

# Consolidated Rail Infrastructure and Safety Improvements Grant Program

PCFO IGAP Grant Snapshot

September 16, 2022

<b>Agency:</b> US Department of Transportation (DOT)	<b>Bureau:</b> Federal Railroad Administration (FRA)
<b>Application Deadline:</b> December 01, 2022	<b>Max Award:</b> None

## Description

The Consolidated Rail Infrastructure and Safety Improvements (CRISI) Grant Program aims to invest in a wide range of projects 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. This program invests in railroad infrastructure projects that improve safety, support economic vitality, create good-paying jobs with the free and fair choice to join a union, increase capacity and supply chain resilience, apply innovative technology, and explicitly address climate change, gender equity and racial equity.

## Eligible Recipients

1. A State (including the District of Columbia)
2. A group of States
3. An Interstate Compact
4. A public agency or publicly chartered authority established by 1 or more States
5. A political subdivision of a State
6. A political subdivision of a State Amtrak or another rail carrier that provides intercity rail passenger transportation
7. Class II railroad or Class III railroad or a holding company of a Class II or Class III railroad, or an association representing a Class II or III railroad
8. A federally recognized Indian Tribe
9. Any rail carrier or rail equipment manufacturer in partnership with at least one of the entities described in (1) through (5)
10. Transportation Research Board together with any entity with which it contracts in the development of rail-related research, including cooperative research programs
11. University transportation center engaged in rail-related research
12. Non-profit labor organization representing a class or craft of employees of rail carriers or rail carrier contractors

## Matching Grant Requirements

20% matching grant requirement, which may be comprised of public sector funding or private sector funding

## Eligible Projects

- Deployment of railroad safety technology, including positive train control and rail integrity inspection systems;
  - A capital project for intercity passenger rail service;
  - Capital projects that:
    - address congestion challenges affecting rail service,
    - reduce congestion and facilitate ridership growth along heavily traveled rail corridors, and/or
    - improve short-line or regional railroad infrastructure;
  - Highway-rail grade crossing improvement projects;
  - Rail line relocation and improvement projects;
  - Regional rail and corridor service development plans and environmental analyses;
  - Any project necessary to enhance multimodal connections or facilitate service integration between rail service and other modes;
  - The development and implementation of a safety program or institute;
  - The development and implementation of measures to prevent trespassing;
  - Any research that the Secretary considers necessary to advance any particular aspect of rail related capital, operations, or safety improvements;
  - 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;
  - Research, development, and testing to advance and facilitate innovative rail projects;
  - Preparation of emergency plans for communities where hazardous materials are transported by rail;
  - Rehabilitating, remanufacturing, procuring or overhauling locomotives for emissions reduction; and
  - Deployment of Magnetic Levitation Transportation Projects
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## New or Existing Program

Existing program

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## Tips for Being Competitive

In the evaluation of applications, the FRA will consider the extent to which the projects address the following DOT Strategic Goals:

- **Equity and Barriers to Opportunity:** FRA seeks to fund projects that address environmental justice, particularly for communities that disproportionately experience climate change-related consequences. In accordance with Justice40, FRA seeks to fund projects that target at least 40 percent of benefits towards low-income communities, disadvantaged communities, communities underserved by affordable transportation, or overburdened communities.
- **Climate Change and Sustainability:** In addition to improving safety, FRA seeks to fund projects under the Programs that reduce greenhouse gas emissions and are designed with specific elements to address climate change impacts. Specifically, FRA is looking to award projects that align with the President's greenhouse gas reduction goals, promote energy efficiency, support fiscally responsible land use and efficient transportation design, increase climate resilience, support domestic manufacturing, and reduce pollution.

**Labor Requirements** FRA will also prioritize projects that support the creation of good-paying jobs with the free and fair choice to join a union and the incorporation of strong labor standards and worker training and placement programs, especially registered apprenticeships and local hire agreements, in development.

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**Examples of Prior Award Recipients** In FY21, the Ohio Rail Development Commission was awarded \$6.9 million for the Wheeling & Lake Erie Spencer Connection Project. This proposed project will construct a new connecting track and extension of yard tracks in the Wheeling Lake Erie Railway (WLE) Spencer Yard to eliminate switching movements and allow trains to directly access the yard from two railway subdivisions in Spencer, Ohio. The project includes two main subcomponents: construction of a third connecting track between the Brewster and Akron subdivision lines, and construction of eastward extensions of the existing Transfer and Pass tracks. These two subcomponents in turn include a number of new turnouts and track relocations, as well as new ballast and drainage. The revised layout will eliminate a number of reversing movements for trains and expand overall capacity. The project qualifies for the statutorily required set-aside for rural investment. The Ohio Rail Development Commission and WLE will provide a 30 percent match.

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**Upcoming Webinars and Information Sessions** On September 15, 2022, the Federal Railroad Administration hosted a “FY 2022 Consolidated Rail Infrastructure and Safety Improvements (CRISI) Grant Program Notice of Funding Opportunity (NOFO)” Webinar. A recording will be posted on the [CRISI Program Page](#).

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**Types of Partners Required** Successful applicants will demonstrate that they have entered into the appropriate agreements with key project partners, including infrastructure-owning entities.

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**Total Allocation** \$1.4 billion

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**Anticipated Award Date** Not stated

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**Links to Grant Opportunity**

- [Grant Opportunity on Grants.gov](#)
- [CRISI Program Page](#)
- [Notice of Funding Opportunity](#)