

Grant Opportunities for Rail Station Development

The following list 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](#) 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)
- Name of the grant program
- Relevant web link
- 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 is useful to employ 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 or by following the web link posted under the listing.

Please also note that grant opportunities might be pursued alone; in unison with neighboring communities within the state or region; or with a state department of transportation as part of a larger investment in passenger rail. Your organization will know how to best approach these opportunities. Although numerous options are listed, many communities have found success with certain programs such as the Federal Highway Administration's Transportation Enhancement grants and the Federal Transit Administration's Bus and Bus Facilities grants.

It is always wise to consult your local federal agency representative and/or your state department of transportation before undertaking any project. Staff can review a proposal with a critical eye to how it may fit into funding programs and metropolitan, regional, and state transportation plans. To receive federal funds, many project proposals must be approved by state officials and placed on official state transportation plans.

To the best of our knowledge, the information in this package is up to date as of August 18, 2011. Please check with the appropriate agency for future program updates.



Grants Listed (click to go to the description):

Federal Grants for Rail Station Development

1. Fixed Guideway Modernization Grants (Sec. 5309 (b) (2))
2. Bus and Bus Facilities Grants (Sec. 5309 (b) (3))
3. Formula Grants for Other than Urbanized Areas (Sec. 5311))
4. New Freedom Program Grants (Sec. 5317))
5. Metropolitan and Statewide Planning Grants (Sec. 5303, 5304, 5305))
6. Urbanized Area Formula Program (Sec. 5307))
7. Surface Transportation Program
8. Congestion Mitigation and Air Quality Improvement Program
9. National Highway System Grants
10. Transportation Enhancement Grants (TE)
11. Transportation, Community, and System Preservation (TCSP) Program Grants
12. National Infrastructure Investments Grants (TIGER)
13. HSIPR: Individual Projects
14. HSIPR: Service Development Programs
15. Clean Water State Revolving Fund (CWSRF)
16. Community Development Block Grants (CDBG)
17. Save America's Treasures Grants (SAT)
18. Energy Efficiency and Conservation Block Grants (EECBG))
19. Public Works and Economic Development Facilities Program
20. Economic Adjustment Assistance Program
21. Global Climate Change Mitigation Incentive Fund Description:

Non-Federal Grants for Rail Station Development

1. National Trust Preservation Funds
2. The Johanna Favrot Fund for Historic Preservation
3. The Cynthia Woods Mitchell Fund for Historic Interiors
4. National Trust Loan Fund (NTLF)



Federal Grants for Rail Station Development

U.S. Department of Transportation

Federal Transit Administration (FTA)

1. [Fixed Guideway Modernization Grants \(Sec. 5309 \(b\) \(2\)\)](#)

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**. This grant might be especially helpful for stations that also serve a commuter rail line.

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.

Phase II of the eleven phase double track corridor improvement project was completed in 1998 and included a 1.5 mile line extension terminating at Miami International Airport. This line will become an integral part of the new Miami Intermodal Center which is to open in 2013. The intermodal center will serve Tri-Rail, Metrorail, and Amtrak, as well as local, regional, and intercity bus services. For more information, see [Tri-County Commuter Rail Project](#) and [Miami Central Station Project](#)

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. Funds generally must be used within four years of the initial date of disbursement.

Appropriation: \$1.65 billion (FY 2011)
\$1.65 billion (FY 2010)

2. [Bus and Bus Facilities Grants \(Sec. 5309 \(b\) \(3\)\)](#)

Filing Date: Varies; contact the state agency in charge of administering the program. This program is usually fully earmarked, but unallocated or discretionary funds may be available.

Eligibility: Funds are distributed to the states and then redistributed to local governments, as well as subrecipients such as public agencies, private companies engaged in public transportation, and private non-profit organizations.

Description: In relation to rail service, funds may be used for **capital projects** such as bus maintenance and administrative facilities, transfer facilities, bus malls, **transportation centers, intermodal terminals**, and park-and-ride stations. This grant program might be especially helpful in rehabilitating or constructing **passenger rail stations that are or will be served by local, regional, or intercity bus providers**. Bus and rail passengers often share the same areas of a station, and thus funds under this grant program would benefit a wide array of users.

For example, in FY 2008, the El Garces intermodal center project in Needles, California received a \$434,720 allocation from the Bus and Bus Facility program. When completed, the intermodal center will accommodate passenger facilities for local bus services and Amtrak. The transportation facility is one component of a larger project to rehabilitate and reopen the historic El Garces—a former Harvey House—as a functioning hotel that will also accommodate conference space, a fine dining establishment, and a California visitors' center.

Financing: Distribution of funds follows the model of 80 percent federal, 20 percent local; the federal share may exceed 80 percent for projects related to ADA compliance. Funds generally must be used within 3 years of the initial date of disbursement.

Appropriation: \$947 million (FY 2011)
\$972 million (FY 2010)

3. [Formula Grants for Other than Urbanized Areas \(Sec. 5311\)](#)

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

Eligibility: Funds are distributed to the states and then redistributed to state or local governmental authorities, nonprofit organizations, or operators of public transportation or intercity bus service that receive federal transit program grant funds indirectly through a recipient.

Description: This program provides formula funding to states for the purpose of supporting public transportation in areas with a population under 50,000. 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** for public transportation projects that meet the needs of rural communities. Examples of eligible activities include capital projects and the **operating costs of equipment and facilities for use in public transportation**. 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, if a rural bus route is envisioned as one piece of a holistic transportation network that also includes intercity passenger rail, 5311 funds might be used to improve the waiting area or other parts of a transit center that serves the rural bus route, local bus service, and Amtrak.

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. Funds must be spent within 3 years from the date of disbursement.

Appropriation: \$513 million (FY 2011)
\$438 million (FY 2010)

4. New Freedom Program Grants (Sec. 5317)

[FTA New Freedom Program](#) and [FTA New Freedom Fact Sheet](#)

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

Eligibility: Funds are allocated to states and public bodies. They in turn disburse the funds to private non-profit organizations, state or local governmental authorities, tribal governments, and operators of public transportation services, including private operators of public transportation services; and tribal governments.

Description: 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. New Freedom funds may be used to finance capital and operating expenses. The recipient must certify that projects selected are derived from a locally developed, coordinated public transit-human services transportation plan.

*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 the population of persons with disabilities. The federal share of eligible capital and planning costs may not exceed 80 percent of the net cost of the activity and the federal share of the eligible operating costs may not exceed 50 percent of the net operating costs of the activity. 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.

The local share of eligible capital and planning costs shall be no less than 20 percent of the net cost of the activity, and the local share for eligible operating costs shall be no less than 50 percent of the net operating costs. Funds must be spent within 3 years of the date of disbursement.

Appropriation: \$99 million (FY 2011)
\$99 million (FY 2010)

5. Metropolitan and Statewide Planning Grants (Sec. 5303, 5304, 5305)

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

Eligibility: State Departments of Transportation and Metropolitan Planning Organizations.

Description: Funds are available for various comprehensive planning activities such as those that increase the safety and security of the transportation system for motorized and nonmotorized users; **increase the accessibility and mobility of people**; promote consistency between transportation improvements and state and local planned growth and economic development patterns; **enhance the integration and connectivity of the transportation system**, across and between modes; and emphasize the **preservation of the existing transportation system**.

*For example, a state or metropolitan area contemplating expansion of or improvements to a multi-jurisdictional transportation system might consider the upgrading of passenger rail facilities to provide safe and secure waiting areas for passengers and ensure that all stations are ADA compliant. **No transportation project can move forward or be eligible for other grants without a solid plan that charts out development over the long-term.** The transportation planning process also encourages communities to come together to consider the steps needed to collectively strengthen the regional transportation network with an emphasis on intermodalism.*

Financing: Federal funds are first apportioned to the state Departments of Transportation which in turn allocate planning funding to the metropolitan planning organizations. Funds are apportioned to states by a formula that includes each state's urbanized area population in proportion to the total urbanized area population for the nation, as well as other factors. The federal share is not to exceed 80percent of the cost of the projects funded under the program. Funds must be spent within 4 years of disbursement.

Appropriation: \$114 million (FY 2010)

6. Urbanized Area Formula Program (Sec. 5307)

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

Eligibility: Governors, responsible local officials, and publicly owned operators of transit services are to designate a recipient to apply for, receive, and dispense funds for transportation management areas. Generally, a transportation management area is an urbanized area with a population of 200,000 or over. The governor or governor's designee is the designated recipient for urbanized areas between 50,000 and 200,000.

Description: The program makes federal resources available to urbanized areas (an incorporated area with a population of at least 50,000) and to governors for transit capital and operating assistance in urbanized areas and for **transportation related planning**. Activities include **planning, engineering design and evaluation of transit projects** and other technical transportation-related studies; capital investments in bus and bus-related activities such as the construction of passenger facilities; and **capital investments in new and existing fixed guideway systems** including rolling stock, overhaul and rebuilding of vehicles, track, signals, and communications.

This grant option might be especially useful in areas where national passenger rail and commuter rail operate out of the same station and therefore share platforms and passenger waiting areas.

For example, the Long Island Railroad's Seaford Station underwent a \$14 million renovation and new construction project in 2008-2009 to repair the platform level waiting room, elevator, escalator, stairs, and lighting. The Metropolitan Transportation Authority received \$2.4 million in Section 5307 grants to replace the 12 car long concrete platforms.

Financing: Funding is based on a formula that takes into account population and population density, among other factors. For urbanized areas with 200,000 in population and over, funds are apportioned and flow directly to a designated recipient selected locally to apply for and receive federal funds. For urbanized areas under 200,000 in population, the funds are apportioned to the governor of each state for distribution. The federal share is not to exceed 80 percent of the net project cost. Funds must be spent within 4 years of the date of disbursement.

Appropriation: \$4.5 billion (FY 2011)
\$4.1 billion (FY 2010)

Federal Highway Administration

7. Surface Transportation Program

[Flexible Funding for Highway and Transit Overview](#) and [Fact Sheets on Highway Provisions](#)

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

Eligibility: States, local governments, metropolitan planning areas, 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.

STP funds may also be transferred to the FTA for use in transit projects. When this occurs, the funds are placed into Section 5307, 5310, or 5311 programs (see

above) where they are administered according to the guidelines particular to those programs.

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 [the WAsDOT page on the King Street Station Renovation](#).

Financing: STP funds are distributed among various population and programmatic categories within a state. Distribution of funds follows the model of 80 percent federal share and 20 percent local match. Funds are to be spent within 4 years of the date of disbursement.

Appropriation: \$6.6 billion (FY 2011)
\$6.6 billion (FY 2009)

8. Congestion Mitigation and Air Quality Improvement Program

[U. S. FTA - Flexible Funding for Highway and Transit Overview](#) and [FHWA Congestion Mitigation and Air Quality Program FAQ](#)

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 that 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.

CMAQ funds may also be transferred to the FTA for use in transit projects. When this occurs, the funds are placed into Section 5307, 5310, or 5311 programs (see above) where they are administered according to the guidelines particular to those programs.

For example, the rehabilitation of the Amtrak station in Lancaster, Pennsylvania was supported by \$9.6 million in CMAQ funds. Portland, Oregon used CMAQ funds to create a more inviting pedestrian realm around light rail stops in an effort to increase usage.

Grants through CMAQ are probably best pursued by communities where the station is a multimodal center and upgrades to the facility may lead to increased ridership due to better access and/or improved station conditions.

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 share, 20 percent local.

Appropriation: \$1.8 billion (FY 2011)
\$1.8 billion (FY 2009)

9. National Highway System Grants

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. Funds designated for the NHS may be allocated to transit projects such as **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 highway.

For example, an eligible project might be the construction or renovation of a parking lot at an outlying rail station that serves commuter lines or acts as an intermodal transportation center. 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 limited access highways.

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

Appropriation: \$6.3 billion (FY 2011)
\$6.3 billion (FY 2009)

Federal Highway Administration (FHWA)

10. Transportation Enhancement Grants (TE)

[FHWA TE Guidance Policy](#) and [National Transportation Enhancements Clearing House](#)

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

Eligibility: Funds are allocated to the state DOT which in turn disburses the funds to project sponsors. In general, a sponsor is an organization with the authority to tax and 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**. The definition of "historic" may vary from state to state, but usually it means that a site is eligible to be or is listed on the National Register of Historic Places. Project sponsors must include various stakeholders in the planning and project development process, and once completed, the project must be accessible to the public.

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, Indiana 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 and 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.

Dozens of historic railroad depots have been restored across the country through the aid of TE grants. Some are still active railroad stations while others have become museums or community centers.

See more examples by state or category at the [National Transportation Enhancements Clearing House](#).

Financing: In general, the federal share is 80 percent, with a 20 percent state and/or local match. **The local match can vary by state**; for funding information specific to your state, visit [National Transportation Enhancements Clearing House TE Program Profiles](#). Sponsors usually pay the full cost of the project up front and are later reimbursed by the federal government through the state DOT. **Some states allow the value of volunteer time for labor or services donated toward a project to be credited toward the project match.**

Appropriation: \$928 million (FY 2011)
\$800 million (FY 2010)

11. Transportation, Community, and System Preservation (TCSP) Program Grants

Filing Date: The filing period generally runs from the beginning of the year until early spring; consult your local FHWA or state DOT officials for more details.

Eligibility: States, metropolitan planning organizations, local governments, and tribal governments. Non-governmental organizations that have projects they wish to see funded under this program are encouraged to partner with an eligible recipient.

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, New Mexico 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, New Mexico 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: \$61 million (estimated FY 2011)
\$57 million (FY 2010)

12. National Infrastructure Investments Grants (TIGER)

[U. S. Department of Transportation TIGER II Discretionary Grant Program](#) and [TIGER IV Discretionary Grant Program Final Notice in the *Federal Register*, January 31, 2012.](#)

Filing Date: **Varies; contact your local USDOT official to learn more.**

Eligibility: State, tribal and local governments, transit agencies, port authorities, metropolitan planning organizations, and multi-jurisdictional entities.

Description: Funds may be requested for public transportation projects, passenger and freight rail transportation projects, and intermodal facilities. Priority is given to projects that have a significant impact on long-term outcomes such as improved state of good repair; economic competitiveness; fostering livable communities through place-based policies and investments that increase transportation choices and access to transportation services for people in communities across the United States; environmental sustainability; job creation and economic stimulus; and partnership leading to the integration of transportation with other public service efforts.

The application process consists of a pre-application and an application. The pre-application is used to ensure that the proposed project's NEPA process is complete or substantially complete; the USDOT will not evaluate applications for projects that have not made substantial progress in the environmental review process. The pre-application must also identify sufficient, committed local matching funds to support 20 percent or more of the costs of the project. The

application addresses the project in depth and explains how it meets the selection criteria concerning long-term outcomes.

For example, in 2010 the city of Niagara Falls, New York received \$16.5 million in Tiger II Discretionary Grants to complete the third and final phase of its International Railway Station and Intermodal Transportation Center Project. This phase will relocate Amtrak's passenger terminal from a site outside the city center to a more ideal downtown location. The Leadership in Energy and Environmental Design (LEED) Silver certified passenger rail terminal will accommodate multimodal operations (bus/taxi/park and ride, etc.) and establish an intermodal transportation center for the city. The project will improve freight and passenger rail efficiency by eliminating conflict points and addressing passenger safety concerns such as speeding border crossings into Canada.

[Full listing of TIGER grants funded through ARRA](#)

[Full listing of TIGER II grants funded in FY 2010](#)

[Full listing of TIGER III grants funded in FY 2011](#)

Financing: Individual awards can be \$10-\$200 million. As usual, the federal share is up to 80 percent of project costs with a 20 percent local match. Each fiscal year, a specified amount is reserved for projects in rural areas, where 100 percent of project costs are eligible for funding and project awards can be as low as \$1 million. No one state can receive more than 25 percent of program funds.

Appropriation: \$500 million (FY 2012); \$527 million (FY 2011); \$600 million (FY 2010); \$1.5 billion (ARRA)

Federal Railroad Administration (FRA)

[Federal Railroad Administration High-Speed Intercity Passenger Rail Program Overview](#)

High Speed Intercity Passenger Rail (HSIPR) Grants

In 2009, the following programs were 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

Under the FY 2010 guidelines, the HSIPR program was divided into four solicitations:

- Planning
- Multi-State Planning Proposals
- Individual Projects
- Service Development Programs

These solicitations address large scale projects that for the most part must be undertaken at the state level. Communities interested in station renovation or construction under these solicitations should consult their state departments of transportation to review state rail transportation plans.

The solicitations most relevant to station renovation or new station construction are discussed below.

13. [HSIPR: Individual Projects](#)

Filing Date: Varies; contact the FRA for more information.

Eligibility: Eligible applicant entities include states (including the District of Columbia), groups of states, interstate compacts, public agencies established by one or more states and having responsibility for providing intercity passenger rail service or high-speed passenger rail service, and Amtrak, in cooperation with states.

An applicant must affirmatively demonstrate that it has or will have the legal, financial, and technical capacity to carry out the activities proposed within an application. In addition, the applicant must demonstrate that it has or will have satisfactory continuing control over the use of equipment or facilities acquired, constructed, or improved by the project and the capability and willingness to maintain such equipment or facilities.

Description: Individual grants are intended to assist eligible applicants with the capital costs of improving existing high-speed or intercity passenger rail service. **Activities include final design/construction of projects** that already have completed site-specific NEPA documentation and completed preliminary engineering. Completion of the grant activities should result in all of the **documentation necessary for the project to move into the final design/construction stage.**

The intent of the solicitation is to fund discrete Individual Projects that result in operational or other tangible improvements (such as station rehabilitation) benefiting one or more existing high-speed or intercity passenger rail services. FRA will make awards for these projects through cooperative agreements which allow for greater federal involvement in carrying out the agreed upon investment.

For example, the Kansas Department of Transportation received up to \$87,563 to support the completion of preliminary engineering and final design work required for the improvement and restoration of the Amtrak station located in Lawrence. These efforts will ultimately improve the station for passengers on the Southwest Chief and preserve this historic transportation facility for the community-at-large.

Financing: There are no predetermined dollar thresholds for Individual Project awards, but they do follow the standard 80 percent federal, 20 percent non-federal match. The funding provided under cooperative agreements will be made available to grantees on a reimbursable basis.

Appropriation: \$0 (FY 2011)
\$245 million (FY 2010)

14. [HSIPR: Service Development Programs](#)

Filing Date: Varies; contact the FRA for more information

Eligibility: Eligible applicant entities include states (including the District of Columbia), groups of states, interstate compacts, public agencies established by one or more states and having responsibility for providing intercity passenger rail service or high-speed passenger rail service, and Amtrak, in cooperation with states.

An applicant must affirmatively demonstrate that it has or will have the legal, financial, and technical capacity to carry out the activities proposed within an application. In addition, the applicant must demonstrate that it has or will have satisfactory continuing control over the use of equipment or facilities acquired, constructed, or improved by the project and the capability and willingness to maintain such equipment or facilities.

Description: Investment in Service Development Programs (SDP) is the long-term emphasis of the HSIPR program. SDPs are aimed at **developing new high-speed or intercity passenger rail services or substantially upgrading existing services**. These investments will generally address, in a comprehensive manner, **the construction and acquisition of infrastructure, equipment, and stations**, and other facilities necessary to operate high-speed and intercity passenger rail service.

For example, if an eligible applicant proposes a plan to upgrade existing services along a rail line, stations in need of repairs or improvements may be prime candidates to be included in the project scope. Station owners should stay up-to-date on state rail plans and monitor available opportunities.

Financing: There are no predetermined dollar thresholds for Individual Project awards, but it does follow the standard 80 percent federal, 20 percent non-federal match. The funding provided under cooperative agreements will be made available to grantees on a reimbursable basis.

Appropriation: \$0 (FY 2011)
\$2.1 billion (FY 2010)

U.S. Environmental Protection Agency

Office of Water: Wastewater Management

15. [Clean Water State Revolving Fund \(CWSRF\)](#)

Filing Date: Continuous; contact your regional EPA office for more information.

Eligibility: Municipalities, communities of all sizes, small businesses, and nonprofit organizations. Since the program is managed largely by the states, project eligibility varies according to each state's program and priorities; therefore, interested parties should contact the state agency that administers the CWSRF program.

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. In 2009, 77 percent of all loans (23 percent of funding) were made to communities with populations less than 10,000.

CWSRF funds might be particularly useful for station renovation projects that involve the reconstruction or construction of a large 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 discharged into a more conventional stormwater system. This is particularly beneficial in areas where non-point source pollution is an issue. Non-point source pollution does not originate at one location, such as a contaminated sewage outlet, but instead originates at many points. Pollutants are generally picked up by runoff that moves over the ground, concentrating them 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. “Green” infrastructure benefits the environment and is often cheaper than more conventional stormwater systems. If retrofitting existing infrastructure such as a parking lot, Americans with Disabilities Act (ADA) compliant features, such as ramps, could be integrated into the design. Green roofs 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, see the [U. S. EPA Green Infrastructure Approaches to Managing Wet Weather with Clean Water State Revolving Funds Fact Sheet](#).

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 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: \$1.52 billion (FY 2011)
\$689 million (FY 2009), plus \$4 billion (ARRA)

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

Community Planning and Development (CPD)

16. [Community Development Block Grants \(CDBG\)](#)

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. CDBG funds may be used for activities such as the acquisition of real property, rehabilitation of non-residential structures, and the **construction of public facilities and improvements**.

The annual CDBG appropriation is allocated between states and local jurisdictions referred to as “entitlement” and “non-entitlement” communities. The former include 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). “Non-entitlement” communities are generally small cities that are not qualified as “entitlement” communities.

CDBG might be useful for station restoration in a community that is interested in using historic preservation and heritage tourism as an economic development tool, or for a project in which an improved station figures in a larger mixed-use development designed to revitalize an economically distressed neighborhood.

For example, Westmoreland County, Pennsylvania 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 [HUD's Community Development Block Grant Program—Historic Preservation and Heritage Tourism in Housing and Community Development: A Guide to Using Community Development Block Grant Funds for Historic Preservation and Heritage Tourism in your Communities](#).

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: \$3.5 billion (FY 2011)
\$4.45 billion (FY 2010)

U.S. Department of the Interior

National Park Service (NPS)

17. [Save America's Treasures Grants \(SAT\)](#)

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

Eligibility: Nonprofit, tax-exempt 501(c) 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. Among other criteria, a "nationally significant" historic property is one that "outstandingly represent[s] the broad patterns of United States history and culture [or]...embod[ies] the distinguishing characteristics of a resource type that is exceptionally valuable for the study of a period or theme."

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 and generally must cover the entire property. Most easements are held by the relevant State Historic Preservation Office (SHPO); however, the 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. Since federal funds are being used, the project is also required to undergo a Section 106 Review to ensure that the Secretary of the Interior's Standards for the Treatment of Historic Properties are being followed.

For example, in 2003, the owners of Cincinnati Union Terminal won a \$250,000 SAT grant that was put towards a larger restoration project. In addition to an Amtrak facility, the building houses numerous museums. The Maryland Institute College of Art received SAT funds to restore Baltimore's 1896 Mt. Royal Station, which currently serves as studio space for students. 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). A dollar-for-dollar non federal match in cash or contributions is required. Recipients generally have 2-3 years to use the total funds.

Appropriation: \$0 (FY 2011)
\$25 million (FY 2010)

U.S. Department of Energy

Office of Energy Efficiency and Renewable Energy (EERE)

18. Energy Efficiency and Conservation Block Grants (EECBG)

[Energy Efficiency and Conservation Block Grant Program U. S. Department of Energy National](#)

[Energy Technology Laboratory Recovery Act—Energy Efficiency and Conservation Block Grants](#)

- Filing Date:** This program was first funded under the American Recovery and Reinvestment Act of 2009 (ARRA); contact the agency for future filing dates.
- Eligibility:** States, U.S. territories, Indian tribes, and units of local governments (cities and counties and their equivalents). Cities that are eligible for direct formula grants from the Department of Energy are those that have a population of at least 35,000, or that are one of the 10 highest populated cities of the state in which the city is located. Cities that do not meet the eligibility requirements described above for direct formula grants may be eligible for program funds through subgrants through the state in which they are located.
- 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.
- Among other activities, grantees may use grant funds to develop and/or implement a strategy for energy efficiency and conservation; retain technical consultant services to assist in the development of an energy efficiency and conservation strategy; and retrofit existing facilities to improve energy efficiency.
- For example, a successful project might include the installation of energy efficient Light Emitting Diode (LED) light fixtures in a station, parking lot, and platform. Funds might also be used to perform an energy audit to help a station owner understand how to achieve energy efficiency and therefore save on energy costs.
- Financing:** Each state that receives a grant under the program shall not use less than 60 percent of the amount received to provide subgrants to units of local government in the state that are ineligible for direct formula grants. Up to 20 percent or \$250,000, whichever is greater, of grant funds may be used for the provision of subgrants to nongovernmental organizations for the purpose of assisting in the implementation of the energy efficiency and conservation strategy of the eligible unit of local government.
- Appropriation:** \$0 (FY 2011)
\$0 (FY 2011)
\$3.2 billion (FY 2009)

U.S. Department of Commerce

Economic Development Administration (EDA)

19. Public Works and Economic Development Facilities Program

20. Economic Adjustment Assistance Program

21. Global Climate Change Mitigation Incentive Fund

[Announcement of Federal Funding Opportunity: Public Works, Economic Adjustment Assistance, and GCCMIF Economic Development Assistance Programs](#)

General Information Applicable to all Economic Development Assistance Programs:

Filing Date: Applications are accepted on a quarterly basis. Contact the EDA for the quarterly cut-off dates for the current fiscal year.

Eligibility: District organization of a designated Economic Development District (EDD); 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: Projects should address national strategic priorities including global competitiveness and innovation, and **environmentally sustainable development**; assist economically distressed and underserved communities to strengthen diverse **communities that are rebuilding to become more competitive in the global economy**; demonstrate a good return on EDA's investment by serving as a **catalyst for private sector investment**; demonstrate or support regional collaboration to support the development and growth of innovation clusters; and **employ public-private partnerships** to use both public and private resources and/or leverage complementary investments by other government/public entities and/or non-profits.

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, 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.

An "economically distressed" community is one that is located in a region that meets one (or more) of the following economic distress criteria: 1) 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; 2) 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 3) a "Special Need," as determined by EDA.

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. While cash contributions are preferred, in-kind contributions, consisting of contributions of space, equipment, or services, or

forgiveness or assumptions of debt, may provide the required non-federal share of the total project cost.

Appropriation: See individual programs, below.

19. Public Works and Economic Development Facilities Program

Filing Date: See general description, above.

Eligibility: See general description, above.

Description: 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 multimodal centers, attract private sector investment due to increased mobility options. Improved transportation access benefits the region by providing residents and visitors with transit choice. Rail transport is also proven to be more environmentally sustainable than that provided by airplanes and automobiles.

Financing: In FY 2010, the average size of a Public Works investment was approximately \$1.7 million, though investments ranged in size from \$500,000 to \$2 million.

Appropriation: \$67.8 million (FY 2011)
\$133 million (FY 2010)

20. Economic Adjustment Assistance Program

Filing Date: See general description, above.

Eligibility: See general description, above.

Description: The Economic Adjustment Assistance Program provides a wide range of **technical, planning, and public works 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 transportation system better allows regions to weather economic change.

Financing: In FY 2010, the average size of an Economic Adjustment Assistance investment was approximately \$550,000, though investments ranged from \$100,000 to \$1,250,000.

Appropriation: \$39 million (FY 2010)

21. Global Climate Change Mitigation Incentive Fund Description:

Filing Date: See general description, above.

Eligibility: See general description, above.

Description: From amounts otherwise made available for the economic development assistance programs, EDA aims to benefit projects that foster economic competitiveness while employing 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 train station might be retrofitted to be more eco-friendly (possibly LEED certified) as part of a larger community or regional effort to modernize infrastructure systems in order to increase regional competitiveness and create jobs. Train stations or intermodal centers can be the catalysts for compact, transit-oriented development. On average, rail transportation is also considered less polluting than other modes such as automobiles and airplanes.

Financing: In FY 2010, the average size of a Global Climate Change Mitigation Incentive Fund investment was approximately \$840,000, though investments ranged from \$200,000 to \$1,500,000.

Appropriation: \$16.5 million (FY 2011)
\$25 million (FY 2010)

Non-Federal Grants for Rail Station Development

National Trust for Historic Preservation (NTHP)

[National Trust for Historic Preservation Funds Description](#)

The programs listed below accept applicants from across the United States. Smaller, state-specific and thematic grant programs are listed in the National Trust Financial Assistance report, located in the [NHTP Preservation Fund Annual Report 2008](#).

1. National Trust Preservation Funds

Filing Date: February 1, June 1, and October 1.

Eligibility: Public agencies, non-profit 501 (c)(3) organizations, and other non-profit organizations. Only one grant will be awarded for a particular project phase.

Description: National Trust Preservation Funds grants are intended to encourage preservation at the local level by providing **seed money for preservation projects**. The grants are meant to stimulate public discussion, enable local groups to gain technical expertise, and encourage financial participation by the private sector. Funds may be used to **hire preservation planning professionals** such as an architect or planner to **develop preservation guidelines or plans**, or to **promote educational and outreach initiatives** such as the sponsoring of a community workshop, preparation of a report, or development of a web site. Any documents or plans for

preservation work that result from the project must conform to the *Secretary of the Interior's Standards for the Treatment of Historic Properties*.

For example, a public agency or non-profit group wanting to undertake the restoration or rehabilitation of a train station might apply for National Trust Preservation Funds in order to pay for a professional building assessment or a preservation plan that will guide future efforts, including fundraising. A group might also be interested in publishing a pamphlet or developing a website that describes the station's history and why it should be rehabilitated.

Financing: Grants generally range from \$500 to \$5,000. Applicants must be capable of matching the grant dollar-for-dollar; donated materials and services are not eligible sources of a match. Applicants are encouraged to complete the application with the aid of the regional National Trust office serving their state.

Appropriation: Figures not yet released. (FY 2011)
\$1.5 million (FY 2010)
\$1.5 million (FY 2009)
\$1 million (FY 2008)

2. The Johanna Favrot Fund for Historic Preservation

Filing Date: Generally February 1; 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: The program supports projects that contribute to the **preservation or the recapture of an authentic sense of place**, as well as the **promotion of communities' livability**. Funds may be used for professional advice, conferences, workshops and education programs. Any documents or plans for preservation work that result from the project must conform to the *Secretary of the Interior's Standards for the Treatment of Historic Properties*.

For example, the City of Des Moines Parks and Recreation Department, Des Moines, Iowa, 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. Applicants must be capable of matching the grant dollar-for-dollar; donated materials and services are not eligible sources of a match. Applicants are encouraged to complete the application with the aid of the regional National Trust office serving their state.

Appropriations: \$80,000 awarded (FY 2010)

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. The Cynthia Woods Mitchell Fund for Historic Interiors

Filing Date: Generally February 1; 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: 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.

For example, the Sunflower Resource Conservation and Development Area, Inc., Harper, Kansas, 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.

Financing: Grants range from \$2,500 to \$10,000. Applicants must be capable of matching the grant dollar-for-dollar; donated materials and services are not eligible sources of a match. Applicants are encouraged to complete the application with the aid of the regional National Trust office serving their state.

Appropriations: \$138,000 (FY 2010)

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.

4. [National Trust Loan Fund \(NTLF\)](#)

Filing Date: Continuous; contact the NTLF for more information.

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**.

For example, the abandoned 1879 Bartell Hotel of Junction City, Kansas faced demolition. On behalf of the Geary County Historical Society, city manager Rod Barnes approached the National Trust. The National Trust Loan Fund (NTLF) responded with a \$10,000 loan to the Historical Society to finance a one-year purchase option for the Bartell Hotel. This support enabled the Historical Society to protect the building from the immediate demolition threat and pursue financing for its adaptive reuse. With the \$10,000 NTLF loan acting as catalyst, the Historical Society identified a project developer that subsequently assembled a varied financing package to support new residential and retail uses in the building.

For more examples, see the [National Trust Loan Fund Cornerstone Building Case Studies](#)

Financing: NTLF specializes in predevelopment, acquisition, mini-permanent, bridge and rehabilitation loans for residential, commercial and public use projects. Since 1980, the Loan Fund has lent approximately \$22 million to projects totaling \$503,830,000 in development costs for a leverage ratio of \$23:\$1.

Appropriation: N/A, as it is a loan.