



Consolidated Rail Infrastructure and Safety Improvements (CRISI) Grant Program

Agency Federal Railroad Administration (FRA), U.S. Department of Transportation
Program Description The FY 2025-2026 CRISI Program invests in a wide range of rail projects within the United States to improve railroad safety, efficiency, and reliability; mitigate congestion at intercity passenger rail and freight rail chokepoints to support more efficient travel and goods movement; and enhance multi-modal connections. Authorized under 49 U.S.C. § 22907. Funded by the Full-Year Continuing Appropriations and Extensions Act, 2025 (Pub. L. No. 119-4), the FY 2025 and 2026 Advance Appropriations under IJA (Pub. L. No. 117-58), and the Consolidated Appropriations Act, 2026 (Pub. L. No. 119-75). Funding Opportunity No.: FR-CRS-26-001 | Assistance Listing No.: 20.337.

Application Due June 22, 2026 (no later than 11:59 p.m. EDT)

Total Funding \$2,039,246,480

Award Amount 130

Local Match: YES - Minimum 20% non-Federal cost share required.

- Eligible Applicants i. A State (including the District of Columbia). ii. A group of States. iii. An Interstate Compact. iv. A public agency or publicly chartered authority established by one or more States. v. A political subdivision of a State. vi. Amtrak or another rail carrier that provides intercity rail passenger transportation (as rail carrier and intercity rail passenger transportation are defined in 49 U.S.C. 24102). vii. A Class II railroad or Class III railroad, including any holding company of a Class II or Class III railroad (as those terms are defined in 49 U.S.C. 20102). viii. An association representing one or more railroads described in paragraph (vii). ix. A Federally recognized Indian Tribe. x. Any rail carrier or rail equipment manufacturer in partnership with at least one of the entities described in paragraphs (i) through (v). xi. The Transportation Research Board and any entity with which it contracts in the development of rail-related research, including cooperative research programs. xii. A University transportation center engaged in rail-related research. xiii. A non-profit labor organization representing a class or craft of employees of rail carriers or rail carrier contractors.

Eligible Activities/Projects (i) Deployment of railroad safety technology, including positive train control (PTC) and rail integrity inspection systems; (ii) Capital projects to improve railroad safety, efficiency, or reliability; (iii) Capital projects to address congestion or safety challenges; (iv) Capital projects to reduce congestion and facilitate ridership growth along heavily traveled corridors; (v) Highway-rail grade crossing improvement projects; (vi) Rail line relocation or improvement projects; (vii) Capital projects to improve short-line or regional railroad infrastructure; (viii) Preparation of regional rail and corridor service development plans and environmental analyses; (ix) Projects to enhance multimodal connections or facilitate service integration; (x) Development and implementation of safety programs or institutes; (xi) Measures to prevent trespassing and reduce associated injuries and fatalities; (xii) Rail-related capital, operations, or safety research; (xiii) Workforce development and training activities; (xiv) Research, development, and testing to advance innovative rail projects; (xv) Preparation of emergency plans for communities through which hazardous materials are transported by rail; (xvi) Rehabilitating, remanufacturing, procuring, or overhauling locomotives resulting in significant emissions reductions. Note: Operation activities are NOT eligible. Commuter rail projects are generally not eligible except for PTC implementation/sustaining projects.

Review Criteria Applications are evaluated on three merit criteria: (1) Project Readiness - applicant's preparedness and capacity to implement the project, including status of required NEPA actions, necessary agreements with infrastructure owners, and evidence of readiness to undertake activities for the proposed lifecycle stage; (2) Technical Merit - degree to which the application is reasonable and appropriate to achieve expected outcomes, including technical qualifications of key personnel, business plan considering private sector participation, legal/financial/technical capacity, consistency with planning guidance, use of innovative technology and financing, and past performance under competitive grant programs; (3) Project Benefits - anticipated private and public benefits relative to costs, including effects on system and service performance, safety, competitiveness, reliability, trip/transit time, resilience, efficiencies from improved integration with other modes, and ability to meet existing or anticipated demand, as assessed through a Benefit-Cost Analysis (BCA). Selection preferences given to: Final Design and Construction stage projects; short line railroad/safety/safety-technology projects; projects where Federal share does not exceed 50%; and projects maximizing net benefits per BCA.

Link: https://railroads.dot.gov/grants-loans/consolidated-rail-infrastructure-and-safety-improvements-crisi-program https://www.grants.gov/search-results-detail/361966

Application Submission Applicants may submit application via either of two Federal online grants management systems, via email, or via U.S. Mail or express delivery to your Regional Office of Conservation Investment.

BAC Partnership Opportunity The Build America Center (BAC) is a technical assistance program funded by the USDOT, offering grant development services to localities at NO CHARGE. For more information, please visit our websites: https://bac.umd.edu/ and https://billlaunchpad.com/

If your agency is interested in exploring this opportunity, contact us at bac@umd.edu for details on collaboration