



COLORADO
Department of Transportation
Division of Transit & Rail

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DATE: May 8, 2018
TO: Transportation Commission, STAC, and TRAC
FROM: David Krutsinger, Director - Division of Transit & Rail
SUBJECT: Consolidated Rail Infrastructure & Safety Improvements (CRISI) Program - Grant Funding Opportunity

Summary

The U.S. Department of Transportation announced the Notice of Funding Opportunity (NOFO) for this program on February 21st, with proposals due by 5:00 PM EDT, June 21, 2018.

Who is Eligible

State(s), Interstate Compact(s), Cities/Counties or similar, Amtrak or other Intercity Passenger Rail Entity, "Short Line" (Class II or II) Freight Railroad, Transportation Research Board, University, Non-Profit Rail Labor Organization

What Kinds of Projects

Planning, Environmental Clearance, Design, or Construction (identify which phase) for railroad safety technology including PTC, capital intercity passenger rail project, rail congestion project, highway-rail grade crossing, rail line relocation or consolidation, short line rail project, regional/corridor rail planning, multi-modal rail project, or rail safety program. Overall intent is to support infrastructure and safety improvements for freight and passenger rail.

Funding Available

There is \$65.2 Million available nationally, with a minimum of \$17 Million set aside for rural areas. There are no pre-determined minimum or maximum dollar thresholds for awards.

Application Requirements

The application must be made via Grants.gov application package. The application package requires completion of a series of "Standard Forms" for the Federal Railroad Administration (FRA), and the applications can be no more than 25 total pages in length. The application must describe how the proposed project meets eligibility requirements by providing a detailed project description including beneficiaries and users. The project's location, and whether it is rural or not, should be identified. The project application should respond to project evaluation criteria which include project readiness, experience of personnel who will carry out the project, legal / financial / technical capacity to manage a federal grant, ability of the project to support economic vitality, and how well the federal funds are leveraged with other funds. Nominally a 20% match is required, with preference to projects that have 50% or more non-federal match. A positive benefit cost analysis (BCA) ratio is expected, based on the type of project: rail safety, rail congestion relief, rail planning, rail relocation, etc. Example BCA performance measures include: reduction of slow orders, increase in gross tons, auto crossings eliminated, track weight capacity, and track miles by condition and improvement level.

Preliminary Schedule

The schedule is similar to other grant opportunities with deadlines near the third week of June, based on Transportation Commission and STAC Review.



<i>Date</i>	<i>Action</i>	<i>Responsible Party</i>
May 8	CDOT Produces draft candidate project list for review	CDOT
May 11	Transit & Rail Advisory Committee (TRAC) review of candidate list	TRAC
May 15-16	Transportation Commission prioritizes candidate list	Transportation Commission
May 18	STAC reviews candidate list	STAC
May 19-June 1	Prepare grant applications and/or support letters	CDOT & Grant applicants
June 2	Draft of grant applications due to CDOT for review	Grant applicants
June 19	Submit complete grant application on the Grants.gov website	CDOT & Grant applicants
June 21	CRISI Grant Application Due Date	USDOT & Grant applicants
September 2018	Awards Announced	USDOT

For More Information

<https://www.federalregister.gov/documents/2018/02/21/2018-03534/notice-of-funding-opportunity-for-consolidated-rail-infrastructure-and-safety-improvements>

Draft Candidate Project List

The following project list was generated from input from external partners, and from internal CDOT Regions & Divisions. This is based on information received as of the close of business May 7th, 2018, sorted by location alphabetically, but not prioritized.

<i>Location</i>	<i>Project Description</i>	<i>Project Phase</i>
Adams County	US 85 Corridor study Commerce City to Brighton re UP and BN separations needed at 104 th , 120 th in Adams County	1 - Planning
Albuquerque NM	Lamy NM or Madrid NM to Albuquerque PTC on Rail Runner Track w/ Amtrak SW Chief. CDOT would potentially only provide a support letter. Part of overall Amtrak Southwest Chief effort.	2 - PE/NEPA
I-25 / Santa Fe / Kalamath	Evaluate design options to grade separate or eliminate the crossing just north of Alameda and Santa Fe / Kalamath in central Denver. Addresses part of I-25 PEL.	2 - PE/NEPA
I-76 / CR 49	North of Hudson economic development project with truck, rail, and pipeline in Weld County.	1 - Planning
Otero & Pueblo Counties	PTC design to accommodate Amtrak Train on Freight Railroad Track between La Junta and Pueblo.	2 - PE /NEPA
US 85 / UPRR	Address one or more of the most beneficial crossings or signal improvements in Weld County	2 - PE/NEPA

