



NEW GRANT OPPORTUNITIES FOR STATE SUPPORTED ROUTES

January, 2019

Federal State Partnership for State of Good Repair

CRISI

Restoration and Enhancement Grants

TIGER/BUILD

RRIF

INFRA

FEDERAL STATE PARTERSHIP FOR STATE OF GOOD REPAIR

- Authorized in FAST
- Originally intended for the NEC/Gateway
- \$25 million in FY'17
- 2018 Omnibus Appropriated \$250 million
- Requires a “Cost Allocation policy and Capital Allocation plan”, i.e. PRIIA #212.
Language amended so that a state would be eligible even if not all NEC states are in compliance with usage agreements, and to allow for non-NEC states to apply. In theory PRIIA#209 should apply.
- Language (from House version) does NOT direct FRA to give preference to projects with completed environmental and design work or fro critical at-risk projects.
- FRA NOFA came out in late November of 2018 . None came out for FY'17

Consolidated Rail Infrastructure and Safety Improvements (CRISI)

- Authorized in FAST
- \$62.5 million in FY'17 (June 21, deadline for applications)
- \$592.5 million in FY'18 (August NOFO) Second NOFO in October.
- “Catch-all” program that can fund projects in 11 eligible categories. Tracks, signals, stations, rolling stock, etc.
- Requires a BCA and a local share.
- Amtrak is an eligible applicant, but must assure our match is a non-federal match
- \$250 million is for “railroad safety technology, (PTC)
- Expands PTC deployment eligibility to include commuter rail lines.
- \$35 million set aside for a capital project that contribute to the initiation or restoration of intercity passenger rail (R&E)

Restoration and Enhancement Grants

- Authorized in FAST ACT
- Federal Program for “Operating funds”.
- \$20 million in FY’17 (May 2018 deadline for applications)
- \$20 million in FY’18
- Originally intended for the Gulf Coast service restoration
- Awaiting NOFA for the FY’18 funds.
- Former Amtrak routes are eligible for this program. Possible routes include New Orleans – Mobile, Northern Flyer and Duluth service.
- Made even more attractive by the CRISI set-aside.

TIGER 10

- TIGER is an Obama era legacy program for Transportation projects
- Amtrak is not an eligible applicant, but Amtrak infrastructure projects are eligible. Just need to be funded by a state/local government entity.
- \$500 million in FY'17
- \$1.5 billion in FY'18
- Program now called BUILD

RRIF

- Federal loan program for Railroad projects
- Can be used for facilities or rolling stock
- Requires a “credit risk premium”, which has made the program unappealing for most potential applicants.
- Omnibus provided \$25 million to cover the credit risk premium subsidy.
- Omnibus also made changes that allow for speedier repayment of the credit risk premium after a loan matures. Changes now define “cohorts” as loans provided for a fiscal year.

INFRA

- Authorized in FAST Act
- FTA program
- \$1.5 billion appropriated in FY'17
- \$ 0 in FY'18
- Primarily targeted to freight railroad congestion
- Amtrak is not an eligible applicant, but we can provide matching funds.
- States, multi state compacts and freight railroads can apply.
CREATE in Chicago or NC's Piedmont Improvement Application are good examples