

2022 CRISI Grant

This is only a summary; applicants should not rely on it to meet application requirements. Study the full grant opportunity announcement before applying for any federal grant.

Program Description – The purpose of the FY22 Consolidated Rail Infrastructure and Safety Improvements (CRISI) Grant Program is to invest in a wide range of projects within the United States to improve railroad safety, efficiency, and reliability; mitigate congestion at both intercity passenger 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.

Opportunity Numbers – FR-CRS-22-004	Agency – USDOT, Federal Railroad Administration (FRA)
Available Funding: \$1,427,462,902	NOFO & Related – https://www.grants.gov/web/grants/view-opportunity.html?oppld=343386
Closing – December 1, 2022, 5:00 PM EST	
Obligation Deadline: None listed	BCA Required? Yes
Minimum Award: \$0	Eligible Projects and Costs: See below
Eligible Applicants: a. State governments b. Private institutions of higher education c. Special district governments d. Small businesses e. Nonprofits having a 501(c)(3) status with the IRS, other than institutions of higher education f. Native American tribal governments g. For profit organizations other than small businesses h. Public and State controlled institutions of higher education i. County governments j. City or township governments	Required Cost Share: Grant funding will not exceed 80%; Federal share of total project costs at 50% or less looked upon more favorably.
	Funding amounts are set-aside for the following purposes: Rural Area Set-Aside — ≥ \$376M, or 25% Intercity Passenger Rail Set-Aside — ≥ \$150,000,000 Capital Projects that support the development of new Intercity Passenger Rail Service routes. Trespassing Measures Set-Aside — ≥ \$25,000,000 for the development and implementation of measures to prevent trespassing and reduce associated injuries and fatalities. Magnetic Levitation Deployment Projects Set-Aside —\$2M in 2021 Appropriation funding will be made available for the Deployment of Magnetic Levitation Transportation Projects. \$5M will be made available from the 2022 Appropriation for preconstruction planning activities and capital costs.

Application Tracks

Applicants are not limited in the number of projects for which they seek funding. FRA expects that applications identify only one of the following tracks for an eligible activity: Track 1— Systems Planning; Track 2—Project Development; Track 3—FD/Construction; Track 4—Research, Safety Programs and Institutes; or Track 5— Deployment of Magnetic Levitation Transportation Projects.

Evaluation Criteria

Project Benefits: FRA will evaluate the Benefit-Cost Analysis and project benefits including - (A) Effects on system and service performance; (B) Effects on safety, competitiveness, reliability, trip or transit time, and resilience; (C) Efficiencies from improved integration with other modes; and (D) Ability to meet existing or anticipated demand.	Technical Merit: FRA will evaluate application information for the degree to which— (A) The tasks and subtasks outlined in the SOW are appropriate to achieve the expected outcomes of the proposed project. (B) Applications indicate strong project readiness and meet requirements under the project track(s) designated by the applicant. (C) The technical qualifications and experience of key personnel and supporting organizations. (D) The proposed project’s business plan considers potential private sector participation in the financing, construction, or operation of the proposed project. (E) The applicant has the legal, financial, and technical capacity to carry out the proposed project. (F) The degree the project deploys innovative technology, innovative approaches to project delivery, and incentivize the use of innovative financing. (G) The proposed project is consistent with planning guidance and documents set forth by DOT, including those required by law or State rail plans.
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FRA will give preference to the following:

- (A) A proposed project for which the proposed Federal share of total project costs does not exceed 50 percent;
- (B) Projects for which the net benefits of the grant funds will be maximized considering the Benefit-Cost Analysis, including anticipated private and public benefits relative to the costs of the proposed project, and factoring in the other considerations in 49 U.S.C. 22907(e)(2); 17 and
- (C) For projects eligible under 49 U.S.C. 22907(c)(11), projects for the development and implementation of measures to prevent trespassing and reduce associated injuries and fatalities that are located in the top 25 counties with the most pedestrian casualties.¹⁸ In addition, FRA is strongly interested in applications that incorporate a comprehensive approach to project development such as is described in FRA's Community Trespass Prevention Program, and will prioritize selections for those applications that involve multiple project partners and include infrastructure improvements in combination with a safety program focused on enforcement and outreach.

Strategic Goals

After the eligibility and completeness review and the evaluation criteria outlined in this section, FRA will then consider the extent to which the projects address the following DOT Strategic Goals:

- (A) Safety. FRA will assess the project's ability to foster a safe transportation system for the movement of goods and people, consistent with the Department's strategic goal to reduce transportation-related fatalities and serious injuries across the transportation system.
- (B) Equitable Economic Strength and Improving Core Assets.
 - (i) Infrastructure Investment and Job Creation.
 - (ii) Support Resilient Supply Chains & Economic Opportunity
 - (iii) Equity and Barriers to Opportunity.
 - (iv) Climate Change and Sustainability.
 - (v) Transformation. The project's ability to expand and improve the nation's rail network.

Eligible Projects –

- a. Deployment of railroad safety technology, including positive train control and rail integrity inspection systems.
- b. A capital project, except that a project shall not be required to be in a State rail plan developed.
- c. A capital project to address congestion or safety challenges affecting rail service.
- d. A capital project to reduce congestion and facilitate ridership growth in intercity passenger rail transportation along heavily traveled rail corridors.
- e. A highway-rail grade crossing improvement project, including installation, repair, or improvement of grade separations, railroad crossing signals, gates, and related technologies, highway traffic signalization, highway lighting and crossing approach signage, roadway improvements such as medians or other barriers, railroad crossing panels and surfaces, and safety engineering improvements to reduce risk in quiet zones or potential quiet zones.
- f. A rail line relocation or improvement project.
- g. A capital project to improve shortline or regional railroad infrastructure.
- h. The preparation of regional rail and corridor service development plans and corresponding environmental analyses.
- i. Any project that the Secretary considers necessary to enhance multimodal connections or facilitate service integration between rail service and other modes.
- j. The development and implementation of a safety program or institute designed to improve rail safety.
- k. The development and implementation of measures to prevent trespassing and reduce associated injuries and fatalities.
- l. Any research that the Secretary considers necessary to advance any particular aspect of rail-related capital, operations, or safety improvements.

- m. Workforce development and training activities, coordinated to the extent practicable with the existing local training programs supported by the Department of Transportation, the Department of Labor, and the Department of Education.
- n. Research, development, and testing to advance and facilitate innovative rail projects, including projects using electromagnetic guideways in an enclosure in a very low-pressure environment.
- o. The preparation of emergency plans for communities through which hazardous materials are transported by rail.
- p. Rehabilitating, remanufacturing, procuring, or overhauling locomotives, provided that such activities result in a significant reduction of emissions.
- q. Deployment of Magnetic Levitation Transportation Projects.

Eligible Project Costs –

- i. Deployment of railroad safety technology, including positive train control and rail integrity inspection systems
- ii. A capital project, except that a project shall not be required to be in a State rail plan.
- iii. A capital project to address congestion or safety challenges affecting rail service.
- iv. A capital project to reduce congestion and facilitate ridership growth in intercity passenger rail transportation along heavily traveled rail corridors.
- v. A highway-rail grade crossing improvement project, including installation, repair, or improvement of grade separations, railroad crossing signals, gates, and related technologies, highway traffic signalization, highway lighting and crossing approach signage, roadway improvements such as medians or other barriers, railroad crossing panels and surfaces, and safety engineering improvements to reduce risk in quiet zones or potential quiet zones.
- vi. A rail line relocation or improvement project.
- vii. A capital project to improve shortline or regional railroad infrastructure.
- viii. The preparation of regional rail and corridor service development plans and corresponding environmental analyses.
- ix. Any project that the Secretary considers necessary to enhance multimodal connections or facilitate service integration between rail service and other modes.
- x. The development and implementation of a safety program or institute designed to improve rail safety.
- xi. The development and implementation of measures to prevent trespassing and reduce associated injuries and fatalities.
- xii. Any research to advance any particular aspect of rail-related capital, operations, or safety improvements.
- xiii. Workforce development and training activities.
- xiv. Research, development, and testing to advance and facilitate innovative rail projects, including projects using electromagnetic guideways in an enclosure in a very low-pressure environment.
- xv. The preparation of emergency plans for communities through which hazardous materials are transported by rail.
- xvi. Rehabilitating, remanufacturing, procuring, or overhauling locomotives, provided that such activities result in a significant reduction of emissions.
- xvii. Deployment of Magnetic Levitation Transportation Projects

Application & Narrative Requirements –

Required components include: **Cover Page, Project Narrative, Statement of Work, Benefit-Cost analysis, Environmental Compliance Documentation, SF-424, SF-424A or C, SF-424B or D, FRA F30, FRA F 251, SF LLL. Project Narrative.** Narrative should be no longer than **25 pages**, excluding cover pages, table of contents, and supporting documentation (preference toward website links rather than copies).