

# Restoration & Enhancement (R&E) Grant Program

## FY 2021-2024 Selections: Project Summaries

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### **California – LOSSAN Rail Corridor Service Enhancement Project (Up to \$27,120,363)**

*Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN)*

The proposed project was selected for enhancement activities on the LOSSAN corridor by adding frequencies 11, 12, and 13 (or roundtrips 11, 12, and 13) of the Pacific Surfliner service from Los Angeles to San Diego, which would result in service levels on the corridor that existed before the COVID pandemic. The project will help reduce demand on certain trains that are currently overcrowded and creating uncomfortable passenger experiences. The project aligns with the selection criteria by fostering safe operations and mitigating the effects of climate change by reducing emissions and potential burdens that impact underserved/disadvantaged communities. R&E funding would support six years of service. The state of California will provide the non-R&E funding share.

### **Connecticut – CTrail Hartford Line Expanded Enhancement Project (Up to \$11,614,394)**

*Connecticut Department of Transportation*

The proposed project was selected for enhancement activities on the CTrail Hartford Line, with additional R&E funding for additional years of service (years 4 to 6) for the weekday service ninth frequency from New Haven, CT, to Springfield, MA, and customer service operations at the Hartford station that are currently supported by another R&E grant. New enhancement activities on the same route are also included, such as adding a weekday roundtrip between New Haven and Hartford, extending four weekend New Haven - Hartford trains to Windsor Locks, extending certain weekday trains to specific stations, and extending customer service hours at the Hartford station. The project will help improve intercity passenger operations by increasing service and reducing headways at stations; additional trips will connect with Metro-North and Amtrak trains, allowing greater accessibility and regional connectivity. The project aligns with the selection criteria by fostering safe operations and mitigating the effects of climate change by reducing emissions and potential burdens that impact underserved/disadvantaged communities. R&E funding would support three years of service, years 4 through 6. The Connecticut Department of Transportation will provide the non-R&E funding share.

**Florida – Florida Intercity Passenger Rail Service Expansion Project (Up to \$33,793,256)***Brightline Trains Florida LLC*

The proposed project was selected for enhancement activities for the operation of longer train consists, extending from five to seven passenger cars in two increments (extending to six cars in early 2025 and then adding the seventh car later in 2025), in an effort to increase available seats/seat miles. The project aligns with the selection criteria by fostering safe operations and mitigating the effects of climate change by reducing emissions and potential burdens that impact underserved/disadvantaged communities. R&E funding would support the first and second years of service. Brightline Trains Florida will provide the non-R&E funding share.

**Mississippi – Restoring Intercity Passenger Rail Along America’s Gulf Coast (Up to \$21,117,115)***National Railroad Passenger Corporation (Amtrak)*

The proposed project was selected for restoration of intercity passenger rail service along the Gulf Coast from New Orleans, LA, to Mobile, AL. The project will help provide two daily roundtrip passenger trains to cities on the route, some of which are currently not served by intercity transportation services, and allow connections to Amtrak’s broader national network. The project will also provide potential economic development benefits to nearby rural and disadvantaged populations. The project aligns with the selection criteria by fostering safe operations and mitigating the effects of climate change by reducing emissions and potential burdens that impact underserved/disadvantaged communities. R&E funding would support the balance of the first year of service, supplementing another R&E grant that supports the majority of the first year of service in addition to the second and third years of service. Mississippi Department of Transportation, Louisiana Department of Transportation and Development, and the city of Mobile, AL, will provide the non-R&E funding share.

**North Carolina – NCDOT Piedmont Service Enhancement Program – Café Enhancement Project (Up to \$14,042,775)***North Carolina Department of Transportation*

The proposed project was selected for enhancement activities for the addition of café car service to the Amtrak Piedmont service. The project will help enhance the on-board customer experience on the service, which operates four roundtrips daily from Charlotte to Raleigh. The project aligns with the selection criteria by fostering safe operations and mitigating the effects of climate change by reducing emissions and potential burdens that impact underserved/disadvantaged communities. R&E funding would support six years of service. North Carolina DOT will provide the non-R&E funding share.

**Wisconsin – Borealis Intercity Passenger Rail Service (Up to \$38,629,295)**

*National Railroad Passenger Corporation (Amtrak)*

The proposed project was selected for the initiation of daily roundtrip Amtrak Borealis service from Chicago, IL, to Minneapolis-St. Paul, MN, which began operations in May 2024. The project will help support new service rollout efforts of the Borealis service, which fills schedule gaps between Amtrak Empire Builder trains, allowing for more flexible travel for urban and rural communities on the route. The project aligns with the selection criteria by fostering safe operations and mitigating the effects of climate change by reducing emissions and potential burdens that impact underserved/disadvantaged communities. R&E funding would support the balance of the second year of service, augmenting another R&E grant that supports the first year of service and part of the second year of service, as well as years of service 3 through 6. The states of Wisconsin, Minnesota, and Illinois will provide the non-R&E funding share.

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