

# **FY19 Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program Projects**

## **15 Rural Projects - At least \$63.7 million required, up to \$127.7 million awarded**

### **Alaska – M.P. 86.6 Bird Creek Pony Truss Bridge Replacement**

**Up to \$3,871,913**

*Alaska Railroad Corporation*

Replaces a nearly 70-year-old bridge on the Alaska Railroad (ARR) mainline that will allow ARR to operate 286,000-pound (286K) rail cars and double-stack trains.

### **Delaware, Maryland and Virginia – Critical Ongoing Railroad Rehabilitation Improving Delmarva Operations & Reliability (Opportunity Zone)**

**Up to \$18,803,354**

*Delmarva Central Railroad Co.*

Refurbishes three Delmarva Central Railroad (DCR) rail bridges over navigable waterways in Bear and Seaford, Delaware, and Pocomoke City, Maryland; upgrades over 100 miles of track between Porter, Delaware, and Lecato, Virginia; and improves roughly nine railroad crossings in Delaware and Maryland.

### **Florida – Northeast Florida Rural Railyard Project (Opportunity Zone)**

**Up to \$7,763,119**

*Florida Gulf & Atlantic Railroad LLC*

Includes right-of-way acquisition, preliminary engineering and environmental analysis and documentation, and builds a roughly 72-acre railyard in Baker County, Florida. Roberts Land & Timber (Roberts) currently owns the land. The railyard will be the anchor for a new transload facility. The project allows Florida Gulf & Atlantic (FGA) to stage trains there instead of hauling all freight 125 miles west to Tallahassee prior to interchange with CSX.

### **Iowa – Iowa Interstate Continuous Welded Rail Upgrade**

**Up to \$5,579,357**

*Iowa Interstate Railroad, LTD*

Replaces approximately 19 miles of jointed rail on the Iowa Interstate Railroad (IAIS) between Des Moines and Council Bluffs, Iowa, with continuous welded rail, and upgrades two bridges and two at-grade crossings.

**Kansas and Oklahoma – Accelerating Economic Prosperity in the Heartland: A Rural Freight Rail Project (Opportunity Zone)**

**Up to \$27,000,000**

*Kansas Department of Transportation*

Upgrades track, including rail replacement, ties, ballast, turnouts, repair bridges, and grade crossings on the South Kansas & Oklahoma Railroad (SKOL) Tulsa, Moline, and Neodesha Subdivisions allowing about 80 percent of the railroad to be 286K capable.

**Maine – Wells Area Improvement Project**

**Up to \$16,867,281**

*Northern New England Passenger Rail Authority*

Constructs a new intercity passenger rail platform at the Wells Transportation Center and a pedestrian bridge to access the new platform, and extends an existing two-mile Pan Am Railway siding to become a six-mile siding adjacent to the new platform in Wells, Maine.

**Michigan – Infrastructure Enhancement Program for Lake State Railway’s Huron Subdivision Up to \$7,875,770 (Opportunity Zone)**

*Lake State Railway Company*

Replaces about 30 miles of nearly 100-year-old jointed rail with continuous welded rail, upgrades turnouts, improves associated grade crossing circuitry, and resurfaces grade crossings primarily on the Huron Subdivision of the Lake State Railway (LSRC).

**Minnesota and South Dakota – Minnesota-South Dakota Rail Improvement Project**

**Up to \$14,459,100 (Opportunity Zone)**

*Ellis and Eastern Company*

Includes numerous upgrades along roughly 38 miles of Class III Ellis and Eastern rail infrastructure between Brandon, South Dakota (about 6 miles west of the Minnesota state line), and Worthington, Minnesota, on approximately 11 bridges, one siding, about six miles of rail, and about 45 grade crossings.

**New Mexico – South Valley Rail Freight (Opportunity Zone)**

**Up to \$4,638,546**

*Bernalillo County*

Provides for the acquisition and rehabilitation of an unused, roughly 3.7-mile industrial spur track currently owned by Kirtland Air Force Base to serve an under-construction industrial park and the construction of a new, roughly 1-mile siding to serve an adjacent trucking terminal.

**Ohio – Revitalizing Rail to Retain Jobs in Rural Ohio**  
**Up to \$1,702,688**

*Ohio Rail Development Commission*

Includes rehabilitating roughly 30 miles of track, including ties, track surfacing, and gauging to allow for increased speeds between Greenfield and Midland, Ohio.

**Pennsylvania – McKean, Venango, and Crawford Counties Freight Rail Capacity and Safety Enhancement Project (Opportunity Zone)**

**Up to \$11,926,000**

*McKean County*

Replaces and rehabilitates four bridges on the Western New York and Pennsylvania (WNYP) line in McKean and Venango Counties in Northwestern Pennsylvania. This project will convert three truss bridges to girder bridges and replace the abutments on an existing girder bridge. Two of the bridges will continue as single-spans of the same length while the Oil Creek two-span bridge will become a three-span bridge.

**Tennessee – West Tennessee Railroad Kenton Branch Rehabilitation and Safety Improvement Project (Opportunity Zone)**

**Up to \$2,205,000**

*West Tennessee Railroad, LLC*

Upgrades about eight miles of rail to enable 286K operations and resurfaces two public at-grade crossings in Humboldt, Tennessee, on the Kenton Branch of the West Tennessee Railroad (WTNN).

**Texas – Dayton Rail Crossings Improvement Project**

**Up to \$700,000**

*City of Dayton*

Provides for preliminary engineering and environmental analysis and documentation necessary to improve four at-grade crossings on Union Pacific track within the city of Dayton, Texas. This work will evaluate the potential for a grade separation in an area where 16 Union Pacific trains operate daily.

**Texas – The Etter Interchange Improvement**

**Up to \$4,086,700**

*Texas Northwestern Railway Company*

Combines two adjacent, undersized four-track yards within the Fisher Yard Complex in Moore County, Texas (located approximately an hour north of Amarillo in Northwest Texas), into a single yard capable of handling longer train consists between Texas Northwestern Railway Company (TXNW) and BNSF Railway. The project will install track capable of handling 286K rail cars and enable efficient interchange between the two railroads.

**Texas – Harwood Interchange Improvement  
Up to \$223,768**

*Texas, Gonzales, and Northern Railway*

Improves roughly 9,000 feet of track at the Texas, Gonzales, and Northern Railway (TXGN) interchange point with Union Pacific at Harwood, approximately 55 miles south of Austin. The project will also build a new siding parallel to the TXGN's mainline running south from the interchange along with associated switch improvements and replace two small wood trestle bridges with concrete culverts.

**17 Remaining Projects - Up to \$120.8 million awarded**

**California – Burbank Corridor Speed and Safety Improvements Project  
Up to \$10,746,091**

*Southern California Regional Rail Authority*

Includes environmental analysis, engineering, and construction between Glendale and Burbank Junction shared with Metrolink, Amtrak, and Union Pacific, including Americans with Disabilities Act (ADA) compliant upgrades at the pedestrian at-grade crossings at two intercity passenger rail stations – Glendale and Burbank Airport South. The project also includes track and signal improvements at Burbank Junction.

**Colorado – Southwest Chief Through-Car Service to Colorado Springs  
Up to \$225,000**

*Colorado Department of Transportation in partnership with the Southwest Chief and Front Range Passenger Rail Commission*

Supports developing a corridor service development plan to extend Amtrak's *Southwest Chief* service from existing station stops at La Junta and Trinidad to Pueblo and Colorado Springs to allow connection to Amtrak's national network and allow for social and economic benefits for Front Range communities.

**Colorado – Longmont Railroad Crossing Safety Improvement Project (Opportunity Zone)  
Up to \$4,000,000**

*City of Longmont*

Improves 15 grade crossings on the BNSF mainline in Longmont, Colorado, including installing four-quad gates, raised medians with gates and, in some instances, full closure at cross streets.

**Connecticut – Windsor Locks Station Improvements**

**Up to \$17,490,000**

*Connecticut Department of Transportation*

Constructs a new accessible and ADA-compliant intercity passenger rail station in a more central in-town location in Windsor Locks with a level boarding platform. The project will also make improvements to adjacent tracks, roadways and sidewalks, and add four quad gates to a grade crossing. The project will convert the current Windsor Locks platform station location into a maintenance-of-way facility for intercity passenger rail.

**Florida – Port Manatee Railroad – Track Rehabilitation Project Phase 1**

**Up to \$301,067**

*Manatee County Port Authority*

Replaces and upgrades existing track with new cross-ties, tie plates, bolts, tie anchors, spikes, ballast, and heavier rail within Port Manatee in Palmetto, Florida, in two areas – North and East of Warehouse 7 and between Warehouse 2 and 3 along Berths 6 and 7.

**Florida – Port Manatee Railroad – Track Rehabilitation Project Phase 2**

**Up to \$606,720**

*Manatee County Port Authority*

Replaces and upgrades existing track in three additional areas within Port Manatee in Palmetto, Florida – primarily at the South end of the port’s interchange with CSX, the rail line along North Dock Street between East and West End Mainline Switches, and additional work between Warehouses 2 and 3 along Berths 6 and 7.

**Illinois – CREATE Program for Improvements to Pullman Junction Stage A (EW3A)**

**(Opportunity Zone)**

**Up to \$12,905,671**

*Cook County*

Expands a section of Norfolk Southern Railway (NS) mainline near Pullman Junction from single track to double track and upgrades signals and switches along the corridor near 95<sup>th</sup> Street between Woodlawn Avenue and Stony Island Avenue in Chicago, Illinois.

**Iowa – CRANDIC-UP Overhead Bridge Project**

**Up to \$2,978,015**

*Cedar Rapids & Iowa City Railway Co.*

Replaces a 58-year-old Cedar Rapids and Iowa City Railway Company (CRANDIC) overhead bridge that crosses the Union Pacific (UP) mainline in Cedar Rapids, Iowa.

**Louisiana – New Orleans Gateway Rail Fluidity and Capacity Improvements**  
**Up to \$7,297,421**

*New Orleans Public Belt Railroad Corporation*

Upgrades from manual to power switches the New Orleans Public Belt Railroad's (NOPB) main classification yard – Cotton Warehouse Yard – and expands three regional yards to provide capacity for storage and switching of additional rail cars.

**Massachusetts – High Street and Canal Street Railroad Grade Crossing Improvement Project**

**Up to \$136,500**

*City of Medford*

Completes preliminary engineering and federal environmental analysis and documentation to improve two grade crossings – High Street and Canal Street – located about 900 feet apart at a skewed angle to the railroad tracks in Medford, Massachusetts, where the Downeaster, MBTA and Pan Am freight trains pass through.

**Michigan – Battle Creek Connection Project (Opportunity Zone)**

**Up to \$749,919**

*Michigan Department of Transportation*

Funds preliminary engineering and environmental analysis and documentation for a new dedicated intercity passenger rail track in Battle Creek, Michigan, to allow intercity passenger trains to bypass Canadian National track where frequent host railroad delays occur. The preliminary engineering and environmental analysis work encompasses new track, turnouts, grade crossings, and the reconstruction of the intercity passenger rail boarding platform at the Battle Creek Intermodal Terminal.

**Mississippi – Hattiesburg Downtown Railroad Innovation: Construction of Grade Separation and Connection Track (Opportunity Zone)**

**Up to \$5,397,300**

*City of Hattiesburg*

Consists of three components: a grade separation over the Canadian National north-south rail line; a new spur/connection track to improve freight movements in and out of a Norfolk Southern rail yard to reduce blocked crossings; and innovative ways to notify drivers via dynamic message signs and mobile mapping applications about blocked crossings and the presence of trains so that drivers may re-route.

**Missouri – The Merchants Bridge Rehabilitation Program (Opportunity Zone)**

**Up to \$21,445,577**

*Terminal Railroad Association of St. Louis*

Replaces the main span trusses of the approximately 130-year-old Merchant’s Bridge, which crosses the Mississippi River between St. Louis, Missouri, and Venice, Illinois.

**North Carolina – The Mazeppa Road Flyover Rail Crossing Project**

**Up to \$4,487,500**

*Town of Mooresville*

The highway-rail grade separation project will eliminate the at-grade rail crossing and build a four-lane bridge for vehicular traffic at the intersection of Mazeppa/Connector Road and North Carolina State Highway NC-115 with Norfolk Southern Railway in Mooresville.

**Ohio – Cincinnati Connections Revitalization**

**Up to \$4,736,123**

*Southwest Ohio Regional Transit Authority*

Incorporates multiple rail upgrade projects along the Blue Ash and Oasis Subdivisions located in Cincinnati, Ohio, operated by the Indiana and Ohio Railway Company (IORY) and owned by the Southwest Ohio Regional Transit Authority (SORTA). Projects include track upgrades to allow for 286K rail car loads on the Blue Ash Subdivision, rail yard improvements, and three bridge rehabilitations on the Oasis Subdivision.

**Texas – The Griggs Road and Mykawa Road Rail Safety Improvements Project (Opportunity Zone)**

**Up to \$666,000**

*Greater Southeast Management District*

Provides alternatives analysis, preliminary engineering and federal environmental analysis, and documentation to grade-separate four current at-grade highway-rail crossings at the intersection of Griggs Road, Mykawa Road, and Long Drive with Union Pacific Railroad and Burlington Northern Santa Fe Railway in Houston, Texas.

**Wisconsin – Muskego Yard Bypass Project (Opportunity Zone)**

**Up to \$26,600,000**

*Wisconsin Department of Transportation*

Reconfigures the existing Canadian Pacific Railway (CP) rail and yard facilities just south of the Milwaukee Intermodal Station (an intercity passenger station owned by Wisconsin Department of Transportation) to double-track the CP’s mainline through the Muskego Yard, moving freight traffic out of the Milwaukee Intermodal Station and reducing the number of grade crossings CP freight trains cross in Milwaukee.