

RAIL

MOVING AMERICA FORWARD



FY22 CRISI Grant Program NOFO Office Hours – Featured Topics

Presented by:

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U.S. Department of Transportation
Federal Railroad Administration

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Presenters



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Agenda

- 1 Consolidated Rail Infrastructure and Safety Improvements (CRISI) Overview (Mariam Ouhamou)
- 2 Featured Topic: Efficient Locomotives (Michael Johnsen)
- 3 Featured Topic: Climate Initiatives (Michael Johnsen)
- 4 Featured Topic: CRISI Workforce Development (Melissa Hatcher)

FY22 CRISI Program Overview

CRISI – Program Overview

GRANT PURPOSE

- To fund projects that improve the safety, efficiency, and/or reliability of intercity passenger and freight rail systems

Notice of Funding Opportunity (NOFO)

- Published in the Federal Register on September 2, 2022
 - Over \$1.42 billion available
 - Applications due by **5 p.m. EST** on December 1, 2022
- Please read the NOFO carefully and follow all instructions for completing and submitting your application
- Applications that are incomplete or received after the deadline will not be reviewed or considered for funding. There are no exceptions.

FY22 CRISI – Program Overview

ELIGIBLE APPLICANTS

- A State (including the District of Columbia) or group of States
- An Interstate Compact
- Public agencies or publicly chartered authorities established by one or more States
- A political subdivision of a State
- Amtrak or other intercity passenger rail carrier
- Class II or III railroads and associations that represent a Class II or III railroad
- Any rail carrier or equipment manufacturer in partnership with at least one state entity, public agency, and/or local government
- Federally recognized Indian Tribe
- The Transportation Research Board (TRB) together with any entity with which it contracts in the development of rail-related research, including cooperative research programs
- A university transportation center engaged in rail-related research
- A non-profit labor organization representing a class or craft of employees of rail carriers or rail carrier contractors

FY22 CRISI – Program Overview

ELIGIBLE PROJECT CRITERIA

- **Wide Range of Rail Capital Projects**
 - Congestion mitigation
 - Ridership growth facilitation
 - Enhancements to multimodal connections
 - Improvements to short-line or regional railroad infrastructure
- **Railroad Safety Technology**
- **Track, Station, and Equipment Improvements for Intercity Passenger Rail**
- **Grade Crossing Improvements**
- **Rail Line Relocation and Improvement**
- **Regional and Corridor Service Planning and corresponding Environmental Analyses**
- **Safety Programs and Institutes**
- **Research**
- **Workforce Development and Training**
- **New in the [Bipartisan Infrastructure Law](#):**
 - Measures that prevent trespassing
 - Preparation of emergency plans for hazardous materials that are transported by rail
 - Rehab or procurement of locomotives, provided that such activities result in a significant reduction of emissions

At least 25% of funds is reserved for rural projects

FY22 CRISI – Program Overview

NON-FEDERAL MATCH REQUIREMENTS

- Federal share of total costs **shall not exceed 80 percent**.
- 20 percent minimum non-Federal match for CRISI-funded projects may consist of public sector (e.g., state or local) and/or private sector funding. FRA will not consider any Federal financial assistance, nor any non-Federal funds already expended (or otherwise encumbered), toward the matching requirement, unless compliant with 2 CFR part 200.
- Applicants must identify the source(s) of their matching and other funds, and must clearly and distinctly reflect these funds as part of the total project cost.
- In-kind contributions, including the donation of services, materials, and equipment, may be credited as a project cost, in a uniform manner consistent with 2 CFR 200.306.

Featured Topic – Efficient Locomotives

2022 CRISI Locomotive Rehab and Replacement Provision

Provision Details

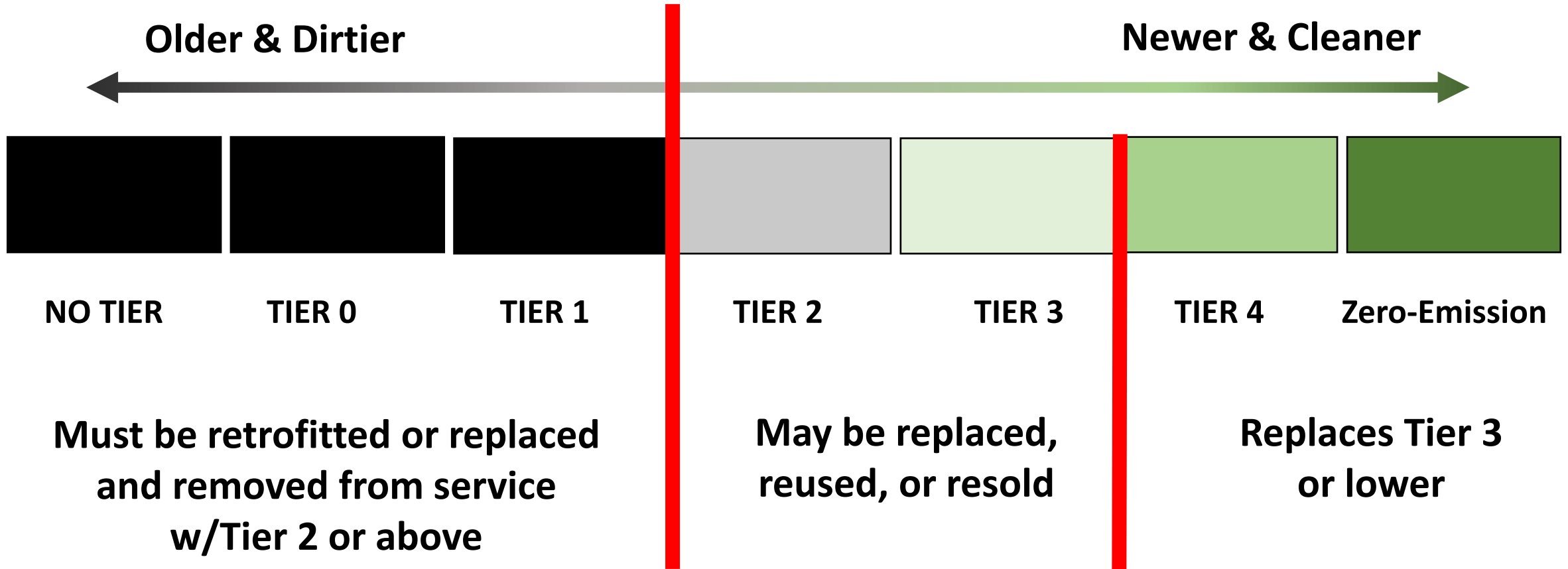
The FY 2022 CRISI program contains the following provisions for grants affecting locomotives (49 U.S.C. 22907(c)16):

(16) Rehabilitating, remanufacturing, procuring, or overhauling locomotives, provided that such activities result in a significant reduction of emissions



“Significant Reduction in Emissions”

EPA Locomotive Tiers



Featured Topic – Consideration of Climate and Equity

Consideration of Climate and Equity in Grant Reviews

Executive Order 14008 and Justice40

Executive Order 14008 Section 209: Grants not to be used to subsidize fossil fuel industry

Section 213: Consider climate in grant reviews

Justice40: 40% of DOT grant benefits to Justice40 Communities

Benefits

CLIMATE

- System efficiency improvements
- Locomotive rehab & replacement
- Fuel-use reductions
- Alternative and clean energy
- CO2 estimates
- Modal shift from road & air

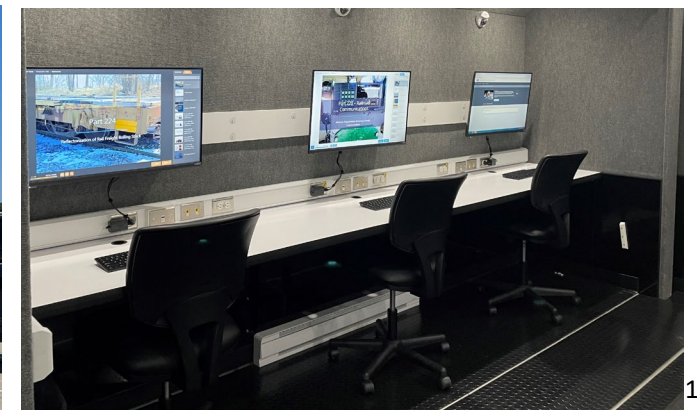
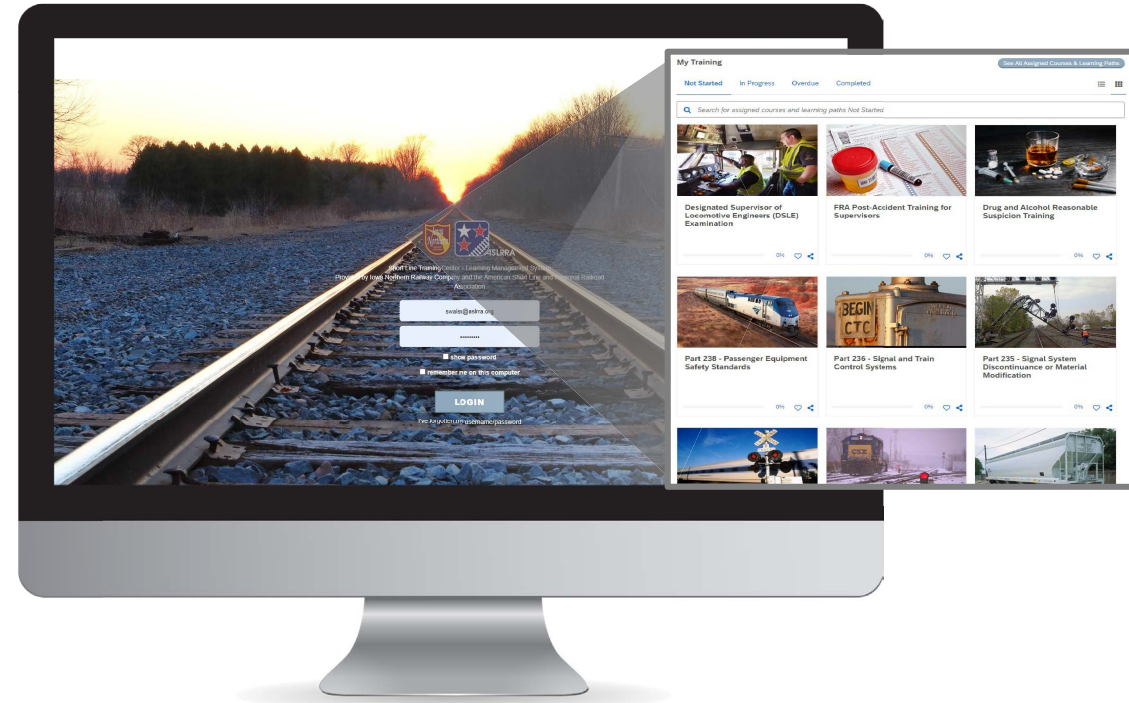
EQUITY

- Safety
- Access
- Fiscal benefits
- Reduction of air & noise emissions
- Neighborhood impacts
- Involvement

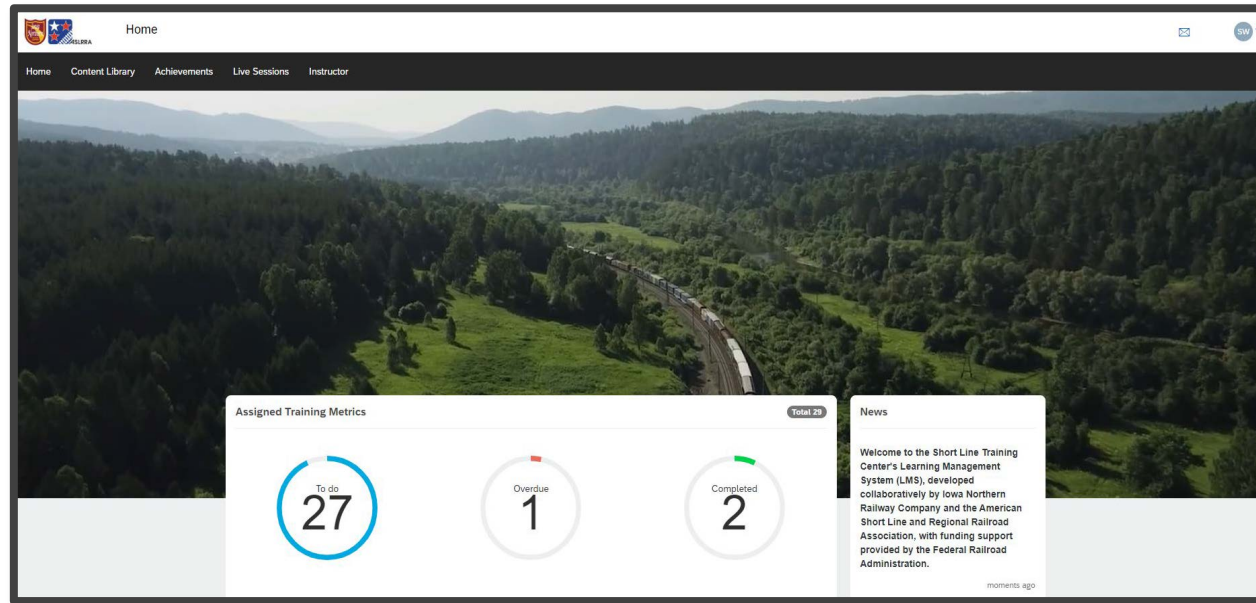
Featured Topic – CRISI Workforce Development

CRISI Grant Case Study: Short Line Training Center

- Iowa Northern Railway (IANR) and the American Short Line and Regional Railroad Association (ASLRRA) partnered on this project
- FRA awarded IANR \$5.4 million in FY20 CRISI funding
- The grant funds two distinct training programs:
 - Online learning management system providing technical education and training
 - Locomotive simulator training
- FRA's Office of Safety is providing technical support for developing the training content



Short Line Training Center: Learning Management System (LMS)



- The CRISI grant establishes an online platform (Learning Management System) for short line railroads to access a custom-built suite of railroad industry training programs available 24-7
- Custom railroad dashboards allow each railroad to:
 - Assign curriculum
 - Track completion of required courses
 - Track each employee's progress and performance

Planned Programs for Years One & Two

- General Code of Operating Rules
- Designated Supervisor of Locomotive Engineers
- Hazardous Materials Training
- Part 214 – Railroad Workplace Safety
- Part 214.357 – Crane Training
- Part 215 – Railroad Freight Car Safety Standards
- Part 218 – Railroad Operating Practices
- Part 221 – Rear End Marking Device - Passenger, Commuter and Freight Trains
- Part 229 – Railroad Locomotive Safety Standards

Short Line Training Center: Locomotive Simulator Training

- FRA grant funds the purchase and deployment of four FRA Type II locomotive simulators:
 - **Iowa Northern Railway's Training Center** in Waterloo, IA
 - **Mobile Technical Training Center** delivers to railroad employees on site
- Locomotive simulator training provides personalized, instructor-led seminars
- Simulator scenarios include basic train handling, positive train control (PTC), and distributed power operations



Short Line Training Center: Contact



For more information about the education and training programs offered under the Short Line Training Center CRISI grant, please visit:

<https://www.aslrra.org/education/short-line-training-center/>



QUESTIONS?

Contact Us

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Connect with us [USDOTFRA](#)



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To learn more about FRA Competitive Discretionary Grant Programs, visit: <https://www.fra.dot.gov/grants>