Fiscal Year (FY) 2025-2026 Notice of Funding Opportunity
Consolidated Rail Infrastructure and Safety Improvements Program (CRISI)
Federal Railroad Administration
U.S. Department of Transportation

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1. BASIC INFORMATION

SUMMARY OVERVIEW OF KEY INFORMATION	
Topic	**Description**
Federal Agency Name	Federal Railroad Administration (FRA)
Funding Opportunity Title	The Fiscal Year 2025 and 2026 Notice of Funding Opportunity (NOFO) for the Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program
Announcement Type	This is the notice for the Fiscal Year 2025 and 2026 funding for the CRISI Program
Funding Opportunity No.	FR-CRS-26-001
Assistance Listing No.	20.337 Consolidated Rail Infrastructure and Safety Improvements
Funding Details	The total funding available for awards under this NOFO is up to $2,039,246,480
Key Dates	Applications Due: no later than 11:59 p.m. EDT, June 22, 2026
Executive Summary	The CRISI Program assists in funding eligible projects for the purpose of investing 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; and enhance multi-modal connections. See Section 3(a) for eligible recipients.
Agency Contact Information	Email: Deborah.Kobrin@dot.gov; Reagan.Morgan@dot.gov; Lauren.Kobayashi@dot.gov

a. Special Funding Set-Asides

Of the $2,039,246,480[1] available award amount, certain funding amounts are set aside for the following purposes under this NOFO:

i. Rural Set-Aside: At least $532,500,000, or 25 percent, of the total amount appropriated of the CRISI Program funds will be made available for projects located in Rural Areas as required in 49 U.S.C. § 22907(g). 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.[2] If FRA elects to fund a component of the project, then FRA will evaluate whether that component is in a Rural Area.

[1] The funding in this NOFO is made available by the FY 2026 Appropriation, FY 2025 Appropriation, the FY 2025 and 2026 Advance Appropriations provided in Division J, Title II of IIJA. Should additional CRISI Program funds become available after the release of this NOFO, FRA may elect to award such additional funds to applications received under this NOFO. Any awards made under this NOFO are subject to the availability of appropriated funds. In addition to the $2,039,246,480 in CRISI funding made available in this NOFO, $66,005,000 in CRISI funds will be separately made available for Special Transportation Circumstances grants, $87,426,000 is for Congressionally Directed Community Project Funding, and $24,748,520 in CRISI funds will be set aside for award and program oversight conducted by FRA.

[2] For all defined terms in this NOFO, please see https://railroads.dot.gov/elibrary/definitions-key-terms-discretionary-grant-programs.

2. PROGRAM DESCRIPTION

a. Program History, Funding and Authorization

The CRISI Program is authorized under 49 U.S.C. § 22907. Funding under this NOFO is made available by the Full-Year Continuing Appropriations and Extensions Act, 2025, Div. A Tit. XIII, Pub. L. No. 119-4 (March 15, 2025) (2025 Appropriation); the FY 2025 and 2026 Advance Appropriations for CRISI in Division J, Title II of the Infrastructure Investment and Jobs Act, Pub. L. No. 117-58 (November 15, 2021) (IIJA); and the Consolidated Appropriations Act, 2026, Div. D Tit. I Pub. L. No. 119-75 (February 3, 2026) (2026 Appropriation).

b. Program Goals and Objectives

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; and enhance multi-modal connections.

c. Expected Outcomes

The CRISI Program's focus is to improve the safety, efficiency, and reliability of intercity passenger rail and freight rail. FRA expects outcomes of selected projects to include:

i. Safety: Reduce, train accidents, highway-rail grade crossing incidents,[3] and trespass incidents.
ii. High-Performing Core Assets: Restore and modernize core assets to improve the state of good repair, enhance system resiliency, and increase safety.

3. ELIGIBILITY INFORMATION

a. Eligible Applicants

The following entities are eligible applicants for all projects permitted under this notice:

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).[4]

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[3] Applicants with Grade Crossing projects also eligible for the Railroad Crossing Elimination (Crossing Safety) Program are expected to apply under that program NOFO which can be found at the Crossing Safety Program Assistance Listing 20.327. Applicants for Grade Crossing Projects may still apply under this NOFO, but a failure to apply under the concurrent funding notice for the Crossing Safety Program will be considered as a negative factor.

[4] Consistent with 49 U.S.C. § 20102, a Class II and Class III railroad is defined as an entity that is a railroad carrier (under 49 U.S.C. § 20102(3)) with an annual carrier operating revenue that meets the threshold amount for Class II and Class III carriers, as determined by the Surface Transportation Board in 49 CFR 1201.1-1.

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.

Applications must be submitted by the lead applicant who, if selected, will be the recipient of the CRISI grant award.

b. Cost Sharing
There are no predetermined minimum or maximum dollar thresholds for awards. The Federal share of total costs for CRISI Program projects funded under this notice shall not exceed 80 percent. Cost sharing must be consistent with 49 U.S.C. § 22907(h) and 2 CFR part 200.

Applicants must identify the source(s) of the project's non-Federal share. These funds must be clearly and distinctly reflected as part of the Total Project Cost.

c. Federal Award Information
Applicants are not limited in the number of projects for which they seek funding. Applicants submitting more than one application should submit a priority ranking of their applications that is consistent with each application package submitted.

i. Award Type: FRA will make awards for projects selected under this notice through grant agreements or cooperative agreements consistent with 2 CFR 200.201. FRA will determine the type of agreement after project selection and prior to obligation. The term "grant" is used throughout this document to reference funding awarded through a grant agreement or a cooperative agreement. The funding provided under this NOFO will be made available to recipients on a reimbursable basis. In addition, recipients are expected to expend non-Federal funds at the required percentage concurrent with Federal funds throughout the period of performance.

The FRA Grant Agreement Requirements consist of three parts:
- Attachment 1: Standard Terms and Conditions;
- Attachment 2: Project-Specific Terms and Conditions; and
- Terms and Conditions Exhibits.

These templates are subject to revision. If selected for award, all three parts of the grant agreement will be incorporated into the final grant agreement.

d. Eligible Projects
The following projects are eligible for funding:

i. Deployment of railroad safety technology, including positive train control (PTC) and rail integrity inspection systems.[5]
ii. A capital project as defined in 49 U.S.C. § 22901(2), except that a project shall not be required to be included in a State rail plan developed under 49 U.S.C. chapter 227.
iii. A capital project identified by the Secretary as being necessary to address congestion or safety challenges affecting rail service.[6]
iv. A capital project identified by the Secretary as being necessary to reduce congestion and facilitate ridership growth in intercity passenger rail transportation along heavily traveled rail corridors.
v. A highway-rail grade crossing improvement project, including installation, repair, or improvement of grade separations, railroad crossing signals, gates, and related technologies, highway traffic signalization, highway lighting and crossing approach signage, roadway improvements such as medians or other barriers, railroad crossing panels and surfaces, and safety engineering improvements to reduce risk in quiet zones or potential quiet zones.[7]
vi. A rail line relocation or improvement project.
vii. A capital project to improve short-line or regional railroad infrastructure.
viii. The preparation of regional rail and corridor service development plans and corresponding environmental analyses.[8]
ix. Any project that the Secretary considers necessary to enhance multimodal connections or facilitate service integration between rail service and other modes, including between intercity rail passenger transportation and intercity bus service or commercial air service.
x. The development and implementation of a safety program or institute designed to improve rail safety.
xi. The development and implementation of measures to prevent trespassing and reduce associated injuries and fatalities.
xii. Any research that the Secretary considers necessary to advance any particular aspect of rail-related capital, operations, or safety improvements.
xiii. 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.
xiv. Research, development, and testing to advance and facilitate innovative rail projects, including projects using electromagnetic guideways in an enclosure in a very low-pressure environment.
xv. The preparation of emergency plans for communities through which hazardous materials are transported by rail.

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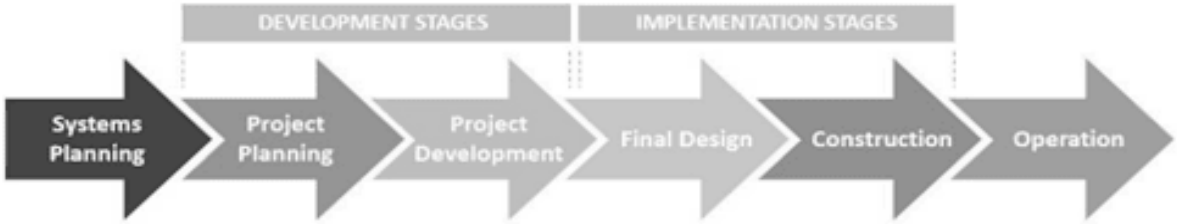
[5] Only costs for Final Design (FD) and Construction stages are eligible within this eligibility category. PTC examples include back-office systems; wayside, communications, and onboard hardware equipment; software; equipment installation; spectrum; any component, testing and training for the implementation of PTC systems; and interoperability. Maintenance and operating expenses incurred after a PTC system is placed in revenue service are ineligible.
[6] FRA interprets "capital project" here to mean a Capital Project as defined in FRA's Key Terms. See also for vii. and ix.
[7] Please see footnote 3 for further information on Grade Crossing project applications.
[8] These are planning activities normally performed during the Systems Planning Lifecycle Stage. For the 2025 and 2026 Appropriations, railroad project-level planning activities are also eligible.

xvi. Rehabilitating, remanufacturing, procuring, or overhauling locomotives, provided that such activities result in a significant reduction of emissions.

In accordance with 49 U.S.C. § 22905(f), FRA is prohibited from funding commuter rail projects, except for otherwise eligible projects that implement or sustain PTC.[9] For projects that are on a shared corridor with Commuter Railroad Passenger Transportation, applicants must clearly demonstrate how the proposed project benefits freight rail and/or Intercity Passenger Rail Transportation.

e. Project Lifecycle Stages

Applicants must align eligible Capital Project activities with the Lifecycle Stages outlined in FRA's Railroad Capital Project Guidance. If an application for more than one lifecycle is selected, FRA intends to obligate the funding in phases, by lifecycle (e.g., a first obligation for PE/NEPA and a second obligation for FD/Construction). In such cases, after the Recipient completes the scope of work under the first obligation, FRA will evaluate the Recipient's compliance with the terms and conditions of the award and consistency with the scope, schedule, and budget proposed for all life cycles in the application. FRA may, in its discretion, choose not to advance the project to the next life cycle phase.



Operation activities are not eligible under the CRISI Program.

FRA will only consider right-of-way acquisition for applications seeking eligible Construction funding. Applicants must identify whether their Capital Project includes the acquisition of real property interests. Any project that requires acquisition of real property is subject to requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, 42 U.S.C. § 4601 et seq. (Uniform Act) and its implementing regulations found at 49 CFR part 24.

Non-Capital Projects include workforce development activities, research, safety programs, or institutes designed to improve rail safety. Non-Capital Projects must clearly demonstrate the expected positive impact on rail safety and research, development, and testing to advance innovative rail projects.

[9] Amounts awarded for otherwise eligible projects that implement or sustain PTC are not subject to the limitation in 49 U.S.C. § 22905(f) and may therefore be awarded for commuter rail passenger transportation projects. FRA may transfer such projects to the appropriate agency to administer.

4. APPLICATION CONTENTS AND FORMAT

Applicants must submit required information and components of the application package, as described in this section, by the appointed deadline to be considered for funding.

a. Project Narrative

The Project Narrative may not exceed 25 pages in length (excluding cover pages, a table of contents, tables, and supporting documentation). FRA will not review or consider project narratives beyond the 25-page limitation. If applicable, applicants must clearly identify portions and cite page numbers of relevant information in supporting documents. The Project Narrative must adhere to the outline detailed below.

I. Cover Page: include a cover page that lists the required elements as outlined below in either a table or formatted list. Applicants may refer to FRA's sample table to complete this element.[10]

Cover Page	
Project Title	
Applicant Name	
Amount of CRISI Program funding requested under this NOFO[11]	$
Total amount of proposed non-Federal cost share	$
Amount of non-CRISI Federal funding (if applicable) including pending awards	$
Total Project Cost	$
Source(s) of proposed non-Federal cost share and other Federal funding *(provide funding amount by source)*	
Was a Federal grant application previously submitted for this Project? *If yes – please specify the program; funding year; and project title of the previous application. Identify any differences between the applications.*	
City(ies) where the project is located	
County(ies) where the project is located	
State(s) where the project is located	

[10] https://railroads.dot.gov/elibrary/crisi-fy-2025-2026-fillable-cover-page
[11] FRA will round funding requests down to the nearest whole dollar.

Congressional district(s) where the project is located	
What percent of funding is spent in a Rural Area?	%
Amount (if any) of funding request eligible for set-aside funds	Amount: Set-Aside(s):
Lifecyle Stage(s) proposed to be funded by this NOFO	☐ Systems Planning ☐ Project Planning ☐ Project Development ☐ Final Design ☐ Right-of-Way Acquisition[12] ☐ Construction ☐ Non-Capital
Current Lifecycle Stage and its anticipated completion date	☐ Systems Planning ☐ Project Planning ☐ Project Development ☐ Final Design ☐ Right-of-Way Acquisition ☐ Construction ☐ Non-Capital Anticipated Date of Completion:
Is the project located on real property owned by someone other than the applicant? *If yes – list real property owners and the nature of the property interest.*	
Host railroad/infrastructure owner(s) of project assets	
Other impacted railroad(s) (including tenants)	
If the applicant is a commuter railroad: list the intercity passenger and/or freight railroad service(s) utilizing the proposed project.	
Has the applicant executed an agreement with the host railroad regarding use of the railroad right-of-way where the project will be located consistent with 49 U.S.C. § 22905(c)[13] (if applicable)?	Yes/No/Pending/Not Applicable

[12] FRA will consider funding right-of-way acquisition only for applications which seek Construction funding.
[13] FRA's FAQs about Rail Improvement Grant Conditions, available at: https://railroads.dot.gov/elibrary/frequently-asked-questions-about-rail-improvement-grant-conditions-under-49-usc-ss-22905c1.

Is the project currently programmed in any medium- or long-range planning document[14]? *If yes – specify planning document.*	
Is the project located on a potential corridor selected for the Corridor Identification and Development Program[15]? *If yes – specify the corridor(s).*	
Is the project expected to need a waiver under FRA's domestic preference requirements?[16]	Yes/No

II. Project Summary: Applicants must provide a 4–6 sentence summary of the proposed project and scope of work. The applicant should explain challenges the proposed project aims to address and summarize the intended outcomes that will result from the proposed project.

III. Grant Funds, Sources, and Uses of Project Funds: Applicants should provide a project budget that lists all funding sources (Federal and non-Federal), specifying how these will contribute to each Lifecycle Stage(s) and project activity, and present the data in year of expenditure dollars and percentages. FRA will not award more funding for a project than is requested in an application. If there is a discrepancy between materials, FRA will use the funding amounts shown on the applicant's SF 424 as the amount requested for funding, as the SF 424 is the official amount requested from the CRISI program.

The project budget must be specific to the project scope described in the application. FRA encourages applicants to use its project funding templates, available below in Table 1 or 2.[17] Applicants may use additional rows and columns, or additional project funding tables as appropriate. For a Major Capital Project, as defined by FRA's Key Terms, applicants are encouraged to provide an annualized budget in year of expenditure dollars.

Applicants must specify whether non-Federal funds are currently available for the project, or if the applicant will need to secure the non-Federal funds upon selection. Applicants should submit evidence of secured non-Federal funds and other Federal funding. If applicable, the applicant should provide the type, source and estimated value of any proposed in-kind contributions, as well as explain how the contributions meet the requirements in 2 CFR 200.306.

Applicants should explain whether the requested Federal funding under this NOFO must be obligated or spent by a certain date due to dependencies or relationships with other Federal or

[14] For example, State Rail Plan, or interregional intercity passenger rail systems planning study, State Freight Plan, TIP, STIP, MPO Long Range Transportation Plan, State Long Range Transportation Plan, etc.
[15] For more information about selected Corridors under the Corridor Identification Program, please visit: https://railroads.dot.gov/elibrary/fy22-CID-program-selections.
[16] Funds are subject to the domestic preference requirement in 49 U.S.C. § 22905(a) (FRA Buy America) and the Build America, Buy America Act, Pub. L. No. 117-58, sections 70901-52.
[17] Templates and examples of FRA's Project Narrative budget table, available at: https://railroads.dot.gov/elibrary/crisi-funding-table-templates-and-examples

non-Federal funding sources, related projects, law, or other factors. Applicants should also identify other Federal funds the applicant is applying for or intends to use. Applicants should also indicate whether they anticipate securing financing for the project, as well as what the source, amount, and terms will be. All costs must be consistent with the terms of 2 CFR part 200 and FRA's Standard Terms and Conditions.

Table 1: Example project funding overview table for Capital Projects.

Lifecycle Stage	Project Component/Task	CRISI Federal	Other Federal	Applicant Cost-Share	Other Federal Cost-Share	Total
N/A	Project Administration and Management	$	$	$	$	$
Systems Planning		$	$	$	$	$
		$	$	$	$	$
Project Planning		$	$	$	$	$
		$	$	$	$	$
Project Development		$	$	$	$	$
		$	$	$	$	$
Final Design		$	$	$	$	$
	(ROW if requested)	$	$	$	$	$
Construction		$	$	$	$	$
		$	$	$	$	$
Total		**$**	**$**	**$**	**$**	**$**

For projects that include more than one component, e.g., bridge rehabilitation and yard improvements, applicants should articulate the costs by specific activity. Applicants may include additional tables if multiple components are funded under the same Lifecycle Stage and/or Task.

Table 2: Example project funding overview table for non-Capital Projects.

Component/Task	CRISI Request	Non-CRISI Federal Funds	CRISI Cost-Share	Non-CRISI Federal Cost-Share (including in-kind)	Total
Project Administration and Management	$	$	$	$	$
	$	$	$	$	$
	$	$	$	$	$
Total	**$**	**$**	**$**	**$**	**$**

IV. Applicant Eligibility Criteria: Applicants must explain how they meet the eligibility criteria outlined in Section 3(a) of this notice. Where applicable, the applicant should include citations to enabling legislation in support of the applicant's eligibility to receive Federal funds under the CRISI Program.

V. Project Eligibility Criteria: Applicants must explain how the proposed project meets the project eligibility criteria outlined in Section 3(d) of this notice. For projects located on a shared corridor with Commuter Railroad Passenger Transportation, applicants must clearly demonstrate how the proposed project will benefit Intercity Passenger Rail Transportation

and/or freight transportation.

VI. Detailed Project Description: Applicants must provide a detailed project description by project component and Lifecycle Stage as applicable, that expands upon the Project Summary. Provide additional background on the challenges the project aims to address; a summary of current and proposed railroad operations in the project area and service frequency, which should include identification of all railroad owners and operators; and typical daily, weekly, or annual train counts by operator. Provide the primary expected project outcomes such as increased safety outcomes or reduced delays, improved rail network asset condition and performance, or similar outcomes and benefits; the expected users and beneficiaries of the project, including all railroad operators; and any other information the applicant deems necessary to justify the proposed project.

A. Statement of Work: Provide a statement of work including specific project components and tasks by Lifecycle Stage, a proposed schedule, key objectives, milestones and deliverables.

B. Environmental information, if applicable: Applicants should explain what Federal and, if appropriate, State, Tribal, and local environmental reviews and permits are likely required to implement the project, and the status of those reviews and permits.[18] If the applicant has not started the NEPA process for the project, the applicant should describe any preliminary environmental analysis completed, state the anticipated level of NEPA documentation needed (i.e., categorical exclusion, environmental assessment, or environmental impact statement), and identify the anticipated permits, approvals, and authorizations.

C. Grade crossing information, if applicable: While grade crossing applications will be accepted under this NOFO, applicants with grade crossing projects are encouraged to apply under the Railroad Crossing Elimination (Crossing Safety) grant program available on FRA's website. Applicants seeking funding related to grade crossings should include a grade crossing Table 3 in the application.[19]

Table 3: Grade crossing information for proposed project.

US DOT Grade Crossing Inventory ID	Proposed Improvement	Rail Operator(s)	Railroad Owner	Latitude Coordinates (at least five decimal places)	Longitude Coordinates (at least five decimal places)

[18] Additional information regarding FRA's environmental processes and requirements are located at: https://fra.dot.gov/environment.

[19] If more space is needed, the information may be provided in a separate, unlocked Excel file attachment. The table will not count against the 25-page project narrative page limit. https://railroads.dot.gov/elibrary/fra-grade-crossing-table-template-excel

Applicants are strongly encouraged to submit safety justifications for the project that rely on standardized, objective safety metrics and data, if available, including data from sources such as: GradeDec; 49 CFR part 234; safety metrics found in Appendix D of 49 CFR part 222; the FRA crossing incident dashboard; or other relevant safety data or metrics. If applicable, applicants should provide the page number in the State Highway-Rail Grade Crossing Action Plan where the grade crossing is referenced.

D. PTC information, if applicable: Applicants must include: A Positive Train Control Implementation Plan (PTCIP) to FRA pursuant to either 49 U.S.C. 20157(a) or 49 CFR part 236, subpart I (FRA's PTC regulations); documentation that it is a tenant on one or more host railroads that submitted a PTCIP to FRA; or documentation on how the proposed project will assist in the deployment (i.e., installation and/or full implementation) of PTC, including whether the PTC technology is being implemented voluntarily or pursuant to the statutory mandate for certain main lines.

E. Trespassing injury and fatality prevention and reduction, if applicable: Applicants must provide documentation indicating: whether the project is located in a county(ies) with high pedestrian trespasser casualties, as identified in FRA's National Strategy to Prevent Trespassing on Railroad Property; whether the applicant has incorporated the Community Trespass Prevention Program into their project approach[20]; whether and how law enforcement agencies will undertake trespass enforcement activities as part of a larger strategy; whether the project would include funding for law enforcement wages to undertake trespass enforcement activities[21]; and whether and how the project targets trespassing hot spots.

If the project includes an outreach campaign to reduce suicide by railroad, applicants must provide a detailed description of the proposed outreach campaign, including (but not limited to) relevant data on rail-related suicides in the project location, the manner and extent to which trespass suicide is expected to be reduced, and examples of prior efforts to address rail-related suicide.

F. Locomotive information, if applicable: For any projects involving rehabilitating, remanufacturing, procuring, or overhauling locomotives, applicants must identify the number of locomotives that will be procured, replaced, and/or retired. Applicants must describe the benefits of the new equipment, which may include emissions reductions; cost information, including costs relating to maintenance; efficiencies gained; and safety and innovation benefits.

FRA intends to prioritize tiered diesel locomotive projects over zero-emission locomotive projects.

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[20] The Community Trespass Prevention Program is a problem-solving model designed to provide a step-by-step approach for dealing with trespassing issues in communities. For more information, see https://railroads.dot.gov/sites/fra.dot.gov/files/fra_net/1265/USCommunityTrespassPreventionGuide_2010F%282-29%29.pdf.

[21] Funding for law enforcement activities is limited to hourly wages for law enforcement officials to undertake enforcement activities at areas that demonstrate a rail trespassing problem in their community on FRA-regulated track. The hourly rate for law enforcement officers performing enforcement activities should be limited to the officer's regular and overtime wage rate (e.g. 1.5 times the base rate).

G. Community Emergency Plans, if applicable: For projects involving the preparation of emergency plans for communities through which hazardous materials are transported by railroad, applicants must include commitments for coordination by stakeholders including representatives from the chemical manufacturing industry, distributors, shippers, railroads, emergency response providers, and Federal, state and local governments. Applicants must identify the hazardous materials transported through the relevant community by hazard class as defined in 49 CFR 173.2. Proposed plans should address all such hazardous materials and may include rationales for focusing on certain hazardous materials if appropriate. Applicants must include the emergency types planned for and the approach for developing and communicating the plan. Applicants must include a description of proposed training, including frequency (funding may be sought for projects extending multiple years), attendees, and any required materials.

VII. Project Location: Applicants should include geospatial data for the project and a map. Geospatial data must be expressed in decimal degrees for latitude and longitude with at least five decimal places of precision. If the project includes a length of track or corridor development, the start and end coordinates for each corridor or segment must be provided. Additionally, applicants must include the Congressional districts in which the project will take place.

VIII. Evaluation and Selection Criteria: Applicants must include a thorough discussion addressing how the proposed project meets the evaluation and selection criteria. As described in Section 6 of this notice, FRA will evaluate applications based on project readiness, technical merit, and project benefits.

FRA will evaluate all eligible and complete applications using the evaluation merit criteria outlined in this section to determine project readiness, technical merit, and project benefits. Applicants must answer the following evaluation and selection prompts.

i. Project Readiness: FRA will evaluate project and applicant risk based on the applicant's preparedness and capacity to implement the proposed project.

   Please describe the status of required NEPA actions; necessary agreements with infrastructure owners and project partners; and evidence that the project is ready to undertake the activities for the Lifecycle Stage in which funding is being sought.

ii. Technical Merit: FRA will evaluate the degree to which the application describes a reasonable and appropriate approach to achieve the expected outcomes.

   Please describe how the proposed project elements are appropriate for the funding request; the applicant's commitment of the necessary (legal, financial, and technical) resources and skilled workforce to carry out the project; and the applicant's satisfactory continuing control over the use of, and willingness to maintain, the equipment or facilities.

iii. Project Benefits: FRA will evaluate whether the project as designed is likely to achieve the intended rail service benefits, as well as a Benefit-Cost Analysis (BCA) looking at anticipated benefits and costs over a specified period.

Please describe how the proposed project benefits system and service performance; safety, competitiveness, reliability, trip or transit time, resilience; efficiencies from improved integration with other modes; and/or the ability to meet existing or anticipated demand, and any other benefits.

IX. Project Implementation and Management: Applicants must describe proposed project implementation and project management arrangements. Applicants must include descriptions of the expected arrangements for project contracting (construction, maintenance, and operation), contract oversight and control, change-order management, risk management, and conformance to Federal requirements for project progress reporting.[22]

Applicants should include a discussion of qualifications and the factors in 2 CFR 200.206(b), along with the proposed approach to assessing and mitigating project risk.

Applicants should explain how they will fulfill responsibilities that continue after closeout of the award such as use, maintenance, and disposition of property acquired or improved under the award, consistent with 2 CFR 200.345 and the FRA grant agreement.

b. Additional Application Elements

Applicants must submit form SF 424: Application for Federal Assistance and a Benefit-Cost Analysis.

i. SF 424: Application for Federal Assistance.
ii. Benefit-Cost Analysis (BCA): Applicants must submit BCAs as an appendix to the project narrative for each submitted application. The BCA must be consistent with 49 U.S.C. § 22907(e)(1)(B). The BCA is a systematic process for identifying, quantifying, and comparing the expected economic benefits and costs of a proposed infrastructure project. The BCA provides a useful benchmark from which to evaluate and compare potential transportation investments. A qualitative assessment of expected benefits and costs of a proposed infrastructure project may be sufficient for projects that do not include Construction.

While all applicants are required to submit a BCA, the submission requirements vary by project type and Lifecycle Stage. Further information on BCA submissions can be found on FRA's website: https://railroads.dot.gov/elibrary/crisi-bca-details.

Applicants may submit the following additional documents and forms. The Standard Office of Management and Budget (OMB) Forms needed for the electronic application process are available at: Grants.gov.

[22] See FRA Reports, available at: https://www.fra.dot.gov/Page/P0274.

i. SF 424A/SF 424C: SF 424A – Budget Information for Non-Construction or SF 424C – Budget Information for Construction.

ii. SF 424B/SF 424D: SF 424B – Assurances for Non-Construction or SF 424D – Assurances for Construction.

iii. FRA F30: Certification Regarding Debarment, Suspension and Other Responsibility Matters, Drug-Free Workplace Requirements and Lobbying.[23]

iv. FRA F 251: Applicant Financial Capability Questionnaire.[24]

v. SF LLL: Disclosure of Lobbying Activities.

5. SUBMISSION REQUIREMENTS AND DEADLINES

a. Address to Request Application Package

To apply for funding under this announcement, all applicants are required to be registered as an organization with Grants.gov.[25]

FRA is committed to ensuring that information is available in appropriate alternative formats to meet the requirements of persons who have a disability. If you require an alternative version of files provided, please contact Deborah Kobrin, Office of the Railroad Development, Federal Railroad Administration, 1200 New Jersey Avenue, SE, Washington, D.C., 20590; email: Deborah.Kobrin@dot.gov; phone: (202) 420-1281.

The Electronic Business point of contact (EBiz POC) at the applicant's organization must respond to the registration email from Grants.gov and login at Grants.gov to authorize the applicant as the AOR. Please note there can be more than one AOR for an organization.

b. Unique Entity Identifier and System for Award Management (SAM)

To apply for funding applicants must be properly registered in SAM before submitting an application, provide a valid unique entity identifier in its application, and continue to maintain an active SAM registration.

FRA may not make a grant award to an applicant until the applicant has complied with all applicable SAM requirements. If an applicant has not fully complied with the requirements by the time the Federal awarding agency is ready to make a Federal award, the Federal awarding agency may determine that the applicant is not qualified to receive a Federal award and use that determination as a basis for making a Federal award to another applicant. Late applications, including those that are the result of a failure to register or comply with Grants.gov applicant requirements in a timely manner, will not be considered. To submit an application through

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[23] https://railroads.dot.gov/elibrary/fra-f-30-certifications-regarding-debarment-suspension-and-other-responsibility-matters.

[24] https://railroads.dot.gov/elibrary/fra-f-251.

[25] Additional information about the registration process is available at: https://www.grants.gov/applicants/applicant-registration.

Grants.gov, applicants must follow the directions outlined here: Discretionary Grants Application Process.

c. Submission Instructions

i. Actions Needed Prior to Applying: Please see SAM instructions as described in Section 5(b) of this notice.[26] If an applicant has trouble at any point during this process, please call the Grants.gov Customer Center Hotline at 1–800–518–4726.

ii. Methods for Submitting: Applications must be submitted via Grants.gov. Applicants who do not comply with all submission requirements described in this notice and submit applications through Grants.gov may not be eligible for award.

Applicants must complete and submit all required documents for the application. FRA welcomes the submission of additional relevant supporting documentation, such as planning, engineering, and design documentation, and letters of support from partnering organizations. Supporting documentation will not count against the project narrative 25-page limit.

For any supporting application materials that an applicant is unable to submit via Grants.gov (such as oversized engineering drawings), an applicant may submit an original and two (2) copies to Mrs. Deborah Kobrin, Office of Railroad Development, Federal Railroad Administration, 1200 New Jersey Avenue, SE, Room W36–317, Washington, D.C. 20590.

d. Submission Dates and Times

Applicants must submit complete applications to Grants.gov no later than 11:59 p.m. Eastern Time, June 22, 2026. Applicants will receive a system-generated acknowledgement of receipt. FRA reserves the right to modify this deadline. Further, should funding remain after FRA makes selections from the initially submitted applications, FRA also reserves the right to issue a subsequent application deadline for additional application submissions under the terms of this NOFO.

Please use generally accepted formats such as .pdf, .doc, .docx, .xls, .xlsx, and .ppt, when uploading attachments. While applicants may embed picture files, such as .jpg, .gif, and .bmp in document files, applicants should not submit attachments in these formats. Additionally, the following formats will not be accepted: .com, .bat, .exe, .vbs, .cfg, .dat, .db, .dbf, .dll, .ini, .log, .ora, .sys, and .zip.

e. Intergovernmental Review

Intergovernmental Review is required for this program. Applicants must contact their State's Single Point of Contact (SPOC) to learn about and comply with their State's process under Executive Order 12372.

[26] https://railroads.dot.gov/grants-loans/discretionary-grants-application-process.

6. APPLICATION REVIEW INFORMATION

a. Completeness and Eligibility Criteria

FRA will first screen each application for applicant and project eligibility, completeness, and the 20 percent minimum non-Federal cost share. Applications that do not meet these criteria may not proceed to the Evaluation Review Phase.

b. Evaluation Criteria

FRA will evaluate all eligible and complete applications using the evaluation merit criteria outlined in this section to determine project readiness, technical merit, and project benefits.

i. Project Readiness: In evaluating Project Readiness, FRA will evaluate project and applicant risk based on the applicant's preparedness and capacity to implement the proposed project, including whether the applicant is reasonably equipped to begin the Capital or Non-Capital Project in a timely manner to meet its proposed schedule, including coordination with impacted railroads. FRA will evaluate whether the applicant is able to meet project milestones and use Federal funds efficiently to deliver the proposed project.[27]

ii. Technical Merit: In evaluating Technical Merit, FRA will evaluate the degree to which the application (inclusive of all submitted materials), is reasonable and appropriate to achieve the expected outcomes, necessary resources and workforce are committed to deliver the project, and the proposed project elements are appropriate for the project funding request. FRA will also consider applicant risk, including the applicant's past performance in developing and delivering similar projects.

FRA will evaluate the application for the degree to which –

A. The technical qualifications and experience of key personnel the applicant proposes to lead and perform the technical efforts, including the qualifications of the primary and supporting organizations, demonstrate the ability to fully and successfully execute the proposed project within the proposed time frame and budget;
B. The proposed project's business plan considers potential private sector participation in the financing, construction, or operation of the proposed project;[28]
C. The applicant has, or will have, the legal, financial, and technical capacity to carry out the proposed project; satisfactory continuing control over the use of the equipment or facilities; and the capability and willingness to maintain the equipment or facilities;[29]

[27] Additional information on DOT's Project Readiness checklist can be found here: https://www.transportation.gov/grants/dot-navigator/project-readiness-checklist-dot-discretionary-grant-applicants.
[28] 49 U.S.C. § 22907(e)(2)(A).
[29] 49 U.S.C. § 22907(e)(2)(C).

D. The proposed project is consistent with planning guidance and documents set forth by DOT, including those required by law or State rail plans developed under 49 U.S.C. chapter 227;[30]
E. The applicant and project deploy innovative technology, encourage innovative approaches to project delivery, and incentivize the use of innovative financing; and
F. The technical evaluation ratings the proposed project received under previous competitive grant programs administered by the Secretary support the selection.[31]

iii. Project Benefits: FRA will evaluate the Benefit-Cost Analysis as well as the Project Benefits of the proposed project for the anticipated private and public benefits relative to the costs of the proposed project including—

A. Effects on system and service performance;
B. Effects on safety, competitiveness, reliability, trip or transit time, and resilience;
C. Efficiencies from improved integration with other modes; and
D. Ability to meet existing or anticipated demand.

For each of the merit criteria, FRA will use rubric ratings with applied criteria to evaluate whether the applications meet the defined thresholds.[32]

FRA will also apply the selection preferences described in Section 6(c) of this notice.

c. Selection Preferences
After completing the merit review, FRA will give preference to eligible projects in the following circumstances:

i. Projects including the Final Design and Construction lifecycle stages according to FRA's Railroad Capital Project Guidance.
ii. Projects for short line railroad infrastructure and equipment, safety projects, and safety-related technology, or other projects that may not be addressed by other FRA grant programs.
iii. The proposed Federal share of total project costs does not exceed 50 percent.[33]
iv. The net benefits of the grant funds will be maximized considering the Benefit-Cost Analysis, including anticipated private and public benefits relative to the costs of the

[30] 49 U.S.C. § 22907(e)(2)(D).
[31] 49 U.S.C. § 22907(e)(2)(E).
[32] https://railroads.dot.gov/elibrary/crisi-evaluation-rubrics.
[33] This preference applies to funds made available by IIJA, division J. However, 49 U.S.C. § 22907(e)(1)(A) does not apply to projects funded by the 2023, 2025, or 2026 Appropriations. Because the preference still applies to the IIJA funding, FRA encourages applicants to identify sufficient non-Federal contribution such that the Federal share does not exceed 50 percent.

proposed project, and factoring in the other considerations in 49 U.S.C. § 22907(e)(2).[34]

FRA is interested in funding projects that improve short line or regional railroad infrastructure, including new locomotives and projects that upgrade track to 286,000-pound railcar standards, to allow for increased safety and service options to better facilitate freight rail performance.

FRA is interested in projects that align with the Administration's focus on the American family and ensuring a more seamless travel experience. Applicants are encouraged to include otherwise-eligible components in their proposed intercity passenger rail station projects that focus on enhancing the experience for traveling families, such as adding mothers' rooms, expanding waiting areas, adding new family restrooms, and creating children's play areas.

FRA is interested in prioritizing improvement of the condition and safety of existing transportation infrastructure, particularly infrastructure with high cost of failure, such as bridges.

FRA is interested in projects that promote economic competitiveness by advancing the Nation's domestic energy sector, in accordance with E.O. 14154 (Unleashing American Energy), improve intermodal or multimodal freight mobility, addresses a freight bottleneck, or support the growth and expansion of American manufacturing.

FRA is interested in projects that Advance the Department's Innovation Agenda to usher in the golden age of transportation through American innovation; including projects that use technology to support more efficient freight operating practices or help combat cargo theft through enhanced prevention and recovery, or projects that create opportunities to develop and conduct responsible early deployments of innovative and emerging transportation technologies.

d. Review and Selection Process

Applications are first screened for applicant and project eligibility, completeness, and minimum cost share. Remaining applications receive an environmental screening and are evaluated against the project readiness criteria, technical merit criteria, and project benefits criteria. All rated applications are then reviewed by a Steering Committee and Senior Review Team, who select awards for review and approval by the Secretary or his designee.

e. Risk Review

Before making a Federal award with a total amount of Federal share greater than the simplified acquisition threshold of $250,000 (see 2 CFR 200.1 and 48 CFR 2.101 for definition of Simplified Acquisition Threshold), FRA will review and consider any information about the applicant that is in the designated integrity and performance system accessible through SAM (currently the Federal Awardee Performance and Integrity Information System (FAPIIS)). See 41 U.S.C. § 2313.

[34] These benefits may include the effects on system and service performance, including measures such as improved safety, competitiveness, reliability, trip or transit time, resilience, efficiencies from improved integration with other modes, the ability to meet existing or anticipated demand, and any other benefits.

An applicant, at its option, may review information in the designated integrity and performance systems accessible through SAM and comment on any information about itself that a Federal awarding agency previously entered and is currently in the designated integrity and performance system accessible through SAM.

FRA will consider any comments by the applicant, in addition to the other information, in making a judgment about the applicant's integrity, business ethics, and record of performance under Federal awards when completing the review of risk posed by applicants as described in 2 CFR 200.205.

7. AWARD NOTICES

a. Federal Award Notices

FRA will announce applications selected for funding on FRA's website after the application review period. This announcement is FRA's notification to successful and unsuccessful applicants alike. FRA will contact the point of contact listed in the SF 424 to initiate negotiation of a project-specific grant agreement. This notification is not a commitment on behalf of FRA or an authorization to begin proposed project activities. FRA requires satisfaction of applicable requirements by the applicant and a formal agreement signed by both the recipient and FRA, including FRA's Standard Terms and Conditions and an approved scope, schedule, and budget, before obligating the grant. Prior to execution of a grant agreement, FRA reserves the right to withdraw or modify any selection. Unsuccessful applicants may request an application debrief after selections are announced and prior to the release of the next CRISI NOFO.

b. Pre-Award Funding Restrictions

Applicants may count costs incurred for Preliminary Engineering on highway-rail grade crossing projects, as described in 49 U.S.C. § 22907(c)(5), and trespassing prevention projects, as described in 49 U.S.C. § 22907(c)(11), as part of the total project costs. Such costs are eligible as non-Federal share or reimbursement, even if they were incurred before project selection for award, consistent with 49 U.S.C. § 22907(h)(4). Such costs must have been incurred no earlier than November 15, 2021, and must be otherwise compliant with 2 CFR part 200 and the requirements of this NOFO.

8. POST-AWARD REQUIREMENTS AND ADMINISTRATION

a. Administrative and National Policy Requirements

Recipients of funds must comply with all applicable requirements of Federal law, including, without limitation, the Constitution of the United States; the conditions of performance, nondiscrimination requirements, and other assurances made applicable to the award of funds in accordance with DOT regulations; and applicable Federal financial assistance and contracting principles promulgated by the OMB. Unless otherwise stated in statutory or legislative authority, or appropriations language, all financial assistance awards follow the Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards at 2 CFR part 200 and 2 CFR part 1201. If DOT determines that a recipient has failed to comply with applicable Federal requirements, DOT may terminate the award of funds and disallow previously incurred costs, requiring the recipient to reimburse any expended award funds.

Assistance under this NOFO is subject to the grant conditions in 49 U.S.C. § 22905.[35]

b. Reporting

i. Progress Reporting on Grant Activity: Each applicant selected for a grant will be required to comply with all standard FRA reporting requirements. Pursuant to 2 CFR 170.210, non-Federal entities applying under this NOFO must have the necessary processes and systems in place to comply with the reporting requirements should they receive Federal funding.

ii. Additional Reporting: Applicants selected for funding are required to comply with all reporting requirements in the standard terms and conditions for FRA grant awards including 2 CFR 180.335 and 2 CFR 180.350. If the total value of a selected applicant's currently active grants, cooperative agreements, and procurement contracts from all Federal awarding agencies exceeds $10,000,000 for any period of time during the period of performance of this Federal award, then the applicant must maintain the information reported to SAM and ensure that is made available in the designated integrity and performance system (currently the Federal Awardee Performance and Integrity Information System (FAPIIS)) about civil, criminal, or administrative proceedings described in award term and conditions of Article 3. This is a statutory requirement under Section 872 of Pub. L. 110–417, as amended (41 U.S.C. § 2313). As required by Section 3010 of Public Law 111–212, all information posted in the designated integrity and performance system on or after April 15, 2011, except past performance reviews required for Federal procurement contracts, will be publicly available.

iii. Performance Reporting: If selected, recipients will be required to collect information and report on the project's performance using measures mutually agreed upon by FRA and the recipient to assess progress in achieving strategic goals and objectives.

iv. DOT/FRA Program Evaluation: Program Evaluation is an assessment using systematic data collection and analysis of one or more programs, policies, and organizations intended to assess their effectiveness and efficiency (5 U.S.C. § 311). Recipients and subrecipients are encouraged to incorporate program evaluation including associated data collection activities from the outset of their program design and implementation to meaningfully document and measure their progress. Allowable data and evaluation costs are specified in 2 CFR 200.455(c). As a condition of grant award, recipients may be required to participate in an evaluation undertaken by DOT, or another agency or partner. As a condition of award, recipients must agree to: (1) make records available to the evaluation official; (2) provide access to program records, and any other relevant documents to calculate costs and benefits; (3) in the case of an impact analysis, facilitate the access to relevant information as requested;

[35] More information on labor protections can be found here: https://railroads.dot.gov/elibrary/equivalent-labor-protections. More information on 22905(c)(1) agreements can be found here: https://railroads.dot.gov/elibrary/frequently-asked-questions-about-rail-improvement-grant-conditions-under-49-usc-ss-22905c1. More information on FRA Buy American requirements can be found here: https://railroads.dot.gov/legislation-regulations/buy-america/buy-america

and (4) follow evaluation procedures as specified by the evaluation official. Evaluation expenses are allowable costs (either as direct or indirect) unless prohibited by statute or regulation. (2 CFR part 200).

c. Data Sharing Requirements

As a condition of funding, grant recipients are required to share safety and technology-related data, if produced under the grant awards with FRA, following agreed-upon timelines to support safety assessment. Consistent with 2 CFR 200.315, grant recipients must ensure that FRA has access to safety and technology-related data generated under the award in a machine-readable format.

It is the policy of the United States to strengthen the security and resilience of its critical infrastructure against all hazards, including physical and cyber risks, consistent with National Security Memorandum (NSM-22) on Critical Infrastructure Security and Resilience, and the National Security Memorandum on Improving Cybersecurity for Critical Infrastructure Control Systems. Each applicant selected for Federal funding must demonstrate, prior to the signing of the grant agreement, effort to consider and address physical and cyber security risks relevant to the transportation mode and type and scale of the project. Projects that have not appropriately considered and addressed physical and cyber security and resilience in their planning, design, and project oversight, as determined by the DOT and the Department of Homeland Security, will be required to do so before receiving funds.

d. Domestic Preference Requirements

Funds made available under this notice are subject to the domestic preference requirement in 49 49 U.S.C. § 22905(a) (FRA Buy America) and the Build America, Buy America Act, Pub. L. No. 117-58, sections 70901-52. Major Capital Project applicants should include a domestic sourcing plan that provides details on the extent to which the materials covered by the plan are to be imported and the extent to which such materials can be sourced domestically. If applicants anticipate the need for a waiver of FRA's Buy America requirements for a Major Capital Project, applicants should request a waiver in the domestic sourcing plan.

e. Federal Anti-Discrimination

Except where prohibited by court order, pursuant to Executive Order 14173, Ending Illegal Discrimination and Restoring Merit-Based Opportunity, as a condition of grant award, each Recipient must agree that its and its regulations' compliance in all respects with the equal protection principles of the U.S. Constitution and all applicable Federal anti-discrimination laws and regulations is material to the government's payment decisions for purposes of section 3729(b)(4) of title 31, United States Code.

Except where prohibited by court order, pursuant to Executive Order 14173, Ending Illegal Discrimination and Restoring Merit-Based Opportunity, as a condition of grant award, each Recipient must certify that it does not operate any programs promoting diversity, equity, and inclusion (DEI) initiatives that violate the U.S. Constitution or any applicable Federal anti-discrimination laws.

f. Compliance with Federal Law and Policies
Except where prohibited by court order: The applicant assures and certifies, with respect to any application and awarded Project under this NOFO, that it will comply with all applicable Federal laws, regulations, executive orders, policies, guidelines, and requirements as they relate to the application, acceptance, and use of Federal funds.

To the extent a court order bars the implementation or enforcement of one or more of these conditions or requirements with respect to a particular applicant or recipient, the Department will not implement or enforce the relevant condition(s) or requirement(s) against that applicant or recipient for as long as the order remains in place.

9. OTHER INFORMATION

All information submitted as part of or in support of any application shall use publicly available data or data that can be made public and methodologies that are accepted by industry practice and standards, to the extent possible. FRA encourages adherence to DOT Order 2100.7 regarding sound economic analysis and other benefits of projects. If the application includes information the applicant considers to be a trade secret or confidential commercial or financial information, the applicant should do the following: (1) note on the front cover that the submission "Contains Confidential Business Information (CBI)"; (2) mark each affected page "CBI"; and (3) highlight or otherwise denote the CBI portions.

The DOT regulations implementing the Freedom of Information Act (FOIA) are found at 49 CFR part 7 subpart C – Availability of Reasonably Described Records under the Freedom of Information Act which sets forth rules for FRA to make requested materials, information, and records publicly available under FOIA. Unless prohibited by law and to the extent permitted under the FOIA, contents of application and proposals submitted by successful applicants may be released in response to FOIA requests. The Department may share application information within the Department or with other Federal agencies if the Department determines that sharing is relevant to the respective program's objectives.

The following links contain additional information for applicants:

- CRISI Program Page: https://railroads.dot.gov/grants-loans/consolidated-rail-infrastructure-and-safety-improvements-crisi-program
- Railroad Capital Project Guidance: https://railroads.dot.gov/elibrary/fra-guidance-development-and-implementation-railroad-capital-projects
- FRA Grant Application Guide: https://railroads.dot.gov/elibrary/fra-grant-application-guide
- FRA Key Terms for Discretionary Grant Programs: https://railroads.dot.gov/elibrary/definitions-key-terms-discretionary-grant-programs

Issued in Washington, D.C.

David A. Fink
Administrator