

Funding Options

Title	Eligible Parties	Criteria	Uses	Fees/Interest
Railroad Rehabilitation and Improvement Financing (RRIF)	<ul style="list-style-type: none"> • Railroads • State & local governments • Government-sponsored authorities & corporations • Joint ventures with at least one railroad • Limited option freight shippers who intend to construct a new rail connection 	<ol style="list-style-type: none"> 1. Creditworthiness 2. Safety enhancements 3. Generation of economic benefits 4. Environmental improvements 5. Improvements in service or capacity in the railroad transportation system, especially in small communities or rural areas 	<ul style="list-style-type: none"> • Acquire, improve, or rehabilitate intermodal or rail equipment or facilities, including track, components of track, bridges, yards, buildings and shops; • Refinance outstanding debt incurred for the purposes listed above; and • Develop or establish new intermodal or railroad facilities 	Direct loans can fund up to 100% of a railroad project with repayment periods of up to 35 years and interest rates equal to the cost of borrowing to the government
Rail Line Relocation and Improvement Capital Grant Program	<ul style="list-style-type: none"> • State or political subdivision of a State, such as a City or County, or the District of Columbia 	Construction projects that improve the route or structure of a rail line and 1) involves a lateral or vertical relocation of any portion of the rail line, or 2) is carried out for the purpose of mitigating the adverse effects of rail traffic on safety, motor vehicle traffic flow, community quality of life, or economic development	Any construction project that improves the route or structure of a rail line and <ul style="list-style-type: none"> • Involves a lateral or vertical relocation of any portion of the rail line, or • Is carried out for the purpose of mitigating the adverse effects of rail traffic on safety, motor vehicle traffic flow, community quality of life, or economic development 	State or other eligible entities are required to pay at least 10 percent of the cost of the project. The State or FRA may also seek financial contributions from private entities benefiting from the rail line relocation or improvement project
Local Rail Freight Assistance (LRFA)	<ul style="list-style-type: none"> • States 	Continuation of rail freight service on abandoned light density lines. Light density freight rail lines are those that do not carry more than 5,000,000 gross tons per-mile per-year. Also for rehabilitation prior to, rather than after, abandonment of these lines	<ul style="list-style-type: none"> • Continuation of rail freight service on abandoned light density lines. • Rehabilitation prior to, rather than after, abandonment of these lines 	Determined on a Project by Project Basis
Projects of National and Regional Significance (PNRS) Program	<ul style="list-style-type: none"> • States and Multiple States 	<ul style="list-style-type: none"> • Generate national economic benefits • Reduce congestion • Improve transportation safety • Enhance the national transportation system • Garner support for non-Federal financial commitments and the degree to which Federal investment is leveraged • Provide evidence of stable and dependable financing for construction, maintenance, and operation of the facility • Use new technologies that enhance project efficiency • Help maintain or protect the environment • Funds are apportioned from the Highway Trust Fund in the amount of \$1.602 billion for FY 2006 through FY 2009 	This program provides grant funds for eligible surface transportation projects authorized under Title 23 of the United States Code. These projects may include freight railroad projects	Have a total eligible cost greater than \$500 million or 75% of the total Federal highway funds apportioned to the state in which the project is located. There is a 20% non-Federal matching requirement for this program
Freight Intermodal Distribution Pilot Grant Program	<ul style="list-style-type: none"> • State or State DOT's 	<ul style="list-style-type: none"> • How the project will help relieve congestion, improve transportation safety, facilitate international trade, and encourage public-private partnerships • Ways in which the project will establish or expand intermodal facilities that encourage the development of inland freight distribution centers 	<ul style="list-style-type: none"> • Congestion Reduction • Intermodal Freight Transportation • Freight Infrastructure needs at intermodal freight facilities and inland ports 	There is a 20% non-Federal matching requirement for this program

<p>Community Facilities Grant Program</p>	<ul style="list-style-type: none"> Public Entities such as municipalities, counties, and special-purpose districts Non-profit corporations and tribal governments 	<p>Projects will be selected based on a priority point system. Projects that will receive priority are those that:</p> <ul style="list-style-type: none"> Serve Small Communities Serve Low-Income Communities Provide Healthcare, Public Safety, or Public and Community Services 	<p>Rail facilities eligible for this funding include rail spurs serving industrial parks, yards, sidings and mainline tracks</p>	<p>Depends upon the median household income and the population in the community where the project is located and the availability of grant funds. In most instances, projects that receive grant assistance have a high priority and are highly leveraged with other loan and grant awards. Grant assistance may be available for up to 75% of project costs. Grant funding limitations are based on population and income economic feasibility & availability of funds</p>
<p>Transportation Infrastructure Finance and Innovation Act (TIFIA)</p>	<ul style="list-style-type: none"> Public and Private Entities These may include state DOTs, local governments, transit agencies, special authorities or districts, railroad companies, private firms, or consortia 	<p>Project Criteria:</p> <ul style="list-style-type: none"> Must be supported from user charges or other non-Federal dedicated funding sources Be included in the State's Transportation Plan Receive an investment grade rating on its senior debt obligations Have received NEPA clearance <p>Selection Criteria:</p> <ul style="list-style-type: none"> Economic Benefits Leveraging of Private Capital Promotion of Innovative Technologies Other Program Objectives 	<p>Credit Assistance for major transportation investments of critical national importance</p>	<p>Loan cannot cover more than 33% of anticipated project cost. Interest rates will be equal to that of the US Treasury Securities at the time of execution of agreement</p>
<p>EDA's Economic Development Assistance Programs</p>	<ul style="list-style-type: none"> District Organization Indian Tribe or a consortium of Indian Tribes State, a city or other political subdivision of a State Institution of higher education or a consortium of institutions of higher education Public or private non-profit organization or association acting in cooperation with officials of a political subdivision of a State 	<p>The project must be located in a region that meets one (or both) of the following economic distress criteria:</p> <ul style="list-style-type: none"> An unemployment rate that is, for the most recent 24 month period for which data is available, at least 1% point greater than the national average unemployment rate Per capita income that is, for the most recent period for which data are available, 80% or less of the national average per capita income 	<ol style="list-style-type: none"> Be market-based and results driven. An EDA investment will capitalize on a region's competitive strengths and will positively move a regional economic indicator, such as: an increased number of higher-skill, higher-wage jobs; increased tax revenue; or increased private sector investment resulting from the EDA investment. Have strong organizational leadership. An EDA investment will have strong leadership, relevant project management experience, and a significant commitment of human resources talent to ensure a project's successful execution. Advance productivity, innovation and entrepreneurship. An EDA investment will enable entrepreneurship; enhance regional industry clusters, and leverage and link technology innovators and local universities to the private sector to create 	<p>Amount of the grant may not exceed 50% of the total cost of the project. Projects may receive an additional amount that shall not exceed 30%, based on the relative needs of the region in which the project will be located. EDA will consider the nature of the contribution and the amount of the matching share funds. Preference to applications that include cash contributions as the matching share</p>

<p align="center">Community Development Block Grant Program (CDBG)</p>	<ul style="list-style-type: none"> • Cities • Counties 	<p>Planning and Technical Assistance grants to help communities move economic development projects from the idea stage to reality. Grants are available annually for communities to conduct planning and technical assistance activities</p>	<ul style="list-style-type: none"> • Business development feasibility studies • Business attraction and retention plans • Infrastructure needs assessments • Marketing studies • Technical assistance for specific businesses • Enterprise Zone application preparation 	
<p align="center">The Transportation Finance Bank (TFB) Revolving Loan Program</p>	<ul style="list-style-type: none"> • Local public entities • Public/private partnerships • Regional transportation planning agency or county transportation commission • Recipients of fuel tax revenue monies 	<p>Highway construction projects eligible for assistance under Title 23, USC and transit capital projects must meet the requirements of Section 5302 of Title 49, USC. Revenues from certain motor vehicle fuel taxes that may be designated to meet the State's matching share requirement will be subject to the limitations imposed by Article XIX of the California State Constitution when loaned to project sponsors for the purpose of funding transit capital projects. Projects must be included in a FSTIP and must comply with all other Federal requirements</p>	<ul style="list-style-type: none"> • Transportation projects in California • Highway construction projects • Transit capital projects 	<p>Federal Contribution - 88.53%; State Contribution - 11.47% of the principal amount financed Loan Terms to be established on a project-specific basis; Interest Rate set on the date of Commission loan approval at 1% below the 3 month Treasury Bill Average Auction rate. Minimum interest rate not less than 1%</p>