applicants should provide project outcome data consistent with Table 3, define the project area used, and indicate if the project area changes based on the data table. For example, ridership data may be tracked between passenger stations on either side of the project area, while delays may be tracked according to railroad interlockings on either side of the project area. Applicants are encouraged to provide the requested data to the maximum extent practicable. Appropriate rounding or best estimates are acceptable in instances where precise data is unavailable or to account for possible uncertainty. Where data is not available, applicants may provide a qualitative explanation of the anticipated impact of the project. It is anticipated that the format and prompts of Table 2 remain consistent for both improvements to existing passenger rail services and the development of new passenger rail services. For the latter, the passenger rail baseline or the No Build Scenario would be zero. Where data is irrelevant to your project, please mark “not applicable.”

¹¹ Additional information regarding FRA’s environmental processes and requirements are located at: <https://fra.dot.gov/environment>.

Table 1: Project Outcomes

Ridership in the Project Area				
	Current		Projected	
Total Annual Ridership				
Annual Intercity Passenger Rail (IPR) Ridership				
Annual Commuter Passenger Rail (CR) Ridership				
Train Counts in the Project Area				
	Current		Projected	
Total Weekly Trains				
Weekly IPR Trains				
Weekly CR Trains				
Weekly Freight Trains				
Operating Speeds in the Project Area				
	Current, IPR	Projected, IPR	Current, CR	Projected, CR
Average Operating Speed (mph)				
Highest Maximum Authorized Speed (mph)				
Lowest Maximum Authorized Speed (mph)				
Average Scheduled Travel Time (Time/Trip)				
Infrastructure-Related Delay in the Project Area				
	Current		Projected	
Annual Delay Minutes Attributed to Infrastructure				
Annual Delay Incidents Attributed to Infrastructure				
Asset Condition				
Provide the percentage of the Total Project Cost that will support replacement, rehabilitation, or repair of existing assets (either in-kind or with improved assets) versus addition of new assets that expand the capacity of the railroad network?	Existing Assets		New Assets	
	%		%	
Provide a brief description (1-2 sentences) of the asset condition assessment used to determine the condition ratings reported below.				

VII. Safety Data: Applicants are strongly encouraged to submit safety justifications for the project that rely on standardized, objective safety metrics and data.

VIII. Project Location: Applicants should include geospatial data for the project and a map. Geospatial data must be expressed in decimal degrees for latitude and longitude with at least five decimal places of precision. If the project includes a length of track or corridor development, the start and end coordinates for each corridor or segment must be provided. Additionally, applicants must include the Congressional districts in which the project will take place.

IX. Evaluation and Selection Criteria: Applicants must include a thorough discussion addressing how the proposed project meets the evaluation and selection criteria. As described in Section 6 of this notice, FRA will evaluate applications based on project readiness, technical merit, and project benefits/ outcomes.

FRA will evaluate all eligible and complete applications using the evaluation criteria outlined in this section to determine project readiness, technical merit, and project benefits/ outcomes. Applicants must answer the following evaluation and selection prompts.

- i. Project Readiness: FRA will evaluate project and applicant risk based on the applicant's preparedness and capacity to implement the proposed project.

Please describe the status of required NEPA actions; necessary agreements with infrastructure owners and project partners; and evidence that the project is ready to undertake the activities for the Lifecycle Stage in which funding is being sought.

- ii. Technical Merit: FRA will evaluate the degree to which the application describes a reasonable and appropriate approach to achieve the expected outcomes.

Please describe how the proposed project elements are appropriate for the funding request; the applicant's commitment of the necessary (legal, financial and technical) resources and skilled workforce to carry out the project; and the applicant's satisfactory continuing control over the use of and willingness to maintain the equipment or facilities.

- iii. Project Benefits/ Outcomes: FRA will evaluate whether the project as designed is likely to achieve the intended rail service benefits. Please describe how the proposed project benefits system and service performance; safety, competitiveness, reliability, trip or transit time, resilience; efficiencies from improved integration with other modes; and/or the ability to meet existing or anticipated demand, and any other benefits.

X. Project Implementation and Management: Applicants must describe proposed project implementation and project management arrangements. Applicants must include descriptions of the expected arrangements for project contracting (construction, maintenance, and operation),

contract oversight and control, change-order management, risk management, and conformance to Federal requirements for project progress reporting.¹²

Applicants should include a discussion of qualifications and the factors in 2 CFR 200.206(b); along with the proposed approach to assessing and mitigating project risk.

Applicants should explain how they will fulfill responsibilities that continue after closeout of the award such as use, maintenance, and disposition of property acquired or improved under the award, consistent with 2 CFR 200.345 and the FRA grant agreement.

For Final Design/Construction applications, applicants should describe the scale of track outages and type of outages expected to implement the project. Types of outages could include overnight outage, daytime outage, extended outage (e.g., 55-hour weekend outage), continuous outage, foul time, and no outage. Applicants should include a description of how rail service will be affected and how Project Sponsors will coordinate with other users of the railroad to assess and mitigate existing service. Applications should also include a description of the types of force account needs and associated risk expected for the implementation of the project, and the systems or plans that will be required to mitigate the risk. Force account types could include communications and signal; train and engine; electric traction; track; and bridges and buildings.

b. Additional Application Elements

Applicants must submit form SF 424: Application for Federal Assistance and Project Specific Terms and Conditions.

- i. SF 424: Application for Federal Assistance
- ii. Project Specific Terms and Conditions: This includes a Project Description and explanation of tasks in a Statement of Work (SOW) estimated project schedule, project budget, and performance measures (using Articles 4-7 of Attachment 2: Project Specific Terms and Conditions of FRA's grant template) for the proposed project if it were selected for award. The applicant should include sufficient detail in the tasks describing the expected outcomes of the proposed work to be performed. The SOW should also describe how the applicant will monitor progress toward completing project tasks and deliverables during a prospective period of performance. The applicant is required to include all four of the Articles (4-7) in its application. Applications that do not follow this format will be considered incomplete and may not be reviewed.

If an applicant requests funding for Major Capital Projects under Final Design/Construction, the applicant must attach (or link) the following supplemental material:

- A. Schedule in .pdf and either .mpp or .xer, reflecting:
 - The activities needed to accomplish the project work along with the duration of each activity, including completion of prerequisite activities (such as

¹² For examples and information about FRA Reporting Requirements, see FRA Reports, available at: <https://www.fra.dot.gov/Page/P0274>.

design, NEPA, funding, right-of-way acquisition, agreements, public involvement, permits/approvals) needed to begin delivery of the project defined by the application and indicating the project critical path;

- Logical sequence of the activities and major milestones, including project phasing and seasonal and/or third-party restrictions on Construction periods;
- Relationships between the activities; and
- Narrative description of schedule and basis and assumptions in the schedule; along with a summary of schedule risks; project completion timeline (month and year), including dates of substantial completion, final completion, and revenue service, along with the date when the Project Sponsor anticipates accepting the work; and level of detail commensurate with project size.

B. Cost estimate in .pdf and .xlsx formats, reflecting:

- All costs and value of resources needed or incurred for the Project Development, Final Design, and Construction, including design costs, right-of-way/right-of-way procurement, environmental mitigation, public outreach, Construction, overall project management, appropriate contingency for unknowns, costs/resources paid to third parties for work related to the project such as utility relocations;
- Correlation with the preliminary project design to estimate specific quantities for each work element and unit costs used and alignment with the project scope and project schedule; and
- A midpoint of Construction or annual escalation to year-of expenditure to account for cost escalation; Documentation of assumptions, methodologies, sources, and exclusions; Financing costs, itemized and shown separately; and Narrative description describing and explaining the logic, methods, assumptions, and calculations used the estimate.

C. Risk Assessment in .pdf and .xlsx formats, reflecting:

- An objective list of risks and explanation of each risk's potential impacts on the project, organized by risk category (e.g., market, design, right-of-way, utilities, permits, environmental, Construction, etc.);
- A scoring of each risk showing an objective judgment of relative severity of risk to project cost and to project schedule;
- Planned mitigations for each risk; and
- Number of identified risks, commensurate with project size.

D. A Project Management Plan as defined in [FRA's Railroad Capital Project Guidance](#), describing how the Major Capital Project will be implemented, monitored, and controlled to help the Applicant effectively, efficiently, and safely deliver the project on-time, within-budget, and at the highest appropriate quality.

Applicants may submit the following additional documents and forms. The Standard Office of Management and Budget (OMB) Forms needed for the electronic application process are available at: [Grants.gov](https://www.grants.gov).

- i. SF 424A/SF 424C: SF 424A – Budget Information for Non-Construction or SF 424C – Budget Information for Construction.
- ii. SF 424B/SF 424D: SF 424B – Assurances for Non-Construction or SF 424D – Assurances for Construction.
- iii. FRA F30: Certification Regarding Debarment, Suspension and Other Responsibility Matters, Drug-Free Workplace Requirements and Lobbying.¹³
- iv. FRA F 251: Applicant Financial Capability Questionnaire.¹⁴
- v. SF LLL: Disclosure of Lobbying Activities.

5. SUBMISSION REQUIREMENTS AND DEADLINES

a. Address to Request Application Package

To apply for funding under this announcement, all applicants are required to be registered as an organization with Grants.gov.¹⁵

FRA is committed to ensuring that information is available in appropriate alternative formats to meet the requirements of persons who have a disability. If you require an alternative version of files provided, please contact Sergio Coronado, Office of Rail Program Development, Federal Railroad Administration, 220 Binney Street, Cambridge, MA 02142. email: Sergio.Coronado@dot.gov.

The Electronic Business point of contact (EBiz POC) at the applicant's organization must respond to the registration email from Grants.gov and login at Grants.gov to authorize the applicant as the AOR. Please note there can be more than one AOR for an organization.

b. Unique Entity Identifier and System for Award Management (SAM)

To apply for funding, applicants must be properly registered in SAM before submitting an application, provide a valid unique entity identifier in its application, and continue to maintain an active SAM registration.

FRA may not make a grant award to an applicant until the applicant has complied with all applicable SAM requirements. If an applicant has not fully complied with the requirements by the time the Federal awarding agency is ready to make a Federal award, the Federal awarding agency may determine that the applicant is not qualified to receive a Federal award and use that determination as a basis for making a Federal award to another applicant. Late applications, including those that are the result of a failure to register or comply with Grants.gov applicant requirements in a timely manner, will not be considered. To submit an application through Grants.gov, applicants must follow the directions outlined here: [Discretionary Grants Application Process](#).

¹³ <https://railroads.dot.gov/elibrary/fra-f-30-certifications-regarding-debarment-suspension-and-other-responsibility-matters>.

¹⁴ <https://railroads.dot.gov/elibrary/fra-f-251>.

¹⁵ Additional information about the registration process is available at: <https://www.grants.gov/applicants/applicant-registration>.

c. Submission Instructions

- i. Actions Needed Prior to Applying: Please see SAM instructions as described in Section 5(b) of this notice.¹⁶ If an applicant has trouble at any point during this process, please call the [Grants.gov](https://grants.gov) Customer Center Hotline at 1-800-518-4726, 24 hours a day, 7 days a week (closed on Federal holidays).
- ii. Methods for Submitting: Applications must be submitted via [Grants.gov](https://grants.gov). Applicants who do not comply with all submission requirements described in this notice and submit applications through [Grants.gov](https://grants.gov) may not be eligible for award.

Applicants must complete and submit all required documents for the application. FRA welcomes the submission of additional relevant supporting documentation, such as planning, engineering, and design documentation, and letters of support from partnering organizations. Supporting documentation will not count against the project narrative 25-page limit.

For any supporting application materials that an applicant is unable to submit via [Grants.gov](https://grants.gov) (such as oversized engineering drawings), an applicant may submit an original and two (2) copies to Sergio Coronado, Office of Rail Program Development, Federal Railroad Administration, 220 Binney Street, Cambridge, MA 02142.

d. Submission Dates and Times

Applicants must submit complete applications to [Grants.gov](https://grants.gov) no later than 11:59 p.m. Eastern Time, on the applicable deadline referenced below. Applicants will receive a system-generated acknowledgement of receipt. FRA reserves the right to modify the following deadlines.

- **Application Round 1**: Only applications for High Priority Major Station Projects listed on the 2026 Inventory with an identified Total Project Cost Estimate may apply in Round 1. Applications for this Round 1 must be submitted no later than **May 5, 2026**
- **Future Application Rounds**: FRA will announce on its website subsequent application Round(s) and dates under this NOFO.

Please use generally accepted formats such as .pdf, .doc, .docx, .xls, .xlsx, and .ppt, when uploading attachments. While applicants may embed picture files, such as .jpg, .gif, and .bmp in document files, applicants should not submit attachments in these formats. Additionally, the following formats will not be accepted: .com, .bat, .exe, .vbs, .cfg, .dat, .db, .dbf, .dll, .ini, .log, .ora, .sys, and .zip.

e. Intergovernmental Review

Intergovernmental Review is required for this program. Applicants must contact their State's Single Point of Contact (SPOC) to learn about and comply with their State's process under [Executive Order 12372](https://www.federalregister.gov/documents/2021/01/20/2021-01-20-executive-order-12372).

¹⁶ <https://railroads.dot.gov/grants-loans/discretionary-grants-application-process>.

6. APPLICATION REVIEW INFORMATION

a. Completeness and Eligibility Criteria

FRA will first screen each application to determine if it is appropriate for the applicable round of applications (e.g., for Round 1, it is an application for a High Priority Major Station Project listed on the 2026 Inventory with an identified Total Project Cost Estimate). FRA will also screen for applicant and project eligibility, completeness, and the 20 percent minimum non-Federal cost share.¹⁷

Then, FRA will determine the degree to which the proposed project in each eligible and complete application is consistent with the 2026 Inventory. If inconsistent, FRA will determine whether there has been a material change to infrastructure or service conditions, changes in Project Sponsor capabilities or commitments, or other significant changes since publication of the 2026 Inventory, consistent with [49 U.S.C. 24911\(d\)\(1\)\(A\)](#). FRA will review the degree to which the Project Sponsor, Funding Need, Lifecycle Stage and Schedule, and Scope as provided in the submitted application are consistent with the 2026 Inventory. Project Sponsors must explain changes or inconsistencies between the 2026 Inventory and their submitted application to ensure compliance.

For projects that have a shared benefit to intercity and commuter rail services, FRA will determine whether Amtrak and the public authorities providing Commuter Rail Passenger Transportation at the eligible project location are in compliance with [49 U.S.C. 24905\(c\)\(2\)](#) and have identified funding for the intercity passenger rail share, the commuter rail share, and the local share of the eligible project before the commencement of the project. Applicants must identify these shares for the Lifecycle Stage(s) for which they are seeking funding (for example, an application seeking funding for Project Development must identify funding shares only for the Project Development Lifecycle Stage and not for the FD and Construction stages of the same project).

Applications that are determined to be incomplete, that are submitted by an ineligible applicant or for an ineligible project, that propose an insufficient non-Federal share, or that are inconsistent with or do not appear on the Inventory are ineligible and will not proceed to the evaluation criteria review.

b. Evaluation Criteria

FRA will evaluate all eligible and complete applications using the evaluation criteria outlined in this section to determine project readiness, technical merit, and project benefits/ outcomes.

- i. Project Readiness: In evaluating project readiness, FRA will evaluate project and applicant risk based on the applicant's preparedness and capacity to implement the proposed project, including whether the applicant is reasonably equipped to begin the project in a timely manner to meet its proposed schedule. FRA will evaluate whether

¹⁷ The cost-share requirements of 49 U.S.C. § 24911(f)(2) do not apply to the Union Station Redevelopment Corporation under this Notice consistent with Section 153 of the 2026 Appropriation.

the applicant is able to meet project milestones and use Federal funds efficiently to deliver the proposed project.¹⁸

FRA will evaluate the application for the degree to which –

- A. The application demonstrates strong project readiness, evidenced by status of required NEPA and environmental permitting readiness (if applicable).
 - B. The application identifies the appropriate Lifecycle Stage(s) for the proposed project, demonstrates that the project has completed or will complete any preceding Lifecycle Stage(s), and the project is able to complete all requirements of the identified Lifecycle Stage(s).
 - C. The applicant demonstrates project partner coordination and commitment, as applicable. The applicant may include letters of support or agreements detailing that funding is secured or able to be secured without undue delay.
 - D. The status and timeline of agreements, including the agreement required under 49 U.S.C. § 22905(c)(1), and other agreements necessary for the legal, financial, and technical capacity to complete the project, are sufficiently developed for the proposed project Lifecycle Stage.
 - E. The applicant demonstrates financial readiness, including commitment of funds from proposed non-Federal matching sources in the form of cost sharing agreements.
 - F. The application demonstrates an understanding of the risk, if any, related to force account work, the force account impact on project implementation, and the coordination and planning required to mitigate those risks.
 - G. The application demonstrates an understanding of track outages needed to complete the proposed Lifecycle Stage(s), if any, and that related systems to manage track outage needs are sufficiently advanced.
- ii. Technical Merit: In evaluating Technical Merit, FRA will evaluate the degree to which the application (inclusive of all submitted materials), is reasonable and appropriate to achieve the expected outcomes, necessary resources and workforce are committed to deliver the project, and the proposed project elements are appropriate for the project funding request. FRA will also consider applicant risk, including the applicant's past performance in developing and delivering similar projects.

FRA will evaluate the application for the degree to which –

- A. The tasks and subtasks outlined in the statement of work (SOW), estimated project schedule, and project budget (using Articles 4-6 templates) are appropriate to achieve the expected outcomes of the proposed project.
- B. The technical qualifications and experience of key personnel the applicant proposes to lead and perform the technical efforts, including the qualifications of the primary and supporting organizations, demonstrates the ability to fully and

¹⁸ Additional information on DOT's Project Readiness checklist can be found here: <https://www.transportation.gov/grants/dot-navigator/project-readiness-checklist-dot-discretionary-grant-applicants>.

successfully execute the proposed project within the proposed time frame and budget.

- C. The proposed project's business plan considers potential private sector participation in the financing, construction, or operation of the proposed project.
 - D. The applicant has, or will have, the legal, financial, and technical capacity to carry out the proposed project; satisfactory continuing control over the use of the equipment or facilities; and the capability and willingness to maintain the equipment or facilities.
 - E. The degree to which the applicant and project deploy innovative technology, encourage innovative approaches to project delivery, and incentivize the use of innovative financing.
- iii. Project Benefits/ Outcomes: Projects located on the NEC and included in the NEC Project Inventory provide a wide range of project outcomes that benefit intercity passenger rail service.

FRA will evaluate the application for the degree to which the project may –

- A. Bring assets into a State of Good Repair and reduce the NEC's State of Good Repair backlog;
- B. Improve intercity passenger rail service performance by increasing operating speeds in the project area;
- C. Improve intercity passenger rail service performance by reducing infrastructure-related delays in the project area; and
- D. Improve the intercity passenger rail experience at stations, as applicable.

For each of the evaluation criteria, FRA will use rubric ratings¹⁹ with applied criteria to evaluate whether the applications meet the defined thresholds.

In addition to the ratings described above, FRA will also apply the selection preferences described in Section 6(c) of this notice.

c. Selection Preferences

After completing the above review, FRA will make selections consistent with the Northeast Corridor Project Inventory published pursuant to 49 U.S.C § 24911(e)(1), unless necessary to address materially changed infrastructure or service conditions, changes in project sponsor capabilities or commitments, or other significant changes since the completion and publication of the 2026 Inventory.²⁰ Additionally, for projects that benefit intercity and commuter rail services, FRA will only make such selections when Amtrak and the public authorities providing commuter rail passenger transportation at the eligible project location are in compliance with 49 U.S.C § 24905(c)(2); and when projects identify funding for the intercity passenger rail share, the commuter rail share, and the local share of the eligible project before the commencement of the project.

¹⁹ <https://railroads.dot.gov/elibrary/partnership-nec-evaluation-rubrics>

²⁰ 49 U.S.C § 24911(d)

Further, FRA is interested in projects that align with the Administration’s focus on the American family and ensuring a more seamless travel experience. 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, such as adding mothers’ rooms, expanding waiting areas, adding new family restrooms, and creating children’s play areas.

d. Review and Selection Process

FRA will first screen each application to determine if it is appropriate for the applicable round of applications (e.g., for Round 1, it is an application for a High Priority Major Station Project listed on the 2026 Inventory with an identified Total Project Cost Estimate). FRA will also screen for applicant and project eligibility, application completeness, minimum cost share,²¹ and inventory consistency. Remaining applications receive an environmental screening and are evaluated against the project readiness criteria, technical merit criteria, and project benefits/outcomes criteria. All rated applications are then reviewed by a Steering Committee and Senior Review Team, who recommend awards for review and approval by the Secretary or his designee.

e. Risk Review

Before making a Federal award with a total amount of Federal share greater than the simplified acquisition threshold of \$250,000 (see [2 CFR 200.1](#) and [48 CFR 2.101](#) for definition of Simplified Acquisition Threshold), FRA will review and consider any information about the applicant that is in the designated integrity and performance system accessible through SAM (currently the Federal Awardee Performance and Integrity Information System (FAPIIS)). See [41 U.S.C. § 2313](#).

An applicant, at its option, may review information in the designated integrity and performance systems accessible through SAM and comment on any information about itself that a Federal awarding agency previously entered and is currently in the designated integrity and performance system accessible through SAM.

FRA will consider any comments by the applicant, in addition to the other information, in making a judgment about the applicant’s integrity, business ethics, and record of performance under Federal awards when completing the review of risk posed by applicants as described in [2 CFR 200.205](#).

7. AWARD NOTICES

a. Federal Award Notices

FRA will announce applications selected for funding in a press release and on FRA’s website after the application review period. This announcement is FRA’s notification to successful and unsuccessful applicants alike. Following this announcement, FRA will contact the point of contact listed in the SF 424 to initiate development of a project-specific agreement. This notification is not an authorization to begin proposed project activities. FRA requires satisfaction of applicable requirements by the applicant and a formal agreement signed by both the recipient and FRA, including FRA’s Standard Terms and Conditions and an approved scope, schedule,

²¹ The cost-share requirements of 49 U.S.C. § 24911(f)(2) do not apply to the Union Station Redevelopment Corporation under this Notice consistent with Section 153 of the 2026 Appropriation.

and budget, before obligating the grant. Prior to execution of a grant agreement, FRA reserves the right to withdraw or modify any selection.

b. Pre-Award Funding Restrictions

Consistent with 2 CFR 200.458, as applicable, FRA will only approve pre-award costs if such costs are incurred pursuant to the negotiation and in anticipation of the grant agreement and if such costs are necessary for efficient and timely performance of the scope of work. Under 2 CFR 200.458, grant recipients must seek written approval from FRA for pre-award activities to be eligible for reimbursement under the grant. Activities initiated prior to the execution of a grant or without FRA's written approval may be ineligible for reimbursement or matching contribution. Cost sharing or matching may be used only for authorized Federal award purposes.

8. POST-AWARD REQUIREMENTS AND ADMINISTRATION

a. Administrative and National Policy Requirements

Recipients of funds must comply with all applicable requirements of Federal law, including, without limitation, the Constitution of the United States; the conditions of performance, nondiscrimination requirements, and other assurances made applicable to the award of funds in accordance with DOT regulations; and applicable Federal financial assistance and contracting principles promulgated by the OMB. Unless otherwise stated in statutory or legislative authority, or appropriations language, all financial assistance awards follow the Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards at [2 CFR part 200](#) and [2 CFR part 1201](#). If DOT determines that a recipient has failed to comply with applicable Federal requirements, DOT may terminate the award of funds and disallow previously incurred costs, requiring the recipient to reimburse any expended award funds.

Assistance under this NOFO is subject to the grant conditions in [49 U.S.C. § 22905](#).²²

b. Reporting

- i. Progress Reporting on Grant Activity: Each applicant selected for a grant will be required to comply with all standard FRA reporting requirements. Pursuant to [2 CFR 170.210](#), non-Federal entities applying under this NOFO must have the necessary processes and systems in place to comply with the reporting requirements should they receive Federal funding.
- ii. Additional Reporting: Applicants selected for funding are required to comply with all reporting requirements in the standard terms and conditions for FRA grant awards including [2 CFR 180.335](#) and [2 CFR 180.350](#). If the total value of a selected applicant's currently active grants, cooperative agreements, and procurement contracts from all Federal awarding agencies exceeds \$10,000,000 for any period of

²² More information on labor protections can be found here: <https://railroads.dot.gov/elibrary/equivalent-labor-protections>. More information on 22905(c)(1) agreements can be found here: <https://railroads.dot.gov/elibrary/frequently-asked-questions-about-rail-improvement-grant-conditions-under-49-usc-ss-22905c1>. More information on FRA Buy America requirements can be found here: <https://railroads.dot.gov/legislation-regulations/buy-america/buy-america>

time during the period of performance of this Federal award, then the applicant must maintain the information reported to SAM and ensure that is made available in the designated integrity and performance system (currently the Federal Awardee Performance and Integrity Information System (FAPIIS)) about civil, criminal, or administrative proceedings described in award term and conditions of Article 3. This is a statutory requirement under Section 872 of Pub. L. 110–417, as amended ([41 U.S.C. § 2313](#)). As required by Section 3010 of Public Law 111–212, all information posted in the designated integrity and performance system on or after April 15, 2011, except past performance reviews required for Federal procurement contracts, will be publicly available.

- iii. **Performance Reporting:** If selected, recipients will be required to collect information and report on the project’s performance using measures mutually agreed upon by FRA and the recipient to assess progress in achieving strategic goals and objectives.
- iv. **DOT/FRA Program Evaluation:** Program Evaluation is an assessment using systematic data collection and analysis of one or more programs, policies, and organizations intended to assess their effectiveness and efficiency (5 U.S.C. § 311). Recipients and subrecipients are encouraged to incorporate program evaluation including associated data collection activities from the outset of their program design and implementation to meaningfully document and measure their progress. Allowable data and evaluation costs are specified in 2 CFR 200.455(c). As a condition of grant award, recipients may be required to participate in an evaluation undertaken by DOT, or another agency or partner. As a condition of award, recipients must agree to: (1) make records available to the evaluation official; (2) provide access to program records, and any other relevant documents to calculate costs and benefits; (3) in the case of an impact analysis, facilitate the access to relevant information as requested; and (4) follow evaluation procedures as specified by the evaluation official. Evaluation expenses are allowable costs (either as direct or indirect) unless prohibited by statute or regulation. (2 CFR part 200).

c. Data Sharing Requirements

As a condition of funding, recipients are required to share safety and technology-related data, if produced under the grant awards with FRA, following agreed-upon timelines to support safety assessment. Consistent with [2 CFR 200.315](#), recipients must ensure that FRA has access to safety and technology-related data generated under the award in a machine-readable format.

d. Critical Infrastructure Security, Cybersecurity, and Resilience

It is the policy of the United States to strengthen the security and resilience of its critical infrastructure against all hazards, including both physical and cyber threats, consistent with the - National Security Memorandum on Critical Infrastructure Security and Resilience (NSM-22). Each applicant selected for Federal funding under this notice must demonstrate, prior to the signing of the grant agreement, efforts to consider and address physical and cyber security risks relevant to the transportation mode and type and scale of the project. Projects that have not appropriately considered and addressed physical and cyber security and resilience in their

planning, design, and project oversight, as determined by the Department of Homeland Security, will be required to do so before receiving funds.

e. Domestic Preference Requirements

Funds made available under this notice are subject to the domestic preference requirement in 49 U.S.C. § 22905(a) (FRA Buy America) and the Build America, Buy America Act, Pub. L. No. 117-58, sections 70901-52. Major Capital Project applicants should include a domestic sourcing plan that provides details on the extent to which the materials covered by the plan are to be imported and the extent to which such materials can be sourced domestically. If applicants anticipate the need for a waiver of FRA’s Buy America requirements for a Major Capital Project, applicants should request a waiver in the domestic sourcing plan.

f. Federal Anti-Discrimination

Except where prohibited by court order, pursuant to Executive Order 14173, Ending Illegal Discrimination and Restoring Merit-Based Opportunity, as a condition of grant award, each Recipient must agree that its and its regulations’ compliance in all respects with the equal protection principles of the U.S. Constitution and all applicable Federal anti-discrimination laws and regulations is material to the government’s payment decisions for purposes of section 3729(b)(4) of title 31, United States Code.

Except where prohibited by court order, pursuant to Executive Order 14173, Ending Illegal Discrimination and Restoring Merit-Based Opportunity, as a condition of grant award, each Recipient must certify that it does not operate any programs promoting diversity, equity, and inclusion (DEI) initiatives that violate the U.S. Constitution or any applicable Federal anti-discrimination laws.

g. Compliance with Federal Law and Policies

Except where prohibited by court order, the applicant assures and certifies, with respect to any application and awarded Project under this NOFO, that it will comply with all applicable Federal laws, regulations, executive orders, policies, guidelines, and requirements as they relate to the application, acceptance, and use of Federal funds.

To the extent a court order bars the implementation or enforcement of one or more of these conditions or requirements with respect to a particular applicant or recipient, the Department will not implement or enforce the relevant condition(s) or requirement(s) against that applicant or recipient for as long as the order remains in place.

9. OTHER INFORMATION

All information submitted as part of or in support of any application shall use publicly available data or data that can be made public and methodologies that are accepted by industry practice and standards, to the extent possible. FRA encourages adherence to DOT Order 2100.7 regarding sound economic analysis and other benefits of projects, as well DOT Order 2100.9 regarding ensuring nondiscrimination and equal opportunity. If the application includes information the applicant considers to be a trade secret or confidential commercial or financial information, the applicant should do the following: (1) note on the front cover that the submission “Contains

Confidential Business Information (CBI)”; (2) mark each affected page “CBI”; and (3) highlight or otherwise denote the CBI portions.

The DOT regulations implementing the Freedom of Information Act (FOIA) are found at 49 CFR part 7 subpart C – Availability of Reasonably Described Records under the Freedom of Information Act which sets forth rules for FRA to make requested materials, information, and records publicly available under FOIA. Unless prohibited by law and to the extent permitted under the FOIA, contents of application and proposals submitted by successful applicants may be released in response to FOIA requests. The Department may share application information within the Department or with other Federal agencies if the Department determines that sharing is relevant to the respective program’s objectives.

The following links contain additional information for applicants:

- Partnership Program Page: <https://railroads.dot.gov/partnership-program>
- 2026 Inventory: <https://railroads.dot.gov/elibrary/2026-northeast-corridor-project-inventory>
- Railroad Capital Project Guidance: <https://railroads.dot.gov/elibrary/fra-guidance-development-and-implementation-railroad-capital-projects>
- FRA Grant Application Guide: <https://railroads.dot.gov/elibrary/fra-grant-application-guide>
- FRA Key Terms for Discretionary Grant Programs: <https://railroads.dot.gov/elibrary/definitions-key-terms-discretionary-grant-programs>

Issued in Washington, D.C.

A handwritten signature in blue ink that reads "David A. Fink". The signature is written in a cursive, flowing style.

David A. Fink
Administrator