

FY2023 – FY 2024 CRISI Discretionary 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 CRISI 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 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.

Opportunity Numbers – TBD	Agency – USDOT/FRA	
Obligation Deadline: none listed	Closing – May 28, 2024, 11:59 PM EST	BCA Required? Yes
Available Funding: Up to \$2,478,391,050	NOFO & Related – https://www.govinfo.gov/content/pkg/FR-2024-03-29/pdf/2024-06710.pdf	
Eligible Applicants: a. A State (including DC) or a group of States c. An Interstate Compact d. A public agency or publicly chartered authority established by one or more States e. A political subdivision of a State f. Amtrak or another rail carrier that provides intercity rail passenger transportation g. A Class II railroad or Class III railroad h. An association representing 1 or more railroads i. A federally recognized Indian Tribe j. Any rail carrier or rail equipment manufacturer in partnership with at least one of the entities k. The TRB and any entity with which it contracts in the development of rail-related research, including cooperative research programs l. A University transportation center engaged in rail-related research m. A non-profit labor organization representing a class or craft of employees of rail carriers or rail carrier contractors	Required Cost Share: Grant funding will not exceed 80%; non-federal contribution cannot be less than 20%. FRA encourages applicants to identify sufficient non-federal contributions so that the Federal share does not exceed 50 %	
	Funding amounts are set-aside for the following purposes: Rural Area Set-Aside— \$657,393,500, or, 25% Intercity Passenger Rail Set-Aside— ≥ \$150M avail for Capital Projects. Trespassing Measures Set-Aside— ≥ \$32,724,132 7 available 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 2023 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.

Safety	Climate Change & Sustainability	Equity and Justice⁴⁰	Workforce Development, Job Quality, and Wealth Creation	Innovation Areas: Technology, Project Delivery, & Financing
Evaluation Criteria – (1) project readiness; (2) technical merit; (3) project benefits				

Eligible Projects –

1. Deployment of railroad safety technology, including positive train control (PTC) & rail integrity inspection systems.
2. A capital project as defined in 49 U.S.C. 22901(2), except that a project shall not be required to be included in a State rail plan developed under 49 U.S.C. chapter 227.
3. A capital project identified by the Secretary as being necessary to address congestion or safety challenges affecting rail service.

4. A capital project identified by the Secretary as being necessary to reduce congestion and facilitate ridership growth in intercity passenger rail transportation along heavily traveled rail corridors.
5. 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.
6. A rail line relocation or improvement project.
7. A capital project to improve shortline or regional railroad infrastructure.
8. The preparation of regional rail and corridor service development plans and corresponding environmental analyses.
9. Any project that the Secretary considers necessary to enhance multimodal connections or facilitate service integration between rail service and other modes, including between intercity rail passenger transportation and intercity bus service or commercial air service.
10. The development and implementation of a safety program or institute designed to improve rail safety.
11. The development and implementation of measures to prevent trespassing and reduce associated injuries and fatalities. Examples include: trespass-related Capital Projects (such as physical barriers, fencing, or equipment), trespassing enforcement activities, and outreach campaigns resulting in trespasser deterrence and prevention.
12. Any research that the Secretary considers necessary to advance any particular aspect of rail-related capital, operations, or safety improvements.
13. 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.
14. 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.
15. The preparation of emergency plans for communities through which hazardous materials are transported by rail.
16. Rehabilitating, remanufacturing, procuring, or overhauling locomotives, provided that such activities result in a significant reduction of emissions.
17. Deployment of Magnetic Levitation Transportation Projects.

Application & Narrative Requirements –

Required components include: **Project Narrative, Statement of Work, Benefit-Cost Analysis, Standardized Cover Page, Environmental Compliance Documentation, AF-424, SF-424A or C, and SF-424B or D.** Narrative should be no longer than **25 pages**, excluding cover pages, TOC and appendices (preference toward website links rather than copies). Clearly identify within narrative the relevant portion the supporting document supports. Cross-referencing to avoid information redundancies.