



Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program



Est. application period¹: ~3 months after NOFO release



Est. available funding¹: \$1.4B

1. Estimated based on prior year. Subject to change once NOFO is released. NOFO is expected to be released in Spring 2025.

CRISI funds projects that improve the safety, efficiency, and reliability of intercity passenger and freight rail



Goals and merit criteria for CRISI grants:

Grants will be evaluated based on the extent to which they address:

- Safety;
- Equitable economic strength;
- Improving core assets;
- Equity and barriers to opportunity;
- Climate change and sustainability;
- Transformation

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Source: [CRISI program](#)

CRISI Program Details

CRISI offers 5 “tracks” of grants, primarily concentrated in Tracks 1-3 that correspond to the systems planning, project development, and construction phases of an infrastructure project

Match funding
requirement: 20%

Eligible grant functions (“tracks”)

| | |
|--|--|
| 1: Systems Planning | Technical and associated environmental analyses that support the development of rail projects |
| 2: Project Development | Preliminary engineering and project development such as operations modeling, surveying, project work/management plans, preliminary cost estimates, and preliminary project schedules |
| 3: FD/Construction | Construction, and project implementation and deployment activities |
| 4: Research, Safety Programs and Institutes | Workforce development activities, research, safety programs or institutes to improve rail safety |
| 5: Deployment of Magnetic Levitation Transportation Projects | High speed rail projects including planning, project development, and construction |

Eligible grant uses

Capital project to improve short-line or regional railroad infrastructure; Preparation of regional rail and corridor service development plans; Deployment of railroad safety technology; Capital project necessary to address congestion or safety challenges; Facilitate ridership growth in intercity passenger rail transportation along heavily traveled rail corridors; A highway-rail grade crossing improvement project; A rail line relocation or improvement project

Award amounts

| | |
|------------------------------------|---|
| <i>Award size</i> | No set minimum or maximum; largest award in 2022 was ~\$200M and average was ~\$5M |
| <i>Award location distribution</i> | A minimum 25% of funding will be allocated to rural localities (in 2022, 2/3 of funding went to rural areas) ² |
| <i>Award focus set aside</i> | \$150M for Intercity Passenger Rail; \$25M for Trespassing Measures; \$2M for Track 5 |

Previous awards (national)¹

| | |
|--------------------|--------------------|
| <i>2022 Awards</i> | 70 awards (\$1.4B) |
| <i>2021 Awards</i> | 46 awards (\$370M) |

Previous awards (MI)

| | |
|--------------------|--------------------------|
| <i>2022 awards</i> | 1 awards (\$21M) |
| <i>2021 awards</i> | 2 awards (\$21M, \$8.5M) |

1. Previous year application data not available
2. “Rural Area” means any area that is not within an area designated as an urbanized area by the Bureau of the Census
3. Estimated based on prior year. Subject to change once NOFO is released. NOFO is expected to be released in Spring 2025.

What you will need to apply for a CRISI grant

CRISI applications are open to a broad range of government, non-profit, and private entity applicants, and require a thorough application package with additional components based on application type



Eligible Entities

- States and the District of Columbia
- Local government
- Public agency or publicly chartered authority
- Amtrak or another rail carrier
- Class II railroad or Class III railroad or a holding company/association
- A federally recognized Indian Tribe
- Rail carrier or rail equipment manufacturer
- Universities
- Non-profit labor organization



Key Application Components¹

25-page application limit²

- Project description
- Statement of work
- Project location information identifying impacted location (e.g., file like ShapeFile, or decimal format)
- Project budget and funding information
- Narrative of how project meets selection criteria and DOT goals
- BCA narrative and calculations
- Project readiness narrative
 - Project schedule and milestones
 - Describe past experience in managing and overseeing similar projects

Additional project readiness requirements by Track

- Demonstrate that system planning analyses have been completed (Tracks 2 and 3)
- Environmental risk and design readiness (Track 3)
 - Demonstrate that project development activities have been completed
 - Demonstrate project is reasonably expected to begin construction in a timely manner consistent with applicable local, State, and Federal requirements

Estimated based on prior year. Subject to change once NOFO is released. NOFO is expected to be released in Spring 2025.
Source: [CRISI NOFO 2022](#)

Examples of past winners in Michigan

Previous winners of CRISI grants in Michigan have had federal match amounts greater than the required 20%



Manistee River Bridge Replacement Project (2022)

Applicant: Michigan Department of Transportation
Impacted locality: Michigan lower peninsula (rural)
Funding: \$20.3M

Project description: The proposed project involves final design and construction activities to replace the Manistee River Bridge, which was built in 1888 and currently has many components that are in poor or critical condition.

CRISI goals and merit criteria addressed:

- Improving system and service performance
- Ability to meet existing or anticipated demand
- Restore railroad timetable speeds
- Increase the load rating of the structure
- Preserve rail service to commodity shippers



Great Lakes Corridor Improvement (2021)

Applicant: Michigan Department of Transportation
Impacted locality: north of Ann Arbor (rural)
Funding: \$21.3M

Project description: The proposed project will rehabilitate track and rail assets operated by the Great Lakes Central Railroad (GLC) just north of Ann Arbor, Michigan.

CRISI goals and merit criteria addressed:

- Installing 4.25 miles of new rail
- Eliminating joints on an additional 41.25 mainline track miles
- Replacing or rehabilitating 11 bridges and culverts
- Eliminate 16 slow orders covering a critical 45-mile section of the 260-mile mainline corridor



Rail Replacement and Mainline Reconstruction (2021)

Applicant: West Michigan Railroad Co.
Impacted locality: Southwest Michigan (rural)
Funding: \$8.7M

Project description: The proposed project will fund construction of and infrastructure improvements on approximately 10 miles of West Michigan Railroad (WMR) in Southwest Michigan.

CRISI goals and merit criteria addressed:

- Rail and cross-tie replacements
- Reconstructed roadbeds, bridge and turnout repairs
- Upgrade and replacement of two at-grade crossings
- Rebuilding approximately 5.6 miles of track
- Upgrade portions of the line from 5 mph excepted track to at least FRA Class 2 speeds up to 25 mph