

# CRISI

## CONSOLIDATED RAIL INFRASTRUCTURE AND SAFETY IMPROVEMENTS PROGRAM

Applications are due May 28, 2024.

ADMINISTERED BY: FEDERAL RAILROAD ADMINISTRATION (FRA)

The Consolidated Rail Infrastructure and Safety Improvements (CRISI) program, a rail-specific program administered by the Federal Railroad Administration (FRA), seeks to invest in a wide range of projects to improve railroad safety, efficiency, and reliability. Projects should mitigate congestion at intercity passenger and freight rail chokepoints to support more efficient travel and goods movement; enhance multimodal connections; and lead to a new or substantially improved intercity passenger rail transportation corridors.



### ELIGIBLE APPLICANTS

Class I railroads are not eligible applicants under the CRISI program; however, they may partner with eligible applicants – as Project Partners – to pursue funding for projects.

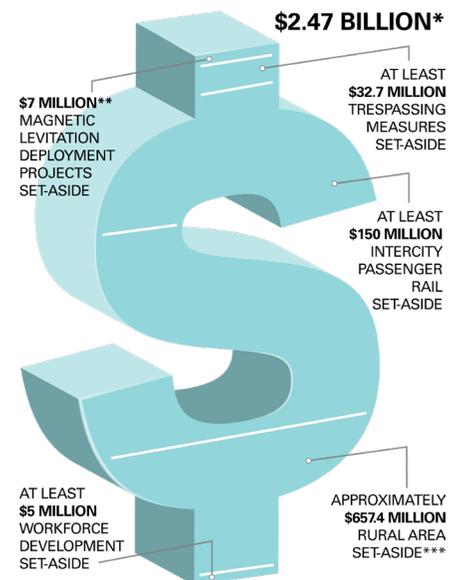
- State (including the District of Columbia) or group of states
- Interstate compact or a public agency or publicly chartered authority established by one or more States
- Political subdivision of a State
- Amtrak or another rail carrier that provides intercity rail passenger transportation
- Class II railroad or Class III railroad or an association representing railroads
- Federally recognized Indian Tribe
- Rail carrier or equipment manufacturer in partnership with at least one of the entities above
- Transportation Research Board and any entity with which it contracts
- University transportation center engaged in rail-related research
- Non-profit organization representing employees of rail carriers or contractors



### BNSF PII

BNSF Railway’s Public Infrastructure and Investment (PII) team is committed to building strong partnerships that maximize the impact of funding opportunities. As Project Partners, we can collaborate to help secure funding that drives positive change and progress for communities where we work, live, and play.

### CRISI



\*Funding available for award under FY 2023-2024 NOFO: \$2,478,391,050  
 \*\*\$2M available from 2021 appropriation, \$5M from 2023 appropriation  
 \*\*\*Or 25% of total funds

### Track 1: Systems Planning and Project Planning

- System planning and/or project planning specific to an eligible capital project
- Systems planning involves various technical and environmental analyses to support the development of railroad capital plans, state rail plans, regional rail plans and corridor service development plans, including:
  - Identifying alternatives, analyzing rail networks, forecasting demand and revenue, designing systems, analyzing operations, planning equipment fleets, assessing stations, forecasting costs, and conducting economic analyses
- Project planning involves several activities, such as developing a purpose and need statement, conceptual engineering, considering project alternatives, conducting environmental resource inventory and analysis, creating scale design drawings, involving the public and stakeholders, estimating project costs, and for major projects, creating an initial Project Management Plan

### Track 2: Project Development

- Preliminary Engineering (PE) drawings and specifications (scale drawings at the 30% design level, including track geometry as appropriate)
  - Design criteria, schematics, and/or track charts that support the development of PE
  - Operations modeling, surveying, project work/management plans, preliminary cost estimates, and preliminary project schedules
  - Completion of environmental review
- PE drawings and specifications
  - Operations modeling and surveying
  - Preliminary cost estimates and project schedules

### Track 3: Final Design (FD)/Construction

- Track projects for eligible FD and construction
  - Project implementation and deployment activities, including procurement and manufacturing of vehicles and equipment
  - FD must resolve uncertainties or risks associated with design and scope changes
  - Environmental review documents
- FD plans and detailed specifications
  - Updated project schedule, cost estimate, and financing plans
  - Construction of capital projects

### Track 4: Research, Workforce Development, Safety Programs and Institute (Non-Railroad Infrastructure)

- Projects not falling within Tracks 1-3, or 5 (Magnetic Levitation Transportation Projects)
  - Workforce development activities, research, and safety programs
  - Rail safety, research and development, and testing to advance innovative rail projects
- Improving rail safety initiatives
  - Training and preparation of hazardous materials emergency plans
  - Trespass enforcement activities and outreach campaigns

*Note: Applicants can apply for funding from multiple tracks within the same application for a project, though FRA expects applications identify one of the tracks for an eligible proposed project.*



**Briana Jones**  
Assistant Director  
Public Infrastructure  
& Investments  
Briana.Jones@bnsf.com  
Office: 817-271-4085



**Jeremy Wegner**  
Manager  
Public Infrastructure  
& Investments, Southern Region  
Jeremy.Wegner@bnsf.com  
Office: 913-551-4096



**Michael Pruneau**  
Manager  
Public Infrastructure  
& Investments, Northern Region  
Michael.Pruneau@bnsf.com  
Office: 817-593-1109

## BCA: BENEFIT-COST ANALYSIS

All CRISI program submissions require a Benefit-Cost Analysis (BCA). This analysis must demonstrate the economic advantages of the proposed project. The BCA for Track 1 and Track 2 should focus on the project itself rather than solely on the planning or PE/NEPA activities.

The Project Narrative should clearly outline the project's benefits, referencing the BCA as needed for quantitative support.

Additional Resources:

- Benefit-Cost Analysis Guidance for Discretionary Grant Program:  
[www.transportation.gov/office-policy/transportation-policy/benefit-cost-analysis-guidance](http://www.transportation.gov/office-policy/transportation-policy/benefit-cost-analysis-guidance)
- FRA's BCA FAQs: [railroads.dot.gov/sites/fra.dot.gov/files/fra\\_net/19011/BCA\\_FAQ\\_updated\\_Sept2019.pdf](http://railroads.dot.gov/sites/fra.dot.gov/files/fra_net/19011/BCA_FAQ_updated_Sept2019.pdf)

### Questions to ask yourself about the project:

#### Can applicants apply for funding for multiple projects?

Yes, applicants are not limited in the number of projects for which they seek funding. However, applicants submitting more than one application must provide a priority ranking of their submitted applications that is consistent with each application package submitted.

#### How does FRA determine if a project is located in a Rural Area?

FRA considers a project to be in a Rural Area if all or the majority of the project, based on the geographic location(s) where the majority of the project funds will be spent, is situated in a Rural Area.

#### What is the Project Cost Share?

It is a 20% funding match for all project types.



**Briana Jones**  
Assistant Director  
Public Infrastructure  
& Investments  
Briana.Jones@bnsf.com  
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**Jeremy Wegner**  
Manager  
Public Infrastructure  
& Investments, Southern Region  
Jeremy.Wegner@bnsf.com  
Office: 913-551-4096



**Michael Pruneau**  
Manager  
Public Infrastructure  
& Investments, Northern Region  
Michael.Pruneau@bnsf.com  
Office: 817-593-1109