



SIAP

Short line Infrastructure Assistance Program



What is SIAP?

The Short line Infrastructure Assistance Program (SIAP) is a subprogram of the greater Freight Rail and Rail Crossing Safety Improvement program.

The SIAP provides up to 50% in matching funds to short line railroads for the enhancement of rail service, and access to ports and military installations.

The SIAP aids the North Carolina freight rail network by partnering in projects that increase efficiency, capacity, and safety of freight rail corridors. In turn, this reliable and efficient rail network facilitates the efficient and safe transit of freight while diverting it from highway transport to rail.



Contact

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
RAIL DIVISION RAIL PLANNING & DEVELOPMENT



919-707-4711



1553 Mail Service Center
Raleigh, NC 27699-1553
ATTN: Neil L. Perry, PE
Rail Planning Manager



FFRCSI_grants@ncdot.gov

FFRCSI AND SIAP

Established in 2013 under NCGS §124-5.1, the FFRCSI program provides matching funds for: the enhancement of freight rail service, short line infrastructure assistance, freight diversion from highway to rail, and railroad-roadway crossing safety.

The Short line Infrastructure Assistance Program (SIAP) is a subprogram of FFRCSI and supports the North Carolina short line freight rail network.



Scan for more info on FFRCSI
connect.ncdot.gov/resources/Rail-Division-Resources/Pages/FFRCSI



ELIGIBLE PROJECTS

A project that constructs, maintains or upgrades rail corridor infrastructure is an eligible candidate for funding.

ELIGIBLE EXPENSES INCLUDE:

- ✓ Engineering costs
- ✓ Site preparation
- ✓ Track construction
- ✓ Grade crossing improvements *(when required by track improvements)*
- ✓ Signal improvements
- ✓ Bridge maintenance and upgrades.

INELIGIBLE COSTS ARE:

- ✗ Buildings
- ✗ Utility relocations
- ✗ Mobile equipment
- ✗ Right-of-way acquisitions



ELIGIBLE RECIPIENTS

Short line railroad companies and the North Carolina State Ports Authority are eligible for this Program. Grant recipients shall be responsible for the ownership and assume maintenance and liability for the project.



FUNDING

Selected projects may receive state matching funds up to 50% of eligible project expenses.

The SIAP is a reimbursement program. Eligible expenses may be requested for reimbursement from the NCDOT Rail Division, and are subject to verification of physical progress and invoice review.

Additionally, with support of the NCDOT Rail Division, railroads may leverage state FRRCSI funds along with their private match toward applications for federal grant funding.



APPLICATION PROCESS

A “call for projects” is solicited for SIAP candidate projects, generally following approval of the annual State budget. The NCDOT Rail Division directly notifies short line candidates and the Rail Association of North Carolina (RANC) that new project applications are being accepted for consideration. Railroads may contact NCDOT Rail Division for updates.

Grant applications are received through the NC EBS grant portal www.ebs.nc.gov.

Prior to accessing the portal, applicants must be registered with the Department as a vendor. Contact your NCDOT Rail Division representative for additional details.

Applicants are encouraged to submit shovel ready projects to eliminate extensive delays between project awards and project builds.



EVALUATION AND SELECTION

All applications are evaluated, scored, and ranked based on:

- ▶ Benefit/Cost assessment
- ▶ Economic competitiveness
- ▶ Safety
- ▶ System opportunities
- ▶ Capacity and diversion

Projects are recommended for approval based on score, rank, and available funding.

All recommended projects are subject to review and approval by the NCDOT Rail Division and the NC Board of Transportation.



PROJECT DEVELOPMENT PROCESS

Awarded projects are subject to a legal agreement between the grant recipient and the NCDOT Rail Division that governs the terms for project execution. In cases where improvements fall upon a leased property(ies), the owning party will be required to enter into a contingent interest agreement with the NCDOT Rail Division, to accompany the project agreement.

Applicants should prepare for the time needed between application submittal, project selection and funding, execution of the legal agreement(s), design and environmental reviews, and groundbreaking. Notice to proceed may be allowed as early as three months following project application; however, depending on the nature of the project, it may require six months or longer.

The NCDOT Rail Division must review and approve project plans, specifications and verify environmental compliance for all potential project impacts prior to project construction.

Project improvements must be built by the grant recipient within 18-months following the execution of the project agreement. Upon completion of project construction, a six-month closeout period is allowed for final project review and billing. Project goals are subject to monitoring and improvements must be maintained and remain in service for five years following completion of the project grant.

