

Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program



Application deadline: 06/22/2026



Available funding: \$2.04B

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



Goals and merit criteria for CRISI grants:

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

FRA expects outcomes of selected projects to include:

- Safety: Reduce, train accidents, highway-rail grade crossing incidents, and trespass incidents
- High-Performing Core Assets: Restore and modernize core assets to improve the state of good repair, enhance system resiliency, and increase safety

CRISI Program Details

CRISI offers funding for 7 Lifecycle Stages, 6 of which pertain to Capital Projects

Match funding requirement: 20%

Direct Pay applicability: No

Eligible grant functions (“tracks”)	<i>Non-Capital Projects</i>	Include workforce development activities, research, and safety programs
	<i>Capital Projects</i>	<ol style="list-style-type: none"> 1. Systems Planning 2. Project Planning 3. Project Development 4. Final Design 5. Right-of-Way Acquisition 6. Construction
Eligible grant uses		Deployment of railroad safety technology; rail line relocation or improvement project; capital project to improve short-line or regional railroad infrastructure; capital project necessary to address congestion or safety challenges; highway-rail grade crossing improvement project; project to enhance connections/integration between rail service and other modes, including between intercity rail passenger transportation and intercity bus service or commercial air service
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 (\$532.5M) ¹
Prior awards (national)¹	<i>2023-2024 awards</i>	122 awards (\$2.4B)
Prior awards (MI)	<i>2023-2024 awards</i>	5 awards (\$16M, \$27M, \$67M, \$430K, \$8.3M)

1. A project’s rural designation is based on whether all or the majority (greater than 50%) of the project’s location, based on geospatial data provided (see Section 4(a)(VII)), is in a Rural Area, as defined in FRA’s Key Terms

High level requirements 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
- Political subdivisions of a state
- 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 Components

25-page
Narrative limit¹

Project Narrative, which must adhere to the outline detailed below:

- Cover page
- Project summary
- Grant Funds, Sources, and Uses of Project Funds
- Applicant Eligibility Criteria
- Detailed Project Description, including:
 - Statement of work
 - Environmental information, if applicable
 - Grade crossing information, if applicable
 - PTC information, if applicable
 - Community Emergency Plans, if applicable

- Project Location
- Evaluation and selection criteria
 - Project readiness
 - Technical merit
 - Project benefits
- Project Implementation and Benefits

Additional Application Elements

- SF 424: Application for Federal Assistance
- Benefit-Cost Analysis

1. Excluding SF 424, BCA, and other additional application elements

Examples of past winners in Michigan



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



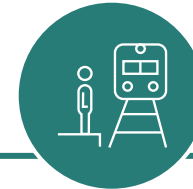
Great Lakes Corridor Improvement (2021)

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