Project Specific Terms and Conditions

Statement of Work, Estimated Project Schedule, Project Budget, Performance Measures

ARTICLE 4: STATEMENT OF WORK

4.1 General Project Description

The Mid-Ohio Regional Planning Commission (MORPC), with the support of the Franklin County Convention Facilities Authority (Convention Center Authority), is applying for funding for the Heartland Rail Connectivity Initiative (Heartland Rail) to increase rail safety at existing crossings, expand fully-grade separated passenger rail service, and enhance rail connectivity and reliability while supporting existing passenger rail development efforts for two Corridor Identification and Development (Corridor ID) projects that intersect in Columbus, Ohio.

Heartland Rail intends to expand and establish intercity passenger rail service in Ohio to leverage the many benefits passenger rail connectivity offers while meeting anticipated demand for the growing Central Ohio region. Specifically, the project intends to achieve benefits related to safety improvements accomplished through upgrading, separating, or closing at-grade crossings in Task 2; system performance to improve rail efficiency and safety through in Task 3; economic competitiveness through improved transportation options and connections to job markets and tourism destinations in Task 4; and economic development, fiscal impacts, and induced benefits through station development and economic development in station cities in Task 5.

4.2 Project Location

The Heartland Rail project location consists of MORPC's 15-county region (Figure 1), with specific project locations varying for each component. Heartland Rail intends to serve the Ohio market, with a specific focus on Central Ohio. Central Ohio has 2.5 million residents and anticipates to grow to 3 million by 2050. This growth is fueled by major economic development, including investments from Intel, Honda, and Anduril.

Figure 1: MORPC's 15-County Region



A summary of locations and associated geometric data and congressional districts are listed below.

Project Location Data

Task	Project Location	Latitude	Longitude	Congressional District
2. Safety Assessment to Mitigate At-Grage Crossings	All at-grade crossings along passenger rail alignments within study area	Along existing track within 40.70311N and 39.89170N Along existing track within 40.09404N and 40.51228N	Along existing track within 83.05276W and 83.55097W Along existing track within 82.19080W and 83.56244W	OH-02, OH-03, OH-04, OH-12, OH-15
3. Columbus Convention	Greater Columbus Convention Center	39.97077N	83.00109W	OH-03; OH-15

Center Station Design				
4. Right-of-Way Analysis for New, Expanded Service	Future rail corridor(s) to be determined	N/A	N/A	OH-02, OH-03, OH-04, OH-12, OH-15
	John Glenn International Airport	39.99837N	82.89684W	OH-03

4.3 Project Scope

The Recipient will notify FRA in writing of any requested changes in Project Scope and will not proceed with the changed scope unless approved by FRA in writing. If approved, changes to Project Scope may require additional environmental review or an amendment to this Agreement.

Task 1: Project Administration and Management

Subtask 1.1: Project Administration

The Recipient will perform all tasks required for the Project through a coordinated process, which will involve affected railroad owners, operators, and funding partners, including:

- Franklin County Convention Facilities Authority (Convention Center Authority): Project partner and local match contributor. The Recipient will provide a sub-award to the Convention Center Authority to lead the implementation and management of Task #2, Columbus Convention Center Station Design. The Convention Center Authority's $1,200,000 local match contribution will support the tasks associated with this Task. The Recipient will oversee this work.
- FRA

In addition to Task #1, Project Administration and Management, the Recipient will oversee Task #2, Safety Assessment to Mitigate At-Grade Crossings; Task #4, Right-of-Way Analysis for New, Enhanced Service for Future Rail Corridors; and Task #5, Rail-Oriented Development Analysis and Governance Framework. To augment the Recipient's capacity and technical capabilities, consultant support will be engaged to coordinate and deliver the multiple deliverables associated with each of these Tasks.

The Recipient will facilitate the coordination of all activities necessary for implementation of the Project, including:

- If not held prior to award, participate in a Project kickoff meeting with FRA following award;
- complete necessary steps to hire a qualified consultant/contractor to perform required Project work, as necessary;
- hold regularly scheduled Project meetings with FRA;
- inspect and approve work as it is completed; and
- participate in other coordination, as needed.

The Recipient will demonstrate to FRA that it is carrying out the project benefits in the most cost-efficient manner.

The Recipient has experienced executive management, finance, IT, and HR staff who will support this project through established operational systems. These functions are not funded as direct project costs. Instead, the project benefits from this support through the organization's federally approved indirect cost rate, which covers administrative oversight, financial management, compliance, and internal controls.

Subtask 1.2.1: Project Management Plan

The Recipient will prepare a Project Management Plan (PMP) that describes how the Project will be implemented and monitored to ensure effective, efficient, and safe delivery of the Project on time and within budget. The PMP will describe, in detail, the activities and steps necessary to complete the tasks outlined in this Statement of Work.

The PMP will include a Project Schedule and Project Budget for the work to be performed under this Agreement. The Project Schedule will be consistent with the Estimated Project Schedule in Section 5.2 of this Attachment 2 but provide a greater level of detail. Similarly, the Project Budget should be consistent with the Approved Project Budget in Section 6.5 of this Attachment 2 but provide a greater level of detail.

The Recipient will submit the PMP to FRA for review and approval. The Recipient will implement the Project as described in the approved PMP. The Recipient will not begin work on subsequent tasks until FRA has provided written approval of the PMP, unless FRA has provided pre-award authority for such work under Section 6.6 of this Attachment 2. FRA will not reimburse the Recipient for costs incurred in contravention of this requirement.

FRA may require the Recipient to update the PMP. The Recipient will submit any such updates to FRA for review and approval, and FRA will determine if updates to the PMP require an amendment to this Agreement. The Project Budget and Project Schedule may be revised consistent with Article 5 of Attachment 1 of this Agreement without amending this Agreement.

Subtask 1.3.1: Project Closeout

The Recipient will submit a Final Performance Report as required by Section 7.2 of Attachment 1 of this Agreement, which should describe the cumulative activities of the Project, including a complete description of the Recipient's achievements with respect to the Project objectives and milestones.

Task 1 Deliverables:

Deliverable ID	Subtask	Deliverable Name
1.2	1.2.1	Project Management Plan
1.3	1.3.1	Project Closeout: Final Performance Report

Task 2: Safety Assessment to Mitigate At-Grade Crossings

The Recipient will conduct safety studies to assess at-grade crossings along existing rail and future passenger rail alignments in the 15-county region to determine where grade separations or other safety measures are recommended, prioritizing crossings with train-involved crash history. Task 2 will determine which crossings need to be improved, separated, or closed to enable passenger rail speeds that are competitive with auto travel, and will develop conceptual designs for each recommended grade crossing improvement. High-level environmental impact analysis and costs of these improvements will be estimated, yielding critical information for passenger rail corridor development and for other state, local, and freight partners to improve safety for all railroad users.

Subtask 2.2.1: Grade Crossing Safety Study

Conduct a comprehensive safety assessment of at-grade crossings in the project study area. This includes analyzing train-involved crash history and determining which crossings require improvement, separation, or closure to achieve passenger rail speeds competitive with auto travel.

Develop conceptual engineering designs for each recommended improvement (e.g., grade separations or enhanced safety measures). These designs will serve as the blueprint for future corridor development.

Subtask 2.1.2: Environmental Impact Analysis

Perform a preliminary review of the environmental footprints associated with the proposed crossing improvements. This provides critical data for state and local partners regarding the viability of each site.

Subtask 2.2.2: Grade Crossing Improvement Cost Estimates

Develop high-level cost estimates for the recommended separations and safety measures. These estimates will be used for future implementation and to assist partners in project prioritization.

Subtask 2.2.3: Grade Crossing Improvement and Implementation Plan

Deliver all safety improvement recommendations in an implementation plan that factors in schedule and budget. The recipient and other project partners will use this plan to leverage additional funding and implement and construct key at-grade crossing improvements.

Task 2 Deliverables:

Deliverable ID	Subtask	Deliverable Name
2.1	2.1.1	Grade Crossing Safety Study with Crossing Improvement Priorities
2.2	2.2.1	Environmental Impact Analysis of Identified Crossings
2.2	2.2.2	Grade Crossing Improvement Cost Estimates

2.3	2.2.3	Grade Crossing Improvement and Implementation Plan

Task 3: Columbus Convention Center Station Design

Subtask 3.1.1: Platform and Track Location Options

This subtask explores platform and track location options at the Columbus Convention Center Station, located at the intersection of proposed north–south and east–west passenger rail corridors. The work evaluates station configuration opportunities within the site, including relationships to existing infrastructure and the lower-level active freight rail tracks beneath the taxi and valet drop-off area serving the Greater Columbus Convention Center and nearby hotels.

Subtask 3.1.2: Freight Rail and Passenger Rail Traffic Integration Plan

Active CSX and Norfolk Southern freight rail tracks operate on a lower level beneath the proposed station area. This subtask evaluates strategies for integrating high-volume passenger rail operations with existing freight rail traffic, ensuring safe, efficient, and reliable operations for both systems.

Subtask 3.1.3: Coordination with Other Transit Modes

This subtask examines pedestrian and passenger movement and intermodal connections, including links to existing and future transit services, taxis, ride-share services, and other mobility options. Special attention is given to seamless connectivity between the station, the convention center, and surrounding hotels.

Subtask 3.1.4: Land Use and Economic Development Integration

As a high-volume transfer point within the national rail network, the Convention Center Station represents a high-value real estate and economic development opportunity. This subtask considers how station planning and layout can support surrounding land uses and contribute to broader economic development goals in the heart of Columbus.

Subtask 3.1.5: Station Design Concepts

This subtask focuses on the development of station design concepts that create an exciting and inviting passenger experience. The design will welcome residents, tourists, and business travelers, while reinforcing the station’s role as a civic gateway to downtown Columbus and the State of Ohio.

Subtask 3.1.6: 15% Preliminary Engineering Plan

The scope includes development of 10–15% preliminary engineering to build upon the Columbus Convention Center Passenger Rail Station concepts developed in 2021. This work is led by the Convention Center Authority and establishes the technical foundation for future design and environmental review.

Subtask 3.2.1: Pre-NEPA Environmental Analysis

This subtask includes pre-NEPA environmental analysis to identify potential environmental considerations early in the project development process and to inform subsequent phases of planning and design.

Subtask 3.3.1: Station Renderings

Architectural renderings will be prepared to visually communicate the station concepts, layout, and relationship to the Convention Center, surrounding hotels, and adjacent transportation infrastructure.

Subtask 3.3.2: Public Outreach

Public outreach activities will be conducted to engage stakeholders, gather feedback, and communicate station concepts and planning progress to the community and project partners.

Task 3 Deliverables:

Deliverable ID	Subtask	Deliverable Name
3.1	3.1.1	Platform and Track Location Options
3.1	3.1.2	Freight Rail and Passenger Rail Traffic Integration Plan
3.1	3.1.3	Coordination with Other Transit Modes
3.1	3.1.4	Land Use and Economic Development Integration
3.1	3.1.5	Station Design Concepts
3.1	3.1.6	15% Preliminary Engineering Plan
3.2	3.2.1	Pre-NEPA Environmental Analysis
3.3	3.3.1	Station Renderings
3.3	3.3.2	Public Outreach

Task 4: Right-of-Way Analysis for New, Expanded Service

The Recipient will conduct a comprehensive right-of-way analysis for dedicated, grade-separated non-freight rail corridors, including, but not limited to, freeways, utility easements, and other limited-access corridors to determine alternative route options to support new intercity passenger rail. Right-of-way tasks will examine new passenger rail alignment concepts for Central Ohio.

Subtask 4.1.1: Existing Conditions

This task examines in detail the existing freeway and other limited-access right-of-way corridors through Central Ohio, investigating alignments for curvature and speed restrictions, grade crossings, current and projected vehicle traffic levels, and identifying chokepoints.

Subtask 4.2.1: Project Planning: Identify Corridor Capacity

Early planning work will be carried out to identify corridor capacity where new right-of-way could be purchased to make intercity passenger service more efficient.

Subtask 4.2.2: Project Planning: Analyze Clearance and Cross-Sections

Early planning work will be carried out to analyze clearance and cross-sections to evaluate passenger rail integration at overpasses and bridges.

Subtask 4.2.3: Project Planning: Determine Utility Relocation Impacts and Other Infrastructure Coordination

Early planning work will be carried out to determine utility relocation impacts and other infrastructure coordination for proposed passenger rail corridors.

Subtask 4.2.4: Project Planning: Environmental and Land Use Inventory

Early planning work will be carried out to prepare for future environmental impact analysis requirements by completing an environmental and land use inventory.

Subtask 4.2.5: Project Planning: Develop Cost Estimates for Passenger Rail Construction and Implementation

Early planning work will be carried out to develop cost estimates for passenger rail construction and implementation, including land acquisition, utility relocation, and construction costs.

Subtask 4.3.1: Airport Access Study: Economic Value Analysis

This task examines the existing freight rail corridor and non-rail right-of-way between the Convention Center and John Glenn International Airport. It explores the question of whether rail connectivity between these two destinations provides enough economic value to attract private rail operators and build regional support for a larger passenger rail network.

Subtask 4.3.2: Airport Access Study: Consumer Benefit Analysis

This study will evaluate the benefits to consumers arising from savings in cost and travel time.

Subtask 4.3.3: Airport Access Study: Planning and Conceptual Engineering

Planning and early engineering work will be done on the proposed connections between the Columbus Convention Center Passenger Rail Station and the airport's main passenger terminal, looking at potential alignments, integration with the existing transportation network, ease of access, and environmental and right-of-way impacts.

Subtask 4.3.4: Airport Access Study: Owner Discussions and Stakeholder Engagement

The Right-of-Way Analysis component will include the necessary work of facilitating discussions with right-of-way owners, and other stakeholders within and outside the MORPC region to develop a shared vision and plan of action for incorporating new rail service on the Central Ohio transportation network. This process supports future implementation phases of Heartland Rail by performing public outreach activities and developing agreements with owners.

Task 4 Deliverables:

Deliverable ID	Subtask	Deliverable Name
4.1	4.1.1	Existing Conditions
4.2	4.2.1	Project Planning: Identify Corridor Capacity
4.2	4.2.2	Project Planning: Analyze Clearance and Cross-Sections
4.2	4.2.3	Project Planning: Determine Utility Relocation Impacts and Other Infrastructure Coordination
4.2	4.2.4	Project Planning: Environmental and Land Use Inventory

4.2	4.2.5	Project Planning: Develop Cost Estimates for Passenger Rail Construction and Implementation
4.3	4.3.1	Airport Access Study: Economic Value Analysis
4.3	4.3.2	Airport Access Study: Consumer Benefit Analysis
4.3	4.3.3	Airport Access Study: Planning and Conceptual Engineering
4.3	4.3.4	Airport Access Study: Owner Discussions and Stakeholder Engagement

Task 5: Rail-Oriented Development Analysis and Governance Framework

This task explores ways in which rail-oriented development can be facilitated, and how that development can be focused to support passenger needs and activity when passenger rail returns to Central Ohio.

Subtask 5.1.1: Station Area Value Capture Assessment

An important part of this effort, which ties in with other Heartland Rail project components, is assessing value capture – in particular, examining how passenger rail development benefits can directly support station and rail infrastructure upkeep and operations, and maximize economic impacts of station area real estate development, making rail service more reliable and sustainable, enhancing its attractiveness for private operators, and reducing the need for subsidy.

Subtask 5.1.2: Economic Impact Analysis

This subtask will evaluate the potential social, environmental and economic benefits for the region, with a focus on business growth, workforce development, new housing projects, the tourism economy, and overall resident quality of life. The methods and findings of the Rail-Oriented Development Analysis component will be a resource that can be utilized for all proposed station locations.

Subtasks 5.2.1 & 5.2.2: Stakeholder Engagement & Governance Framework

These subtasks examine governance options for passenger rail advancement and delivery in Central Ohio. MORPC will work with ORDC, municipal partners, and other stakeholders to establish roles, responsibilities, and decision-making for assembling ROW, overseeing system construction, and managing ongoing operations & maintenance of passenger rail in Ohio. This work is complex, involving multiple cities and counties. Understanding organizational capacity, reaching agreements with partners, and identifying governance-related risks now will greatly accelerate implementation of passenger rail.

Task 5 Deliverables:

Deliverable ID	Subtask	Deliverable Name
5.1	5.1.1	Station Area Value Capture Assessment

5.1	5.1.2	Economic Impact Analysis
5.2	5.2.1	Stakeholder Engagement
5.2	5.2.2	Governance Framework

Additional Task:
None.

4.4 Implement Required Environmental Commitments
There are no environmental commitments for the Project.

ARTICLE 5: AWARD DATES AND ESTIMATED PROJECT SCHEDULE

5.1 Award Dates
Budget Period End Date: To be determined upon award.

Period of Performance End Date: To be determined upon award.

5.2 Estimated Project Schedule
Milestones associated with this Agreement are identified in Table 5-A: Estimated Project Schedule. The Recipient will complete these milestones to FRA's satisfaction by the Schedule Date, subject to Article 5 of Attachment 1 of this Agreement. The Recipient will notify FRA in writing when it believes it has achieved the milestone.

Table 5-A: Estimated Project Schedule

Milestone	Schedule Date
Task 2: Project Planning Completion	December 31, 2028
Task 3: Project Planning Completion	December 31, 2027
Task 3: Project Development Completion	December 31, 2028
Task 4: Project Planning Completion	December 31, 2028
Task 5: Project Planning Completion	June 30, 2028

ARTICLE 6: AWARD AND PROJECT FINANCIAL INFORMATION

6.1 Award Amount
Requested Federal Funds: $4,800,000.00

6.2 Federal Obligation Information
Federal Obligation Type: Single

6.3 Federal Authorization and Funding Source.

Authorizing Statute: The FSP Program was authorized in Sections 22106 and 22307 of the Infrastructure Investment and Jobs Act (IIJA), Pub. L. No. 117-58 (November 15, 2021); 49 U.S.C. 24911.

Appropriation: Funding under the FY24–25 NOFO was made available by the Consolidated Appropriations Act, 2024, Div. F, Tit. I, Pub. L. 118-42 (March 9, 2024) (2024 Appropriation), the Full-Year Continuing Appropriations and Extensions Act, 2025, Div. A, Tit. XIII, Public Law 119-4 (March 15, 2025) (2025 Appropriation), and Title VIII of Division J of the IIJA.

6.4 Funding Availability

Program funding that is obligated under this Agreement remains available until expended or no longer available.

6.5 Approved Project Budget

The estimated total Project cost under this Agreement is $6,000,000.

FRA will contribute a maximum of 80% percent of the total Project cost, not to exceed the Agreement Federal Funds in Section 6.1 of this Attachment 2. FRA will fund the Project at the lesser amount of the Agreement Federal Funds or the FRA maximum contribution percentage of total Project costs.

The Recipient will contribute $1,200,000 in Agreement Non-Federal Funds. Recipient's Agreement Non-Federal Funds are comprised of $1,200,000 in cash contributed by project partner, the Franklin County Convention Facilities Authority.

The Recipient will complete the Project to FRA's satisfaction within the Approved Project Budget, subject to Article 5 of Attachment 1 of this Agreement.

Table 6-A: Proposed Project Budget by Task

Task #	Task Title	Requested Federal Funds	Non-Federal Funds	[Other Non-Federal Funds]	Total
1	Project Administration and Management	$523,888.00	$0.00	$0.00	$523,888.00
2	Safety Assessment to Mitigate At-Grade Crossings	$1,000,000.00	$0.00	$0.00	$1,000,000.00
3	Columbus Convention Center Station Design	$1,300,000.00	$1,200,000.00	$0.00	$2,500,000.00
3	Right-of-Way Analysis for New, Expanded Service	$1,575,000.00	$0.00	$0.00	$1,575,000.00

5	Rail-Oriented Development Analysis and Governance Framework	$401,112.00	$0.00	$0.00	$401,112.00
	Total	**$4,800,000.00**	**$1,200,000.00**	**$0.00**	**Total Project Cost: $6,000,000.00**

Table 6-B: Approved Project Budget by Source

Funding Source	Total Amount	Percentage of Total Project Cost
Federal Share	$	%
REQUESTED Federal Funds Fiscal Year 2024–2025 FSP-National	$4,800,000.00	80%
Agreement Non-Federal Funds	$	%
Franklin County Convention Facilities Authority	$1,200,000.00	20%

6.6 Pre-Award Costs

None. Consistent with 2 C.F.R. part 200, costs incurred before the date of this Agreement are not allowable costs under this award. FRA will neither reimburse those costs under this award nor consider them as a non-Federal cost-sharing contribution to this award.

6.7 Phased Funding Agreement

Not applicable.

ARTICLE 7: PERFORMANCE MEASUREMENT INFORMATION

Table 7-A: Performance Measurement Table identifies the performance measures that this Project is expected to achieve. These performance measures will enable FRA to assess the Recipient's progress in achieving grant program goals and objectives. The Recipient will report on these performance measures in accordance with the frequency and duration specified in Table 7-A.

Upon Project completion, the Recipient will submit reports comparing the actual Project performance of the new and or improved asset(s) against the pre-Project (baseline) performance and expected post-Project performance as described in Table 7-A. The Recipient will submit the performance measures report to the Project Manager in accordance with Table 7-A.

Table 7-A: Performance Measurement Table

Goal	Objective	Performance Measure	Description of Measure	Measurement	Reporting
Goal 1: Enhance safety	Mitigate At-Grade Crossings in Project Area	Completion of a comprehensive grade crossing safety study with prioritized improvement recommendations	Completion of a comprehensive grade crossing safety study with prioritized improvement recommendations | Measures completion of a safety assessment of all at-grade crossings along existing and future passenger rail alignments in the 15-county study area, including crash history analysis and identification of crossings requiring improvement, separation, or closure to support competitive passenger rail speed	**Pre-Project (Baseline) Performance**: No corridor-wide safety prioritization exists	**Frequency:** Once upon study completion
				Expected Post-Project Performance: Grade Crossing Safety Study identifying and prioritizing crossings for improvement (Deliverable 2.1)	**Duration:** Project Period of Performance as defined by FRA
Goal 1: Enhance Safety	Develop implementable solutions for crossing improvements	Development of conceptual engineering designs for recommended grade crossing improvements	Measures delivery of conceptual designs (e.g., grade separations, enhanced warning devices, closures) that can be advanced into future design and construction phases	**Pre-Project:** No conceptual designs available	**Frequency:** Once upon design completion
				Expected Post-Project: Conceptual engineering designs completed for all recommended improvements	**Duration:** Project Period of Performance as defined by FRA
Goal 1: Enhance Safety	Assess environmental feasibility of crossing improvements	Completion of preliminary environmental impact analysis for identified crossings	Measures completion of high-level environmental review to identify potential environmental constraints and considerations for recommended crossing improvements	**Pre-Project:** Environmental impacts not assessed	**Frequency:** Once upon analysis completion
				Expected Post-Project: Environmental Impact Analysis completed for prioritized crossings (Deliverable 2.2)	**Duration:** Project Period of Performance as defined by FRA
Goal 1: Enhance Safety	Support future funding and implementation	Development of cost estimates and an implementation plan for crossing improvements	Measures preparation of high-level cost estimates and a phased implementation plan	**Pre-Project:** No cost estimates or implementation strategy	**Frequency:** Once upon plan completion
				Expected Post-Project: Cost estimates and implementation plan completed	**Duration:** Project Period of Performance as defined by FRA
Goal 2: Establish new intercity passenger rail service	Identify feasible new passenger rail corridors	Completion of comprehensive right-of-way analysis for new and expanded service	Measures analysis of existing conditions, corridor capacity, clearances, utility impacts, environmental and land use considerations, and cost estimates for dedicated passenger rail corridors	**Pre-Project (Baseline) Performance:** No comprehensive ROW analysis for Central Ohio passenger rail	**Frequency:** At completion of major analysis phases
				Expected Post-Project Performance: ROW analysis completed with feasible corridor alternatives identified (Deliverables 4.1 & 4.2)	**Duration:** Project Period of Performance as defined by FRA

Table 7-A: Performance Measurement Table (continued)

Goal	Objective	Performance Measure	Description of Measure	Measurement	Reporting
Goal 2: Establish new intercity passenger rail service	Support long-term implementation planning	Development of planning level construction and implementation cost estimates	Measures preparation of high-level cost estimates including land acquisition, utility relocation, and construction costs	**Pre-Project (Baseline) Performance:** No corridor-level cost estimates	**Frequency:** Once upon completion
				Expected Post-Project Performance: Planning level cost estimates completed for candidate corridors (Deliverable 4.2.5)	**Duration:** Project Period of Performance as defined by FRA
Goal 3: Improve connectivity	Evaluate passenger rail connection to John Glenn Columbus International Airport	Completion of airport access economic and consumer benefit analyses	Measures assessment of economic value, consumer travel time savings, and ridership benefits associated with a rail connection between the Convention Center Station and the airport	**Pre-Project (Baseline) Performance**: No formal airport rail access evaluation	**Frequency:** Once upon completion
				Expected Post-Project: Performance: Economic value and consumer benefit analyses completed (Deliverables 4.3.1 & 4.3.2)	**Duration:** Project Period of Performance as defined by FRA
Goal 4: Support sustainable rail development	Identify mechanisms to fund and sustain passenger rail	Completion of station area value capture, economic impact analyses, and rail-focused development strategy	Measures evaluation of value capture tools and regional economic impacts to support long-term financial sustainability of passenger rail	**Pre-Project:** No defined airport rail access concepts	**Frequency:** Once upon completion
				Expected Post-Project: Planning, conceptual engineering, and stakeholder engagement completed (Deliverables 4.3.3 & 4.3.4)	**Duration:** Project Period of Performance as defined by FRA
Goal 4: Support sustainable rail development	Establish governance framework for passenger rail delivery	Completion of stakeholder engagement and governance framework	Measures development of defined roles, responsibilities, and governance structures to support implementation, operations, and maintenance	**Pre-Project:** No unified governance framework	**Frequency:** At engagement milestones and final deliver
				Expected Post-Project: Stakeholder engagement completed and governance framework established (Deliverables 5.2.1 & 5.2.2)	**Duration:** Project Period of Performance as defined by FRA