



Albany Area Metropolitan Planning Organization

City of Albany • City of Jefferson • City of Millersburg • City of Tangent • Linn County • Benton County • Oregon Department of Transportation

Technical Advisory Committee Meeting Thursday, October 19, 2023 9:00 am to 11:00 am

HYBRID MEETING: IN-PERSON WITH TEAM VIDEO/CALL-IN AVAILABLE

OCWCOG, Albany ABC Conference Room
1400 Queen Avenue SE, Albany OR 97322

Via Teams by clicking [HERE](#)

Meeting ID: 262 017 376 794

Passcode: icKYpY

Mobile One Click Number

[+1 872 242 8088](#)

Contact: Billy McGregor, bmcgregor@ocwcog.org

AGENDA

- | | | |
|---------------|--|------------------------------------|
| 1 9:00 | Call to Order, Agenda Review, and Roll Call | Chair, Chris
Cerklewski |
| 2 9:10 | Public Comments | Chair |
| 3 9:15 | Approve minutes of August 17, 2023 (Attachment A) | Chair |
| | <i>Action: Decision on minutes</i> | |
| 4 9:20 | RTP Public Review Period
The RTP Public Review and Comment period began September 11 and will run for 45 days until October 26. | Staff,
Billy McGregor |
| | <i>Action: Reminder for Comments</i> | |
| 5 9:25 | STIP (Statewide Transportation Improvement Program)
Staff Adjustment (Attachment B)
Request to slip 38 projects from FY23 to FY24. Staff Adjustments are brought to the TAC for information and transparency purposes. | Staff,
Billy McGregor |
| | <i>Action: Informational</i> | |
| 6 9:30 | Joint Policy Board Meeting Review
Discussion of topics covered at the AAMPO/CAMPO Joint Policy Board on September 27, 2023. | Staff,
Billy McGregor |
| | <i>Action: Information and Discussion</i> | |

Meeting facilities are accessible to persons with disabilities. If you will need any special accommodations, please contact Ashlyn Muzechenko at least 72 hours prior to the meeting. Ashlyn can be reached at 541-812-2002. TTY/TTD 711.

- 7 10:00 STBG Funding Update (Attachment C)** **Staff,
Nick Meltzer**
 Discuss changes to STBG/SHF funding, and resulting discovery of future shortfall.
Action: Discussion & Recommendation
- 8 10:30 Current & Upcoming Grant Opportunities (Attachment D)** **Staff,
Billy McGregor**
 Two upcoming railroad programs offer communities support for various eligible projects, with overlap for funding of rail-crossing safety projects and track relocation.
Action: Informational
- 9 10:45 Jurisdictional Updates/Other Business** **All**
 - AAMPO Staff
 - Albany
 - Benton County
 - Jefferson
 - Linn County
 - Millersburg
 - Tangent
 - ODOT
- 1 11:00 Adjournment** **Chair**
 Next regularly scheduled meeting: November 16, 2023.

ATTENDANCE (FOR QUORUM PURPOSES)

TAC Members	Jurisdiction	Attendance
David Watkins	City of Jefferson	
Janelle Booth	City of Millersburg	
Chris Cerklewski (Chair)	City of Albany	
Joe Samaniego (Vice-Chair)	City of Tangent	
Daineal Malone	Linn County	
Gary Stockhoff	Benton County	
James Feldmann	Oregon Department of Transportation	

Quorum Requirement: Official action may be taken by the committee when a quorum is present. A quorum shall exist when the majority of voting members of the Committee are present. If a member of the TAC is unable to participate in a TAC meeting, that member may designate an alternate to participate in his/her place. The alternate shall declare their status at the start of the meeting.

- AAMPO Technical Advisory Committee Bylaws, Section 6: Meetings, Subsection F: Quorum

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Albany Area Metropolitan Planning Organization (AAMPO)

**AAMPO TAC Hybrid Meeting: In-Person with Teams Video/Call-in Available
OCWCOG, Albany ABC Conference Room**

Thursday, August 17, 2023

9:00 am – 11:00 am

DRAFT MINUTES

TAC Members	Jurisdiction	Attendance
David Watkins	City of Jefferson	Yes
Janelle Booth	City of Millersburg	Yes
Chris Cerklewski (Chair)	City of Albany	Yes
Joe Samaniego (Vice-Chair)	City of Tangent	Yes
Daineal Malone	Linn County	No
Gary Stockhoff	Benton County	No
James Feldmann	Oregon Department of Transportation	Yes

Guests: Steve Harvey.

Staff: Transportation Program Manager Nick Meltzer, AAMPO Assistant Planner Billy McGregor, and Administrative Assistant Ashlyn Muzechenko.

TOPIC	DISCUSSION	DECISION / CONCLUSION
1. Call to Order, Agenda Review, Roll Call	Staff Billy McGregor conducted roll call after the Chair, Chris Cerklewski, called the Albany Area Metropolitan Planning Organization (AAMPO) Technical Advisory Committee (TAC) meeting to order at 9:04am.	The AAMPO TAC Meeting was called to order at 9:04am by Chair Chris Cerklewski
2. Public Comments	There were no public comments presented at this time to the AAMPO TAC.	There were no public comments.
3. Approve minutes of June 15, 2023 (Attachment A) Action: Decision on Minutes	There were no comments on the minutes. The June 15, 2023, AAMPO TAC Meeting minutes were adopted by consensus of the AAMPO TAC members in attendance.	The June 15, 2023, AAMPO TAC Meeting minutes were adopted by consensus of the AAMPO TAC members in attendance.
4. Federal Aide Urban Boundaries and Federal Functional Classifications – Work Session (Attachment B) Action: Review and suggest edits to FAUB/FCC Map	McGregor introduced Andrew Mortensen who was there to present the Federal Aide Urban Boundaries and Federal Functional Classifications. Andrew Mortensen introduced the FAUB/FCC Map to the AAMPO TAC Members in attendance. Mortensen shared that David Evans and Associates was the consulting firm selected to do this update. The urban area definition is a threshold of a population of 5,000. This gets report to the FHWA., on the current map that area is plotted in blue. The goal is to have all areas updated by the end of 2023. This will require all of the local jurisdictions to submit their updates to ODOT for approval. From there ODOT will submit the approved updates to the FHWA for approval. Mortensen explained the different areas and colors of the map along with what the purpose of the functional classification map is.	

	<p>Local jurisdictions will have until the end of 2023 to have all of their functional classifications due. This can be done using the online interactive mapping tool.</p> <p>The project is to work as an extension of ODOT staff to facilitate conversations around the Federal Urban Area and what changes might be necessary to adjust the original classifications of federal routes within the Albany Area.</p> <p>Chair Chris Cerklewski asked about discrepancies on Federal Function Class and the City of Albany's TSP reads.</p> <p>Mortensen noted that this will be covered in a few minutes when the functional classification topic is addressed. There will likely need to be a couple of adjustments made as well.</p> <p>James Feldmann shared in the meeting chat that ODOT would like local jurisdictions to submit their edits by September 01, 2023.</p> <p>Mortensen provided background and information regarding the Federal Aid Urban Boundaries and planned usages for roads and their functional classifications. Mortensen also provided insight on the Urban Growth Boundary and how it relates to the Federal Aid Urban Boundaries.</p> <p>Mortensen noted that there are a few different routes AAMPO could take in order to update their boundaries depending on what jurisdictions and areas should be included in the update. If Jefferson is included, there is an existing MPA boundary, then Jefferson highway and all of Jefferson's UGB would be included as well. This was the way it was done before 2010. However, the current MPA crosses itself over South Santiam and doesn't provide a clean buffer to include Jefferson.</p> <p>The recommendation would be to use the MPA of 2010 rather than the most current urban boundary.</p>	
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	<p>Mortensen noted that all that is needed is an email noting that the group agrees with what is mapped with the meeting date.</p> <p>Chair Cerklewski noted that if there weren't any changes then Jefferson would be dropped and that isn't ideal. In order to be consistent, the MPO would need to update the MPA boundary instead.</p> <p>Staff Nick Meltzer agreed as the CAMPO group had the same situation with including Adair Village in their boundary.</p> <p>Janelle Booth asked a question regarding the drawback of asking to extend this area to the UGB.</p> <p>Mortensen noted that the downside would be if the group only went to the Urban Growth boundary, then there would be a couple routes out that could only be funded through federal rural pots of money.</p> <p>Booth noted that it would be wise to include everything the MPO feels is appropriate.</p> <p>Meltzer answered that the MPO boundary not the map would need to expand to the corner of North Albany on the interactive map.</p> <p>Mortensen noted that an email will go out today with pinned decision-making points discussing the FAUB out to the MPA.</p> <p>Mortensen began his presentation covering the FCCs for this area. Mortensen explained the color-coding and information that is conveyed in the interactive map.</p> <p>Mortensen noted that with Millersburg, there would need to be changes made in the FCC in order to make it match their TSP.</p> <p>The group worked on addressing FCC edits throughout the AAMPO region on the interactive map.</p>	
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	<p>Chair Cerklewski noted he had about 20 discrepancies between the Albany TSP and the Federal Aid Boundary and Functional Classifications.</p> <p>Mortensen shared that if there is a minor collector, then they are not eligible for federal funding. The classification would need to be a major collector. Additionally, funding can be withheld if there isn't consistency between the TSPs and the Federal Functional Classification.</p> <p>Chair Cerklewski noted that he can submit the discrepancies to Mortensen as well.</p> <p>Mortensen summarized the changes that will be submitted in the email to the MPO. Then the Director of the MPO and the Chair will need to approve before it goes to ODOT for approval and then forwarded onto the feds.</p> <p>Mortensen shared that this online map and database will be online and active for the next ten years so edits can be made over the next few years to keep up with any changes.</p>	
<p>5. AAMPO RTP Projects (Attachment C)</p> <p>Action: Concurrence with RTP Project List</p>	<p>Meltzer gave an introduction covering the study corridors and future analysis was approved to look into future scenarios. There was one preferred alternative.</p> <p>Meltzer noted that Regional Transportation Plan (RTP) rules state that when developing projects there should be projects that match the one specific future scenario.</p> <p>Meltzer covered the next steps for Staff, The TAC, and the Policy Board in order to continue on with this project list and map.</p> <p>Chair Cerklewski noted that a lot of the projects don't have feasibility and cost points added to the list.</p>	<p>Staff Nick Meltzer added that with changes, and comments, this list will go to the AAMPO Policy Board next week.</p>

	<p>Meltzer answered that this is a planning level estimate, and there will be cost points added before submitting to the public. However, there will not be a feasibility study done for this list.</p> <p>Meltzer added that if there are projects that are unfeasible due to cost or right of way, but other projects could be to “consider” removing parking for a bike line.</p> <p>Meltzer noted that he would prefer to have comments back from the group by the end of next week regarding the project lists.</p> <p>Feldmann added that the goal is to reduce the Vehicle Miles Traveled (VMT).</p> <p>Meltzer noted that ODOT and James had provided comments on these project lists that have not been incorporated yet.</p> <p>Booth shared that some of the descriptions on the list seem a bit vague in describing the locations of a few potential projects.</p> <p>Booth asked about crossings on the list with a potential to add a third project to the Millersburg area. Specifically Old Salem Road and near Concer Avenue.</p> <p>There were no concerns from the TAC members regarding red flags of sharing these project lists with the public.</p> <p>Steve Harvey, a member of the public, asked how this list from the RTP and the Bike Pedestrian Plan (BPP) are related.</p> <p>Meltzer answered that they are made to build off of each other and the intent is to have the BPP overlap with the RTP Corridors.</p> <p>Meltzer added that with changes, and comments, this list will go to the AAMPO Policy Board next week.</p>	
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<p>6. STIP Staff Adjustments (Attachment D)</p> <p>Action: Informational</p>	<p>McGregor shared the three STIP Staff Adjustments. According to the MTIP, Staff Adjustments are for minor changes and AAMPO staff have the authority to approve those, and just require notice from the TAC.</p> <p>McGregor summarized the three different STIP Amendments of the projects.</p>	
<p>7. Jurisdictional Updates/Other Business</p> <ul style="list-style-type: none"> • AAMPO • Albany • Benton County • Jefferson • Linn County • Millersburg • Tangent • ODOT 	<p>AAMPO Updates: McGregor noted that the UPWP for AAMPO was submitted on August 1st and contains the final report covering June 30th to July of 2023. This was Attachment E in the packet.</p> <p>Jurisdictional Updates: Chair Cerklewski for the city of Albany shared the Queen Ave project is hoping to be open to through traffic by Labor Day. Additionally, there will be a 30-day closure on the east side of Pacific Avenue to replace the water main.</p> <p>David Watkins for the city of Jefferson noted there was a fatality on 164 which was concerning to all involved parties. The city of Jefferson notes that these are the intersections they will work to get changes made too.</p> <p>Joe Samaniego from the city of Tangent, shared updates from Tangent's 50th birthday party. Additionally Tangent just recently met with their consultant for the upcoming TSP plan update.</p> <p>There were no updates for the city of Millersburg, Linn County, ODOT, or Benton County.</p> <p>Other Business: There was no other business discussed at this meeting.</p>	
<p>8. Adjournment</p>	<p>The next AAMPO TAC Meeting is scheduled for Thursday, September 21, 2023.</p>	<p>The meeting was adjourned at 10:53am by Chair Chris Cerklewski.</p>

MEMORANDUM

Albany Area Metropolitan Planning Organization

City of Albany • City of Jefferson • City of Millersburg • City of Tangent • Linn County •
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Date: October 6, 2023
To: AAMPO TAC
From: Billy McGregor, AAMPO Staff
Re: Statewide Transportation Improvement Program (STIP) Revisions

Action Requested

None. Notice to Technical Advisory Committee (TAC) regarding Staff Adjustment to 38 projects. Approved September 15, 2023.

Overview

The purpose of this memorandum is to provide an update on recent revisions to the Statewide Transportation Improvement Program (STIP) relevant to the Albany Area Metropolitan Planning Organization (AAMPO). A summary table of recent revisions can be found on the following page.

Background on the STIP and MTIP

The STIP is the Oregon Department of Transportation's capital improvement plan for state and federally funded transportation projects. The current STIP (FY2021-2024) went into effect October 1, 2020, and expires September 30, 2024. AAMPO acts as the regional coordinator to the STIP helping ensure that revisions and other adjustments are processed appropriately. AAMPO also maintains a Metropolitan Transportation Improvement Program (MTIP) which is consistent with the STIP.

Revision Types

There are three types of STIP and MTIP revisions processed by AAMPO, listed below. Additional details on STIP and MTIP amendments can be found in the AAMPO MTIP policy [HERE](#).

- **Full Amendments:** Require the greatest level of scrutiny and are brought to the Policy Board for discussion and approval. The TAC makes a recommendation to the Policy Board regarding approval of the amendment and also determines what level public outreach is necessary. At a minimum, the item will be reviewed by the TAC and placed on the next Policy Board agenda, which comes with notification requirements. Additional items for consideration include provision of a public comment period (two weeks), holding a public meeting, and any other actions deemed advisable by the TAC.
- **Administrative Amendment:** Require less scrutiny and are usually familiar to local staff members. Administrative amendments are brought to the TAC for discussion and approval. The Policy Board is notified of Administrative Amendments at their next regularly scheduled meeting.
- **Adjustment:** For minor changes, AAMPO staff have the authority to approve adjustments. Adjustments do not require committee approval or public notice.

STIP Revisions

Row	Revision Type	Project Key Number/s & Name/s	Project Description	Revision Information
1	Adjustment	20934, 20940, 20942, 20943, 20948, 20949, 20955, 20956, 20957, 20958, 20959, 20960, 20961, 20962, 20963, 20968, 22212, 22214, 22215, 22216, 22217, 22218, 22219, 22220, 22226, 22230, 22231, 22232, 22233, 22234, 22235, 22236, 22237, 22238, 22239, 22240, 22241, 222651		Slip OTH phase to FFY24 for obligation.
2	Adjustment	22742 US20: from US101 to the Idaho border	Install National Electric Vehicle Infrastructure (NEVI) fast charging stations every 50 miles along US20 from US101 to the Idaho border, to provide electric vehicle drivers with reliable and fast charging.	Slip. Add project to current STIP.

MEMORANDUM

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Date: October 19, 2023
To: AAMPO TAC and Policy Board
From: Nick Meltzer, AAMPO Manager
Re: STBG Funding Shortfall

This memorandum summarizes the changes to STBG funding over the last 18 months, historical challenges of the program, and subsequent funding shortfall. Potential solutions are also suggested.

Background

Once an MPO is established in Oregon, the organization receives funding to distribute for regionally significant or locally important transportation projects. These funds are known as Surface Transportation Block Grant (STBG) funds and are distributed based on population. In 2021, there was approximately \$850,000 available annually. While these funds started as federal, the Oregon Department of Transportation had a generous program to exchange these funds for \$0.94 and \$0.90 on the dollar. This enabled more flexibility in project selection, as well as efficiency in project delivery. In 2022, ODOT announced this program would be sunset. For 2024-2027, AAMPO solicited projects in the fall of 2022, expecting the funds to be federal and set at the amounts controlled by the US Department of Transportation.

During the 2023 legislative session, a bill passed (HB 2101) to codify the distribution of state funds to small MPOs, cities and counties. The total funding available was set by the bill, and the funds changed from exchange funds to State Highway Fund (SHF) dollars. Compared with STBG exchanged dollars, SHF dollars have slightly less flexibility in project location. As part of this change in fund delivery, ODOT staff completed a reconciliation of AAMPO projects to date, to understand what funds that had been committed also needed to be distributed. An overview of this is below:

Prior to 2022

- AAMPO solicited projects every 3 years, allocated based on federal funding allotment
- ODOT exchanged federal funds at either 94 cents or 90 cents on the dollar, resulting in state fund use instead of federal

Summer 2022

- ODOT announces the sunset of state fund exchange
- Small MPOs, counties, cities lobby for a permanent solution due to challenges with federal project delivery

Fall 2022

- AAMPO solicits projects for 2024-2027, assuming STBG funds will remain federal. Projects are selected and vetted with public input.

Winter 2022-2023

- HB 2101 passes, codifying distribution of State Highway Fund (SHF) dollars opposed to STBG funds

Spring-Summer 2023

- ODOT reconciles STBG funding for AAMPO's history

Funding Shortfall

Historically, AAMPO selected projects and then member agencies requested the funds for them directly from ODOT. Not until 2021 was there a change to include AAMPO's "approval" for distribution of the funds. Prior to 2021, staff would have to request an account balance from the ODOT fund manager.

As the news of fund exchange was sunseting, new ODOT staff worked to insure all previous state fund exchange committed projects remained state funds and pushed a number of agreements out the door as the pandemic slowed down project delivery for many local agencies. As this change to State Highway Funds came out, ODOT staff completed historical reconciliation of AAMPO fund distributions. Due to a number of factors, AAMPO over allocated approximately \$2.7 million in projects from 2015 to 2024. This creates challenges for the projects AAMPO recently allocated funds for in 2024-2027.

The two tables below highlight the current situation:

Currently Unfunded Projects	
Goldfish Farm Road ('21-'24)	\$ 1,118,600
Salem Ave ('18-21)	\$ 650,000
Tangent Drive ('21-'24)	\$ 884,750
Total	\$ 2,653,350

2023-2026 Revenue and Expenditures	
Unspent Funds	\$ 135,000
Projected Revenue 2023-2026	\$ 3,334,000
Currently Unfunded Projects	\$ (2,653,350)
Difference	\$ 815,650

AAMPO selected \$2,135,000 in projects for 2024-2027, which if add another \$840,000 to the \$815,650 above, is still well short of available funds.

Recommendations

Staff recommend the following steps for Technical Advisory Committee discussion:

1. Use future funding to meet current obligations of projects selected in 2021-2024 and prior.
2. Implement improved accounting processes to avoid future issues
3. Cancel selected projects for 2024-2027, and consider another solicitation for the ~\$815,650 in state funds, while keeping some in reserves.

Challenges

It is important to understand the challenges that led to this situation, as to avoid repeating the problem in the future. Many of the challenges have already been addressed and were exacerbated by the changes in STBG/SHF funding that occurred over 2022 and 2023. However, the following issues have been identified by staff with complimentary solutions.

- Lack of AAMPO involvement in STBG fund accounting
 - Now that historical funds have been reconciled, take over accounting of funds internally, with a distribution check each year.
- Allocating overlapping years of funding in STIP cycles (in the 2018-2021 MTIP and 2021-2024 MTIP, 2021 funds were allocated twice)

- Develop written Standard Operating Procedure for STBG solicitation for staff to use in the future.
- Reduction in funding amounts from SHF due to HB2101
 - Should not be an issue in the future.
- Delays in project delivery from previous STIP cycles
 - Encourage members to deliver projects on time and distribute funds accordingly.

Next Steps

Staff request discussion and comments on both the recommendations to reconcile funds, as well as the challenges and proposed solutions.

MEMORANDUM

Albany Area Metropolitan Planning Organization

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Date: October 6, 2023
To: AAMPO TAC
From: Billy McGregor, AAMPO Transportation Planner
Re: Railroad Programs

Action Requested

Informational

Overview

The purpose of this memorandum is to provide an update on recent FHWA/FTA and other grant or technical assistance opportunities. These programs are updated on a near monthly basis.

Background on Railroad Programs

Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program. This program funds projects that improve the safety, efficiency, and reliability of intercity passenger and freight rail. See the [FY 2022 Notice of Funding Opportunity \(NOFO\)](#) for more information.

Railroad Crossing Elimination Grant Program. This program provides funding for highway-rail or pathway-rail grade crossing improvement projects that focus on improving the safety and mobility of people and goods. See the [FY 2022 Notice of Funding Opportunity](#) for more information.

What They Cover

There is some overlap between the two programs. Deployment of railroad safety technology, track relocation, highway-rail grade crossing improvements.

For a full list of Eligible Projects, see the table below.

How to Apply

Instructions and Closing Date have yet to be released for these programs.

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Program	Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program	Railroad Crossing Elimination Grant Program
<p>Purpose</p>	<p>This program funds projects that improve the safety, efficiency, and reliability of intercity passenger and freight rail.</p>	<p>This program provides funding for highway-rail or pathway-rail grade crossing improvement projects that focus on improving the safety and mobility of people and goods.</p>
<p>Eligible Projects</p>	<ul style="list-style-type: none"> • Deployment of railroad safety technology; • Capital projects, as defined in section 49 U.S.C. § 24401(2) for intercity passenger rail service, except that a project under this NOFO is not required to be in a state rail plan; • Capital projects that: address congestion challenges affecting rail service, reduce congestion and facilitate ridership growth along heavily traveled rail corridors, and/or improve short-line or regional railroad infrastructure; • Highway-rail grade crossing improvement projects; • Rail line relocation and improvement projects; • Regional rail and corridor service development plans and environmental analyses; • Any project necessary to enhance multimodal connections or facilitate service integration between rail service and other modes; • The development and implementation of a safety program or institute; • The development and implementation of measures to prevent trespassing; • Any research that the Secretary considers necessary to advance any particular aspect of rail related capital, operations, or safety improvements; 	<ul style="list-style-type: none"> • 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.

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Program	Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program	Railroad Crossing Elimination Grant Program
	<ul style="list-style-type: none"> • Workforce development and training activities, coordinated to the extent practicable with the existing local training programs supported by the Department of Transportation, the Department of Labor, and the Department of Education; • Research, development, and testing to advance and facilitate innovative rail projects; • Preparation of emergency plans for communities where hazardous materials are transported by rail; • Rehabilitating, remanufacturing, procuring or overhauling locomotives for emissions reduction; and • Deployment of Magnetic Levitation Transportation Projects. 	

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Program	Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program	Railroad Crossing Elimination Grant Program
Eligible Applicants	<ul style="list-style-type: none"> • State; • Group of States; • Interstate Compact; • Public agency or publicly chartered authority established by one or more States; • Political subdivision of a State; • Amtrak or another rail carrier that provides intercity rail passenger transportation; • Class II railroad or Class III railroad or a holding company of a Class II or Class III railroad, or an association representing a Class II or III railroad; • A federally recognized Indian Tribe; • Any rail carrier or rail equipment manufacturer in partnership with at least one of the entities described in (1) through (5); • Transportation Research Board together with any entity with which it contracts in the development of rail-related research, including cooperative research programs; • University transportation center engaged in rail-related research; or • Non-profit labor organization representing a class or craft of employees of rail carriers or rail carrier contractors. 	<ul style="list-style-type: none"> • 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.
Program Opening	Fall 2023	October 2023
Application Deadline	N/A	N/A
Link to Full Program Requirements	Consolidated Rail Infrastructure & Safety Improvements Grant Program	Railroad Crossing Elimination Program