U.S. Department of Transportation
Federal Railroad Administration

# FY 2024-2026 Federal-State Partnership for Intercity Passenger Rail Program for Projects Not Located on the Northeast Corridor (National Railroad Partnership Program): Project Selections

**Program Purpose:** The Nation's rail network is a critical component of the U.S. transportation system and economy. The Federal-State Partnership (FSP) Program provides a Federal funding opportunity to improve American passenger rail assets by funding projects that enhance safety, reduce the State of Good Repair backlog, improve performance, or expand or establish new intercity passenger rail service.

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| **Funding Available**: $6,233,793,580 | **Amount Awarded**: $5,319,825,995 |
| **Applications Received**: 103 | **Applications Selected:** 41 |
| **Amount Requested**: $11,657,180,502 | **States Directly Benefitting from Project Selections**: 23 |

The following definitions can be used as an aid in understanding project selections. Additional definitions can be found at FRA's Definitions of Key Terms for Discretionary Grant Programs and FRA's Guidance on Development and Implementation of Railroad Capital Projects.

**Capital Project:** A project for acquiring, constructing, improving, or inspecting rail equipment, track and track structures, or a rail facility, including expenses incidental to the acquisition or Construction including pre-Construction activities (such as designing, engineering, location surveying, mapping, acquiring rights-of-way) and related relocation costs, environmental studies, and all work necessary for FRA to approve the project under the National Environmental Policy Act (NEPA); highway-rail grade crossing improvements; communication and signalization improvements; and rehabilitating, remanufacturing, or overhauling rail rolling stock and rail facilities

**Lifecycle Stage:** Each of the consecutive stages of a Capital Project as it is developed and implemented that include Systems Planning, Project Planning, Project Development, Final Design, Construction, and Operation. Each sequential stage involves specific activities. Lifecycle Stages are described in FRA's Capital Projects Guidance.

**Project Planning:** The first Lifecycle Stage of a Capital Project during which the Project Sponsor identifies Capital Project concepts to address transportation needs and opportunities adequately. The purpose is to identify and compare the costs, benefits, and impacts of project options. FRA encourages Project Sponsors to identify the impacted environmental resources and engage with interested parties, agencies, and infrastructure owners. Project Planning activities are completed before a Capital Project advances to Project Development. Project Planning is further described in FRA's Capital Projects Guidance.

**Project Development:** Is the Lifecycle Stage of a Capital Project during which the Project Sponsor conducts design, environmental, and other studies to ensure the Capital Project is ready for implementation. Project Development activities occur after a Project Sponsor has completed Project Planning, and before a Capital Project can advance to Final Design. Project Development is described in FRA's Capital Projects Guidance. Project Development awards may include activities to support the completion of Preliminary Engineering (PE), activities to support the environmental process required under the National Environmental Policy Act (NEPA) and related laws, or both.

**Final Design:** The Lifecycle Stage of a Capital Project during which the Capital Project design is advanced to be ready for Construction. This is when the agreements necessary to construct and operate the Capital Project are secured, acquisition of right-of-way is completed, final engineering plans and specifications necessary for construction of the project are produced. Final Design activities occur after a Capital Project has completed Project Development, and before a Capital Project can advance to Construction. Final Design is described in FRA's Capital Projects Guidance.

**Construction:** The Lifecycle Stage of a Capital Project during which the Capital Project is completely built, installed, and placed into use. Construction activities include, but are not limited to, physical construction and installation of the Capital Project, including testing of equipment, workforce training, and startup testing. Construction activities occur after a project has completed Final Design. Construction is described in FRA's Capital Projects Guidance.

**Alaska – ARRC Bridge 284.2 Rehabilitation (Up to $28,800,000)**
*Alaska Railroad Corporation*
The proposed project was selected for Construction and includes activities to repair and rehabilitate the MP 284.2 bridge across the Hurricane Gulch in Matanuska-Susitna Borough, Alaska on infrastructure owned by Alaska Railroad Corporation (ARRC). This project aligns with the selection criteria by enhancing safety and improving system and service performance because it will extend the useful life of the bridge and eliminate speed restrictions, allowing for speeds to increase from 10 mph to 25 mph and for the bridge to remain open for both passenger and freight rail service. ARRC will contribute a 20 percent non-Federal match.

The project will benefit ARRC's Denali Star, Hurricane Turn and Aurora Winter routes.

**California – Encinitas Citywide Railroad Crossing Safety Improvement (Up to $33,600,000)**
*City of Encinitas*
The proposed project was selected for Project Development and Construction and includes grade crossing improvements along an approximately six-mile segment of the Los Angeles–San Diego–San Luis Obispo (LOSSAN) Rail Corridor in Encinitas, California, on infrastructure owned by the North County Transit District. The project will install new vehicle and pedestrian gates at three existing crossings, close one pedestrian crossing, construct two new pedestrian and bicycle at-grade crossings, and construct a new pedestrian and bicycle undercrossing. The proposed activities align with recommended actions stemming from a critical diagnostic review, performed in partnership with FRA, due to risk factors and accident history throughout the City's crossings. The project aligns with the selection criteria by enhancing safety because it will reduce rail-pedestrian conflicts. The City of Encinitas will contribute a 20 percent non-Federal match.

The project will benefit Amtrak's Pacific Surfliner route.

**California – Cherry Avenue Grade Separation (Up to $42,963,200)**
*Kern County*[1]
The proposed project was selected for Project Development, Final Design, Right of Way Acquisition, and Construction and includes activities to grade separate an at-grade rail crossing on BNSF owned infrastructure at Cherry Avenue in the City of Shafter, CA. The project aligns with the selection criteria by enhancing safety and improving system and service performance because it will construct an overpass over both a freight and intercity passenger rail corridor and a major regional arterial roadway, removing the potential for rail-vehicle conflicts. Kern County will contribute a 20 percent non-Federal match, which may include funding from the City of Shafter, BNSF, and The Wonderful Company.
The project will benefit Amtrak's Gold Runner route.

[1] The City of Shafter is a co-applicant on this project.

**California – Eastbrook to Shell Double Track (Up to $124,429,778)**
*San Diego Association of Governments (SANDAG)*
The proposed project was selected for Final Design and Construction and includes a new double track segment, bridge replacement, realigning pedestrian access to a bike path, extending a pedestrian underpass, and rail crossing safety upgrades in the City of Oceanside, Marine Corps Base Camp Pendleton, and other cities along infrastructure owned by North County Transit District. This project is part of a larger effort to double-track the entire San Diego subdivision of the LOSSAN Corridor. The project aligns with the selection criteria by increasing reliability and improving system and service performance because the project will reduce the probability of a bridge failure, reduce travel delays, improve on-time performance, shorten transfer times, and provide more reliable connectivity for the only freight rail link between Marine Corps Base Camp Pendleton, the Port of San Diego, and the national network. SANDAG will contribute a 20 percent non-Federal match, which may include funding from the California State Transportation Agency and TransNet.

The project will benefit Amtrak's Pacific Surfliner route.

**Colorado – Safe, Agile, Fast, and Efficient Rail Travel (SAFER Travel) Project: Rockfall Mitigation, Hazmat Safety, and Grade Crossing Improvements on the Western Slope (Up to $44,000,000)**
*Colorado Department of Transportation (CDOT)*
The proposed project was selected for Project Development, Final Design, and Construction and includes activities to provide rockfall mitigation, procure and install six hazmat caches, and perform seven grade crossing diagnostic analyses in the cities of Hot Sulphur Springs, Dotsero, Parachute, Steamboat Springs, Eldora, and Fraser along infrastructure owned by Union Pacific Railroad. The project aligns with the selection criteria by enhancing safety and increasing reliability for both intercity passenger and freight rail because it will reduce rockfall-related train delays and derailment risks in addition to protecting the Colorado River from hazardous materials spills. CDOT will contribute a 20 percent non-Federal match, which may include funding from the State of Colorado.

This project qualifies for the statutory set-aside for long-distance passenger rail routes and services: Amtrak's California Zephyr route.

**District of Columbia/Multiple States – Shunt Enhancement Safety (Up to $45,072,000)**
*National Railroad Passenger Corporation (Amtrak)*[2]
The proposed project was selected for Final Design and Construction activities and includes procurement and installation of Onboard Shunt Enhancement devices on Amtrak's rolling stock. The project aligns with selection criteria by enhancing safety, increasing reliability, and improving system and service performance because it will prevent trains from losing shunt,

[2] The Wisconsin Department of Transportation is a co-applicant on this project.

which will maintain critical safety protection on signaled territory and at grade-crossings. Amtrak will contribute a 20 percent non-Federal match.

This project will benefit all 32 State-supported and all 15 long-distance Amtrak routes. This project qualifies for the statutory set-aside for long-distance passenger rail routes and services.

**District of Columbia/Multiple States – Fleet and Facilities to Secure the Future of Amtrak State Supported Intercity Passenger Rail Service (Up to $2,050,000,000)**
*National Railroad Passenger Corporation (Amtrak)*
The proposed project was selected for Project Planning, Project Development, Final Design, and Construction activities and includes the acquisition of up to 43 trainsets and associated improvements.[3] The new trainsets will help replace legacy equipment that is at the end of its service life on State Supported services in multiple States as well as grow Amtrak's fleet to enable additional State-Supported frequencies. The project aligns with the selection criteria by improving system and service performance and the ability to meet existing and anticipated demand because it will facilitate increased service frequency, create positive economic and employment benefits, and improve service reliability. The project also aligns with selection criteria by creating positive economic and employment benefits because the trains will be built fully in the United States with nearly 100 suppliers in 31 States. Amtrak will contribute a 20 percent non-Federal match, which may include funding from multiple State Departments of Transportation and potentially include financing from the Railroad Rehabilitation and Improvement Financing (RRIF) program.

The project will benefit multiple State-supported services, including Amtrak's Adirondack, Blue Water, Carolinian, Cascades, D.C. to Newport News, D.C. to Norfolk, D.C. to Roanoke, Downeaster, Empire, Ethan Allen, Hartford Line, Hiawatha, Illini/Saluki, Illinois Zephyr, Keystone, Lincoln, Pennsylvanian, Pere Marquette, Piedmont, River Runner, Wolverine routes.

**Florida – Cocoa Multimodal Station & Rail Project (Up to $57,481,255)**
*City of Cocoa*[4]
The proposed project was selected for Final Design and Construction and includes activities to build a new Brightline in-line rail station and multi-use access road as well as install a new segment of double-track on infrastructure owned by City of Cocoa and Brightline. The project aligns with the selection criteria by increasing the ability to meet anticipated demand, improving integration with other modes, and restoring competitiveness to intercity passenger rail because it will increase ridership along Brightline's corridor connecting Miami and Orlando. The City of Cocoa will contribute a 24 percent non-Federal match, which may include funding from Brevard County and Brightline.

[3] Activities under this award may include project management to transition to a new management and pricing structure that will directly benefit the States using the equipment purchased as part of this award, including establishing or supporting subsidiaries, if applicable.
[4] The Space Coast Transportation Planning Organization is a co-applicant on this project.

The project will benefit Brightline's Florida route.

**Florida – Jacksonville Amtrak Station Relocation to Downtown LaVilla Neighborhood (Up to $4,000,000)**

*City of Jacksonville*

The proposed project was selected for Project Development activities to support the future relocation of the Jacksonville Amtrak Station to the historic Union Terminal site in downtown LaVilla owned by the City of Jacksonville. The current station and proposed relocation are both on CSX trackage. The project aligns with selection criteria by increasing the ability to meet anticipated demand because the station's relocation will facilitate service growth and improve integration with other modes by enabling connections to local and intercity bus services located near the Jacksonville Regional Transportation Center. The City of Jacksonville will contribute a 20 percent non-Federal match.

This project qualifies for the statutory set-aside for long-distance passenger rail routes and services: Amtrak's Silver Meteor, Floridian, and AutoTrain routes.

**Florida – St. Lucie River Railroad Bridge Replacement (Up to $78,941,528)[5]**

*City of Stuart[6]*

The proposed project was selected for Project Development, Final Design, Right of Way Acquisition, and Construction and includes the replacement of the 100-year-old single-track bridge and approaches over the St. Lucie River in Stuart, Florida on infrastructure owned by Florida East Coast Railroad. The project aligns with the selection criteria by enhancing safety and increasing reliability because the project will eliminate the last single-track choke point on the corridor and reduces impact of coastal storms and vessel and bridge incursions. The City of Stuart will contribute a 20 percent non-Federal match, which may include funding from the Florida Department of Transportation and Brightline.

The project will benefit Brightline's Florida route.

**Florida – Statewide Advancement of Feature Enhancements at Intercity Passenger Rail Crossings (SAFE-IPR) Program (Up to $356,089,059)**

*Florida Department of Transportation (FDOT)*

The proposed project was selected for Project Development, Final Design, and Construction and includes activities to implement safety and state of good repair improvements at up to 910 highway-rail grade crossings statewide owned by various public agencies, Class I/II/III railroads, and Brightline. Infrastructure improvements will impact active-service crossings along eastern and central regions of the State. The project aligns with the selection criteria by enhancing safety and increasing reliability because it will reduce grade crossing incidents, improve schedule

[5] This award will complement an existing FY23-24 National Infrastructure Project Assistance (MEGA) award to fund the bridge replacement fully.

[6] The Florida Inland Navigation District is a co-applicant on this project.

adherence, and maintain consistent operating conditions across affected corridors. FDOT will contribute a 20 percent non-Federal match.

The project will benefit Brightline's Florida route. This project qualifies for the statutory set-aside for long-distance passenger rail routes and services: Amtrak's Silver Meteor, Floridian, and AutoTrain routes.

**Illinois – Chicago Rail Bridge Renewal P3 [7] (Up to $87,000,000)**
*National Railroad Passenger Corporation (Amtrak)*
The proposed project was selected for Project Development, Final Design, and Construction to rehabilitate or replace approximately 17 aging viaducts, bridges, and ancillary structures at Chicago's Canal Street Yard as part of Amtrak's Chicago Rail Bridge Renewal P3 Project. The project aligns with the selection criteria by enhancing safety and improving system and service performance because it will correct critical structural deficiencies and eliminate hazards for rail operations, drivers, and pedestrians. This public-private partnership clears the path for Amtrak to modernize and relocate its Midwest maintenance facilities—a cornerstone investment that supports expanded fleet maintenance capacity, ensures safe and efficient train movements, and enhances the passenger experience across the network. Amtrak will contribute a 20 percent non-Federal match, which may include funding from its public-private partner.

The project will benefit Blue Water, Borealis, Hiawatha, Illini/Saluki, Illinois Zephyr, Lincoln, Pere Marquette, Wolverine routes. This project qualifies for the statutory set-aside for long-distance passenger rail routes and services: Amtrak's California Zephyr, Cardinal, City of New Orleans, Empire Builder, Floridian, Lake Shore Limited, Southwest Chief, and Texas Eagle routes.

**Illinois – Midwest Maintenance Facilities Modernization P3 (Up to $572,000,000)**
*National Railroad Passenger Corporation (Amtrak)*
The proposed project was selected for Right of Way Acquisition and includes activities to improve efficiency and safety at Amtrak's Chicago-area Midwest Maintenance Facilities by relocating certain maintenance facilities from Amtrak's 14th St. Yard to the to-be-acquired Canal St. Yard to support ongoing operations. The project aligns with the selection criteria by improving service and system performance because it will provide a modern, efficient maintenance and inspection facility and increase the ability to meet anticipated demand. Amtrak will contribute a 20 percent non-Federal match, which may include funding from its public-private partner.

The project will benefit Blue Water, Borealis, Hiawatha, Illini/Saluki, Illinois Zephyr, Lincoln, Pere Marquette, Wolverine routes. This project qualifies for the statutory set-aside for long-

[7] This project funds a portion of the scope under Amtrak's application Midwest Maintenance Facilities Modernization P3 Final Design and Construction, which is complementary to the Midwest Maintenance Facilities Modernization P3 acquisition project also selected under this program.

distance passenger rail routes and services: Amtrak's California Zephyr, Cardinal, City of New Orleans, Empire Builder, Floridian, Lake Shore Limited, Southwest Chief, and Texas Eagle routes.

**Illinois – South Branch Bridge Rehabilitation (Up to $37,250,000)**
*National Railroad Passenger Corporation (Amtrak)*[8]
The proposed project was selected for Final Design and Construction activities to rehabilitate the existing South Branch Bridge and Project Development activities for a future bridge replacement. Activities will support the immediate state of good repair including the replacement of missing fasteners, defective hardware, and replacement parts to balance, support machinery and plan for a future replacement. The project aligns with selection criteria by enhancing safety and increasing reliability because it will bring the over-110-year-old South Branch Bridge into a state of good repair. Amtrak will contribute a 20 percent non-Federal match, which may include funding from the Chicago Department of Transportation, the Illinois Department of Transportation, Metra, and Cook County.

The project will benefit Amtrak's Blue Water, Lincoln, Pere Marquette, River Runner, Wolverine routes. This project qualifies for the statutory set-aside for long-distance passenger rail routes and services: Amtrak's Cardinal, Floridian, Lake Shore Limited, and Texas Eagle routes.

**Indiana – Activating Intercity Passenger Rail at South Bend Union Station (Up to $3,848,000)**
*City of South Bend*
The proposed project was selected for Project Planning and Project Development and includes activities to support the future relocation of South Bend's Amtrak station and associated track-related infrastructure owned by Norfolk Southern and Canadian National Railway to historic downtown South Bend. The project aligns with the selection criteria by increasing the ability to meet anticipated demand, improving integration with other modes, and restoring competitiveness to intercity passenger rail because the future station's location will enable reduced trip times, increased ridership, and better connections to transit routes. The City of South Bend will contribute a 20 percent non-Federal match.

This project qualifies for the statutory set-aside for long-distance passenger rail routes and services: Amtrak's Floridian and Lake Shore Limited routes.

[8] The Illinois Department of Transportation and Michigan Department of Transportation are co-applicants on this project.

**Louisiana – New Orleans Union Passenger Terminal's Canopies and Platforms Renovations and Improvements (Up to $2,496,960)**
*City of New Orleans*
The proposed project was selected for Project Development and Final Design to support future improvements that will modernize electrical and mechanical systems and address deteriorating over-70-year-old platforms and canopies at the New Orleans Union Passenger Terminal (NOUPT) in New Orleans, Louisiana. The project aligns with the selection criteria by enhancing safety and increasing reliability because the future improvements will bring platform infrastructure into a state of good repair and address needs in security, accessibility, capacity, and operational efficiency needs throughout NOUPT. The City of New Orleans will contribute a 20 percent non-Federal match, which may include funding from the New Orleans Building Corporation and Amtrak.

The project will benefit Amtrak's Mardi Gras route. This project qualifies for the statutory set-aside for long-distance passenger rail routes and services: Amtrak's City of New Orleans, Crescent, and Sunset Limited routes.

**Maine – Portland Station Relocation (Up to $48,136,000)**
*Northern New England Passenger Rail Authority (NNEPRA)*
The proposed project was selected for Final Design, Right of Way Acquisition, and Construction and includes activities to build a new Downeaster Portland Station in Portland, Maine. The project will relocate the existing station from its current location on the CSX Mountain Division to the CSX Mainline in Portland. The project aligns with the selection criteria by restoring competitiveness to intercity passenger rail as a mode of transportation and anticipating positive economic and employment impacts near the station because it will reduce trip time and delays and improve connections with other modes. The reductions in track crossings and reverse moves on the CSX mainline will reduce congestion and improve reliability for both the passenger and freight traffic. NNEPRA will contribute a 20 percent non-Federal match, which may include funding from the Maine Department of Transportation.

The project will benefit Amtrak's Downeaster route.

**Massachusetts – Haverhill Double-Track (Up to $139,600,000)**
*Massachusetts Bay Transportation Authority (MBTA)*
The proposed project was selected for Final Design and Construction and includes installation of two segments of double-track and other various station, track and grade crossing improvements along a section of MBTA owned track from Reading to Andover, Massachusetts. The project will install double track, eliminate an at-grade crossing, install high-level platforms and safety fencing at four stations, modernize signal systems, and complete associated track work. The project aligns with selection criteria by enhancing safety and improving service and system performance because it will reduce trip times, increase track capacity, remove the potential for a

rail-vehicle conflict, and install safety fencing, modernized signaling, and high-level platforms. The MBTA will contribute a 20 percent non-Federal match.

The project will benefit Amtrak's Downeaster route.

**Michigan – Michigan Accelerated Rail Bridge Reconstruction (Up to $28,954,100)**
*Michigan Department of Transportation (MDOT)*
The proposed project was selected for Final Design and Construction and includes reconstruction of four structurally deficient bridges along the Michigan Line, owned by MDOT in Comstock Township, Sandstone Charter Township, and Superior Charter Township. The project aligns with the selection criteria by enhancing safety and improving system and service performance because it will bring the infrastructure into a state of good repair, increase bridge load ratings, improve corridor reliability, and prevent future slow orders and closures for both intercity passenger and freight rail. MDOT will contribute a 25 percent non-Federal match, which may include funding from Amtrak.

The project will benefit Amtrak's Blue Water and Wolverine routes.

**Michigan – Michigan Line Blackman Road Bridge Replacement (Up to $17,968,000)**
*Michigan Department of Transportation (MDOT)*
The proposed project was selected for Project Development, Final Design, and Construction and includes activities to replace the 124-year-old Blackman Road Bridge, owned by MDOT, in Jackson, Michigan. The project will replace the bridge with a wider bridge structure that can accommodate a potential future second track. The new bridge clearance will also permit roadway traffic and emergency vehicles to pass underneath. The project aligns with the selection criteria by enhancing safety and improving system and service performance because it will bring the bridge infrastructure into a state of good repair and increase train speeds. MDOT will contribute a 20 percent non-Federal match, which may include funding from Amtrak.

The project will benefit Amtrak's Wolverine route.

**Michigan – Michigan Line Rail Train & Turnout Renewal State of Good Repair (Up to $98,394,000)**
*Michigan Department of Transportation (MDOT)*
The proposed project was selected for Final Design and Construction and includes track related improvements on MDOT owned infrastructure between Dearborn and Kalamazoo, Michigan. The project aligns with the selection criteria by improving system and service performance, reliability, and trip time, because the proposed activities will avoid the need for slow orders and restrictions, allowing the corridor to maintain Class VI operating standards and raise average operating speeds. MDOT will contribute a 25 percent non-Federal match, which may include funding from Amtrak.

The project will benefit Amtrak's Wolverine route.

**Missouri – Marceline Subdivision: Three Critical Missouri State Highway Grade Separations (Up to $3,600,000)**
*Missouri Department of Transportation (MoDOT)*
The proposed project was selected for Project Development and includes activities to support three future highway-rail grade separations in Bucklin, La Plata, and Gorin, Missouri on BNSF owned infrastructure. The project aligns with the selection criteria by enhancing safety, increasing reliability, and improving system and service performance because the future separations will eliminate train interactions with vehicles at three high-exposure conflict points. MoDOT will contribute a 22 percent non-Federal match, which may include funding from BNSF.

This project qualifies for the statutory set-aside for long-distance passenger rail routes and services: Amtrak's Southwest Chief route.

**Montana – Poplar Rail Corridor Safety Study (Up to $400,000)**
*Assiniboine and Sioux Tribes of Fort Peck Reservation TTP*
The proposed project was selected for Project Planning and includes activities to study potential improvements at seven grade crossings along on BNSF owned infrastructure. The project aligns with the selection criteria by enhancing safety and improving system and service performance because it will review options for grade crossing improvements, including potential separations and new safety devices. The Assiniboine and Sioux Tribes of Fort Peck Reservation TTP will provide a 20 percent non-Federal match, which may include funding from BNSF.

This project qualifies for the statutory set-aside for long-distance passenger rail routes and services: Amtrak's Empire Builder route.

**Montana – Havre, MT Terminal Passenger and Freight Efficiency (Up to $40,800,000)**
*National Railroad Passenger Corporation (Amtrak)*[9]
The proposed project was selected for Construction and includes track improvements on the BNSF Northern Transcon near Havre and Lohman, Montana. The project will result in approximately 6 miles of second mainline track, access roads, and support tracks, enabling train inspection and direct-to-locomotive fueling and eliminating the frequent bottleneck between passenger and freight trains. The Project aligns with selection criteria by increasing reliability because it will reduce passenger service delays. Amtrak will contribute a 20 percent non-Federal match, which may include funding from BNSF.

This project qualifies for the statutory set-aside for long-distance passenger rail routes and services: Amtrak's Empire Builder route.

[9] Big Sky Passenger Rail Authority is a co-applicant on this project.

**Nebraska – BNSF Railway Corridor Highway/Rail Grade Crossing Safety Study (Up to $1,145,629)**

*City of Crete*

The proposed project was selected for Project Planning and includes activities to examine eight existing at-grade crossings in Crete, Nebraska on BNSF owned infrastructure. The project will determine improvements such as whether to upgrade, improve, or permanently close eight at-grade crossings between Milepost 77.65 and Milepost 82.25. The project aligns with the selection criteria by enhancing safety, increasing reliability and improving system and service performance because future improvements will reduce congestion on a shared passenger and freight rail corridor. The City of Crete will contribute a 20 percent non-Federal match, which may include funding from BNSF.

This project qualifies for the statutory set-aside for long-distance passenger rail routes and services: Amtrak's California Zephyr route.

**Nebraska – California Zephyr Corridor Reliability Improvement (Up to $7,008,800)**

*Nebraska Department of Transportation*

The proposed project was selected for Project Development and Construction and includes track improvements in Parks, Max, Trenton, Cambridge, Edison, Heartwell, and Saronville, Nebraska and Platner, Yuma, and Eckley, Colorado and Villisca, Nodaway, and Prescott, Iowa on BNSF owned infrastructure. The project includes the installation of switch heaters, hot air blowers, and turnout replacements. The project aligns with the selection criteria by enhancing safety, increasing reliability, and improving system and service performance because it will remove existing main line speed restrictions and preserve operational capacity during winter to reduce frozen-switch incidents. The Nebraska Department of Transportation will contribute a 20 percent non-Federal match, which may include funding from BNSF.

This project qualifies for the statutory set-aside for long-distance passenger rail routes and services: Amtrak's California Zephyr route.

**North Carolina – Piedmont Corridor Safety Program (Up to $299,729,358)**

*North Carolina Department of Transportation (NCDOT)*

The proposed project was selected for Project Development, Final Design, Right of Way Acquisition, and Construction activities and includes grade crossing and track improvements that will result in the closure of nine at-grade crossings on North Carolina Railroad Company owned infrastructure. In Guilford County, six at-grade crossings will be closed, and two grade separations will be constructed. In Durham County, three at-grade rail crossings will be closed, and two grade separations will be constructed. Double track segments and associated infrastructure improvements will be installed in Guilford, Durham, and Wake Counties. The project also includes trespassing prevention efforts along the entire corridor. The project aligns with the selection criteria by enhancing safety, increasing reliability, and improving system and service performance because it will reduce conflicts at grade crossings and increase track capacity for both intercity passenger rail and freight trains. NCDOT will contribute a 28.53 percent non-Federal match.

The project will benefit Amtrak's Carolinian and Piedmont routes. This project qualifies for the statutory set-aside for long-distance passenger rail routes and services: Amtrak's Floridian and Crescent routes.

**Ohio – Symmes Road, Fairfield, Ohio Grade Separation (Up to $40,000,000)**
*Ohio Rail Development Commission (ORDC)*
The proposed project was selected for Final Design and Construction to close two at-grade rail crossings and create a new bridge over a section of the CSX Cincinnati Terminal Subdivision. The project aligns with the selection criteria by enhancing safety and improving system and service performance because it will create approximately 4.5 miles of track for passenger and freight trains traversing over the corridor. The ORDC will contribute a 20 percent non-Federal match, which may include funding from the City of Fairfield and CSX.

This project qualifies for the statutory set-aside for long-distance passenger rail routes and services: Amtrak's Cardinal route.

**Oklahoma – Tecumseh Road Railroad Grade Separation (Up to $1,440,000)**
*City of Norman*[10]
The proposed project was selected for Project Planning and Project Development to create a grade separation along the BNSF Railway Red Rock Subdivision in Norman, Oklahoma. The project aligns with the selection criteria by enhancing safety and improving system and service because it will reduce the potential for a rail-vehicle conflict. The City of Norman will contribute a 20 percent non-Federal match, which may include funding from BNSF.

The project will benefit Amtrak's Heartland Flyer route, and this grant is contingent on the continued operation of this service.

**South Carolina – South Carolina Rail Improvement Program: Infrastructure Improvements for Safe and Efficient Long-Distance Passenger Rail (Up to $39,512,800)**
*National Railroad Passenger Corporation (Amtrak)*[11]
The proposed project was selected for Project Development, Final Design and Construction for track improvements including the replacement of approximately 31 miles of end-of-life track, installation of approximately 3,500 feet of bypass track, and associated work on CSX track in South Carolina. The project will create dedicated station tracks at the Florence, SC Amtrak Station and bring infrastructure supporting several Amtrak services into a state of good repair. The project aligns with selection criteria by increasing reliability, improving system and service

[10] BNSF is a co-applicant on this project.
[11] The South Carolina Department of Transportation is a co-applicant on this project.

performance, and reducing trip times because it will alleviate maintenance and congestion delays. Amtrak will contribute a 20 percent non-Federal match, which may include funding from CSX.

This project qualifies for the statutory set-aside for long-distance passenger rail routes and services: Amtrak's Auto Train, Palmetto, Silver Star, Silver Meteor, and Floridian routes.

**Texas – Kohlers Crossing Overpass and Siding Relocation (Up to $24,360,519)**
*City of Kyle*[12]
The proposed project was selected for Right of Way Acquisition and Construction activities and includes a single level grade separation over UPRR owned infrastructure in Kyle, Texas. The project aligns with the selection criteria by enhancing safety, because it will decrease rail-vehicle and rail-pedestrian conflicts. The City of Kyle will contribute a 30 percent non-Federal match, which may include funding from Hays County and the Texas Department of Transportation.

This project qualifies for the statutory set-aside for long-distance passenger rail routes and services: Amtrak's Texas Eagle route.

**Texas – Centerpoint Crossing Elimination and Safety (Up to $39,228,602)**
*Hays County*
The proposed project was selected for Construction and includes constructing a grade-separated bridge carrying over UPRR owned infrastructure in San Marcos, Texas. The project aligns with the selection criteria by enhancing safety by eliminating conflicts between freight rail operations and roadway users, reducing blocked crossings, lowering the potential for fatalities and serious injuries, and increasing reliability for both intercity passenger rail and freight operations. Hays County will contribute a 20 percent non-Federal match, which may include funding from UPRR.

This project qualifies for the statutory set-aside for long-distance passenger rail routes and services: Amtrak's Texas Eagle route.

**Texas – Houston Rail Safety and Mobility Project: Sunset Limited Route (Up to $80,578,430)**
*Texas Department of Transportation (TxDOT)*
The proposed project was selected for Final Design and Construction and includes two grade separations in Houston, Texas, on UPRR owned infrastructure. The project aligns with the selection criteria by enhancing safety through the elimination of at-grade conflicts between trains and vehicles. TxDOT will contribute a 20 percent non-Federal match.

[12] The Texas Department of Transportation, National Railroad Passenger Corporation (Amtrak), and UPRR are co-applicants on this project.

This project qualifies for the statutory set-aside for long-distance passenger rail routes and services: Amtrak's Sunset Limited route.

**Texas – FM 3009 and Amtrak Sunset Limited Route Grade Separation (Up to $101,200,000)**

*Texas Department of Transportation (TxDOT)*

The proposed project was selected for Final Design and Construction and includes the construction of a grade separated interchange over UPRR-owned infrastructure in Schertz, Texas. The project aligns with the selection criteria by enhancing safety and improving system and service performance, because it will eliminate rail-vehicle conflict points and accommodate a potential future track for future service expansion for intercity passenger rail. TxDOT will contribute a 20 percent non-Federal match.

This project qualifies for the statutory set-aside for long-distance passenger rail routes and services: Amtrak's Sunset Limited route.

**Texas – Sunset Limited Grade Separations (Up to $385,031,200)**

*Texas Department of Transportation (TxDOT)*

The proposed project was selected for Project Development, Final Design, Right of Way Acquisition, and Construction, and includes a total of seven grade separations in Cibolo, El Paso, Missouri City, San Antonio, and Sugar Land. The project aligns with the selection criteria by enhancing safety, because the project will eliminate rail-vehicle and rail-pedestrian conflict points and accommodate rail and roadway traffic demands. TxDOT will contribute a 20 percent non-Federal match, which may include funding from the City of San Antonio, the City of Cibolo, the Alamo Regional Mobility Authority, the Camino Real Regional Mobility Authority, and Fort Bend County.

This project qualifies for the statutory set-aside for long-distance passenger rail routes and services: Amtrak's Sunset Limited route.

**Texas – Texas Eagle/Heartland Flyer Grade Separations (Up to $189,840,698)**

*Texas Department of Transportation*

The proposed project was selected for Project Development, Final Design, Right of Way Acquisition, and Construction and includes grade separations at three locations to eliminate nine crossings within the cities of Fort Worth, Dallas, and Terrell, Texas on UPRR, BNSF, TEXRail, Fort Worth and Western Railroad and Dallas, Garland & Northeastern Railroad owned infrastructure. The project aligns with the selection criteria by enhancing safety and improving system and service performance, because the project will eliminate the potential for rail-vehicle collisions and allow for reliable intercity passenger rail service through the north Fort Worth corridor with fewer delays. TxDOT will contribute a 20 percent non-Federal match, which may include funding from the City of Fort Worth, the City of Dallas, and the City of Terrell.

The project will benefit Amtrak's Heartland Flyer route, and related scope elements along this route are contingent on the continued operation of this service. This project qualifies for the statutory set-aside for long-distance passenger rail routes and services: Amtrak's Texas Eagle route.

**Vermont – Vermonter Corridor East Alburgh Bridge (Up to $3,950,000)**
*Northwest Regional Planning Commission*
The proposed project was selected for Project Planning and Project Development and includes activities to identify a long-term solution for serviceability, whether replacement or major rehabilitation, of the 112-year-old East Alburgh Bridge owned by New England Central Railroad (NECR). The deficient condition of the bridge and required 5 MPH speed precludes the restoration of intercity passenger rail operations north of St. Albans, which has been a long-term goal of regional partners. The Project aligns with selection criteria by enhancing safety, system and service performance and reliability because the chosen solution will help bring NECR's crossing of Lake Champlain into a state of good repair. The Northwest Regional Planning Commission will provide a 21 percent non-Federal match, which may include funding from NECR and the Vermont Agency of Transportation.

This project will benefit Amtrak's Vermonter route.

**Virginia – Curtis Street and West Street Crossing Improvements (Up to $2,316,479)**
*Chesterfield County, VA*
The proposed project was selected for Project Development and includes activities to support a future rail crossing grade separation and permanently close two at-grade rail crossings in Chesterfield County, VA, on infrastructure owned by CSX, the Virginia Passenger Rail Authority, and the Virginia Department of Transportation. The project aligns with the selection criteria by enhancing safety and increasing reliability because the project's future separation will eliminate two at-grade conflict points for both passenger and freight services. Chesterfield County will provide a 20 percent non-Federal match.

This project will benefit Amtrak's Carolinian, Northeast Regional to Norfolk, and Piedmont services. This project qualifies for the statutory set-aside for long-distance passenger rail routes and services: Amtrak's Palmetto, Silver Meteor and Silver Star.

**Virginia – Staunton Station State of Good Repair and ADA Improvements (Up to $15,566,400)**
*Virginia Passenger Rail Authority (VPRA)*
The proposed project was selected for Final Design, Right of Way Acquisition, and Construction and includes ADA improvements to the intercity passenger rail station in Staunton, Virginia on infrastructure jointly owned by VPRA and Macado's, LLC. The project aligns with the selection criteria by enhancing safety because the project will bring the station into a state of good repair and provide accessible transportation options for Staunton and the surrounding communities.

Specific components include platform improvements, canopy improvements, accessible route improvements such as handrails and curb ramps. VPRA will contribute a 20 percent non-Federal match, which may include funding from Macado's, LLC.

This project qualifies for the statutory set-aside for long-distance passenger rail routes and services: Amtrak's Cardinal route.

**Washington – East Spokane County Corridor Safety Study (Up to $2,418,000)**
*Spokane County, WA*
The proposed project was selected for Project Planning and Project and includes activities to support future improvements at three at-grade crossings in Spokane County, Washington on BNSF owned infrastructure. The project aligns with the selection criteria by enhancing safety, increasing reliability, and improving system and service performance because future grade separations will result in a sealed corridor approximately 19.5 miles long. Spokane County will contribute a 20 percent non-Federal match, which may include funding from BNSF, the Washington State Department of Transportation, and the Washington State Freight Mobility Investment Board.

This project qualifies for the statutory set-aside for long-distance passenger rail routes and services: Amtrak's Empire Builder route.

**Wisconsin/Multiple States – Overhauls for Safe Operations of the Charger Locomotive Fleet (Up to $140,675,200)**
*Wisconsin Department of Transportation (WisDOT)* [13]
The proposed project was selected for Construction and includes the overhaul of up to 41 Charger locomotives which serve Amtrak's Midwest and Pacific Northwest routes. The project aligns with the selection criteria by increasing reliability and improving system and service performance because the project will restore and modernize core assets to keep the locomotive fleet in a state of good repair. WisDOT will contribute a 20 percent non-Federal match, which may include funding from the Illinois Department of Transportation, the Michigan Department of Transportation, the Missouri Department of Transportation, the Oregon Department of Transportation, and the Washington State Department of Transportation.
This project will benefit Amtrak's Blue Water, Cascades, Hiawatha, Lincoln, Illini/Saluki, Illinois Zephyr, Missouri River Runner and Pere Marquette routes.

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[13] The National Railroad Passenger Corporation (Amtrak), Illinois Department of Transportation, Michigan Department of Transportation, and Missouri Department of Transportation are co-applicants on this project.