



GRANT INSIGHTS

The purpose of the Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program is to invest in projects that improve railroad safety, efficiency, and reliability; mitigate congestion at both intercity passenger rail and freight rail chokepoints to support more efficient travel and goods movement; enhance multi-modal connections; and lead to new or substantially improved Intercity Passenger Rail Transportation corridors. Program funds are authorized through the Infrastructure Investment and Jobs Act (IIJA) and Consolidated Appropriations Act, 2021, 2023, and 2024.

The agency intends to award projects aligned with the U.S. Department of Transportation's (DOT) strategic goals of improving safety, economic strength and global competitiveness, equity, climate and sustainability, and transformation.

Federal Agency Name	U.S. Department of Transportation - Federal Railroad Administration (FRA)
Funding Opportunity	Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program
NOFO Release Date	03/29/2024
Application Due Date	05/28/2024 by 11:59 p.m. EST via www.Grants.gov
# of Programs:	Applicants are to identify, and apply under, only one of the following Tracks: 1. Systems Planning and Project Planning; 2. Project Development; 3. Final Design/ Construction; 4. Research, Workforce Development, Safety Programs, and Institutes; or 5. Deployment of Magnetic Levitation Transportation Projects
Total Funding Available	\$2,478,391,050
Award Minimum	N/A (FRA encourages applications that request funding in excess of \$1,000,000)
Award Maximum	N/A
Recipient Cost-Share/ Match Requirements:	Applicants must provide at least 20% of the total project costs via public sector or private sector, in-kind (non-federal) matching contributions.
Summary	<p>Eligible Projects: (including, but not limited to)</p> <ul style="list-style-type: none"> • Capital Projects: relating to intercity passenger rail service; necessary to address congestion, safety challenges affecting rail service, or facilitate ridership growth in intercity passenger rail transportation along heavily traveled rail corridors; and to improve short-line, regional, or highway-rail grade crossing and railroad infrastructure; • Deployment of railroad safety technology, including Positive Train Control (PTC) and Rail Integrity Inspection Systems; • Rail line relocation or improvement projects; • Preparation of regional rail and corridor service development plans and corresponding environmental analyses; • Projects and research necessary to enhance multimodal connections and any aspect of rail-related capital, operations, or safety improvements;



	<ul style="list-style-type: none"> • Development and implementation of a safety program, emergency plan, or institute designed to improve rail safety; and • Deployment of magnetic levitation transportation projects.
Eligible Applicants	<ul style="list-style-type: none"> • A State, group of States, or Interstate Compact • Public Agencies or Publicly Chartered Authorities • Political Subdivision of a State • Private Sector • Rail Carriers, Holding Companies, or Equipment Manufacturers • Federally Recognized Indian Tribes • University Transportation Centers engaged in rail-related research • Nonprofit Labor Organizations representing employees of rail carriers <p>*For Magnetic Levitation (Maglev) Deployment Grants Program funds, applicants must be a State, States, or an authority designated by one or more States.</p> <p>**Partnerships: Applications must identify an eligible applicant as the lead applicant. Entities that are not eligible applicants may be included in an application as project partners.</p> <p>***Applicants are not limited in the number of projects for which they seek funding; however, the funding agency expects that applications identify only one Track for an eligible activity.</p>
Special Considerations	<p>Rural Area Set-Aside: at least \$657,393,500, or 25% of available funding</p> <p>Intercity Passenger Rail Set-Aside: at least \$150M</p> <p>Trespassing Measures Set-Aside: at least \$32,724,132</p> <p>Magnetic Levitation Deployment Projects Set-Aside: \$2M in 2021 Appropriation funding for deployment projects and \$5M in 2023 Appropriation for preconstruction planning activities and capital costs related to deployment projects</p> <p>Workforce Development Set-Aside: at least \$5M</p>
Notes	<p>Additional Agency/Program Priorities and Eligible Projects:</p> <ul style="list-style-type: none"> • Develop and implement measures to prevent trespassing and reduce associated injuries and fatalities; • Incorporate a comprehensive approach to project development, include multiple project partners, and include infrastructure improvements in combination with a safety program focused on enforcement and outreach; • Maximize net benefits of awarded funds, including anticipated private and public benefits relative to project cost; • Rehabilitating, remanufacturing, procuring, or overhauling locomotives, provided the results significantly reduce emissions; • Address environmental justice, particularly for communities disproportionately experiencing climate change-related consequences; • Target at least 40% of benefits toward low-income communities and those underserved by affordable transportation; and • Workforce development and training activities to support the creation of good-paying jobs, strong labor standards, and placement programs. <p>Capital projects are not required to be included in a State rail plan developed under 49 U.S.C. Chapter 227.</p>
Contact Information	<p>Title: FRA NOFO Support - Program Staff (Preferred) Agency: USDOT - FRA Email/Phone: FRA-NOFO-Support@dot.gov</p> <p>Title: Supervisory Transportation Specialist (*If additional assistance is needed) Name: Deborah Kobrin Agency: USDOT - FRA Email/Phone: deborah.kobrin@dot.gov (preferred); and (202) 420-1281</p>

