

REPORT



Review of US Shortline Railway Funding

Final Report

Prepared for:

Railway Association of Canada

Prepared by:

CPCS

Objective

The objective of this study is to provide the Railway Association of Canada (RAC) with a compendium of federal and state level funding and financing programs for shortline railways in the United States (U.S). The study focussed on collecting information from multiple sources to characterize the program and its level of utilization by shortline railways in the U.S. This information will be reviewed by the RAC and used to support its efforts to secure shortline funding opportunities in Canada. **The purpose of this report** is to summarize the information collected for each program including the perspectives collected through consultations with stakeholders in the U.S.

The purpose of this Draft Final Report is to solicit feedback which will be incorporated into the Final Report.

Acknowledgments / Confidentiality

CPCS acknowledges and is thankful for input provided by the American Short Line and Regional Railroad Association and other stakeholders consulted in the development of this report.

Cover image source: iStock

Table of Contents

Executive Summary	i
Types of Program and Common Features	ii
Available Funding and Expenses.....	iv
1 Federal Funding Programs	1
1.1 Data Sheet Structure	1
1.2 Grant.....	2
1.3 Loan	18
1.4 Tax Credit.....	21
2 State Funding Programs	22
2.1 Alabama.....	23
2.2 Alaska	24
2.3 Arizona.....	25
2.4 Arkansas	26
2.5 California	27
2.6 Colorado	28
2.7 Connecticut	29
2.8 Delaware	30
2.9 Florida.....	31
2.10 Georgia	33
2.11 Idaho.....	34
2.12 Illinois	35
2.13 Indiana.....	37
2.14 Iowa	39
2.15 Kansas.....	40
2.16 Kentucky.....	41
2.17 Louisiana.....	44
2.18 Maine.....	45
2.19 Maryland	47
2.20 Massachusetts.....	48

2.21	Michigan	50
2.22	Minnesota	52
2.23	Mississippi	53
2.24	Missouri	58
2.25	Montana	60
2.26	Nebraska.....	61
2.27	Nevada.....	62
2.28	New Hampshire	63
2.29	New Jersey.....	66
2.30	New Mexico.....	68
2.31	New York	69
2.32	North Carolina	73
2.33	North Dakota	75
2.34	Ohio	77
2.35	Oklahoma	80
2.36	Oregon.....	82
2.37	Pennsylvania.....	85
2.38	Rhode Island.....	88
2.39	South Carolina	89
2.40	South Dakota	90
2.41	Tennessee.....	92
2.42	Texas.....	94
2.43	Utah	96
2.44	Vermont.....	97
2.45	Virginia.....	98
2.46	Washington	102
2.47	West Virginia	104
2.48	Wisconsin	105
2.49	Wyoming	108
	References	110

Executive Summary

Local and regional railways,¹ also known as shortlines, account for 20% of Canada's and 31% of the United States' rail network (by length of track). Shortlines provide market access for local businesses by connecting them to the Class I rail system.

According to the U.S. Surface Transportation Board (STB), a Class I railroad is a freight railroad with an operating revenue of more than \$457.9 million. Class II and Class III railroads are defined as follows:

- *Class II Railroads* – also known as regional railroads, have an operating revenue of \$36.6 million to \$457.9 million.
- *Class III Railroads* – also known as local railroads, have an operating revenue of \$36.6 million or less.

Class II and Class III railways are often collectively referred to as shortlines.

Passed in 1996, the *Canada Transportation Act* consolidated and revised the *National Transportation Act* and *Railway Act, 1987* and in doing so ushered in a new era for shortline railways in Canada. The legislation removed the barriers to the discontinuance of rail lines, and allowed Canadian National and Canadian Pacific to sell or lease some of their low-density lines, creating the stimulus for entrepreneurs to invest and create shortline railways. Prior to the legislation becoming law, there were less than 15 shortline and regional railways in Canada. Today there are more than 50.

At the federal level, shortlines have been eligible for programs like the New Building Canada Plan, which provides funding for projects of national, regional and local significance, yet resources under this initiative and its predecessor have been overly complex and have not translated into substantive funding opportunities for shortline railways. In fact, less than one per cent of funding under both initiatives has been directed to the shortline railway sector. At the provincial level, there are currently no funding programs available to shortline railways; however, Ontario, Quebec, and Saskatchewan have had funding programs in the past. Overall, financial support for shortlines has been application-based and limited.

By contrast, shortlines in the U.S. have access to government grants, low-interest loans, and tax credit programs at the federal level, and many states have programs for maintenance and capital needs which are dedicated or targeted at shortlines. The requirements for U.S. federal funding applications often obligate the states to conduct comprehensive rail or state freight plans, which include financial planning, funding allocation, and project prioritization. For instance, TIGER grants emphasize improved access to reliable, safe, and affordable

¹ Canada uses the term railway, and the U.S. uses the term railroad. They are interchangeable.

transportation for communities in rural areas, such as projects that improve infrastructure condition, address public health and safety, promote regional connectivity, or facilitate economic growth or competitiveness.

The purpose of this report is to describe existing funding programs available to the shortline railways in the United States. The remainder of this executive summary discusses the types of programs available, how much funding is available for shortlines, and what shortlines spend money on. Section 1 of this report presents the federal programs available for shortline railways, organized by type of program (grant, loan, tax credit, grant/loans). Section 2 presents state programs, organised by state.

This report is based on analysis of the latest state rail and freight plans, U.S. Transportation Research Board reports of federal and state funding programs, consultations, and additional research completed by CPCS.

Types of Program and Common Features

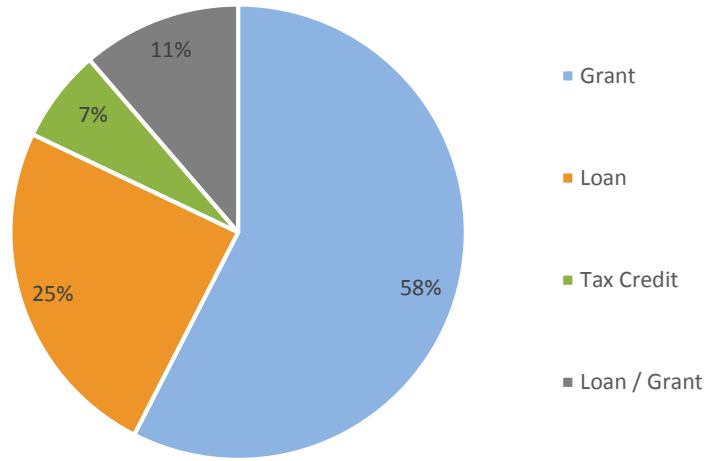
The majority of funding programs presented in this report focus on the transportation sector and are either federal programs available to qualifying projects across the country, or state programs designed for regional use. The funding programs differ in eligibility and program renewal approaches. Some of the funding programs are temporary, while others renew annually, biannually, or as needed. There are four main types (Figure ES-1) of funding identified in this report: grants, loans, and tax credits, and grant/loans.

Figure ES-1: Types of Programs

Program Type	Description
Grant	Grants are non-repayable funds provided to a recipient for a certain project, by the federal government or a state government. Government grants are usually awarded to projects aiming to improve the economy, safety and overall quality of service for the public.
Loan	Loans are funds provided in exchange for future repayment of the principal amount and interest. The loans usually offer favourable terms for the debtor, including lower interest rates and relaxed repayment schedules.
Tax Credit	Tax credits are programs that allow railroads to reduce their tax payable. The most widely used funding program by U.S. short line railroads is the Section 45G tax credit. This program provides a tax credit of \$1 for every \$2 of private investment to incentivize more investment in shortline rehabilitation projects.
Grant/Loan	Grant/loan programs are programs which integrate features of both grants and loans. The common cases are loans with built-in forgiveness, or loans where some aspects of a project are eligible for a grant.

The funding programs reviewed in this report are either dedicated to shortlines, railways, or freight, or are more comprehensive programs touching on transportation as a whole. Some of the programs cover both passenger and freight transportation. We focused on programs which have existed within the past 15 years, the majority of which are still operating in one form or another.

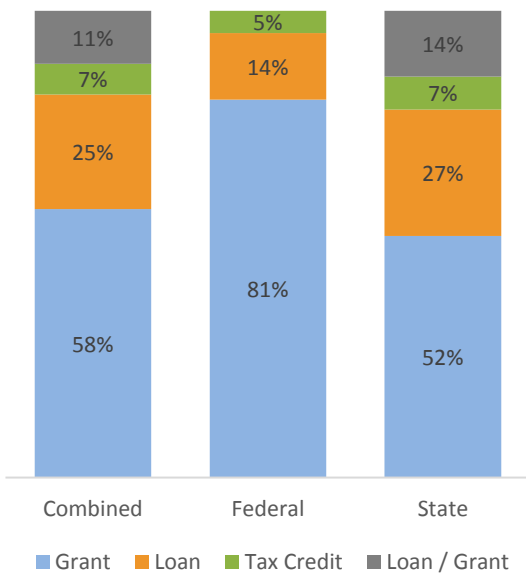
Figure ES-2: Distribution of Programs (by number of Programs)



Source: CPCS analysis of US programs

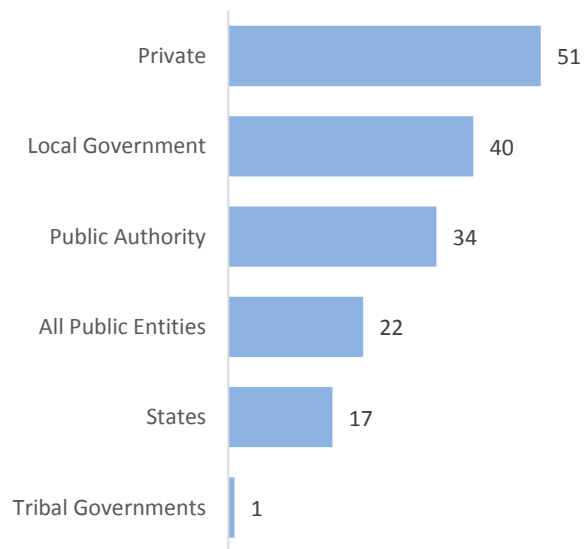
We identified a total of 106 programs across the United States that shortlines could be (or have been) eligible for. There are 21 programs at the federal level, and 85 at the state level. The majority (58%) of programs identified in this review are grant programs (Figure ES-2), but the overall distribution of programs varies considerably by jurisdiction. States are much more likely to use loans or loan/grant programs, while the federal government tends to use grants (Figure ES-3). Still, grants are by far the most popular form of support (Figure ES-3).

Figure ES-3: Type of Program by Jurisdiction (by number of programs)



Source: CPCS analysis of US programs

Figure ES-4: Eligible Entities for Programs²



Source: CPCS analysis of US programs

² “All Public Entities” are programs that make no distinction about which public authorities may apply.

Most programs usually specify which parties are eligible. For instance, Class II and Class III railroads are eligible for the federal 45G tax credit. In Figure ES-4 they are classified as private entities despite the fact that some shortlines may be owned by a government. Many programs have multiple possible eligible parties, both public and private.

While some programs are simply attempting to support shortlines, most have specific objectives. Figure ES-5 demonstrates the common words used to describe program objectives. Aside from the obvious words related to railways, the concepts of improving, enhancing, and preserving are regularly used. This suggests that programs will generally have one or both of the following two objectives:

- To improve something (or an aspect of something) that currently exists. An example of this would be improving railway safety.
- To preserve something that currently exists. For shortlines this is particularly prominent, since a lot of shortline funding is oriented to preserving transportation connections and the associated impacts to communities.

Figure ES-5: Common Words Identified from Program Objectives



Source: CPCS analysis of US programs

Available Funding and Expenses

Since many of the programs listed in this report are not exclusively for shortline railways, estimating funding available to shortlines in the United States (on the basis of all the programs to which shortlines could be eligible) would overestimate available shortline funding. We focus on select federal shortline-oriented funding programs to provide a sense of how much support the U.S. federal government provides to shortlines, and how that support can be used by shortlines. Figure ES-6 provides a summary of some key federal shortline funding programs like the Section 45G tax credit, and the Railroad Rehabilitation and Improvement Financing loan program.

Figure ES-6: Summary of Key Shortline-oriented Programs

Program	Program Type	Available Funding	Allowed Expenses
Section 45G Shortline Tax Credit	Tax credit	\$165 - \$202 million per year – approximately an 80%-90% utilization	General maintenance on ways and structures.

		rate. ³ The credit provides up to 3,500 in tax credit for every 7,000 spent per mile of railway.	
Railroad Rehabilitation and Improvement Financing (RRIF)	Loan	Authorized to loan up to \$35 billion (\$7 billion reserved for shortlines). \$2.7 billion loaned in total in the 2015 round, and a total of 5.3 billion since 2002. Shortlines have received 14% of this, or \$0.76 billion.	Larger rehabilitation projects, refinancing debt for previous rehabilitation projects, or development of new intermodal or railroad facilities.
TIGER Grants	Grant	Shortlines usually receive \$20-\$30 million each year.	New capital projects which have a very clear benefit and business need.
Consolidated Rail Infrastructure and Safety Improvement Grants Program (CRISI)	Grant	\$68 million – Not all of it is for shortlines, but Class II and Class III railroads are specifically identified, but not Class I railroads.	Projects that improve safety for a given railroad.
Railroad Research and Development (Supplemental for Short Line Safety Institute Program Development and Implementation)	Grant	\$989,921 – For shortline safety research.	Specific research which supports the safety objectives of shortline railways.

Source: CPCS Research

The largest program for shortlines is the Section 45G tax credit. It is widely used by shortlines and provides a stable source of funding. The annual forgone tax revenue approximately represents \$165-202 million invested in shortlines every year. The tax credit can be used on a per-mile (up to 3,500 for every 7,000 spent on ways) basis for upgrades in linear infrastructure (e.g. track, bridges and signals). Providing dedicated funding for regular maintenance helps shortlines maintain safe operations.

While the tax credit is the backbone of shortline funding in the United States, there are other sources of capital such as:

- The RRIF program enables shortlines to make larger improvements in their infrastructure with very favourable loan terms, enabling railways access to capital markets they may not have otherwise have.
- TIGER grants enable shortlines to potentially pursue new business opportunities, not otherwise possible, expanding their business.
- CRISI grants support the overall safety of shortline railways, which helps them continue operating in sensitive areas.

³ Source: Consultations with ASLRRRA

- The Railroad Research and Development research program helps shortlines find innovative ways to improve safety.

At the state level there is a great deal of diversity in how different states support shortline railways. As previously noted, states tend to use loans (and grant/loans) more frequently than the federal government. Figure ES-7 shows that state level programs support 87%⁴ of the shortline railway network in the United States. 39 out of 50 states have some program that target shortline railways, with some having multiple programs for shortlines.

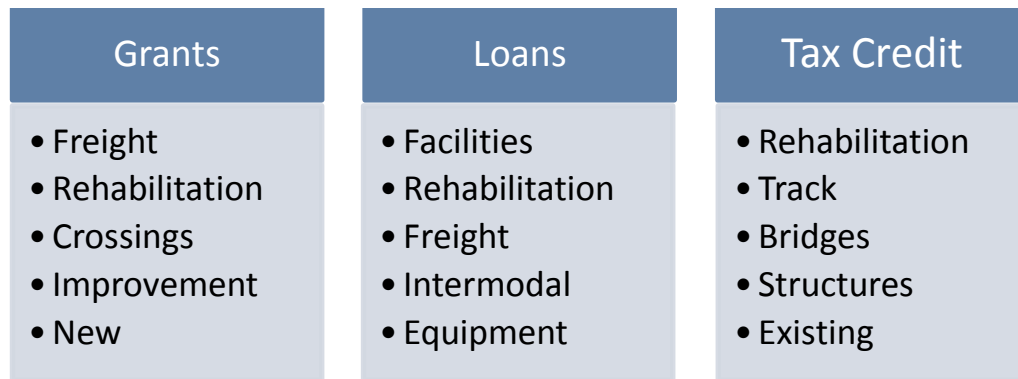
Figure ES-7: State Support for Shortline Railways

Feature	Value
Percent of Class II and Class III Railway Network Supported by a State Program	87%
Number of States with Shortline Support Programs	39
Number of States with Grant Programs	27
Number of States with Loan Programs	18
Number of States with Tax Credits	4
Number of States with Loan/Grant Programs	10

Source: CPCS analysis of US programs

Figure ES-8 presents a generic summary of the types of projects that are eligible under each initiative. We have selected some words most commonly associated with each program type. All of them have a very strong focus on rehabilitation. Grants are more likely to focus on freight cargo, crossing, and new projects, or improving current situations. Loans tend to be more facility focused, with an emphasis on intermodality and equipment. Tax credits are primarily focused on rehabilitation, and maintaining components of existing ways (track, bridges, and structures).

Figure ES-8: Program Type and Eligible Projects⁵



Source: CPCS analysis of US programs

⁴ By mileage of shortlines (e.g. mileage of shortlines within states that have state shortline programs divided by mileage of shortlines within all states.)

⁵ Loan/grants are categorized with Loans for this analysis.

1 Federal Funding Programs

1.1 Data Sheet Structure

Figure 1-1 presents the information this report provides on each funding program.

Figure 1-1: A sample of the tables representing different funding programs

Program Name:		
Program Legislative Jurisdiction:		
State:		
Fiscal Year(s):		
Program Type:		
Hyperlink:		
Description/Objectives:		
Eligibility:		
Applicants:	Projects:	Costs/Sectors:
Available Funds:	Renewal Information:	
Source of Funding		
Transferability (prohibited, allowed, unclear)		
Other Information (e.g. how much has been accessed by short lines)		

Other than basic information about a program such as a program name, fiscal year, and program type (grant, loan, or tax credit), common characteristics such as objectives, available funds and etc. are presented for all the programs (if available). Other common features of funding programs include:

Program legislative jurisdiction refers to the legislative jurisdiction that exercised power to create the program – federal or state level.

Program eligibility defines the eligibility requirements. There are three main aspects: applicants, projects, and costs/sectors. Applicants refer the qualities the applicant must possess to be eligible (e.g. Class II railway). Projects refers to, if applicable, the characteristics of the project required to receive the funding (e.g. new capital expansion, safety, etc.). The cost/sectors refers to the individual aspects of the program which may applied for (e.g. signals

upgrade, land acquisition). Where information is available, we discuss whether there is a co-signer required for private entities seeking eligibility.

Available funds and renewal information defines the total amount of funds budgeted for a specific program over a designated period of time. The federal funding programs rarely cover 100 percent of the project costs and normally require a percentage of matching to be provided through non-federal programs. The non-federal share of the project costs may be covered by state or local (public sector) agencies, private entities, or a mixture of public and private sector funds.

The funding renewal information provided in the federal and program tables (if available) define the time period by which the available funds should be spent. In some cases, the renewal information contains the details about program name and/or policy changes.

Source of funding provides information on the avenue through which the federal or state government supports a specific funding program. The *Fixing America’s Surface Transportation Act* of 2015 is an example of laws that support long-term funding for critical transportation projects. The state funding programs are usually funded with fuel tax percentages ear-marked for infrastructure projects.

Transferability defines whether the applicants will be allowed to transfer the capital awarded by the funding programs to other agencies and/or entities. This is not applicable for most programs.

1.2 Grant

1.2.1 FastLane (Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies)¹

Program Name:	FastLane (Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies)		
Program Legislative Jurisdiction:	Federal		
State:	Not Applicable		
Fiscal Year(s):	2016 - extended to 2020		
Program Type:	Grant		
Hyperlink:	https://www.fhwa.dot.gov/fastact/factsheets/fastlanegrantsfs.cfm		
Description/Objectives:	<ul style="list-style-type: none"> • Improve the safety, efficiency, and reliability of the movement of freight and people; • Generate national or regional economic benefits and an increase in global economic competitiveness of the U.S.; • Reduce highway congestion and bottlenecks; • Improve connectivity between modes of freight transportation; • Enhance the resiliency of critical highway infrastructure and help protect the environment; • Improve roadways vital to national energy security; and • Address the impact of population growth on the movement of people and freight. 		
Eligibility:			
Applicants:	Projects:	Costs/Sectors:	

Program Name: FastLane (Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies)		
<ul style="list-style-type: none"> States, groups of states or federal land management agency; MPOs, local government; A political subdivision of state or local government; Special purpose district; Tribal Governments. 	<ul style="list-style-type: none"> Highway or Bridge Freight Project; Freight intermodal or freight rail project; A project within the boundaries of a public or private freight rail; The project makes significant improvements to freight movements on the national freight network; A railway-highway grade crossing or grade separation project. 	<ul style="list-style-type: none"> Development phase activities; Construction, reconstruction, rehabilitation, acquisition of real property (including land related to the project and improvements to the land), etc.
Available Funds:		Renewal Information:
<ul style="list-style-type: none"> FY 2016: \$800 M FY 2017: \$850 M FY 2018: \$900 M FY 2019: \$950 M FY 2020: \$1 B 		In July 2017, INFRA program replaced the FASTLANE, bending the program goals more towards economic development and leveraging non-federal funds.
Source of Funding		
Highway Trust Fund		
Transferability (prohibited, allowed, unclear)		
Allowed as defined in section AAG Chapter II.B.2h of Grant Policy Manual on NSF website: www.NSF.gov		
Other Information (e.g. how much has been accessed by short lines)		
<ul style="list-style-type: none"> The FAST Act requires DOT to reserve at least 25% of each fiscal year’s FASTLANE grants for projects – either large or small projects – in rural areas (as defined by U.S. Census Bureau). A FASTLANE grant may not exceed 60% of the total eligible project costs. An additional 20% of project costs may be funded with other Federal assistance, bringing total Federal participation in the project to a maximum of 80%. The projects carried out by Federal land management agencies can use Federal funds to pay the non-Federal share of the project cost, bringing the total Federal participation up to 100%. At the request of an eligible FASTLANE grant applicant, the DOT may use FASTLANE amounts awarded to the entity to pay the subsidy and administrative costs necessary to provide the entity Federal credit assistance under the TIFIA program with respect to the project awarded the FASTLANE grant. In 2017, two rail-highway overpass repair cases and two short line rehabilitations were among the small project awarded grants by FASTLANE program. 		

1.2.2 INFRA (Infrastructure for Rebuilding America)²

Program Name:	INFRA (Infrastructure For Rebuilding America)	
Program Legislative Jurisdiction:	Federal	
State:	Not Applicable	
Fiscal Year(s):	2016-extended to 2020	
Program Type:	Grant	
Hyperlink:	https://www.transportation.gov/buildamerica/infragrants	
Description/Objectives:		
the goals and objectives of this program include supporting economic vitality and leveraging of federal funding to promote innovation, performance and accountability.		
Eligibility:		
Applicants:	Projects:	Costs/Sectors:

Program Name: INFRA (Infrastructure For Rebuilding America)	
<ul style="list-style-type: none"> • State or group of States; • MPOs serving urbanized areas with a population above 200,000; • A unit or a group of local governments; • A political subdivision of a State or local government; • A special purpose district or public authority with a transportation function, including a port authority; • A Federal land management agency that applies jointly with a State or group of States; • A tribal government or a consortium of tribal governments; and • A multistate or multijurisdictional group of entities described above. 	<ul style="list-style-type: none"> • Highway freight projects carried out on the National Highway Freight Network or the National Highway System (NHS), including projects that add capacity on the Interstate System to improve mobility or projects in a national scenic area; • Railway-highway grade crossing or grade separation projects; or a freight project that is (1) an intermodal or rail project, or (2) within the boundaries of a public or private freight rail, water (including ports), or intermodal facility. • A project within the boundaries of a freight rail, water (including ports), or intermodal facility must be a surface transportation infrastructure project necessary to facilitate direct intermodal interchange, transfer, or access into or out of the facility and must significantly improve freight movement on the National Highway Freight Network. • Improving freight movement on the National Highway Freight Network may include shifting freight transportation to other modes, thereby reducing congestion and bottlenecks on the National Highway Freight Network. For a freight project within the boundaries of a freight rail, water (including ports), or intermodal facility, Federal funds can only support project elements that provide public benefits.
<ul style="list-style-type: none"> • Construction, reconstruction, rehabilitation, acquisition of property, environmental mitigation, construction contingencies, equipment acquisition, and operational improvements directly related to system performance. • Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering, design, and other preconstruction activities. • Cost of Public-private partnership assessments in the development phase. • Subsidy and administrative costs necessary to receive TIFIA. 	
Available Funds:	Renewal Information:
\$81 M–\$85.5 M dedicated to small projects, \$1.44 B–\$1.48 B dedicated to large projects (size of the project is defined based on cost and the state in which the project is located).	The INFRA grant replaced FASTLANE program in July 2017.
Source of Funding	
Highway Trust Fund	
Transferability (prohibited, allowed, unclear)	
Unclear	
Other Information (e.g. how much has been accessed by short lines)	
\$500 million maximum for freight rail, port, and intermodal projects (excludes Grade Crossing and Grade separation projects).	

1.2.3 Rail Line Relocation & Improvement Capital Grant Program (RLR)³

Program Name:	Rail Line Relocation & Improvement Capital Grant Program (RLR)
Program Legislative Jurisdiction:	Federal
State:	Not Applicable
Fiscal Year(s):	2008 -2011
Program Type:	Grant

Program Name: Rail Line Relocation & Improvement Capital Grant Program (RLR)		
Hyperlink: https://www.fra.dot.gov/Page/P0090		
Description/Objectives:		
Assisting state and local governments in mitigating the adverse effects created by the presence of rail infrastructure. The program also aims to improve existing rail infrastructure to eliminate the negative effects of rail traffic on safety in general, motor vehicle traffic flow, economic development and the overall quality of life in the community.		
Eligibility:		
Applicants:	Projects:	Costs/Sectors:
<ul style="list-style-type: none"> States including District of Columbia; Political subdivisions of states (such as a city or county). 	<ul style="list-style-type: none"> Rail Line Relocation, Passenger Rail Stations. 	<ul style="list-style-type: none"> Pre-construction activities, such as preliminary engineering and design; Costs associated with project-level compliance with the National Environmental Policy Act (NEPA). <i>Note:</i> Activities such as planning studies and feasibility analyses are not eligible for funding.
Available Funds:		Renewal Information:
A total of \$90,104,200 for the program: <ul style="list-style-type: none"> FY2008: \$20,040,200 FY2009: \$25,000,000 FY2010: \$34,532,000 FY2011: \$10,532,000 		Annually
Source of Funding		
The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)		
Transferability (prohibited, allowed, unclear)		
Unclear		
Other Information (e.g. how much has been accessed by short lines)		
The funding requires a 10 percent contribution from the project sponsor.		

1.2.4 Rail Road Research and Development (Supplemental for Short Line Safety Institute Program Development and Implementation)⁴

Program Name: Railroad Research and Development (Supplemental for Short Line Safety Institute Program Development and Implementation)		
Program	Federal	
Legislative Jurisdiction:		
State:	Not Applicable	
Fiscal Year(s):	Since 2017	
Program Type:	Grant	
Hyperlink:	https://www.grantsolutions.gov/gs/preaward/previewPublicAnnouncement.do?id=58671	
Description/Objectives:		
Aims to provide the leadership to enhance the safety culture and safety performance of short line and regional railroads through voluntary, non-punitive partnerships		
Eligibility:		
Applicants:	Projects:	Costs/Sectors:

Program Name: Railroad Research and Development (Supplemental for Short Line Safety Institute Program Development and Implementation)		
Only the Short Line Safety Institute is eligible to apply for this grant.	<ul style="list-style-type: none"> Research to enhance and improve safety practices and to increase the short line and regional railroad industry's culture of commitment to safety; The Institute will address these strategic goals through Four Pillars of activities: safety culture assessments, education and training, research, and communications. 	No information
Available Funds:		Renewal Information:
\$989,921		No information
Source of Funding		
Funds allocated by Department of Transportation/Federal Railroad Administration		
Transferability (prohibited, allowed, unclear)		
Prohibited		
Other Information (e.g. how much has been accessed by short lines)		
No information		

1.2.5 Rail Road Rehabilitation & Repair (Disaster Assistance)⁵

Program Name: Railroad Rehabilitation & Repair (Disaster Assistance)		
Program Legislative Jurisdiction: Federal		
State: Not Applicable		
Fiscal Years(s): 2008, 2013		
Program Type: Grant		
Hyperlink: https://www.fra.dot.gov/Page/P1026 https://www.fra.dot.gov/eLib/details/L02746 https://www.fema.gov/disasters#sev1		
Description/Objectives:		
This program aims to support the repair and rehabilitation of Class II and Class III railroad infrastructure located in counties that were identified in a Disaster Declaration for Public Assistance issued by the President.		
Eligibility:		
Applicants:	Projects:	Costs/Sectors:
Departments of Transportation of any eligible state, if the state had an eligible project and exhausted all other federal and state resources prior to seeking assistance under this program.	Class II and III rail line, rail rehabilitation, Grade Crossing Improvements, and Track Enhancements needed as a result of flood, hurricane or natural disaster.	Rehabilitation and repair for Class II and Class III railroad infrastructure, including railroad rights-of-way, bridges, signals, and other infrastructure that are part of the general railroad system of transportation and primarily used by railroads to move freight traffic.
Available Funds:		Renewal Information:
\$20 M in 2008; 1,870,000 in 2013.		Fund available until expended
Source of Funding		
The Consolidated Security, Disaster Assistance, and Continuing Appropriations Act, 2009		
Transferability (prohibited, allowed, unclear)		
Unclear		
Other Information (e.g. how much has been accessed by short lines)		

Program Name:	Railroad Rehabilitation & Repair (Disaster Assistance)
This program encourages applicants to constrain their Federal funding request to a maximum of \$3,000,000 per project and application.	

1.2.6 Consolidated Rail Infrastructure and Safety Improvement Grants Program

Program Name:	Consolidated Rail Infrastructure and Safety Improvement Grants Program	
Program Legislative Jurisdiction:	Federal	
State:	Not Applicable	
Fiscal Year(s):	Since 2017	
Program Type:	Grant	
Hyperlink:	https://www.fra.dot.gov/eLib/details/L19363 https://www.fra.dot.gov/eLib/Details/L19360 https://www.fra.dot.gov/eLib/Details/L19361	
Description/Objectives:	The Consolidated Rail Infrastructure and Safety Improvements Grants Program was created by the FAST Act. These grants are designed to assist financing the cost of passenger and freight rail systems to achieve safety, efficiency and reliability benefits.	
Eligibility:		
Applicants:	Projects:	Costs/Sectors:
States, public agencies or authorities, efficiency, Class II railroads, Class III railroads, rail suppliers in partnership with any of the previously mentioned entities	Capital projects to improve safety on railways.	A wide range of capital projects: positive train control, rail integrity inspection systems, at-grade crossing improvements, rail line relocations, corridor service development planning, environmental analyses.
Available Funds:	Renewal Information:	
~\$68 M	Fund available until expended	
Source of Funding		
Consolidated Appropriations Act, 2017.		
Transferability (prohibited, allowed, unclear)		
Quasi-transferable to rail suppliers.		
Other Information (e.g. how much has been accessed by short lines)		
Require a positive CBA and would like some degree of matching non-federal funding.		

1.2.7 Railroad Safety Grants for the Safe Transportation of Energy Products by Rail

Program Name:	Railroad Safety Grants for the Safe Transportation of Energy Products by Rail
Program Legislative Jurisdiction:	Federal
State:	Not Applicable
Fiscal Year(s):	Since 2015
Program Type:	Grant
Hyperlink:	https://www.fra.dot.gov/Page/P0829 https://www.fra.dot.gov/eLib/Details/L17030
Description/Objectives:	

Program Name: Railroad Safety Grants for the Safe Transportation of Energy Products by Rail		
This program supports public and private railroad grade crossing enhancement and track improvement projects that improve safety on rail routes transporting flammable energy products, which are defined as crude oil, ethanol, and natural gas.		
Eligibility:		
Applicants:	Projects:	Costs/Sectors:
<ul style="list-style-type: none"> States; Groups of States; Interstate Compacts. 	<ul style="list-style-type: none"> Grade Crossing Improvements Track Enhancements (All eligible projects must be conducted on and directly relate to rail lines over which crude oil, ethanol, and/or natural gas are transported.) 	<p><u>Grade Crossing Improvement Costs:</u></p> <ul style="list-style-type: none"> Crossing Approach Improvements including channelization, medians, and illumination; Crossing Sign and Pavement Improvements; Active Grade Crossing Warning Device Installation/Upgrade including flashing lights, gates, bells, track circuitry, highway traffic signal interconnection, and highway-traffic signal pre-emption; Visibility Improvements including sight distance improvements and vegetation clearance; Crossing Geometry Improvements including horizontal and/or vertical roadway alignment, and elimination or modification of high-profile or “humped” crossings; Grade Crossing Elimination including crossing elimination through crossing closure, roadway relocation, or construction of grade separation structures; Other Innovative Crossing Improvements including other justifiable safety enhancements such as photo/video enforcement equipment, vehicle presence detection, and remote health monitoring equipment; <p><u>Track Enhancements Costs:</u></p> <ul style="list-style-type: none"> Track Renewal including rail and tie replacement, continuous welding or rail surfacing, and the removal and replacement of existing tie plates, spikes, anchors, and other track material; Ballast Renewal including undercutting, ballast replacement, and tamping; Turnout Rehabilitation including frog and switch point rehabilitation and replacement or turnout upgrades; Drainage Rehabilitation including ditch cleaning, re-grading or culvert cleaning, and replacement or drainage upgrades.
Available Funds:		Renewal Information:
\$10 M (maximum of \$3,000,000 per project and application)		No Information
Source of Funding		
Consolidated and Further Continuing Appropriations Act, 2015		
Transferability (prohibited, allowed, unclear)		
Unclear		
Other Information (e.g. how much has been accessed by short lines)		
At least 20 percent of any total project costs must be provided for by the applicant in the form of project match, and applicants are encouraged to leverage funds in excess of the 20 percent project cost where possible.		

1.2.8 Railroad Safety Infrastructure Improvement⁶

Program Name:		Railroad Safety Infrastructure Improvement	
Program Legislative Jurisdiction:		Federal	
State:		Not Applicable	
Fiscal Years(s):		Since 2016	
Program Type:		Grant	
Hyperlink:		https://www.fra.dot.gov/eLib/Details/L17408 https://www.fra.dot.gov/Page/P0935	
Description/Objectives:			
Safety improvements to railroad infrastructure, including the acquisition, improvement, or rehabilitation of intermodal facilities; improvements to track, bridges, rail yards, and tunnels; upgrades to railroad crossings; and the separation of railroad crossings and roads.			
Eligibility:			
Applicants:		Projects:	
<ul style="list-style-type: none"> • Passenger and freight railroad carriers; • Local governments; • States and Political subdivisions of States (for quiet zone projects only). 		<p>Projects that make safety improvements to railroad infrastructure, such as:</p> <ul style="list-style-type: none"> • Acquisition, improvement, or rehabilitation of railroad equipment (locomotives, rolling stock); • Improvement or rehabilitation of rail infrastructure (track, bridges, tunnels, grade crossings, catenary, signals, PTC equipment); • Construction, improvement, or rehabilitation of rail facilities (yards, passenger stations, maintenance/repair shops); • Projects that construct the infrastructure necessary to establish a quiet zone. 	
		Costs/Sectors:	
		<p><u>Track and Related Projects:</u></p> <ul style="list-style-type: none"> • Track rehabilitation and repair; • Track construction, such as straightening curves or adding passing sidings; • Bridge rehabilitation and repair; • Signal installation, repair or upgrade; • Grade crossing installation, repair or rehabilitation, or closure; • Grade separations; and • On electrified rail, installation, replacement or rehabilitation of overhead catenary. <p><u>Rolling Stock/Equipment Projects:</u></p> <ul style="list-style-type: none"> • Rehabilitation of locomotives, passenger cars, or other rolling stock; and • Acquisition of locomotives, passenger cars, or other rolling stock. <p><u>Railroad/ Intermodal Facilities Projects:</u></p> <ul style="list-style-type: none"> • Rehabilitation or repair of tunnels; • Construction, rehabilitation or reconfiguration of yards, including necessary track work; • Construction, rehabilitation or repair of passenger stations, including rail-related appurtenances such as platforms and canopies; and • Construction, rehabilitation or repair of other rail facilities, such as maintenance and repair shops. 	
Available Funds:		Renewal Information:	
\$25 M		No Information	
Source of Funding			
Consolidated Appropriations Act			
Transferability (prohibited, allowed, unclear)			
Unclear			
Other Information (e.g. how much has been accessed by short lines)			

Program Name:	Railroad Safety Infrastructure Improvement
	<ul style="list-style-type: none"> All Federal funds, including FRA’s funding contribution to any proposed project under this NOFO, must not exceed a %50 share of the total project cost. Encourages applicants to constrain their Federal funding request to a maximum of \$5,000,000 per project and application. The focus of a project must be safety improvements, and not other potential benefits, such as increased operational efficiencies or economic opportunities.

1.2.9 Safety Technology Grants for Positive Train Control Program⁷

Program Name: Safety Technology Grants for Positive Train Control (PTC) Program		
Program Legislative Jurisdiction:	Federal	
State:	Not Applicable	
Fiscal Years(s):	2010, 2014, and 2016	
Program Type:	Grant	
Hyperlink:	https://www.federalregister.gov/documents/2016/04/05/2016-07780/fy-2016-railroad-safety-technology-grant-funds	
Description/Objectives:		
This program supports enhancing railroad safety by implementing a Positive Train Control (PTC) system or benefiting overall PTC implementation on freight, intercity passenger, and commuter railroads.		
Eligibility:		
Applicants:	Projects:	Costs/Sectors:
<ul style="list-style-type: none"> Passenger and freight railroad carriers; Railroad suppliers; State and local governments. 	<ul style="list-style-type: none"> The development and deployment of technologies that will lower costs, accelerate implementation, increase interoperability between host and tenant operations, and improve reliability of PTC systems; The development and deployment of technologies that will eliminate PTC communications interference, provide solutions to configuration management of multi-railroad PTC software and firmware deployments, and provide host-tenant railroad PTC interoperability/system certification. Examples of eligible projects include: <ol style="list-style-type: none"> Implementation, installation, and testing of PTC systems; Shared PTC infrastructure (e.g., back office systems, computer aided design [CAD] systems); and PTC interoperability advancements, such as pilot programs, standardization committees, development of standard processes, and spectrum acquisition, sharing, and desensitization. 	<ul style="list-style-type: none"> Costs for implementation, installation, and testing of PTC systems; Costs for shared PTC infrastructure (e.g., back office systems, CAD systems); and Costs to advance PTC interoperability, such as pilot programs, standardization committees, development of standard processes, and spectrum acquisition, sharing, and desensitization.
Available Funds:		Renewal Information:
<ul style="list-style-type: none"> FY 2010: \$50 M FY 2015: \$11 M FY 2016: \$25 M 		No Information
Source of Funding		
<ul style="list-style-type: none"> Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2010 Consolidated Appropriations Act, 2014 		

Program Name:	Safety Technology Grants for Positive Train Control (PTC) Program
	<ul style="list-style-type: none"> Consolidated Appropriations Act, 2016
Transferability (prohibited, allowed, unclear)	Unclear
Other Information (e.g. how much has been accessed by short lines)	No Information

1.2.10 TIGER Discretionary Grants⁸

Program Name:	TIGER Discretionary Grants	
Program Legislative Jurisdiction:	Federal	
State:	Not Applicable	
Fiscal Years(s):	2009-2020	
Program Type:	Grant	
Hyperlink:	https://www.transportation.gov/tiger	
Description/Objectives:	The main objective of this program is to rebuild the infrastructure. Special consideration given to projects which emphasize improved access to reliable, safe, and affordable transportation for communities in rural areas, such as projects that improve infrastructure condition, address public health and safety, promote regional connectivity, or facilitate economic growth or competitiveness.	
Eligibility:		
Applicants:	Projects:	Costs/Sectors:
State, local and tribal governments, including U.S. territories, transit agencies, port authorities, metropolitan planning organizations (MPOs), and other political subdivisions of State or local governments.	<ul style="list-style-type: none"> Road or bridge projects eligible under title 23, United States Code; Public transportation projects eligible under chapter 53 of title 49, United States Code; Passenger and freight rail transportation projects; Port infrastructure investments (including inland port infrastructure and land ports of entry); and Intermodal projects. 	TIGER Discretionary Grants may be used for up to 80 percent of the costs of projects located in an urban area and up to 100 percent of the costs of a project located in a rural area. For a project located in an urban area, total Federal assistance for a project receiving a TIGER grant may not exceed 80 percent.
Available Funds:	Renewal Information:	
Around \$500 M	Annually	
Source of Funding	Consolidated Appropriations Act	
Transferability (prohibited, allowed, unclear)	Unclear	
Other Information (e.g. how much has been accessed by short lines)	For projects located in urban areas, the minimum award is \$5 million. The minimum total project cost for a project located in an urban area must be \$6.25 million to meet match requirements. For projects located in rural areas, the minimum award is \$1 million. The maximum award for all projects is \$25 million. Not more than \$50 million can be awarded to a single State.	

1.2.11 Congestion Mitigation and Air Quality Improvement Program⁹

Program Name:		Congestion Mitigation and Air Quality Improvement (CMAQ) Program	
Program Legislative Jurisdiction:		Federal	
State:		Not Applicable	
Fiscal Years(s):		2016 - 2020	
Program Type:		Grant	
Hyperlink:		https://www.fhwa.dot.gov/environment/air_quality/cmaq/ https://archive.epa.gov/midwestcleandiesel/web/pdf/cmaq.pdf	
Description/Objectives:			
This program supports surface transportation projects and other related efforts that contribute air quality improvements and provide congestion relief. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).			
Eligibility:			
Applicants:		Projects:	Costs/Sectors:
<ul style="list-style-type: none"> States; Cities and Counties; Transit and Transportation Authorities; Private and Non-Profit Entities in Cooperation with a Lead Public Agency. 		<ul style="list-style-type: none"> Diesel Retrofits; Intermodal Equipment and Facilities; Alternative Fuel Projects; Traffic Monitoring and Managements; Transit Facilities and Improvements; Bicycle Transportation and Pedestrian Improvements; Vehicle Inspection and Maintenance. 	<p>The FAST Act amended the eligible uses of CMAQ funds set aside for PM2.5 nonattainment and maintenance areas. PM2.5 set-aside funds may be used to reduce fine particulate matter emissions in a PM2.5 nonattainment or maintenance area, including:</p> <ul style="list-style-type: none"> diesel retrofits; installation of diesel emission control technology on non-road diesel equipment or on-road diesel equipment that is operated on a highway construction projects; and the most cost-effective projects to reduce emissions from port-related landside non-road or on- road equipment that is operated within the boundaries of the area.
Available Funds:		Renewal Information:	
<ul style="list-style-type: none"> FY 2016: \$2.31 B FY 2017: \$2.36 B FY 2018: \$2.4 B FY 2019: \$2.45 B FY 2020: \$2.5 B 		Annually	
Source of Funding			
Highway Trust Fund			
Transferability (prohibited, allowed, unclear)			
States may transfer to the National Highway Performance Program, National Highway Freight Program, Surface Transportation Block Grant Program, Transportation Alternatives, and Highway Safety Improvement Program up to 50% of CMAQ funds made available each fiscal year.			
Other Information (e.g. how much has been accessed by short lines)			
No Information			

1.2.12 Railroad Safety Technology¹⁰

Program Name: Railroad Safety Technology	
Program Legislative Jurisdiction:	Federal
State:	Not Applicable
Fiscal Years(s):	Since 2008
Program Type:	Grant
Hyperlink:	https://www.fra.dot.gov/Page/P0553
Description/Objectives:	
The objective of this grant program was to facilitate "...the deployment of train control technologies, train control component technologies, processor-based technologies, electronically controlled pneumatic brakes, rail integrity inspection systems, rail integrity warning systems, switch position indicators and monitors, remote control power switch technologies, track integrity circuit technologies, and other new or novel railroad safety technology."	
Eligibility:	
Applicants:	Projects:
<ul style="list-style-type: none"> • Passenger and freight rail carriers; • Railroad suppliers; and • State and local governments. 	Projects that: <ul style="list-style-type: none"> • Facilitate sharing of PTC communications infrastructure; • Support the resolution of PTC system interoperability issues; • Optimize PTC deployment on the core 2015 PTC territory; • All other projects.
	Costs/Sectors:
	The costs of deployment of: <ul style="list-style-type: none"> • train control technologies; • train control component technologies; • processor-based technologies, • electronically controlled pneumatic brakes; • rail integrity inspection systems; • rail integrity warning systems; • switch position indicators and monitors; • remote control power switch technologies; • track integrity circuit technologies; and • other new or novel railroad safety technology.
Available Funds:	Renewal Information:
\$550,000 (The program originally made available \$50 million in federal funds. Because of the RLR original grantees completing their grants, \$550,000 became available from the original \$50 million).	No information
Source of Funding	
Rail Safety Improvement Act	
Transferability (prohibited, allowed, unclear)	
Unclear	
Other Information (e.g. how much has been accessed by short lines)	
This grant program has a maximum 80-percent Federal and minimum 20-percent grantee cost share (cash or in-kind) match requirement.	

1.2.13 Projects of National and Regional Significance (PNRS)¹¹

Program Name: Projects of National and Regional Significance (PNRS)	
Program Legislative Jurisdiction:	Federal
State:	Not Applicable
Fiscal Years(s):	2005-2009
Program Type:	Grant

Program Name: Projects of National and Regional Significance (PNRS)		
Hyperlink: https://www.fhwa.dot.gov/safetealu/factsheets/natiregl.htm		
Description/Objectives:		
The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Section 1301 established this program to fund critical, national or regional freight or passenger transportation needs.		
Eligibility:		
Applicants:	Projects:	Costs/Sectors:
A state or multiple states (support for strong local and regional coordination)	Any transportation project (including multimodal and rail) that is Title 23 eligible. Project could be individual project or a group of projects that are integrated in function such as along a corridor.	Costs of development phase activities (including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities) and the costs of construction, reconstruction, rehabilitation, and acquisition of right-of-way, environmental mitigation, construction contingencies, acquisition of equipment, and operational improvements.
Available Funds:		Renewal Information:
<ul style="list-style-type: none"> • FY 2005: \$178 M • FY 2006: \$356 M • FY 2007: \$445 M • FY 2008: \$445 M • FY 2009: \$356 M 		Annually
Source of Funding		
Highway Trust Fund		
Transferability (prohibited, allowed, unclear)		
Unclear		
Other Information (e.g. how much has been accessed by short lines)		
<ul style="list-style-type: none"> • Legislative requirement \$500m/75% of apportionment (whichever is less) • Allow multi-state projects and use largest state's eligibility 		

1.2.14 Railway-Highway Crossings (Section 130) Program¹²

Program Name: Railway-Highway Crossings (Section 130) Program		
Program Legislative Jurisdiction:	Federal	
State:	Not Applicable	
Fiscal Years(s):	1987 - 2020	
Program Type:	Grant	
Hyperlink:	https://safety.fhwa.dot.gov/hsip/xings/	
Description/Objectives:		
Jointly administered by FHWA and FRA, this program aims to improve the safety of highway-railroad grade crossings and eliminate the hazards at railway-highway crossings. The Section 130 Program has been correlated with a significant decrease in fatalities at railway-highway grade crossings.		
Eligibility:		
Applicants:	Projects:	Costs/Sectors:

Program Name: Railway-Highway Crossings (Section 130) Program		
The State DOTs	<ul style="list-style-type: none"> Projects at all public crossings including roadways, bike trails and pedestrian paths; Projects at grade crossings to eliminate hazards posed by blocked crossings due to idling trains. 	In accordance with 23 USC 130(i), the funds can be used as incentive payments for local agencies to close public crossings provided there are matching funds from the railroad. Also, in accordance with 23 USC 130(h), the funds can be used for local agencies to provide matching funds for State-funded projects.
Available Funds:		Renewal Information:
<ul style="list-style-type: none"> FY 2016: \$350 million FY 2017: \$230 million FY 2018: \$235 million FY 2019: \$240 million FY 2020: \$245 million 		Annually
Source of Funding		
FAST Act continues the annual set-aside for railway-highway crossing improvements		
Transferability (prohibited, allowed, unclear)		
Unclear		
Other Information (e.g. how much has been accessed by short lines)		
Federal funding is available for up to 94.3 percent of project costs, with a 5.7 percent minimum local match. For certain projects, such as active warning devices and crossing closures, the federal share may amount to 100 percent. States with the highest number of grade crossing collisions on average were required to develop a State highway-rail grade crossing action plans. The list of the states that developed the plan is consisted of Alabama, California, Florida, Georgia, Illinois, Indiana, Iowa, Louisiana, Ohio, and Texas.		

1.2.15 Research and Development Funding¹³

Program Name: Research and Development Funding		
Program Legislative Jurisdiction:	Federal	
State:	Not Applicable	
Fiscal Years(s):	Since 2006	
Program Type:	Grant	
Hyperlink:	https://www.fra.dot.gov/Page/P0019	
Description/Objectives:		
Ensuring the safe, efficient, and reliable movement of people and goods by rail through basic and applied research, and development of innovations and solutions.		
Eligibility:		
Applicants:	Projects:	Costs/Sectors:

<ul style="list-style-type: none"> States, local governments or organizations of state or local governments, Universities or institutions of higher education, Hospitals and non-profit organizations, Private individuals, corporations, and businesses or commercial organizations. <p><i>Note:</i> Any businesses owned in whole or in part by the Federal Government are not eligible. However, such ineligible businesses may subcontract with eligible offerors.</p>	<p>A variety of basic and applied technology research projects that will support the strategic objectives of Office of Research, Development and Technology and the research needs of the four FRA research divisions:</p> <ol style="list-style-type: none"> Track, Rolling Stock and Equipment Train Control and Communications Human Factors 	No Information
Available Funds:		Renewal Information:
Around \$35 million		Annually
Source of Funding		
Small Business Innovation Development Act of 1982		
Transferability (prohibited, allowed, unclear)		
Unclear		
Other Information (e.g. how much has been accessed by short lines)		
No Information		

1.2.16 Surface Transportation Program¹⁴

Program Name: Surface Transportation Program (STP)		
Program Legislative Jurisdiction: Federal		
State: Not Applicable		
Fiscal Year(s): 2013 and 2014		
Program Type: Grant		
Hyperlink: https://www.fhwa.dot.gov/map21/factsheets/stp.cfm		
Description/Objectives:		
The Surface Transportation Program (STP) provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.		
Eligibility:		
Applicants:	Projects:	Costs/Sectors:
<ul style="list-style-type: none"> MPOs; County Lead Agencies. 	The STP funds may be used for highway improvements to accommodate rail line operations (e.g., clearances and grade separations) as well as for railroad relocations and consolidations, intermodal terminals, and the acquisition of abandoned railroad right of ways.	<ul style="list-style-type: none"> Capital costs; Planning costs; Development costs.
Available Funds:		Renewal Information:
About \$10 B		Annually
Source of Funding		
Highway Trust Fund		

Transferability (prohibited, allowed, unclear)
Unclear
Other Information (e.g. how much has been accessed by short lines)
The STP funds are often used by states to supplement the Section 130 grade crossing funds. The federal matching share for these funds is 80%.

1.2.17 Alaska Railroad Grants¹⁵

Program Name:		Alaska Railroad Grants	
Program Legislative Jurisdiction:	Federal		
State:	AK		
Fiscal Years(s):	Since 1996		
Program Type:	Grant		
Hyperlink:	https://www.fra.dot.gov/Page/P0281		
Description/Objectives:			
The State of Alaska owns and operates the Alaska Railroad Corporation (ARRC). While the railroad does not receive operating subsidies from the federal government, both the Federal Railroad Administration (FRA) and Federal Transit Administration administer capital grants that fund specific rail improvement projects as identified by Congress in annual appropriations or multi-year authorizations.			
Eligibility:			
Applicants:	Projects:	Costs/Sectors:	
<ul style="list-style-type: none"> MPOs; County Lead Agencies. 	Specific rail improvement projects as identified by Congress.	<ul style="list-style-type: none"> Capital costs; Planning costs; Development costs. 	
Available Funds:		Renewal Information:	
No information		Annual appropriation or multi-year authorization by Congress	
Source of Funding			
The FRA and FTA administer capital grants that fund specific rail improvement projects as identified by Congress.			
Transferability (prohibited, allowed, unclear)			
Unclear			
Other Information (e.g. how much has been accessed by short lines)			
No Information			

1.3 Loan

1.3.1 Railroad Rehabilitation and Improvement Financing (RRIF)¹⁶

Program Name:		Railroad Rehabilitation and Improvement Financing (RRIF)	
Program Legislative		Federal	
Jurisdiction:			
State:		Not Applicable	
Fiscal Year(s):		1998, 2005, 2008, and 2015	
Program Type:		Loan	
Hyperlink:		https://www.fra.dot.gov/Elib/Document/15492 https://www.fra.dot.gov/eLib/details/L02706 https://fas.org/sgp/crs/misc/R44028.pdf	
Description/Objectives:			
<p>This program was established by the Transportation Equity Act for the 21st Century (TEA-21) and amended by the Safe Accountable, Flexible and Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU) aiming to:</p> <ul style="list-style-type: none"> • Enhance public safety • Enhance the environment • Promote economic development • Enable United States companies to be more competitive in international markets • Are endorsed by the plans prepared under section 135 of title 23 by the State or States in which they are located • Preserve or enhance rail or intermodal service to small communities or rural areas • Enhance service and capacity in the national rail system • Materially alleviate rail capacity problems which degrade the provision of service to shippers and would fulfill a need in the national transportation system 			
Eligibility:			
Applicants:		Projects:	Costs/Sectors:
<ul style="list-style-type: none"> • Railroads • State and local governments • Government sponsored authorities and corporations • Joint ventures that include at least one railroad 		<ul style="list-style-type: none"> • Acquire, improve, or rehabilitate intermodal or rail freight or passenger equipment or facilities, including track, components of track, bridges, yards, buildings, and shops • Refinance outstanding debt incurred for the purposes listed above • Develop or establish new intermodal or railroad facilities 	<p>This direct loan can fund up to 100% of eligible project costs.</p>
Available Funds:		Renewal Information:	
<p>\$35 B is available from which \$7 B is reserved for freight railroads other than Class I.</p>		<p>Created in 1998 and revised in 2005, 2008, and 2015</p>	
Source of Funding			
no-cost-to-the-government structure			
Transferability (prohibited, allowed, unclear)			
Unclear			
Other Information (e.g. how much has been accessed by short lines)			
RRIF requires loan recipients to deposit the equivalent of a bond, referred to as a credit risk premium, which is intended to offset the risk of a default on their loan.			

1.3.2 TIFIA Loan Program¹⁷

Program Name: TIFIA Loan Program					
Program Legislative Jurisdiction:	Federal				
State:	Not Applicable				
Fiscal Year(s):	2016 -2020				
Program Type:	Loan				
Hyperlink:	https://www.transportation.gov/buildamerica/programs-services/tifia				
Description/Objectives:					
This program aims to leverage the limited Federal resources and stimulate capital market investment in transportation infrastructure by providing credit assistance in the form of direct loans, loan guarantees, and standby lines of credit (rather than grants) to projects of national or regional significance.					
Eligibility:					
Applicants:	<table border="1"> <thead> <tr> <th>Projects:</th> <th>Costs/Sectors:</th> </tr> </thead> <tbody> <tr> <td> <ul style="list-style-type: none"> Rail projects involving the design and construction of intercity passenger rail facilities or the procurement of intercity passenger rail vehicles; and Intermodal freight transfer facilities. Including: <ol style="list-style-type: none"> Public freight rail facilities, private facilities providing public benefit for highway users by way of direct freight interchange between highway and rail carriers, intermodal freight transfer facilities, projects that provide access to such facilities, and service improvements (including capital investments for intelligent transportation systems) at such facilities, are also eligible for TIFIA credit assistance. In addition, a logical series of such projects with the common objective of improving the flow of goods can be combined. </td> <td> <ul style="list-style-type: none"> Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, permitting, preliminary engineering and design work, and other pre-construction activities; Construction, reconstruction, rehabilitation, replacement, and acquisition of real property (including land related to the project and improvements to land), environmental mitigation, construction contingencies, and acquisition of equipment; Capitalized interest necessary to meet market requirements, reasonably required reserve funds, capital issuance expenses, and other carrying costs during construction; Capitalizing a rural projects fund. TIFIA credit assistance is limited to a maximum of 33 percent of the total eligible project costs. </td> </tr> </tbody> </table>	Projects:	Costs/Sectors:	<ul style="list-style-type: none"> Rail projects involving the design and construction of intercity passenger rail facilities or the procurement of intercity passenger rail vehicles; and Intermodal freight transfer facilities. Including: <ol style="list-style-type: none"> Public freight rail facilities, private facilities providing public benefit for highway users by way of direct freight interchange between highway and rail carriers, intermodal freight transfer facilities, projects that provide access to such facilities, and service improvements (including capital investments for intelligent transportation systems) at such facilities, are also eligible for TIFIA credit assistance. In addition, a logical series of such projects with the common objective of improving the flow of goods can be combined. 	<ul style="list-style-type: none"> Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, permitting, preliminary engineering and design work, and other pre-construction activities; Construction, reconstruction, rehabilitation, replacement, and acquisition of real property (including land related to the project and improvements to land), environmental mitigation, construction contingencies, and acquisition of equipment; Capitalized interest necessary to meet market requirements, reasonably required reserve funds, capital issuance expenses, and other carrying costs during construction; Capitalizing a rural projects fund. TIFIA credit assistance is limited to a maximum of 33 percent of the total eligible project costs.
Projects:	Costs/Sectors:				
<ul style="list-style-type: none"> Rail projects involving the design and construction of intercity passenger rail facilities or the procurement of intercity passenger rail vehicles; and Intermodal freight transfer facilities. Including: <ol style="list-style-type: none"> Public freight rail facilities, private facilities providing public benefit for highway users by way of direct freight interchange between highway and rail carriers, intermodal freight transfer facilities, projects that provide access to such facilities, and service improvements (including capital investments for intelligent transportation systems) at such facilities, are also eligible for TIFIA credit assistance. In addition, a logical series of such projects with the common objective of improving the flow of goods can be combined. 	<ul style="list-style-type: none"> Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, permitting, preliminary engineering and design work, and other pre-construction activities; Construction, reconstruction, rehabilitation, replacement, and acquisition of real property (including land related to the project and improvements to land), environmental mitigation, construction contingencies, and acquisition of equipment; Capitalized interest necessary to meet market requirements, reasonably required reserve funds, capital issuance expenses, and other carrying costs during construction; Capitalizing a rural projects fund. TIFIA credit assistance is limited to a maximum of 33 percent of the total eligible project costs. 				
<ul style="list-style-type: none"> State Governments; State Infrastructure Banks; Private Firms; Special Authorities; Local Governments; Transportation Improvement Districts. 					
Available Funds:	Renewal Information:				
\$14 B	Annually				
Source of Funding					
Federal Credit Reform Act of 1990					
Transferability (prohibited, allowed, unclear)					
Unclear					
Other Information (e.g. how much has been accessed by short lines)					
The amount of federal credit assistance may not exceed 33 percent of total reasonably anticipated eligible project costs. Minimum Anticipated Project Costs:					
<ul style="list-style-type: none"> \$10 million for Transit-Oriented Development, Local, and Rural Projects \$15 million for Intelligent Transportation System Projects \$50 million for all other eligible Surface Transportation Projects 					

1.3.3 State Infrastructure Banks (SIBs)¹⁸

Program Name:		State Infrastructure Bank (SIB)	
Program Legislative Jurisdiction:		Federal and State	
State:		Not Applicable	
Fiscal Years(s):		Since 1995	
Program Type:		Loan	
Hyperlink:		https://www.transit.dot.gov/funding/funding-finance-resources/state-infrastructure-banks/state-infrastructure-banks-sibs	
Description/Objectives:			
This program has been established and operated by States (usually through the State Department of Transportation Offices) with the capacity to offer direct loans and various types of credit enhancement products to surface transportation infrastructure projects. The program has been established in 32 states. No additional States may establish SIB pilot programs.			
Eligibility:			
Applicants:		Projects:	Costs/Sectors:
All public and private entities.		Title 23 highway construction projects or Title 49 transit capital projects.	No information
Available Funds:		Renewal Information:	
more than \$661 M between 1996 and 2003		The program was established in 1995 and reauthorized through the Safe, Accountable, Flexible, Efficient Transportation Equity Act in 2005.	
Source of Funding			
National Highway System Designation Act of 1995 and the Transportation Equity Act for the 21st Century in 1998.			
Transferability (prohibited, allowed, unclear)			
Unclear			
Other Information (e.g. how much has been accessed by short lines)			
A percentage of Federal funds are transferred from specific modal accounts, and these funds are matched with State money in a prescribed ratio.			

1.4 Tax Credit

1.4.1 Section 45G Shortline Tax Credit¹⁹

Program Name:		Section 45G Short Line Tax Credit	
Program Legislative Jurisdiction:		Federal	
State:		Not Applicable	
Fiscal Years(s):		2005 -2016	
Program Type:		Tax Credit	
Hyperlink:		http://www.railwayage.com/index.php/freight/short-lines/senators-introduce-45g-tax-credit-measure.html https://fas.org/sgp/crs/misc/R44028.pdf	
Description/Objectives:			
The program objective is to help Class II and Class III railroads to reduce their taxes by investing in railroad track rehabilitation and maintenance.			
Eligibility:			
Applicants:		Projects:	Costs/Sectors:
<ul style="list-style-type: none"> • Exclusive to short line railroads; • Short line railroads created before January 1, 2015 are eligible to receive this credit, which is capped based on a mileage-based formula. 		Railroad track rehabilitation projects.	<ul style="list-style-type: none"> • Amount needed to reduce railroads' taxes by 50% of the cost of track maintenance expenses incurred in a year, up to a limit established by multiplying the railroad's track mileage by \$3,500. • The tax credit provides small railroads 50 cents for every dollar of qualifying track maintenance expenditures, such as the cost to improve track, bridges and signals.
Available Funds:		Renewal Information:	
\$ 300-\$400 M annual investments		Since 2005, the tax program had a series of one- and two-year extensions until the end of 2017. The tax credit program is included in the budget bill of 2018.	
Source of Funding			
American Jobs Creation Act of 2004, and continual extensions.			
Transferability (prohibited, allowed, unclear)			
Can Transfer to shippers and contractors.			
Other Information (e.g. how much has been accessed by short lines)			
The cost to the federal government in forgone tax revenue is estimated at \$165 million to \$202 million per year, which represents investments of roughly \$300-\$400 million annually.			

2 State Funding Programs

2.1 Alabama²⁰

State Number of Class II and III railroads: 29

Total Class II and Class III rail miles: 939

2.1.1 Alabama Shortline Railroad Infrastructure and Rehabilitation Program

Program Name:		Alabama Shortline Railroad Infrastructure Rehabilitation Program	
Program Legislative Jurisdiction:		State	
State:		AL	
Fiscal Year(s):		Annual Application	
Program Type:		Loan or Grant	
Hyperlink:		https://law.justia.com/codes/alabama/2013/title-37/chapter-10a/section-37-10a-4/	
Description/Objectives:			
Promote and develop safe and efficient rail transportation service for the State of Alabama by providing grants and or no-cost loans to local public rail authorities on a fair and equitable basis for the rehabilitation and improvement of shortline railroads within the jurisdiction of the qualified grantees.			
Eligibility:			
Applicants:		Projects:	Costs/Sectors:
Local public rail authorities		Shortline railroad infrastructure rehabilitation and improvement projects	Unclear
Available Funds:		Renewal Information:	
Not stated			
Source of Funding			
Alabama Shortline Railroad Infrastructure Rehabilitation Fund			
Transferability (prohibited, allowed, unclear)			
Unclear			
Other Information (e.g. how much has been accessed by short lines)			

2.2 Alaska²¹

State Number of Class II and III railroads: 1

Total Class II and Class III rail miles: 506

2.2.1 Alaska Railroad Grants

Program Name:		Alaska Railroad Grants	
Program Legislative		Federal	
Jurisdiction:			
State:		AK	
Fiscal Year(s):		1996-present	
Program Type:		Grant	
Hyperlink:		https://www.fra.dot.gov/Page/P0281	
Description/Objectives:			
The State of Alaska owns and operates the Alaska Railroad Corporation (ARRC). While the railroad does not receive operating subsidies from the federal government, both the Federal Railroad Administration (FRA) and Federal Transit Administration administer capital grants that fund specific rail improvement projects as identified by Congress in annual appropriations or multi-year authorizations.			
Eligibility:			
Applicants:		Projects:	Costs/Sectors:
MPOs County Lead Agencies		specific rail improvement projects as identified by Congress	<ul style="list-style-type: none"> • Capital, • Planning, • Development
Available Funds:		Renewal Information:	
Not stated		Annual appropriation or multi-year authorization by Congress	
Source of Funding			
Transferability (prohibited, allowed, unclear)			
Unclear			
Other Information (e.g. how much has been accessed by short lines)			

2.3 ²²Arizona

State Number of Class II and III railroads: 7

Total Class II and Class III rail miles: 259

The state of Arizona has no dedicated funding programs for freight or passenger rail. However, some funding programs can be used to fund rail projects within the state on a case-by-case basis.

2.4 Arkansas²³

State Number of Class II and III railroads: 23

Total Class II and Class III rail miles: 1,021

The state of Arkansas has no dedicated funding programs for freight or passenger rail. However, some funding programs can be used to fund rail projects within the state on a case-by-case basis.

2.5 California 24

State Number of Class II and III railroads: 20

Total Class II and Class III rail miles: 1,021

2.5.1 Trade Corridors Improvement Fund

Program Name:		Trade Corridors Improvement Fund (TCIF)	
Program Legislative Jurisdiction:		State	
State:		CA	
Fiscal Year(s):		2008- 2019	
Program Type:		Grant	
Hyperlink:		https://bondaccountability.dot.ca.gov/documents/TCIF_Guidelines.pdf	
Description/Objectives:			
Provide funding for infrastructure improvements along federally designated "Trade Corridors of National Significance" in this state or along other corridors within this state that have a high volume of freight movement.			
Eligibility:			
Applicants:		Projects:	Costs/Sectors:
Caltrans, regional agencies, and other public agencies, including counties, cities, and port authorities.		<ul style="list-style-type: none"> highway capacity improvements, freight rail system improvements, port capacity and efficiency projects, truck corridor improvements, improvements that maximize state access to federal border infrastructure funds, and airport ground access improvements. 	No Information
Available Funds:		Renewal Information:	
\$ 643 M for rail projects		No information	
Source of Funding			
The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006			
Transferability (prohibited, allowed, unclear)			
Unclear			
Other Information (e.g. how much has been accessed by short lines)			
Funds will be allocated by the California Transportation Commission (CTC), upon appropriation in the annual Budget Bill by the Legislature and subject to such conditions and criteria as the legislature may provide by statute, for improvements along trade corridors of national significance. Projects should demonstrate a 1:1 funding match (local, federal or private funds)			

2.6 Colorado²⁵

State Number of Class II and III railroads: 10

Total Class II and Class III rail miles: 368

2.6.1 Colorado State Infrastructure Bank (CO SIB)

Program Name: Colorado State Infrastructure Bank (CO SIB)					
Program Legislative Jurisdiction:	State				
State:	CO				
Fiscal Year(s):	Since 1999				
Program Type:	Loan				
Hyperlink:	https://www.codot.gov/business/budget/documents/SIB%20Application1%2011-20-01.pdf				
Description/Objectives:					
Making loans available to communities in all areas of Colorado, to help fund transportation projects.					
Eligibility:					
Applicants:	<table border="1"> <thead> <tr> <th>Projects:</th> <th>Costs/Sectors:</th> </tr> </thead> <tbody> <tr> <td> <ul style="list-style-type: none"> • Construction of transportation facilities • Resurfacing of transportation facilities • Transportation projects that enhance safety • Improvements to transportation facilities • Acquisition of transportation vehicles and facilities </td> <td> <ul style="list-style-type: none"> • Eligible phases of a project include: • Planning • Preliminary Engineering • Design • Right-of-way Acquisition • Capital Acquisition • Construction </td> </tr> </tbody> </table>	Projects:	Costs/Sectors:	<ul style="list-style-type: none"> • Construction of transportation facilities • Resurfacing of transportation facilities • Transportation projects that enhance safety • Improvements to transportation facilities • Acquisition of transportation vehicles and facilities 	<ul style="list-style-type: none"> • Eligible phases of a project include: • Planning • Preliminary Engineering • Design • Right-of-way Acquisition • Capital Acquisition • Construction
Projects:	Costs/Sectors:				
<ul style="list-style-type: none"> • Construction of transportation facilities • Resurfacing of transportation facilities • Transportation projects that enhance safety • Improvements to transportation facilities • Acquisition of transportation vehicles and facilities 	<ul style="list-style-type: none"> • Eligible phases of a project include: • Planning • Preliminary Engineering • Design • Right-of-way Acquisition • Capital Acquisition • Construction 				
Any public or private project sponsor of public transportation projects within the State of Colorado and to any division, office or region within the Colorado Department of Transportation (CDOT).					
Available Funds:					
Revolving Funds	Renewal Information:				
	No information				
Source of Funding					
Safe, Accountable, Flexible, Efficient Transportation Equity Act renewed the SIB program					
Transferability (prohibited, allowed, unclear)					
Unclear					
Other Information (e.g. how much has been accessed by short lines)					
No information					

2.7 Connecticut²⁶

State Number of Class II and III railroads: 7

Total Class II and Class III rail miles: 358

2.7.1 State Tax Exemption for Rail

Program Name:		State Tax Exemption for Rail	
Program Legislative		State	
Jurisdiction:			
State:		CT	
Fiscal Year(s):			
Program Type:		Tax Credit	
Hyperlink:		https://www.cga.ct.gov/2008/rpt/2008-R-0070.htm	
Description/Objectives:			
Under Connecticut law, a passenger or freight railroad operating in the state may qualify for an exemption from the gross earnings taxes it owes to Connecticut in exchange for undertaking projects to preserve or improve its facilities.			
Eligibility:			
Applicants:		Projects:	Costs/Sectors:
Passenger or freight railroad companies		<ol style="list-style-type: none"> 1. railroad track or facility improvement projects in Connecticut involving maintenance, rehabilitation, or construction of tracks, bridges, stations, or platforms or acquisition or rehabilitation of equipment used exclusively in Connecticut; 2. light density freight line preservation in Connecticut, where the revenue and variable cost of such lines create the potential for abandonment; or 3. intercity rail passenger service expansion in Connecticut. 	No information
Available Funds:		Renewal Information:	
No information		Annually	
Source of Funding			
No information			
Transferability (prohibited, allowed, unclear)			
Unclear			
Other Information (e.g. how much has been accessed by short lines)			
No information			

2.8 Delaware²⁷

State Number of Class II and III railroads: 4

Total Class II and Class III rail miles: 67

The state of Delaware does not have a general financing program for railroads, but it does fund the maintenance of two short lines which are owned by the state.

2.8.1 Rail Preservation for State-Owned Lines

Program Name:		Rail Preservation for State-Owned Lines	
Program Legislative Jurisdiction:		State	
State:		DL	
Fiscal Year(s):			
Program Type:		Grant	
Hyperlink:		http://sp.rail.transportation.org/Documents/shortlinefinancing/DE%20SLR%20Financing%20Program%20Profile.pdf	
Description/Objectives:			
Delaware owns two rail lines totaling 22.8 miles in the southern part of the state. Operation and maintenance of the lines is contracted to an operating railroad selected periodically through a competitive bid process. The lines are managed by Delaware Transit Corporation (DTC), the public transit division of Delaware DOT.			
Eligibility:			
Applicants:		Projects:	Costs/Sectors:
Operating railroad companies		Rail Preservation funding is used exclusively for maintenance of the infrastructure of the two state-owned lines.	No information
Available Funds:		Renewal Information:	
\$250,000		Funding is appropriated annually as part of DeIDOT's Capital Transportation Program.	
Source of Funding			
No information			
Transferability (prohibited, allowed, unclear)			
Unclear			
Other Information (e.g. how much has been accessed by short lines)			
No information			

2.9 Florida²⁸

State Number of Class II and III railroads: 13

Total Class II and Class III rail miles: 1,207

2.9.1 Strategic Intermodal System (SIS)

Program Name: Strategic Intermodal System (SIS)	
Program Legislative Jurisdiction: State	
State: FL	
Fiscal Year(s): Since 2003	
Program Type: Grant	
Hyperlink: http://www.fdot.gov/rail/plandevl.shtm http://www.fdot.gov/planning/systems/programs/mspi/pdf/SIS%20Handbook%202015.pdf	
Description/Objectives:	
<p>In 2003, the Florida Legislature and Governor established the Strategic Intermodal System (SIS) to enhance Florida’s transportation mobility and economic competitiveness. The SIS is a statewide network of high priority transportation facilities, including Florida’s largest and most significant airports, spaceports, deep-water seaports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, waterways, highways, military access facilities, intermodal logistics centers, and fixed guideway transit corridors. These facilities represent the state’s primary means for moving people and freight between Florida’s diverse regions, as well as, between Florida and other states and nations.</p>	
Eligibility:	
Applicants:	Projects:
Operating railroads (Florida does not break out funding by short-line vs. Class I/II.)	<p>Corridors:</p> <ul style="list-style-type: none"> • Sidings; • Double tracking; • Rail yards; • New rail line; • Track upgrade; • Grade separation; • Capital improvements for new passenger service along a SIS rail corridor where the service is deemed to relieve a SIS corridor. <p>Terminals:</p> <ul style="list-style-type: none"> • Entrance roadways and rail that link to SIS connectors; • Cargo facility direct access roadways, • Multi-modal cargo transfer infrastructure including staging areas and rail transfer.
	Costs/Sectors:
	No information
Available Funds:	Renewal Information:
Average of \$32.1 M annually	
Source of Funding	
State transportation is financed through a combination of fuel taxes and motor vehicle-related taxes and fees	
Transferability (prohibited, allowed, unclear)	
Unclear	
Other Information (e.g. how much has been accessed by short lines)	
State pays 75% of project costs on a reimbursable basis and short-line must provide 25% of project funding.	

2.9.2 State Infrastructure Bank (Florida SIB)

Program Name: State Infrastructure Bank (Florida SIB)					
Program Legislative Jurisdiction:	State				
State:	FL				
Fiscal Years(s):	Since 1999				
Program Type:	Loan				
Hyperlink:	http://www.fdot.gov/comptroller/PFO/sibintro.shtm				
Description/Objectives:					
<p>The State Infrastructure Bank (SIB) is a revolving loan and credit enhancement program consisting of two separate accounts. The federally-funded account is capitalized by federal money matched with state money as required by law and the state-funded account is capitalized by state money and bond proceeds. The SIB can provide loans and other assistance to public and private entities carrying out or proposing to carry out projects eligible for assistance under state and federal law. SIB participation from the federally-funded account is limited to projects which meet all federal requirements pursuant to the Transportation Equity Act for the 21st Century (TEA-21) and are eligible for assistance under Title 23, United States Code (USC) or capital projects as defined in Section 5302 or Title 49 USC and other applicable federal guidelines.</p>					
Eligibility:					
Applicants:	<table border="1"> <thead> <tr> <th>Projects:</th> <th>Costs/Sectors:</th> </tr> </thead> <tbody> <tr> <td>SIB participation from the state-funded account is limited to a transportation facility project that is on the State Highway System or that provides for increased mobility on the state's transportation system in accordance with Section 339.55, Florida Statutes or provides for intermodal connectivity with airports, seaports, rail facilities, transportation terminals, and other intermodal options for increased accessibility and movement of people, cargo, and freight. Projects of the Transportation Regional Incentive Program (TRIP) are eligible for the state-funded SIB provided the project is matched by a minimum of 25% from funds other than SIB. The state-funded SIB can be used in constructing and improving transportation facilities or ancillary facilities that produce or distribute natural gas or fuel. The state-funded SIB may also lend capital costs or provide credit enhancements for emergency loans for damages incurred to public-use commercial deep-water seaports, public-use airports, and other public-use transit and intermodal facilities that are within an area that is part of an official state declaration of emergency.</td> <td>not stated</td> </tr> </tbody> </table>	Projects:	Costs/Sectors:	SIB participation from the state-funded account is limited to a transportation facility project that is on the State Highway System or that provides for increased mobility on the state's transportation system in accordance with Section 339.55, Florida Statutes or provides for intermodal connectivity with airports, seaports, rail facilities, transportation terminals, and other intermodal options for increased accessibility and movement of people, cargo, and freight. Projects of the Transportation Regional Incentive Program (TRIP) are eligible for the state-funded SIB provided the project is matched by a minimum of 25% from funds other than SIB. The state-funded SIB can be used in constructing and improving transportation facilities or ancillary facilities that produce or distribute natural gas or fuel. The state-funded SIB may also lend capital costs or provide credit enhancements for emergency loans for damages incurred to public-use commercial deep-water seaports, public-use airports, and other public-use transit and intermodal facilities that are within an area that is part of an official state declaration of emergency.	not stated
Projects:	Costs/Sectors:				
SIB participation from the state-funded account is limited to a transportation facility project that is on the State Highway System or that provides for increased mobility on the state's transportation system in accordance with Section 339.55, Florida Statutes or provides for intermodal connectivity with airports, seaports, rail facilities, transportation terminals, and other intermodal options for increased accessibility and movement of people, cargo, and freight. Projects of the Transportation Regional Incentive Program (TRIP) are eligible for the state-funded SIB provided the project is matched by a minimum of 25% from funds other than SIB. The state-funded SIB can be used in constructing and improving transportation facilities or ancillary facilities that produce or distribute natural gas or fuel. The state-funded SIB may also lend capital costs or provide credit enhancements for emergency loans for damages incurred to public-use commercial deep-water seaports, public-use airports, and other public-use transit and intermodal facilities that are within an area that is part of an official state declaration of emergency.	not stated				
The SIB can provide loans and other assistance to public and private entities carrying out or proposing to carry out projects eligible for assistance under state and federal law.					
Available Funds:	Renewal Information:				
Revolving Loan	Annually				
Source of Funding					
The Safe, Accountable, Flexible, Efficient Transportation Equity Act renewed the SIB program					
Transferability (prohibited, allowed, unclear)					
Unclear					
Other Information (e.g. how much has been accessed by short lines)					

2.10 Georgia²⁹

State Number of Class II and III railroads: 29

Total Class II and Class III rail miles: 1,362

The state of Georgia does not have a dedicated financing program for railroads. However, some funding programs can be used to fund rail projects within the state on a case-by-case basis.

2.11 Idaho³⁰

State Number of Class II and III railroads: 9

Total Class II and Class III rail miles: 713

2.11.1 Idaho Rural Economic Development and Integrated Freight Transportation Program (REDIFIT)

Program Name: Idaho Rural Economic Development and Integrated Freight Transportation Program (REDIFIT)					
Program Legislative Jurisdiction:	State				
State:	ID				
Fiscal Year(s):	Since 2007				
Program Type:	Loan				
Hyperlink:	file:///C:/Users/rsaedi/Downloads/Idaho_Rural_Economic_Development_and_Integrated_Freight_Transportation_Loan_Program_Guide.pdf				
Description/Objectives:					
This program aims to provide low interest loans for qualified rural projects for the development and preservation of intermodal rail and truck services and facilities					
Eligibility:					
Applicants:	<table border="1"> <thead> <tr> <th>Projects:</th> <th>Costs/Sectors:</th> </tr> </thead> <tbody> <tr> <td> <ul style="list-style-type: none"> Rehabilitating, or improving railroad equipment necessary to maintain essential rail service, Purchasing or rehabilitating railroad equipment necessary to maintain essential rail service, Construction of loading or reloading facilities or other capital improvement including building or improving local transportation infrastructure, to increase business and commerce, and to improve shipping service, Coordinating intermodal truck and rail traffic for integrated rural freight transportation. </td> <td> <ul style="list-style-type: none"> Loan funds cannot be used for operating costs Loan up to 90% of total project costs </td> </tr> </tbody> </table>	Projects:	Costs/Sectors:	<ul style="list-style-type: none"> Rehabilitating, or improving railroad equipment necessary to maintain essential rail service, Purchasing or rehabilitating railroad equipment necessary to maintain essential rail service, Construction of loading or reloading facilities or other capital improvement including building or improving local transportation infrastructure, to increase business and commerce, and to improve shipping service, Coordinating intermodal truck and rail traffic for integrated rural freight transportation. 	<ul style="list-style-type: none"> Loan funds cannot be used for operating costs Loan up to 90% of total project costs
Projects:	Costs/Sectors:				
<ul style="list-style-type: none"> Rehabilitating, or improving railroad equipment necessary to maintain essential rail service, Purchasing or rehabilitating railroad equipment necessary to maintain essential rail service, Construction of loading or reloading facilities or other capital improvement including building or improving local transportation infrastructure, to increase business and commerce, and to improve shipping service, Coordinating intermodal truck and rail traffic for integrated rural freight transportation. 	<ul style="list-style-type: none"> Loan funds cannot be used for operating costs Loan up to 90% of total project costs 				
<ul style="list-style-type: none"> Class III short lines Branch lines of class I railroads leased or operated by a class III railroad Branch lines of class II railroads Lines owned by public entities including port districts and intermodal commerce authorities Freight Shippers 					
Available Funds:	Renewal Information:				
\$50 million revolving loan	Annual renewal				
Source of Funding					
Idaho State Legislature in 2006					
Transferability (prohibited, allowed, unclear)					
Unclear					
Other Information (e.g. how much has been accessed by short lines)					
No information					

2.12 Illinois³¹

State Number of Class II and III railroads: 38

Total Class II and Class III rail miles: 1,561

2.12.1 Rail Freight Program (RFP)

Program Name:		Rail Freight Program (RFP)	
Program Legislative Jurisdiction:		State	
State:		IL	
Fiscal Year(s):		1976-present	
Program Type:		Loan & Grant	
Hyperlink:		http://www.idot.illinois.gov/transportation-system/local-transportation-partners/county-engineers-and-local-public-agencies/funding-opportunities/rail-freight-loan-program	
Description/Objectives:			
This program aims to provide capital assistance to communities, railroads and shippers to preserve and improve rail freight service in Illinois. The primary role of the program is to facilitate investments in rail service by serving as a link between interested parties and channeling government funds to projects that achieve statewide economic development.			
Eligibility:			
Applicants:		Projects:	Costs/Sectors:
railroads, units of local government, rail users, owners or lessees of railroad right-of-way.		Projects with the greatest potential for improving access to markets and maintaining transportation cost savings, by using state participation to leverage private investments to foster permanent solutions to rail service problems.	No information
Available Funds:		Renewal Information:	
\$ 6 M		No information	
Source of Funding			
No information			
Transferability (prohibited, allowed, unclear)			
Unclear			
Other Information (e.g. how much has been accessed by short lines)			
Average award of \$1.5 million per project			

2.12.2 Illinois Transportation Regulatory Fund

Program Name:		Illinois Transportation Regulatory Fund	
Program Legislative Jurisdiction:		State	
State:		IL	
Fiscal Year(s):			
Program Type:		Grant	
Hyperlink:		http://www.idot.illinois.gov/Assets/uploads/files/Transportation-System/Reports/OP&P/Plans/Illinois%20State%20Rail%20Plan%202012.pdf#page=455	
Description/Objectives:			

Program Name: Illinois Transportation Regulatory Fund		
Providing funds for the purpose of carrying out the regulatory responsibilities of the State with respect to motor carriers of property and rail carriers.		
Eligibility:		
Applicants:	Projects:	Costs/Sectors:
No information	No information	Personnel services and other costs necessary to carry out the state's Railroad Safety Program including staff work related to the design, installation, and maintenance of grade crossing signal systems and grade separations; the investigation of crossing collisions and incidents; and to conduct inspection to determine railroad compliance with federal track regulations.
Available Funds:		Renewal Information:
\$4 M		Annually
Source of Funding		
No information		
Transferability (prohibited, allowed, unclear)		
Unclear		
Other Information (e.g. how much has been accessed by short lines)		
No information		

2.13 Indiana³²

State Number of Class II and III railroads: 39

Total Class II and Class III rail miles: 1,504

2.13.1 Industrial Rail Service Fund

Program Name:		Industrial Rail Service Fund	
Program Legislative Jurisdiction:		State	
State:		IN	
Fiscal Years(s):		Since 2012	
Program Type:		Grant	
Hyperlink:		http://www.in.gov/indot/files/Rail_IRSFApplicationGuidelines_2016.pdf	
Description/Objectives:			
The IRSF program is for the upgrade of the Class II & III railroad physical plant to help maintain and increase business shipping levels on the rail line, and also to assist with funding needed for track infrastructure improvements related to new business development on the line.			
Eligibility:			
Applicants:		Projects:	Costs/Sectors:
Class II and Class III freight railroads or port authorities.		Rehabilitation of railroad infrastructure or railroad construction.	Railway track and bridge construction and/or improvement projects.
Available Funds:		Renewal Information:	
\$300,000 per project, 25% match required			
Source of Funding			
The fund receives a percentage of the state sales tax (0.031%) which is deposited into the IRSF account on a quarterly basis. Revenue also comes through repayment of IRSF loans as directed by IC 8-3-1.7-6. The Indiana Department of Transportation administers the fund.			
Transferability (prohibited, allowed, unclear)			
Unclear			
Other Information (e.g. how much has been accessed by short lines)			
No information			

2.13.2 Industrial Development Grant Fund (IEDC)

Program Name:		Industrial Development Grant Fund (IEDC)	
Program Legislative Jurisdiction:		State	
State:		IN	
Fiscal Years(s):			
Program Type:		Grant	
Hyperlink:		https://www.iedc.in.gov/incentives/industrial-development-grant-fund---idgf/home	
Description/Objectives:			
The Industrial Grant Fund (IDGF) provides assistance to municipalities and other eligible entities as defined under I.C. 5-28-25-1 with off-site infrastructure improvements needed to serve the proposed project site. Upon review and approval of the Local Recipient’s application, project specific Milestones are established for completing the improvements. IDGF will reimburse a portion of the actual total cost of the infrastructure improvements. The assistance will be paid as each Milestone is achieved, with final payment upon completion of the last Milestone of the infrastructure project.			
Eligibility:			
Applicants:		Projects:	Costs/Sectors:
<ul style="list-style-type: none"> a city; a town; a county; 		<ul style="list-style-type: none"> Lease, purchase, construction or repair of real and personal public property, 	The money granted must be used by the recipient to institute and administer an approved industrial development program.

Program Name:		Industrial Development Grant Fund (IEDC)	
<ul style="list-style-type: none"> • a special taxing district; • an economic development commission established under IC 36-7-12; • a non-profit corporation; • a corporation established under IC 23-7-1.1 (before its repeal on August 1, 1991) or IC 23-17 to distribute water for domestic and industrial use; • a regional water, sewage, or solid waste district; • a conservancy district that includes in its purpose the distribution of domestic water or the collection and treatment of waste; or • the Indiana finance authority 	<ul style="list-style-type: none"> • Preparation of surveys, plans and specifications for construction of publicly owned and operated facilities, utilities and services, • Construction of airport facilities, • Construction of tourist attractions • Construction, extension or completion of: <ol style="list-style-type: none"> 1. Sewer lines and other drainage facilities 2. Waterlines 3. Roads and streets 4. Sidewalks 5. Rail spurs and sidings 6. Fiber-optic and other IT infrastructure 		
Available Funds:		Renewal Information:	
No information		No information	
Source of Funding			
No information			
Transferability (prohibited, allowed, unclear)			
Unclear			
Other Information (e.g. how much has been accessed by short lines)			
No information			

2.14 Iowa³³

State Number of Class II and III railroads: 12

Total Class II and Class III rail miles: 563

2.14.1 Railroad Revolving Loan and Grant Program

Program Name:		Railroad Revolving Loan and Grant Program	
Program Legislative Jurisdiction:		State	
State:		IA	
Fiscal Years(s):		Since 2006	
Program Type:		Grant	
Hyperlink:		https://iowadot.gov/iowarail/financial-assistance/rrlgp	
Description/Objectives:			
The Railroad Revolving Loan and Grant (RRLG) Program is administered by the Office of Rail Transportation at the Iowa Department of Transportation. The program provides financial assistance to improve rail facilities that will create jobs, spur economic activity and improve the rail transportation system in Iowa.			
Eligibility:			
Applicants:		Projects:	Costs/Sectors:
Cities, counties, railroad users, companies, MPOs, RPAs and all railroads. Any entity with an interest in rail transportation.		<ul style="list-style-type: none"> • Rail yard improvement, expansion, or rehabilitation; construction of branch lines or passing track; bridge repair or replacement. • Industrial park development without a specific committed business and associated jobs. • Improvement or creation of industrial spurs or other rail infrastructure that adds or improves access of industry to the rail transportation network. 	All rail facilities are eligible, except at-grade crossing surface repair and crossing protection devices.
Available Funds:		Renewal Information:	
\$ 2-3 M annually		The Iowa DOT will quarterly determine if sufficient funds are available for an application review cycle.	
Source of Funding			
No information			
Transferability (prohibited, allowed, unclear)			
Unclear			
Other Information (e.g. how much has been accessed by short lines)			
No information			

2.15 Kansas³⁴

State Number of Class II and III railroads: 14

Total Class II and Class III rail miles: 1,806

2.15.1 State Rail Service Improvement Program

Program Name:		State Rail Service Improvement Program	
Program Legislative Jurisdiction:		State	
State:		KS	
Fiscal Years(s):		Since 2006	
Program Type:		Loan & Grant	
Hyperlink:		https://www.ksdot.org/Assets/wwwksdotorg/bureaus/burRail/Rail/Documents/fact-sheet_rail_2012.pdf	
Description/Objectives:			
A loan/grant program to assist with rail rehabilitation, capacity improvements, acquisition assistance, or refinancing in Kansas.			
Eligibility:			
Applicants:		Projects:	Costs/Sectors:
Local Governments, railroads, port authorities, and shippers.		Projects that improve the condition or expand the capacity of the state's railroads and projects that can be used to recruit or expand business in the state by providing better access to the state's rail network. Typical projects include major rail rehabilitation and construction/expansion projects, such as rail spurs, sidings and extensions.	No information
Available Funds:		Renewal Information:	
\$5 million annually		No information	
Source of Funding			
was originally signed into law in 1999 as a component of the State Comprehensive Transportation Program (CTP)			
Transferability (prohibited, allowed, unclear)			
Unclear			
Other Information (e.g. how much has been accessed by short lines)			
Average award size ranges from \$750,000 to \$1 million.			

2.16 Kentucky³⁵

State Number of Class II and III railroads: 14

Total Class II and Class III rail miles: 491

2.16.1 Kentucky Rail Crossing Improvement Grant

Program Name: Kentucky Rail Crossing Improvement Grant		
Program Legislative Jurisdiction: State		
State: KY		
Fiscal Years(s):		
Program Type: Grant		
Hyperlink:		
Description/Objectives:		
This program aims to provide financial assistance for the rehabilitation and improvement of the Class II and Class III railroads operating in Kentucky.		
Eligibility:		
Applicants:	Projects:	Costs/Sectors:
Class III Railroads operating in KY	Crossing rehabilitation and Signaling	No information
Available Funds:		Renewal Information:
\$1,600,000 is allotted in each fiscal year. An additional \$431K will carryover to the next year from unspent funds.		Annually
Source of Funding		
Highway Construction Contingency Account		
Transferability (prohibited, allowed, unclear)		
Unclear		
Other Information (e.g. how much has been accessed by short lines)		
No information		

2.16.2 Economic Development Tax Credit

Program Name: Economic Development Tax Credit		
Program Legislative Jurisdiction: State		
State: KY		
Fiscal Years(s): Since 2009		
Program Type: Tax Credit		
Hyperlink: http://www.lrc.ky.gov/Statutes/statute.aspx?id=2862		
Description/Objectives:		
Non-refundable tax credit for economic development project. an approved company may be eligible for a credit of up to one hundred percent (100%) of the Kentucky income tax imposed under KRS 141.020 or 141.040, and the limited liability entity tax imposed under KRS 141.0401, that would otherwise be owed by the approved company to the Commonwealth for the approved company's taxable year, on the income, Kentucky gross profits, or Kentucky gross receipts of the approved company generated by or arising from the economic development project.		
Eligibility:		
Applicants:	Projects:	Costs/Sectors:
corporations, LLCs, Partnerships, Limited partnerships, Sole Proprietorships, Business Trusts or other entities in manufacturing, agribusiness, non-retail service,	construction and installation of railroad spurs as needed to connect Economic Development projects to existing railroads.	No information

Program Name: Economic Development Tax Credit	
technology or national or regional headquarters operations	
Available Funds:	Renewal Information:
No information	No information
Source of Funding	
No information	
Transferability (prohibited, allowed, unclear)	
Unclear	
Other Information (e.g. how much has been accessed by short lines)	
No information	

2.16.3 Non-refundable Tax Credit for Railroad Improvement (50% Tax Credit)

Program Name: Non-refundable tax credit for railroad improvement (50% Tax Credit)		
Program Legislative Jurisdiction:	State	
State:	KY	
Fiscal Year(s):	Since 2009	
Program Type:	Tax Credit	
Hyperlink:	http://www.lrc.ky.gov/Statutes/statute.aspx?id=29125	
Description/Objectives:		
This 50% tax credit is for Class II & Class III railroads, or any person who transports property using the rail facilities of a Class II railroad or Class III railroad located in Kentucky or furnishes railroad-related property or services to a Class II railroad or Class III railroad located in Kentucky, to maintain or improve railroads located in Kentucky, including roadbeds, bridges, and related structures		
Eligibility:		
Applicants:	Projects:	Costs/Sectors:
1.The owner of any Class II railroad or Class III railroad located in Kentucky; or 2. Any person who transports property using the rail facilities of a Class II railroad or Class III railroad located in Kentucky or furnishes railroad related property or services to a Class II railroad or Class III railroad located in Kentucky.	maintain or improve railroads located in Kentucky, including roadbeds, bridges, and related structures	No information
Available Funds:	Renewal Information:	
No information	No information	
Source of Funding		
No information		
Transferability (prohibited, allowed, unclear)		
Unclear		
Other Information (e.g. how much has been accessed by short lines)		
The credit allowed under subsection (2) of this section shall not exceed the product of (a) Three thousand five hundred dollars (\$3,500) multiplied by (b) The sum of: 1. The number of miles of railroad track in Kentucky owned or leased by the eligible taxpayer as of the close of the taxable year; and 2. The number of miles of railroad track in Kentucky assigned for purposes of this section to the eligible taxpayer by a Class II railroad or Class III railroad which owns or leases the railroad track as of the close of the taxable year.		

2.16.4 Non-refundable Tax Credit for Railroad Expansion or Upgrade to Accommodate Transportation of Fossil Energy Resources or Biomass Resources

Program Name:		Non-refundable tax credit for railroad expansion or upgrade to accommodate transportation of fossil energy resources or biomass resources (25% Tax Credit)	
Program Legislative Jurisdiction:		State	
State:		KY	
Fiscal Years(s):		Since 2009	
Program Type:		Tax Credit	
Hyperlink:		http://www.lrc.ky.gov/Statutes/statute.aspx?id=29126	
Description/Objectives:			
This 25% tax credit is for corporations that owns fossil energy resources or biomass resources and transports these resources using rail facilities; or for railway companies that serve a corporation that owns fossil energy resources to expand or upgrade railroad track, including roadbeds, bridges, and related track structures, to accommodate the transport of fossil energy resources or biomass resources.			
Eligibility:			
Applicants:		Projects:	Costs/Sectors:
corporations that owns fossil energy resources or biomass resources and transports these resources using rail facilities; or for railway companies that serve a corporation that owns fossil energy resources.		Projects that expand or upgrade railroad track, including roadbeds, bridges, and related track structures, to accommodate the transport of fossil energy resources or biomass resources.	No information
Available Funds:		Renewal Information:	
The credit amount approved for a calendar year for all taxpayers under this section shall be limited to one million dollars (\$1,000,000).		No information	
Source of Funding			
No information			
Transferability (prohibited, allowed, unclear)			
Unclear			
Other Information (e.g. how much has been accessed by short lines)			
The credit shall be equal to twenty-five percent (25%) of the expenditures paid or incurred by the corporation or railway company to expand or upgrade railroad track, including roadbeds, bridges, and related track structures, to accommodate the transport of fossil energy resources or biomass resources.			

2.17 Louisiana³⁶

State number of Class II and III railroads: 9

Total Class II and Class III rail miles: 623

The state of Louisiana has no state funding program to support the freight railroads. However, some funding programs can be used to fund rail projects within the state on a case-by-case basis.

2.18 Maine³⁷

State number of Class II and III railroads: 8

Total Class II and Class III rail miles: 1,116

2.18.1 Industrial Rail Access Program

Program Name:		Industrial Rail Access Program (IRAP)	
Program Legislative Jurisdiction:		State	
State:		ME	
Fiscal Years(s):		Since 1997	
Program Type:		Grant	
Hyperlink:		http://maine.gov/mdot/ofbs/docs/irap/2017IRAPapp.pdf	
Description/Objectives:			
The Industrial Rail Access Program (IRAP) provides financial assistance for investment in rail or rail-related infrastructure located on, within or adjacent to the general railroad system. The intent of the Program is (1) to stimulate economic and employment growth through generation of new or expanded rail service; (2) to preserve essential rail service where economically viable; and (3) to enhance intermodal transportation.			
Eligibility:			
Applicants:		Projects:	Costs/Sectors:
private sector businesses, railroad companies, municipalities, counties, wishing to avail themselves of rail freight transportation, and non-profit organizations.		Rehabilitation, new rail infrastructure, intermodal improvements, equipment acquisitions.	No information
Available Funds:		Renewal Information:	
<ul style="list-style-type: none"> FY 2017: \$1,250,000 FY 2018: \$1,453,775 		Annually	
Source of Funding			
General Obligation Bonds, administered by the Maine Office of Freight Transportation			
Transferability (prohibited, allowed, unclear)			
Unclear			
Other Information (e.g. how much has been accessed by short lines)			
IRAP will provide financial assistance up to 50% of total eligible project cost, but may provide assistance for a project of lesser value than applied for, depending upon availability of funds and total assistance applied for.			

2.18.2 Freight Rail Interchange Program

Program Name:		Freight Rail Interchange Program (FRIP)	
Program Legislative Jurisdiction:		State	
State:		ME	
Fiscal Years(s):		2015	
Program Type:		Grant	
Hyperlink:		http://maine.gov/mdot/ofbs/docs/Rail_Plan_7-9-2015.pdf	
Description/Objectives:			
The FRIP program provides 50 percent matching funds on capital investment projects for improvements to railroad interchanges/junctions. The goal of such projects is to improve the flow of goods in and out of the state as well as between the rail providers.			
Eligibility:			
Applicants:		Projects:	Costs/Sectors:
No information		improvements to railroad interchanges/junctions	No information
Available Funds:		Renewal Information:	

Program Name:	Freight Rail Interchange Program (FRIP)	
not stated		No information
Source of Funding		
General Obligation Bonds		
Transferability (prohibited, allowed, unclear)		
Unclear		
Other Information (e.g. how much has been accessed by short lines)		
No information		

2.18.3 State-owned Rail Lines

Program Name:	State-owned rail lines	
Program Legislative	State	
Jurisdiction:		
State:	ME	
Fiscal Year(s):	2009	
Program Type:	Grant	
Hyperlink:	http://www.mbtaonline.org/LinkClick.aspx?fileticket=YmK2NVNgl%2BE%3D&tabid=36	
Description/Objectives:		
This \$1 million would fund a capital tie-replacement program on the Rockland Branch and further capital improvements to the Lewiston Lower Road Rail Line.		
Eligibility:		
Applicants:	Projects:	Costs/Sectors:
State-owned rail lines	Capital upgrades to state-owned rail lines, including the Rockland Branch and the Lewiston Lower Rail Line.	No information
Available Funds:		Renewal Information:
\$1,000,000		No information
Source of Funding		
No information		
Transferability (prohibited, allowed, unclear)		
Unclear		
Other Information (e.g. how much has been accessed by short lines)		
No information		

2.19 Maryland³⁸

State number of Class II and III railroads: 4

Total Class II and Class III rail miles: 201

2.19.1 Capital Program State-Owned Lines

Program Name:		Capital Program State-Owned Lines	
Program Legislative Jurisdiction:		State	
State:		MD	
Fiscal Year(s):			
Program Type:		Loan	
Hyperlink:		http://sp.rail.transportation.org/Documents/shortlinefinancing/Maryland.pdf	
Description/Objectives:			
This program uses capital funds to maintain state-owned lines that are operated by a short line rail road through an operating agreement. Department of Economic Development (DBED) has a funding mechanism that can be used on a case-by-case instance based on funds available and project criteria.			
Eligibility:			
Applicants:		Projects:	Costs/Sectors:
Railroads, Businesses		Infrastructure, rolling stock, operating costs, case by case basis.	No information
Available Funds:		Renewal Information:	
Not stated		No information	
Source of Funding			
No information			
Transferability (prohibited, allowed, unclear)			
No information			
Other Information (e.g. how much has been accessed by short lines)			
No information			

2.20 Massachusetts³⁹

State number of Class II and III railroads: 9

Total Class II and Class III rail miles: 712

2.20.1 Industrial Rail Access Program (IRAP)

Program Name:		Industrial Rail Access Program (IRAP)	
Program Legislative Jurisdiction:		State	
State:		MA	
Fiscal Year(s):		Since 2012	
Program Type:		Grant	
Hyperlink:		https://trainsinthevalley.org/industrial-rail-access-program/ https://pvraildotorg.files.wordpress.com/2017/07/massdot-irap-application-2017.pdf	
Description/Objectives:			
This program was proposed in the 2010 state rail plan to allow financial assistance to localities, businesses, and/or industries seeking to provide freight rail service between the site of an existing or proposed commercial facility and common carrier railroad tracks. The program would give private rail companies access to public funds, thus boost economic development.			
Eligibility:			
Applicants:		Projects:	Costs/Sectors:
Host municipalities, economic development corporations, freight railroads operating in the Commonwealth, and industrial rail shippers engaged in commercial ventures in the Commonwealth are eligible to apply for IRAP funding assistance.		<ol style="list-style-type: none"> 1. Capital projects including "first and last mile" rail connectivity infrastructure improvements such as the construction/rehabilitation of industrial park rail spurs and the establishment or re-establishment of active employer rail sidings supported by a strong, documented commitment from the servicing Class II/III freight railroad operator. 2. Creation of new industry rail sidings and the rehabilitation of inactive sidings to increase the productivity of existing Commonwealth freight rail shippers such that additional jobs can be supported are encouraged. 3. Employer-based capital facility improvement projects to re-establish, improve and expand the receiving and shipping capacity of goods by freight rail, combined with environmental safety handling precautions are also allowable. 4. Freight rail safety and capacity improvements can also be included to the extent they are required to achieve the goals of the IRAP project. 5. Other industrial employer-based intermodal projects that can be created, re-established or expanded to meet IRAP program objectives through innovative servicing partnerships with freight railroad operators. 	IRAP funds may be used for engineering/design services, environmental permitting and limited right-of-way acquisitions needed to ready a project for construction purposes; however, such IRAP pre-construction funding requests must be explained and justified as part of a sequential and realistic project construction funding strategy.
Available Funds:		Renewal Information:	
FY 2017: \$3 million		Annually	
Source of Funding			

Program Name:	Industrial Rail Access Program (IRAP)
No information	
Transferability (prohibited, allowed, unclear)	
No information	
Other Information (e.g. how much has been accessed by short lines)	
	The proposed IRAP requirements include a competitive grant process with at least 50% matching funds and projects should demonstrate quantitative and qualitative economic benefits such as job creation and retention, and increased state/local tax revenue from the benefiting businesses with mitigation for any impacts on passenger rail services.

2.21 Michigan⁴⁰

State number of Class II and III railroads: 24

Total Class II and Class III rail miles: 1,751

2.21.1 Michigan Rail Loan Assistance Program (MiRLAP)

Program Name:		Michigan Rail Loan Assistance Program (MiRLAP)	
Program Legislative Jurisdiction:		State	
State:		MI	
Fiscal Year(s):		1997-2009, 2012-present	
Program Type:		Loan	
Hyperlink:		https://mdotjboss.state.mi.us/webforms/GetDocument.htm?fileName=3052.pdf	
Description/Objectives:			
The Michigan Rail Loan Assistance Program (MiRLAP) is a revolving loan program designed to contribute to the stability and growth of the state’s business and industry by helping to preserve and improve Michigan’s rail freight infrastructure. The program awards no-interest loans on a competitive basis to fund rail infrastructure preservation projects, such as track rehabilitation and bridge/culvert repair projects.			
Eligibility:			
Applicants:		Projects:	Costs/Sectors:
Railroads, local governments, economic development corporations, and current or potential users of freight railroad services are eligible to apply.		eligible projects include preserving, rebuilding, rehabilitating or constructing facilities or improvements on railroad property	material, labor and/or equipment costs associated with permanently-affixed track materials and related structures within railroad right of way. Engineering and design costs are not eligible project costs.
Available Funds:		Renewal Information:	
Loans are limited to \$1 million per project and \$1 million per applicant for each year of the program.		The balance of the MiRLAP fund was transferred to help address the General Fund shortfall in 2010. The program began accepting applications again in June 2012.	
Source of Funding			
No information			
Transferability (prohibited, allowed, unclear)			
Unclear			
Other Information (e.g. how much has been accessed by short lines)			
Up to 90 percent of a project’s eligible costs can be covered, with a repayment period of up to 10 years.			

2.21.2 Freight Economic Development Program

Program Name:		Freight Economic Development Program	
Program Legislative Jurisdiction:		State	
State:		MI	
Fiscal Year(s):			
Program Type:		Loan & Grant	
Hyperlink:		http://www.michigan.gov/documents/mdot/FEDP_Ap_Info_370392_7.pdf	
Description/Objectives:			
To support rail infrastructure improvements that facilitate economic development in Michigan, the Freight Economic Development Program provides low-interest loans that can be converted to grants.			
Eligibility:			
Applicants:		Projects:	Costs/Sectors:

rail users locating or expanding in the State and local government entities interested in helping these businesses.	No information	No information
Available Funds:		Renewal Information:
No information		No information
Source of Funding		
No information		
Transferability (prohibited, allowed, unclear)		
Unclear		
Other Information (e.g. how much has been accessed by short lines)		
These loans, which may be for as much as 50 percent of the cost of the rail infrastructure, are made at a minimum interest rate of two percent below the prime rate in effect.		

2.22 Minnesota⁴¹

State number of Class II and III railroads: 17

Total Class II and Class III rail miles: 821

2.22.1 Minnesota Rail Service Improvement

Program Name:		Minnesota Rail Service Improvement (MRSI)	
Program Legislative Jurisdiction:		State	
State:		MN	
Fiscal Year(s):		Since 1976	
Program Type:		Loan	
Hyperlink:		http://www.dot.state.mn.us/ofrw/railroad/mrsi.html	
Description/Objectives:			
Program seeks to preserve and enhance rail service in the state. MRSI assists rail users and rail carriers with infrastructure improvements, as well as preservation of rail corridors through land banking. The MRSI Program includes three primary elements: the Capital Improvement Loan Program, the Rail Line Rehabilitation Program and the Rail Bank Program.			
Eligibility:			
Applicants:		Projects:	Costs/Sectors:
Railroads and Shippers		Infrastructure projects	No information
Available Funds:		Renewal Information:	
No information		No information	
Source of Funding			
No information			
Transferability (prohibited, allowed, unclear)			
Unclear			
Other Information (e.g. how much has been accessed by short lines)			
Project Funding:			
1) The state may loan up to 70 percent (80 % if the line is owned by a regional rail authority) of the total project cost to the rail carrier.			
2) Rail users must loan at least ten percent of the project cost to the rail carrier, and;			
3) The rail carrier must provide at least 20 percent of the project cost.			

2.23 Mississippi⁴²

State number of Class II and III railroads: 21

Total Class II and Class III rail miles: 838

2.23.1 Railroad Revitalization Fund

Program Name:		Railroad Revitalization Fund	
Program Legislative Jurisdiction:		State	
State:		MS	
Fiscal Years(s):			
Program Type:		Loan	
Hyperlink:		http://sp.mdot.ms.gov/Intermodal%20Planning/Freight,%20Rails,%20Ports%20and%20Waterways/Documents/RAILROAD%20REVITALIZATION%20FUND%20LOAN%20PROGRAM.pdf	
Description/Objectives:			
Provides assistance to improve rail infrastructure whether it's improving existing rail lines, building new or improving existing rail facilities			
Eligibility:			
Applicants:		Projects:	Costs/Sectors:
All railroads operating within the state of Mississippi.		project that includes rehabilitation or improvement of rail lines; and construction, improvement or rehabilitation of railroad facilities.	No information
Available Funds:		Renewal Information:	
revolving loan fund- about \$4.5 Million is available		No information	
Source of Funding			
No information			
Transferability (prohibited, allowed, unclear)			
Unclear			
Other Information (e.g. how much has been accessed by short lines)			
Applicants must provide at least 25% of the total project cost.			

2.23.2 Railroad Multi-Modal Transportation Improvement Program

Program Name:		Railroad Multi-Modal Transportation Improvement Program	
Program Legislative Jurisdiction:		State	
State:		MS	
Fiscal Years(s):		Since 2002	
Program Type:		Grant	
Hyperlink:		http://mdot.ms.gov/portal/mma/source%20docs/rails/Instructions.pdf	
Description/Objectives:			
This program is provided by the Mississippi DOT to support multi-modal improvement projects in the state.			
Eligibility:			
Applicants:		Projects:	Costs/Sectors:
Railroads located in Mississippi		Projects that are: (a) Directly related to capital improvements or the rebuilding or rehabilitation of the basic infrastructure and not for routine maintenance, administrative or operational expenses;	(a) Local share required to match a federal grant; (b) Pre-construction studies, planning and design; (c) Acquisition of personal property; (d) Acquisition of real property;

Program Name: Railroad Multi-Modal Transportation Improvement Program	
(b) For a project or use directly related to the operation of the railroad in its modal role; and (c) For a purpose outside the normal operating budget of the railroad	(e) Reclamation and related relocation costs; (f) Professional services; and (g) Construction
Available Funds: The Mississippi Department of Transportation (MDOT) included \$10,000,000 for Multi-Modal Transportation Improvement Program (MMTIP) projects in its proposed budget for FY2018. The railroad share of this amount will be \$1,200,000.	Renewal Information: No information
Source of Funding Legislative appropriation to Multimodal Transportation Improvement Fund	
Transferability (prohibited, allowed, unclear) Unclear	
Other Information (e.g. how much has been accessed by short lines) A railroad must pledge on its application to fund a minimum of 1% of the total cost of the project for which Multimodal Grant funds are to be used.	

2.23.3 Freight rail Service Projects Revolving Loan (RAIL)

Program Name: Freight Rail Service Projects Revolving Loan (RAIL)	
Program Legislative Jurisdiction:	State
State:	MS
Fiscal Year(s):	
Program Type:	Loan
Hyperlink:	https://www.mississippi.org/assets/incentives/rail-loan-program.pdf
Description/Objectives: The Mississippi Freight Rail Service Projects Revolving Loan (RAIL) Program provides loans to municipalities and counties to finance freight rail service projects in Mississippi. The program aims to increase rail usage and productivity in the state.	
Eligibility:	
Applicants: municipalities and counties	Projects: projects involving the acquisition, construction, installation, operation, modification, renovation or rehabilitation of any freight rail service facilities or fixtures, machinery or equipment used in conjunction with freight rail service facilities.
	Costs/Sectors: No information
Available Funds: Loans made under the Freight Rail Service Revolving Loan Program may be made for a maximum of fifteen years, in amounts not to exceed \$1,000,000 per project per calendar year.	Renewal Information: No information
Source of Funding State general obligation bonds (\$18 million cap), loan repayments and interest, interest on principal	
Transferability (prohibited, allowed, unclear) Unclear	
Other Information (e.g. how much has been accessed by short lines) No information	

2.23.4 Local Governments Capital Improvements Revolving Loan Program

Program Name: Local Governments Capital Improvements Revolving Loan Program		
Program Legislative Jurisdiction: State		
State: MS		
Fiscal Years(s): 1994-present		
Program Type: Loan		
Hyperlink: https://www.mississippi.org/assets/docs/community/cap_program_guidelines.pdf		
Description/Objectives:		
The Local Governments Capital Improvements Revolving Loan Program (CAP) administered by the Mississippi Development Authority (MDA) is designed for making loans to counties or municipalities (Applicant) to finance capital improvements in Mississippi.		
Eligibility:		
Applicants:	Projects:	Costs/Sectors:
governing authority of the county or an incorporated municipality.	<ul style="list-style-type: none"> • Construction or repair of water and sewer facilities • Construction or repair of drainage systems for industrial development • Improvements in fire protection • Construction of new buildings for economic development purposes • Renovation or repair of existing buildings for economic development purposes • Construction or repair of access roads for industrial development • Purchase of buildings for economic development purposes • Construction or repair of railroad spurs for industrial development • Construction of any county or municipally-owned health care facilities, excluding any county health departments • Construction, purchase, renovation or repair of any building to be utilized as an auditorium or convention center • Construction of multipurpose facilities for tourism development 	<ul style="list-style-type: none"> • Construction costs (including reasonable and customary site work for buildings, right of ways, easements, etc.). • Up to 6% of the principal loan amount may be used for parking lots with new construction, renovation, and/or purchase of a building; and construction, repair and renovation of parks, swimming pools and recreational and athletic facilities. • Up to 4% of the principal loan amount may be used for fencing, recreational landscaping, and security lighting. • Up to 8% of the principal loan amount may be used for design work, i.e., engineer or architect excluding brownfield projects. Engineering and/or architectural costs above 8% must be paid from other funding sources. • Up to 10% of the principal loan amount may be used for a Mississippi Department of Environmental Quality (MDEQ) approved Brownfield Consulting • Firm’s fees for brownfield projects during the cleanup phase. Consultant fees above 10% must be paid from other funding sources.
Available Funds:		Renewal Information:
No information		No information
Source of Funding		
State general obligation bonds (\$115 million cap generally, additional \$13 million authorized for tax-exempt projects)		
Transferability (prohibited, allowed, unclear)		
Unclear		
Other Information (e.g. how much has been accessed by short lines)		
The construction or renovation of economic development buildings for speculative purposes require a 50/50 match. The match must be in cash or in-kind assets.		

2.23.5 Development Infrastructure Grant Program (DIP)

Program Name:		Development Infrastructure Grant Program (DIP)	
Program Legislative Jurisdiction:		State	
State:		MS	
Fiscal Years(s):		Unclear	
Program Type:		Grant	
Hyperlink:		https://www.mississippi.org/home-page/our-advantages/incentives/complete-incentives-list/ https://www.mississippi.org/assets/incentives/development-infrastructure-grant.pdf	
Description/Objectives:			
This program provides grant assistance to counties or municipalities to finance infrastructure projects to support business locations and expansions in Mississippi. Funding from this program can be used by municipalities and counties to assist with the location or expansion of businesses. Usage of the funds must be directly related to the construction, renovation or expansion of industry.			
Eligibility:			
Applicants:		Projects:	Costs/Sectors:
Municipalities and counties must apply on behalf of a new or expanded industry. Industries that are eligible under this program include: <ul style="list-style-type: none"> Manufacturers and processors Distribution facilities Telecommunications and data processing enterprises Corporate headquarters and operations centers Research and development facilities 		<ul style="list-style-type: none"> Building (Purchase, construction, or rehabilitation) Water Improvements Sewer Improvements Drainage Improvements Transportation facilities directly affecting the site, including roads, bridges, rail lines or pipelines Land Improvements Marine Structures Energy facilities (Power Generation and Distribution) 	DIP funds may be used only to construct, renovate or expand publicly owned infrastructure. Examples of projects eligible for DIP funding include: <ul style="list-style-type: none"> roads, bridges and rail spurs water and sewer systems drainage systems land improvements
Available Funds:		Renewal Information:	
maximum grant amount per project of \$150,000		No information	
Source of Funding			
No information			
Transferability (prohibited, allowed, unclear)			
Unclear			
Other Information (e.g. how much has been accessed by short lines)			
No information			

2.23.6 Mississippi Rail Grant Program

Program Name:		Mississippi Rail Grant Program	
Program Legislative Jurisdiction:		State	
State:		MS	
Fiscal Years(s):			
Program Type:		Grant	
Hyperlink:		https://www.mississippi.org/home-page/our-advantages/incentives/complete-incentives-list/	
Description/Objectives:			
The program provides grants to public and private railroads to finance railroad projects that promote economic growth and job creation in Mississippi. Eligible projects must identify specific repairs or improvements to a rail line that would make the line more competitive when providing services to industry in Mississippi.			
Eligibility:			
Applicants:		Projects:	Costs/Sectors:

No information	<ul style="list-style-type: none"> Expanding and improving rail lines Maintaining rail lines 	No information
Available Funds:		Renewal Information:
No information		No information
Source of Funding		
No information		
Transferability (prohibited, allowed, unclear)		
No information		
Other Information (e.g. how much has been accessed by short lines)		
No information		

2.23.7 The Rural Impact Grant Fund (RIF)

Program Name:		The Rural Impact Grant Fund (RIF)	
Program Legislative Jurisdiction:		State	
State:		MS	
Fiscal Year(s):			
Program Type:		Grant and Loan	
Hyperlink:		https://www.mississippi.org/home-page/our-advantages/incentives/complete-incentives-list/ http://www.cmpdd.org/rural-impact-fund/	
Description/Objectives:			
The Rural Impact Grant Fund (RIF) provides funding for publicly owned infrastructure needs. Funding from this program can be used by Rural Communities to assist with the location or expansion of businesses.			
Eligibility:			
Applicants:		Projects:	Costs/Sectors:
A Rural Community: defined as a municipality with a population of 10,000 or less or a county with a population of 30,000 or less according to the most recent federal decennial census at the time the application is submitted.		<ul style="list-style-type: none"> Building (Purchase, construction, or rehabilitation) Water Improvements Sewer Improvements Drainage Improvements Transportation facilities directly affecting the site, including roads, bridges, rail lines or pipelines Land Improvements Marine Structures Energy facilities (Power Generation and Distribution) 	No information
Available Funds:		Renewal Information:	
Maximum grant amount of \$150,000 per project		No information	
Source of Funding			
State general obligation bonds, legislative appropriation			
Transferability (prohibited, allowed, unclear)			
Unclear			
Other Information (e.g. how much has been accessed by short lines)			
No information			

2.24 Missouri⁴³

State number of Class II and III railroads: 11

Total Class II and Class III rail miles: 419

2.24.1 State Transportation Assistance Revolving (STAR) Fund

Program Name: State Transportation Assistance Revolving (STAR) Fund	
Program Legislative Jurisdiction: State	
State: MO	
Fiscal Year(s): Since 1997	
Program Type: Loan	
Hyperlink: http://www.modot.org/PartnershipDevelopment/documents/112613_STAR_Fund_Guidelines.pdf	
Description/Objectives: The purpose of this document is to provide written guidelines for the processing of applications and approval of loans by the Missouri Highways and Transportation Commission (Commission) under the State Transportation Assistance Revolving (STAR) Fund program.	
Eligibility:	
Applicants: open to any political subdivision of Missouri or to any public or private not-for-profit organization or entity involved in eligible transportation projects serving a public purpose other than highways.	Projects: <ul style="list-style-type: none"> Facilities for transportation by air, water, rail or mass transit Vehicles for the transportation of elderly or handicapped persons Rolling stock for transit purposes
	Costs/Sectors: Cost of planning, acquisition, development and construction of eligible non-highway transportation projects are eligible. Operating expenses are not eligible activities.
Available Funds: originally capitalized with \$2.5 million, replenished from principal and interest payments from its loan portfolio and interest earned on investment of the funds.	Renewal Information: No information
Source of Funding General Revenue Fund	
Transferability (prohibited, allowed, unclear) Unclear	
Other Information (e.g. how much has been accessed by short lines) No information	

2.24.2 Missouri Transportation Finance Corporation (MTFC)

Program Name: Missouri Transportation Finance Corporation (MTFC)	
Program Legislative Jurisdiction: State	
State: MO	
Fiscal Year(s): 2012-2017	
Program Type: Loan	
Hyperlink: http://www.modot.org/partnershipdevelopment/mtfc.htm	
Description/Objectives: The Missouri Transportation Finance Corporation (MTFC) provides loans to all transportation modes (including highway projects) with the same terms as the STAR Fund. However, the MTFC is a larger program and has the ability to fund larger projects than the STAR Fund. Rail projects are eligible under the MTFC Loan Program.	

Program Name: Missouri Transportation Finance Corporation (MTFC)		
Eligibility:		
Applicants:	Projects:	Costs/Sectors:
open to any political subdivision of Missouri or to any public or private not-for-profit organization or entity involved in eligible transportation projects serving a public purpose other than highways.	<ul style="list-style-type: none"> • Right of way acquisition • Development or establishment of new intermodal or railroad facilities • Improvement or rehabilitation of intermodal or rail equipment or facilities (including tracks, components of tracks, bridges, yards, buildings, and shops) • Refinancing outstanding debt incurred for these purposes 	Cost of planning, acquisition, development and construction of eligible non-highway transportation projects are eligible. Operating expenses are not eligible activities.
Available Funds:		Renewal Information:
No information		No information
Source of Funding		
No information		
Transferability (prohibited, allowed, unclear)		
No information		
Other Information (e.g. how much has been accessed by short lines)		
The minimum loan amount is \$50,000. Financial Services staff may accept loan applications for loan requests of \$10,000,000 or less. Any loan requests greater than \$10,000,000 require pre-approval by the Executive Director, prior to acceptance of the loan application.		

2.25 Montana⁴⁴

State number of Class II and III railroads: 12

Total Class II and Class III rail miles: 277

2.25.1 Montana Essential Rail Freight Loan Program (MEFRL)

Program Name:		Montana Essential Rail Freight Loan Program (MEFRL)	
Program Legislative Jurisdiction:		State	
State:		MT	
Fiscal Year(s):		Since 1985	
Program Type:		Loan	
Hyperlink:		http://www.mdt.mt.gov/publications/docs/grants/railloan/faqs.pdf	
Description/Objectives:			
The Montana Essential Freight Rail Loan Program is a low-interest revolving loan fund administered by the Montana Department of Transportation to encourage projects for construction, reconstruction, or rehabilitation of railroads and related facilities in the state.			
Eligibility:			
Applicants:		Projects:	Costs/Sectors:
railroads, cities, counties, companies, regional rail authorities, and port authorities. To be eligible, applicants must derive revenue from continued operations of the railroad.		projects to preserve and continue operation of viable railroad branch lines, and for development, improvement, construction, purchase, maintenance, or rehabilitation of intermodal transportation facilities, branch lines, short lines, sidings, light density railroad lines, and rolling stock, including rail cars.	No information
Available Funds:			Renewal Information:
As of January 2017, available funding is about \$332,000. MDT has determined the balance is sufficient to solicit new loans.			No information
Source of Funding			
The funds were originally granted to the state by the Federal Railroad Administration.			
Transferability (prohibited, allowed, unclear)			
No information			
Other Information (e.g. how much has been accessed by short lines)			
Applicants must match at least 30 percent of project costs for rehabilitation projects and 50 percent for new construction. The value of applicant-provided construction engineering costs, materials, and construction labor may be applied toward this match.			

2.26 Nebraska

State number of Class II and III railroads: 9

Total Class II and Class III rail miles: 499

The state of Nebraska has no state funding program to support the freight railroads. However, some funding programs can be used to fund rail projects within the state on a case-by-case basis.

2.27 Nevada⁴⁵

State number of Class II and III railroads: 5

Total Class II and Class III rail miles: 272

The state of Nevada has no state funding program to support the freight railroads. However, some funding programs can be used to fund rail projects within the state on a case-by-case basis.

2.28 New Hampshire⁴⁶

State number of Class II and III railroads: 9

Total Class II and Class III rail miles: 344

2.28.1 Railroad Revolving Loan Fund for Class III and Cog Railroads

Program Name:		Railroad Revolving Loan Fund for Class III and Cog Railroads	
Program Legislative Jurisdiction:		State	
State:		NH	
Fiscal Year(s):		Since 1994	
Program Type:		Loan	
Hyperlink:		https://www.nh.gov/dot/org/aerorailtransit/railandtransit/documents/2015_information.pdf	
Description/Objectives:			
This fund, established in 1994 by RSA 228:66-a, provides loans for railroad rehabilitation and equipment for Class III Railroads and Cog Railroads that operate in the State of New Hampshire. The loan program is administered by the New Hampshire Department of Transportation, Bureau of Rail & Transit.			
Eligibility:			
Applicants:		Projects:	Costs/Sectors:
Class III Railroads and Cog Railroads that operate in the State of New Hampshire		track rehabilitation projects as first priority and other projects as second priority.	<ul style="list-style-type: none"> • Allowable costs for loans include labor and materials for: • Replacement rail, crossties and other track materials • Replacement or repairs to bridges or other structures • Ballast placement, surface and lining of trackage • Ditching improvements and brush removal • Off-loading, truck transfer and other intermodal facilities • Industrial siding to provide access to shippers • Railroad locomotives and other rolling stock • Other railroad facilities
Available Funds:		Renewal Information:	
Total funding was \$4 million.		Loans through the fund are issued for up to 20 years for capital improvements to short line railroads	
Source of Funding			
State DOT Bonds			
Transferability (prohibited, allowed, unclear)			
Unclear			
Other Information (e.g. how much has been accessed by short lines)			
The railroad must furnish assurances by a signed agreement that it will continue utilization of the line involved to at least eighty (80%) percent of the previous three years' average freight or passenger level of service for period of five years. The railroad must provide a commitment to maintain the line and all improvements.			

2.28.2 Special Railroad Fund

Program Name:		Special Railroad Fund	
Program Legislative Jurisdiction:		State	
State:		NH	
Fiscal Year(s):			
Program Type:		Grant	
Hyperlink:		https://www.nh.gov/dot/org/aerorailtransit/railandtransit/documents/nhstate_railplan.pdf	
Description/Objectives:			
The Special Railroad Fund provides that income from state-owned rail lines, as well as 25 percent of the revenue received from the state railroad tax, be deposited in a dedicated fund and used for maintenance and repair of state-owned rail lines. This fund is comprised of roughly \$160,000 in annual user fees, paid by the railroads, and lease and other payments of approximately \$90,000 per year paid by other entities using railroad property.			
Eligibility:			
Applicants:	Projects:	Costs/Sectors:	
State DOT	maintenance and repair of state-owned rail lines	<ul style="list-style-type: none"> • Purchase ties and other materials for the active state-owned lines; • Repair and inspect bridges; • Clean ditches, remove brush and spray weeds. 	
Available Funds:		Renewal Information:	
No information		No information	
Source of Funding			
The income from state-owned rail lines, as well as 25 percent of the revenue received from the state railroad tax			
Transferability (prohibited, allowed, unclear)			
No information			
Other Information (e.g. how much has been accessed by short lines)			
The operating railroads are also required to maintain lines at their own expense with total expenditures required based on a percentage of their revenues.			

2.28.3 State Capital Budget

Program Name:		State Capital Budget	
Program Legislative Jurisdiction:		State	
State:		NH	
Fiscal Year(s):			
Program Type:		Grant	
Hyperlink:		https://das.nh.gov/budget/Budget2018-2019/GovernorsCapitolBudget.pdf https://www.nh.gov/dot/org/aerorailtransit/railandtransit/documents/FinanlStateRailPlan.pdf	
Description/Objectives:			
The New Hampshire's bi-annual capital budget provides funding for major long-term capital investments. As owner of railroad property, the state includes repairs to the state-owned lines in the capital budget. Rail projects funded include bridge repairs, rail replacement, and other improvements on various rail lines.			
Eligibility:			
Applicants:	Projects:	Costs/Sectors:	
State owned railroads	Bridge repairs, rail replacement, and other improvements on various rail lines.	No information	
Available Funds:		Renewal Information:	
FY 2018-2019: \$1.24 million budget for aeronautics, rail and transit		Annually	

Source of Funding
Governor's capital budget
Transferability (prohibited, allowed, unclear)
Unclear
Other Information (e.g. how much has been accessed by short lines)
No information

2.29 New Jersey⁴⁷

State number of Class II and III railroads: 16

Total Class II and Class III rail miles: 701

2.29.1 Rail Freight Assistant Program

Program Name:		Rail Freight Assistant Program	
Program Legislative Jurisdiction:		State	
State:		NJ	
Fiscal Years(s):		Since 1975	
Program Type:		Grant	
Hyperlink:		https://www.njtransit.com/pdf/NJStateRailPlan.pdf http://www.state.nj.us/transportation/freight/rail/projects.shtm	
Description/Objectives:			
Support an efficient and effective rail freight system in the State of New Jersey through the provision of financial assistance to improve rail freight facilities. The New Jersey Rail Freight Assistance Program is intended to provide funding for capital improvements that result in the continuation of economically viable rail freight services.			
Eligibility:			
Applicants:		Projects:	Costs/Sectors:
Owners of rail properties, operators of rail freight service, or responsible public agencies or authorities.		<ul style="list-style-type: none"> • Rail Facility Construction; • Rail Line Rehabilitation or Reconstruction; • Demonstration Projects. 	No information
Available Funds:		Renewal Information:	
\$10 million		No information	
Source of Funding			
New Jersey Transportation Trust Fund (TTF)			
Transferability (prohibited, allowed, unclear)			
Unclear			
Other Information (e.g. how much has been accessed by short lines)			
Projects with a benefit/cost ratio greater than 1.0 are eligible, unless a project is deemed to be a system critical link.			

2.29.2 Grow NJ Assistance Program

Program Name:		Grow NJ Assistance Program	
Program Legislative Jurisdiction:		State	
State:		NJ	
Fiscal Years(s):			
Program Type:		Tax Credit	
Hyperlink:		http://www.njeda.com/financing_incentives/programs/grow_nj	
Description/Objectives:			
Grow NJ is a powerful job creation and retention incentive program that strengthens New Jersey's competitive edge in the increasingly global marketplace. Businesses that are creating or retaining jobs in New Jersey may be eligible for tax credits ranging from \$500 to \$5,000 per job, per year; with bonus credits ranging from \$250 to \$3,000 per job, per year (award amounts vary based on applicable criteria.)			
Eligibility:			
Applicants:		Projects:	Costs/Sectors:

Program Name: Grow NJ Assistance Program		
Companies located in the Qualified Incentive Area	<ul style="list-style-type: none"> • Rehabilitation Projects; • New Construction Projects. 	No information
Available Funds:		Renewal Information:
No information		No information
Source of Funding		
No information		
Transferability (prohibited, allowed, unclear)		
Unclear		
Other Information (e.g. how much has been accessed by short lines)		
Qualified eligible businesses receive tax credits per job, per year for a period of up to ten years for each new or retained full-time job to be located at the qualified business facility.		

2.30 New Mexico⁴⁸

State number of Class II and III railroads: 6

Total Class II and Class III rail miles: 96

The state of New Mexico has no state funding program to support the freight railroads. However, some funding programs can be used to fund rail projects within the state on a case-by-case basis.

2.31 New York⁴⁹

State number of Class II and III railroads: 13

Total Class II and Class III rail miles: 1,687

2.31.1 Transportation Multi Modal Program

Program Name: Transportation Multi Modal Program	
Program Legislative Jurisdiction:	State
State:	NY
Fiscal Year(s):	2011
Program Type:	Grant
Hyperlink:	https://www.dot.ny.gov/programs/RegionalEconomicDevelopmentCouncils
Description/Objectives:	
providing funds for capital improvements to rail freight & passenger facilities, port facilities, aviation facilities, local roads and bridges, and fixed ferry facilities.	
Eligibility:	
Applicants:	Projects:
No information	<p>Eligible Rail Projects:</p> <ul style="list-style-type: none"> • Design activity resulting in an eligible capital project with a 10-year service life, • Construction of new track and railbed or spur, • track and railbed rehabilitation, • rehabilitation of switches and ties, • construction or reconstruction of rail bridges, • construction or rehabilitation of railroad grade crossings, • Station improvements, • parking lots for train stations, • acquisition of right-of-way for rail, • purchase of rail equipment and/or rail rolling stock, • Engine houses/rail car facilities and freight, • handling equipment that is directly related to rail transportation.
	Costs/Sectors:
	Project costs of construction, reconstruction, enhancement, improvement, replacement, reconditioning, restoration, rehabilitation and preservation of State, county, town, city and village roads, highways, parkways and bridges where continuous service life is ten (10) or more years following project completion and NYSDOT reimbursement.
Available Funds:	Renewal Information:
\$6.9 M	No information
Source of Funding	
Section 14-k of the New York State Transportation Law	
Transferability (prohibited, allowed, unclear)	
Unclear	
Other Information (e.g. how much has been accessed by short lines)	
No information	

2.31.2 Rail and Port Capital Improvement Program

Program Name: Rail and Port Capital Improvement Program	
Program Legislative Jurisdiction:	State
State:	NY

Program Name: Rail and Port Capital Improvement Program		
Fiscal Year(s): 2011		
Program Type: Grant		
Hyperlink: https://www.dot.ny.gov/programs/RegionalEconomicDevelopmentCouncils		
Description/Objectives:		
This program, authorized pursuant to the Rebuild and Renew New York Transportation Bond Act of 2005, provides funds for passenger rail, freight rail, and port capital improvements to preserve and/or improve service in the State’s major trade and passenger travel corridors, including capacity, clearance, intermodal facilities, yards and other projects that enhance competitiveness and economic development.		
Eligibility:		
Applicants:	Projects:	Costs/Sectors:
Any railroad company, state agency, the federal government, the Canadian government, any other state or agency or instrumentality thereof, any public authority of this or any other state, or any political subdivision or municipality of the state. All common-carrier, intercity passenger or tourist railroad corporations must be in good standing with NYSDOT at the time of application. Railroads will be considered in good standing if they have submitted the most recent annual report, as required by New York State Transportation Law §116 (2010), and have paid their annual rail safety fee in accordance with New York State Transportation Law §135 (2010) by the application deadline.	Rail: Any rail capital infrastructure improvement with a 30-year life, including but not limited to: track construction and rehabilitation; bridge construction and rehabilitation; elimination of clearance obstructions, yard, terminal and siding construction and rehabilitation; signal and train control systems; grade crossing elimination; and rolling stock acquisition with a 20-year life.	Engineering, construction management, site preparation, the preparation of designs, plans, specifications, estimates, environmental impact statements, appraisals and surveys, and the acquisition of real property.
Available Funds:		Renewal Information:
\$27M over 5 years		The 2005 Rebuild and Renew New York Transportation Bond Act, provided \$135 M over five years. The program pursuant was authorized in 2011 for another five years.
Source of Funding		
Renew New York Transportation Bond Act of 2005		
Transferability (prohibited, allowed, unclear)		
Unclear		
Other Information (e.g. how much has been accessed by short lines)		
No information		

2.31.3 Passenger and Freight Rail Assistance Program (PFRAP)

Program Name: Passenger and Freight Rail Assistance Program (PFRAP)		
Program Legislative Jurisdiction:	State	
State:	NY	
Fiscal Year(s):	2016-2017	
Program Type:	Grant	
Hyperlink:	https://www.dot.ny.gov/main/business-center/railgrants	
Description/Objectives:		
Providing enhanced assistance for rail and port capital investments to preserve and enhance the State's major trade and passenger corridors.		
Eligibility:		
Applicants:	Projects:	Costs/Sectors:

<p>Any railroad company, any New York state agency, the federal government, the Canadian government, any other state or instrumentality thereof, any public authority of this or any other state, or any political subdivision or municipality of the state.</p>	<p>Any capital improvement to freight, intercity passenger or tourist rail assets with a minimum service life of 10 years or greater, including but not limited to:</p> <ul style="list-style-type: none"> • track construction and rehabilitation; • bridge construction and rehabilitation; • elimination of clearance obstructions; • yard, terminal and siding construction and rehabilitation; • signal and train control systems; • rolling stock acquisition and rehabilitation. 	<p>Engineering, construction management, site preparation; preparation of designs, plans, specifications, estimates, environmental impact statements, appraisals and surveys; and the acquisition of real property.</p>
<p>Available Funds: \$27.9M</p>		<p>Renewal Information: Annually</p>
<p>Source of Funding General state revenues</p>		
<p>Transferability (prohibited, allowed, unclear) Unclear</p>		
<p>Other Information (e.g. how much has been accessed by short lines) There is no local match requirement for this program. A total of \$24.5 million for the program which is augmented with \$3.4 million of rollover funding. There is \$12.4 million for intercity passenger rail, freight rail and tourist rail projects and for public port facilities outside the jurisdiction of the Port Authority of New York and New Jersey, \$13.5 million for freight rail projects and \$2 million for freight rail diesel emissions reduction efforts.</p>		

2.31.4 Industrial Access Program

<p>Program Name: Industrial Access Program</p>		
<p>Program Legislative Jurisdiction: State</p>		
<p>State: NY</p>		
<p>Fiscal Year(s): 1998-present</p>		
<p>Program Type: Combination of 60% grant and 40% loan</p>		
<p>Hyperlink: https://www.dot.ny.gov/divisions/operating/opdm/local-programs-bureau/iap</p>		
<p>Description/Objectives: Providing State funding for necessary road and bridge improvements which facilitate economic development and result in the creation and/or retention of jobs. Under the Laws of 1998, projects which provide rail access were made eligible.</p>		
<p>Eligibility:</p>		
<p>Applicants: MPOs and Local government agencies</p>	<p>Projects: Eligible projects must be an 'integral part of an economic development effort which seeks to retain, attract, expand or revitalize an industrial facility.' Operations which are primarily retail in nature are not eligible.</p>	<p>Costs/Sectors: Eligible work includes design, acquisition of property, public access road/rail construction or reconstruction, curbing, sidewalks, traffic control and safety devices, drainage systems, landscaping and similar work that may facilitate industrial access.</p>
<p>Available Funds: No information</p>		<p>Renewal Information: No information</p>

Source of Funding
No information
Transferability (prohibited, allowed, unclear)
Unclear
Other Information (e.g. how much has been accessed by short lines)
up to a maximum of \$1 million, with a five-year repayment period; a ten-year repayment period is permitted if the total IAP project costs are over \$1 million. If the total award is in excess of \$2 million, there are provisions to make the entire award a grant with no repayment required.

2.32 North Carolina⁵⁰

State number of Class II and III railroads: 21

Total Class II and Class III rail miles: 930

2.32.1 Rail Industrial Access Program

Program Name:		Rail Industrial Access Program	
Program Legislative Jurisdiction:		State	
State:		NC	
Fiscal Year(s):			
Program Type:		Grant	
Hyperlink:		http://www.ncbytrain.org/projects/industrial/programolicies.html	
Description/Objectives:			
The program aims to help construct or refurbish railroad spur tracks required by a new or expanding company. Program funding is intended to modernize railroad tracks to ensure effective and efficient freight deliveries.			
Eligibility:			
Applicants:	Projects:	Costs/Sectors:	
Local governments, community development agencies, railroads and companies	construct or rehabilitate railroad spur or siding tracks.	<ul style="list-style-type: none"> • Engineering and design • Site preparation, including grading and drainage • Track construction • Switches • Grade crossings and signals 	
Available Funds:		Renewal Information:	
\$100,000 (\$1 million pre-2011)		No information	
Source of Funding			
Legislative appropriation			
Transferability (prohibited, allowed, unclear)			
Unclear			
Other Information (e.g. how much has been accessed by short lines)			
Grant recipients may receive a maximum of 50% of total project costs, subject to a \$200,000 limit per project.			

2.32.2 Short Line Infrastructure Assistance Grant Program

Program Name:		Short Line Infrastructure Assistance Grant Program	
Program Legislative Jurisdiction:		State	
State:		NC	
Fiscal Year(s):			
Program Type:		Grant	
Hyperlink:		https://connect.ncdot.gov/resources/Rail-Division-Resources/Documents/2015%20Comprehensive%20State%20Rail%20Plan-%20Full%20Report.pdf	
Description/Objectives:			
Program is responsible for maintaining a crossing inventory and analyzing data to prioritize crossings for closure or upgrade. NCDOT develops funding agreements with local governments and railroads, the projects are programmed in the STIP and move forward to design and implementation.			
Eligibility:			
Applicants:	Projects:	Costs/Sectors:	
Class II and III railroads	No information	No information	
Available Funds:		Renewal Information:	

Program Name: Short Line Infrastructure Assistance Grant Program	
Uses surplus of the Industrial Access Fund	No information
Source of Funding	
Legislative appropriation	
Transferability (prohibited, allowed, unclear)	
Unclear	
Other Information (e.g. how much has been accessed by short lines)	
This program requires a 50 percent match by the private railroads for improvements to short line railroad infrastructure.	

2.33 North Dakota⁵¹

State number of Class II and III railroads: 5

Total Class II and Class III rail miles: 1,148

2.33.1 Freight Rail Improvement Program (FRIP)

Program Name: Freight Rail Improvement Program (FRIP)	
Program Legislative Jurisdiction:	State
State:	ND
Fiscal Year(s):	
Program Type:	Loan
Hyperlink:	https://www.dot.nd.gov/divisions/planning/docs/NDDOTRailFundLoanApplicationInstructions.pdf
Description/Objectives:	
This reduced interest loan program is primarily intended to be used to upgrade and enhance rail infrastructure that improves service.	
Eligibility:	
Applicants:	Projects:
Cities, counties, railroads, rail authorities, and other current or potential users of freight railroad service. Class I Railroads are not eligible applicants.	<p>System Critical: These projects may include rail relay, major structure rehabilitation or construction, new rail connections, track realignment, etc.</p> <p>Infrastructure Improvement: These projects may include structure repairs, tie and ballast replacement, switches, short segments of rail replacement, etc.</p> <p>Economic Development: These projects may include new sidings, siding extensions or upgrades, switches, loop and ladder tracks, access roads, active warning devices for new facility crossings, equipment – locomotives, maintenance of way equipment, roadway safety improvements adjacent to existing rail infrastructure, etc.</p>
	Costs/Sectors:
	No information
Available Funds:	Renewal Information:
Up to \$5 million	No information
Source of Funding	
No information	
Transferability (prohibited, allowed, unclear)	
Unclear	
Other Information (e.g. how much has been accessed by short lines)	
No information	

2.33.2 Local Rail Freight Assistance (LFRA)

Program Name: Local Rail Freight Assistance (LRFA)	
Program Legislative Jurisdiction:	State
State:	ND
Fiscal Year(s):	

Program Type:		Loan
Hyperlink:		www.dot.nd.gov/divisions/planning/docs/LRFA-APP-PART-I-II(3).doc
Description/Objectives:		
This program is intended to be used primarily to upgrade and enhance infrastructure to improve rail service in ND through aid to short line railroads and, in some cases, shippers.		
Eligibility:		
Applicants:	Projects:	Costs/Sectors:
Counties, cities, railroad companies and current or potential users of freight railroad service.	1) improving and rehabilitating rail property on a rail line and, 2) building rail or rail related facilities to improve the quality and efficiency of rail freight transportation.	No information
Available Funds:		Renewal Information:
No information		No information
Source of Funding		
No information		
Transferability (prohibited, allowed, unclear)		
No information		
Other Information (e.g. how much has been accessed by short lines)		
No information		

2.34 Ohio⁵²

State number of Class II and III railroads: 16

Total Class II and Class III rail miles: 1,615

2.34.1 Rail Improvement Program

Program Name:		Rail Improvement Program	
Program Legislative Jurisdiction:		State	
State:		OH	
Fiscal Years(s):		Since 1994	
Program Type:		Grant and Loan	
Hyperlink:		http://www.dot.state.oh.us/Divisions/Rail/Programs/freight/Pages/RailroadRehabilitationProgramSummary.aspx	
Description/Objectives:			
The Rail Improvement Program is intended to preserve and enhance existing rail lines and corridors; provide rail access to retain existing and attract new businesses; provide Ohio’s communities and industries with transportation options, connectivity, and opportunities; improve safety at grade crossings; reduce derailments; improve environmental quality, especially in terms of air quality; improve on-time performance; preserve, maintain, expand, and modernize Ohio’s rail system; preserve existing tracks and rights of way for future use; and improve access to global and domestic markets.			
Eligibility:			
Applicants:		Projects:	Costs/Sectors:
Any railroad or owner of rail line.		rehabilitation of rail lines in the state of Ohio	No information
Available Funds:		Renewal Information:	
\$2 available annually for grants. \$2 million available for loans. \$2 million available for grants with payback.		No information	
Source of Funding			
No information			
Transferability (prohibited, allowed, unclear)			
Unclear			
Other Information (e.g. how much has been accessed by short lines)			
ORDC Rail improvement funds provide grants if the project supports 25 or more jobs, Loans are provided for a five year period at 2/3 prime interest rate and require a letter of credit or collateral			

2.34.2 Freight Development/Rail Spur Program

Program Name:		Freight Development/Rail Spur Program	
Program Legislative Jurisdiction:		State	
State:		OH	
Fiscal Years(s):		Since 1994	
Program Type:		Grant and Loan	
Hyperlink:		http://www.dot.state.oh.us/Divisions/Rail/Programs/freight/Pages/RailroadRehabilitationProgramSummary.aspx	
Description/Objectives:			
The goal of this program is to promote the retention and development of Ohio companies through the use of effective rail transportation. Additionally, companies who are considering adding rail to existing operations in the state are also eligible under this program. ORDC works closely with Ohio Development Services Agency, JobsOhio, and other public and private development related organizations to provide assistance to companies.			
Eligibility:			
Applicants:		Projects:	Costs/Sectors:

Program Name: Freight Development/Rail Spur Program		
Any railroad or owner of rail line.	new rail and rail-related infrastructure projects.	No information
Available Funds:		Renewal Information:
No information		No information
Source of Funding		
No information		
Transferability (prohibited, allowed, unclear)		
No information		
Other Information (e.g. how much has been accessed by short lines)		
ORDC Rail improvement funds provide grants if the project supports 25 or more jobs, Loans are provided for a five year period at 2/3 prime interest rate and require a letter of credit or collateral.		

2.34.3 Rail Line Acquisition Program

Program Name: Rail Line Acquisition program		
Program Legislative Jurisdiction:	State	
State:	OH	
Fiscal Years(s):	Since 1994	
Program Type:	Grant and Loan	
Hyperlink:	https://www.dot.state.oh.us/Divisions/Rail/Documents/ORDC%20-%20Funding%20Guidelines%20and%20Application.pdf	
Description/Objectives:		
The Ohio Rail Development Commission (ORDC) provides assistance for the acquisition of rail lines to prevent cessation of service or preserve the line or right of way for future rail development. ORDC will also consider providing assistance to acquire a line if the acquisition can enhance the line's viability.		
Eligibility:		
Applicants:	Projects:	Costs/Sectors:
Any railroad or owner of rail line.	No information	Acquisition costs.
Available Funds:		Renewal Information:
\$2-\$5 Million		No information
Source of Funding		
No information		
Transferability (prohibited, allowed, unclear)		
No information		
Other Information (e.g. how much has been accessed by short lines)		
\$2 million in available grants, \$5 million in available loans, bonds and special purpose funds are also available.		

2.34.4 Railroad Grade Crossing Safety Program

Program Name: Railroad Grade Crossing Safety Program	
Program Legislative Jurisdiction:	State
State:	OH
Fiscal Years(s):	2011-2012
Program Type:	Grant
Hyperlink:	https://www.puco.ohio.gov/be-informed/consumer-topics/ohio39s-rail-grade-crossing-programs/
Description/Objectives:	

Program Name: Railroad Grade Crossing Safety Program		
This program provides funding for highway-railroad grade crossing safety improvements or corrective activities designed to alleviate highway-railroad hazards. The Program is divided into four programs based on the type of project and method of project identification:		
<ul style="list-style-type: none"> • Formula-based upgrade program (warning device) • Corridor-based upgrade program (warning device) • Constituent-identified program (warning device) • Preemption program (warning device with traffic signal interconnection) 		
Eligibility:		
Applicants:	Projects:	Costs/Sectors:
Any railroad or owner of rail line.	crossing warning devices and traffic signals.	No information
Available Funds:		Renewal Information:
\$47.7 million		No information
Source of Funding		
No information		
Transferability (prohibited, allowed, unclear)		
Unclear		
Other Information (e.g. how much has been accessed by short lines)		
Depending upon a variety of factors including the amount of daily train and motor vehicle traffic at the crossing, communities can expect to pay from 25 to 65 percent of the cost of the project.		

2.35 Oklahoma⁵³

State number of Class II and III railroads: 18

Total Class II and Class III rail miles: 927

2.35.1 Railroad Maintenance Revolving Fund

Program Name:		Railroad Maintenance Revolving Fund	
Program Legislative Jurisdiction:		State	
State:		OK	
Fiscal Year(s):			
Program Type:		Loan	
Hyperlink:		http://www.okladot.state.ok.us/rail/rail-plan/pdfs/2012_RailPlan.pdf	
Description/Objectives:			
The Oklahoma Department of Transportation has also been granted powers by the Legislature to own railroad rights-of-way and to administer the Railroad Maintenance Revolving Fund for the upkeep of state-owned railroad rights-of-way.			
Eligibility:			
Applicants:		Projects:	Costs/Sectors:
State-owned railroads		No information	Right of way acquisition costs.
Available Funds:		Renewal Information:	
No information		No information	
Source of Funding			
from Oklahoma Freight Car Tax (an annual 4% tax on freight rail car revenues), annual lease and operations payments from seven separate short line rail operators, and right-of-way sales by the Oklahoma DOT.			
Transferability (prohibited, allowed, unclear)			
Unclear			
Other Information (e.g. how much has been accessed by short lines)			
No information			

2.35.2 Railroad Crossing Safety Program

Program Name:		Railroad Crossing Safety Program	
Program Legislative Jurisdiction:		State	
State:		OK	
Fiscal Year(s):			
Program Type:		Grant	
Hyperlink:		http://sp.rail.transportation.org/Documents/OK1%20SLR%20Financing%20Program%20Profile.pdf	
Description/Objectives:			
ODOT coordinates all railroad crossing safety projects with City, County, or State Highways including project locations that are selected based on a statewide priority ranking.			
Eligibility:			
Applicants:		Projects:	Costs/Sectors:
No information		Railroad crossing projects.	No information
Available Funds:		Renewal Information:	
\$8 million		Annually	
Source of Funding			
No information			
Transferability (prohibited, allowed, unclear)			
No information			

Other Information (e.g. how much has been accessed by short lines)
10% match for signal improvements from the entity with local jurisdiction, 10% match for crossing surface improvements from the railroad company.

2.35.3 State Owned Construction and Maintenance Work Plan

Program Name:		State Owned Construction and Maintenance Work Plan	
Program Legislative Jurisdiction:		State	
State:		OK	
Fiscal Year(s):			
Program Type:		Grant	
Hyperlink:		http://sp.rail.transportation.org/Documents/OK2%20SLR%20Financing%20Program%20Profile.pdf	
Description/Objectives:			
The State Owned Construction and Maintenance Work Plan provides an annual projection for construction and maintenance needs of the State owned rail infrastructure.			
Eligibility:			
Applicants:		Projects:	Costs/Sectors:
Lessee of State owned rail property.		Construction and maintenance needs of the state owned rail infrastructure.	No information
Available Funds:		Renewal Information:	
No information		No information	
Source of Funding			
Oklahoma Freight Car Tax and income from the ongoing lease agreements between ODOT and the current rail operators.			
Transferability (prohibited, allowed, unclear)			
No information			
Other Information (e.g. how much has been accessed by short lines)			
No information			

2.36 Oregon⁵⁴

State number of Class II and III railroads: 17

Total Class II and Class III rail miles: 843

2.36.1 Connect Oregon

Program Name:		Connect Oregon
Program Legislative Jurisdiction:		State
State:		OR
Fiscal Years(s):		Since 2005
Program Type:		Grant and Loan
Hyperlink:		http://www.oregon.gov/odot/programs/pages/connectoregon.aspx
Description/Objectives:		
A lottery bond-based initiative to invest in air, rail, marine, transit, bicycle and pedestrian infrastructure to ensure a strong, diverse, and efficient system.		
Eligibility:		
Applicants:	Projects:	Costs/Sectors:
public agencies, non- profit organizations & private businesses	Funds provide a high degree of flexibility (E.g. maintenance, capital improvements, capacity expansion, repair, land acquisition, modernization efforts and planning) as long as results improve transportation connectivity, reduce transportation costs or increase access to jobs. Projects eligible to be funded with state motor fuel taxes are not eligible for Connect Oregon funding.	No information
Available Funds:		Renewal Information:
\$427 million available through Connect Oregon I through VI		No information
Source of Funding		
Multimodal Transportation Fund		
Transferability (prohibited, allowed, unclear)		
Unclear		
Other Information (e.g. how much has been accessed by short lines)		
No information		

2.36.2 Industrial Rail Spur Fund

Program Name:		Industrial Rail Spur Fund
Program Legislative Jurisdiction:		State
State:		OR
Fiscal Years(s):		2003
Program Type:		Grant and Loans
Hyperlink:		https://www.oregonlegislature.gov/bills_laws/ors/ors367.html https://secure.sos.state.or.us/oard/displayDivisionRules.action;JSESSIONID_OARD=qG3ERbzR8LRavMigsopI07n12-w-fSon57bcRGakeSw4jB8oSiiv!2072817505?selectedDivision=3501
Description/Objectives:		
Oregon State designated \$2 million to create a short-line infrastructure program in 2001, offering loans and grants. In 2003, the legislature approved an additional \$2 million for the original program and began an \$8 million rail spur program for all types of railroads.		
Eligibility:		
Applicants:	Projects:	Costs/Sectors:

Program Name:		Industrial Rail Spur Fund
A railroad doing business within the state of Oregon; a public jurisdiction within the state of Oregon; a company, foreign or domestic, incorporated or registered with the Oregon Secretary of State to do business within the state of Oregon.	Installation and/or upgrading of a segment of trackage used for the rail transportation of raw materials and finished products between manufacturing facilities and mail line rails or that serves a transloading, reloading and teaming facility.	No information
Available Funds:		Renewal Information:
\$8 million		No information
Source of Funding		
Lottery bonds		
Transferability (prohibited, allowed, unclear)		
Unclear		
Other Information (e.g. how much has been accessed by short lines)		
(1) Grant awards shall not exceed 75% of the total Project costs. Loans may be for the full amount of the project. In no case, shall any one project receive more than 50% of the funds available to the Program. (2) Any required local share of a project grant can be cash, or a combination of cash and in-kind services. (3) Grants and loans will be awarded only when there are sufficient funds available to cover the costs of the loans and grants.		

2.36.3 Short Line Credit Premium Account

Program Name:		Short Line Credit Premium Account
Program Legislative Jurisdiction:	State	
State:	OR	
Fiscal Year(s):		
Program Type:	Grant	
Hyperlink:	https://www.oregonlegislature.gov/bills_laws/ors/ors367.html	
Description/Objectives:		
The Short Line Credit Premium Account is established as an account in the Oregon Transportation Infrastructure Fund. Moneys in the Short Line Credit Premium Account are continuously appropriated to the Department of Transportation for the purpose of carrying out the provisions of this section.		
Eligibility:		
Applicants:	Projects:	Costs/Sectors:
A short line railroad may apply to the Department of Transportation for infrastructure assistance in a manner determined by the department by rule.	projects that: (a) Enhance public safety; (b) Enhance the environment; (c) Appear creditworthy, providing financially secure sources of repayment to secure a federal credit instrument; (d) Promote rural economic development; (e) Reduce demand for expansion of highway capacity; (f) Enable Oregon companies to be more competitive in regional, national and international markets; (g) Preserve or enhance rail or intermodal service to small communities or rural areas; and (h) Will be operated by a short line railroad with federal credit assistance under the RRIFP.	No information
Available Funds:		Renewal Information:
No information		No information
Source of Funding		
No information		

Program Name:	Short Line Credit Premium Account
Transferability (prohibited, allowed, unclear)	Unclear
Other Information (e.g. how much has been accessed by short lines)	No information

2.37 Pennsylvania⁵⁵

State number of Class II and III railroads: 32

Total Class II and Class III rail miles: 1,951

2.37.1 Rail Freight Assistance Program (RFAP)

Program Name: Rail Freight Assistance Program (RFAP)		
Program Legislative Jurisdiction: State		
State: PA		
Fiscal Year(s): Since 2013		
Program Type: Grant		
Hyperlink: http://www.penndot.gov/Doing-Business/RailFreightAndPorts/Pages/Grants-and-Loans.aspx		
Description/Objectives:		
The Rail Freight Assistance Program (RFAP) provides financial assistance for investment in rail freight infrastructure. The intent of the program is to: (1) preserve essential rail freight service where economically feasible, and (2) preserve or stimulate economic development through the generation of new or expanded rail freight service.		
Eligibility:		
Applicants:	Projects:	Costs/Sectors:
railroad companies, transportation organizations, rail users, municipalities, and municipal authorities.	Maintenance and construction of freight rails	Projects can combine maintenance and construction components, but the program cannot be used to cover the cost of acquiring land, rights to land (e.g., easements), buildings, or building materials to construct a new building.
Available Funds:		Renewal Information:
2014 was \$10 million, an increase from \$8 million in 2013, and \$6 million in 2012		Annually
Source of Funding		
Capital Budget Act of 2013		
Transferability (prohibited, allowed, unclear)		
Unclear		
Other Information (e.g. how much has been accessed by short lines)		
The maximum state funding for a RFAP project is 70 percent of the total project costs, not to exceed \$700,000.		

2.37.2 Rail Transportation Assistance Program

Program Name: Rail Transportation Assistance Program		
Program Legislative Jurisdiction: State		
State: PA		
Fiscal Year(s): Since 2013		
Program Type: Grant and Loan		
Hyperlink: http://www.penndot.gov/Doing-Business/RailFreightAndPorts/Pages/Grants-and-Loans.aspx		
Description/Objectives:		
The eligibility criteria for this program are similar to those of Rail Freight Assistance Program. In addition, grant applicants must have a line item authorized in the current Capital Budget Act to be eligible to apply under this program.		
Eligibility:	Projects:	Costs/Sectors:
Applicants:		

Program Name: Rail Transportation Assistance Program		
Railroad companies, transportation organizations, rail users, municipalities, and municipal authorities.	Maintenance and construction of freight rails	Projects can combine maintenance and construction components, but the program cannot be used to cover the cost of acquiring land, rights to land (e.g., easements), buildings, or building materials to construct a new building.
Available Funds: about \$35 million		Renewal Information: Annually
Source of Funding Capital Budget Act of 2013		
Transferability (prohibited, allowed, unclear) Unclear		
Other Information (e.g. how much has been accessed by short lines) The maximum state funding for a RFAP project is 70 percent of the total project costs, not to exceed \$700,000.		

2.37.3 Pennsylvania Infrastructure Bank (PIB)

Program Name: Pennsylvania Infrastructure Bank (PIB)		
Program Legislative Jurisdiction:	State	
State:	PA	
Fiscal Year(s):		
Program Type:	Loan	
Hyperlink:	http://www.dot.state.pa.us/public/pubsforms/Publications/PUB%20766.pdf	
Description/Objectives: The Pennsylvania Infrastructure Bank (PIB) is a PennDOT program that provides low-interest loans to help fund transportation projects within the Commonwealth. The goal of the PIB is to leverage state and federal funds, accelerate priority transportation projects, spur economic development and assist local governments with their transportation needs.		
Eligibility:		
Applicants:	Projects:	Costs/Sectors:
Cities, townships, boroughs, counties, transportation authorities, economic development agencies, not-for-profit organizations, and private corporations.	Eligible Rail Freight Projects: <ul style="list-style-type: none"> • Rail track improvements • New sidings • Rail/street crossings • Rail bridges and infrastructure 	No information
Available Funds: No information		Renewal Information: No information
Source of Funding No information		
Transferability (prohibited, allowed, unclear) Unclear		
Other Information (e.g. how much has been accessed by short lines) Up to 100% of eligible costs.		

2.37.4 Tax Increment Financing Guarantee Program

Program Name: Tax Increment Financing Guarantee Program	
Program Legislative Jurisdiction:	State
State:	PA

Fiscal Year(s):		
Program Type: Tax Credit		
Hyperlink: https://dced.pa.gov/programs/tax-increment-financing-tif-guarantee-program/		
Description/Objectives:		
Promotes and stimulates the general economic welfare of various regions and communities in the Commonwealth and assists in the development, redevelopment and revitalization of Brownfield and Greenfield sites in accordance with the TIF Act. The program provides credit enhancement for TIF projects to improve market access and lower capital costs through the use of guarantees to issuers of bonds or other indebtedness.		
Eligibility:		
Applicants:	Projects:	Costs/Sectors:
All municipalities and their authorities, including boroughs, townships, towns, counties and home rules that issue TIF bonds to fund local economic development projects.	Infrastructure and environmental projects for industrial enterprises and retail establishments; Infrastructure, environmental and building projects for manufacturers, hospitals, convention centers and associated hotels; Utilization of abandoned or underutilized industrial, commercial, military, previously mined institutional sites or buildings; or undeveloped sites planned and zoned for development in accordance with any existing comprehensive municipal plan.	No information
Available Funds:		Renewal Information:
Maximum guarantee amount per project is \$5 million		No information
Source of Funding		
No information		
Transferability (prohibited, allowed, unclear)		
No information		
Other Information (e.g. how much has been accessed by short lines)		
No information		

2.38 Rhode Island⁵⁶

State number of Class II and III railroads: 1

Total Class II and Class III rail miles: 19

The state of Rhode Island has no state funding program to support the freight railroads. However, some funding programs can be used to fund rail projects within the state on a case-by-case basis.

2.39 South Carolina⁵⁷

State number of Class II and III railroads: 13

Total Class II and Class III rail miles: 363

2.39.1 South Carolina Transportation Infrastructure Bank

Program Name:		South Carolina Transportation Infrastructure Bank	
Program Legislative Jurisdiction:		State	
State:		SC	
Fiscal Year(s):		1997 -2016 (currently suspended)	
Program Type:		Grant and Loan	
Hyperlink:		http://sctib.sc.gov/Documents/SCTIB%20REVISED%20APPLICATION%2012%2015%202016.pdf	
Description/Objectives:			
The purpose of this program is to assist in financing major transportation projects and allow the SCDOT to devote their financial resources to other important transportation projects. This program supports constructing and improving highway and transportation facilities necessary for public purposes including economic development.			
Eligibility:			
Applicants:		Projects:	Costs/Sectors:
Local governments		Construction of or improvements to highways, including bridges, at least \$25 million in cost are eligible for financial assistance. The proposed project must provide a public benefit in one or more of the following areas: enhancement of mobility and safety; promotion of economic development; or increase in the quality of life and general welfare of the public.	preliminary engineering, traffic and revenue studies, environmental studies, right of way acquisition, legal and financial services associated with the development of projects, construction, construction management, facilities, and other costs necessary for the project. The cost shall not include financing costs or interest on loans used for the project.
Available Funds:		Renewal Information:	
No information		No information	
Source of Funding			
South Carolina Transportation Infrastructure Bank Act			
Transferability (prohibited, allowed, unclear)			
Unclear			
Other Information (e.g. how much has been accessed by short lines)			
No information			

2.40 South Dakota⁵⁸

State number of Class II and III railroads: 8

Total Class II and Class III rail miles: 98

2.40.1 Railroad Trust Fund

Program Name:		Railroad Trust Fund	
Program Legislative Jurisdiction:		State	
State:		SD	
Fiscal Years(s):		Since 1981	
Program Type:		Loan	
Hyperlink:		http://sddot.com/transportation/railroads/railplan/DR2_Vol2_SDDOT_StateRIPIn.pdf	
Description/Objectives:			
For the purpose of planning, enlarging, maintaining, equipping, and protecting railroads and railroad facilities, the State has a special fund known as the South Dakota Railroad Trust Fund. The South Dakota State Railroad Board may make loans from the Fund to regional railroad authorities, based on terms and conditions set by the State Railroad Board. These funds may be used to match Federal railroad rehabilitation funds, and also can be spent directly on State-owned rail lines.			
Eligibility:			
Applicants:		Projects:	Costs/Sectors:
Regional railroad authorities		planning, enlarging, maintaining, equipping, and protecting railroads and railroad facilities	These funds may be used to match Federal railroad rehabilitation funds, and also can be spent directly on State-owned rail lines.
Available Funds:		Renewal Information:	
No information		Funded in 1981 with an initial \$40 million. In 2006, the legislature added \$38 million from the state's Property Tax Reduction Fund. In 2012, the legislature added \$4 million from general funds. In 2013, \$1 million was added. Interest and fees on loans to regional authorities return to fund.	
Source of Funding			
Property tax reduction fund, general funds, House Bill 1185			
Transferability (prohibited, allowed, unclear)			
Unclear			
Other Information (e.g. how much has been accessed by short lines)			
No information			

2.40.2 Railroad Crossing Improvement Program

Program Name:		Railroad Crossing Improvement Program	
Program Legislative Jurisdiction:		State	
State:		SD	
Fiscal Years(s):			
Program Type:		Grant	
Hyperlink:		http://sddot.com/transportation/railroads/railplan/DR2_Vol2_SDDOT_StateRIPIn.pdf	
Description/Objectives:			
Section 130 program funds may be used on projects at all public rail crossings, including roadways, bike trails and pedestrian paths.			
Eligibility:			
Applicants:		Projects:	Costs/Sectors:

Program Name:			Railroad Crossing Improvement Program		
No information		Projects at all public rail crossings, including roadways, bike trails and pedestrian paths.		Fifty percent of a State’s apportionment is dedicated for the installation of protective devices at crossings. The remainder of the funds apportionment can be used for any hazard elimination project, including protective devices. The funds also may be used as incentive payments for local agencies to close public crossings provided there are matching funds from the railroad.	
Available Funds:			Renewal Information:		
Approximately \$2 million			Annually		
Source of Funding					
FHWA Federal Section 130 Program					
Transferability (prohibited, allowed, unclear)					
Unclear					
Other Information (e.g. how much has been accessed by short lines)					
No information					

2.41 Tennessee⁵⁹

State number of Class II and III railroads: 21

Total Class II and Class III rail miles: 813

2.41.1 FastTrack Infrastructure Development Program

Program Name:		FastTrack Infrastructure Development Program	
Program Legislative Jurisdiction:		State	
State:		TN	
Fiscal Year(s):			
Program Type:		Grant	
Hyperlink:		http://www.eteda.org/relocation_expansion/taxes_incentives/fasttrack_program.aspx	
Description/Objectives:			
The program’s objective is to support the public infrastructure needs of the local community and expansion or location of industry. Project funding is determined by evaluating each project in terms of capital investment, new jobs created, the types of the created jobs, and the community in which the project locates.			
Eligibility:			
Applicants:		Projects:	Costs/Sectors:
Local communities; Companies who export more than 50% of the product or service manufactured are also eligible for these funds.		Specific infrastructure projects benefitting one or more companies committed to creating new jobs and/or making new capital investments. Cover infrastructure such as rail, roadway, port, airport, site, water, sewer, gas and telecommunication improvements.	The money must be used for specific projects and tied to a company commitment to create or retain a defined number of jobs.
Available Funds:		Renewal Information:	
No information		No information	
Source of Funding			
Legislative appropriation			
Transferability (prohibited, allowed, unclear)			
Unclear			
Other Information (e.g. how much has been accessed by short lines)			
Require local matching funds based on a community’s ability to pay.			

2.41.2 Shortline Rehabilitation Program

Program Name:		Shortline Rehabilitation Program	
Program Legislative Jurisdiction:		State	
State:		TN	
Fiscal Year(s):		Since 1987 (currently suspended)	
Program Type:		Grant	
Hyperlink:		https://www.tn.gov/content/dam/tn/tdot/long-range-planning/TN%20Statewide%20Multimodal%20Freight%20Plan-web.pdf	
Description/Objectives:			
This fund was established to assist short line railroad authorities in rehabilitating tracks and bridges on rail lines that connect to lines of the major railroads. The program consists of two parts: track rehabilitation and bridge rehabilitation. Granted to railroad authorities to preserve and maintain essential rail service to communities threatened with abandonment or loss of freight rail service. Allocations made so a railroad reaches can be considered a viable economic entity while complying with acceptable safety standards.			

Program Name: Shortline Rehabilitation Program		
Eligibility:		
Applicants:	Projects:	Costs/Sectors:
Public rail authorities	Funds must be used for repair, replacement or upgrade of existing railroads.	No information
Available Funds:		Renewal Information:
Approximately \$7-8 million annually		Allocations are annual and each contract has a 3-year duration.
Source of Funding		
Transportation Equity Fund which collects the sales tax paid on fuel used by aeronautics, railroads, and towboats.		
Transferability (prohibited, allowed, unclear)		
Unclear		
Other Information (e.g. how much has been accessed by short lines)		
In late 2013, this program was put on hold pending litigation between the major (Class I) railroads and TDOT with regard to how the program is funded.		

2.42 Texas⁶⁰

State number of Class II and III railroads: 42

Total Class II and Class III rail miles: 1,823

2.42.1 Highway-Railroad Grade Crossing Safety Program

Program Name: Highway-Railroad Grade Crossing Safety Program		
Program Legislative Jurisdiction: State		
State: TX		
Fiscal Years(s): 2014		
Program Type: Grant		
Hyperlink: http://ftp.dot.state.tx.us/pub/txdot-info/rail/2016-rail-plan/chapter-2.pdf		
Description/Objectives:		
To supplement the federally funded highway-railroad grade crossing safety program, TxDOT maintains funding program for two types of grade crossing improvements. The At-Grade Crossing Re-Planking Program provides approximately \$3.5 million annually to maintain and improve grade crossing surfaces. The Railroad Signal Maintenance Program provides approximately \$1.1 million annually for railroad signal maintenance payments to railroads.		
Eligibility:		
Applicants:	Projects:	Costs/Sectors:
No information	maintain and improve grade crossing surfaces; railroad signal maintenance.	No information
Available Funds:		Renewal Information:
\$4.6 million		Annually
Source of Funding		
FHWA Federal Section 130 Program		
Transferability (prohibited, allowed, unclear)		
Unclear		
Other Information (e.g. how much has been accessed by short lines)		
No information		

2.42.2 Rail Relocation and Improvement Fund

Program Name: Rail Relocation and Improvement Fund		
Program Legislative Jurisdiction: State		
State: TX		
Fiscal Years(s): 2005 (no funding allocation yet)		
Program Type: Grant		
Hyperlink: http://ftp.dot.state.tx.us/pub/txdot-info/rail/2016-rail-plan/chapter-2.pdf		
Description/Objectives:		
The purpose of this fund, created through a constitutional amendment in 2005, is to relocate and improve public or private rail facilities with the intention of improving freight mobility and relieving traffic congestion. To-date, however no dedicated revenue source or budget appropriations have been made available to implement projects.		
Eligibility:		
Applicants:	Projects:	Costs/Sectors:
Public or private rail companies	relocate and improve public or private rail facilities.	No information
Available Funds:		Renewal Information:
Legislative approval of \$182 million		No information
Source of Funding		

Program Name:	Rail Relocation and Improvement Fund
General obligation bonds	
Transferability (prohibited, allowed, unclear)	
Unclear	
Other Information (e.g. how much has been accessed by short lines)	
No information	

2.42.3 Texas State Infrastructure Bank

Program Name:	Texas State Infrastructure Bank	
Program Legislative Jurisdiction:	State	
State:	TX	
Fiscal Year(s):	Since 1995	
Program Type:	Loan	
Hyperlink:	https://www.txdot.gov/government/programs/sib.html	
Description/Objectives:		
The Texas State Infrastructure Bank (SIB) is a low-cost tool for local governments to finance local transportation projects at competitive interest rates. Projects must be consistent with transportation plans developed by local metropolitan planning organizations. TxDOT manages the SIB program.		
Eligibility:		
Applicants:	Projects:	Costs/Sectors:
any public or private entity authorized to construct, maintain or finance an eligible transportation project.	Projects should be on a state’s highway system and included in the statewide Transportation Improvement Plan.	planning and preliminary studies, feasibility, economical and environmental studies, right of way acquisition, surveying, appraisal and testing, utility relocation, engineering and design, construction, inspection and construction engineering.
Available Funds:		Renewal Information:
The loans have helped leverage more than \$4.8 billion in transportation projects in Texas.		No information
Source of Funding		
The SIB operates as a revolving loan fund, where the account balance grows through the monthly interest earned and repaid principal and interest payments.		
Transferability (prohibited, allowed, unclear)		
Unclear		
Other Information (e.g. how much has been accessed by short lines)		
No information		

2.43 Utah⁶¹

State number of Class II and III railroads: 6

Total Class II and Class III rail miles: 59

The state of Utah has no state funding program to support the freight railroads. However, some funding programs can be used to fund rail projects within the state on a case-by-case basis.

2.44 Vermont⁶²

State number of Class II and III railroads: 8

Total Class II and Class III rail miles: 590

The state of Vermont has no state funding program to support the freight railroads. However, some funding programs can be used to fund rail projects within the state on a case-by-case basis.

2.45 Virginia⁶³

State number of Class II and III railroads: 7

Total Class II and Class III rail miles: 442

2.45.1 Rail Enhancement Fund (REF)

Program Name:		Rail Enhancement Fund (REF)	
Program Legislative Jurisdiction:		State	
State:		VA	
Fiscal Year(s):		2017	
Program Type:		Grant	
Hyperlink:		https://olga.drpt.virginia.gov/documents/forms/UPDATED%20-%20REF%20PROCEDURE%20MANUAL%20-%20December17.pdf	
Description/Objectives:			
Preservation and development of railway transportation facilities to support the Commonwealth’s continued economic growth, vitality, and competitiveness in national and world markets.			
Eligibility:			
Applicants:		Projects:	Costs/Sectors:
<ul style="list-style-type: none"> • Commuter and Intercity Passenger Rail Operators • Freight Rail Operators • Regional Authorities • Local Governments • Non-profit Organizations • Or any combination of the above 		Freight and/or passenger rail transportation projects for the purpose of acquiring, leasing, and/or improving: <ul style="list-style-type: none"> • railways or railroad equipment • rolling stock • rights-of-way • facilities 	<ul style="list-style-type: none"> • Quick turn around, high impact projects • Multi-year strategic program leading to a six-year program • Increase mobility to Virginia Ports • Preliminary service, engineering, or feasibility study • Final engineering and design • Acquisition, lease, or improvement of rights-of-way or facilities • Environmental mitigation directly related to the project • Site preparation including grading, drainage, and relocation of utilities • Acquisition, lease, or improvement of railways, including signal and communications equipment • Acquisition, lease, or improvement of railroad equipment • Acquisition, lease, or improvement of rolling stock • Public involvement expenses, as agreed • Rail capital renewal
Available Funds:		Renewal Information:	
\$18 M		No information	
Source of Funding			
Rail Enhancement Fund from 3% tax on gross proceeds from motor vehicle rental			
Transferability (prohibited, allowed, unclear)			
Any change, sale or transfer of the project improvements must be approved by DRPT, per the terms of the signed agreement.			
Other Information (e.g. how much has been accessed by short lines)			
No information			

2.45.2 Industrial Access Railroad Track Funds

Program Name: Industrial Access Railroad Track Funds		
Program Legislative Jurisdiction: State		
State: VA		
Fiscal Years(s): 1995-present		
Program Type: Grant		
Hyperlink: http://www.drpt.virginia.gov/media/2178/2016-ria-program-procedure-staff-manual-2016.pdf		
Description/Objectives: Providing funds to construct railroad tracks to new or substantially expanded industrial and commercial projects having a positive impact upon economic development in Virginia.		
Eligibility:		
Applicants:	Projects:	Costs/Sectors:
<ol style="list-style-type: none"> 1. Business, Commercial, or Industrial Enterprises 2. Municipal and County Governments acting on behalf of a Business, Commercial or Industrial enterprises 3. Local Departments of Economic Development acting on behalf of Enterprises 4. Railroads 	<ul style="list-style-type: none"> • Track construction to new commercial or industrial facilities; • Track construction or improvement to substantially expanding existing commercial or industrial facilities. 	Costs associated with constructing, reconstructing, or improving part or all of the necessary tracks and related facilities on public or private property. Eligible costs include the following: <ol style="list-style-type: none"> 1. Engineering 2. Site Preparation (including grading and drainage) 3. Track Construction 4. Track Rehabilitation 5. Track Improvement 6. Environmental Mitigation
Available Funds: \$1.5 M - \$3 M annually		Renewal Information: No information
Source of Funding No information		
Transferability (prohibited, allowed, unclear) Unclear		
Other Information (e.g. how much has been accessed by short lines) Financial assistance to any one county, city, or town is limited to \$450,000 in any one fiscal year, and the locality may utilize the entire allocation for one project. The state will provide a maximum of \$300,000 in unmatched funds. Up to \$150,000 in additional funds are available if matched by the community on a dollar-for-dollar basis.		

2.45.3 Short Line Railway Preservation & Development Fund

Program Name: Short line Railway Preservation & Development Fund		
Program Legislative Jurisdiction: State		
State: VA		
Fiscal Years(s): 1995-present		
Program Type: Grant		
Hyperlink: http://www.drpt.virginia.gov/media/2178/2016-ria-program-procedure-staff-manual-2016.pdf		
Description/Objectives: Providing funds to construct railroad tracks to new or substantially expanded industrial and commercial projects having a positive impact upon economic development in Virginia.		
Eligibility:		
Applicants:	Projects:	Costs/Sectors:

Program Name: Short line Railway Preservation & Development Fund		
1. Business, Commercial, or Industrial Enterprises 2. Municipal and County Governments acting on behalf of a Business, 3. Commercial or Industrial enterprises 4. Local Departments of Economic Development acting on behalf of Enterprises 5. Railroads	Track construction to new commercial or industrial facilities Track construction or improvement to substantially expanding existing commercial or industrial facilities	Costs associated with constructing, reconstructing, or improving part or all of the necessary tracks and related facilities on public or private property. Eligible costs include the following: 1. Engineering 2. Site Preparation (including grading and drainage) 3. Track Construction 4. Track Rehabilitation 5. Track Improvement 6. Environmental Mitigation
Available Funds:		Renewal Information:
\$3.0M / Year + Bond Funds		No information
Source of Funding		
Funding set forth each year in the appropriation act and appropriated by the General Assembly in the Rail Assistance Program of the Department of Rail and Public Transportation.		
Transferability (prohibited, allowed, unclear)		
Unclear		
Other Information (e.g. how much has been accessed by short lines)		
Financial assistance to any one county, city, or town is limited to \$450,000 in any one fiscal year, and the locality may utilize the entire allocation for one project. The state will provide a maximum of \$300,000 in unmatched funds. Up to \$150,000 in additional funds are available if matched by the community on a dollar-for-dollar basis.		

2.45.4 Highway-Rail Grade Crossing Safety Program

Program Name: Highway-Rail Grade Crossing Safety Program		
Program Legislative Jurisdiction:	State	
State:	VA	
Fiscal Year(s):		
Program Type:	Grant	
Hyperlink:	http://drpt.virginia.gov/media/1135/vsrp-2013.pdf	
Description/Objectives:		
VDOT administers the Highway-Rail Safety Improvement Program, so-called "Section 130" because it is authorized by Section 130 of U.S. Code 23. Projects are 90 percent funded by the federal government and 10 percent funded by the state.		
Eligibility:		
Applicants:	Projects:	Costs/Sectors:
No information	Improvement of safety at public crossings.	At least half of Section 130 funds must be used for improvements to warning devices at highway-rail at-grade crossings. The remaining can be spent on additional protective devices or on other highway-rail at-grade crossing safety improvements, including sight-distance improvements, crossing closures or consolidations, and grade separation projects.
Available Funds:		Renewal Information:
approximately \$4.5 million annually		Annually
Source of Funding		
FHWA Federal Section 130 Program		
Transferability (prohibited, allowed, unclear)		
Unclear		

Program Name:	Highway-Rail Grade Crossing Safety Program
Other Information (e.g. how much has been accessed by short lines)	
No information	

2.46 Washington ⁶⁴

State number of Class II and III railroads: 23

Total Class II and Class III rail miles: 1,272

2.46.1 Freight Rail Investment Bank (FRIB)

Program Name: Freight Rail Investment Bank (FRIB)		
Program Legislative Jurisdiction: State		
State: WA		
Fiscal Years(s): Since 2007		
Program Type: Loan		
Hyperlink: http://www.wsdot.wa.gov/publications/fulltext/LegReports/15-17/2016FRIB_LoanReport.pdf		
Description/Objectives:		
This grant program is managed by the State Rail and Marine Office. The Rail Bank provides funding assistance to smaller capital rail projects.		
Eligibility:		
Applicants:	Projects:	Costs/Sectors:
The loan program is available for publicly owned railroads, port districts, rail districts and local governments.	Freight rail projects	No information
Available Funds:		Renewal Information:
FY 2013 to 2015: \$7.33 million FY 2015 to 2017: \$3.31 million		Bi-annually
Source of Funding		
Bi-annual state legislature appropriations		
Transferability (prohibited, allowed, unclear)		
Unclear		
Other Information (e.g. how much has been accessed by short lines)		
Funds will be available for up to \$250,000 with at least 20% matching from other sources.		

2.46.2 Freight Rail Assistance Program (FRAP)

Program Name: Freight Rail Assistance Program (FRAP)		
Program Legislative Jurisdiction: State		
State: WA		
Fiscal Years(s): Since 2009		
Program Type: Grant		
Hyperlink: https://www.wsdot.wa.gov/Freight/Rail/GrantandLoanPrograms		
Description/Objectives:		
WSDOT provides grants to support branch lines and light-density rail lines, provide or improve access to ports, maintain mainline capacity, and preserve and restore rail corridors and infrastructure. This program is directed toward larger projects where it is difficult to gain a contribution and where the rail location or the project is of strategic importance to the local community and the state.		
Eligibility:		
Applicants:	Projects:	Costs/Sectors:
cities, county rail districts, counties, economic development councils, port	Projects must be shown to maintain or improve the freight rail system in the state and benefit the state's interests.	The legislature determines how those funds will be spent based upon the applications submitted through WSDOT. The legislature

districts, and privately or publicly owned railroads.		may choose to increase or decrease the actual funding made available.
Available Funds:		Renewal Information:
FY 2017 to 2019: \$7.04 million		Bi-annually
Source of Funding		
Bi-annual state legislature appropriations		
Transferability (prohibited, allowed, unclear)		
Unclear		
Other Information (e.g. how much has been accessed by short lines)		
No information		

2.46.3 Essential Rail Assistance Account

Program Name:		Essential Rail Assistance Account	
Program Legislative Jurisdiction:		State	
State:		WA	
Fiscal Years(s):		Since 1996	
Program Type:		Loan	
Hyperlink:		http://apps.leg.wa.gov/rcw/default.aspx?cite=47.76.250	
Description/Objectives:			
This dedicated rail account in the state treasury is to be used for acquisition or rehabilitation of rail lines, equipment, mitigation of port or mainline congestion, and corridor preservation.			
Eligibility:			
Applicants:		Projects:	
cities, county rail districts, counties, economic development councils, port districts, and privately or publicly owned railroads.		(a) Acquiring, rebuilding, rehabilitating, or improving rail lines; (b) Purchasing or rehabilitating railroad equipment necessary to maintain essential rail service; (c) Constructing railroad improvements to mitigate port access or mainline congestion; (d) Construction of loading facilities to increase business on light density lines or to mitigate the impacts of abandonment; (e) Preservation, including operation, of light density lines, as identified by the Washington state department of transportation, in compliance with this chapter; or (f) Preserving rail corridors for future rail purposes by purchase of rights-of-way.	
		Costs/Sectors:	
		No information	
Available Funds:		Renewal Information:	
No information		No information	
Source of Funding			
No information			
Transferability (prohibited, allowed, unclear)			
Unclear			
Other Information (e.g. how much has been accessed by short lines)			
No information			

2.47 West Virginia⁶⁵

State number of Class II and III railroads: 11

Total Class II and Class III rail miles: 371

2.47.1 Economic Infrastructure Bond Fund

Program Name:		Economic Infrastructure Bond Fund	
Program Legislative Jurisdiction:		State	
State:		WV	
Fiscal Year(s):			
Program Type:		Loan	
Hyperlink:		http://www.wvcommerce.org/people/communityresources/infrastructure/economicinfrastructure.aspx	
Description/Objectives:			
The West Virginia Economic Infrastructure Bond Fund is a financial assistance program that provides funding for projects likely to foster and enhance economic growth and development. It emphasizes business and/or industrial parks. Funding priority goes to projects resulting in immediate job creation; projects providing the opportunity for economic growth and job creation (i.e., shell buildings, business and industrial parks); and projects likely to foster and enhance economic growth and development.			
Eligibility:			
Applicants:		Projects:	Costs/Sectors:
<ul style="list-style-type: none"> • Government agencies • Corporations • Associations • Public corporations • Partnerships • Political subdivisions • Limited liability companies 		Projects likely to foster and enhance economic growth and development.	<ul style="list-style-type: none"> • Acquisition of land and buildings • Construction of new facilities • Construction or installation of utilities • Purchase of machinery or equipment • Improvements to or expansion of existing buildings and sites
Available Funds:			Renewal Information:
Funding per project is limited to a maximum of \$3 million.			No information
Source of Funding			
No information			
Transferability (prohibited, allowed, unclear)			
Unclear			
Other Information (e.g. how much has been accessed by short lines)			
No information			

2.48 Wisconsin⁶⁶

State number of Class II and III railroads: 7

Total Class II and Class III rail miles: 180

2.48.1 Freight Railroad Infrastructure Improvement Program (FRIIP)

Program Name:		Freight Railroad Infrastructure Improvement Program (FRIIP)	
Program Legislative:		State	
Jurisdiction:		State	
State:		WI	
Fiscal Year(s):		Since 1992	
Program Type:		Loan	
Hyperlink:		http://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/aid/friip.aspx	
Description/Objectives:			
FRIIP is a low interest loan program that provides loans which enable the state to encourage a broader array of improvements to the rail system, particularly on privately owned lines. It also provides funding for other rail related projects such as loading and trans-loading facilities. Since 1992, \$128 million in FRIIP loans have been awarded.			
Eligibility:			
Applicants:		Projects:	Costs/Sectors:
County, municipality, town or agency thereof, a railroad, a current or potential user of freight railroad service or a transit commission.		Projects that: Connect an industry to the national railroad system; Make improvements to enhance transportation efficiency, safety, and intermodal freight movement; Accomplish line rehabilitation; and Develop the economy.	No information
Available Funds:		Renewal Information:	
\$8 million		Annually	
Source of Funding			
Today's available funding is from the repayment of prior loans.			
Transferability (prohibited, allowed, unclear)			
Unclear			
Other Information (e.g. how much has been accessed by short lines)			
Assistance is generally limited to no more than \$3 million and is to be provided in the form of a loan, which will require payment of a minimum of 2% interest per annum.			

2.48.2 Freight Railroad Preservation Program (FRPP)

Program Name:		Freight Railroad Preservation Program (FRPP)	
Program Legislative Jurisdiction:		State	
State:		WI	
Fiscal Year(s):		Since 1992	
Program Type:		Grant	
Hyperlink:		http://wisconsindot.gov/Documents/projects/multimodal/rail/plan-chap10.pdf	
Description/Objectives:			
Provides grants to local units of government, industries, and railroads for the purpose of preserving essential rail lines and rehabilitating them following purchase. Since 1980, under both the original rail assistance program and FRPP, some \$221 million in grants have been awarded for rail acquisition and rehabilitation projects.			
Eligibility:			
Applicants:		Projects:	Costs/Sectors:

Program Name: Freight Railroad Preservation Program (FRPP)		
local units of government, industries, and railroads.	Projects to: <ul style="list-style-type: none"> purchase abandoned rail lines in an effort to continue freight service, or for the preservation of the opportunity for future rail service; rehabilitate facilities, such as tracks or bridges, on publicly-owned rail lines. 	The Freight Railroad Preservation Program provides grants up to 80% of the project costs.
Available Funds:		Renewal Information:
FY 2016 - 2017: \$29.8 million		No information
Source of Funding		
No information		
Transferability (prohibited, allowed, unclear)		
Unclear		
Other Information (e.g. how much has been accessed by short lines)		
No information		

2.48.3 Railroad Crossing Improvements

Program Name: Railroad crossing improvements		
Program Legislative Jurisdiction:	State	
State:	WI	
Fiscal Year(s):		
Program Type:		
Hyperlink:	http://wisconsin.gov/Pages/doing-bus/local-gov/astnce-pgms/aid/railcrossing.aspx	
Description/Objectives:		
The Wisconsin Department of Transportation works with freight and passenger railroads and other businesses on initiatives that preserve rail service, improve the efficiency of railroad operations, and enhance economic development. A separate state agency, the Office of the Commissioner of Railroads (OCR), enforces regulations related to railway safety and investigates the safety of highway/rail crossings. In partnership with private rail firms, local governments and citizens, OCR oversees a variety of highway/rail crossing issues		
Eligibility:		
Applicants:	Projects:	Costs/Sectors:
No information	<ul style="list-style-type: none"> Replacement or enhancement of passive and active warning devices at highway/rail crossings; Repair of rough highway/rail crossing surfaces; Installation of highway/rail crossings at new locations; Alteration of existing highway/rail crossings; Closing or consolidating existing highway/rail crossings. 	No information
Available Funds:		Renewal Information:
No information		No information
Source of Funding		
No information		
Transferability (prohibited, allowed, unclear)		
Unclear		
Other Information (e.g. how much has been accessed by short lines)		
No information		

2.48.4 Transportation Economic Assistance

Program Name:		Transportation Economic Assistance (TEA)	
Program Legislative Jurisdiction:	State		
State:	WI		
Fiscal Years(s):	Since 1987		
Program Type:	Grant		
Hyperlink:	http://wisconsin.gov/Pages/doing-bus/local-gov/astnce-pgms/aid/tea.aspx		
Description/Objectives:			
The goal of the TEA program is to attract and retain business firms in Wisconsin and thus create or retain jobs. The businesses cannot be speculative and local communities must assure that the number of jobs anticipated from the proposed project will materialize within three years from the date of the project agreement and remain after another four years. The TEA program began in September 1987. Through December 2017, more than \$107 million has been invested in grants awarded to 210 communities and benefiting over 364 Wisconsin businesses.			
Eligibility:			
Applicants:	Projects:	Costs/Sectors:	
governing bodies, private businesses, and consortiums for road, rail, harbor and airport projects	<ul style="list-style-type: none"> • Replacement or enhancement of passive and active warning devices at highway/rail crossings • Repair of rough highway/rail crossing surfaces • Installation of highway/rail crossings at new locations • Alteration of existing highway/rail crossings • Closing or consolidating existing highway/rail crossings. 	No information	
Available Funds:		Renewal Information:	
2015-2017 funding: \$6,805,200 -- State segregated funds \$6,805,200 -- Local matching funds		No information	
Source of Funding			
No information			
Transferability (prohibited, allowed, unclear)			
Unclear			
Other Information (e.g. how much has been accessed by short lines)			
Grants of up to \$1 million are available for transportation improvements that are essential for an economic development project. The 50% local match can come from any combination of local, federal, or private funds or in-kind services.			

2.49 Wyoming⁶⁷

State number of Class II and III railroads: 2

Total Class II and Class III rail miles: 17

2.49.1 Business Council’s Business Ready Community Program

Program Name: Business Council’s Business Ready Community (BRC) Program		
Program Legislative Jurisdiction: State		
State: WY		
Fiscal Years(s): Since 2005		
Program Type: Grant		
Hyperlink: http://www.wyomingbusiness.org/content/business-ready-communities-brc-		
Description/Objectives:		
This program provides financing for publicly owned infrastructure that serves the needs of businesses and promotes economic development within Wyoming communities.		
Eligibility:		
Applicants:	Projects:	Costs/Sectors:
Cities, towns, counties, joint powers boards and the Northern Arapaho and Eastern Shoshone tribes	Public infrastructure eligible for funding includes water; sewer; roads; airports; rights of way; telecommunications; land; spec buildings; amenities within a business park, industrial park, industrial site or business district; landscaping, recreation and educational facilities; and other physical projects in support of primary economic and educational development.	No information
Available Funds:		Renewal Information:
FY 2015-2016: about \$74 million		Bi-annually
Source of Funding		
Legislative appropriation		
Transferability (prohibited, allowed, unclear)		
Unclear		
Other Information (e.g. how much has been accessed by short lines)		
Each transaction involves the commitment of matching funds via local contribution and/or additional private investment.		

2.49.2 Wyoming DOT’s Annual Appropriation

Program Name: Wyoming DOT’s Annual Appropriation		
Program Legislative Jurisdiction: State		
State: WY		
Fiscal Years(s):		
Program Type: Grant		
Hyperlink: http://www.dot.state.wy.us/files/live/sites/wydot/files/shared/Planning/Railroads/Wyoming_SRP_Complete.pdf		
Description/Objectives:		
Wyoming DOT is provided with an additional annual appropriation of \$120,000, which is used primarily for signage and emergency track and signal repairs. This funding is not used for quiet zones.		
Eligibility:		
Applicants:	Projects:	Costs/Sectors:
State DOT	signage and emergency track and signal repairs	No information

Available Funds: \$120,000	Renewal Information: Annually
Source of Funding State Construction Funds	
Transferability (prohibited, allowed, unclear) Unclear	
Other Information (e.g. how much has been accessed by short lines) No information	

2.49.3 Quiet Zone Implementation Program

Program Name: Quiet Zone Implementation Program		
Program Legislative Jurisdiction:	State	
State:	WY	
Fiscal Year(s):		
Program Type:	Grant	
Hyperlink:	http://www.dot.state.wy.us/files/live/sites/wydot/files/shared/Planning/Railroads/Wyoming_SRP_Complete.pdf	
Description/Objectives: Wyoming DOT administered a one-time state appropriation of \$5 million to fund quiet zone implementation at rail-vehicle grade crossings in top affected communities statewide.		
Eligibility:		
Applicants:	Projects:	Costs/Sectors:
No information	quiet zone implementation at rail-vehicle grade crossings	No information
Available Funds: \$5 million	Renewal Information: One-time appropriation	
Source of Funding No information		
Transferability (prohibited, allowed, unclear) Unclear		
Other Information (e.g. how much has been accessed by short lines) No information		

References

-
- ¹ FASTLANE grants awarded. Available at: <https://www.transportation.gov/buildamerica/infragrants/fastlane-grants-awarded>
- ² Infrastructure for Rebuilding America (INFRA) Grants information. Available at: <https://www.transportation.gov/buildamerica/infragrants>
- ³ Rail Line Relocation & Improvement Capital Grant Program (RLR) information. Available at: <https://www.fra.dot.gov/Page/P0090>
- ⁴ Supplemental for Short Line Safety Institute Program Development and Implementation information. Available at: <http://open-grants.insidegov.com/l/48171/FY17-Supplemental-for-Short-Line-Safety-Institute-Program-Development-and-Implementation-FR-RRD-17-001>
- ⁵ Railroad Rehabilitation & Repair (Disaster Assistance) information. Available at: <https://www.fra.dot.gov/Page/P1026>
- ⁶ Railroad Safety Infrastructure Improvement Grant Program information. Available at: <https://www.fra.dot.gov/Page/P0935>
- ⁷ Railroad Safety Technology Grants for Positive Train Control (PTC) Program information. Available at: <https://www.fra.dot.gov/Page/P0931>
- ⁸ Frequently Asked Questions about the TIGER Discretionary Grant Program. Available at: <https://www.transportation.gov/sites/dot.gov/files/docs/policy-initiatives/tiger/285341/fy17-tiger-faqs-ost-final.pdf>
- ⁹ Congestion Mitigation and Air Quality Improvement Program information. Available at: <https://www.fhwa.dot.gov/fastact/factsheets/cmaqfs.cfm>
- ¹⁰ Railroad Safety Technology Grants Program information. Available at: <https://www.fra.dot.gov/Page/P0553>
- ¹¹ Projects of National and Regional Significance information. Available at: https://ops.fhwa.dot.gov/freight/infrastructure/nat_reg_sig/index.htm
- ¹² Railway-Highway Crossings (Section 130) Program information. Available at: <https://safety.fhwa.dot.gov/hsip/xings/>
- ¹³ Research, Development & Technology program information. Available at: <https://www.fra.dot.gov/Page/P0019>
- ¹⁴ The Surface Transportation Program (STP) information. Available at: <https://www.fhwa.dot.gov/map21/factsheets/stp.cfm>
- ¹⁵ Alaska Railroad Funding Programs. Available at: <https://www.fra.dot.gov/Page/P0281>
- ¹⁶ Railroad Rehabilitation & Improvement Financing (RRIF) Program information. Available at: <https://www.transportation.gov/buildamerica/programs-services/rrif>
- ¹⁷ Map of Projects Financed by TIFIA. Available at: <https://www.transportation.gov/buildamerica/programs-services/tifia>
- ¹⁸ State Infrastructure Banks Overview. Available at: [https://www.cdfa.net/cdfa/cdfaweb.nsf/ord/aashto-sibs-11.html/\\$file/stateinfrastructurebanks.pdf](https://www.cdfa.net/cdfa/cdfaweb.nsf/ord/aashto-sibs-11.html/$file/stateinfrastructurebanks.pdf)
- ¹⁹ The Case for a Permanent Short Line Tax Credit. Available at: <http://www.aslrra.org/BRACE>
- ²⁰ Alabama Statewide Freight Plan (2017). Available at: <https://www.dot.state.al.us/tmpmpweb/mp/pdf/FreightPlanning/alabamaFreightPlan.pdf>
- ²¹ Alaska State Rail Plan (2016). Available at: <http://fmats.us/wp-content/uploads/2017/01/112916-Rail-Plan-Final.pdf>

-
- ²² Arizona State Rail Plan (2011). Available at: <https://www.azdot.gov/docs/planning/state-rail-plan.pdf?sfvrsn=0>
- ²³ Arkansas State Rail Plan (2015). Available at: https://www.arkansashighways.com/Trans_Plan_Policy/state_rail/AR_StateRailPlan_Final_with_Summary.pdf
- ²⁴ California State Rail Plan-Draft (2018). Available at: http://www.dot.ca.gov/californiarail/docs/CSRP_PublicReleaseDraft_10112017.pdf
- ²⁵ Colorado State Freight and Passenger Rail Plan (2012). Available at: <https://www.codot.gov/projects/PassengerFreightRailPlan/StatePassengerRailPlan-Tasks/SPRP-FinalPlanMaster>
- ²⁶ Connecticut State Rail Plan (2012-2016). Available at: http://www.ct.gov/dot/lib/dot/documents/dplansprojectsstudies/plans/state_rail_plan/State_Rail_Plan_Final_Draft_8-24-12.pdf
- ²⁷ Delaware State Rail Plan (2011). Available at: https://www.dvrpc.org/Freight/pdf/2011-10_Geier.pdf
- ²⁸ FDOT Freight and Multimodal Operation Office Publications. Available at: <http://www.fdot.gov/rail/publications.shtm>
- ²⁹ Georgia State Rail Plan (2015). Available at: <http://www.dot.ga.gov/InvestSmart/Rail/Documents/StateRailPlan/2015GeorgiaStateRailPlan-1-26-16.pdf>
- ³⁰ Idaho Statewide Rail Plan (2013). Available at: <http://apps.itd.idaho.gov/apps/freight/Idaho-Statewide-Rail-Plan.pdf>
- ³¹ Illinois State Rail Plan (2012). Available at: <http://www.idot.illinois.gov/Assets/uploads/files/Transportation-System/Reports/OP&P/Plans/Illinois%20State%20Rail%20Plan%202012.pdf>
- ³² Indiana State Rail Plan (2017). Available at: <http://www.in.gov/indot/files/2017%20Indiana%20State%20Rail%20Plan.pdf>
- ³³ Iowa State Rail Plan (2017). Available at: https://iowadot.gov/iowainmotion/railplan/2017/IowaSRP2017_Complete.pdf
- ³⁴ Kansas Statewide Rail Plan (2017). Available at: <https://www.ksdot.org/Assets/wwwksdotorg/bureaus/burRail/Rail/Documents/KDOTPublicCommentRailPlan.pdf>
- ³⁵ Kentucky Freight Plan (2016). Available at: <https://transportation.ky.gov/Planning/Documents/Freight%20Planning/Freight%20Plan/2016%20KYTC%20Freight%20lan/2016%20Kentucky%20Freight%20Plan.pdf>
- ³⁶ Louisiana State Rail Plan (2015). Available at: http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Multimodal/Marine_Rail/Misc%20Documents/2015%20Louisiana%20Rail%20Plan.pdf
- ³⁷ Maine State Rail Plan (2014). Available at: http://maine.gov/mdot/ofbs/docs/Rail_Plan_7-9-2015.pdf
- ³⁸ Maryland Statewide Freight Plan (2009). Available at: http://www.mdot.maryland.gov/newMDOT/Freight/Documents/Freight_Plan_Final.pdf
- ³⁹ Massachusetts State Rail Plan-Draft (2018). Available at: https://www.mass.gov/files/documents/2018/01/26/2018PubComm_1.pdf
- ⁴⁰ Michigan State Rail Plan (2011). Available at: http://www.michigan.gov/documents/mdot/MDOT_MI_SRP_public_review_draft_2011-05-23_600dpi_353776_7.pdf

-
- ⁴¹ Minnesota State Rail Plan-Draft (2015). Available at:
<http://www.dot.state.mn.us/planning/railplan/2015report/DraftMNStateRailPlan.pdf>
- ⁴² Mississippi State Rail Plan update (2016). Available at:
<http://mdot.ms.gov/documents/Planning/Freight/Documents/MS%20State%20Rail%20Plan%202016.pdf>
- ⁴³ Missouri State Rail Plan (2012). Available at:
http://www.modot.org/othertransportation/rail/documents/Missouri_State_Rail_Plan_FINAL.pdf
- ⁴⁴ Montana State Rail Plan (2010). Available at:
<https://www.mdt.mt.gov/publications/docs/brochures/railways/railplan.pdf>
- ⁴⁵ Nevada State Rail Plan (2012). Available at: <https://www.nevadadot.com/home/showdocument?id=3696>
- ⁴⁶ New Hampshire State Rail Plan (2012). Available at:
<https://www.nh.gov/dot/org/aerorailtransit/railandtransit/documents/nhstaterailplan.pdf>
- ⁴⁷ New Jersey State Rail Plan (2015). Available at: <https://www.njtransit.com/pdf/NJStateRailPlan.pdf>
- ⁴⁸ New Mexico State Rail Plan (2014). Available at:
http://dot.state.nm.us/content/dam/nmdot/Transit_Rail/NewMexicoStateRailPlan2014.pdf
- ⁴⁹ New York State Rail Plan (2009). Available at: <https://www.dot.ny.gov/divisions/policy-and-strategy/planning-bureau/state-rail-plan/repository/State%20Rail%20Plan%202009-02-10.pdf>
- ⁵⁰ North Carolina State Rail Plan (2015). Available at: <https://connect.ncdot.gov/resources/Rail-Division-Resources/Documents/2015%20Comprehensive%20State%20Rail%20Plan-%20Full%20Report.pdf>
- ⁵¹ North Dakota State Rail Plan (2007). Available at: <https://www.dot.nd.gov/divisions/planning/docs/railplan.pdf>
- ⁵² Ohio Statewide Rail Plan (2010). Available at:
<https://www.dot.state.oh.us/Divisions/Rail/Programs/StatewideRailPlan/Documents/Ohio%20Statewide%20Rail%20Plan%20-%20Final%20Report%20Complete.pdf>
- ⁵³ Oklahoma State Rail Plan (2017). Available at: <http://www.ok2017railplan.com/>
- ⁵⁴ Oregon State Rail Plan (2014). Available at: <http://www.oregon.gov/ODOT/Planning/Documents/OSRP.pdf>
- ⁵⁵ Pennsylvania State Rail Plan (2016). Available at: [http://www.penndot.gov/Doing-Business/Transit/InformationandReports/Documents/2015%20Pennsylvania%20State%20Rail%20Plan%20\(low\).pdf](http://www.penndot.gov/Doing-Business/Transit/InformationandReports/Documents/2015%20Pennsylvania%20State%20Rail%20Plan%20(low).pdf)
- ⁵⁶ Rhode Island State Rail Plan (2014). Available at:
http://www.planning.ri.gov/documents/trans/Rail_Plan_12_18_13.pdf
- ⁵⁷ South Carolina Statewide Rail Plan (2014). Available at: http://www.scdot.org/multimodal/pdf/SC_MTP_Rail_Plan.pdf
- ⁵⁸ South Dakota State Rail Plan (2014). Available at:
http://sddot.com/transportation/railroads/railplan/DR2_Vol2_SDDOT_StateRIPln.pdf
- ⁵⁹ Tennessee Rail System Plan (2002). Available at:
<http://www.nashvillempo.org/docs/Tennessee%20rail%20freight%20report.pdf>
- ⁶⁰ Texas Rail Plan Update (2016). Available at: <https://www.txdot.gov/government/reports/texas-rail-plan.html>
- ⁶¹ Utah Long-Range Transportation Plan (2015-2024). Available at:
<https://www.udot.utah.gov/main/uconowner.gf?n=23540107153558604>

⁶² Vermont State Rail Plan (2015). Available at:
http://vtrans.vermont.gov/sites/aot/files/rail/VT%20State%20Rail%20Plan_Final.pdf

⁶³ Virginia State Rail Plan (2017). Available at:
http://drpt.virginia.gov/media/2222/varailplan_execsummary_draft_20170908r.pdf

⁶⁴ Washington State Rail Plan (2013). Available at: <http://www.wsdot.wa.gov/NR/rdonlyres/F67D73E5-2F2D-40F2-9795-736131D98106/0/StateRailPlanFinal201403.pdf>

⁶⁵ West Virginia state Rail Plan (2013). Available at: https://transportation.wv.gov/rail/Documents/WV_RailPlan.pdf

⁶⁶ Wisconsin State Rail Plan (2014). Available at:
<http://wisconsin.dot.gov/Pages/projects/multimodal/railplan/default.aspx>

⁶⁷ Wyoming State Rail Plan (2015). Available at:
http://www.dot.state.wy.us/files/live/sites/wydot/files/shared/Planning/Railroads/Wyoming_SRP_Complete.pdf