

Grant Opportunities for Rail Station Development

The following listing of federal and non-federal grant programs is meant to act as a guide for communities that are looking for funding sources for rail station development. We have gathered the most relevant opportunities into this package, but may have missed a few in our research; if you know of another useful program, contact us (www.GreatAmericanStations.com) and we will investigate it and add the information to the list for the benefit of others.

The grant program information comes from federal government agency websites, the federal government's web-based grants clearinghouse (www.grants.gov), and other sources, such as state program websites. We have tried to arrange the information in a simple and consistent layout. All grant opportunities are grouped by federal agency/organization. The sample ordering below starts with the first line of a typical entry and ends with the last line:

- Federal agency/organization name
 - Name of department within the agency (if multiple grant programs exist under a department, the department name is stated once, at the top of the listing)
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- Name of the grant program
 - Relevant weblink
 - Filing date for the grant program
 - Eligibility requirements for the grant program
 - Description of the grant program
 - Actual example of how funds were used (we tried to always use real examples, but where none were found we have suggested a manner in which the funds might be utilized)
 - Financing for the grant program
 - Appropriation or total award amount for the listed fiscal year

Words or phrases in red are meant to highlight important keywords or essential program details. It might be useful to utilize this established vocabulary when writing your grant proposal.

Please keep in mind that this package is a distillation of the numerous, often lengthy documents issued by each agency. If a program seems appropriate for your needs, please visit the agency website and read the official, detailed grant listing that has been posted. Most of the necessary forms for each program can be found at www.grants.gov.

Please note also that some grant opportunities might be pursued alone; others in unison with neighboring communities within the state or region. Your organization will know how to best approach these opportunities.

To the best of our knowledge, the information in this package is up to date as of July 7, 2009. Please check with the appropriate agency for future program updates.

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Federal Grant Opportunities for Rail Station Development

U.S. Department of Energy

National Energy Technology Laboratory (NETL)

1. ARRA – Energy Efficiency and Conservation Block Grants (EECBG)

(<http://www07.grants.gov/search/synopsis.do;jsessionid=d2zZKWJGhgQc5MwvwMTQsq2xhJF7c0rZB5Gs y9G4g5f5gpQxwJw!1550745562>); and
(<http://www.iccsafe.org/government/Toolkit/stimulus/GrantInformation.pdf>)

Filing Date: June 25, 2009, 8:00:00 PM, Eastern Standard Time

Eligibility: States, U.S. territories, and units of local governments (cities and counties and their equivalents).

Description: The purpose of the EECBG Program is to assist eligible entities in creating and implementing strategies to reduce fossil fuel emissions in a manner that is environmentally sustainable and, to the maximum extent practicable, maximizes benefits for local and regional communities; reduces **the total energy use of the eligible entities**; and **improves energy efficiency in the building sector**, the transportation sector, and other appropriate sectors.

For example, a successful project might include the installation of Light Emitting Diode (LED) light fixtures in a station, parking lot, and platform.

Financing: The majority of funds will be distributed to a state's largest cities and counties; states will determine how the remaining funds are allocated to smaller local governments. Contact your local government or state official for more details.

Appropriation: \$2.7 billion dollars. This program received its first funding under the American Recovery and Reinvestment Act (ARRA) of 2009; check with your local government for information on future fiscal year funding.

U. S. Department of Commerce

Economic Development Administration (EDA)

2. Public Works and Economic Development Facilities Program

3. Economic Adjustment Assistance Program

4. Global Climate Change Mitigation Incentive Fund

<http://www.eda.gov/PDF/FY09%20ARRA%20FFO%20-%20FINAL.pdf>

Filing Date: Applications are accepted on a continuing basis and processed as received.

EDA encourages the submission of only those applications that will significantly benefit regions with distressed economies, i.e. high levels of unemployment, low income levels, large concentrations of low-income families, significant declines in per capita income, large numbers (or high rates) of business failures, reduced tax bases, or substantial loss of population because of the lack of employment opportunities.

Eligibility: District organization; state, city, or other political subdivision of a state, including a special purpose unit of a state or local government engaged in economic or infrastructure development activities, or a consortium of political subdivisions; and a public or private non-profit organization or association acting in cooperation with officials of a political subdivision of a state.

Description: **1. Public Works and Economic Development Facilities Program**

EDA will provide Public Works investments to support the **construction or rehabilitation of essential public infrastructure and facilities** necessary to generate or retain private sector jobs and investments, attract private sector capital, and promote regional competitiveness, **including investments that expand and upgrade infrastructure to attract new industry.**

For example, it could be argued that public rail facilities, especially those serving commuter rail or acting as multimodal centers, create a catalyst for an agglomeration of businesses attracted by the mobility options presented by the rail station. Improved transportation access benefits the region by providing competitive transit choice for residents and workers, as well as direct jobs for those working for the transit system.

Appropriation: \$146 million
(FY 2008)

Description: **2. Economic Adjustment Assistance Program**

The Economic Adjustment Assistance Program provides a wide range of technical, **planning and infrastructure assistance** in regions experiencing adverse economic changes that may occur suddenly or over time.

For example, it could be argued that modern rail facilities are but one important piece in a larger transportation network. By creating a strong, holistic transportation system that takes into account rail, air, vehicle, and water transport, a region increases its competitiveness; maintaining a vibrant and flexible system better allows regions to weather economic change.

Appropriation: \$42 million
(FY 2008)

Description: **3. Global Climate Change Mitigation Incentive Fund**
(<http://www.eda.gov/PDF/FY08EDAPFFOFINAL.pdf>)

From amounts otherwise made available for the economic development assistance programs, EDA aims to benefit projects that seek technologies and strategies which employ the principles of **reduced energy consumption**, reduced harmful gas emissions, and **sustainable development**. EDA recognizes that eco-friendly systems may have significant upfront costs and anticipates that these funds will be used to accommodate increased project costs associated with such mitigation efforts.

For example, a station might be retrofitted to be more eco-friendly as part of a larger community or regional effort to modernize infrastructure systems in order to increase regional competitiveness and create jobs.

Appropriation: \$9.4 million
(FY 2008)

General Information Applicable to all Three Programs:

All investment applications will be competitively evaluated primarily on their ability to satisfy one (1) or more of the following investment policy guidelines:

- Be market-based and results driven; will positively move a regional economic indicator measured on EDA's Balanced Scorecard.
- Have strong organizational leadership.
- Advance productivity, innovation and entrepreneurship by enhancing regional industry clusters and leveraging and linking technology innovators to the private sector to create conditions for greater productivity, innovation, and job creation. Will also **bolster critical infrastructure** (e.g., transportation, communications, specialized

training) to prepare economic regions to compete in the world-wide marketplace.

- Look beyond the immediate economic horizon, anticipate economic changes, and diversify the local and regional economy with success in achieving a rising standard of living. **Advance the goals of linking historic preservation and economic development** as outlined by Executive Order 13287, “Preserve America” and **support the economic revitalization of brownfields.**
- Exhibit high levels of local government or non-profit matching share funds and private sector leverage; clear and unified leadership and support by local elected officials; and strong cooperation between the business sector, relevant regional partners, and local, state, and federal governments.

Potential applicants are responsible for demonstrating to EDA, by providing statistics and other appropriate information, the nature and level of economic distress in the region in which the proposed project will be located.

The project must also be located in a region that meets one (or more) of the following economic distress criteria:

- An unemployment rate that is, for the most recent 24 month period for which data are available, at least one percentage point greater than the national average unemployment rate;
- Per capita income that is, for the most recent period for which data are available, 80 percent or less of the national average per capita income; or
- A “Special Need,” as determined by EDA.

Priority consideration will be given to areas of the nation that have experienced sudden and severe economic dislocation and job loss due to corporate restructuring.

Financing: Generally, the amount of the EDA grant may not exceed 50 percent of the total cost of the project. Projects may receive an additional amount that shall not exceed 30 percent, based on the relative needs of the region in which the project will be located, as determined by EDA. Cash contributions preferred, but in kind contributions are acceptable if approved by EDA.

U.S. Environmental Protection Agency

Wastewater Management (WM)

5. Clean Water State Revolving Fund (CWSRF)

(<http://www.epa.gov/owm/cwfinance/cwsrf/>)

Eligibility: Municipalities, communities of all sizes, farmers, homeowners, small businesses, and nonprofit organizations.

Description: The CWSRF program is available to fund a wide variety of water quality projects including non-point source and watershed protection or restoration, as well as more traditional municipal wastewater treatment projects. Through the CWSRF program, each state and Puerto Rico maintain **revolving loan funds to provide independent and permanent sources of low-cost financing** for a wide range of water quality infrastructure projects.

CWSRF funds might be particularly useful for station renovation projects that involve the **reconstruction or construction of a parking lot**. By incorporating “green” features such as bioswales and permeable pavements, “green” parking lots can be made to effectively filter and cleanse stormwater through natural processes before it seeps into the water table or is dumped into a more conventional stormwater system. This is particularly beneficial in areas in which non-point source pollution is an issue. Non-point source pollution does not originate at one location, such as a contaminated sewage outlet, but originates at many points, and is generally picked up by runoff that moves over the ground, concentrating it into a potent mix that can harm watersheds.

Areas containing or adjacent to endangered watersheds would be highly eligible for CWSRF funds, and the EPA is still looking to fund pilot “green” projects which might be undertaken at any station. Retrofitting or creating “green” infrastructure benefits the environment, is often cheaper than more conventional stormwater systems, **and allows for the integration of Americans with Disabilities Act (ADA) compliant components such as ramps**. Other station features such as greenroofs or greywater recycling systems might also qualify for CWSRF funds.

For example, Seattle Public Utilities used a 20 year, 1.5 percent CWSRF loan of \$2,715,000 to install innovative natural drainage elements, such as bioswales, compost-amended soil reservoirs, and porous pavement in a new neighborhood development. These green infrastructure additions have been designed to improve stormwater management in the 303(d) listed Longfellow Creek Watershed, an important watershed for spawning salmon. The development project has been designed to provide significant benefits to water quality, wet weather flow reduction, habitat protection, and public outreach and education. For more examples, go to http://www.epa.gov/owmitnet/cwfinance/cwsrf/green_if.pdf

Financing: Funds to establish or capitalize the CWSRF programs are provided through federal government grants and state matching funds (equal to 20 percent of federal government grants). CWSRF monies are loaned to communities and loan repayments are recycled back into the program to fund additional water quality

protection projects. CWSRFs partner with banks, nonprofits, local governments, and other federal and state agencies to provide the best water quality financing source for their communities.

CWSRF loans **can have interest rates as low as 0 percent, and cover up to 100 percent of a project's costs**. Loans are usually paid off over 20 years or the useful life of the project - which ever is less - with repayment commencing within one year of project completion.

Appropriation: \$689 million
(FY 2008)

U.S. Department of Housing and Urban Development (HUD)

Community Planning and Development (CPD)

6. Community Development Block Grants (CDBG)

<http://www.hud.gov/offices/cpd/communitydevelopment/programs/>

Filing Date: Varies; contact your local government or regional HUD officer for more information.

Eligibility: Generally local governments, non-profit agencies, and community development organizations. Contact your local government or HUD regional office to explore the CDBG process in your community.

Description: The CDBG program works to ensure decent affordable housing, to provide services to the most vulnerable in our communities, and to **create jobs through the expansion and retention of businesses**. A grantee must develop and follow a detailed plan that provides for and encourages citizen participation.

The annual CDBG appropriation is allocated between states and local jurisdictions called "non-entitlement" and "entitlement" communities respectively. Entitlement communities are comprised of central cities of Metropolitan Statistical Areas (MSAs); metropolitan cities with populations of at least 50,000; and qualified urban counties with a population of 200,000 or more (excluding the populations of entitlement cities). States distribute CDBG funds to non-entitlement localities not qualified as entitlement communities.

CDBG might be useful in restoring a station in a community interested in using historic preservation and heritage tourism as an economic development tool, or for a project in which station restoration/improvement figures in a larger mixed use development constructed to revitalize a neighborhood.

For example, Westmoreland County, PA used CDBG funds in the restoration of the historic train station in Greensburg, which now houses offices and retail in

addition to passenger rail facilities. For more information about CDBG and historic preservation, see
[\(\[http://www.mainstreet.org/MediaLibrary/HUD_Historic_Pres_and_CDBG_Use.pdf\]\(http://www.mainstreet.org/MediaLibrary/HUD_Historic_Pres_and_CDBG_Use.pdf\)\)](http://www.mainstreet.org/MediaLibrary/HUD_Historic_Pres_and_CDBG_Use.pdf)

Financing: HUD determines the amount of each grant by using a formula comprised of several measures of community need, including the extent of poverty, population, housing overcrowding, age of housing, and population growth lag in relationship to other metropolitan areas. Funding is distributed to states, which then redistribute these funds to units of local government.

Over a 1, 2, or 3-year period, as selected by the grantee, not less than 70 percent of CDBG funds must be used for activities that benefit low- and moderate-income persons.

Appropriation: \$3.9 billion; appropriations made each year.
(FY 2009)

U.S. Department of the Interior

National Park Service (NPS)

7. Save America's Treasures Grants (SAT)

[\(<http://www.nps.gov/history/hps/treasures/index.htm>\)](http://www.nps.gov/history/hps/treasures/index.htm)

Filing Date: The grant cycle usually runs from March to May.

Eligibility: Nonprofit, tax-exempt 501(c), U.S organizations; units of state or local government.

Description: Eligible **activities include preservation and/or conservation** work on nationally significant intellectual and cultural collections and nationally significant historic properties. Historic properties include historic districts, buildings, sites, structures and objects.

Grantees who accept SAT funding must agree to obtain a preservation easement on the property. A preservation easement is a voluntary legal agreement that protects a significant historic, archaeological, or cultural resource. It must run for no less than 50 years from the date it is registered with the county and must cover the entire property (unless the NPS feels that a partial easement would be acceptable, though this is unusual). Most easements are held by the State Historic Preservation Office (SHPO) in which the property is located; however, NPS will approve other entities if they are determined capable of holding and enforcing an easement. Once recorded, an easement becomes part of the property's chain of title and usually "runs with the land" in

perpetuity, thus binding not only the owner who grants the easement but all future owners as well.

For example, the Maryland Institute College of Art received SAT funds to restore Baltimore's 1896 Mt. Royal Station. Currently serving as studio space, the school has made great effort to maintain the building's connections to its rail heritage.

Financing: Awards for historic properties range from \$125,000-\$700,000 (federal share). Requires a dollar-for-dollar non federal match in cash or contributions in kind. Recipients generally have 2-3 years to use the total funds.

Appropriation: \$20 million
(FY 2009)

U.S. Department of Transportation

Federal Transit Administration (FTA)

8. Rail and Fixed Guideway Modernization Grants (Sec. 5309)

(http://www.fta.dot.gov/funding/grants/grants_financing_3558.html)

Filing Date: Varies; contact the state agency in charge of administering the program.

Eligibility: Public bodies and agencies (transit authorities and other state and local public bodies and agencies thereof) including states, municipalities, other political subdivisions of states; public agencies and instrumentalities of one or more states; and certain public corporations, boards, and commissions established under state law.

Description: A "fixed guideway" refers to any transit service that uses exclusive or controlled rights-of-way or rails, entirely or in part. The term **includes heavy rail, commuter rail**, light rail, monorail, and trolleybus.

Eligible purposes are capital projects to modernize or improve existing fixed guideway systems, including purchase and rehabilitation of rolling stock, track, line equipment, structures, signals and communications, power equipment and substations, **passenger stations and terminals**, security equipment and systems, **maintenance facilities and equipment**, operational support equipment including computer hardware and software, system extensions, and preventive maintenance.

For example, Rail and Fixed Guideway Modernization Grants totaling \$11.5 million were used by the Tri-County Commuter Rail Authority (Tri-Rail) of South Florida in the late 1990s and 2000s to significantly enhance the service reliability of commuter rail in the rail corridor owned by the Florida Department of Transportation (FDOT). Tri-Rail constructed a second mainline track,

rehabilitated the signal system, and provided station and parking improvements. For more information, see <http://ntl.bts.gov/lib/7000/7600/7625/chapters/FtLaudTriR1.html>

Financing: The formula for allocating funds contains seven tiers; a threshold level of more than one mile of fixed guideway is required to receive these funds. Distribution follows the model of 80 percent federal, 20 percent local.

Appropriation: \$1.6 billion
(FY 2009)

9. Rural and Small Urban Areas Grants (Sec. 5311)

(http://www.fta.dot.gov/funding/grants/grants_financing_3555.html)

Filing Date: Varies; contact the state agency in charge of administering the program.

Eligibility: Public bodies and agencies (transit authorities and other state and local public bodies and agencies thereof) including states, municipalities, other political subdivisions of states; public agencies and instrumentalities of one or more states; and certain public corporations, boards, and commissions established under state law.

Description: This program provides formula funding to states for the purpose of **supporting public transportation in areas of less than 50,000 populations**. Eighty percent of the statutory formula is based on the nonurbanized population of the states. Twenty percent of the formula is based on land area.

Funds may be used for **capital, operating, and administrative assistance** to state agencies, local public bodies, Indian tribes, and nonprofit organizations, and operators of public transportation services. The state must use 15 percent of its annual apportionment to support intercity bus service, unless the Governor certifies, after consultation with affected intercity bus providers that these needs of the state are adequately met.

For example, using \$100,000 available through ARRA, the state of Washington plans to make improvements at Columbia Station, a multimodal facility in Wenatchee, WA that serves Amtrak, local and regional bus services, and a trolley network. Work would include painting the station, Amtrak platform, shelters, railings, and light poles.

Financing: The maximum FTA share for operating assistance is 50 percent of the net operating costs. **Projects to meet requirements of ADA, the Clean Air Act, or bicycle access projects, may be funded at 90 percent federal match.**

Appropriation: \$438 million
(FY 2009)

10. Transportation for Elderly Persons and Persons with Disabilities Grant (Sec. 5310)

(http://www.fta.dot.gov/funding/grants/grants_financing_8348.html)

Filing Date: Varies; contact the state agency in charge of administering the program.

Eligibility: State and local governments and nonprofit organizations.

Description: This program provides formula funding to states for the purpose of assisting municipalities and private nonprofit groups in **meeting the transportation needs of the elderly and persons with disabilities** when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs.

For example, it might be argued that the funding of ramps, wheelchair lifts, and other ADA features at stations improves the ability of those with disabilities to navigate rail systems, especially in areas where commuter rail is prominent.

Financing: Funds are apportioned based on each state's share of population for these groups of people; local matches are required. Once the FTA approves the application, funds are available for state administration of its program and for allocation to individual subrecipients within the state.

Appropriation: \$136 million
(FY 2009)

11. New Freedom Program Grants (Sec. 5317)

(http://www.fta.dot.gov/funding/grants/grants_financing_3549.html);

(http://www.fta.dot.gov/documents/FTA_New_Freedom_Fact_Sheet_Sept05.pdf) and

(<http://www.federalgrantswire.com/new-freedom-program.html>)

Filing Date: Varies; contact the state agency in charge of administering the program.

Eligibility: Private non-profit organizations; state or local governmental authorities; operators of public transportation services, including private operators of public transportation services; and tribal governments.

Description: The New Freedom formula grant program aims to provide additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the work force and full participation in society. The New Freedom formula grant program seeks to reduce barriers to transportation services and **expand the transportation mobility options available to people with disabilities beyond the requirements of the Americans with Disabilities Act (ADA) of 1990.**

*For example, city of Springfield city utilities in Springfield, MO received \$53,000 in grant funds to **enable the construction of ADA accessibility features** at bus stops that would enhance access for bus riders with disabilities, those without disabilities, and the elderly. ADA accessibility pads, sidewalks, and curb-cuts will be constructed and bus benches and bus shelters will be installed.*

*New Jersey Transit retrofitted the South Amboy Station, which involved the construction of a center-island high-level platform and appurtenant facility **improvements at a station not identified as a key station under the ADA**. The new platform will allow for greater access to the South Amboy trains. These improvements will improve customer convenience and provide for safer boarding and deboarding. The improvements will provide greater accessibility for all persons with physical impairments, including persons using wheelchairs and other mobility aids.*

This grant program might be particularly helpful for stations that serve commuter rail or that operate as multimodal centers.

Financing: Funds are allocated through a formula based upon population of persons with disabilities. The federal share is not to exceed 80 percent of the net project cost for capital expenses, or 50 percent of net operating costs of the projects for operating assistance. The federal share may be 90 percent for the cost of vehicle-related equipment attributable to compliance with the American with Disabilities Act and the Clear Air Act. Up to 10 percent of a recipient's New Freedom allocation may be used for planning, administration, and technical assistance. Matching share requirements are flexible to encourage coordination with other federal programs that may provide transportation, such as Health and Human Services or Agriculture.

Appropriation: \$101 million
(FY 2009)

12. Surface Transportation Program

http://www.fta.dot.gov/funding/grants/grants_financing_3786.html

Filing Date: Varies; contact your state DOT for more information.

Eligibility: States, local governments, and Indian tribes.

Description: The Surface Transportation Program (STP) funds may be used (as capital funding) for **public transportation capital improvements**, car and vanpool projects, **fringe and corridor parking facilities**, bicycle and pedestrian facilities, and intercity or intracity bus terminals and bus facilities. As funding for planning, these funds can be used for surface transportation planning activities, wetland mitigation, transit research and development, and environmental analysis. Other eligible projects under STP include transit safety improvements and most transportation control measures.

For example, Washington State DOT will use a \$5.74 million Surface Transportation Program (STP) Enhancement as partial funding to improve Seattle's downtown King Station, which serves both Amtrak and commuter rail. The renovation will bring the building up to modern codes and standards, improve space and amenities for the traveling public and transportation employees, and preserve the historic character of the building. Improvements will include seismic upgrades; new electrical, heating and ventilation systems; a new ticket/information office; restoration of the plaster ceiling, marble and tile in the waiting room; new signage and wayfinding; and restoration of the grand staircase. A parking lot at 4th and Jackson Streets will be rebuilt as a new pedestrian plaza. For more information, see [\(http://www.wsdot.wa.gov/projects/rail/kingstreetstationrenovation/\)](http://www.wsdot.wa.gov/projects/rail/kingstreetstationrenovation/)

Financing: Distribution of funds follows the model of 80 percent federal, 20 percent local.

Appropriation: \$6.6 billion
(FY 2009)

13. Congestion Mitigation and Air Quality Improvement Program

<http://www.fhwa.dot.gov/environment/cmaq06gd.pdf>) and
http://www.fta.dot.gov/funding/grants/grants_financing_3786.html)

Filing Date: Varies; contact your state DOT or Metropolitan Planning Organization for more information.

Eligibility: Communities, private entities, or public private partnerships. Most states have geographic zones upon which funds are focused; contact your state DOT or regional FTA office to learn about your status.

Description: The Congestion Mitigation and Air Quality Improvement Program (CMAQ) has the objective of improving the nation's air quality and managing traffic congestion. Eligible activities under CMAQ include **transit system capital expansion and improvements that are projected to realize an increase in ridership**; travel demand management strategies and shared ride services; and pedestrian and bicycle facilities and promotional activities that encourage bicycle commuting. **Projects which simply include routine maintenance to transit facilities are not eligible for CMAQ funds. Any initiative must demonstrate air quality benefits.** Programs and projects are funded in air quality nonattainment and maintenance areas for ozone, carbon monoxide, and small particulate matter that reduce transportation-related emissions.

For example, Portland, OR used CMAQ funds to create a more inviting pedestrian realm around its lightrail stops in an effort to increase usage. (<http://www.fhwa.dot.gov/environment/cmaqpgs/amaq/03cmaq9.htm>)

Grants through CMAQ are probably best pursued by stations that are contemplating expansion, which serve commuter rail, or are multimodal and project increased ridership due to better access and/or improved station condition.

Financing: Funds are apportioned to states based on a formula that considers the severity of their air quality problems. Distribution of funds to local governments and organizations generally follows the model of 80 percent federal, 20 percent local.

Appropriation: \$1.8 billion
(FY 2009)

14. National Highway System Grants

(http://www.fta.dot.gov/funding/grants/grants_financing_3786.html)

Filing Date: Varies; contact your state DOT or local FTA official for more information.

Eligibility: State and local governments.

Description: The National Highway System (NHS), established in 1995, provides funding for a wide range of transportation activities. Eligible transit projects under the NHS program include **fringe and corridor parking facilities**, bicycle and pedestrian facilities, carpool and vanpool projects, and **public transportation facilities in NHS corridors**, where they would be cost effective and improve the level of service on a particular NHS limited access facility.

For example, an eligible project might be the construction or renovation of a parking lot at an outlying rail station that serves commuter lines. By providing the parking facilities on the fringe, residents are encouraged to park their vehicles outside of the Central Business District and commute in by train, thereby lessening demand on major access routes.

Financing: Distribution of funds follows the model of 80 percent federal, 20 percent local.

15. Transportation Investment Generating Economic Recovery (TIGER) Grants for Surface Transportation (**Under Development**)

(<http://www07.grants.gov/search/search.do;jsessionid=GFlkKbzSpjXpBJW66qpgznNvTVWPnTjf3WpMjSM8FpdpMmLCChSQ!1115390264?oppld=47147&flag2006=false&mode=VIEW>)

Filing Date: Original closing date for applications: September 15, 2009. For filing information, see <http://edocket.access.gpo.gov/2009/pdf/E9-11542.pdf>

Eligibility: Funds under this program will be awarded to state and local governments, including U.S. territories, tribal governments, transit agencies, port authorities, other political subdivisions of state or local governments, and multi-state or

multi-jurisdictional applicants. Recipients of Recovery Act funds and their first tier sub-awardees will be required to have a DUNS number (www.dnb.com) and a current registration in the Central Contractor Registration (www.ccr.gov).

Description: TIGER Discretionary Grants will be awarded based on their long term benefits and the number of jobs created and preserved. The following types of long-term outcomes will be given priority:

- State of Good Repair: **Improving the condition of existing transportation facilities and systems**, with particular emphasis on projects that minimize lifecycle costs.
- Economic Competitiveness: contributing to the economic competitiveness of the United States over the medium- to long-term (**including the efficient and effective use of transportation infrastructure**).
- Livability: Improving the quality of living and working environments and the experience for people in communities across the United States (**includes congestion reduction, increased accessibility for the disadvantaged**).
- Sustainability: Improving energy efficiency, reducing dependence on oil, reducing greenhouse gas emissions and benefitting the environment.
- Safety: Improving the safety of U.S. transportation facilities and systems.

Jurisdictional and stakeholder collaboration is also of great importance to project selection. The US Department of Transportation (U.S. DOT) will assess the project's involvement of non-federal entities and the use of non-federal funds, including the scope of involvement and share of total funding. **The U.S. DOT will give priority to projects that receive financial commitments from, or otherwise involve, state and local governments, other public entities, or private or nonprofit entities**, including projects that engage parties that are not traditionally involved in transportation projects, such as nonprofit community groups. The U.S. DOT will give priority to projects that make effective use of community-based organizations in connecting disadvantaged people with economic opportunities.

An applicant should clearly demonstrate the extent to which the project cannot be readily and efficiently completed without federal assistance.

Financing: Award ceiling: \$300,000,000 per project/award floor: \$20,000,000 per project. **The U.S. DOT may waive the \$20,000,000 minimum grant size for the purpose of funding significant projects in smaller cities, regions, or states.**

The federal share of the costs for which expenditure is made under this program may be up to 100 percent; however, the U.S. DOT will give priority to projects that require a contribution of federal funds in order to complete an overall financing package.

Appropriation: \$1.5 billion.

Federal Highway Administration (FHWA)

16. Transportation Enhancement Grants (TE)

(<http://www.fhwa.dot.gov/environment/te/1999guidance.htm#policy>)

Filing Date: Varies; consult your state DOT for more information.

Eligibility: The project sponsor for a TE project is usually an organization with the authority to tax. That could include state, county, city and municipal governing bodies. Oftentimes, nonprofit organizations or community groups that wish to sponsor a TE project will submit an application in partnership with a local government. Some states allow organizations not associated with a taxing authority to apply independently. Consult your state TE officer for further information.

Description: This program provides funding opportunities to help expand transportation choices and enhance the transportation experience through 12 eligible activities related to surface transportation, including pedestrian and bicycle infrastructure and safety programs, **historic preservation**, and **environmental mitigation**. TE projects must relate to surface transportation and must qualify under one or more of the 12 eligible categories.

TE funds are generally not to be used for the operation and/or long term maintenance of eligible TE activities. The exception to this provision is the TE activity category defined in legislation as rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals).

For example, a \$1,000,000 TE award helped fund the relocation and renovation of the historic Lafayette, IN depot and the refurbishment of the Main Street Bridge for use as a bicycle and pedestrian path. The 1902 depot was moved three blocks from its original location in order to better serve the community. It is used by Amtrak, the local transportation service, and contains a bank branch, a railroad historical society, and the Downtown Business Center. The Depot Plaza is a popular venue for many events and festivals.

More examples at (http://www.enhancements.org/examples_search.asp)

Financing: In general, the federal share is 80 percent, with a 20 percent state and/or local match. **Some states allow the value of volunteer time for labor or services donated toward a project to be credited toward the project match.**

Appropriation: \$834 million.
(FY 2009)

17. Transportation, Community, and System Preservation (TCSP) Program Grants
(<http://www.fhwa.dot.gov/tcsp/>)

Filing Date: Generally in the spring; consult your local FHWA or state DOT officials for more details.

Eligibility: States, metropolitan planning organizations, local governments, and tribal governments.

Description: The (TCSP) Program is a comprehensive initiative of research and grants to investigate the relationships between transportation, community, and system preservation plans and practices and identify private sector-based initiatives to improve such relationships. Grants are available for projects **that improve the efficiency of the transportation system** of the United States; reduce the environmental impacts of transportation; **reduce the need for costly future public infrastructure investments**; and ensure efficient access to jobs, services, and centers of trade.

For example, Raton, NM received two grant awards totaling \$1.2 million dollars to assist in the acquisition and restoration of the Raton Railroad Depot in order to provide intermodal passenger and freight service connections and to support economic development; Las Cruces, NM received \$187,000 to preserve a railroad depot for use as a railroad station and transportation hub and museum.

Financing: In general, the federal share is 80 percent, with a 20 percent state and/or local match.

Appropriation: \$53.4 million.
(FY 2008)

Federal Railroad Administration (FRA)

High-Speed Intercity Passenger Rail Program (HSIPR)
(http://www.fra.dot.gov/Downloads/RRDev/HSIPR_Guidance_6-16-09-WEB.pdf)

As of June 16, 2009, the following programs have been consolidated into HSIPR:

- The High-Speed Rail Corridor Development Program (Section 501 of the *Passenger Rail Investment and Improvement Act of 2008*, known as PRIIA)

- The Intercity Passenger Rail Service Corridor Capital Assistance Program (PRIIA Sec. 301)
- The Congestion Grants Program (PRIIA Sec. 302)
- The Fiscal Year (FY) 2009 Capital Assistance to States – Intercity Passenger Rail Service Program
- The FY 2008 Capital Assistance to States – Intercity Passenger Rail Service Program

Proposed projects under HSIPR will be divided among four Tracks for easier sorting and processing. **Applicants must fill out a complete application, which includes a pre-application.** The four Tracks are listed below:

18. Track 1: Intercity Passenger Rail Projects funded under ARRA

Filing Date: Complete application due August 24, 2009

Eligibility: For Intercity Passenger Rail Service Corridor Capital Assistance (PRIIA Sec 301): States (including the District of Columbia), groups of states, interstate compacts, and public agencies established by one or more states and having responsibility for providing intercity passenger rail service.

For Congestion Grants (PRIIA Sec. 302): States (including the District of Columbia), or Amtrak (in cooperation with states).

Description: These projects are funded through either Intercity Passenger Rail Corridor Capital Assistance Grants (PRIIA Sec. 301) or Congestion Grants (PRIIA Sec. 302) for the benefit of existing services, including those that support development of high-speed rail.

This track is aimed at addressing the economic recovery goals of ARRA through **final design/construction of “ready-to-go” projects** (those with completed site-specific National Environmental Policy Act “NEPA” documentation) along with preliminary engineering work and completion of project-level NEPA and preliminary engineering to prepare projects for final design/construction grants that may be available under future solicitations.

Eligible projects for Intercity Passenger Rail Corridor Capital Assistance (PRIIA Sec. 301) funding under Track 1 include:

Capital improvements (fixed facilities and rolling stock) necessary to support improved or new intercity passenger rail services, and **planning**

activities that lead directly to the development of a passenger rail corridor investment plan.

Eligible projects for Congestion Grants (PRIIA Sec. 302) funding under Track 1 include:

Facilities, infrastructure, and equipment for high-priority rail corridor projects necessary to reduce congestion or facilitate ridership growth in intercity passenger rail transportation, including High-Speed Rail, as mandated in PRIIA Sec. 302.

To be eligible for Congestion Grant program funding in Track 1, an applicant must demonstrate that the proposed project has been identified by Amtrak as necessary to reduce congestion or facilitate ridership growth in intercity passenger rail transportation along heavily traveled rail corridors; is sufficiently advanced to fulfill the PRIIA Sec. 302 purposes on an expedited schedule; and is anticipated to result in significant joint benefits for multiple railroad operators (e.g., intercity passenger rail, rail freight, and commuter rail) in a congested corridor, with proportional cost sharing among the operators.

All Track 1 projects should be completed within two years of award.

Financing: The federal funding share can be up to 100 percent, although evaluation criteria favor projects that leverage federal funding with non-federal investments.

The FRA will make awards under Track 1 through either grant agreements supporting final design and project construction, or through cooperative agreements for completion of preliminary engineering and/or project-level NEPA documentation. Under cooperative agreements FRA will be more involved in the project through collaborative work with the recipient.

Appropriation: The programs authorized under PRIIA were recently funded at \$8 billion under ARRA. No predetermined allocation has been set for Track 1 projects. It is expected that some of this funding will be used in a subsequent solicitation round to take place in early 2010.

19. Track 2: High-Speed Rail/ Intercity Passenger Rail Service Development Programs

Filing Date: Complete application due October 2, 2009

Eligibility: For Intercity Passenger Rail Corridor Capital Assistance (PRIIA Sec. 301): States (including the District of Columbia), groups of states, interstate compacts, and public agencies established by one or more states and having responsibility for providing intercity passenger rail service.

For High-Speed Rail Corridor Development (PRIIA Sec. 501): States (including the District of Columbia), groups of states, interstate compacts, and public agencies established by one or more states and having responsibility for providing high-speed rail service, or Amtrak.

Description: This track is aimed at developing new high-speed rail corridor and intercity passenger rail services, or **substantial upgrades to existing corridor services**, eligible under High-Speed Rail Corridor Development Grants (PRIIA Sec. 501) and Intercity Passenger Rail Corridor Capital Assistance Grants (PRIIA Sec. 301). It is intended to fund development of a set of inter-related projects that constitute the entirety or a distinct phase (or geographic section) of a long-range Service Development Plan – projects which collectively produce benefits greater than the sum of each individual project.

Under this Track, **not all projects need to be ready-to-go**; the federal government provides a commitment to fund the entire program, generally through a Letter of Intent (LOI), and obligates funds for final design/construction projects through cooperative agreements as soon as they are deemed ready-to-go. **Track 2 LOIs and cooperative agreements must include specific milestone deadlines for completion of environmental, engineering, design and other work**. Recognizing the unique challenges posed by complex new corridor programs, a higher level of federal oversight and support will be involved than under standard grant agreements.

Track 2 programs will generally address infrastructure, equipment and **stations/facilities investments in a comprehensive fashion**. While these programs are the most complicated and need a particularly rigorous project management approach, Track 2 programs represent the long-term emphasis of the HSIPR Program, and thus FRA expects to focus its collaborative efforts on this Track.

To be eligible for awards under Track 2, Service Development Plans must include a completed corridor-wide “service” NEPA study, and a High-Speed Rail/ Intercity Passenger Rail Service Development Plan, or an equivalent approach that provides a business and investment justification with sufficient project cost and benefit estimates.

Eligible projects for Intercity Passenger Rail Corridor Capital Assistance (PRIIA Sec. 301) funding under Track 2 include:

Capital improvements (fixed facilities and rolling stock) necessary to support improved or new intercity passenger rail services, and **planning activities** that lead directly to the development of a passenger rail corridor investment plan.

Eligible projects for High-Speed Rail Corridor Development Program (PRIIA Sec. 501) under Track 2 include:

Acquiring, constructing, improving, or inspecting equipment, track and track structures, or **a facility for use in or for the primary benefit of intercity passenger rail service**, including high-speed rail; expenses incidental to the acquisition or construction (including designing, engineering, location surveying, mapping, inspecting, environmental studies, and acquiring rights-of-way); **mitigating environmental impacts**; projects to provide access to intercity passenger rail service rolling stock for non-motorized transportation, including bicycles and recreational equipment, and to provide storage capacity in intercity passenger trains for such transportation, equipment, and other luggage, to ensure passenger safety. Projects must be located on a high-speed rail corridor designated by the Secretary of Transportation.

Financing: **The federal funding share can be up to 100 percent**, although evaluation criteria favor projects that leverage federal funding with non-federal investments.

Appropriation: The programs authorized under PRIIA were recently funded at \$8 billion under ARRA. No predetermined allocation has been set for Track 2 projects.

20. Track 3: Service Planning Activities funded under the FY 2009 and FY 2008 DOT Appropriations Acts

Filing Date: Complete application due August 24, 2009

Eligibility: Only states, including the District of Columbia, are eligible to apply under Track 3.

Description: This track is aimed at helping to establish a pipeline of future high-speed rail/ intercity passenger rail projects and service development plans

by advancing planning activities for applicants at an earlier stage of the development process. Under Track 3, FRA will enter into cooperative agreements for preparation of service development plans, state rail plans, and service-level environmental documents. **This Track provides states an opportunity to complete the prerequisite work needed to submit applications under Tracks 1 and 2, so that applicants may be ready for potential future solicitations.**

Eligible planning studies are those that lead to the completion of a Service Development Plan to support future applications under Track 2 programs; identify and compare the costs, benefits, and impacts of a range of transportation alternatives, including high-speed rail and/or intercity passenger rail; support the preparation of environmental documents that are prerequisite to the fulfillment of NEPA; and consist of operational analyses and simulations and projections of future service requirements **leading to systematic and rational priority lists of projects that could be eligible for PRIIA Section 301 or 302 funding. Projects under Track 3 should be included in a state's Statewide Transportation Improvement Plan.**

Financing: Under the terms of the FY 2008/2009 DOT Appropriations Acts, planning activities funded under this Track require a **50 percent non-federal match.**

Appropriation: \$9.5 million (FY 2009 and remaining FY 2008)

21. Track 4: FY2009 Appropriations-Funded Projects

Filing Date: Complete application due August 24, 2009

Eligibility: Only states, including the District of Columbia, are eligible to apply under Track 4.

Description: Track 4 provides an alternative for projects that would otherwise fit under Track 1, but **for state applicants offering at least a 50 percent non-federal share of financing.** This Track offers applicants **simplified grant agreement terms, and up to five years to complete projects.** Applicants providing at least a 50-percent project match are strongly encouraged to submit project applications under Track 4 (**those submitting project application(s) under Track 4 may also request concurrent consideration of such application(s) under Track 1).**

Eligible types of projects under Track 4 include acquiring, constructing, or improving equipment, track and track structures, or a **facility for use in or for the primary benefit of intercity passenger rail service including high-speed rail service**; expenses incidental to the acquisition or construction (including designing, engineering, location surveying, mapping, environmental studies, and acquiring rights-of-way); highway-rail grade crossing improvements related to intercity passenger rail service; mitigating environmental impacts; and **rehabilitating, remanufacturing, or overhauling rail rolling stock and facilities used primarily in intercity passenger rail service**. Projects under Track 4 should be included in a state's Statewide Transportation Improvement Plan.

Appropriation: \$82 million FY 2009 and remaining FY 2008

Financing Information that applies to all Tracks:

Whether optional (under Tracks 1 and 2) or mandatory (under Tracks 3 and 4), **an applicant's contribution toward the cost of its proposed project may be in the form of cash or, with FRA approval, in-kind contributions of services, supplies, equipment, or real estate. As part of its application, an applicant offering an in-kind contribution must provide a documented estimate of the monetary value of any such contribution.** Funds from other federal financial assistance programs may not be used to satisfy the 50 percent match requirement under Tracks 3 and 4.

The official FRA notice found at http://www.fra.dot.gov/Downloads/RRDev/HSIPR_Guidance_6-16-09-WEB.pdf (page 16) provides a useful chart to help you determine under which track you should apply.

Pre-Applications

All applicants must complete a pre-application to be eligible for funding under the HSIPR program. The pre-application is meant to inform the FRA of potential projects, as well as begin a collaborative process in which the FRA may provide feedback to eligible entities that need guidance in completing their applications.

Pre-Applications must be filed no later than July 10, 2009. Pre-applications should be submitted by email to HSIPR@dot.gov. All applications must be submitted to FRA through the GrantSolutions (GS) Grants Management System. To access the system, go to <https://www.grantsolutions.gov>. Applicants must register in GS, obtain a Data Universal Number System (DUNS) Number, and register their organization with the Central Contractor Registration (CCR) database prior to applying in GS.

The pre-application must include:

- **Project Description:** A brief overview of the project's main features, type of proposed improvement, location, purpose, expected outcome, cost, ownership arrangements and the intercity passenger rail service(s) that will benefit from the project.
- **Project Development Status:** The status of key project development elements, such as completion of the planning documents through which the project was identified, engineering work, and NEPA documentation.
- **Applicant Eligibility:** Answers to questions regarding cost sharing, and applicant and key partners' legal, financial, and technical capacity to carry out their proposed project.

Once an application is received, it will proceed through a three-step process:

- Screening for completeness and eligibility.
- Evaluation panel review process: Using 7 "evaluation criteria" which each have a point value between 1 and 5, the application will "earn" points based on the fulfillment of the objectives of each criterion. These points will be applied to the overall final rating for the application. The criteria take into account factors such as transportation benefits, economic recovery, project management approach, sustainability of benefits, and the projected timeliness of project completion.
- Final review and selection: Application of the "selection criteria," which may consider factors such as geographic location of projects and partnership agreements to ensure "consistency and to balance projects against national priorities and schedules."

Non-Federal Grants For Rail Station Development

National Trust for Historic Preservation (NTHP)

(<http://www.preservationnation.org/resources/find-funding/grants/>)

1. The Johanna Favrot Fund for Historic Preservation

Filing Date: Generally February 1st; contact your regional NTHP office for details.

Eligibility: Nonprofit organizations and public agencies. Individuals and for-profit businesses may apply only if the project for which funding is requested involves a National Historic Landmark.

Description: Supports projects that contribute to the preservation or the recapture of an authentic sense of place. Funds may be used for **professional advice**, conferences, workshops and education programs.

For example, the City of Des Moines Parks and Recreation Department, Des Moines, IA, received \$4,000 to develop a historic preservation plan for Fort Des Moines in order to preserve the site's cultural landscape and prioritize the restoration needs of the structure. An organization interested in preserving/restoring an historic station would probably be in need of similar resources.

Financing: Grants range from \$2,500 to \$10,000.

2. The Cynthia Woods Mitchell Fund for Historic Interiors

Filing Date: Generally February 1st; contact your regional NTHP office for details.

Eligibility: Nonprofit organizations and public agencies. Individuals and for-profit businesses may apply only if the project for which funding is requested involves a National Historic Landmark.

For example, the Sunflower Resource Conservation and Development Area, Inc., Harper, KS, received \$10,000 to subsidize a study, plans and specifications for the Art Deco interior features of the Anthony Theatre. An organization interested in preserving/restoring an historic station might also be interested in an interiors study to determine appropriate paint colors, materials, and a conservation plan.

Description: Assists in the preservation, restoration, and interpretation of historic interiors. Funds may be used for **professional expertise**, print and video communications materials, and education programs.

Financing: Grants range from \$2,500 to \$10,000.

In Fiscal Year 2009, more than \$160,000 in grants was awarded through the Johanna Favrot Fund for Historic Preservation and Cynthia Woods Mitchell Fund for Historic Interiors.

3. National Trust Loan Fund (NTLF)

(<http://www.preservationnation.org/resources/find-funding/nonprofit-public-funding.html>)

Eligibility: Not-for-profit organizations, revitalization organizations or real estate developers working in certified Main Street communities, local, state or regional governments, and for profit developers of older and/or historic buildings.

Description: The NTLF has more than 35 years of experience in supporting preservation-based community development projects across the country. As a certified Community Development Financial Institution, it has a mission of providing financial and technical resources to organizations that use historic preservation to support the revitalization of underserved and distressed communities.

Financing: NTLF specializes in predevelopment, acquisition, mini-permanent, bridge and rehabilitation loans for residential, commercial and public use projects.