



Railroad Crossing Elimination Grant Program Fact Sheet

ADVANCED APPROPRIATIONS

FY22-FY26 Funding: \$600 Million/Year

AUTHORIZED FUNDING (* FULLY AUTHORIZED LEVELS)

FY22-FY26 Funding: \$500 Million/Year *

The Federal Railroad Administration supports the nation’s rail network through a variety of competitive and dedicated grant programs designed to improve highway-rail grade crossing safety and improve the mobility of people and goods.

The Railroad Crossing Elimination grant program is a new grant program enacted in Section 22305 of the Bipartisan Infrastructure Law.

Railroad Crossing Elimination Grant Program

Purpose of Grant Program

To fund highway-rail or pathway-rail grade crossing improvement projects that focus on improving the safety and mobility of people and goods.
(49 U.S.C. 22909)

Eligible Applicants

- States, including the District of Columbia, Puerto Rico, and other United States territories and possessions.
- Political subdivision of a State.
- Federally recognized Indian Tribe.
- A unit of local government or a group of local governments.
- A public port authority.
- A metropolitan planning organization.
- A group of the entities described above.

Eligible Projects

- Grade separation or closure, including through the use of a bridge, embankment, tunnel, or combination thereof.
- Track relocation.
- Improvement or installation of protective devices, signals, signs, or other measures to improve safety related to a separation, closure, or track relocation project.
- Other means to improve the safety if related to the mobility of people and goods at highway-rail grade crossings (including technological solutions).
- The planning, environmental review, and design of an eligible project type.



Restoration and Enhancements Grant Program Fact Sheet

AUTHORIZED FUNDING (* FULLY AUTHORIZED LEVELS)

FY22-FY26 Funding: \$100 Million/Year * [\$50 Million from Amtrak National Network Account]

The Federal Railroad Administration supports the nation’s rail network through a variety of competitive and dedicated grant programs designed to develop safety improvements, and encourages the expansion and upgrade of passenger and freight rail infrastructure and services.

The information below highlights the changes to the Restoration & Enhancement grant program that are enacted in Section 22304 of the Bipartisan Infrastructure Law.

Restoration and Enhancements Grant Program

Purpose of Grant Program

To provide **operating assistance** to initiate, restore, or enhance intercity passenger rail service. (49 U.S.C. 22908)

Eligible Applicants

- States, including the District of Columbia.
- An entity implementing an interstate compact.
- A public agency/publicly chartered authority established by 1 or more States.
- A political subdivision of a State.
- **NEW** **Federally recognized Indian Tribe.**
- Amtrak & Other IPR Carriers.
- **NEW** **Rail Carriers in partnership with at least 1 of the entities described above.**

Eligible Projects

- Establishing new services.
- Additional frequencies.
- Service extensions.
- Offering new on-board services.
- Examples of eligible expenses: train engineer staffing, fuel, train dispatching, station management, and overhead.

Other Changes

- **NEW** **New priority to applications for routes selected under the Corridor Identification and Development Program and operated by Amtrak.**
- **NEW** **Grants may provide operating assistance for up to 6 years, and may not exceed:**
 - o 90 percent of the projected net operating costs for the first year of service.
 - o 80 percent...for the second year of service.
 - o 70 percent...for the third year of service.
 - o 60 percent...for the fourth year of service.
 - o 50 percent...for the fifth year of service.
 - o 30 percent...for the sixth year of service.



Federal-State Partnership for Intercity Passenger Rail Grant Program Fact Sheet

ADVANCED APPROPRIATIONS

FY22-FY26 Funding: \$7.2 Billion/Year

AUTHORIZED FUNDING (* FULLY AUTHORIZED LEVELS)

FY22-FY26 Funding: \$1.5 Billion/Year*

The Federal Railroad Administration supports the nation’s rail network through a variety of competitive and directed grant programs designed to improve safety and improve the mobility of people and goods. The Federal-State Partnership for Intercity Passenger Rail Grants program provides funding for intercity passenger transportation projects located on the Northeast Corridor and for projects not located on the Northeast Corridor and was significantly revised in Section 22307 of the Bipartisan Infrastructure Law. Changes included broadening project eligibility to include projects to expand or establish new intercity passenger rail services and fund pre-construction project planning, expanding eligible project locations to include the entire intercity passenger rail network, and directing USDOT to publish a project inventory for Northeast Corridor projects to support long-term planning.

Federal-State Partnership for Intercity Passenger Rail Grant Program

Purpose of Grant Program

To fund capital projects that reduce the state of good repair backlog, improve performance, or expand or establish new intercity passenger rail service, including privately operated intercity passenger rail service if an eligible applicant is involved. (49 U.S.C. 24911)

Eligible Applicants

- States, including the District of Columbia.
- A group of States.
- An Interstate Compact.
- A public agency or publicly chartered authority established by 1 or more States.
- A political subdivision of a State.
- Amtrak, acting on its own behalf or under a cooperative agreement with 1 or more States.
- **NEW** Federally recognized Indian Tribe.
- **NEW** Any combination of the entities above.

Eligible Projects

- A project to replace, rehabilitate, or repair infrastructure, equipment, or a facility used for providing intercity passenger rail service to bring such assets into a state of good repair.
- **NEW** A project to improve intercity passenger rail service performance, including reduced trip times, increased train frequencies, higher operating speeds, improved reliability, expanded capacity, reduced congestion, electrification, and other improvements, as determined by the Secretary.
- **NEW** A project to expand or establish new intercity passenger rail service.
- A group of related projects as described above.
- **NEW** The planning, environmental review, and final design of an eligible project or group of projects described above.



Consolidated Rail Infrastructure & Safety Improvements Grant Program Fact Sheet

ADVANCED APPROPRIATIONS

FY22-FY26 Funding: \$1 Billion/Year

AUTHORIZED FUNDING (* FULLY AUTHORIZED LEVELS)

FY22-FY26 Funding: \$1 Billion/Year*

The Federal Railroad Administration supports the nation’s rail network through a variety of competitive and dedicated grant programs designed to develop safety improvements, and encourages the expansion and upgrade of passenger and freight rail infrastructure and services.

The information below highlights the changes in the Consolidated Rail Infrastructure & Safety Improvements grant program that are enacted in Section 22303 of the Bipartisan Infrastructure Law.

Consolidated Rail Infrastructure & Safety Improvements Grant Program

**Purpose of
Grant Program**

To fund projects that improve the safety, efficiency, and reliability of **intercity passenger and freight rail**. (49 U.S.C. 22907)

**Eligible
Applicants**

- States, **NEW** including the District of Columbia.
- A group of States.
- An Interstate Compact.
- A public agency or publicly chartered authority established by 1 or more States.
- A political subdivision of a State.
- Amtrak & other Rail Carriers providing intercity rail passenger transportation.
- Class II/III Railroads and **NEW** **Associations that represent a Class II/III Railroads.**
- Rail Carriers & Equipment Manufacturers, in partnership with at least 1 of the first 5 entities shown above.
- **NEW** **Federally recognized Indian Tribe.**
- Transportation Research Board.
- University Transportation Centers engaged in rail-related research.
- Non-profit labor organizations representing rail employees.

**Eligible
Projects**

- Wide range of capital projects – such as track, station and equipment improvements, congestion mitigation, grade crossings, and track relocation, and deployment of railroad safety technology.
- Regional rail and Corridor service development plans and corresponding environmental analyses.
- Safety programs and institutes, including workforce development and training activities.
- **NEW** **Measures that prevent trespassing and injuries and fatalities associated with trespassing.**
- **NEW** **Research, development, and testing to advance innovative rail projects.**
- **NEW** **The preparation of emergency plans for communities through which hazardous materials are transported by rail.**
- **NEW** **Rehabilitating, remanufacturing, procuring, or overhauling locomotives, provided that such activities result in a significant reduction of emissions.**

RAIL

MOVING AMERICA FORWARD



Bipartisan Infrastructure Law & Rail

FRA Goals Under the Bipartisan Infrastructure Law

Historic investment in American rail
largest in FRA history

Key Goals:



1. Modernize the Northeast Corridor.



2. Bring world-class passenger rail service to other regions across the country.



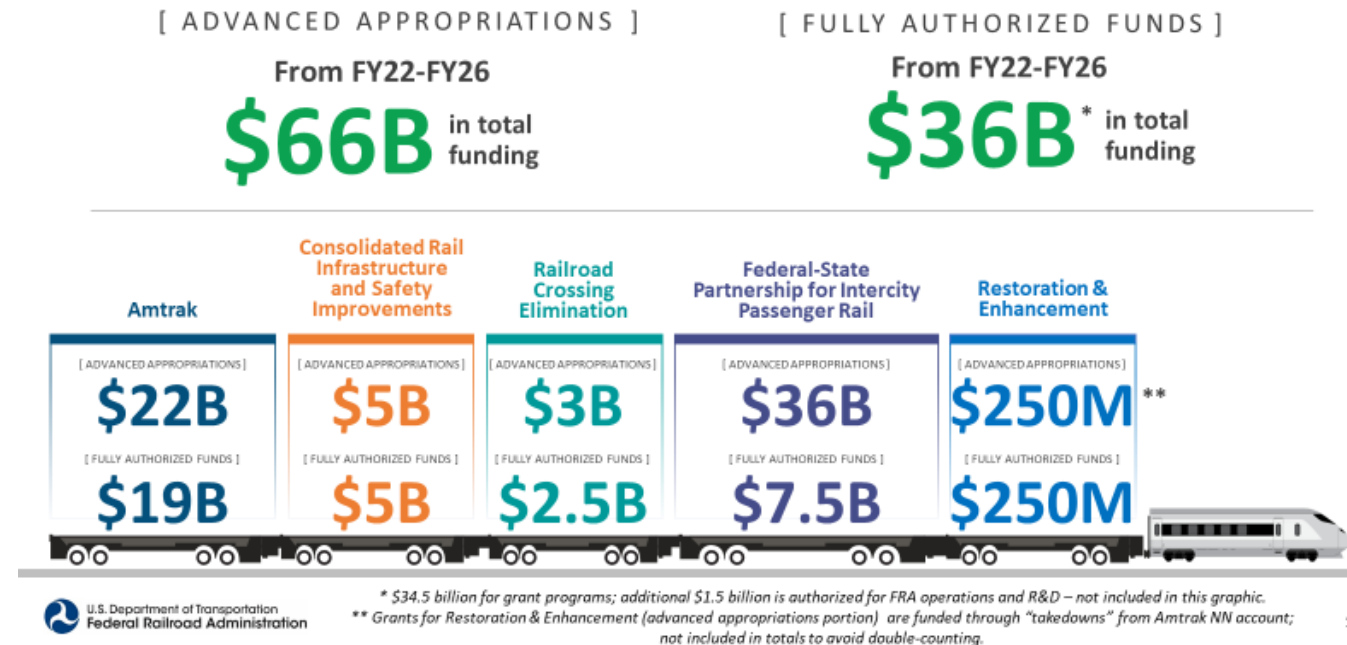
3. Renew Amtrak's fleet and facilities.



4. Grow a safer, cleaner rail system.



5. Build the foundation for a long-term rail program.

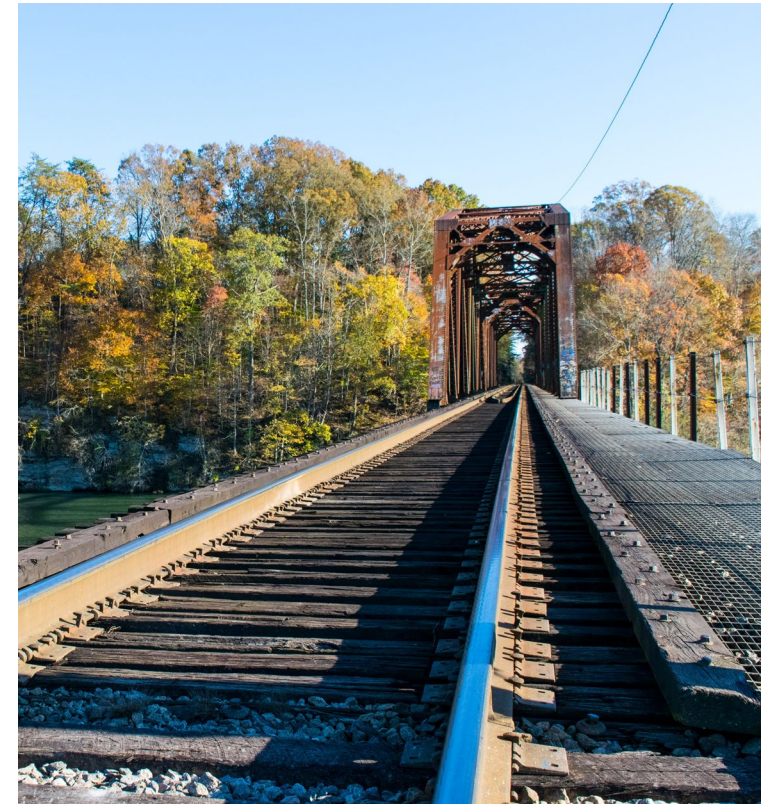


Key Rail Objectives

Overall: Invest in safe, clean, equitable, and efficient world-class passenger and freight rail where it is best positioned to **connect people, communities, and markets.**

The Bipartisan Infrastructure Law is a robust investment into rail throughout the nation with dedicated funding for rail over the next 5 years that will:

- **Enhance Community Safety and Reconnect Neighborhoods.**
- **Expand Travel Options for Communities across the Country.**
- **Modernize the Northeast Corridor.**
- **Provide new stakeholders with access to funding opportunities.**
- **Improve Rural Freight Connections.**
- **Alleviate Passenger-Freight Congestion.**
- **Boost Energy Efficiency and Strengthen Climate Resilience.**
- **Renew Passenger Equipment and Stations.**



FRA Grant Program Opportunities Under BIL

Programs	Purpose	Appropriated	Additional Authorized Over Five Years*	Total
Consolidated Rail Infrastructure and Safety Improvements (CRISI)	To fund projects that improve the safety, efficiency, or reliability of intercity passenger and freight rail.	\$5 billion (\$1 billion annually)	\$5 billion (\$1 billion annually)	\$10 billion
Railroad Crossing Elimination (New)	To promote highway rail or pathway-rail grade crossing improvement projects that focus on improving the safety and mobility of people and goods.	\$3 billion (\$600 million annually)	\$2.5 billion (\$500 million annually)	\$5.5 billion
Federal-State Partnership for Intercity Passenger Rail (Significantly Changed)	To fund capital projects that reduce the state of good repair backlog, improve performance, or expand or establish new intercity passenger rail service, including privately operated intercity passenger rail service if an eligible applicant is involved.	\$36 billion (\$7.2 billion annually)	\$7.5 billion (\$1.5 billion annually)	\$43.5 billion
Restoration & Enhancement (Revised)	To provide operating assistance to initiate, restore, or enhance intercity passenger rail service.	\$250 million (\$50 million annually from Amtrak National Network fund)	\$250 million (\$50 million annually)	\$500 million
Interstate Rail Compacts (New)	This program will provide funding for interstate rail compacts' administrative costs and to conduct railroad systems planning, promotion of intercity passenger rail operations, and the preparation of grant applications.	\$15 million (\$3 million annually)	\$15 million (\$3 million annually)	\$30 million

Consolidated Railroad Infrastructure and Safety Improvement – Overview

GRANT PURPOSE

- To fund projects that **improve the safety, efficiency, and/or reliability** of intercity passenger and freight rail systems.

CRISI – Upcoming Funding Opportunities

BIL Authorization & Appropriations in billions (B)

	FY22
Advanced Appropriations	\$1B
Authorized Funding (Fully Authorized Levels)	\$1B

Status of Funding Opportunities

Year	Available Funding (B)	Status
FY22	\$1B	<input type="checkbox"/> NOFO Expected late Summer 2022

CRISI – Program Overview

ELIGIBLE APPLICANTS

- A State (including the District of Columbia) or group of States.
- An Interstate Compact.
- Public agencies or publicly chartered authorities established by 1 or more States.
- Political subdivision of a State.
- Amtrak or other intercity passenger rail carrier.
- Class II or III railroads and associations that represent a Class II or III railroad.
- Any rail carrier or equipment manufacturer in partnership with at least one state entity, public agency, and/or local government.
- Federally recognized Indian Tribe.
- The Transportation Research Board (TRB) together with any entity with which it contracts in the development of rail-related research, including cooperative research programs.
- A university transportation center engaged in rail-related research.
- A non-profit labor organization representing a class or craft of employees of rail carriers or rail carrier contractors.

CRISI – Program Overview

ELIGIBLE PROJECT CRITERIA

- **Wide Range of Rail Capital Projects**
 - Congestion mitigation
 - Ridership growth facilitation
 - Enhancements to multimodal connections
 - Improvements to short-line or regional railroad infrastructure
- **Railroad Safety Technology**
- **Track, Station, and Equipment Improvements for Intercity Passenger Rail**
- **Grade Crossing Improvements**
- **Rail Line Relocation and Improvement**
- **Regional and Corridor Service Planning and corresponding Environmental Analyses**
- **Safety Programs and Institutes**
- **Research**
- **Workforce Development and Training**

At least 25% of funds is reserved for rural and Tribal projects

Railroad Crossing Elimination (RCE) – Program Overview

GRANT PURPOSE

- To fund highway-rail or pathway-rail grade crossing improvement projects that focus on **improving the safety and mobility of people and goods.**

At least 25% of funds is reserved for rural projects

RCE – Upcoming Funding Opportunities

BIL Authorization & Appropriations in millions (M)

	FY22
Advanced Appropriations	\$600
Authorized Funding (Fully Authorized Levels)	\$500

Status of Funding Opportunities

Year	Available Funding (M)	Status
FY22	\$600	<input type="checkbox"/> NOFO Expected Spring 2022

ELIGIBLE APPLICANTS

- States, including the District of Columbia, Puerto Rico, and other U.S. territories and possessions.
- Political subdivision of a State.
- Federally recognized Indian Tribe.
- A unit of local government or a group of local governments.
- A public port authority.
- A metropolitan planning organization.
- A group of the entities described above.

ELIGIBLE PROJECT CRITERIA

- Grade separation or closure including through the use of a bridge, embankment, tunnel or combination thereof.
- Track relocation.
- Improvement or installation of protective devices, signals, signs, or other measures to improve safety related to a separation, closure, or track relocation project.
- Other means to improve the safety if related to the mobility of people and goods at highway-rail grade crossings (including technological solutions).
- The planning, environmental review, and design of an eligible project type.

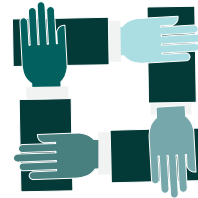
Departmental Objectives

KEY DEPARTMENTAL OBJECTIVES

FRA will assess the project's ability to meet one or more of these objectives:



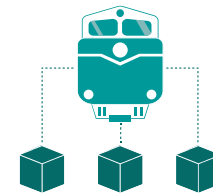
Safety



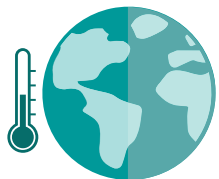
Racial Equity,
Economic Inclusion



Equitable Economic Strength,
Improving Core Assets



Transformation of our Nation's
Transportation Infrastructure



Resilience, Addressing
Climate Change

How to Apply and Available Grant Resources

The image shows a computer monitor displaying the Federal Railroad Administration website. The website header includes the U.S. Department of Transportation logo and navigation links for About, Railroad Safety, Rail Network Development, Research & Development, Legislation & Regulations, Grants & Loans, and FRA eLibrary. The main content area is titled "Competitive Grants Application Process" and includes a sidebar with links like "Grant Administration Overview" and "Applying for Grants".

Overlaid on the right side of the monitor is a large infographic titled "COMPETITIVE GRANTS APPLICATION PROCESS". It details the following steps:

- PHASE 1 - Typical time frame: UP TO 1 MONTH**
 - STEP 1:** Get a Dun&Bradstreet Number (DUNS) via 866-755-5711 or fedgov.duns.com.
 - STEP 2:** Register with System for Award Management (SAM) and Grants.gov. Includes sub-steps for registration, sending SAM 1's, and receiving an EIN.
 - STEP 3:** Register with Grants.gov and create an applicant profile. Includes sub-steps for creating a profile and receiving an email.
- PHASE 2 - Typical time frame: 1 MONTH**
 - STEP 4:** Complete and submit application in Grants.gov Workspace addressing all NOFO requirements. Includes a box for "APPLICATION RESOURCES" such as FRA NOFO, FRA Training and Guidance, Workspace on Grants.gov, and support@grants.gov.
- PHASE 3 - Typical time frame: 4-5 MONTHS**
 - STEP 5:** Verify FRA's receipt of application using Grants.gov tracking number.
 - STEP 6:** Project selections announced.
- PHASE 4 - Typical time frame: 6-12 MONTHS**
 - STEP 7:** Grant Pre-Obligation Period. Grants work with FRA to complete required documentation before funds can be obligated. Includes sub-steps for Grant Agreement, Terms and Conditions, and MTR Requirements.
 - STEP 8:** Grant Funds Obligated*. FRA reimburses grantees for eligible expenses.

The infographic also includes a small "CLICK TO VIEW FULL INFOGRAPHIC" button and the website URL www.fra.dot.gov/grants at the bottom right.

The Lifecycle of Grants



Key Activities

- NOFO Publication
- Technical Assistance/ Webinars
- Application Intake & Evaluation
- Briefings
- Project Selection

- Notification
- Terms and Conditions
- Budget and SOW Development
- Environmental Clearances *
- Engineering Review *
- Performance Measures *
- Stakeholder Agreements *
- Creating Grant Award in Grant Solutions

- Grant Administration
- Annual Monitoring
- Project Management
- Review Project Deliverables
- Provide Technical Assistance
- Enforcement and Compliance

- Grantee Notification
- Final Invoice
- Final Performance Report
- Tracking Project Benefit Agreements

Positioning Grant Applications for Success – Best Practices

- Read the Notice of Funding Opportunity (NOFO) completely and carefully to understand the criteria for eligibility and selection.
- FRA has identified three primary areas where applications that are not selected typically demonstrate deficiencies:
 - **Project Narrative**
 - **Statement of Work**
 - **Benefit Cost Analysis**



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A Notice by the Federal Railroad Administration on 08/31/2021

PUBLISHED DOCUMENT

AGENCY:
Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION:
Notice of Funding Opportunity (NOFO or notice).

SUMMARY:
This notice details the application requirements and procedures to obtain grant funding for eligible projects under the Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program, and related Trespass Prevention projects. The opportunities described in this notice are made available under Assistance Listings Number 20.325, "Consolidated Rail Infrastructure and Safety Improvements."

DATES:
Applications for funding under this solicitation are due no later than 5:00 p.m. ET, November 29, 2021. Applications that are incomplete or received after 5:00 p.m. ET on November 29, 2021 will not be considered for funding. See Section D of

DOCUMENT DETAILS

Printed version:
PDF

Publication Date:
08/31/2021

Agencies:
Federal Railroad Administration

Dates:
Applications for funding under this solicitation are due no later than 5:00 p.m. ET, November 29, 2021. Applications that are incomplete or received after 5:00 p.m. ET on November 29, 2021 will not be considered for funding. See Section D of this notice for additional information on the application process.

Document Type:
Notice

Document Citation:
86 FR 48798

Page:
48798-48812 (15 pages)

Best Practices – From Grant Application to Award



*Understanding the
NOFO – Webinars*

- Program requirements
- Application requirements
- Environmental review process



How ready is the project?

- Pre-NEPA planning complete?
- How complex is the project?
- Any mysterious aspects?

Best Practices – From Grant Application to Award



Getting agreements and prerequisites in place

- Pre-NEPA planning, NEPA clearance, permits and agreements
- Railroad agreements are required to be in place before obligation



Budgeting for your project

- Make sure your matching sources of funds are committed in the right timeframe
- Allow time when building your schedule of activities
- The more you know in advance, the more realistic your budget should be

Best Practices – From Award to Obligation



The Award is the beginning

- ✓ Ensure the scope and budget are complete
- ✓ Ensure responsible parties are on board
- ✓ Organize leadership and project management teams
- ✓ Complete NEPA clearance and permitting
- ✓ Complete Railroad Agreements
- ✓ Execute Terms and Conditions
- ✓ Obligate grant

FRA Technical Assistance for Grantees

UPCOMING VIRTUAL TRAININGS

FRA conducts webinars throughout the year to educate grantees about the application and program delivery process.

Upcoming webinars include:

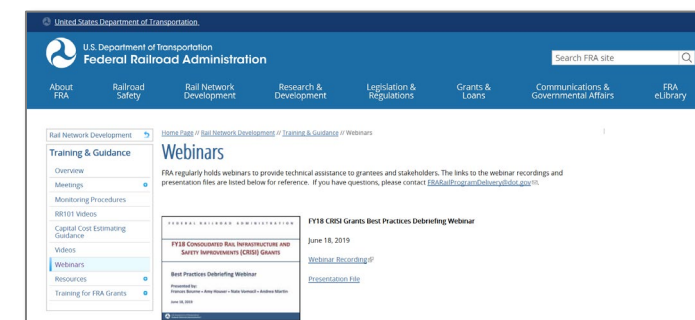
- Section 106 – March 8
- Benefit Cost Analysis – late March

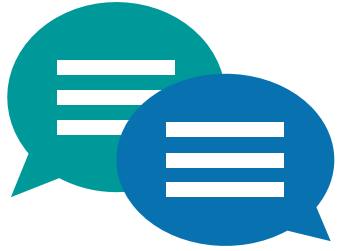


ON-DEMAND TRAINING

FRA's Training and Guidance webpage has a wealth of videos and webinars on topics such as:

- Cost estimating
- Environmental streamlining
- Grade crossing project planning tools
- Grant application process





Need to *Build Back Better*, the first time!

- Starts by listening and engaging with **YOU**, our stakeholders.



Process takes time.

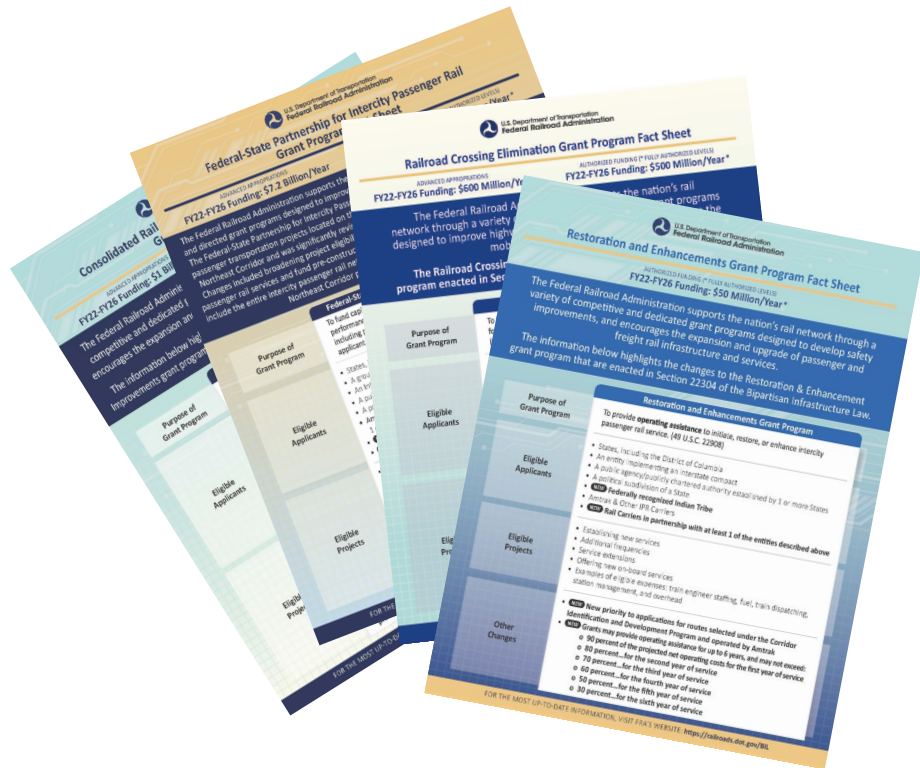
- FRA is looking at ways to streamline and improve.
- Looking to make sure grant programs are available throughout the year.



Responsibility to be good stewards of taxpayer funds.

FRA Bipartisan Infrastructure Law Website

For more information about the Bipartisan Infrastructure Law and rail, please visit our website.



U.S. Department of Transportation
Federal Railroad Administration

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Contact Us

FRA Public Affairs

Email:
FRAPA@dot.gov

Bipartisan Infrastructure Law Information from FRA

On November 15, 2021, President Joseph R. Biden signed the Bipartisan Infrastructure Law—a generational investment in America’s intermodal transportation system of which freight and passenger rail is an integral part and an engine of our economy. The investments will:

- Help make our nation’s rail network safer, more reliable, resilient, sustainable, and equitable.
- Improve the lives of Americans, create good paying jobs, and lay the foundation for America to compete in the 21st Century.

What Does This Mean For FRA?

The Bipartisan Infrastructure Law will provide unprecedented Federal funding for rail improvement projects in America. Over the next five years, that means greatly expanding existing FRA programs and creating new programs to enhance our nation’s rail network. The Bipartisan Infrastructure Law includes \$102 billion in total rail funding, including \$66 billion from advanced appropriations, and \$36 billion in authorized funding.

Learn More

To learn more about the Bipartisan Infrastructure Law and rail, watch the video from FRA Deputy Administrator Amit Bose and view the links for additional information about FRA’s programs.



Expand All | Collapse All

- FRA Bipartisan Infrastructure Law Information
- Other Government Resources

Last updated: Monday, November 15, 2021

<https://railroads.dot.gov/BIL>

Helpful Bipartisan Infrastructure Law Websites and Resources



President Biden's
Bipartisan Infrastructure Deal is a
once-in-a-generation

INVESTMENT IN OUR NATION'S INFRASTRUCTURE

Here's what's in it. →

FRA Discretionary Grant Programs

<https://railroads.dot.gov/grants-loans/competitive-discretionary-grant-programs/competitive-discretionary-grant-programs>

FRA Grant Training and Technical Assistance

<https://railroads.dot.gov/rail-network-development/training-guidance/training-guidance>

DOT Bipartisan Infrastructure Law Website

<https://www.transportation.gov/bipartisan-infrastructure-law>

FHWA Bipartisan Infrastructure Law Website

<https://www.fhwa.dot.gov/bipartisan-infrastructure-law/>

FTA Bipartisan Infrastructure Law Website

<https://www.transit.dot.gov/BID>

Questions?

Appendix A | FRA BIL Funding (in millions)

FRA BIL Programs	Purpose	Five-Year Funding (\$ millions)		
		Advanced Appropriations	Authorized	Total
Amtrak		22,000	19,220	41,220
Northeast Corridor	Operating & capital for NEC service line	6,000	6,570	12,570
National Network	Operating & capital for long-distance & state-support service lines	16,000	12,650	28,650
Discretionary Grants		44,000	15,250	59,250
Consolidated Rail Infrastructure & Safety Improvements	Capital projects for safety, efficiency & reliability of intercity passenger & freight	5,000	5,000	10,000
Railroad Crossing Elimination <i>(New)</i>	Capital for mitigation/ elimination of grade crossings	3,000	2,500	5,500
Federal-State Partnership for Intercity Passenger Rail* <i>(Significantly Revised)</i>	NEC: capital for modernizing shared infrastructure National: capital to improve/ add intercity passenger rail	36,000	7,500	43,500
Restoration & Enhancement** <i>(Revised)</i>	Operating transition asst for new, restored, enhanced IPR	250	250	500
Interstate Rail Compacts** <i>(New)</i>	Operations & planning for multi-state compacts	15	15	30
FRA		0	1,540	1,540
Safety & Operations	Safety programs and internal operations	-	1,315	1,315
Research & Development	R&D programs	-	225	225
Total	<i>Notes:</i>	66,000	36,010	102,010

* Up to 5 percent is set aside for planning purposes within the Corridor Identification & Development Program.

** Grants for Restoration & Enhancement (advanced appropriations portion) and Interstate Rail Compacts are funded through "takedowns" from Amtrak NN account; not included in totals to avoid double-counting.

Contact Us

Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590



Connect with us [USDOTFRA](#)

FRA Government Affairs

Email: FRAGA@dot.gov

FRA Public Affairs

Email: FRAGA@dot.gov

Ryan Arbuckle

Email: Ryan.Arbuckle@dot.gov

Deborah Kobrin

Email: Deborah.Kobrin@dot.gov



U.S. Department of Transportation
Federal Railroad Administration