



## USDOT Discretionary Grants Opportunity

# FRA Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program

The **Consolidated Rail Infrastructure and Safety Improvements (CRISI) program**, administered by the Federal Railroad Administration, seeks to invest in a wide range of projects to improve railroad safety, efficiency and reliability; mitigate congestion at intercity passenger and freight rail chokepoints to support more efficient travel and goods movement; enhance multimodal connections; and lead to new or substantially improved intercity passenger rail transportation corridors.

This document summarizes eligible projects, eligible applicants, funding categories, award size and matching requirements, evaluation criteria and application requirements. Please refer to the [NOFO](#) for more information.

### Eligible Projects

Eligible projects are focused on ensuring rail safety as well as addressing congestion challenges affecting rail service. They are not required to be in a state's rail plan. Project types include but are not limited to the following:

- Deployment of railroad safety technology
- Capital projects that address congestion challenges affecting rail service, facilitate ridership growth and improve regional rail infrastructure.
- Highway-rail grade crossing improvement and rail line relocation and improvement projects.
- Regional rail and corridor service development plans and environmental analyses
- Enhanced multimodal connections or service integration with rail
- Safety program or measures to prevent trespassing
- Research to advance rail-related capital, operations or safety improvements
- Workforce development coordinated with existing local training programs
- Research, development and testing to advance innovative rail projects
- Emergency plans for communities where hazardous materials are moved by rail
- Rehabilitating, remanufacturing, procuring or overhauling locomotives for emissions reduction
- Deployment of magnetic levitation transportation projects

Eligible projects, including those that are a component of a larger program or project, must have operational independence (*independent utility and independent benefits*) and must be achievable with the funding levels requested in the application (*including all matching funds*).



### APPLICATION DEADLINE:

#### Applications Due:

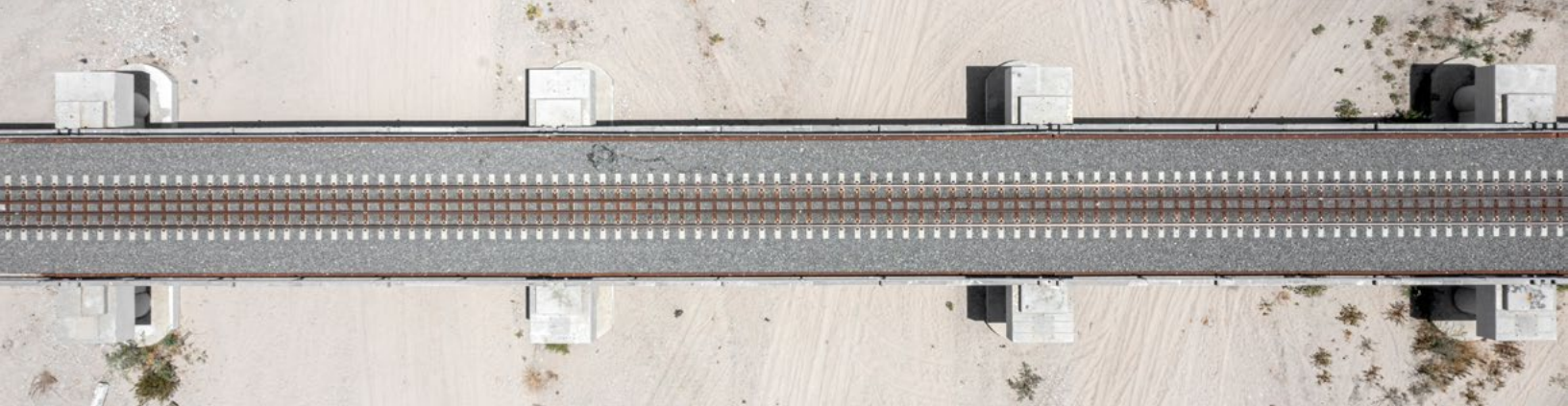
May 28, 2024  
11:59 p.m. EDT

Scan to see  
our current  
Grant Program  
Summaries:



April 5, 2024





## Eligible Applicants

The following entities are eligible to apply for funding through this program:

- A state (*including the District of Columbia*) or group of states
- An interstate compact or a public agency or publicly chartered authority established by one or more states
- A political subdivision of a state
- Amtrak or another rail carrier that provides intercity rail passenger transportation
- A Class II railroad or Class III railroad or an association representing railroads
- A federally recognized Indian Tribe
- Rail carrier or equipment manufacturer in partnership with one of the entities above
- The Transportation Research Board and any entity with which it contracts
- A university transportation center engaged in rail-related research
- A non-profit organization representing employees of rail carriers or contractors

The applicant serves as the primary point of contact for the application, and if selected, as the grantee of the grant award. An application may identify entities that are not eligible applicants as project partners.

## Funding Categories and Set Asides

Approximately \$2.5 billion in funding is available from the 2023 and 2024 Appropriations under the CRISI program. The CRISI program establishes four categories of funding set asides: Rural Area, Intercity Passenger Rail, Trespassing Measures and Magnetic Levitation Deployment projects.

### Rural Area Set Aside

Approximately \$657 million in funding is available for rural areas. FRA will consider a project to be in a rural area if all or the majority of the project, determined by geographic location of funds spent, is located in a rural area.

### Intercity Passenger Rail Set Aside

At least \$150 million in funding is available for capital projects that support the development of new intercity passenger rail service routes, including realignment of existing rail routes.

### Trespassing Measures Set Aside

Approximately \$33 million in funding is available for the development and implementation of measures to prevent trespassing and reduce related injuries and fatalities.

### Magnetic Levitation Deployment Project Set Aside

At least \$2 million in 2021 appropriation funding will be made available for the deployment of magnetic levitation transportation projects. Up to \$5 million will be made available from the 2023 Appropriation for preconstruction planning activities and capital costs.

## Award Size and Matching Requirements

The Notice of Funding Opportunity notes there are no predetermined maximum dollar thresholds for individual awards, but FRA encourages applications that request funding in excess of \$1 million. Applicants are not limited in the number of projects for which they are seeking.

Applicants are required to offer at least a 20% non-federal match, as the federal share of costs for CRISI projects may not exceed 80%. The minimum 20% match may be comprised of a combination of non-federal public sector (*i.e., state or local government*) and private funding contributions.

## Evaluation Criteria

FRA will evaluate all applications determined to be eligible and complete based on a benefit-cost analysis (BCA), project benefits and technical merit.

### Benefit-Cost Analysis and Project Benefits

FRA will evaluate the BCA and project benefits of the project relative to the costs of the project and a summary of benefits focused on:

- System and service performance
- Safety, competitiveness, reliability, trip or transit time and resilience
- Improved integration with other modes
- Meeting existing or anticipated demand

### Technical Merit

FRA will evaluate the application materials to determine:

- If the tasks identified in the Statement of Work (SOW) are appropriate
- How the application demonstrates project readiness
- Technical qualifications of key project personnel
- Potential private sector participation in the financing, construction, or operation of the proposed project
- Legal, financial and technical capacity to deliver project
- The proposed use of innovative technologies

### Alignment with FRA Strategic Goals

- Safety
- Climate change and sustainability
- Equity and Justice40
- Workforce development, job quality and wealth creation

## Application Requirements

Applications require a narrative limited to 25 pages, a Statement of Work, a Benefit-Cost Analysis and several standard forms.

**Applications are due on Tuesday, May 28, 2024, at 11:59 pm EDT**



**HDR's Infrastructure Finance and grant writing professionals stand by ready to support project sponsors applying for funding from the CRISI program.**

**If you need any assistance or have questions, please contact:**

**Nathan Macek** | [nathan.macek@hdrinc.com](mailto:nathan.macek@hdrinc.com) | **Kevin Keller** | [kevin.keller@hdrinc.com](mailto:kevin.keller@hdrinc.com) | **Cat Dobbs** | [catherine.dobbs@hdrinc.com](mailto:catherine.dobbs@hdrinc.com)

[hdrinc.com](https://www.hdrinc.com)

We practice increased use of sustainable materials and reduction of material use.

© HDR, all rights reserved.

