

# Frequently Asked Questions (FAQs) Regarding Locomotive Replacement Projects under FRA's Consolidated Rail Infrastructure and Safety Improvements (CRISI) Grant Program

These FAQs do not have the force and effect of law, are not meant to bind the public in any way, and are intended only to provide information to the public regarding existing requirements under the law or agency policies.

## Q: What is FRA's Locomotive Replacement Initiative?

FRA's Locomotive Replacement Initiative (LRI) focuses on FRA's oversight and management of certain locomotive projects, funded under FRA's Consolidated Rail Infrastructure and Safety Improvements (CRISI) Grant Program, aimed at removing the most polluting locomotives from the rail network. FRA's LRI provides technical assistance to applicants and recipients of FRA funds in implementing locomotive projects that result in a significant reduction of emissions. As part of the LRI, FRA has developed these answers to Frequently Asked Questions (FAQs) on locomotive projects eligible for funding under FRA's CRISI program.

## Q: Who is eligible to receive a CRISI grant to replace locomotives?

Any entity that is eligible to receive CRISI grants can apply for locomotive replacements. Eligible recipients under CRISI can be found on the CRISI web page: [Consolidated Rail Infrastructure and Safety Improvements \(CRISI\) Program | FRA \(dot.gov\)](#).

When applying for a CRISI grant, applicants should review the applicable Notice of Funding Opportunity (NOFO) to ensure the applicant conforms to the most current eligibility criteria, as eligibility criteria may change.

## Q: What locomotive projects are eligible under FRA's CRISI program?

Generally, a "capital project" is eligible under FRA's CRISI program, which includes "rehabilitating, remanufacturing, or overhauling rail rolling stock...used primarily in intercity passenger rail service."<sup>1</sup> The Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law, amended FRA's CRISI program to include eligibility for: "Rehabilitating, remanufacturing, procuring, or overhauling locomotives, provided that such activities result in a significant reduction of emissions."<sup>2</sup> These FAQs focus on locomotive projects that fall within 49 USC 22907(c)(16).

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<sup>1</sup> See 49 U.S.C. § 22901(2); 49 U.S.C. § 22907(c).

<sup>2</sup> 49 U.S.C. § 22907(c)(16).

## **Q: Is the purchase of non-traditional diesel locomotive technologies such as battery switcher locomotives an eligible project under FRA's CRISI program?**

Yes. Projects that include new, emerging, cleaner technologies for locomotives such as battery-electric switcher locomotives, diesel locomotives that exceed EPA Tier 4 standards, hybrid battery diesel locomotives, or hydrogen fuel cell locomotives may be eligible under FRA's CRISI program, provided that the applicant and project conform to the program requirements described in the applicable NOFO. When considering newer technologies, applicants may include in the application any research from reliable locomotive manufacturers for safety, availability and delivery, and cost information to further substantiate the use of the new technology. In addition, locomotive charging equipment and installation, and workforce development and training, may also be eligible under the FRA's CRISI program.

Applicants should review the applicable NOFO to ensure the applicant and project conforms to program requirements, as program requirements may change.

## **Q: What does "significant reduction of emissions" mean under the CRISI Grant Program?**

The term "significant reduction of emissions" means rehabilitating, remanufacturing, procuring, or overhauling: (1) a Non-Tiered, Tier 0, or Tier 1 locomotive to at least the Tier 2 level; (2) a Tier 2 or Tier 3 locomotive to at least a Tier 4 level; or (3) any locomotive to an all-electric, renewable diesel, battery-powered, or other renewable energy locomotive. Non-tiered, Tier 0, and Tier 1 locomotives must be retired if replaced. Emission standards and Tier designations for line-haul and switch locomotives are set by the U.S. Environmental Protection Agency, 40 CFR part 1033, subpart B.

Applicants should review the applicable NOFO to ensure the applicant conforms to the most current definition.

## **Q: How can project sponsors calculate the reduction in emissions for locomotive projects?**

FRA has developed a Locomotive Emissions Comparison Tool (LECT), which applicants and recipients can use to calculate emissions reductions from rail operations inputs, including the annual fuel consumption of the locomotives to be replaced and their EPA Tier level. This information can be used as supporting documentation for CRISI applications and required environmental reviews. The LECT can be found on the FRA website: [FRA Locomotive Emissions Comparison Tool | FRA \(dot.gov\)](#).

## **Q: What does "non-tiered, Tier 0, and Tier 1 locomotives must be retired if replaced" mean in FRA's definition of "significant reduction of emissions?"**

"Retired if replaced" means that if a locomotive, funded by CRISI, replaces a non-tiered, Tier 0, or Tier 1 locomotive that is currently in use, that non-tiered, Tier 0, or Tier 1 engine must be taken out of service and either scrapped or rendered permanently disabled by the following means:

- 1) Destruction of the old engine by cutting a three-inch-by-three-inch hole in the engine block (the part of the engine containing the cylinders).
- 2) The locomotive engine (or entire locomotive or individual parts) is donated for destructive research that renders the engine unusable on the rail network or to another use, such as a museum, where the locomotive is not operating on the rail network.

The removal of the non-tiered, Tier 0, or Tier 1 engine from service ensures the locomotive project will result in a significant reduction of emissions.<sup>3</sup> Recipients may use other means to take non-tiered, Tier 0, and Tier 1 locomotives out of service and should consult with FRA as necessary. Equipment and vehicle components that are not part of the engine may be salvaged from the unit being replaced (e.g., chassis, wheels, fuel tanks, etc.). Locomotive engines meeting EPA's Tier 2 or higher emissions standards do not need to be taken out of service and may be reused or resold.

### **Q: How can a CRISI grant recipient document that its non-tiered, Tier 0, and/or Tier 1 locomotive has been replaced and retired?**

Recipients may use any appropriate means to document that its non-tiered, Tier 0, and/or Tier 1 locomotive has been replaced and retired. Such documentation may include:

- Vehicle owner's name and address
- Vehicle make, model, model year, VIN, odometer reading or usage meter reading, and engine make, model, model year, horsepower, ID, or serial number
- Name, address, and signature of dismantler
- Date engine and/or vehicle/equipment was scrapped
- Statement attesting to scrapping of vehicle/engine
- Signature of participating fleet owner
- Digital photos that show side profile of the vehicle, prior to disabling
- Engine label (showing serial number, engine family number, and engine model year)
- Engine block (before and after removal)

### **Q: What safety requirements should I be aware of for rehabilitated or new-technology locomotives?**

Rehabilitating or retrofitting an older locomotive with new technology may affect vehicle characteristics such as vehicle weight, crash worthiness, electrical systems, and hazards and risks. Locomotives must comply with all applicable railroad safety laws, including FRA's safety standards. Applicants and recipients should coordinate with FRA's Office of Safety regarding applicable safety standards and requirements and may include relevant safety information in the application for funding under the CRISI program.

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<sup>3</sup> See 49 U.S.C. § 22907(c)(19).