FY 2023-2024 Consolidated Rail Infrastructure and Safety Improvements (CRISI) Grant Program: Project Summaries

Total Rural: $1,083,047,379 (minimum $657,393,500)

Trespass Set-Aside:
$32,792,587 selected ($32,724,132 minimum)

California – Capitol Corridor Right-of-Way Safety Improvement Program (Up to $20,000,000)
Capitol Corridor Joint Powers Authority (CCJPA)

The proposed project was selected for Final Design and Construction and includes installation of security fencing along the Capitol Corridor route in northern California at three identified priority locations: Oakland to Fremont, Richmond to Emeryville, and Fairfield to Suisun City. The project will prevent pedestrians from trespassing on the railroad right-of-way and deter individuals from intentionally entering the path of oncoming trains. The project aligns with selection criteria by reducing trespassing issues as it is expected to reduce unauthorized access to the right-of-way and associated incidents by 20 percent along the corridor, including in two counties listed under the National Strategy to Prevent Trespassing: Alameda and Contra Costa counties. The CCJPA is providing the 20 percent non-Federal match. This project qualifies for the statutory set-aside for trespassing prevention measures.

California – Development of a Passenger Railroad Trespassing Mitigation Toolbox, Addressing Built Environment and Human Factors Based on California Railroad Data (Up to $3,893,166)
The Regents of the University of California, U.C. San Diego

The proposed project was selected for research on trespassing accidents on passenger railroads to better understand the environment, track structure, station areas, and rail-highway crossing attributes related to areas of high trespassing activity along six rail lines in California. The project will review historical trespassing accidents on the following railroad services: Coaster, Pacific Surfliner, San Joaquins, Altamont Corridor Express, Caltrain, and the Capitol Corridor to develop a toolkit to understand how, where, and why trespassing occurs and to propose preventative measures. The project aligns with the selection criteria by enhancing safety as the project addresses the prevention and reduction of railroad trespassing. The U.C. San Diego will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for trespassing prevention measures.

Florida – Railroad Trespassing Enforcement Project (Up to $100,000)
City of Jacksonville

The proposed project was selected for trespass enforcement activities along track owned by CSX, Norfolk Southern, Florida East Coast Railroad, and St. Johns Terminal Railroad in Jacksonville, Florida. This project will deploy up to four law enforcement officers at identified hotspot locations to investigate and report trespassing-property checks at rail grade crossings and main rail yards, locate safety hazards on railroad property, provide referral services for citizens encountered, issue warnings and citations to trespassers, and educate people on the dangers of trespassing on railways. The project aligns with the selection criteria by enhancing safety as the project will reduce trespass-related incidents including injuries and fatalities. The City of Jacksonville will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for trespassing prevention measures.

Florida – Strategy for Reducing Railroad Trespassing in the City of Lake Worth Beach (Up to $150,000)

Palm Beach County Sheriff's Office

The proposed project was selected for trespass enforcement activities near identified hot spots along railroad owned by Florida East Coast Railway and SFRTA/Tri-Rail in Lake Worth Beach, Florida. Lake Worth Beach is in West Palm Beach County, a county identified in the National Strategy to Prevent Trespassing as one of the top 25 counties with the most pedestrian trespasser casualties. The project aligns with the selection criteria by enhancing safety as the project will reduce trespass-related incidents including injuries and fatalities. The Palm Beach County Sheriff's Office will contribute the 20 percent non-Federal match in the form of an in-kind match. This project qualifies for the statutory set-aside for trespassing prevention measures.

Maryland – Maryland State Trespassing Safety Study (Up to $800,000)

Maryland Department of Transportation

The proposed project was selected for Systems Planning and includes activities to perform an assessment of trespassing incidents on active railroad rights-of-way across the state. The project aligns with the selection criteria by enhancing safety as the project will develop a program of data-driven approaches of varying cost and complexity as a toolbox for reducing injuries and fatalities associated with trespassing on railroad property and providing a safe transportation network. The Maryland Department of Transportation will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for trespassing prevention measures.

New York – Broome and Tioga Counties' Railroad Safety Coalition Initiative (Up to $80,000)

Broome County Health Department

The proposed project was selected for railroad education and trespassing prevention-related research to identify trespass hotspots and conduct outreach and education in Tioga and Broome Counties, New York. The project aligns with the selection criteria to enhance safety by evaluating four hotspot areas vulnerable to trespassing through data collection, developing and conducting an education campaign, and monitoring efforts. Broome County Health Department, Tioga County Health Department, Binghamton University, and United Health will contribute in-kind services and funding totaling a 20 percent non-Federal match. This project qualifies for the statutory set-aside for trespassing prevention measures.

Pennsylvania – City of Chester (PA) High-Security Fence Project (Up to $7,769,421)

National Railroad Passenger Corporation (Amtrak)

The proposed project was selected for Final Design and Construction and includes installation of high-security steel fencing along a segment of the Northeast Corridor in Chester, Pennsylvania. The project aligns with the selection criteria by enhancing safety as the project will significantly reduce incidents of accidents, injuries, and fatalities and minimize operational disruptions due to unauthorized track access. Amtrak will provide the 20 percent non-Federal match. This project qualifies for the statutory set-aside for trespassing prevention measures.

Workforce Development Set-Aside: $53,590,472 selected ($5,000,000 minimum)

California – The Rail Academy of Central California (Up to $2,000,000)

San Joaquin Regional Rail Commission

The proposed project was selected for Workforce Development and includes activities for the Rail Academy of Central California (TRACC), a program established by the San Joaquin Regional Rail Commission in partnership with Sacramento City College. This project will continue funding the TRACC workforce, purchase equipment and supplies for training courses, and develop engagement and marketing tools to reach prospective students. The project aligns with the selection criteria by attracting and training the next generation of railroad engineers and conductors. The San Joaquin Regional Rail Commission will provide a 20 percent non-Federal match. The proposed project qualifies for the statutory set-aside for workforce development and training.

Delaware – Roadway Equipment Repairmen Training Program (Up to $6,400,000)
National Railroad Passenger Corporation (Amtrak)

The proposed project was selected for Workforce Development and includes activities for Amtrak to implement a Roadway Equipment Repairmen Training Program to attract new employees and provide a continuing education program for currently employed repairmen in Wilmington, DE, and Groton, CT. The project aligns with the selection criteria through its proactive approach to workforce development, emphasizing not only skill enhancement and safety but also continuous adaptation to industry advancements in roadway equipment repair practices and renewable energy. Amtrak will provide the 20 percent non-Federal match. The proposed project qualifies for the statutory set-aside for workforce development and training.

Delaware – Center for Hands-On Training and Learning Environment for the Next Generation Railroad Technical Workforce - HTL Center (Up to $14,483,892)
University of Delaware

The proposed project was selected for Workforce Development and includes activities at the High Tonnage Loop (HTL) Center: Experiential Learning Center and Research Testbed, a center for hands-on training and learning for the future railroad technical workforce in Pueblo, CO. The proposed project, led by the University of Delaware, will utilize the HTL at the Transportation Technology Center to educate the next generation of railroad technical professionals through technical training, experiential learning opportunities, and data sharing. The project aligns with the selection criteria by attracting and training the next generation of railroad industry workers. The University of Delaware, Oklahoma State University, AP Sensing, Morgan State University, Michigan Technological University, OptiFuel, Global Rail Group, Loram, and ENSCO will provide a 20 percent non-Federal match. The proposed project qualifies for the statutory set-aside for workforce development and training, and for projects in Rural Areas.

District of Columbia – Mechanical Craft Workforce Development Apprenticeship Training Program (Up to $14,400,000)
National Railroad Passenger Corporation (Amtrak)

The proposed project was selected for Workforce Development and includes activities to implement a 36-month mechanical apprenticeship program to build a skilled mechanical craft workforce for Amtrak to maintain its fleet of equipment. The project aligns with the selection criteria by improving safety and service performance, as the project will provide Amtrak job opportunities and career paths in various mechanical crafts that are essential to maintaining service and improving efficiency. The three-level program will be offered in Beech Grove, Indiana; Wilmington, Delaware; Washington, DC; New York, New York; Chicago, Illinois; and Los Angeles, California. Amtrak will contribute the 20 percent non-Federal match. The proposed project qualifies for the statutory set-aside for workforce development and training.

Florida – Railroad Hazardous Materials Derailment Response Capabilities Exercise (Up to $200,000)
Broward Sheriff's Office

The proposed project involves a safety exercise that will simulate a hazmat train derailment with an ethanol fire on the Florida East Coast (FEC) rail line inside Port Everglades in Broward County, Florida. The exercise is expected to include the Broward County Emergency Management and the Local Emergency Planning Committee (LEPC), regional emergency response agencies, Emergency Medical Services, Law Enforcement, terminal operators, shipping companies, business located in and around the Port, and Federal authorities. The project aligns with selection criteria by enhancing safety and through coordinated preparation and response to a hazmat spill via rail. The Broward County Sheriff's Office will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for workforce development.

Montana – Developing a Home-Grown Multidisciplinary Rail Workforce through Engagement with the Corridor Systems Planning Process (Up to $6,426,925)
Montana State University

The proposed project will conduct research and workforce development activities to lead multidisciplinary rail workforce capacity-building activities focused on increasing faculty, student, and youth engagement with rail-

related topics and skillsets. Project outcomes include enhanced coordination between industry, labor, economic development, and education sectors, increased professional capacity of faculty and teachers in rail topics, expanded early career exposure and student engagement with rail-focused content and problem-solving, and strengthened local talent pipelines. Montana State University, California State University-Long Beach, the University of Memphis, and Big Sky Passenger Rail Authority will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for workforce development.

Virginia – Next Generation PTC-Integrated Onboard Smart Technologies and Training for Rolling Stock Condition Monitoring to Mitigate Train Derailment (Up to $9,679,655)

Brotherhood of Railroad Signalmen

The proposed project will conduct research and workforce development activities to develop and test hardware and software to research communication technology related to wheel bearing failures. The project aims to develop an effective strategy for integrating wayside hot box detectors into the current on-board positive train control system for centralized critical data gathering. The project aligns with the selection criteria by enhancing safety, as the project will proactively address train derailments caused by wheel and bearing failure through the development of new tools and training. The Brotherhood of Railroad Signalmen, HUM Industrial Technology, ENSCO, and the University of Texas at Rio Grande Valley will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for workforce development.

New Intercity Passenger Rail: $218,581,494 selected ($150,000,000 minimum)

California – DTX Final Design for Track and Rail Systems Project (Up to $24,655,000)

Transbay Joint Powers Authority

The proposed project was selected for Final Design and includes activities to support the development of the track and rail systems package and perform the value engineering, constructability review, and risk-management programs associated with the trackwork and rail systems scope for the Downtown Rail Extension (DTX) to accommodate California high-speed rail (CHSR) and Caltrain commuter rail into the newly built, multimodal Salesforce Transit Center in downtown San Francisco, CA. The project aligns with the selection criteria by reducing trip time and increasing connectivity to other modes, as the larger DTX project will support CHSR and newly electrified Caltrain commuter service. Transbay Joint Powers Authority will contribute the 50 percent non-Federal match. The project qualifies for the statutory set-aside for projects that lead to the development of new intercity passenger rail routes, including alignments of existing routes.

Illinois – Springfield Rail Improvements Project Final Usable Segment: Phase VIb: North Grand Ave. and IIIc: Multimodal Transportation Center (Up to $157,126,494)

City of Springfield, IL

The proposed project was selected for Construction and includes rail improvements, track realignment, and the construction of a new Amtrak Station in Springfield, IL. This project will complete the final segment of track realignment to consolidate the Union Pacific and Norfolk Southern corridors into one multitrack corridor through the city, which will advance the efforts to provide a higher speed intercity passenger rail connection between St. Louis and Chicago. In addition to various track improvements and grade crossing separations, the project will also construct a Multimodal Transportation Center to improve public transportation connectivity among intercity passenger rail, local bus service, and intercity bus service. The project aligns with the selection criteria by mitigating congestion and increasing access to multimodal transportation options. The City of Springfield, Sangamon County, Illinois Commerce Commission, and Illinois Department of Transportation will contribute the 20 percent non-Federal match. The project qualifies for the statutory set-aside for projects that lead to the development of new intercity passenger rail routes, including alignments of existing routes.

Massachusetts – Springfield Area Track Reconfiguration Project – Final Design (Up to $36,800,000)
Massachusetts Department of Transportation

The proposed project was selected for Final Design and includes track, signal, and other rail infrastructure improvements along CSX, Amtrak, and MassDOT track. The project aligns with the selection criteria by improving system and service performance as the project will increase capacity and improve efficiency to prepare Springfield Union Station for anticipated growth in regional rail service. Massachusetts Department of Transportation will contribute the 20 percent non-Federal match. The project qualifies for the statutory set-aside for projects that lead to the development of new intercity passenger rail routes, including alignments of existing routes.

Other Selected Projects

Alaska – Bridge 413.7 Rehabilitation Project (Up to $43,071,887)
Alaska Railroad Corporation (ARRC)

The proposed project was selected for Final Design and Construction and includes rehabilitation of the existing 1,298-foot, 12-span, through truss bridge across the Tanana River in Nenana, Alaska. The project aligns with the selection criteria by enhancing safety and improving system and service performance, as the project will extend the bridge's useful life to carry mainline freight and passenger rail traffic between Fairbanks and Anchorage, Alaska's two largest cities. The Alaska Railroad Corporation will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

Arizona – The Eastern Arizona Rail Safety, Efficiency, and Resiliency Project (Up to $21,614,250)
Arizona Eastern Railway Company

The proposed project was selected for Final Design and Construction and includes rehabilitation of approximately 34 miles of track, replacing three aging timber bridges, installing two emergency crossings, cutting brush within rights-of-way, and retrofitting two tank cars for firefighting for the Arizona Eastern Railway Company. The project aligns with the selection criteria by enhancing safety and resiliency, as the project will address infrastructure vulnerabilities in a location with a history of wildfires. The Arizona Eastern Railway Company will contribute the 30 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

Arizona – Flagstaff Amtrak Station Accessibility Project (Up to $4,989,600)
City of Flagstaff

The proposed project was selected for Final Design and Construction and includes construction of a new, second boarding platform on the south side of the railway at the Amtrak Station located in downtown Flagstaff, AZ. Improvements include the construction of a new south platform that will face the new track being constructed near the station and Americans with Disabilities Act (ADA) improvements to the new and existing platforms. The project aligns with the selection criteria by improving system and service performance, as the project will improve passenger rail infrastructure by increasing boarding platform capacity and providing new ADA-compliant boarding platform. The City of Flagstaff and BNSF will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

Arizona – Diesel Locomotive Conversion to Battery Regenerative Electric (Up to $3,377,517)
GCR Acquisitions LLC

The proposed project was selected for Construction and includes rehabilitation of an older diesel locomotive to a zero-emission battery-electric powered locomotive to operate on the Class III Grand Canyon Railway's (GCR) tourist operation between Williams, AZ, and the South Rim of the Grand Canyon National Park. This locomotive upgrade would allow GCR to transport tourists to the park and back on the same battery charge, reducing emissions and noise impacts in this rural and environmentally sensitive area. Xanterra, Grand Canyon Railway's parent company, will contribute the 20 percent non-Federal match. This project qualifies for the statutory set aside for projects in Rural Areas.

Arizona – Seligman Sub Efficiency Improvements Project (Up to $30,237,345)
National Railroad Passenger Corporation (Amtrak)

The proposed project was selected for Final Design and Construction and includes right-of-way acquisition to install siding, a control point, and a crossover in western Arizona for Amtrak's Southwest Chief line. The project aligns with the selection criteria by enhancing safety and improving system and service performance, as the project will reduce travel time and improve passenger access routes at Amtrak's Kingman, AZ, station. Amtrak and BNSF will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

Arkansas – West Memphis Capacity Expansion Project (Up to $5,229,456)
Jaguar Transport Holdings, LLC

The proposed project was selected for Final Design and Construction and includes installation of new yard track and new sidings for the West Memphis Base Railroad, owned by Jaguar Transport Holdings. The project aligns with the selection criteria by improving system and service performance, as the project will increase capacity of a short line that is about to reach its projected cap on traffic. Jaguar Transport Holdings, LLC, will contribute the 20 percent non-Federal match.

California – Desert Rail Infrastructure Improvement Project (Up to $22,706,222)
Arizona & California Railroad Company

The proposed project was selected for Final Design and Construction and includes replacement of approximately 36 miles of rail for the Arizona and California Railroad Company, which will complete the track rehabilitation program for the full 69-mile corridor. The project aligns with the selection criteria by enhancing safety and improving system and service performance, as the project will perform state-of-good-repair upgrades to replace deteriorating 90 lb. rail with 115 lb. rail, resulting in resiliency, higher speeds, and reduced derailments. The Arizona and California Railroad Company will contribute the 30 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

California – Go Zero Emission Rail Operation Project to Replace Locomotives with Zero-Emission (ZE) Battery-Electric (BE) and Hydrogen Fuel Cell Locomotives and Installation 4 ZE Battery Chargers (Up to $36,521,266)
California Air Resources Board (CARB)

The proposed project was selected for Final Design and Construction and includes replacement of 10 diesel locomotives with nine zero-emission battery-electric locomotives and one hydrogen fuel cell locomotive and installation of four battery chargers throughout California. Pacific Harbor Line will acquire five battery-electric locomotives and two battery chargers. Watco will acquire four battery-electric locomotives and two battery chargers. Sacramento Valley Railroad will acquire one hydrogen fuel cell locomotive. The project aligns with the selection criteria by enhancing resilience, as the project will result in a reduction of emissions and noise and provide significant benefits to surrounding communities. The California Air Resources Board and Pacific Harbor Line will contribute the 28 percent non-Federal match.

California – San Joaquin Corridor 2nd Platforms at Modesto and Turlock-Denair Amtrak Stations (Up to $18,700,000)
California Department of Transportation

The proposed project was selected for Construction and includes station, track, and grade-crossing improvements on the San Joaquin Corridor along infrastructure owned by BNSF. The project will create a second platform at two different stations in California's Central Valley – Modesto and Denair – and install additional track to ease congestion between passenger and freight service. The project aligns with the selection criteria by enhancing safety, as the project will upgrade three at-grade crossings and improve congestion. The California Department of Transportation will contribute the 47 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

California – Mendocino Railway's Efforts Toward Decarbonization – Environmental Sustainability Aimed at Protecting California's Coastal and Mountainous Resources (Up to $11,426,363)
Mendocino Railway (MR)

The proposed project was selected for Final Design and Construction to acquire and repower three Tier 0 diesel-electric switcher locomotives with three Tier 4 diesel-electric switcher locomotives to be put into service along the Mendocino Railway rail line, running from Fort Bragg to Willits, CA. This project also involves cleaner technology and locomotive conversion that will result in the reduction of criteria pollutants and greenhouse gases. The project aligns with the selection criteria by reducing emissions/making emissions improvements to locomotives to reduce fuel consumption. Mendocino Railway will contribute the 23 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

California – The Central Valley Green Locomotive Initiative (Up to $20,456,000)
Modesto and Empire Traction Company

The proposed project was selected for Final Design and Construction and includes repower of nine existing locomotives. Each locomotive is currently powered by three internal engines, and this project would replace those with a single engine in each locomotive to meet Tier 4 emissions standards. The project aligns with the selection criteria by improving safety and resilience as it will reduce fuel consumption, reduce greenhouse gas emissions, and decrease air pollutants (NOx, PM2.5, and SO_2), which will benefit adjacent communities and rail users. Modesto & Empire Traction Co. will contribute the 20 percent non-Federal match.

California – Tier 4 Locomotive Emissions Reduction & Fleet Rationalization Project (Up to $6,403,994)
Napa Valley Railroad

The proposed project was selected for Final Design and Construction and includes replacement of seven uncontrolled diesel locomotives with three new Tier 4 locomotives. The project aligns with the selection criteria by enhancing climate resiliency, as the project will decrease the surrounding community's exposure to locomotive emissions and reduce greenhouse gas emissions. Napa Valley Railroad and the California Air Resources Board will contribute the 40 percent non-Federal match.

California – Coastal Rail Infrastructure Resiliency Project (Up to $100,000,000)
Orange County Transportation Authority

The proposed project was selected for Final Design and Construction and track improvements along Amtrak's Pacific Surfliner Corridor on infrastructure owned by the Orange County Transportation Authority. The project aligns with the selection criteria of improving effects on safety and climate resilience by stabilizing the track against the effects of sea-level rise and beach erosion, which will increase the reliability of intercity passenger rail, freight, and commuter rail service. The project will also increase system and service performance by decreasing delays caused by weather-related incidents in the project area. Orange County Transportation Authority will contribute the 68.25 percent non-federal match.

California – Trona Railway Company Strategic Acquisition of Efficient and Clean Tier 4 Locomotives (Up to $13,112,150)
Trona Railway Company

The proposed project was selected for Construction and includes replacement of six uncontrolled locomotives with three Tier 4 locomotives. The project aligns with the selection criteria by improving safety and resilience, as it will reduce fuel consumption and reduce greenhouse gas emissions, benefiting the users Trona Railway Company serves and residents in northern San Bernardino County. Trona Railway Company and the California Air Resources Board will contribute the 25 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

Colorado – Modernizing Rail on the Front Range: PTC Installation, Siding, & Grade Crossing Safety and Operational Improvements (Up to $66,400,000)

Colorado Department of Transportation (CDOT)

The proposed project was selected for Systems Planning, Project Planning, Project Development, Final Design, and Construction and includes track improvement, siding installation, and Positive Train Control (PTC) design and installation in northern Colorado. The project will design, install, and test PTC on a portion of the Front Range Subdivision, including the construction of a new siding. Additionally, the project will improve several railroad crossings at five high-priority locations along the Subdivision. The project aligns with the selection criteria by enhancing safety and efficiency, as the project will reduce crashes, increase travel-time savings, and reduce emissions by reducing idling times, leading to economic savings. CDOT will contribute the 30 percent non-Federal match.

Colorado – Safety Assessment, Testing, and Workforce Development for Hydrogen/Natural Gas Motive Power (Up to $11,671,781)

Colorado State University, Pueblo

The proposed project was selected for Research and Development and includes studying green hydrogen and renewable natural gas-powered rail vehicles. The project aims to conduct safety experiments on the use of compressed hydrogen (CH_2) and compressed natural gas (CNG)-powered rail cars at the Transportation Technology Center facility in Pueblo, CO. The project aligns with the selection criteria by enhancing safety, as the project will assess the operational safety of motive power units operating on compressed natural gas and hydrogen. Project partners the University of Hawaii and OptiFuel will contribute the 36 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

Colorado – Transportation Investments for Employment and Safety, Phase 2 (Up to $50,570,400)

OmniTRAX Holdings Combined, Inc.

The proposed project was selected for Final Design and Construction and includes replacement of railroad ties on four OmniTRAX-owned short lines across four states – Colorado, Alabama, Georgia, and Washington. The project aligns with the selection criteria by improving safety, operating efficiency, and resiliency as the project will harden rail assets and update infrastructure, which will benefit rail users served by the short lines. OmniTRAX will contribute the 20 percent non-Federal match.

Colorado – The San Luis Central Railroad Reconstruction Project: Ansel North (Up to $1,077,000)

The San Luis Central Railroad Co.

The proposed project was selected for Final Design and Construction and includes replacement of approximately 6,000 deteriorated cross ties and 126 switch ties between mile posts 10.1 and 15.2. This project aligns with selection criteria by reducing the risk of derailment, increasing service reliability, and reducing maintenance costs. The San Luis Central Railroad Company will contribute the 25 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

District of Columbia – Short Line Data Infrastructure Advancement Project (Up to $20,522,084)

The American Short Line and Regional Railroad Association

The proposed project involves final design and construction activities to improve short line data through the improvement of the national short line data survey process, improve the accuracy of short line GIS data, and install advanced digital on-board systems on locomotives. Improved data collection will allow ASLRRA to record and analyze information across short lines, including energy usage, idling, and emission data. The project aligns with the selection criteria by securing more comprehensive data from the short line industry, enabling improved analytics and data projects that can support freight rail system operating efficiency, investment, and development. ASLRRA and multiple short line railroads will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

District of Columbia – Shunt Enhancement Safety Project (Up to $58,800,000)
National Railroad Passenger Corporation (Amtrak)

The proposed project was selected for Final Design and Construction and includes procurement and installation of Onboard Shunt Enhancement (OSE) devices on a total of 443 locomotives and 192 cab cars on the nationwide Amtrak-operated fleet. The project aligns with the selection criteria by enhancing safety, as the project will prevent trains from losing shunt and maintaining critical safety protection. Amtrak and California, Connecticut, Illinois, Maine, Massachusetts, Michigan, Minnesota, Missouri, North Carolina, New York, Oklahoma, Oregon, Pennsylvania, Texas, Virginia, Vermont, Washington, and Wisconsin State Departments of Transportation will contribute the 20 percent non-Federal match.

Florida – Addressing Increasing Traffic Demands through Infrastructure Enhancements in Central Florida (Up to $7,310,850)
Florida Central Railroad Co, LLC

The proposed project was selected for Project Development, Final Design and Construction and includes replacement of rail ties and resurfacing across approximately 50 miles of track on the Florida Central Railroad and the Florida Midland Railroad. The project aligns with the selection criteria by enhancing safety and improving system and service performance, as the project will raise the track class in many locations from FRA Excepted and FRA Class track 1 to meet FRA Class 2 classification requirements. The Florida Central Railroad Company will contribute the 21 percent non-Federal match.

Florida – Railroad Crossing Safety Improvements and Monitoring System (RCSIMS) (Up to $3,156,000)
Florida Department of Transportation

The proposed project was selected for Final Design and Construction and includes improvement of 43 highway-rail grade crossings, including installation, repair, or improvement of railroad crossing preemption signals, crossing gate monitoring systems, crossing approach signage, and highway traffic signalization along at-grade crossings on the state highway system. The project aligns with the selection criteria by improving safety, as the project will reduce the frequency of incidents at highway-rail crossings. The Florida Department of Transportation will contribute the 46 percent non-Federal match.

Georgia – CaterParrott Railroad (CPR) Short Line Upgrade Project (Up to $8,496,000)
Georgia Department of Transportation

The proposed project was selected for Final Design and Construction and includes rehabilitation and upgrade of track, bridges, and siding and construction of a new rail spur on the CaterParrott Railroad in Lowndes and Berrien Counties. The project aligns with the selection criteria by improving safety and the integrity and life span of rail and bridges, reducing the risk of future derailment, slow orders, bridge failure, and emergency closure. Georgia DOT will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

Georgia – Colonel's Island Rail Improvements Project (Up to $26,521,740)
Georgia Ports Authority

The proposed project was selected for Final Design and Construction and includes improvement of the Myd Harris Yard and construction of the new South Side Rail Yard at the Colonel’s Island Terminal in Brunswick, GA. Specifically, for the South Side Rail Yard, the project will construct four new yard tracks, estimated at approximately 23,735 feet of track, and construct a south-side auto storage area and a perimeter road, as well as grade-separate the one existing crossing at SCM Road. Additionally, the project will lengthen and reconfigure tracks at the existing Myd Harris Yard to improve operational efficiency and bring rail switching activities inside the terminal and away from the adjacent neighborhood. The project aligns with the selection criteria because it improves safety within the terminal, reduces blocked crossings, and expands opportunities to move automotive

shipments by rail instead of truck. The Georgia Ports Authority and Genesee and Wyoming Railroad will contribute the 51 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

Georgia – Comprehensive Overhaul for Higher Operational Reliability in Transportation and Safety (Up to $30,600,000)

Patriot Rail Company LLC

The proposed project was selected for Final Design and Construction and includes improvement of track conditions on eight Patriot Railroads across the southeast. The project aligns with the selection criteria by enhancing safety as the project will return the lines to a state of good repair. Patriot Rail Company LLC will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

Illinois – Invest Midwest: The Future of Midwest Passenger Rail-Phase 1 (Up to $1,840,000)

Midwest Interstate Passenger Rail Commission

The proposed project was selected for Systems and Project Planning and includes completion of regional rail planning work for the Invest Midwest Project impacting the twelve states eligible to be members of MIPRC: Illinois, Indiana, Iowa, Kansas, Michigan, Minnesota, Missouri, Nebraska, North Dakota, Ohio, South Dakota, and Wisconsin. The project includes stakeholder engagement and service planning through the development of ridership and revenue forecasting, economic impacts analysis, and corridor implementation/phasing plan. The project aligns with selection criteria by developing a long-term plan for a Midwestern rail network. MIPRC will contribute the 20 percent non-Federal match.

Illinois – Yard Area Rail Decongestion and Safety Project (Up to $40,955,000)

OmniTRAX Holdings Combined, Inc.

The proposed project was selected for Final Design and Construction and includes upgrades to five separate, existing railyards on five OmniTRAX-owned short lines across four states: Illinois, Alabama, California, and Ohio. The project aligns with the selection criteria by improving safety, operating efficiency, and resiliency, as the project will update yard geometry to modern-day standards and improve yard quality and reliability, thereby imparting benefits to rail users served by the short lines. OmniTRAX will contribute the 20 percent non-Federal match.

Indiana – Chicago, Ft. Wayne & Eastern Railroad Supply Chain Equipment Project (Up to $21,485,750)

Central Railroad Company of Indianapolis d.b.a. CFE

The proposed project was selected for Construction and includes acquisition of a 26-car continuous welded rail (CWR) train and 75 ballast cars to support the Chicago, Ft. Wayne & Eastern Railroad. The acquisition will directly address the growing industry shortage of CWR trains and ballast cars that are needed to further infrastructure investments. The project aligns with the selection criteria of enhancing safety by directly supporting the state of good repair of rail infrastructure, as a CWR train and ballast cars are the primary equipment required to safely and efficiently deliver essential materials to track-rehabilitation and -upgrade projects. The Chicago, Ft. Wayne & Eastern Railroad and Indiana DOT will contribute the 35 percent non-Federal match.

Indiana – Madison Railroad Gateway to the National Rail Network - North Muscatatuck River Bridge Replacement (Up to $5,431,083)

Madison Railroad

The proposed project was selected for Final Design and Construction and includes replacement of the 130-year-old North Muscatatuck River Bridge on the Madison Railroad in Vernon, Indiana. The project aligns with the selection criteria by enhancing safety and improving system and service performance, as the project will address a critical vulnerability, increase bridge capacity, and remove the last permanent slow order on the railroad. The Madison Railroad will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

Indiana – St. Joseph County Capital Avenue Corridor Rail Expansion Project (Up to $772,800)

St. Joseph County, Indiana

The proposed project was selected for Project Development and includes extension of the existing Patriot Rail Elkhart and Western Railroad to connect with Canadian National Railway's Chicago-Toronto. The project aligns with the selection criteria by advancing economic opportunities to ship goods by rail, benefitting the customers of Elkhart and Western Railroad with two Class I connections. St. Joseph's County and EWR will contribute the 20 percent non-Federal match. The project qualifies for the statutory set-aside for projects in Rural Areas.

Indiana – Louisville & Indiana Railroad Clagg Bridge Lift Span Operations Project (Up to $6,492,000)

The Louisville and Indiana Railroad Company

The proposed project was selected for Project Development, Final Design, and Construction and includes improvement of the Clagg Lift Span of the Fourteenth Street Bridge, which connects Louisville, Kentucky, and Clarksville, Indiana. The project aligns with the selection criteria by improving safety, as the project will sustain the efficient multi-modal transport of goods across the Ohio River. The Louisville and Indiana Railroad Company will contribute the 50 percent non-Federal match.

Indiana – Development and Testing of a Full-Scale Low Force Friction Welding Machine for Continuous Welded Rail (Up to $4,620,559)

University of Notre Dame

The proposed project was selected for Research and Development and includes design and build of a full-scale rail joining machine to implement low-force friction welding on rail. The project aligns with the selection criteria by improving safety and resilience, as a new rail-welding process capable of welding full sections on 136 lb. rail would reduce the installation costs for continuous welded rail. The University of Notre Dame and Manufacturing Technology, Inc., will contribute the 22 percent non-Federal match.

Iowa – CRANDIC Rail Corridor Rehabilitation (Up to $19,040,000)

Cedar Rapids and Iowa City Railway (CRANDIC)

The proposed project was selected for Final Design and Construction and includes replacement of railroad ties along 56 miles of main line track from Cedar Rapids to Hills, Iowa, on the Cedar Rapids and Iowa City Railway. The project aligns with the selection criteria by enhancing safety, as the project will ensure the efficiency of rail operations and the resiliency of infrastructure. The Cedar Rapids and Iowa City Railway will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

Iowa – Bridge Replacements in Iowa and Illinois to Develop Green Energy and Safety (Up to $29,883,200)

Iowa Interstate Railroad, LLC

The proposed project was selected for Final Design and Construction and includes replacement of the Colfax and De Soto Bridges in Iowa and the Rock River and Atkinson Bridges in Illinois. Clearance restrictions on the Colfax and De Soto Bridges in Iowa prevent the shipment of large wind energy components by rail, and the Rock River and Atkinson Bridges in Illinois have speed restrictions that negatively impact service and operations. The project aligns with the selection criteria to enhance safety and bring several aging bridges into a state of good repair. Iowa Interstate will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

Kansas – Watco ZE Locomotive Conversion (Up to $19,843,062)

Watco Companies, LLC

The proposed project was selected for Project Development, Final Design, and Construction and includes acquisition and repower of eight diesel locomotives (non-tiered and Tier 0) with eight battery-electric, zero-

emission locomotives to be put into service on Watco-operated rail lines. The locomotives will be used at five Watco facilities – the Mission Mountain Railroad in Montana, Georgia-Pacific in Oregon, Draslovka in Tennessee, Greens Port Industrial Terminal in Texas, and Packaging Corporation of America in Washington. The project aligns with the selection criteria by enhancing climate resiliency, as the project will reduce greenhouse gas emissions and reduce harmful health impacts associated with diesel locomotives. Watco will contribute the 20 percent non-Federal match.

Kentucky – Kentucky Freight Rail Improvement Program (Up to $32,183,290)

R.J. Corman Railroad Group, LLC

The proposed project was selected for Final Design and Construction and includes rehabilitation of track on three short line corridors in Kentucky. The project will rehabilitate approximately 30 miles of track, replace crossties, add ballast, surface, and tighten bolts along the Central Kentucky Lines; rehabilitate the 20-mile mainline, replace crossties, add ballast, surface, and tighten bolts along the Bardstown Line; and rehabilitate approximately 14 miles of track, replace approximately 75 specialty railcars with flatcars, and expand track capacity at the Russellville production plant. The project aligns with the selection criteria by improving system and service performance. R.J. Corman Railroad Group will contribute the 25 percent non-Federal match. This project qualifies for the statutory set aside for projects in Rural Areas.

Louisiana – The Louisiana and North West Railroad 286K Upgrade Phase 2 (Up to $27,320,000)

Louisiana and North West Railroad Company, LLC

The proposed project was selected for Construction and includes replacement of outdated rail and rehabilitation of track across approximately 44 miles of the Louisiana and North West Railroad (LNW) McNeil Subdivision between Magnolia, Arkansas, and Gibsland, Louisiana. The project aligns with the selection criteria by improving system and service performance, as the project will enable the LNW to upgrade from the existing 263,000-lb railcar gross weight limit along the majority of its 62-mile network to accommodate the industry standard 286,000-lb railcars for continued transportation of essential products. Louisiana and North West Railroad will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

Louisiana – Bridge to the Future: The Timber Rock Railroad Network Restoration Project (Up to $40,000,000)

Timber Rock Railroad, LLC

The proposed project was selected for Project Development, Final Design, and Construction and includes rehabilitation or replacement of approximately 29 bridges and replacement of railroad ties along the Timber Rock Railroad from Derider, LA, to Kirbyville, TX. The project aligns with the selection criteria by improving safety, operating efficiencies, and resiliency. The Timber Rock Railroad will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

Maine – Driving Maine's Rural Economy through Freight Rail Efficiency (Up to $53,313,091)

Maine Department of Transportation

The proposed project was selected for Final Design and Construction and includes upgrade and repair of track infrastructure on the Eastern Maine Railway on behalf of the Maine Department of Transportation. The project aligns with the selection criteria by enhancing safety and improving system and service performance, as the project will upgrade or replace approximately 97 miles of rail, installing crossties and ballast, replacing jointed rail with continuously welded rail, installing Equipment Defect Detectors, and making at-grade crossing upgrades to seven highway grade crossings, thereby improving operating speed, reliability, and safety conditions. Eastern Maine Railway will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

Massachusetts – New England Tri-State Rail Safety & Upgrade Project (Up to $21,622,875)

Pan Am Southern, LLC

The proposed project was selected for Project Development, Final Design, and Construction and includes safety improvements and rail upgrades along the Pan Am Southern Freight Main Line and Waterbury Subdivision. The project aligns with the selection criteria by enhancing safety and improving system and service performance, as the project will increase capacity, operational flexibility, and reliability, and will repair tracks and establish preventive measures to discourage future trespassing. Pan Am Southern, Naugatuck Railroad, MassDOT, and the City of New Britain will contribute the 30 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

Massachusetts – Tunnel Hill Reclamation and Pioneer Valley Development Project (Up to $8,868,942)

Pioneer Valley Railroad, LLC

The proposed project was selected for Final Design and Construction and includes environmental and safety infrastructure improvements on the Pioneer Valley Railroad (PVRR) rail line spanning from Holyoke to Westfield, Massachusetts, as well as at the Tunnel Hill Reclamation (THR) facility in New Lexington, Ohio. The project will replace existing 100 lb. rail with 115 lb. rail, as well as associated tie replacement on the PVRR right-of-way. It will also construct a new, larger, freight unloading building and expand existing on-site rail track. The project aligns with the selection criteria by improving system and service performance, as the project will allow for safer rail traffic and for the THR facility in Ohio to accommodate additional rail cars and process greater volumes of construction and demolition waste. The PVRR and WIN Waste Innovations will contribute the 25 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

Michigan – Leveraging Ludington (Up to $16,400,000)

City of Ludington

The proposed project was selected for Project Development, Final Design and Construction and includes improvement of track, ties, and a rail yard for Marquette Rail in Grand Rapids and Ludington, MI. The project aligns with the selection criteria by enhancing safety, increasing capacity, and efficiency, as the project will reduce the risk of derailments and service failures that cause loss of market share. The project will help to restore capacity within Ludington Yard and improve the efficiency, reliability, and safe movement of goods along the line by replacing rail on the mainline and as Ludington Yard, as well as replacing ties and rehabilitating one turnout in the yard. Marquette Rail and Michigan Department of Transportation will contribute the 35 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

Michigan – Huron Subdivision Track & Service Improvement Program (Up to $27,130,810)

Lake State Railway Company

The proposed project was selected for Construction and includes high-level track maintenance and improvements for the Lake State Railway Company between Pinconning and Alpena, Michigan. The project will replace approximately 52 miles of jointed rail with continuous welded rail, replace crossties, improve 34 highway-rail crossings, upgrade signals at 13 crossings, and replace turnouts. The project aligns with selection criteria of enhancing safety, as the project will ensure safe and reliable transportation for Michigan communities and businesses. Lake State Railway Company and the Michigan Department of Transportation will contribute the 51 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

Michigan – Detroit RECHARGED - Realizing Environmental Changes Happening Around Railroads Generating Equitable Development (Up to $67,440,000)

Michigan Department of Transportation

The proposed project was selected for Final Design and Construction and includes improvement and expansion of the Livernois Intermodal Facility by installing approximately 17,200 feet of new rail track, site improvements such

as yard paving, and replacing diesel gantry cranes with new hybrid and fully electric gantry cranes in Detroit and Wayne County, Michigan. This award may not include all the requested funding for roadway intersection work and any scope for such work will be determined by FRA, in consultation with the applicant, prior to obligation. The project aligns with the selection criteria by improving service performance and reducing environmental impacts, as the project will enhance multimodal connections and facilitate service integration between rail service and other modes, benefiting surrounding residents and business owners. Michigan Department of Transportation; Michigan Department of Environment, Great Lakes, and Energy; Norfolk Southern; and the City of Detroit will contribute the 40 percent non-Federal match.

Michigan – Enhancing Grade Crossing Safety in Rural Areas through FRA's LiDAR Data, Machine Learning, and Collaborative Risk Assessment for Railroads and Highway Agencies (Up to $428,133)

Michigan State University

The proposed project was selected for Research and Development to use FRA's Light Detection and Ranging (LiDAR) data to analyze rural grade crossings and develop safety assessments through the application of machine learning and computer vision techniques. The project aligns with the selection criteria of improving the safety of highway-rail grade crossings by developing a proactive approach to identifying hazards specific to different vehicle types. Michigan State will contribute the 20 percent non-Federal match.

Michigan – Wolverine and Blue Water Capacity Enhancement – Niles-Glenwood Road (Up to $8,384,000)

National Railroad Passenger Corporation (Amtrak)

The proposed project was selected for Final Design and Construction and includes restoration of functionality on the historic double track on Amtrak's Michigan Line between Niles and Glenwood Road, in Wayne Township, Michigan. The project aligns with selection criteria to improve system and service performance, as the project will minimize traffic bottlenecks, leading to an anticipated trip-time savings of over 11 minutes. Amtrak and Michigan Department of Transportation will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

Minnesota – Minnesota Commercial Railway Locomotive Emission Reduction Project (Up to $15,862,400)

Minnesota Commercial Railway

The proposed project was selected for Construction and includes replacement of nine uncontrolled locomotives with six locomotives to meet Tier 4 emissions standards. The project aligns with the selection criteria by improving safety and resilience, as the project will reduce fuel consumption and reduce greenhouse gas emissions, thereby imparting benefits to the eighty customers served by the Minnesota Commercial Railway in the Twin Cities and surrounding areas. The Minnesota Commercial Railway will contribute the 20 percent non-Federal match.

Minnesota – Upgrading Progressive Rail Inc.: Boosting Capacity, Safety, and Sustainability in Minnesota (Up to $37,264,356)

Progressive Rail, Inc.

The proposed project was selected for Project Development, Final Design, and Construction and includes replacement of ties; installation of continuous welded rail; and improvements to ballast, surfacing operations, and turnouts in east-central Minnesota along rail owned by Progressive Rail, Inc. The project aligns with the selection criteria by enhancing safety and increasing capacity and operational efficiency, as the project will address decades of deferred maintenance and will upgrade a large portion of the network to meet FRA Class 2 classification requirements. Progressive Rail, Inc., will contribute the 21 percent non-Federal match.

Minnesota – TC&W Rail Infrastructure and Safety Improvement - Eliminate Rail Joints on 24 Miles of TC&W Mainline Track (Up to $11,748,000)

Twin Cities & Western Railroad Company

The proposed project was selected for Construction and includes conversion of approximately 24 miles of jointed track to continuous welded rail on Twin Cities and Western's mainline. The project aligns with the selection criteria by enhancing safety and resilience, as the project will reduce mainline derailments, decrease repair and maintenance costs, and reduce slow orders, thereby reducing emissions that are caused by inefficient train service. TC&W Railroad will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

Mississippi – Central Mississippi Rail Resiliency and Capacity Expansion Project (Up to $18,247,915)

Grenada Railroad, LLC

The proposed project was selected for Final Design and Construction and includes installation of siding, replacement of rail joints with continuous welded track, replacement of ties, resurface of 26 crossings, and replacement of signals at six crossings on the Grenada Railroad. The project aligns with the selection criteria by enhancing safety and improving system and service performance as the project will increase capacity for current and future customers and improve grade crossings. Grenada Railroad will contribute the 30 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

Mississippi – East Bank Rail Expansion (Up to $2,942,412)

Lowndes County Port Authority

The proposed project was selected for Project Development, Final Design, and Construction and includes improvements to the Lowndes County Port by constructing 6,700 linear feet of additional track, which will serve as an additional rail spur connecting the port to the Canadian Pacific Kansas City (CPKC) line in Lowndes County, Mississippi. The project aligns with the selection criteria by improving system and service performance, as the project will improve the efficiency and capacity of the port's existing tenants and operators, provide rail access to additional port properties, and subsequently induce a freight modal shift from trucks to rail and barge. The Lowndes County Port Authority will contribute the 33.8 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

Mississippi – Strengthening Rail Connectivity for Rural Mississippi: Natchez Railway Infrastructure, Grade Crossing & Rail Line Improvement Project (Up to $7,734,717)

Natchez Railway, Inc.

The proposed project was selected for Final Design and Construction and includes restoration of approximately 1.2 miles of track to connect the line to an industrial park, improve 93 highway-rail grade crossings (upgrading five surface crossings and improving visibility at 88 locations), replace over 45,000 ties, place ballast, surface, and replace track. The project aligns with the selection criteria by creating new rail connections to shippers and improving the safety and performance of rail shipments along this line. The Natchez Railway will contribute the 23 percent non-Federal match. The project qualifies for the statutory set-aside for projects in Rural Areas.

Nebraska – The Southeastern Nebraska Agricultural Supply Chain Efficiency Project (Up to $5,433,342)

Manning Rail, Inc.

The proposed project was selected for project Development, Final Design, and Construction and includes rehabilitation of the rail line between Fairmont and Burress in Fillmore County, Nebraska, owned by Manning Rail. The project aligns with the selection criteria by improving system and service performance, as the project will restore freight rail transloading services to a regional grain elevator facility, resulting in a modal shift for exporting

grain, streamlining the supply chain, and increasing competitiveness and market reach of over 100 local farm producers. Manning Rail and Fillmore County will contribute the 25 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

New Jersey – Morristown & Erie Railway Service Expansion, Capacity & Safety Improvement Project (Up to $4,042,875)

Morristown & Erie Railway

The proposed project was selected for Project Development, Final Design, and Construction and includes improvements to track on the Morristown and Erie Railway's Whippany Line between Morristown and East Hanover, NJ. The project will replace ties and ballast, resurface the track, and construct new siding with additional turnouts. The project aligns with the selection criteria because it will improve safety and reliability along the line, upgrading the line to meet FRA Class 2 classification requirements. Morristown and Erie Railway will contribute the 35 percent non-Federal match.

New Mexico – Clovis, NM, Corridor Improvement Project (Up to $570,920)

City of Clovis

The proposed project was selected for Project Development and includes activities for one grade crossing separation and improvements to a second at-grade crossing along the BNSF Railway line in Clovis, New Mexico. The project aligns with the selection criteria by enhancing safety and improving system and service performance as the project will reduce blocked crossings. The City of Clovis and BNSF Railway will contribute the 53 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

New Mexico – Four Corners Freight Rail Project (Up to $4,000,000)

San Juan County

The proposed project was selected for Project Development and includes activities to develop a new rail line to connect the Farmington, New Mexico, Area to the BNSF Railway corridor near Gallup across San Juan County and McKinley County, New Mexico. The proposed project is a partnership between San Juan County, the Navajo Nation, and the New Mexico Department of Transportation, and most of the project is located within the Navajo Nation. The project aligns with the selection criteria by enhancing resilience and improving system and service performance, as the project will provide a viable freight transportation modal alternative to highway trucking, opportunities to simplify the supply chain, and enable new, rail-dependent economic development opportunities thereby imparting benefits to the Navajo Nation and surrounding communities. San Juan County will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

New York – Replacement of the Livingston Avenue Movable Rail Bridge (Up to $215,104,000)

New York State Department of Transportation

The proposed project was selected for Construction and includes activities to replace a passenger rail bridge owned by CSX Transportation, which spans the Hudson River between Albany and Rensselaer, New York. The new bridge will improve service and reliability along the Empire Corridor, while providing pedestrians and cyclists safe, convenient, and an easy-to-access Hudson River crossing. The project aligns with selection criteria by improving system and service performance by allowing simultaneous two-track operation, removing current speed restrictions, increasing operating speeds, and increasing track vertical and horizontal clearances and loading constraints, and meeting modern standards. The State of New York will contribute the 60 percent non-Federal match.

New York – NYSW Railway Syracuse Branch Install 8.35 Miles of CWR, New Ties, and Ballast/Surfacing Project (Up to $3,961,750)

New York Susquehanna and Western Railway (NYSW)

The proposed project was selected for Final Design and Construction and includes activities to improve track along the New York Susquehanna and Western Railway (NYSW) in Onondaga and Cortland Counties, New York. The

project will replace jointed rail with continuous welded rail and will include installing new ties and ballast and surfacing work. This project aligns with the selection criteria by enhancing safety and the ability to meet existing and anticipated demand as it is part of a multi-phase effort that will improve safety and capacity, as well as increase the load-carrying capacity to accommodate the industry standard of 286,000-lb railcars. New York State DOT and NYSW will contribute the 48 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

New York – Port of Ogdensburg 286K Upgrades (Up to $11,709,995)

Ogdensburg Bridge & Port Authority

The proposed project was selected for Final Design and Construction and includes activities to rehabilitate track and improve seven grade crossings along the Ogdensburg Bridge & Port Authority's Ogdensburg Branch between Lisbon and Norwood, New York. The project aligns with the selection criteria by improving system and service performance, as the project will remove existing slow orders and increase the permissible weight of railcars over the line segment to accommodate the industry standard of 286,000-lb railcars. The State of New York will contribute the 30 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

New York – Alstom-NSR Hybrid Locomotive: The Transition to Low/Zero Emissions Locomotives While Increasing U.S. Manufacturing, U.S. Jobs, and U.S. Battery Technology Expertise (Up to $15,982,500)

Steuben County Industrial Development Agency

The proposed project was selected for Final Design and Construction and involves activities to acquire and repower two existing Tier 0 locomotives with two Tier 4 locomotives to operate at Alstom's Kanona facility in Bath, New York. The project aligns with the selection criteria by enhancing safety and improving climate resilience, as the project will explore the feasibility and commercial viability of a locomotive that demonstrates the efficiency and reliability of battery technology while using a Tier 4 diesel engine along with regenerative braking to charge the batteries. Norfolk Southern Railway will contribute the 25 percent non-Federal match.

North Carolina – ACWR Piedmont Class-III 286K, Safety Capacity & Efficiency Upgrades (Up to $18,180,012)

Aberdeen Carolina & Western Railway Company (ACWR)

The proposed project was selected for Final Design and Construction to upgrade the Aberdeen, Carolina & Western Railway Company (ACWR) rail line between Charlotte and Oakboro, North Carolina. The project will continue efforts to modernize and increase capacity on the Piedmont Subdivision to better serve rail customers by installing almost 30 miles of continuous welded rail (CWR). The project aligns with selection criteria to enhance safety by removing jointed rail laid in the early to mid-1900s that has exceeded its reasonable life expectancy with new 136-lb CWR to accommodate the industry standard of 286,000-lb railcars. The project will upgrade the track to meet FRA Class 3 classification requirements. The ACWR and North Carolina DOT will contribute the 52 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

North Carolina – NCRR Carolinian and Piedmont Passenger and Freight Improvements Project (Up to $105,595,000)

North Carolina Railroad Company (NCRR)

The proposed project was selected for Project Development, Final Design, and Construction and includes activities to improve the capacity of the North Carolina Railroad Company's (NCRR) NC-Line to meet the growing demands of both freight and passenger rail traffic. The various project components would add over five miles of sidings, reconstruct up to 69 miles of track, eliminate one grade crossing, and improve track geometry. The project aligns with the selection criteria by enhancing safety and improving system service and performance as the project will increase on-time performance for existing Amtrak routes, allow for additional passenger trains along the growing

corridor, and meet the needs of a growing manufacturing sector. NCRR and North Carolina DOT will contribute the 38 percent non-Federal match.

North Dakota – Safety Enhancements and Capacity Upgrades for Reliability and Efficiency Project (Up to $20,714,004)

Red River Valley & Western Railroad Company

The proposed project was selected for Final Design and Construction and includes activities to replace 25 miles of rail and construct two new sidings on the Red River Valley & Western Railroad Company's (RRVW) 3rd Subdivision between Gwinner and Oakes, North Dakota. The project aligns with the selection criteria by improving system and service performance, as the project will return the track to a state of good repair, benefiting rail customers. RRVW will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

Ohio – BIP Railroad Regional Connectivity Improvements Project (Up to $6,912,000)

Cathcart Rail LLC

The proposed project was selected for Final Design and Construction and involves activities to repair two bridges on the Belpre Industrial Parkersburg Railroad in Ohio (BIP) and West Virginia. The project aligns with the selection criteria because it will ensure the railroad can continue to safely operate over two bridges that traverse populated areas and avoid the termination of these bridges from service without the needed repairs. The BIP's holding company, Cathcart Rail LLC, will contribute the 20 percent non-Federal match.

Ohio – Safe Crossings, Akron Ohio (Up to $840,480)

City of Akron

The proposed project was selected for Project Development, Final Design, and Construction and involves activities for rail at-grade crossing improvements in Akron, Ohio. The project will install additional gates or law enforcement cameras at 14 public crossings where gates cannot be installed. The project aligns with the selection criteria by enhancing safety as the project will improve the visibility of grade crossings. The City of Akron will contribute the 20 percent non-Federal match.

Ohio – Cincinnati Rail Congestion Mitigation Plan (Up to $1,600,000)

Ohio Rail Development Commission (ORDC)

The proposed project was selected for Systems Planning and Project Planning activities to develop the Cincinnati Rail Congestion Mitigation Plan, a planning project to be undertaken by the Ohio Rail Development Commission (ORDC) in partnership with the Norfolk Southern Railway Company (NS), CSX Transportation, Inc. (CSXT), the Indiana & Ohio Railway Company, and the Central Railroad of Indiana. The project aligns with the selection criteria by improving system and service performance as the project will develop a regional rail plan and associated identification of alternatives, rail network planning, congestion mitigation, operational analysis, and conceptual engineering to address congestion issues in and around Queensgate Yard in Cincinnati, Ohio. ORDC, NS, and CSXT will contribute the 20 percent non-Federal match.

Ohio – Rural Freight Railroad Improvements NOW (Up to $6,400,000)

Ohio Rail Development Commission (ORDC)

The proposed project was selected for Construction and includes activities to upgrade track infrastructure across the approximately 24-mile rail line owned by the Sandusky County-Seneca County-City of Tiffin Port Authority and operated by the Northern Ohio & Western Railway. The project aligns with the selection criteria by enhancing safety and improving system and service performance, as the project will allow the line to again meet FRA Class 2 classification standards and return to a state of good repair. The Ohio Rail Development Commission and the Sandusky County-Seneca County-City of Tiffin Port Authority will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

Ohio – Rural Ohio-Appalachian Rail Rehabilitation (Up to $3,166,384)
Ohio Rail Development Commission (ORDC)

The proposed project was selected for Final Design and Construction and includes track rehabilitation and grade crossing improvements at two locations on the R.J. Corman Railroad Group, LLC's (R.J. Corman), Cleveland line in Summit, Stark, and Tuscarawas Counties, Ohio. The project aligns with selection criteria by enhancing the safety and efficiency of R.J. Corman's operations as the project will rehabilitate over 24 miles of track, including the reestablishment of service on three miles of track in eastern Ohio, resulting in the removal of numerous slow orders and enhancement of the economic competitiveness of Appalachian communities along the line. The Ohio Rail Development Commission and R.J. Corman will contribute the 35 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

Ohio – Panhandle Upgrade and Capacity Project in Central Ohio (Up to $12,870,000)
Ohio Rail Development Commission (ORDC)

The proposed project was selected for Final Design and Construction and includes activities to upgrade track infrastructure, expand capacity of the Newark Yard, and install trespass prevention measures on the Columbus and Ohio River Railroad. The project aligns with the selection criteria by enhancing safety and improving system and service performance, as the project will increase capacity to accommodate future growth and create reliable rail service and more resilient infrastructure for communities of central and eastern Ohio. The Ohio Rail Development Commission and the Columbus and Ohio River Railroad Company will contribute the 35 percent non-Federal match.

Ohio – Napoleon, Defiance & Western Railway: Critical Safety Upgrade, Phase 3 (Up to $12,170,000)
Ohio Rail Development Commission (ORDC)

The proposed project was selected for Final Design and Construction and includes activities to replace deteriorating and broken rail and ties and expand capacity along the eastern half of the Napoleon, Defiance & Western Railway. The project is the third and final phase of the full corridor rehabilitation of Napoleon, Defiance & Western track. The project aligns with the selection criteria because it will improve safety, resilience, and operational efficiency, which will benefit rail customers and service in Paulding and Defiance Counties in Ohio. The Ohio Rail Development Commission and Napoleon, Defiance & Western Railway will contribute the 25 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

Oklahoma – Kiamichi Tri-State Freight Rail Improvement Project Phase 2 (Up to $56,619,066)
Kiamichi Railroad Company LLC

The proposed project was selected for Final Design and Construction and includes activities to upgrade track on the Ashdown, Hope, and Paris subdivisions of the Kiamichi Railroad in Oklahoma, as well as Arkansas and Texas. The project will replace approximately 76 miles of jointed rail with continuous welded rail and resurface and install ballast on these segments, install ten rail lubricators to reduce rail wear from contact forces, resurface 114 crossings, and install trespassing signs and barriers at ten crossings. The project aligns with the selection criteria, as it will improve the safety, efficiency, and sustainability of freight movement along these rail corridors and continue to foster economic development and business retention in rural areas across three states. Kiamichi Railroad will contribute the 30 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

Oklahoma – The Oklahoma Short Line Track Upgrade and Growth Project (Up to $29,495,400)
Stillwater Central Railroad, LLC

The proposed project was selected for Project Development, Final Design, and Construction and includes activities to rehabilitate ties and perform surfacing work along approximately 120 miles of track, replace ten bridges, upgrade an additional 40 bridges, and upgrade one grade crossing along a Stillwater Central Railroad and BNSF Railway corridor. The project aligns with the selection criteria by enhancing safety and improving system and

service performance, as the project will address deferred maintenance, thereby imparting benefits of resiliency, efficiency, and higher operating speeds to rail customers served by Stillwater Central Railroad. Stillwater Central Railroad and Oklahoma Department of Transportation will contribute the 21 percent non-Federal match.

Oregon – Mill City Branch Tie Renewal Project (Up to $3,393,608)

Albany & Eastern Railroad Company

The proposed project was selected for Final Design and Construction and includes replacing 12,000 ties and associated ballast and surfacing work on the Mill City Branch of the Albany & Eastern Railroad Company in Linn County, Oregon. The project aligns with the selection criteria by enhancing safety and improving system and service performance, as the project will remove all slow orders placed on the project segments and reduce the risk of derailment. The Albany & Eastern Railroad Company will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

Oregon – Sweet Home Branch Rail Relay (Up to $4,138,730)

Albany & Eastern Railroad Company

The proposed project was selected for Final Design and Construction and includes activities to improve track and track structure on the Albany and Eastern Railroad's (AERC) Sweet Home Branch in Linn County, Oregon. The project will replace approximately 6.25 track miles of 85-lb jointed rail with at least 112-lb rail, including upgrading four turnouts and associated tie and surfacing work along the project area. The project aligns with the selection criteria by improving the safety and performance of rail shipments along this line. The Albany and Eastern Railroad Company will contribute the 20 percent non-Federal match. The project qualifies for the statutory set-aside for projects in Rural Areas.

Oregon – City of Prineville Railway Track Improvement and Restoration Project (Up to $1,600,000)

City of Prineville, Oregon

The proposed project was selected for Final Design and Construction and includes activities to rehabilitate 18 miles of the City of Prineville Railway's track between Prineville and Prineville Junction, OR. The project will replace approximately 9,700 rail ties; complete the associated tamping, resurfacing, and aligning the rail line; and procure the necessary railroad equipment to perform this work. The project aligns with the selection criteria by increasing service performance, as these improvements will allow for the removal of two slow orders, decrease locomotive run-time and associated emissions, and improve safety, thereby imparting benefits to 34 rail users served by the City of Prineville Railway. The City of Prineville will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

Oregon – Lake County Rail Replacement Project (Up to $13,736,000)

Lake County Railroad

The proposed project was selected for Final Design and Construction and includes activities to rehabilitate rail on the Lake County Railroad between Alturas, California, and Lakeview, Oregon. The project aligns with the selection criteria by enhancing safety and increasing service performance, as it will improve track safety and speeds under FRA Class 2 track standards, allow for industry standard 286,000-lb. rail cars, and provide new connections for shippers, including NXT Clean Fuels and Green Cement Inc. Oregon DOT, Goose Lake Railway, NXT Clean Fuels, Green Cement Inc., and Lake County will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

Oregon – Pacific Coast Intermodal Project: Coos Bay Rail Line Upgrades (Up to $29,751,615)

Oregon International Port of Coos Bay

The proposed project was selected for Project Development and includes activities to provide a clear and reliable project plan for the Pacific Coast Intermodal Port Project. The planning will encompass rail-specific activities

including track rehabilitation; new sidings; improvements to the Eugene yard; a comprehensive look at tunnels, bridges, and crossings; and updates to signals and other communication systems. The project aligns with the selection criteria by enhancing reliability and safety and increasing the capacity of the rail line, as the project will accommodate increased Coos Bay Rail Line traffic and ensure a seamless connection to the Class I national rail network. Oregon International Port of Coos Bay and NorthPoint will contribute the 40 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

Pennsylvania – Development of Enabling Technologies for Hydrogen Adoption in Rail (Up to $48,412,512)

East Erie Commercial Rail

The proposed project was selected for Research and Development and includes activities to understand the feasibility of hydrogen dual-fuel internal combustion engine and liquid hydrogen tender technologies. This demonstration will be conducted at the Transportation Technology Center in Pueblo, Colorado, to support educating rail operators, first responders, and other stakeholders about how to safely handle hydrogen, in addition to developing best practices for operationalizing and maintaining these technologies for rail. The project aligns with the selection criteria by enhancing safety, as it will further the testing and training awareness with hydrogen movements and seek to better understand the potential utilization of a newer technology. Wabtec, Linde, and Greenbrier will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

Pennsylvania – Regional Rail's Eastern Pennsylvania Rail Capacity Project (Up to $3,624,223)

East Penn Railroad, LLC

The proposed project was selected for Project Development, Final Design, and Construction and includes activities to improve 26 miles of track on the Wilmington & Northern Subdivision of the East Penn Railroad. The improvements will upgrade this portion of track to meet FRA Class 2 classification requirements and increase capacity of the line, which is expected to see substantial growth in the coming years. This project aligns with the selection criteria by improving system and service performance and enhancing safety, as the project will eliminate slow orders, improve operational efficiency, and reduce the risk of derailments. The East Penn Railroad will contribute the 21 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

Pennsylvania – Pocono Main Rehabilitation – Phase 1 (Up to $8,958,919)

Pennsylvania Northeast Regional Railroad Authority

The proposed project was selected for Project Development, Final Design, and Construction and includes replacement of railroad ties and track and upgrades one at-grade crossing along Pennsylvania Northeast Regional Railroad Authority's Pocono mainline between Slateford and Gouldsboro, Pennsylvania. This project aligns with the selection criteria by enhancing safety and resilience and improving system and service performance, as the project will bring this segment of the line into a state of good repair and increase resiliency to flooding from storms. Pennsylvania Northeast Regional Railroad Authority will provide a 20 percent non-Federal match. The project qualifies for the statutory set-aside for projects in Rural Areas.

Pennsylvania – Rail Center for Research Enhancing Short-line Transportation - Rail CREST (Up to $6,877,671)

Pennsylvania State University-Univ Park

The proposed project was selected for Research and Development and includes activities to establish the Rail Center for Research Enhancing Short-line Transportation (Rail CREST) to develop and transfer affordable technologies to enhance the safety, efficiency, reliability, and sustainability of short line and regional railroads. The project aligns with the selection criteria by enhancing safety and improving system and service performance, as the project will address the unique challenges faced by short line railroads, including aging infrastructure, grade crossing and yard safety, environmental resiliency, and workforce training. The project proposes 10 research projects to be conducted by 6 universities (with faculty and graduate student participation) in partnership with

railroads. The Pennsylvania State University, Kansas State University, University of Texas at Austin, Auburn University, University of South Carolina, University of New Mexico, The Everett Railroad Company, and H&J International PC will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

South Carolina – Piedmont Regional Rail Capacity Improvement Project (Up to $27,423,985)

Chester County

The proposed project was selected for Project Development, Final Design, right-of-way acquisition, and Construction and includes activities for various track and signal improvements, as well as the procurement of track maintenance equipment, for the Lancaster and Chester Railroad. The project aligns with the selection criteria by improving effects on safety and system and service performance by reducing congestion between short line and Class I freight trains operating along the corridor and increasing the reliability of existing short line equipment. Lancaster and Chester Railroad and Norfolk Southern will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

Tennessee – CFWR Track Rehabilitation Acceleration Project (Up to $10,125,000)

Caney Fork and Western Railroad

The proposed project was selected for Final Design and Construction and includes activities to improve track on approximately 13 miles of the Caney Fork and Western Railroad's line between Manchester and Morrison, TN. The project will replace rail; install new crossties, ballast, and switches; and resurface 20 grade crossings. The project aligns with the selection criteria by improving system and service performance, as it will elevate track to FRA Class 2 track speeds and accommodate industry standard 286,000-lb railcars, allowing for safer and faster transportation of goods. The Tennessee Department of Transportation and Caney Fork and Western Railroad will contribute the 25 percent non-Federal match. The project qualifies for the statutory set-aside for projects in Rural Areas.

Tennessee – The Watertown Rail Yard Project (Up to $1,600,000)

City of Watertown, Tennessee

The proposed project was selected for Final Design and Construction and includes activities to build a new rail yard in Watertown, Tennessee. Located on the Nashville & Eastern Line, the yard would consist of nearly 2,000 feet of new track that will be owned by the City of Watertown on City-owned property and utilize a turntable donated to the City. This project aligns with the selection criteria by improving system performance, as the project will create additional capacity for passing and short-term storage at a key point along the Nashville & Eastern Line, which currently hosts the Nashville region's only passenger rail service. The City of Watertown and private sources will contribute the 33 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

Tennessee – West Tennessee Rail Modernization Project (Up to $14,000,000)

West Tennessee Railroad, LLC

The proposed project was selected for Final Design and Construction and includes activities to rehabilitate and upgrade the Kenton Branch of the West Tennessee Railroad from Jackson to Kenton, Tennessee. The project will install new rail, resurface 15 grade crossings, replace ties, and surface and tamp the corridor. The project aligns with the selection criteria by improving service and system performance, as it will upgrade the remainder of the 32-mile line to meet FRA Class 2 classification requirements and accommodate the industry standard 286,000-lb. railcars. The Tennessee Department of Transportation and West Tennessee Railroad will contribute the 30 percent non-Federal match. The project qualifies for the statutory set-aside for projects in Rural Areas.

Texas – North Texas Rail Safety and Efficiency Project (Up to $16,754,834)

Dallas, Garland & Northeastern Railroad

The proposed project was selected for Construction and includes activities to replace and rehabilitate rail, ballast, and surfacing and to install rail lubricators on the Dallas, Garland & Northeastern Railroad between Sherman and McKinney, Texas. The project aligns with the selection criteria by enhancing safety and improving system and service performance, as the project will reduce derailment risk and increase operating speeds on the line. The Dallas, Garland & Northeastern Railroad will contribute the 30 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

Texas – East Texas Revival Project (Up to $13,354,839)

Jaguar Transport Holdings, LLC

The proposed project was selected for Construction and includes activities to rehabilitate deteriorating rail infrastructure along approximately 28.3 miles of Texas & Eastern Railroad track for Jaguar Transport Holdings, LLC. The project aligns with the selection criteria by enhancing safety and improving system and service performance, as the project will replace and upgrade ties, rail, switches, ballast, surfacing, and 17 crossings, thereby imparting benefits of efficiency, resiliency, and reducing the risk of derailments. The Texas State Rail Authority will contribute the 31 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

Texas – Rio Valley Capacity Improvement Project – Phase 2 (Up to $5,250,000)

Rio Valley Switching Company

The proposed project was selected for Final Design and Construction and includes activities to rehabilitate Harlingen and Hidalgo yards, add a passing siding in Alamo, and expand the capacity of rail in the Hidalgo Trade Zone on Union Pacific rail lines leased by the Rio Valley Switching Company. The project aligns with the selection criteria by improving rail capacity and enhancing safety, as the project will increase crew time savings, increase efficiency of equipment usage, and reduce the risk of derailments. Rio Valley Switching Company will contribute the 25 percent non-Federal match.

Texas – Texas Triangle Rail Revitalization Project (Up to $4,634,546)

Texas Gonzales Northern Railway Company

The proposed project was selected for Final Design and Construction and includes activities to replace seven open deck timber pile bridges on the Texas, Gonzales, and Northern Railway Company in central Texas. The project aligns with selection criteria by enhancing safety, as the project will address maximum load limitations and vulnerability to wildfire, thereby imparting benefits of resiliency and capacity. The Texas, Gonzalez, and Northern Railway Company will contribute the 30 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

Texas – The Camp Bowie Access Project (Up to $3,511,714)

The Texas Rock Crusher Railway

The proposed project was selected for Project Development, Final Design, and Construction and includes activities to rehabilitate approximately 2.5 miles of track and replace one timber bridge for the Texas Rock Crusher Railway. The project aligns with the selection criteria by enhancing safety and improving system and service performance, as the project will reduce slow orders, bridge defects, and wildfire vulnerability. The Texas Rock Crusher Railway will contribute the 30 percent non-Federal match.

Utah – The State Route 39 Grade Separation Project (Up to $1,780,000)

Utah Department of Transportation

The proposed project was selected for Project Development and includes activities to grade-separate one at-grade crossing over State Route 39 in Ogden, Utah. The project aligns with selection criteria to improve safety by eliminating a potential conflict point for trains and vehicles, creating a more efficient transportation network by

eliminating stop-and-wait time for vehicle traffic, and improving travel time for both rail freight and vehicles by eliminating an at-grade crossing and the consequent delay. The Utah Department of Transportation will contribute the 20 percent non-Federal match.

Vermont – New England Bi-State Short Line Upgrade Project (Up to $19,524,497)
New England Central Railroad, Inc.

The proposed project was selected for Project Development, Final Design, and Construction and includes activities to upgrade track, replace bridge components, improve a locomotive service facility, resurface 12 grade crossings, remove 6 grade crossings, improve turnouts, and reconfigure a yard on track jointly owned by the New England Central Railroad and Providence & Worcester Railroad. The project aligns with the selection criteria by enhancing safety, as the project will increase weight capacity and speed along segments of the rail corridor; address yard infrastructure and substandard clearances, as well as low-capacity and high-defect-rate rail; and improve operations, which will benefit rail-adjacent communities. New England Central Railroad, Providence & Worcester Railroad, and the City of Pawtucket will contribute the 25 percent non-Federal match.

Virginia – Piedmont Subdivision Tie Replacement Program, Sustaining Freight Rail in Rural, Central Virginia (Up to $6,000,000)
Buckingham Branch Railroad Company

The proposed project was selected for Final Design and Construction and includes activities to replace track and ties and perform resurfacing on the Piedmont Subdivision of the Buckingham Branch Railroad Company in central Virginia. The project aligns with the selection criteria by enhancing safety and improving service and system performance, as the project will address deteriorating conditions of ties and includes resurfacing of approximately 83 miles of track and 7 grade crossings, thereby imparting benefits of resiliency, efficiency, and reducing the risk of derailments. The Buckingham Branch Railroad Company and the Virginia State Department of Rail and Public Transportation will contribute the 50 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

Virginia – Town of Bedford, Virginia, Intercity Passenger Rail Stop (Up to $1,481,000)
Town of Bedford, Virginia

The proposed project was selected for Project Development for a new intercity passenger rail station in Bedford, Virginia. The project aligns with selection criteria by improving system performance, as it will increase access to intercity passenger rail services for residents in rural Virginia. The town of Bedford will contribute the 20.2 percent non-Federal match. The project qualifies for the statutory set-aside for projects in Rural Areas.

Virginia – Staples Mill Americans with Disabilities Act (ADA) (Up to $5,836,000)
Virginia Passenger Rail Authority (VPRA)

The project was selected for Final Design and Construction and includes activities to improve the Staples Mill station, including improving two platforms, adding one platform canopy, and improving accessibility. The project aligns with selection criteria by improving system and service performance, as it will result in an ADA-compliant station, an enhanced and safer passenger experience, and the ability to accommodate future increased passenger rail service. The Virginia Passenger Rail Authority will contribute the 50 percent non-Federal match.

Washington – The Columbia Basin Railroad Rail Rehabilitation Project (Up to $11,552,000)
Columbia Basin Railroad Company, Inc.

The proposed project was selected for Final Design and Construction and includes activities to replace approximately 10 miles of rail and approximately 8,000 cross ties on the Columbia Basin Railroad. The project aligns with the selection criteria by enhancing safety and improving system performance, as the project will return the line to a state of good repair, increase operating speeds, and allow for increased capacity to move freight, benefitting over 50 customers served by the Columbia Basin Railroad. Columbia Basin Railroad will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

Washington – Port of Kalama Rail Expansion (Up to $26,323,386)
Port of Kalama

The proposed project was selected for Final Design and Construction and includes activities and right-of-way acquisition to replace rail tracks at the Port of Kalama in the State of Washington. The replacement tracks will support storage of two loaded and two empty trains simultaneously at the port. The project aligns with the selection criteria by improving system and service performance, as the project is expected to increase loading efficiency in the direct loading of grain from rail to ship by up to 30 percent. The Port of Kalama will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

Washington – Modernizing Bridges to Handle Industry Standard Railcars in the Seattle-Portland Corridor (Up to $1,765,167)
Rainier Rail, LLC

The proposed project was selected for Project Development, Final Design, and Construction and includes activities to improve four bridges in western Washington State. The bridge improvements include replacement of superstructure components, increasing clearance on the Minnesota St. Bridge, installing larger rail to accommodate 286,000-lb. railcars, and replacing aging rail ties. The project aligns with selection criteria by creating a safer, more resilient, and environmentally sustainable rail network in the region, as it will address safety concerns, environmental preservation, capacity limitations, climate resilience, and supply-chain efficiency. Rainier Rail will contribute the 21 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

Washington – St. Paul and Pacific Northwest Mainline Infrastructure Upgrade Project (Up to $23,469,151)
St. Paul & Pacific Northwest Railroad Company, LLC

The proposed project was selected for Project Development, Final Design, and Construction and includes activities to improve track along the St. Paul and Pacific Northwest Railroad's main line in northwest Washington State. Specifically, the project will replace approximately 18 miles (in two sections) of older jointed rail with 136-lb. continuous welded rail and install approximately 85,000 new concrete and steel rail ties along the entire line. The project aligns with the selection criteria by upgrading the line to meet FRA Class 3 classification requirements, which improves safety and reliability. St. Paul & Pacific Northwest Railroad Company will contribute the 21 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

Washington – Tacoma Rail Four Tier 4 Switcher Locomotive Repowers (Up to $8,316,000)
Tacoma Rail

The proposed project was selected for Final Design and Construction and includes activities to acquire and repower four Tier 0 diesel-electric switcher locomotives with four Tier 4 diesel-electric switcher locomotives of comparable horsepower at Tacoma Rail's rail yard located at Tacoma, Washington. The project aligns with selection criteria by improving safety and climate resilience, as it will reduce toxic diesel and greenhouse gas emissions. Tacoma Rail will contribute the 23 percent non-Federal match.

Washington – Puget Sound Rail Corridor Improvement Project (Up to $6,451,894)
Washington State Department of Transportation

The proposed project was selected for Final Design and Construction and includes activities to upgrade control points with swing nose frogs and switch heaters at approximately four locations and install switch heaters at three other locations along the Pacific Northwest Rail Corridor. The project aligns with the selection criteria by enhancing resilience, safety, and performance, as the project will install updated swing nose frogs to eliminate gaps between rails and install electrically powered heaters on turnouts to prevent ice and snow buildup. The Washington State Department of Transportation and BNSF will contribute the 50 percent non-Federal match.

Washington – Washington State Rural Rail Rehabilitation Phase III-Improving Supply Chain Efficiency and Resiliency (Up to $37,700,000)

Washington State Department of Transportation

The proposed project was selected for Final Design and Construction and includes activities to replace all rail and ties on a critical segment of the Central Washington Branch of Washington State Department of Transportation's Palouse River and Coulee City Rail System. The project aligns with the selection criteria by improving system and service performance, as the project will enable the safer, faster, and more efficient transport of wheat, thereby imparting benefits to farmers and eastern Washington's rural communities. The Washington State Department of Transportation and numerous project partners will contribute the 35 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

West Virginia – Panhandle Rail Industrial Development Expansion Project (Up to $22,796,000)

Winchester & Western Railroad Acquisition, LLC

The proposed project was selected for Final Design and Construction and includes activities to rehabilitate segments of the Winchester & Western Railroad mainline in West Virginia and Maryland to eliminate all remaining legacy rail and old tie structure. The project aligns with the selection criteria by enhancing safety, efficiency, and resiliency, as the project will return the line to a state of good repair. Winchester & Western Railroad will contribute the 20 percent non-Federal match.

Wisconsin – Muskego Yard Bypass Project in Milwaukee (Up to $72,800,000)

Wisconsin Department of Transportation

The proposed project was selected for Final Design, right-of-way acquisition, and Construction and includes activities to update and reconfigure the existing rail and yard at the Muskego Yard Bypass. The project aligns with the selection criteria by improving system and service performance, as the project will install a new two-track mainline, implement a bidirectional Centralized Traffic Control system, and replace or rehabilitate approximately five bridges, thereby imparting benefits of efficiency. The Wisconsin Department of Transportation and Amtrak will contribute the 20 percent non-Federal match.

Wyoming – Bighorn Divide & Wyoming Strategic Acquisition of Efficient & Clean Tier 4 Locomotive (Up to $3,409,760)

Bighorn Divide & Wyoming Railroad Inc.

The proposed project was selected for Construction and includes activities to replace the operations of an existing uncontrolled (Pre-Tier 0) locomotive with a locomotive that meets Tier 4 locomotive emissions standards. The project aligns with the selection criteria by improving safety and resilience, as it will reduce fuel consumption, greenhouse gas emissions, and air pollutants (NOx and PM2.5) around the Casper rail yard. The Bighorn Divide & Wyoming Railroad will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

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