

FY 2022 Consolidated Rail Infrastructure and Safety Improvement Program Selections: Project Summaries

Alabama – Blackbelt and Central Alabama Freight Rail Improvement Project (Up to \$15,870,960)

Alabama Department of Transportation

The proposed project involves final design and construction activities to complete various track-related and bridge improvements on two short-line rail lines within the state, the Eastern Alabama Railway (EARY) and Meridian & Bigbee Railroad (MNBR). The project aligns with the selection criteria by improving system and service performance as it will increase maximum allowable speeds on both rail corridors, enhance storage capacity, and improve safety. EARY and MNBR will contribute funds totaling a 51.1 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

Alabama – Reduce Extended Delays; Enhance Safety; and Invest in Growing Neighborhoods (R.E.D.E.S.I.G.N.) Project (Up to \$8,000,000)

City of Birmingham, AL

The proposed project involves project development activities on two segments along Norfolk Southern Railway's rail line for various track, bridge, signal, road re-alignment, and grade crossing improvements (including grade separations and closure of multiple crossings). The project aligns with the selection criteria by improving system and service performance as it will advance efforts to improve community safety and access to schools and residential areas with fewer blocked train encounters, and it will increase the fluidity of freight and Amtrak's Crescent passenger rail operations. A combination of funding from the city of Birmingham, AL, city of Trussville, AL, and Norfolk Southern Railway will contribute a 20 percent non-Federal match.

Alabama – Safety, Efficiency, Capacity Improvement and Service Restoration Project (Up to \$3,476,110)

Huntsville & Madison County Railroad Authority (HMCR)

The proposed project involves final design and construction activities to replace the Aldridge Creek railroad bridge and complete various track-related improvements on HMCR's rail line. The project aligns with the selection criteria by enhancing safety, improving service performance, and restoring bridge load carrying capacity to 286,000 pounds to meet existing and anticipated demand. A combination of funding from HMCR, city of Huntsville, AL, and the state of Alabama will contribute a 45 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

**Alabama – Transportation Investments for Employment and Safety (TIES) Project
(Up to \$37,364,504)**

OmniTRAX Holdings Combined, Inc.

The proposed project involves project development, final design, and construction activities for track-related improvements and enhancements to certain grade crossings. The project aligns with the selection criteria by improving system and service performance as it will make state of good repair investments to an estimated combined 135 high-density track miles on three (3) OmniTRAX short line railroads – Illinois Railway, Alabama & Tennessee River Railway, and Georgia & Florida Railway, which will help sustain current FRA Class 1 and 2 track safety standards (varies by railroad) and maintain current timetable speeds. OmniTRAX will provide a 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

Arkansas – Resilient Infrastructure & Safety Enhancement Project (Up to \$11,830,000)

DeQueen and Eastern Railroad, LLC

The proposed project involves final design and construction activities for various track improvements, rehabilitation of certain bridges, modification to select grade crossings, and other associated infrastructure improvements to the DeQueen and Eastern Railroad (DQE) and the Texas, Oklahoma and Eastern Railroad – the rail lines operate as a single railroad in certain parts of Oklahoma and Arkansas. The project aligns with the selection criteria by improving system and service performance as it will improve operations, allow for increased carrying capacity to 286,000 pounds to meet existing and anticipated demand, and enhance resiliency of the railroad to withstand severe weather events and adverse impacts from potential flooding. DQE will provide a 30 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

California-- Six Grade Separations in the City of Shafter Project (Up to \$201,946,942)

California High-Speed Rail Authority (CHSRA)

The proposed project involves final design, right-of-way acquisition, and construction activities for improvements to six (6) grade crossings and track-related improvements. In an area where Burlington Northern Santa Fe Railway's existing main line and the CHSRA's future rail line parallel each other, the project will remove seven (7) at-grade crossings and convert them to grade-separated crossings, closing one crossing, in a rural, disadvantaged community within the Central Valley. The project aligns with the selection criteria by improving system and service performance and safety as it will enhance safety to freight rail and Amtrak San Joaquins trains, as well as improve traffic flows by eliminating encounters with blocked crossings, which will reduce delays to emergency vehicles and motorists, and non-motorized users. CHSRA will provide a 20 percent non-Federal match. This project qualifies for the statutory set-asides for projects in Rural Areas and new Intercity Passenger Rail.

California – Sacramento to Roseville Third Track – Phase 1 Project (Up to \$42,510,000)
Capitol Corridor Joint Powers Authority (CCJA)

The proposed project involves project development, final design, and construction activities for various track-related and signal improvements, enhancements to certain grade crossings, one new bridge, trespassing prevention measures, and other related infrastructure within Union Pacific Railroad's (UPRR) corridor. The project aligns with the selection criteria by increasing capacity to meet existing and anticipated demand as it will directly benefit the Capitol Corridor passenger rail service from Sacramento, CA to Roseville, CA, allowing two additional daily round trips to operate on a new third main line which will preserve the capability and fluidity of UPRR's main line. The state of California will provide a 71.9 percent non-Federal match. Other Federal funds consist of \$2,000,000 from the Federal Highway Administration.

California - Trespass Enforcement Project (Up to \$78,759)
City of Riverside, California

The proposed project involves a safety program concerning trespass enforcement and education activities along the Burlington Northern Santa Fe Railway in the city of Riverside. The city's Public Safety Engagement Team Railroad Trespasser Reduction Task Force – comprised of the Riverside Police Department, the city's Office of Homeless Solutions, and other city departments – will engage in a multi-faceted approach to decrease the number trespassing incidents in railroad rights-of-way from persons who are experiencing homelessness. The project aligns with the selection criteria by improving safety. In addition, some proposed activities include connecting homeless persons with social services and cleaning up the affected areas that have become unsanitary and unhealthy public health hazards. The city of Riverside, CA will provide a 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects to prevent trespassing.

California – The Central Valley Rail Emissions, Logistics and Crossing Improvement Project (Up to \$12,279,127)
Modesto and Empire Traction Company (M&ET)

The proposed project involves project development, final design, and construction activities to rehabilitate over multiple grade crossings (including associated workforce training), complete track improvements, and remanufacture two (2) Tier 0 high polluting switching locomotives to become Tier 4 Environmental Protection Agency compliant. The project aligns with the selection criteria by improving system and service performance, and safety as it will improve the M&ET's operating efficiency and safety, as well as reduce fuel consumption and emissions. M&ET will provide a 30 percent non-Federal match.

California - California Napa Valley Railroad Locomotive Emissions Improvement Project (Up To \$2,058,750)

Napa Valley Railroad

The proposed project involves final design and construction activities to replace seven (7) highly polluting locomotives with three (3) near-zero-emission locomotives. The project aligns with the selection criteria by enhancing competitiveness, service performance and ability to meet existing and anticipated demand as it will allow Napa Valley Railroad to transport its passengers more efficiently with lowered fuel consumption, decrease the surrounding community's exposure to harmful emissions, and it may aid with climate change mitigation. The Napa Valley Railroad and the Bay Area Air Quality Management District will contribute funds totaling a 75 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

California - SMART Healdsburg Green Rail Modernization Project (Up to \$31,892,394)

Sonoma-Marín Area Rail Transit District (SMART)

The proposed project involves final design and construction activities for the following components: 1) replacement of three (3) older, higher emission, freight locomotives with lower emission, Tier 4 Environmental Protection Agency compliant freight locomotives; and 2) installation of a Positive Train Control (PTC) system on SMART's corridor between Windsor, CA and Healdsburg, CA. The project aligns with the selection criteria by enhancing safety and resilience as it will help expand SMART's short line freight rail capacity while reducing the climate impacts of the freight rail services, as well as provide benefits to passenger rail commuter services through extension of SMART PTC systems across several grade crossings, allowing for return of rail services into rural, northern Sonoma County.

The Bay Area Air Quality Management District and the state of California will contribute funds totaling a 50 percent non-Federal match.

Connecticut – Housatonic Railroad Service Restoration and Safety Investment Project (Up to \$5,372,500)

Housatonic Railroad Company Inc. (HRRC)

The proposed project involves final design and construction activities for various track-related improvements and upgrades to multiple bridges. The project aligns with the selection criteria by improving system and service performance and ability to meet existing and anticipated demand as it will restore a portion of HRRC's rail line that is out of service and improve approximately 18 miles of rail line to increase freight rail capacity and improve operational safety. Also, the project will help HRRC maintain its connection with Pan Am Southern/CSX Transportation and Metro-North. A combination of funds from HRRC and two customers (Oak Ridge Waste and Interstate and Lakeland Lumber) will provide a 30 percent non-Federal match.

District of Columbia – Short Line PTC Performance Analytics & Security on the NEC Project (Up to \$2,520,000)

American Short Line and Regional Railroad Association (ASLRRRA)

The proposed project involves final design and construction activities to provide short line railroads that operate as tenants on the Northeast Corridor (NEC), as well as utilize Advanced Civil Speed Enforcement System Positive Train Control (PTC) system, with PTC Performance Analytics & Security, which entails the development of a cloud-based, back-office server and the installation of electronic equipment on locomotives. The proposed system is interoperable with other applicable systems and will allow operators on the NEC to perform various automated functions related to security keys and Key Exchange Servers. The project aligns with the selection criteria by enhancing safety as it will improve communications, enhance customer service, and provide railroads with greater visibility into safety faults that occur during rail operations. A combination of funds from ASLRRRA, Wabtec, and additional short line railroads will provide a 20 percent non-Federal match.

District of Columbia – Northeast Corridor Fencing Program (Up to \$8,800,000)

National Railroad Passenger Corporation (Amtrak)

The proposed project involves project development activities to inform trespassing prevention capital projects (e.g., fence installation) at sites vulnerable to, and at high risk for trespassing incidents along the Northeast Corridor. The project aligns with the selection criteria by enhancing safety as it will help Amtrak to plan and streamline efforts for future related capital work that will result in increased safety for communities that Amtrak operates in and through. Amtrak will provide a 20 percent non-Federal match.

This project qualifies for the statutory set-aside for projects to prevent trespassing.

Florida-- Trespassing Identification and Classification System Project (Up to \$1,648,000)

Brightline Trains Florida, LLC (Brightline)

The proposed project involves research and safety program activities to develop a software that utilizes artificial intelligence (AI) to collect reliable and precise data about trespassing locations and trespasser behavior. The project aligns with the selection criteria and Administration priority by enhancing safety as it will help mitigate the higher number of trespassing incidents that occur in south Florida, and will provide real-time computer-driven analysis and data aggregation of trespass activity along the shared Florida East Coast Railway and Brightline corridor. In addition, the project will guide targeted infrastructure, enforcement, and education decisions for Brightline, local partners, and the Florida Department of Transportation. The project utilizes an innovative (AI based) research and safety program to address trespassing behavior in a corridor with one of the -a highest incidence of fatal trespassing incidents in the country. Brightline and Wi-Tronix will contribute a combined 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects to prevent trespassing.

Florida - Central Florida Rail Corridor Crossings and Trespassing Safety Improvements Project (Up to \$6,928,241)

Florida Department of Transportation

The proposed project involves final design and construction activities to complete various improvements at approximately 110 highway-rail grade crossings (e.g., pavement markings, signage, surface replacement, and installing traffic signal equipment (pre-emption, pre-signals, and queue-cutter related, etc.), as well as complete trespassing prevention improvements at select locations. The project aligns with the selection criteria by enhancing safety as it will help increase the safety of pedestrians, motorists, two freight rail carriers (CSX Transportation and Florida Central Railroad), Amtrak, and Sun Rail commuter service at certain at-grade crossings along the Central Florida Rail Corridor. The project will also mitigate pedestrian trespassing to channel trespassers to the grade crossing or pedestrian crossings. The Florida Department of Transportation will provide a 50 percent non-Federal match. This project qualifies for the statutory set-aside for projects to prevent trespassing.

Florida – Florida Panhandle Rail Resiliency and Connectivity Project (Up to \$23,198,945)

Florida Gulf & Atlantic Railroad, LLC (FGA)

The proposed project involves project development, final design, and construction activities for various track-related improvements and upgrades to several bridges. The project aligns with the selection criteria by improving system and service performance and ability to meet existing and anticipated demand as it will help improve the 100-mile-long stretch of FGA's mainline through Florida's panhandle. The improvements will expand operating capacity and ensure safety, as the railroad that transports hazardous commodities in an area that is consistently impacted by severe hurricanes. FGA is providing a 30 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

Florida – Southwest Florida Rail Corridor Enhancement for Growth Project (Up to \$9,600,000)

Seminole Gulf Railway

The proposed project involves project development, final design, and construction activities for track-related improvements along an estimated 12-mile segment of Seminole Gulf Railway's rail corridor. The project aligns with the selection criteria by improving system and service performance and ability to meet existing and anticipated demand as it will improve operations and reliability with increased travel speeds and load carrying capacity, as well as substantially reduce maintenance costs and track defects. Through interchange connects with CSX Transportation and its broader rail network, the project will also help Seminole Gulf Railway to enhance its economic competitiveness. Seminole Gulf Railway will provide a 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

Florida – A Comprehensive Approach to Promoting Railroading Careers and Developing the Current Rail Industry Workforce (Up to \$17,073,949)

University of South Florida

The proposed project involves rail industry workforce development activities through actions including, but not limited to, targeted outreach to elementary and secondary education students, internship programs for future railroaders and rail researchers, delivery of training, and workforce development programs that include emerging technologies training. The project aligns with the selection criteria by improving the ability of the future workforce to meet existing and anticipated demand as it will help address current challenges, such as an aging workforce and critical skill gaps, and make strides to stabilize and grow the rail industry workforce. A combination of funding from ENSCO, Inc., Colorado State University-Pueblo, Michigan Technological University, Oregon State University, San Jose State University Research foundation, University of Hawaii, University of Nebraska-Lincoln, and the University of South Florida will contribute the 23 percent non-Federal match.

Illinois – West Cook Rail Safety Improvement Project (Up to \$2,888,000)

Cook County, Illinois

The proposed project involves final design and construction activities to install trespassing prevention improvements along the BNSF Railway corridor in west suburban Cook County, the busiest line for the Metra commuter rail system and a major freight corridor. The project aligns with the selection criteria by enhancing safety as it will address rail safety hot spots with histories of trespassing related incidents. The project will also improve safety by channeling pedestrians to the grade crossings, which are adjacent to Metra stations, and create a barrier along the corridor to keep trespassers out of the rail right of way. Cook County, IL will provide a 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects to prevent trespassing.

Illinois – Ties and Rail Upgrade for Economic Growth on the Keokuk Junction Railway Project (Up to \$15,268,018)

Keokuk Junction Railway Co. (KJRY)

The proposed project involves project development, final design, and construction activities to complete various track-related improvements, in an effort to rehabilitate KJRY's 126-mile mainline. The project aligns with the selection criteria by improving system and service performance as it will increase track safety standards from Excepted track to FRA Class 2 track standards, resulting in increased operating speeds and more efficient operations. KJRY will provide a 30 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

Indiana – Safety, Sustainability, and Alternative Energy Project (Up to \$2,685,600)

Louisville and Indiana Railroad Company (LIRC)

The proposed project includes final design and construction activities for various track-related improvements, upgrades to certain grade crossings, and solar panel installation at certain rail facilities. The project aligns with the selection criteria by improving system and service performance as it will help LIRC to increase reliability of service on the rail line from Indianapolis, IN to Louisville, KY, reduce safety risks such as derailments caused by potential rail failures, and implement energy-saving infrastructure. Louisville and Indiana Railroad Company and the Indiana Department of Transportation will provide a 52 percent non-Federal match.

Indiana – Upgrading a Critical Indiana-Illinois Rail Corridor Project (Up to \$8,128,000)

Toledo, Peoria & Western Railway Corp. (TPW)

The proposed project involves project development, final design, and construction activities for a variety of track-related improvements. The project aligns with the selection criteria by improving ability to meet existing or anticipated demand as it will increase capacity to stage and store railcars, as well as return the track to a state of good repair along TPW's corridor that serves agricultural customers in rural areas of Indiana and Illinois. The project will also increase safety and reliability, in addition to improving operations through the elimination of inefficient movements. TPW and the Indiana Department of Transportation will contribute funds totaling a 50.5 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

Iowa – Streamline Rail Operations and Improve Yard Safety in Cedar Rapids Project (Up to \$5,850,000)

Cedar Rapids and Iowa City Railway Co. (CRANDIC)

The proposed project will conduct final design and construction activities for various improvements (e.g., new tracks, station building, and equipment) to expand the CRANDIC Smith-Dows Rail Yard. The project aligns with the selection criteria by improving system and service performance and safety as it will remove capacity and facility constraints, make interchanging and switching operations safer, ensure fewer locomotive and crew truck traffic and emissions, and create a dependable reporting location and storm shelter for CRANDIC operating staff. It will also help reduce reliance of other yard facilities in central Cedar Rapids. CRANDIC will provide a 50 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

**Iowa – Davenport Riverfront Rail Crossing Safety Improvements Project
(Up to \$2,749,720)**

City of Davenport, Iowa

The proposed project involves final design and construction activities for various safety improvements (e.g., signals, gates, crossing signage, etc.) at multiple highway-rail grade crossings, as well as trespassing prevention measures (e.g., barriers and/or fencing), in Davenport, IA. With the proximity of Canadian Pacific Kansas City Railroad's (CPKC) rail line to the city's commercial riverfront district and multi-purpose trails, there are many conflict points along the rail line, creating safety challenges that require the trains to frequently sound the horn for an estimated nine-mile distance. The project aligns with the selection criteria by enhancing safety as it will help improve vehicle and pedestrian safety, especially in an area with anticipated increased freight rail traffic. The city of Davenport, IA and CPKC will provide a 20 percent non-Federal match.

Kansas – kWat: Electrifying Watco Locomotives Project (Up to \$15,740,943)

Kansas Department of Transportation

The proposed project involves final design and construction activities to convert eight (8) non-regulated or Tier 0 locomotives into fully battery powered units. The locomotives will be deployed across Watco's short line railroads in varying operational and geographic environments. The project aligns with the selection criteria by improving system and service performance and building resilience as it will reduce emissions and maintenance expenses, in addition to allowing Watco to assess additional and varied switching duty cycles and environmental and social impacts. Watco is providing a 20 percent non-Federal match.

**Kansas – Southeast Kansas Short Line Rail Upgrade and Growth Project
(Up to \$31,225,484)**

Kansas Department of Transportation

The proposed project involves construction activities for track-related improvements on the Neodesha Subdivision of the South Kansas & Oklahoma Railroad (SKOL). The project will improve approximately 37 miles of rail resulting in improved operations and capacity. The project aligns with the selection criteria by improving ability to meet existing or anticipated demand as it will allow the SKOL to increase its load carrying capacity to 286,000 pounds and upgrade to FRA Class 2 track standard from Class 1 track, further contributing to SKOL's ability to enhance economic competitiveness and meet customer demand, including a new soybean crushing facility. Kansas Department of Transportation and SKOL will provide a 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

**Kentucky – Foster Economic Sustainability Throughout Kentucky Project
(Up to \$29,563,000)**

Paducah and Louisville Railway, Inc. (PAL)

The proposed project involves project development, final design, and construction activities for various track improvements in a rail yard, upgrades to multiple bridges along PAL's 280-mile main line, and rehabilitation of locomotives. The project aligns with the selection criteria by improving system and service performance and safety as it will help improve operations by reducing delays and increase the safety and resiliency with reduced chance of derailments on a rail line that transports hazardous chemicals. The project also strongly meets the Administration priority of equitable economic strength. PAL will provide a 53 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

**Louisiana – The Rural Louisiana Short Line Rail Modernization Initiative Project
(Up to \$16,800,000)**

Louisiana Southern Railroad LLC (LAS)

The proposed project involves final design and construction activities for various track-related improvements, repairs or replacement of certain bridges and culverts, and grade crossing upgrades. The project aligns with the selection criteria by enhancing safety and ability to meet existing and anticipate demand as it will improve LAS' mainline by increasing safety standards on a rail corridor that transports hazmat loads, eliminating operating capacity inefficiencies (e.g., increasing load carrying capacity to 286,000 pounds), and increasing resiliency. The project will also help eliminate blocked crossing occurrences near a medical facility. LAS, along with Canadian Pacific Kansas City Railroad, as project partner, will contribute funds totaling a 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

Louisiana – Mississippi-Louisiana Grade Crossing Improvement Project (Up to \$1,826,000)

National Railroad Passenger Corporation (Amtrak)

The proposed project involves systems planning activities for a corridor study that will evaluate the safety, roadway connectivity, reliability, and potential improvements, including but not limited to trespassing prevention measures, to 395 highway-rail grade crossings on Amtrak's City of New Orleans route through Mississippi and Louisiana. In partnership with Canadian National Railway and the states of Louisiana and Mississippi, Amtrak will conduct the study and prioritize the grade crossings to be improved, among other related tasks. The project aligns with the selection criteria by improving system and service performance and safety as it will facilitate safety improvements along this corridor that will also improve reliability of the service. Amtrak will provide a 20 percent non-Federal match. This project qualifies for the statutory set-asides for projects in Rural Areas, new Intercity Passenger Rail, and trespass prevention.

Maryland - Port of Baltimore Strategic Acquisition of Battery Electric Locomotives Project (Up to \$11,584,317)

Maryland Department of Transportation

The proposed project involves final design and construction activities to replace three older, non-regulated emission diesel-electric switching locomotives with three (3) new battery electric locomotives and one (1) battery charger at the Port of Baltimore. CSX Transportation (CSX) will operate and own the battery electric locomotives within its Curtis Bay Piers terminal at the port. The locomotives run idle 24 hours a day, 7 days a week even when not in production. The project aligns with the selection criteria by enhancing resilience as it will allow for the first ever zero-exhaust emissions locomotives at an east coast port, benefiting port employees, shippers served by the port, and disadvantaged communities through decreased air emissions and noise. CSX is providing a 50 percent non-Federal match.

Maryland -- Penn-Camden Connector Project (Up to \$8,800,000)

Maryland Department of Transportation - Maryland Transit Administration (MDOT MTA)

The proposed project involves project development activities for various rail infrastructure improvements to support a new rail connection between the Maryland Area Rail Commuter (MARC) Penn Line, on Amtrak's Northeast Corridor, and the MARC Camden Line, on CSX Transportation's (CSX) Capital Subdivision. The project will help advance efforts to provide a rail connection between the Penn and Camden Lines, improving operations and reliability for passenger rail and freight train service. Furthermore, the project aligns with the selection criteria by improving ability to meet existing and anticipated demand as it will support MTA's future efforts to relocate the MARC trainset storage facility, which will enable Amtrak to advance its plans to redevelop Baltimore's Penn Station and Union Station in Washington, D.C. MTA will provide a 20 percent non-Federal match.

Massachusetts – Connecting the Commonwealth: Early Actions for the Inland Route Project (Up to \$108,085,280)

Massachusetts Department of Transportation (MassDOT)

The proposed project involves project development, final design, and construction activities for various track, signal, grade crossing and bridge improvements on the Inland Route corridor, which is CSX Transportation-owned and MassDOT-owned infrastructure. The project aligns with the selection criteria by improving system and service performance and ability to meet existing and anticipated demand as it will increase capacity to safely accommodate the addition of two round trip Amtrak Lake Shore Limited intercity passenger trains per day at higher speeds, while maintaining current freight operations. The improvements will raise the track class in many locations from FRA Class tracks 2 and 3 currently, to Class 4 standard and address multiple areas of track alignment within curves that were not designed for the 80-mph maximum speed allowed under Class 4 on railroads equipped with Positive Train Control. MassDOT and Amtrak will contribute funds totaling a 20 percent non-Federal match. This project qualifies for the statutory set-aside for new Intercity Passenger Rail projects.

Michigan - Manistee River Bridge Replacement Project (Up to \$20,385,000)

Michigan Department of Transportation (DOT)

The proposed project involves final design and construction activities to replace the Manistee River Bridge, which was built in 1888 and currently has many components that are in poor or critical condition. The project aligns with the selection criteria by improving system and service performance and ability to meet existing or anticipated demand as it will help restore railroad timetable speeds, increase the load rating of the structure to allow 286,000-pound railcars, and preserve rail service to commodity shippers in the northwest lower peninsula of Michigan. The infrastructure this project will take place on is owned by Michigan DOT and leased to Great Lakes Central Railroad. Michigan DOT and Great Lakes Central Railroad will contribute funds totaling a 40 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

Minnesota – MVRRA Track Rehabilitation Evaluation Project (Up to \$520,000)

Minnesota Valley Regional Rail Authority (MVRRA)

The proposed project involves project development activities for track reconstruction on an approximately 40-mile-long segment on MVRRA's rail line, as well as assessing grade crossing safety improvement options. The project aligns with the selection criteria by enhancing safety as it will evaluate track infrastructure improvements to resolve current challenges caused by track geometry and geographic limitations. Furthermore, the project will help advance efforts to allow 110-car freight trains to move 25 miles per hour, increase load capacity to 286,000-pounds, and allow for an interchange connection with the BNSF Railway where there is currently an out-of-service connection. MVRRA will provide a 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

Minnesota – TC&W Rail Infrastructure and Safety Improvement Project (Up to \$2,103,000)

Twin Cities & Western Railroad Company (TC&W)

The proposed project involves construction activities for track-related improvements to convert approximately 13 miles of jointed rail into continuous welded rail (CWR). The project aligns with the selection criteria by enhancing safety as it will improve safety, reduce the potential for costly derailments, and decrease overall maintenance costs. Also, the project supports a multi-year program to eliminate all jointed rail on its mainline, making for stronger and safer rail infrastructure. TC&W will provide a 50 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

Mississippi – Gulf Coast Corridor Improvement Project (Up to \$178,435,333)

National Railroad Passenger Corporation (Amtrak)

The proposed project involves project development, final design and construction activities for various track and signal-related improvements, upgrades to certain grade crossings, and improvements to certain stations along a key rail corridor in the Gulf Coast region, from New Orleans, LA to Mobile, AL. The project aligns with the selection criteria by enhancing competitiveness, reliability and ability to meet existing or anticipated demand as it will help facilitate the introduction of intercity passenger rail service (two round trip trains per day) while mitigating potential adverse impacts to freight operations from CSX Transportation, Norfolk Southern Railway, and the Port of Mobile, as well as help achieve targeted trip times and service reliability. The project also aligns with the Administration's priority to transform the national rail network by encouraging the development of new intercity passenger rail. A combination of funds from Amtrak, the states of Mississippi, Alabama, and Louisiana, CSX Transportation, and Norfolk Southern Railway will provide a 20 percent non-Federal match. This project qualifies for the statutory set-asides for projects in Rural Areas and New Intercity Passenger Rail.

Mississippi – Gloster Southern Railroad Restoration Project (Up to \$52,000,000)

Town of Gloster, Mississippi

The proposed project involves final design, right of way acquisition, and construction activities for various track-related improvements, upgrades to certain grade crossings, and rehabilitation of multiple bridges and culverts. The project aligns with the selection criteria by improving ability to meet existing and anticipated demand and enhancing safety as it will reestablish rail service, discontinued in 2009, on an estimated 35-mile segment of Gloster Southern Railroad and will serve existing businesses in an area with historically disadvantaged communities in Louisiana and Mississippi. Restoring the rail line will help reduce emissions, foster economic development, and improve safety. Gloster Southern Railroad's private partners, CLAW Forestry Services, LLC and Tatum Gravel, LLC, will provide a 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

Missouri – Chapell Drive Overpass Project (Up to \$4,987,399)

City of Monett, Missouri

The proposed project involves final design, right-of-way acquisition, and construction activities for grade crossing improvements including a new grade separated structure, Chapell Drive over BNSF Railway's line, which will eliminate the existing at-grade highway-rail crossing. The project aligns with the selection criteria by improving system and service performance and safety as it will help improve safety and traffic flows amongst freight rail, motorists, and pedestrians at a crossing where 25 trains per day (on average) operate. A combination of funds from the City of Monett, MO, the Missouri Department of Transportation, and BNSF Railway will provide a 36.4 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

Missouri – Eastern Missouri Freight Resiliency Project (Up to \$7,817,461)

Jaguar Transport Holdings LLC

The proposed project involves project development, final design, and construction activities for various track-related improvements, in an effort to rehabilitate approximately 52 miles of the Missouri Eastern Railroad (MER). The project aligns with the selection criteria by improving system and service performance and enhancing resilience as it will help increase capacity, improve operations with changes such as increasing the status of the line from FRA Class 1 track standards to Class 2 standards, and improve safety due to enhancements that will help MER to withstand flooding and safely handle a high percentage of hazardous materials. Jaguar Transport Holdings will provide a 25 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

Nebraska – Cornhusker Railroad Regional Connectivity Project (Up to \$15,224,354)

Cathcart Rail, LLC

The proposed project involves final design and construction activities for track-related improvements, upgrades to certain grade crossings, and expansion of the railcar repair facility. The project aligns with the selection criteria by improving system and service performance and resilience as it will help modernize the Cornhusker Railroad, resulting in safer and more efficient operations, including improved interchanging of train with two Class I railroads. Cathcart Rail, LLC will provide a 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

New Hampshire – Portsmouth Bridge Replacement and Grade Crossing Improvements Project (Up to \$345,000)

City of Portsmouth, New Hampshire

The proposed project involves project development activities for the replacement of the Bartlett Street Bridge (Bridge), as well as various track improvements and upgrades to certain grade crossings. The Bridge is on CSX Transportation's Portsmouth Branch and has exceeded its service life; it is not capable of carrying industry standard freight cars of 286,000-pound gross weight and it has sub-standard highway vertical & horizontal clearance which creates a safety hazard. The project aligns with the selection criteria by improving ability to meet existing or anticipated demand as it will help CSX and the city of Portsmouth prepare for future project phases to improve railroad operations, safer grade crossings, and enhance economic vitality to the Portsmouth Naval Shipyard, the NH Port Authority Market Street Marine Terminal and other rail served customers. The city of Portsmouth, NH will provide a 25 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

New Jersey – Point-No-Point Bridge Replacement, Phase 2 Project (Up to \$59,136,891)
Consolidated Rail Corporation Shared Assets (Conrail)

The proposed project involves construction activities to complete various improvements to replace the current, obsolete Point-No-Point (PNP) Bridge, a swing-type bascule bridge, with a more resilient and efficient single-leaf bascule drawbridge structure. The PNP Bridge is on Conrail's Passaic and Harsimus line, a critical rail infrastructure component as it connects Norfolk Southern Railway's and CSX Transportation's rail lines to the Port of New York and New Jersey. The project aligns with the selection criteria by improving system and service performance as it will improve rail operations with reduction of open and close times from 5.5 hours to 12 minutes and would reduce the need for trains to take a 12-mile detour, due to the prolonged timeframe it currently takes to close the PNP Bridge. Also, the project will help improve passenger rail service, as it will help Amtrak advance other improvements on the Northeast Corridor which will lead to fewer delays to the Port Authority Trans-Hudson (PATH) and New Jersey Transit trains. Conrail will provide a 20 percent non-Federal match.

New York – Watkins Glen Rural Track Rehabilitation Project (Up to \$3,869,945)
Finger Lakes Railway Corp.

The proposed project involves project development, final design, and construction activities for a variety of track-related improvements and upgrades to certain grade crossings. The project aligns with the selection criteria by improving safety, capacity, and reliability in the transportation system in the Finger Lakes region by making needed improvements to the Finger Lakes Railway's Himrod Line in rural New York, which provides a critical gateway to the national rail system and global markets for New York's salt industry. Finger Lakes Railway will provide a 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

New York - Livonia, Avon & Lakeville Systemwide Tier 3 Clean Locomotive Acquisition Project (Up to \$12,600,000)
Livonia, Avon & Lakeville Railroad Corp.

The proposed project involves final design and construction activities to rehabilitate six (6) Tier 0 locomotives to meet Tier 3 Environmental Protection Agency standards. The project aligns with the selection criteria by improving system and service performance as it will help provide substantial operational savings (potential 40 percent to 65 percent reduction in fuel consumption) and reduce greenhouse gas emissions, thereby imparting benefits to the rural New York population communities and rail users that the Livonia, Avon & Lakeville Railroad serves. The Livonia, Avon & Lakeville Railroad Corp. is providing a 30 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

New York – Adirondack Bridge Capacity and Resilience Project (Up to \$3,360,000)

Mohawk, Adirondack & Northern Railroad Corp. (MHWA)

The proposed project involves project development, final design and construction activities for various improvements to three bridges on MHWA’s rail network. The project aligns with the selection criteria by improving system and service performance and ability to meet existing and anticipated demand as it will allow two bridges to accommodate modern 286,000-pound freight cars, an improvement from the current 263,000-pound restriction. Furthermore, the project will restore the bridges to a state of good repair, one of which MHWA removed from service relatively recently due to its condition, and improve safety for highway users, freight and passenger excursion traffic. A combination of funds from MHWA, New York State Department of Transportation, and the city of Rome, NY will provide a 25 percent non-Federal match.

New York-- Arthur Kill Lift Bridge Capital Rehabilitation Project (Up to \$17,200,000)

New York City Department of Small Business Services

The proposed project involves final design and construction activities for the rehabilitation of the Arthur Kill Lift Bridge (Bridge), an important rail link along the Staten Island Railroad. The Bridge supports the transport of approximately 30 percent of New York City’s annual municipal solid waste and supports New York State’s largest container terminal. The project aligns with the selection criteria by enabling safe, reliable, and efficient freight rail operations to continue at this crucial hub of connectivity of rail and marine supply chains, including broader U.S. rail network connections via CSX Transportation and Norfolk Southern Railway. A combination of funds from New York City, the New York State Department of Transportation, and Conrail will provide a 20 percent non-Federal match.

New York – NYS&W Railway Syracuse Branch Rehabilitation Project (Up to \$3,467,348)

The New York, Susquehanna and Western Railway Corp. (NYS&W)

The proposed project involves final design and construction activities for various track-related improvements on approximately seven (7) miles of NYS&W’s mainline. This project aligns with the selection criteria by enhancing safety and 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 the industry standard of 286,000 pounds. The New York State Department of Transportation and NYS&W will provide a 48 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

North Carolina – Blue Ridge Short Line Safety and Capacity Expansion Project (Up to \$12,605,093)

Blue Ridge Southern Railroad LLC (BBLU)

The proposed project involves final design and construction activities for various improvements to bridges and track-related components along BBLU’s 72-mile rail network. This project aligns with the selection criteria by improving ability to meet existing and anticipated demand. As part of an effort to address deferred maintenance from the previous owner of the railroad, the project will allow BBLU to maintain its FRA Class 2 track standard status and 286,000-lb. railcar capacity, as well as improve safety and operations with the removal of slow orders due to track conditions. BBLU and the North Carolina Department of Transportation will provide a 23 percent non-Federal match.

North Carolina—Railroad Trespass Initiative Overtime Response Project (Up to \$96,000)
City of Greensboro, North Carolina

The proposed project involves trespassing education, certain eligible equipment purchases, and enforcement activities to be conducted by the city of Greensboro's Police Department. The project aligns with the selection criteria by enhancing safety as it focuses on identified railroad trespassing "hotspots" along a three-mile Amtrak and Norfolk Southern rail corridor within the city limits. The project will increase safety and establish a culture in the community to gain voluntary compliance with railroad trespass laws. The state of North Carolina will provide a 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects to prevent trespassing.

North Dakota – Safe and Efficient Grain by Rail in the Red River Valley Project (Up to \$11,772,708)

Red River Valley & Western Railroad Company (RRVW)

The proposed project involves project development, final design, and construction activities for track improvements to implement continuous welded rail. This project aligns with the selection criteria by enhancing ability to meet existing and anticipated demand. As part of efforts to accommodate expected freight growth from a new soybean crushing facility, the project will provide safe and efficient freight rail service by eliminating joints in RRVW's 2nd Subdivision, which will help reduce derailment risk. In addition, the project will result in the upgrade of FRA Class track safety standard from Class 2 to Class 3. RRVW will provide a 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

Ohio – Data Driven Safety Training and Education for Front-Line Railroad Workers Project (Up to \$602,227)

International Association of Sheet Metal Air Rail and Transportation Workers (SMART TD)

The proposed project involves safety programs/workforce development activities, such as safety education and training for the railroad employees represented by SMART TD. The project will aligns with the selection criteria by enhancing ability to meet existing or anticipated workforce demand as it focuses on freight service employees and SMART TD members working in intercity passenger transportation regarding issues that include, but are not limited to, accident investigation training and dealing with on-board passenger service crisis of unruly passengers injuring SMART TD's members. The project also supports a key Administration priority to pursue non-infrastructure safety and workforce development programs. SMART TD is providing a 47.7 percent non-Federal match.

Ohio – Napoleon, Defiance & Western Critical Safety Upgrade - Phase 2 Project (Up to \$10,792,157)

Ohio Rail Development Commission (ORDC)

The proposed project involves project development, final design, and construction activities for various track improvements, upgrades to multiple grade crossings, and bridge rehabilitation work. The project is part of a multi-phase effort to improve the Napoleon, Defiance & Western Railway (NDW). This project aligns with the selection criteria by improving safety, increasing ability to meet existing and anticipated demand, and enhancing performance with upgrading the track to FRA Class 1 track standard from Excepted track. NDW interchanges with CSX Transportation and Norfolk Southern Railway, and freight traffic must travel on NDW's tracks before rail cars are interchanged with the Class 1 railroads. ORDC and NDW will provide a 30 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

Ohio - North Central Appalachia Rail Enhancement and Rail Corridor Preservation Project (Up to \$16,250,000)

Ohio Rail Development Commission (ORDC)

The proposed project involves final design and construction activities for various track-related improvements and rehabilitation to certain bridges, all to improve approximately 180 miles of the Kanawha River Railroad (KNWA). The project aligns with the selection criteria by improving system and service performance as it will improve operations due to increased track speed with track that meets FRA Class 2 track standards, and enhance safety, reliability, and ability to meet existing and anticipate demand of a freight rail line that transports chemicals, hazardous materials, and other traffic in rural areas of West Virginia and Ohio. KNWA has access to and connects its customers to the national rail network through interchanges with Norfolk Southern Railway and CSX Transportation, and the project will help KNWA continue to provide this direct and efficient service. KNWA and Norfolk Southern Railway will provide a 50 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

Pennsylvania - Engineering Track Foremen Workforce Development Apprenticeship Training Program (Up to \$8,800,000)

National Railroad Passenger Corporation (Amtrak)

The proposed project involves workforce development activities to implement a pilot engineering Track Foremen/Inspectors workforce development apprenticeship training program to further develop the existing program and increase the overall knowledge base required to safely supervise field operations. This project aligns with the selection criteria by improving ability to meet existing and anticipated workforce demand. The proposed project also involves other activities for an additional program that will help employees obtain full Track Foremen/Inspectors certification. Recognizing there may not be an adequate number of seasoned, highly-skilled employees providing knowledge transfer and mentorship, the project will support the development of a comprehensive training requirement for new employees and help provide upward mobility for current employees. The project also supports a key Administration priority to pursue non-infrastructure safety and workforce development programs. Amtrak is providing a 20 percent non-Federal match.

Pennsylvania-- Buffalo & Pittsburgh Railroad: Rebuilding Western Pennsylvania Project (Up to \$11,250,367)

Pennsylvania Department of Transportation

The proposed project involves project development, final design, and construction activities for various track-related improvements and upgrades to multiple grade crossings on approximately 220 track miles on the Buffalo & Pittsburg Railroad (BPRR), a critical part of its rail network that connects to multiple provides and various Class 1 and short line railroads. The project aligns with the selection criteria by improving system and service performance and safety as it will return BPRR to a state of good repair, support supply chain efficiency, and increase safety along a rail line that has had some derailments and carries a high density of hazmat cargo. Pennsylvania DOT and BRPP will provide a 55 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

South Carolina – Procurement and Retrofitting of Two Zero-Emission Lithium-Ion Battery Electric-Powered Locomotives Project (Up to \$ 4,170,000)

South Carolina Department of Commerce

The proposed project involves final design and construction activities for two (2) zero emission lithium battery electric powered locomotives and associated charging technology installation. The project aligns with the selection criteria by improving ability to meet existing and anticipated demand as it will help Palmetto Railways expand locomotive capacity for its existing and future planned industries, while incorporating new technology that will provide a large reduction in diesel emissions, improve safety, reduce greenhouse gas emissions, and address environmental justice issues in nearby disadvantaged communities. Palmetto Railways will provide a 35 percent non-Federal match.

South Dakota – Sisseton Milbank Railroad Modernization Project (Up to \$24,712,204)

South Dakota Department of Transportation

The proposed project involves project development, final design, and construction activities for the replacement of 37 miles of the Sisseton Milbank Railroad (SMRR), including the rehabilitation of one bridge. The project aligns with the selection criteria by enhancing safety as it will result in safety benefits with a reduced chance of derailments and increased track speed. The project will also enable more efficient truck unloading operations and transportation of grain along the corridor. The project also strongly supports several Administration priorities including safety, equity, and equitable economic strength. SMRR will provide a 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

Tennessee -- Tennessee Short Line Railroads Bridge Bundle Project (Up to \$23,748,500)

Tennessee Department of Transportation

The proposed project involves project development, final design, and construction activities for the rehabilitation or replacement of approximately 42 bridges along 10 different short line railroads throughout the state of Tennessee. The bridges are past their intended lifespan and most need immediate, extensive repair or replacement. The project aligns with the selection criteria by improving system and service performance as it will strengthen the short line rail network and improve operational efficiency. A combination of funds from the Tennessee Department of Transportation and the short line railroads will provide a 50 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

Tennessee-- Tennken Revitalization and Safety Improvement Project (Up to \$7,370,000)

Tennken Railroad Co., Inc. (TKEN)

The proposed project involves final design and construction activities for various track improvements on TKEN's main rail line in parts of Tennessee and Kentucky. The project aligns with the selection criteria by improving safety and increasing ability to meet existing and anticipated demand by accommodating 286,000 pound loads and improving service performance by upgrading infrastructure from Excepted track to FRA Class 1 and 2 track standards. As TKEN prepares for anticipated growth in freight from one new shipper in the area and a new connection to a port, sustaining the interchange connection with Canadian National Railway is also important to TKEN. The Tennessee Department of Transportation and TKEN will provide a 33 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

Texas-- Downtown Laredo Rail Corridor Safety Planning Project (Up to \$4,000,000)

City of Laredo, Texas

The proposed project involves project development activities for improvements to numerous grade crossings on the Laredo Rail Corridor. The project, which is being done in partnership with Canadian Pacific Kansas City Railroad (CPKC), aligns with the selection criteria by enhancing safety as it will help advance efforts to close certain at-grade crossings, build grade separated structures, and install gate and safety improvements at certain at-grade crossings. Also, this project, if built as part of a future phase, will improve safety on the Laredo Corridor, improve efficiency and mobility on a vital cross border trade route, and support expanded capacity on CPKC's rail network. The project will improve supply chain efficiency on a critical cross-border trade corridor and supports the key administration goal of safety. CPKC will contribute a 20 percent non-Federal match.

Texas – Rio Valley Rail Capacity Improvement Project (Up to \$3,500,000)*Rio Valley Switching Company (RVSC)*

The proposed project involves final design and construction activities to complete track-related improvements and upgrades to multiple bridges along an estimated 50-mile-long corridor on RVSC's rail network. In sections where there is Excepted track standard, the improvements will be built to FRA Class 1 track safety standards; in other sections, the project will maintain current FRA Class 1 track standards. The project aligns with the selection criteria by improving system and service performance and safety as it will improve rail operations and safety to accommodate project growth in the Rio Valley region, as well as continue interchange services with Union Pacific. RVSC will provide a 30 percent non-Federal match.

Texas – The Sunray Agricultural Supply Chain Efficiency Project (Up to \$7,342,032)*Texas North Western Railway Company (TXNW)*

The proposed project includes project development, final design, and construction activities for track-related improvements and replacement of certain bridges. The project aligns with the selection criteria by enhancing safety as it will modernize the TXNW, resulting in reduced risk of derailment, accommodate the 286,000-pound unit grain trains, and reduce emissions by allowing for the utilization of larger, more modern locomotives – includes those of BNSF Railway – to access a grain elevator. Also, the project will help TXNW sustain interchange services with BNSF Railway. TNW Corporation, owner of TXNW, will provide a 30 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

Vermont – Tri-State Regional Rail Upgrade Project (Up to \$9,654,789)*State of Vermont Agency of Transportation*

The proposed project involves project development, final design, and construction activities for various track-related improvements and upgrades to certain grade crossings. The project aligns with the selection criteria by improving ability to meet existing and anticipated demand as it will improve sections of St. Lawrence & Atlantic Railroad's 162-mile corridor in Vermont, New Hampshire, and Maine, resulting in increased safety and railcar load capacity from 263,000 pounds to the current industry standard of 286,000 pounds. A combination of funding from the St. Lawrence & Atlantic Railroad, Maine Department of Transportation, and New Hampshire Department of Transportation will contribute a 50.5 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

Virginia – Franconia-Springfield Bypass Project (Up to \$100,000,000)*Virginia Passenger Rail Authority*

The proposed project involves final design and construction activities for a new flyover rail bridge on the FR&P corridor, as CSX mainline running from Washington, DC to Richmond, VA, and a critical East Coast rail connection that connects the Northeast Corridor with the southeast USA. The existing volume on the corridor, approximately 50-70 trains per day, consistently leads to train interference. The project aligns with the selection criteria by improving system and service performance and improving integration with other modes as it will allow intercity and commuter passenger trains (Amtrak and Virginia Railway Express) to fluidly cross over two CSX Transportation's mainline freight rail tracks and avoid at-grade conflicts and delays, resulting in the improved reliability and efficiency of rail services. The Virginia Passenger Rail Authority and Amtrak will provide a 50 percent non-Federal match.

Washington – Tacoma Rail Battery-Electric Switcher Locomotive Replacement Project (Up to \$4,095,000)*Tacoma Rail*

The proposed project involves final design and construction activities to replace two (2) highly polluting, diesel-electric switcher locomotives with two (2) zero-emission battery-electric switcher locomotives, in addition to the installation of corresponding onsite charging infrastructure. The project aligns with the selection criteria by improving system and service performance and resilience as it will advance freight rail electrification technology in the region, as well as reduce toxic diesel emissions and greenhouse gases, which contributes to local and regional climate action goals. Tacoma Rail is providing a 34 percent non-Federal match. Other Federal funds consist of \$3,645,000 from the Federal Highway Administration.

Washington – Washington State Rural Rail Rehabilitation Phase II Project (Up to \$72,800,000)*Washington State Department of Transportation (WSDOT)*

The proposed project involves final design and construction activities for a variety of track-related improvements, upgrades to certain grade crossings, and other related infrastructure enhancements on the Palouse River & Coulee City Railroad (PCC). The project is part of a multi-phase effort to improve the PCC, which serves a critical part of the wheat supply chain in eastern Washington and aligns with the selection criteria by improving ability to meet existing and anticipate demand as it will allow the system to handle modern 286,000-pound railcars, increase speeds, and make the system more resilient to climate change-related events, such as mitigate the effects of severe storm events resulting in washouts. A combination of funding from WSDOT, Washington Eastern Railroad, and 12 other private partners will provide a 35 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

**West Virginia – Supporting Anticipated Freight Growth in Rural West Virginia Project
(Up to \$19,442,500)**

Appalachian and Ohio Railroad, Inc. (A&O)

The proposed project involves project development, final design, and construction activities to rehabilitate multiple tunnels, complete various track-related improvements, and rehabilitate locomotives. The project aligns with the selection criteria by improving system and service performance and safety as it will help upgrade A&O's infrastructure to a state of good repair, allowing A&O to provide efficient, safe, and reliable freight service, which has a direct connection to CSX Transportation. A&O will provide a 45 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

**Wisconsin – The Fox River Swing Bridge Improvement and Sustainability Project
(Up to \$2,045,160)**

Fox Valley & Lake Superior Rail System (FOXY)

The proposed project involves project development activities for the rehabilitation of three moveable swing bridges over the Fox River on FOXY's rail line. Due to factors such as the continued deterioration of the bridges and the age (approximately 100 years old), FOXY takes the bridges out of service for an undetermined period on a regular basis, leading to delays in rail and maritime freight shipments. The project aligns with the selection criteria by improving ability to meet existing and anticipated demand as it will help FOXY prepare for future construction work that will increase load carrying capacity to the industry standard 286,000 pounds, as well as improve railroad operations and connectivity of maritime transportation. FOXY will provide a 20 percent non-Federal match.

**Wyoming – Strategic Acquisition of Efficient & Clean Tier 4 Locomotive Project
(Up to \$2,424,000)**

Bighorn Divide & Wyoming Railroad Inc.

The proposed project involves final design and construction activities for the replacement of one (1) Tier 0 locomotive with one (1) Tier 4 Environmental Protection Agency compliant locomotive. The project aligns with the selection criteria by improving system and service performance and safety as it will contribute to an overall reduction on emissions and greenhouse gases in the region while also improving safety. Bighorn Divide & Wyoming Railroad Inc. will provide a 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Area

