

***SUBCOMMITTEE ON TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT,
AND RELATED AGENCIES***

**Consolidated Rail Infrastructure and Safety Improvements (CRISI)
Department of Transportation (DOT)
*Guidelines and Requirements for Appropriations Submissions***

**Member Request deadline is March 27, 2026 at 6:00 P.M.
Members must post CPF requests on their website on April 17, 2026.**

Rail infrastructure projects are capital projects eligible under the CRISI program authorized in section 22907 of title 49, United States Code. CRISI provides grants to assist in financing the cost of improving intercity passenger rail and freight rail transportation systems. All projects must be:

- Rail capital projects, systems planning for a rail capital project, or project development for a rail capital project (e.g. NEPA and preliminary engineering);
- Supported by the state, local governmental authority, or Tribal government that would administer the project; and
- Sponsored by state, local, or Tribal entities.

The subcommittee will not fund activities that are administrative in nature even if they are eligible expenses under the statutory citation. These include but are not limited to general operating expenses, rail-related research, and workforce activities. Please note that while planning projects are eligible, projects that are solely planning in nature will be highly scrutinized.

The Committee strongly encourages Member offices to reach out to the project sponsor (i.e., public agency) to determine the eligibility and viability of their projects. Projects must comply with federal requirements such as Buy America and the National Environmental Policy Act. For more on 49 U.S.C. 22905(c)(1) Rail Improvement Grant Conditions, see FAQ [here](#).

The Committee also strongly encourages Member offices to review the Federal Railroad Administration (FRA) [Capital Project Guidance](#) and share this document with the project sponsor to ensure the lifecycle stage of the project matches the requirements.

For each CRISI request, Members will need to provide specific information through the database. The database will include the following questions to assist the subcommittee in vetting and selecting projects. The Chair may require additional information from your office.

Demonstration of Community Support:

Projects must have substantial evidence of community support to be considered for funding. Community support documentation can include letters from elected officials and community groups, local transportation or community development plans, publications (including news articles), and any other documents that demonstrate public support for the project.

Community Project Funding (CPF) Questions for CRISI Projects:

1. Project Name.

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A short name by which the project may be identified, including a very brief description of what the funds will be used for and the project's location. This description may be used in the House report and must be accurate to ensure funds are provided to the correct project and location.

EXAMPLE: *West Elm Track and Railroad Bridge Improvements.*

2. Project Recipient.

As a reminder, for-profit entities are not eligible for CPF funding. The recipient must be a public entity that is eligible under the CRISI Program such as a state department of transportation, political subdivision of a state, public agency or publicly chartered authority established by one or more states, or not-for-profit rail carrier that provides intercity rail passenger transportation.

3. Please select the eligible project type that best describes the project:

Please note that CRISI projects are required to primarily benefit intercity passenger rail or freight rail service.

- a) Deployment of railroad safety technology, including positive train control and rail integrity inspection systems.
- b) A capital project as defined in section 22901(2), except that a project shall not be required to be in a State rail plan developed under chapter 227.
- c) A capital project necessary to address congestion or safety challenges affecting rail service.
- d) A capital project necessary to reduce congestion and facilitate ridership growth in intercity passenger rail transportation along heavily traveled rail corridors.
- e) 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.
- f) A rail line relocation or improvement project.
- g) A capital project to improve short-line or regional railroad infrastructure.
- h) The preparation of regional rail and corridor service development plans and corresponding environmental analyses.

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- i) Any project 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.
- j) The development and implementation of measures to prevent trespassing and reduce associated injuries and fatalities (e.g., trespass-related capital projects such as physical barriers, fencing, or equipment; trespassing enforcement activities; and outreach campaigns resulting in trespasser deterrence and prevention).
- k) Rehabilitating, remanufacturing, procuring, or overhauling locomotives, provided that such activities result in a significant reduction of emissions.

4. General description and scope of project, including benefits and explanation for why project is a priority.

If the CPF is requested to cover only one phase or segment of a larger project, be clear about how the CPF funds will be used.

EXAMPLE: The West Elm Track and Railroad Bridge Improvements Project will replace an aging railroad bridge and rehabilitate 11 sidings and wye tracks that can handle increased traffic along the main rail route between the cities of Green Bay and Pembine. CPF funding will cover the costs of final design and construction for the project. The improvements will increase the efficiency of the route by eliminating slow-orders along 32 miles of track and help mitigate congestion along the track to increase safety. It is a priority for both cities given the limited resources they have to fully fund the project.

5. Total project cost.

Provide the total estimated cost of the project. The estimated total cost must be based on the best available information, including engineering studies, studies of economic feasibility, and environmental analyses. See FRA's [cost estimate guidance](#).

Please note the amount requested should not exceed 80 percent of the total project costs. Rail capital projects under the CRISI program require a minimum 20 percent non-federal share.

6. Does the project have non-federal and/or private funds committed to meet match or cost-share requirements? What is the source and amount of those funds?

The minimum 20 percent non-federal share may be comprised of public sector funding (e.g., state or local) or private sector funding. FRA will not consider any federal financial

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assistance or any non-federal funds already expended (or otherwise encumbered) toward the matching requirement, unless compliant with [2 CFR part 200](#).

EXAMPLE: *Local sales taxes are committed for 20 percent of the project.*

- 7. If the project receives less than requested, will the project still proceed without waiting for additional funding sources?**
- 8. Provide a history of federal funding for the project, if any. Include prior CRISI or other DOT grant program applications, formula funds and any awarded discretionary grants.**

EXAMPLE: *Awarded FY20 BUILD Discretionary Grant of \$7.5 million.*

- 9. Where is the project in the construction process?**

Drop down options in the database will include systems planning, project planning, project development, final design, or construction.

Please note that funding for operations is not eligible.

- 10. Estimated start and completion dates.**

Project sponsors may view the FRA recorded webinar "[From Selection to Award—The Post-Selection Process for FRA Grants](#)" for a better understanding of the requirements for funding to be obligated.

- 11. Is the project on a state rail plan as of 12/31/2025? If yes, provide a link to the plan and specify page number.**
- 12. Is the project included in a grade crossing action plan or other planning document? If yes, provide a link to the plan and specify page number.**

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**TEMPLATE FOR MEMBER FINANCIAL DISCLOSURE CERTIFICATIONS AND
FEDERAL NEXUS STATEMENTS**

To comply with House rule XXIII, clause 17, and Committee guidance, below is suggested text for a statement of federal nexus and a financial disclosure certification to accompany **each** Community Project Funding request:

Dear Chairman Cole and Ranking Member DeLauro:

I am requesting funding for _____ [project] in Fiscal Year 2027. The entity to receive funding for this project is _____, located at _____ (address including street name, city, state and zip code). The funding would be used for _____. The project is an appropriate use of taxpayer funds because _____.

The project has a federal nexus because the funding provided is for purposes authorized by section 22907 of title 49 of the United States code.

I certify that I have no financial interest in this project, and neither does anyone in my immediate family.

Sincerely,

Member of Congress

These statements must be on letterhead and must be signed by the Member. Members must post these letters publicly on their website on April 17, 2026. Please prepare the certification on letterhead and upload a PDF of the signed document to the request database.

Questions: If you have any questions about Community Project Funding eligible for CRISI, please email TH.MemberRequests@mail.house.gov and include “CRISI” in the subject line.