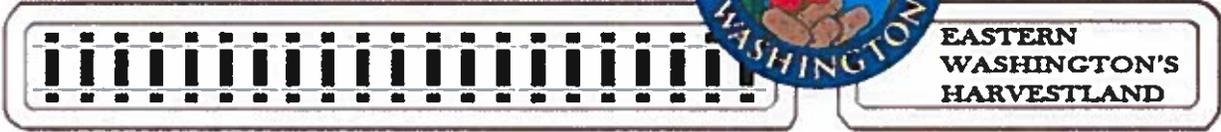


Connell Rail Interchange

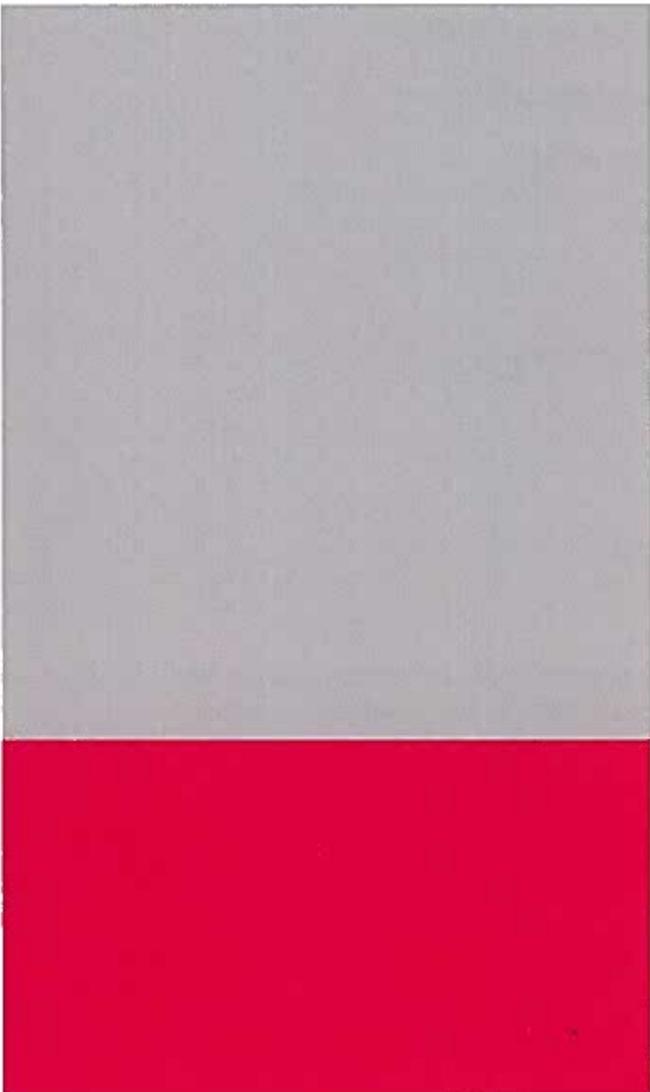


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For Growth!*



**EASTERN
WASHINGTON'S
HARVESTLAND**

FUNDING



Connell Rail Interchange

Grants and Funding Opportunities
Report

April 1, 2016





The City of Connell (City) , inconvenienced by an inefficient interchange that is limited to interchanging trains of about 2,000 feet total with significant delays to automotive traffic and railroads, has developed a new proposed configuration to improve efficiency as well as safety. The City has engaged the services of HDR to compile a list of the relevant funding opportunities for their proposed project.

The funding opportunities listed in this report are those that are found to be most relevant for the scope of the project required of the City:

- Nationally Significant Freight and Highway Project (FASTLANE)
- Transportation Investment Generating Economic Recovery (TIGER)
- Transportation Infrastructure Finance and Innovation Act (TIFIA)
- Railroad Rehabilitation and Improvement Financing (RRIF)
- Community Facilities Direct Loan & Grant Program
- Railway-Highways Crossing Program
- Public Works and Economic Adjustment Assistance Programs
- North American Railway Foundation
- Washington State Freight Rail Investment Bank
- Washington State Freight Rail Assistance Program
- Railroad Safety Technology Grant

This report summarizes the project description, eligibility requirements, evaluation criteria, and application process for the above programs. Of the 12 listed, four (4) are no longer accepting applications for the 2016 fiscal year.



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Nationally Significant Freight and Highway Projects (FASTLANE)

DESCRIPTION

This federal grant is meant to provide financial assistance to nationally and regionally significant freight and highway projects that align with the program goals to improve safety, efficiency, and the reliability of the movement of freight and people. This grant offers \$4.5 billion in assistance from 2016-2020 including \$800 million for 2016 from the FAST Act.

ELIGIBILITY REQUIREMENTS

Eligible projects include the following:

- Highway freight projects on the national highway freight network;
- Highway or bridge projects on the national highway system including in the national scenic area or meant to add capacity to improve mobility;
- Highway grade crossing or grade separation project; and,
- Freight project that is intermodal or freight rail project within boundaries of public or private rail, water or intermodal facility and is necessary to facilitate direct intermodal interchange, transfer or access into or out of the facility or will make significant improvement on the national highway freight network.

And demonstrate the following characteristics:

- Improve the highway network to combat the effects of population growth, to compete in a global economy, and to meet the needs of consumers and industry;
- Address freight bottlenecks that severely constrain system performance and capacity;
- Improve the safety, efficiency, and reliability of the movement of freight and people ;
- Enable more efficiency intermodal transportation;
- Minimize delays at international borders;
- Improve inadequate first and last mile segments;
- Modernize port facilities to meet the demands of the 21st century including connections between ports and their surface transportation systems;
- Improving roadways vital to energy security;
- Enhance the resiliency of critical intermodal infrastructure and helping protect the environment; and,
- Projects that will be prioritized are those that help connect people with vital services such as employment centers, hospitals, schools, and strengthen communities through neighborhood redevelopment.



ELIGIBLE APPLICANTS

Eligible applicants must meet one or more of the following objectives:

- Generate national or regional economic benefits and an increase in global competitiveness of the United States market;
- Reduce highway congestion and bottlenecks;
- Improve connectivity between modes of freight transportation;
- Enhance the resiliency of critical highway infrastructure and help protect the environment;
- Improve roadways vital to the national energy security;
- Address the impact of population growth in the movement of people and freight; and,
- Mitigate the impacts of freight movements on communities.

Projects are separated into three categories:

1. Large Projects

The minimum project size for qualifying to be considered a large project is the lesser of \$100 million or 30% of the State's Federal Aid apportionment (or 50% of the larger State's apportionment if located in two states). The grants must be at least \$25 million.

2. Small Projects

A project is considered small if it does not meet size requirements of a large project. These projects are eligible for a minimum award of \$5 million and must not exceed 60% of the future eligible project costs. 10% of funding is set aside for small projects.

3. Rural Projects

Rural projects are defined as those in an area outside an urbanized area with a population of over 200,000. The cost share and minimum grant awards criteria are the same for projects located in rural and urban areas. 25% of funding is set aside for these rural projects.

PROJECT ELIGIBILITY REQUIREMENTS

- Should be reasonably expected to begin construction within 18 months;
- The project should serve needs not already met under existing Federal funding and should facilitate coordination with and leverage funds from States, local governments, metropolitan planning organizations, and representatives of public and private multimodal transportation; and,
- Federal funding from this grant can't exceed 60% of the total eligible project costs and only an additional 20% can come from other sources of Federal funding.

ELIGIBLE PROJECT COSTS

The grant money allocated to these projects can only be used for the following costs:

- Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities; and,
- Construction, reconstruction, rehabilitation, acquisition of real property (including land related to the project and improvements to the land), environmental mitigation, construction contingencies,



acquisition of equipment, and operational improvements directly related to improving the system performance.

APPLICATION PROCESS

Applications must be submitted through Grants.gov.

<https://www.transportation.gov/sites/dot.gov/files/docs/2016%20FASTLANE%20Grants%20NOFO%20FR.pdf>



Transportation Investment Generating Economic Recovery Grants

DESCRIPTION

The Transportation Investment Generating Economic Recovery (TIGER) grant is to be used to fund capital investments in surface transportation infrastructure that will have a significant impact on the nation, a region, or a metropolitan area. This grant will recognize projects that advance key transportation goals such as safety, innovation, and opportunity. The funding is allocated to transit (28.5%), Planning (1.3%), Rail (21.4%), Road (32.7%), Bicycle and Pedestrian (4.6%) and Port (11.4%).

The Tiger grant has been through seven rounds since 2009, providing funding to a total of 381 applications requesting \$4.6 billion. The minimum amount awarded is \$5 million (or \$1 million for rural projects) and the maximum grant awarded is \$100 million. Rural areas are defined by the US Census Bureau.

PROJECT ELIGIBILITY REQUIREMENTS

- Successful projects will leverage resources, encourage partnership, catalyze investment and growth, fill a critical void in the transportation network, or provide a substantial benefit to the nation, region, or metropolitan area in which the project is located.
- TIGER will allocate awards that ensure equitable geographic distribution of funds and an appropriate balance in addressing the needs of both rural and urban areas.
- Matching Requirement: This grant can only cover up to 80% of the project cost (100% for rural projects).
- No more than 20% of funding will be allocated to one State.

ELIGIBLE APPLICANTS

The eligible applicant requirements of TIGER allow project sponsors at the State and local level to obtain funding that is more difficult to support through traditional DOT programs. These applicants can include municipalities, counties, port authorities, tribal governments, MPOs, or others in contrast to traditional Federal programs which provide funding to very specific groups of applicants.

ELIGIBLE PROJECTS

- Highway or bridge projects eligible under title 23;
- Public transportation projects eligible under chapter 53 of title 49, US code;
- Port infrastructure investments (including inland port infrastructure and land ports of entry);
- Intermodal projects;
- Passenger and freight rail transportation projects; and,
- Project component if this component independently meets minimum award amounts, independently aligns with well with the selection criteria, and meets National Environment Policy Act requirements with respect to independent utility.



EVALUATION CRITERIA

The applicants are evaluated based on the following criteria:

Primary Selection Criteria

- Improved safety;
- Economic competitiveness;
- State of good repair;
- Quality of life; and,
- Environmental Sustainability

Secondary Selection Criteria

- Innovation;
- Partnerships;
- Applicants must demonstrate the responsiveness of a project to pertinent selection criteria with the most relevant information that they can provide, regardless of whether that information has been specifically requested or identified in the notice; and,
- Applicants must provide evidence of the feasibility of reaching project milestones, financial capacity and commitment in order to support project readiness.

SUCCESS RATE

Over the course of the Tiger Program, 381 projects out of 6,700 applications were awarded funding. This is a success rate of 5.7%.

In the seventh and most recent round, 39 projects out of 627 eligible won funding (success rate of 5.4%).

APPLICATION PROCESS

- The applicant must create an account on 'Grants.gov', a process that usually takes 2-4 weeks to complete.
- The applicant must obtain a data university numbering system (DUNS) number.
- Register with the System for Award Management (SAM) at SAM.gov.
- Applications must include the standard form 424 (application for federal assistance), the project narrative, and any additional required attachments. Application should include evidence of project readiness and include a description of how the project addresses the needs of the area, creates economic opportunity, and sparks community revitalization, particularly for disadvantaged groups.
- Application should follow the guideline of steps one through eight: 1. Project Description 2. Project Location 3. Project Parties 4. Grant Funds and Sources 5. Selection Criteria 6. Cost Benefit Analysis Results 7. Project Readiness 8. Federal Wage Rate Certification.

<https://www.transportation.gov/sites/dot.gov/files/docs/2016%20TIGER%20NOFO%20FR.pdf>



Transportation Infrastructure Finance and Innovation Act

DESCRIPTION

The TIFIA provides direct loans, loan guarantees and standby lines of credit to finance surface transportation projects of national and regional significance. The grant will provide the lesser of up to \$50 million or 33.3% of a State's annual apportionment of federal aid funds.

ELIGIBILITY REQUIREMENTS

- The grant will only cover a maximum of 33% of eligible project costs;
- Must be supported in part or whole by user charges or other non-Federal dedicated funding sources and be included in the State's transportation plan;
- Foster partnerships that attract public and private investment for the project;
- Creditworthiness: ability to satisfy creditworthiness standards, achieve investment grade rating, and adequate coverage requirements to ensure repayment; and,
- Construction can occur no later than 90 days after execution of a TIFIA credit instrument.

PROJECT ELIGIBILITY REQUIREMENTS

This grant provides support to following projects:

- Any type of project eligible for federal assistance through existing surface transportation programs is eligible;
- International bridges and tunnels;
- Intercity passenger bus and rail facilities and vehicles;
- Publicly owned freight rail facilities;
- Private facilities providing public benefit for highway uses;
- Intermodal freight transfer facilities or projects providing access to such facilities; and,
- Service improvements on or adjacent to the national highway system and projects located within the boundary of a port terminal under certain conditions.

ELIGIBLE APPLICANTS

The following stakeholders can apply for a TIFIA grant:

- State or group of states;
- Metropolitan planning organization serving an urbanized area with a population above 200,000;
- Unit of local government or a group of local governments;
- Political subdivision of a State or a group of local governments;
- Special purpose district or public authority with a transportation function, including a port authority;
- Federal land management agency that applies jointly with a State or group of States;
- Tribal government or a consortium of tribal governments; and,



- Multistate or multijurisdictional group of entities described above.

EVALUATION CRITERIA

The projects will be evaluated against the following criteria:

- Environmental impact;
- Significance to the national transportation system;
- Extent to which the project generates economic benefits;
- Extent to which the project leverages private capital;
- Extent to which the project promotes innovative technologies; and,
- Senior debt must be rated investment grade by two rating agencies unless the project cost is less than \$75 million.

APPLICATION PROCESS

- Must submit detailed letters of interest to the department of transportation for evaluation on creditworthiness and other eligibility requirements
- Complete letter of interest form found at the following page:
<https://www.transportation.gov/tifia/tifia-letter-interest-form-doc>
- Application form is found at the following page
https://www.transportation.gov/sites/dot.gov/files/docs/TIFIA_Application_Form.pdf



Railroad Rehabilitation and Improvement Financing

DESCRIPTION

This program provides direct loans and loan guarantees up to \$35 billion to finance the development of railroad infrastructure. Priority is given to those that provide public benefits, including benefits to public safety, the environment, and economic development. The grant can be used to finance up to 100% of a railroad project with repayment periods up to 35 years and interest rates equal to the government cost of borrowing.

ELIGIBLE PROJECTS

Funding can be used for the following projects:

- Acquire, improve, or rehabilitate intermodal or rail equipment or facilities, including track, components of track, bridges, yards, buildings and shops.
- Refinance outstanding debt incurred for the purposes listed above.
- Develop or establish new intermodal or railroad facilities.

ELIGIBILITY REQUIREMENTS

- Must purchase steel, iron, and other manufactured goods produced in the United States for the project.
- Cannot use financing for operating expenses.
- There are no matching requirements.

ELIGIBLE APPLICANTS

- Railroads;
- State and local governments;
- Government sponsored authorities or corporations; and,
- Group of two or more entities, at least one of which is a railroad, in a joint venture

APPLICATION PROCESS

- The pre-application generally begins with a meeting with FRA staff.
- Applications, once submitted, are vetted for completeness.
- Upon acceptance, an outside advisor to FRA begins an independent due diligence of the application that takes 45 days, followed by another 45 day internal analysis.
- Applications are then transmitted to the DOT Secretary's Office and the Office of Management and Budget for final decision.

<http://www.fra.dot.gov/Page/P0128>



Community Facilities Direct Loan & Grant Program

DESCRIPTION

This program provides affordable funding to develop essential community facilities in rural areas. An essential community facility is defined, by this grant, as a facility that provides an essential service to the local community for the orderly development of the community in a primarily rural area and does not include private, commercial, or business undertakings. This grant has annual appropriation of \$2billion from the Federal government.

PROJECT ELIGIBILITY REQUIREMENTS

- Facilities to serve a rural area with no more than 20,000 people;
- To construct, purchase, or improve essential community facilities, purchase equipment, and pay related project expenses;
- Priority is given to healthcare, education, and public safety projects;
- Must demonstrate that the proposed community facility has substantial community support; and,
- Grants can only cover up to 75% of the cost.

ELIGIBLE APPLICANTS

- Public bodies;
- Community-based non-profit corporations; and
- Federally-recognized Tribes.

These applicants must have the following characteristics:

- Applicant must be eligible for grant assistance, which is provided on a graduated scale with smaller communities with the lowest median household income being eligible for projects with a higher proportion for grant funds;
- Applicants must be unable to fund the project from their own resources and/or through commercial credit at reasonable rates and terms; and,
- The project must demonstrate substantial public support and facilities must serve rural areas.

APPLICATION PROCESS

- Request a Data Universal Numbering System (DUNS) Number.
- Register with the System for Award Management (SAM).
- Applications are handled by the USDA Rural Development field offices.
- Approximately 45 days are needed to handle the pre-applications to determine applicant eligibility, project priority status, and funding availability.
- After the full application is submitted, the amount of time to process the application depends on project scope, environmental review, and legal issues.

<http://www.rd.usda.gov/programs-services/community-facilities-direct-loan-grant-program>



Railway-Highways Crossings Program

DESCRIPTION

This grant provides funds towards reducing the number of fatalities, injuries, and crashes at public grade crossings. They have \$350 million set aside for 2016 grants, and \$235million-\$245million for 2017-2020.

PROJECT ELIGIBILITY REQUIREMENTS

- Funds are eligible for projects at all public crossings including railways, bike trails and pedestrian paths.
- Fifty percent of a State's apportionment is dedicated for the installation of protective devices at crossings.
- The FAST Act extends eligibility to include projects at grade crossings to eliminate hazards posed by blocked crossings due to idling trains.
- Can be used as an incentive for local agencies to close public crossings provided there are matching funds from the railroad.
- Funds can be used for local agencies to provide matching funds for State-funded projects.
- Grade crossing elimination projects can include new grade separations, relocation of highways, adjustment of railroads, and crossing closure with other construction.
- Grade crossing improvement projects include installation of standard sign and pavement markers, installation or replacement of active warning devices, upgrading of active warning devices, crossing illumination, crossing surface improvements, and general site improvements.
- Projects are prioritized considering their relative safety improvements as determined by a FHWA accident prevention model which takes into consideration average daily traffic, number of train improvements per day, maximum train speed, and crash history.
- Projects are funded at a 90% Federal share.

APPLICATION PROCESS

<http://safety.fhwa.dot.gov/xings/>



Public Works and Economic Adjustment Assistance Programs

DESCRIPTION

This grant provides funding from \$100,000 - \$3million for promoting innovation and competitiveness, preparing America's regions for economic growth and success in the worldwide economy.

PROJECT ELIGIBILITY CRITERIA

- Foster job creation;
- Attract private investment;
- Leverage regional assets to support the implementation of regional economic development strategies;
- Matching requirement of 50%;
- Priority is given to long-term, coordinated, and collaborative regional economic development;
- Promote innovation and competitiveness;
- Strategies and investments that connect regional economies with the worldwide marketplace; and,
- Additional consideration is given to projects that respond to sudden and severe economic dislocations including natural disasters, promote the revitalization of brownfields, and enable the transition of base closure and realignment impacted communities.

ELIGIBLE APPLICANTS

- Native American tribal governments;
- Special District, State, City or township, or County governments;
- Nonprofits;
- Public and State controlled institutions of higher education;
- Private institutions of higher education; and,
- Native American tribal organizations

APPLICATION PROCESS

Apply through [Grants.gov](https://www.grants.gov)

- The following forms must be submitted: application for federal assistance, application for investment assistance, budget information for construction projects, assurances for construction projects, certification regarding lobbying, and disclosure of lobbying activities.
- If the requested assistance is over \$100,000, there will be a review of the regional director's recommendation and information provided about the project, including job creation/retention and private investment projections to see if the project deserves further consideration.
- If the project is found to be deserving of further consideration, the Regional Office will request additional documents depending on the type of project and a legal review.
- After awarding, grant winners must provide project outcomes for regular review to the EDA.

<https://www.eda.gov/how-to-apply/>



North American Railway Foundation

DESCRIPTION

The purpose of this funding is to explore, nurture, and support railroad safety, efficiency and technology and to educate about the history of railroads. The foundation supports nonprofit projects that exemplify these objectives. Funding for projects since 2015 has totaled \$15 million.

PROJECT ELIGIBILITY REQUIREMENTS

- Must use union labor when possible.
- Projects must support railroad safety, efficiency and technology and provide education about the history of railroads.

APPLICATION PROCESS

- Provide information about the project: summary, vision, background, resources, project details, and timeframe.
- Application must be mailed, not submitted online (by June 10th).
- The application can be found at the following page:
<http://www.narfoundation.org/Web%20Project%20Application.pdf>



Freight Mobility Strategic Investment Program

This application deadline has passed for FY2016

DESCRIPTION

This grant is available for projects that are ready to go into construction from 2016-2021 and \$10 million is set aside for the 2016-2019 time period.

PROJECT ELIGIBILITY REQUIREMENTS

- Eligible applicants include cities, ports, counties and the Washington State Department of Transportation;
- Eligible projects must be on a designated strategic freight corridor and must be listed as a part of a State or local transportation plan; and,
- Projects should improve or mitigate the movement of freight through local communities.

PROJECT EVALUATION CRITERIA

- Projects are ranked according to their impact on the environment, safety, freight mobility, and economy; and
- Additional ranking considerations include the critical timing of the project (such as deteriorating infrastructure), cost, and description of any special issues such as public support.

See Appendix C for summary and weighting of evaluation criteria.

APPLICATION PROCESS

- Submissions are due March 14th and the preliminary selection is April 25th.
- Application is to be submitted on black and white, single sided, 8-1/2 x 11 papers and not to exceed 16 pages. Any maps, drawings, and photos can be in color. The font size should be a minimum of 12.
- Documents must include a project summary, funding detail, project narrative, answer questions related to the project impact on freight mobility, economy, safety, environment, critical timing of the project, cost, and description of any special issues.

<http://www.fmsib.wa.gov/Call4Projects/2016%20FMSIB%20Call%20for%20Projects%20guidelines.pdf>



Washington State Freight Rail Investment Bank

The application deadline has passed for FY2016

DESCRIPTION

The Washington State Freight Rail Investment Bank is a loan program available to the public sector. This is intended to be used by smaller projects or a small part of a larger project, where State funds would enable the project to be completed. \$5 million is allocated for the 2015-2017 biennium. Repayment period must be shorter than ten years and interest will only be enough to recover the administrative costs to administer loans.

ELIGIBLE APPLICANTS

- Publicly owned railroads;
- Port districts;
- Rail districts; and,
- Local governments.

PROJECT ELIGIBILITY REQUIREMENTS

- Loans are only made available to the public sector.
- Matching requirement of 20%.
- The loan maximum is \$250,000 but could be higher depending on the amount of qualifying applications received and caliber of the proposed projects.

EVALUATION CRITERIA

Projects must have one or more of the following criteria:

- Improve freight mobility;
- Increase economic development opportunities;
- Increase domestic and international trade;
- Preserve or add jobs;
- Reduce roadway maintenance and repair costs;
- Reduce traffic congestion;
- Improve port access;
- Enhance environmental protection;
- Enhance safety;
- Benefits must outweigh the costs;
- Support economic viability of branch lines or light density lines;
- Maintain adequate mainline capacity; and,
- Preserve or restore rail corridors and infrastructure



Benefits to the state must include one of the following: advance economic development goals, leverage State participation by allocating cost responsibilities among beneficiaries, or demonstrate that there is a low likelihood of obtaining public benefits without public involvement.

Weighting:

- 40 points will be allocated for providing value to the community as expressed in dollar amounts in terms of state, local, or freight system benefits.
- 35 points will be allocated regarding strategic benefit as expressed by its importance to future development of the rail line, the area, the specific business, etc.
- 25 points for matching funds scaled according to the contribution

PROJECT EXAMPLES

- Rehabilitate tracks, or restore tracks that were removed;
- Upgrade tracks to handle heavier rail cars and/or improve system velocity;
- Provide a rail connection to existing industries not currently served by rail;
- Develop rail infrastructure that can be proven essential to attract new business;
- Repair damaged rail infrastructure;
- Increase rail system capacity and/or velocity in general;
- Preserve a rail corridor;
- Improve connections to a port or transload facilities;
- Construct transload or other facilities; and,
- Purchase or rehabilitate railroad equipment.

APPLICATION PROCESS

- The deadline for the 2015-17 application was October 9th, 2015.
- Include information regarding project description, contact information, project schedule, cost, proposed funding, benefit cost analysis, project sustainability, safety improvements, urgent need, rail line preservation, reducing system-wide delays, coordination with other agency goals, project business plan, operations plan, and financial plan.
- Benefits can be classified as shipper benefits, reduction in roadway impacts, economic development and job creation, reduction in greenhouse gas emissions, tax revenue generated, reduction in maintenance expense, operating costs, provide public benefit, and other benefits.
- Send the completed application form to the Washington State Department of Transportation Freight Systems Division Office.
- More than one application can be submitted.

<http://www.wsdot.wa.gov/NR/rdonlyres/D19550BB-D0D4-48B1-A1FF-45015CEF8D02/107563/FRIBApplicationPacket2016.pdf>



Washington State Freight Rail Assistance Program

The application deadline has passed for FY2016

DESCRIPTION

This grant is administered by the WSDOT and provides funding to projects that are shown to maintain or improve the freight rail system in the State and benefits the State's interests with \$970,000 in funding available for the 2015-2017 biennium.

PROJECT ELIGIBILITY REQUIREMENTS

- Must be shown to maintain or improve the freight rail system.
- Similar to Washington State Freight Rail Investment Bank project evaluation criteria.
- Projects are open to the public and private sector.

Weighting:

- 25 points are allocated for economic development.
- 15 points for project sustainability.
- 10 points for financial and/or in-kind participation by local agency, railroad, private companies, and other sources.
- 10 points for safety improvements or urgent needs.
- 10 points for preservation of rail corridor.
- 10 points for geographic balance.
- 5 points for reduction of delay on statewide railroad system.
- 5 points for reduction in greenhouse gases.
- 5 points for reduced impact on roads.
- 5 points for environmental benefits.

APPLICATION PROCESS

- The applicant must provide a detailed business plan that is subject to a cost benefit analysis to ensure they are guaranteeing public benefits.
- Representatives from the Washington State Department of Commerce, Freight Mobility Strategic Investment Board, and the Washington Public Ports Association.
- The applicant can self-score 80% of their marks which are based on such things as own financial contribution and number of additional jobs that the project will contribute to the area.
- See Washington State Freight Rail Investment Bank for required application information.

<http://www.wsdot.wa.gov/NR/rdonlyres/95D3F802-2333-46C2-A656-8287CC05F5F6/37951/QuickReferenceGuide.pdf>



Railroad Safety Technology Grant

The application deadline has passed for FY2016

DESCRIPTION

The Rail Safety Improvement Act of 2008 established this grant to facilitate the deployment of train control technologies, train control component technologies, processor-based technologies, electronically controlled pneumatic brakes, rail integrity inspection systems, rail integrity warning systems, switch position indicators and monitors, remote control power switch technologies, track integrity circuit technologies, and other new or novel railroad safety technology.

PROJECT ELIGIBILITY REQUIREMENTS

- Grants are eligible for passenger and freight rail carriers, railroad suppliers, and State and local governments for projects that have a public benefit of improved railroad safety and efficiency.
- Matching requirement of 20%.

APPLICATION PROCESS

- Reviews will be made immediately following the solicitation close date.
- Applications must be made electronically through Grants.gov.

<https://www.federalregister.gov/articles/2016/04/05/2016-07780/fy-2016-railroad-safety-technology-grant-funds>



Summary of Available Funding Sources

Grant	Source	Amount Available	Application Due Date
1 Nationally Significant Freight and Highway Projects (FASTLANE)	Federal	\$800 Million FY 2016	4/14/2016
2 Transportation Investment Generating Economic Recovery Grants	Federal	\$500 Million FY 2016	4/29/2016
3 Transportation Infrastructure Finance and Innovation Act	Federal	\$275 Million FY 2016	Rolling Application Process
4 Railroad Rehabilitation and Improvement Financing	Federal (FRA)	\$35 Million	NA
5 Community Facilities Direct Loan & Grant Program	Federal	\$2 Billion	NA
6 Railway-Highways Crossings Program	Federal (FHWA)	\$350 Million	NA
7 Public Works and Economic Adjustment Assistance Programs	Federal (Dept of Commerce)	\$3 Million	NA
8 North American Railway Foundation	Private	NA	6/10/2016
9 Freight Mobility Strategic Investment Program	WA State	\$10 Million	3/14/2016
10 Washington State Freight Rail Investment Bank	WA State	\$5 Million	9/9/2015
11 Washington State Freight Rail Assistance Program	WA State	\$970,000	9/9/2015
12 Railroad Safety Technology Grant	Federal (FRA)	\$25 Million	5/20/2016

