

FSP

FEDERAL-STATE PARTNERSHIP FOR INTERCITY PASSENGER RAIL, NATIONAL PROGRAM

Next opportunity anticipated September 2024.

ADMINISTERED BY: FEDERAL RAILROAD ADMINISTRATION (FRA)

The Federal-State Partnership for Intercity Passenger Rail (FSP) National program seeks to improve American passenger rail assets to expand or establish new intercity passenger rail service, including privately operated intercity passenger rail service for eligible applicants, reduce the state of good repair backlog, improve performance, and enhance rail safety. This program is for all projects not located on the Northeast Corridor.

FRA gives preference to the following projects:

- Projects where Amtrak is not the sole applicant
- Projects that improve the financial performance, reliability, service frequency, or address the state of good repair of an Amtrak Route
- Projects identified and consistent with a corridor inventory prepared under the Corridor Identification and Development Program



ELIGIBLE APPLICANTS

Class I railroads are not eligible applicants under the FSP program, however; they may partner with eligible applicants – as Project Partners – to pursue funding for projects. Applicants may identify grantees selected for project funding, and will need to enter into agreements with railroad corridor owners for projects using railroad rights-of-way.

- State governments
- Political subdivisions of states
- Federally recognized Tribal governments
- Unit or group of local government(s)
- Interstate Compacts
- Amtrak, acting on its own behalf or with a state
- Any group of entities described above



BNSF PII

BNSF Railway's Public Infrastructure and Investment (PII) team is committed to building strong partnerships that maximize the impact of funding opportunities. As Project Partners, we can collaborate to help secure funding that drives positive change and progress for communities where we work, live, and play.

FSP



*Subject to change based on combined fiscal years within a NOFO release

TRACK 1: PLANNING

Planning projects include:

- Planning
- Pre-National Environmental Policy Act (NEPA) environmental review
- Conceptual design of a project

- Development of conceptual design concepts
- Alternative analysis identifying costs, benefits, and service options
- Environmental analysis that addresses resources and potential environmental effects to inform NEPA review

TRACK 2: PROJECT DEVELOPMENT

Project Development track includes preliminary engineering drawings at 30% design level and NEPA review.

At the culmination of Track 2 activities:

- Applicants must demonstrate NEPA and related environmental analysis is complete
- PE and other preliminary review including Project Management Plan is complete
- Detailed project schedule and cost estimate prepared, including financial plan for major projects

TRACK 3: FINAL DESIGN/CONSTRUCTION

Prior to obligation for Final Design/Construction projects, applicants must demonstrate PE, NEPA, Project Management Plan, and agreements with key project partners are complete.

- Expand or establish new intercity passenger rail service
- Improve intercity passenger rail service performance, including reduced trip times, increased train frequencies, higher operating speeds, improved reliability, expanded capacity, reduced congestion, electrification, and other improvements, as determined by the Secretary
- Replace, rehabilitate, or repair infrastructure, equipment, or a facility used for providing intercity passenger rail service

Based on past FRA awards, the program favors projects seeking funding under Track 2 and Track 3.

There are no predetermined minimum or maximum dollar thresholds for awards under the FSP program. Amount available may vary based on supplemental appropriations. Amount may also vary based on release of multiple fiscal years of notice of funding opportunity.

FRA has flexibility to use a Phase Funding Agreement and Letters of Intent to help fund long-term projects.

Applicants are able to pursue funding under multiple tracks.

Questions to ask yourself about the project:

Is your passenger rail project on a shared corridor with freight rail?

If yes, this funding program could provide more transformational benefits like time savings for passengers as well as mutual infrastructure improvements with a Class I Railroad.

What is the Project Cost Share?

It is a 20% funding match for all project types.

Can my project be funded for multiple tracks?

Yes, based on past awards, FRA provided funding for both Project Development as well as Final Design and Construction.



Briana Jones
Assistant Director
Public Infrastructure
& Investments
Briana.Jones@bnsf.com
Office: 817-271-4085



Jeremy Wegner
Manager
Public Infrastructure
& Investments, Southern Region
Jeremy.Wegner@bnsf.com
Office: 913-551-4096



Michael Pruneau
Manager
Public Infrastructure
& Investments, Northern Region
Michael.Pruneau@bnsf.com
Office: 817-593-1109