

Rail Industrial Access

Proposed Policy and Program Changes

- **Reduce or Eliminate Capital Expenditure Requirement**

Current Policy: Grantee can apply for 15% of the total capital expenditure associated with the overall project, up to \$450,000.

Option A: Remove capital expenditure requirement. Grantee must provide 30% match. Maximum grant still \$450,000.

Option B: Remove capital expenditure requirement for a grant up to \$100,000.

Option C: Maintain capital expenditure requirement, but increase percentage cap from 15% to 70%, up to \$450,000.

- **Eliminate pay-back requirement so long as the spur track remains active and used as intended**

Current Policy: Grantees report carloads annually for three years. If they do not meet the threshold set in their agreement, they may request an extension of three years from the Director of DRPT.

Option A: Retain contingent interest for 15 years; Collect carload data for 5 years for informational purposes only.

Option B: Retain the current policy.

- **Allow mainline switches and support facilities as eligible grant expenses**

Current Policy: Mainline switches and support facilities are not eligible. Only costs associated with construction of the spur are eligible (eligible: engineering, project management up to 5% of the grant total, grading, drainage, ballast, ties, rails, and other track materials).

Option A: Allow mainline switches as eligible expenses as part of a revised program with a requirement of a 30% match. Support facilities can only count towards total capital expenditure and remain ineligible for grant reimbursement.

Option B: Allow up to \$150,000 for a mainline switch cost (per a grantee suggestion). Support facilities can only count towards total capital expenditure and remain ineligible for grant reimbursement.