U.S. Department of Transportation
Federal Railroad Administration

FY 2025-2026 Consolidated Rail Infrastructure and Safety Improvements (CRISI): Project Selections

Program Purpose: The Nation's rail network is a critical component of the U.S. transportation system and economy. The Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program provides a Federal funding opportunity to improve railroad safety, efficiency, and reliability; mitigate congestion at both intercity passenger rail and freight rail chokepoints to support more efficient travel and goods movement; and enhance multi-modal connections.

Funding Available: $2,336,585,030

Applications Received: 368

Amount Requested: $12,174,665,972

Rural Set-Aside Minimum: $532,500,000

Amount Awarded: $2,336,496,202

Applications Selected: 105

States Directly Benefitting from Project Selections: 45 and the District of Columbia

Rural Set-Aside Selected: $1,777,378,893

The following definitions apply to 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: 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 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.

Alabama – Making Tracks in Alabama and Mississippi (Up to $27,087,180)
Alabama & Gulf Coast Railway, LLC
The proposed project was selected for Project Development, Final Design, and Construction and includes track rehabilitation and improvement on the Alabama & Gulf Coast Railway and the Eastern Alabama Railway in Alabama and Mississippi. The project will replace rail, ties, turnouts, and ballast, surface the track, modernize signals and communications, rehabilitate 34 at-grade crossings, and install trespassing signage. The project aligns with the selection criteria by enhancing safety, improving system and service performance, and improving reliability as the project will rehabilitate aging rail infrastructure that has exceeded its useful life, resulting in reduced risk of derailment and removal of slow orders. The Alabama & Gulf Coast Railway will contribute a 50 percent non-Federal cost share, which may include funding from the Eastern Alabama Railway. This project qualifies for the statutory set-aside for projects in Rural Areas.

Alabama – Sequatchie Valley Rail Rehabilitation Project (Up to $2,625,000)
Sequatchie Valley Switching Company
The proposed project was selected for Final Design and Construction and includes the rehabilitation of approximately 14 miles of track in Alabama and Tennessee. The project will replace rail and ties, install ballast, surface the track, replace and rehabilitate turnouts, and resurface two at-grade crossings. The project aligns with the selection criteria by enhancing safety, improving system and service performance, and improving reliability as the project will improve track conditions, increase operational efficiency, and enable 286,000-pound railcar capacity. The Sequatchie Valley Switching Company will contribute a 25 percent non-Federal cost share, which may include funding from the Tennessee Department of Transportation.

Alaska – Port MacKenzie Rail Extension (Up to $249,052,399)
Alaska Railroad Corporation
The proposed project was selected for Project Development, Final Design, Right-of-Way Acquisition, and Construction and includes the construction of a new 32-mile rail line to connect Port MacKenzie south of Houston, Alaska, to Alaska Railroad's mainline. The project will create a new port connection to support Alaska's mineral and energy endowment. The project aligns with the selection criteria by enhancing safety and improving system and service performance as the project will reduce the distance to the Port from Interior Alaska, reducing shipping time and expense. The Alaska Railroad Corporation will contribute a 20 percent non-Federal cost share, which may include funding from the Alaska Industrial Development and Export Authority and Matanuska-Susitna Borough. This project qualifies for the statutory set-aside for projects in Rural Areas.

Arizona – Ventura Transfer Phoenix Yard Reconfiguration and Safety Improvement Project (Up to $4,714,648)
Ventura Transfer Company
The proposed project was selected for Final Design and Construction and includes the improvement of operations at Ventura Transfer Company's rail yard in Phoenix, Arizona. The project will reorient the facility entry switch, reconfigure the yard's track layout, and expand railcar storage and handling capacity to serve existing and anticipated freight demand better. The project aligns with the selection criteria by enhancing safety, improving system and service

performance, and improving reliability as the project will reduce at-grade train crossings at McDowell Road, eliminate extended traffic delays, and meet the demand of existing and projected carload volumes. The Ventura Transfer Company will contribute a 40 percent non-Federal cost share.

Arkansas – Rocks, Rails, Ties, & Expansion: Advancing Resilient Infrastructure for Safe and Efficient Rail Operations in Arkansas and Missouri (Up to $33,670,000)
Arkansas & Missouri Railroad Company
The proposed project was selected for Final Design and Construction and includes track rehabilitation and improvement between Fort Smith, Arkansas, and Monett, Missouri. The project will replace rail, install new ties, upgrade a siding to a double-ended siding configuration, add two new siding tracks, and install 14 wayside rail lubricators on high-degree curves. The project aligns with the selection criteria by enhancing safety, improving system and service performance, and improving reliability as the project will address chronic maintenance challenges, accelerated rail wear, and capacity constraints and increase the longevity of the infrastructure to support the expansion of American manufacturing in Arkansas and Missouri. The Arkansas & Missouri Railroad will contribute a 30 percent non-Federal cost share. This project qualifies for the statutory set-aside for projects in Rural Areas.

Arkansas – Dardanelle and Russellville and Ouachita Railroad Track Rehab and Reconstruction (Up to $14,995,657)
Arkansas Shortline Railroads, Inc.
The proposed project was selected for Project Development, Final Design, and Construction and includes the rehabilitation and improvement of approximately 18 miles of rail infrastructure in Arkansas. The project will rehabilitate mainline track, add new track, and expand yard capacity. Additional improvements include the installation of rail and ties, replacement of ballast, resurfacing of track, and other track-related improvements. The project aligns with the selection criteria by enhancing safety, improving system and service performance, and improving reliability as the project will upgrade FRA Excepted track toward FRA Class 2 track standards and reduce derailment and service-disruption risks. The Dardanelle and Russellville Railroad will contribute a 30 percent non-Federal cost share, which may include funding from the Ouachita Railroad, Mobley Cement, Stella Jones, and Cunningham Metals. This project qualifies for the statutory set-aside for projects in Rural Areas.

California – Fullerton Rail Corridor Trespass Prevention and Enforcement Program (Up to $455,900)
City of Fullerton - Police Department
The proposed project was selected for trespass enforcement activities along the BNSF and Orange County Transportation Authority corridor in Fullerton, California. The project will support targeted patrol and outreach operations through law enforcement wages. The project aligns with the selection criteria by enhancing safety as the project will reduce unauthorized access to the rail right-of-way, decrease trespassing incidents, and minimize service disruptions. The City of Fullerton Police Department will contribute a 20 percent non-Federal cost share.

California – Enhancing Rail Safety Through Targeted Enforcement and Education at High-Risk Grade Crossings (Up to $77,412)
San Mateo County
The proposed project was selected for trespass enforcement activities along the Caltrain corridor from San Francisco to San Jose, California. The project will support law enforcement wages to implement a proactive railroad safety initiative focused on reducing trespassing, grade crossing violations, and train-related incidents. The project aligns with the selection criteria by enhancing safety as the project will reduce violations and trespassing incidents and reduce unsafe interactions between trains, vehicles, and trespassers. San Mateo County will contribute a 20 percent non-Federal cost share.

California – Central Valley Freight Rail Triangle Project (Up to $26,810,650)
Sierra Northern Railway
The proposed project was selected for Project Development, Final Design, and Construction and includes the improvement and modernization of key rail, transload, intermodal, and grade crossing infrastructure in the Oakdale Port Facilities in Oakdale, California. The project will add yard and switching track, expand the Willowood Overcrossing, upgrade signals at five at-grade crossings, and construct a new intermodal facility. The project aligns with the selection criteria by improving system and service performance and improving reliability as the project will improve switching and staging, increase intermodal capacity, and double the number of carloads that can move through Oakdale Port Facilities. The Sierra Northern Railway will contribute a 44 percent non-Federal cost share. This project qualifies for the statutory set-aside for projects in Rural Areas.

California – Yreka Western Railroad Rehabilitation Project (Up to $60,230,094)
Yreka Railroad Company
The proposed project was selected for Project Development, Final Design, and Construction and includes the rehabilitation of approximately 8.5 miles of track in Yreka and Montague, California. The project will replace rail, ties, ballast, and other track components, redeck bridges, replace bridges with culverts, and resurface nine at-grade crossings. The project aligns with the selection criteria by enhancing safety, improving system and service performance, and improving reliability as the project will rehabilitate the track and upgrade the line from FRA Excepted Track to FRA Class 2 track standards, resulting in a track upgrade that will enable 286,000-pound railcar capacity. The Yreka Western Railroad will contribute a 25 percent non-Federal cost share. This project qualifies for the statutory set-aside for projects in Rural Areas.

Colorado – The National Xchange for Unified Safety (NEXUS) (Up to $5,907,564)
OmniTRAX Holdings Combined, Inc.
The proposed project was selected for workforce development activities to develop and implement a new railroad workforce development program at MxV Rail's Pueblo facility in Pueblo, Colorado. The project will provide conductor and track worker training to over 700 Class II and III short line workers over five years. The project aligns with the selection criteria by enhancing safety as the project will help avoid employee on duty incidents and improve overall rail operations. OmniTRAX will contribute a 20 percent non-Federal cost share.

Colorado – Revitalizing America's Industrial Lifelines (RAIL) (Up to $24,673,810)
Panhandle Northern Railroad, LLC
The proposed project was selected for Project Development, Final Design, and Construction and includes track rehabilitation across three short lines in Texas, Colorado, and Alabama. The project will install new rail, switch timbers, and turnouts. The project aligns with the selection criteria by enhancing safety, improving system and service performance, and improving reliability as the project will restore the infrastructure to a state of good repair and reduce the risk of derailments. The Panhandle Northern Railroad will contribute a 30 percent non-Federal cost share. This project qualifies for the statutory set-aside for projects in Rural Areas.

Connecticut – Western Connecticut Regional Freight Port Access Planning Grant (Up to $775,000)
Borough of Naugatuck
The proposed project was selected for Project Planning and Project Development and includes activities to plan a regional rail-to-truck transload terminal in Naugatuck, Connecticut. The project will support future rail spurs, grade crossing improvements, and underpass widening for a potential rail-truck transload facility. The project aligns with the selection criteria by improving system and service performance as the project will support the future development of a new regional freight facility. The Borough of Naugatuck will contribute a 20 percent non-Federal cost share.

Delaware – Delmarva Central Railroad Freight and Agriculture Rail Modernization Project (FARM) (Up to $10,152,590)
Delmarva Central Railroad Company
The proposed project was selected for Construction and includes the rehabilitation and improvement of approximately 9.5 miles of track between Harrington and Bridgeville, Delaware. The project will install continuous welded rail, place ballast, and surface the track. The project aligns with the selection criteria by enhancing safety, improving system and service performance, and improving reliability as the project will enable 286,000-pound railcar capacity, remove slow orders, and reduce the risk of derailments. The Delmarva Central Railroad Company will contribute a 36 percent non-Federal cost share. This project qualifies for the statutory set-aside for projects in Rural Areas.

District of Columbia – Short Line Training Center Advancement Project (Up to $5,625,000)
The American Short Line and Regional Railroad Association
The proposed project was selected for workforce development activities and includes the creation of customized, industry-specific workforce development and training programs. The project will deliver courses through a combination of online, computer-based training and in-person instructor-led training seminars over a six-year period and acquire and implement technology improvements to enhance course delivery and maximize content retention. The project aligns with the selection criteria by enhancing safety and improving system and service performance as the project will facilitate knowledge transfer to all short lines in the nation using a combination of computer-based and in-person training. The American Short Line and Regional Railroad Association will contribute a 25 percent non-Federal cost share.

Florida – Dixie Highway Safety Fencing Project (Up to $1,208,350)
City of Pompano Beach
The proposed rroject was selected for Construction and includes the installation of six-foot-high safety fencing along the west side of the Florida East Coast Railway right-of-way in Pompano Beach, Florida. The project aligns with the selection criteria by enhancing safety as the project will create a physical barrier that directs pedestrians to designated crossings and reduces opportunities for unauthorized access to railroad property. The City of Pompano Beach will contribute a 30 percent non-Federal cost share.

Florida – First Coast Ties That Bind Florida and Georgia (Up to $2,640,000)
First Coast Railroad Inc.
The proposed project was selected for Project Development, Final Design, and Construction and includes the rehabilitation and improvement of approximately 27 miles of track across Florida and Georgia. The project includes replacing ties, resurfacing, ballasting, rehabilitating one at-grade crossing, extending signal approaches, and installing trespasser prevention messages wrapped on signal bungalows. The project aligns with the selection criteria by enhancing safety, improving system and service performance, and improving reliability as the project will raise the line to FRA Class 2 track standards and raise train speeds. The First Coast Railroad will contribute a 50 percent non-Federal cost share, which may include funding from the Florida Department of Transportation.

Florida – Building Rail Infrastructure for Dependable Growth and Efficiency (BRIDGE) (Up to $11,804,548)
Florida Gulf & Atlantic Railroad, LLC
The proposed project was selected for Project Development, Final Design, and Construction and includes the replacement of the Bayou Mulat Bridge in Avalon, Florida. The project will replace the rail bridge, increasing its elevation and upgrading it to 315,000-pound gross rail weight capacity, and replace track across the bridge and approaches. The project aligns with the selection criteria by enhancing safety, improving system and service performance, and improving reliability as the project will restore the system to a state of good repair, improve the rail network asset condition and performance, and strengthen infrastructure durability against hurricanes and coastal flooding. The Florida Gulf & Atlantic Railroad will contribute a 30 percent non-Federal cost share. This project qualifies for the statutory set-aside for projects in Rural Areas.

Florida – Florida Northern Railroad – Rail, Tie and Surfacing Project for 286K Capacity Upgrade (Up to $3,280,000)
Florida Northern Railroad
The proposed project was selected for Final Design and Construction and includes the rehabilitation of approximately 19.5 miles of track in Marion County, Florida. The project will replace ties, surfacing, ballast, switch ties, and 115-pound relay rail, and rehabilitate road crossing surfaces at five at-grade crossings. The project aligns with the selection criteria by enhancing safety, improving system and service performance, and improving reliability as the project will reduce derailment risk, raise the track to FRA Class 2 track standards, and enable

286,000-pound railcar capacity across the mainline. The Florida Northern Railroad will contribute a 20 percent non-Federal cost share.

Florida – Palm Beach County Sheriff's Office Strategy for Reducing Railroad Trespassing in the City of Lake Worth Beach-Expansion Project (Up to $150,000)
Palm Beach County Sheriff's Office
The proposed project was selected for trespass enforcement activities along the Florida East Coast Railway in Lake Worth Beach, Florida. The project will support law enforcement wages to reduce trespassing. The project aligns with the selection criteria by enhancing safety as the project will reduce trespass incidents, injuries, and fatalities along an area with significant trespassing issues. The Palm Beach County Sheriff's Office will contribute a 25 percent of non-Federal share.

Florida – Southwest Florida Rail Corridor Enhancement for Growth: Continuation (Up to $12,320,000)
Seminole Gulf Railway LP
The proposed project was selected for Construction and includes the improvement of approximately 7 miles of track in DeSoto County, Florida. The project will replace rail, timber ties, and associated track materials. The project aligns with the selection criteria by enhancing safety, improving system and service performance, and improving reliability as the project will improve the corridor to 286,000-pound railcar freight standards and improve operational reliability, freight capacity, and operating speeds. The Seminole Gulf Railway LP will contribute a 20 percent non-Federal cost share. This project qualifies for the statutory set-aside for projects in Rural Areas.

Georgia – Heart of Georgia & Georgia Southwestern Rail Corridor Improvement Final Phase Project (Up to $12,495,000)
Georgia Department of Transportation
The proposed project was selected for Final Design and Construction and includes track rehabilitation and improvement on five short line subdivisions in central and southwestern Georgia. The project will replace jointed rail with continuous welded rail, install new ties, surface track, resurface 40 at-grade crossings, renew two turnouts, and install trespasser prevention messages. The project aligns with the selection criteria by enhancing safety, improving system and service performance, and improving reliability as the project will restore the corridor to FRA Class 1 and 2 track standards and reduce derailment risk. The Georgia Department of Transportation will contribute a 30 percent non-Federal cost share, which may include funding from The Georgia Southwestern Rail. This project qualifies for the statutory set-aside for projects in Rural Areas.

Idaho – Southern Idaho Short Line Modernization Project: Growth in Agriculture Commodity Transport (Up to $34,476,478)
Eastern Idaho Railroad, LLC
The proposed project was selected for Construction and includes track rehabilitation in Jerome and Minidoka counties in Idaho. The project will replace approximately 44 miles of ties and 30 miles of rail. The project aligns with the selection criteria by enhancing safety, improving system

and service performance, and improving reliability as the project will enable 286,000-pound railcar capacity, decrease transit times, and meet current and anticipated demand. The Eastern Idaho Railroad will contribute a 20 percent non-Federal cost share. This project qualifies for the statutory set-aside for projects in Rural Areas.

Illinois – Corn Belt Safety and Efficiency Project (Up to $42,554,984)
Decatur and Eastern Illinois Railroad, L.L.C.
The proposed project was selected for Project Development, Final Design, and Construction and includes the rehabilitation and improvement of rail infrastructure in Eastern Illinois and Western Indiana. The project will replace approximately 30 miles of rail, replace ties, resurface the track, rehabilitate multiple yards, add 'meet and pass' capability to auxiliary track, replace interlockers, resurface 29 at-grade crossings, and rehabilitate the steel rail bridge over the Wabash River. This project aligns with the selection criteria by enhancing safety, improving system and service performance, and improving reliability as the project will improve the railroad, resulting in increased speeds, reduced maintenance costs, and economic benefits in the heart of the Corn Belt. The Decatur and Eastern Illinois Railroad will contribute a 20 percent non-Federal cost share. This project qualifies for the statutory set-aside for projects in Rural Areas.

Illinois – Locomotives Rebuild Project (Up to $11,375,000)
The Belt Railway Company of Chicago
The proposed project was selected for Project Development, Final Design, and Construction and includes the overhaul or replacement of four diesel locomotives with four Tier 3 or higher locomotives in Chicago, Illinois. The project aligns with the selection criteria by improving reliability as the project will reduce unplanned locomotive downtime and reduce fuel consumption. The Belt Railway Company will contribute a 30 percent non-Federal cost share.

Illinois – The Kankakee, Beaverville, and Southern Railroad 286K Freight Upgrade Supporting Agricultural and Industrial Freight Growth (Up to $9,637,511)
The Kankakee, Beaverville, and Southern Railroad Company
The proposed project was selected for Final Design and Construction and includes the rehabilitation of rail infrastructure in east-central Illinois and west-central Indiana. The project will replace ties, switch ties, and sidings; place ballast; surface and align track and turnouts; resurface 17 at-grade crossings; and rehabilitate bridges. The project aligns with the selection criteria by enhancing safety, improving system and service performance, and improving reliability as the project will enable 286,000-pound railcar capacity, remove slow orders, and restore carload capacity. The Kankakee, Beaverville, and Southern Railroad Company will contribute a 40 percent non-Federal cost share, which may include funding from Bee Line Railroad. This project qualifies for the statutory set-aside for projects in Rural Areas.

Illinois – Rehabilitating the Crab Orchard & Egyptian Railway in Southern Illinois (Up to $1,029,184)
Progressive Rail Inc.
The proposed project was selected for Project Development, Final Design, and Construction and includes the rehabilitation of approximately 8.5 miles of the Crab Orchard & Egyptian Railway in Southern Illinois. The project will replace ties; install ballast; remove vegetation; restore

drainage; and conduct track surfacing, lining, and geometry correction along the full corridor. The project aligns with the selection criteria by enhancing safety, improving system and service performance, and improving reliability as the project will restore the corridor to a state of good repair, removing service disruptions and improving operational efficiency for existing customers. Progressive Rail will contribute a 20 percent non-Federal cost share.

Illinois – Supporting Agriculture in the American Heartland (Up to $19,704,000)
Toledo, Peoria & Western Railway Corporation
The proposed project was selected for Project Development, Final Design, and Construction and includes the rehabilitation and improvement of rail infrastructure in Tazewell and Iroquois counties in Illinois and Newton and White counties in Indiana. The project will replace mainline track and turnouts, resurface ten at-grade crossings, install approximately five wayside equipment defect detectors, and improve yard tracks at the East Peoria Yard. The project aligns with the selection criteria by enhancing safety, improving system and service performance, and improving reliability as the project will increase mainline track speed, reduce operational delays, and increase competitiveness and reliability. The Toledo, Peoria, & Western Railway will contribute a 40 percent non-Federal cost share, which may include funding from the Indiana and Illinois Departments of Transportation. This project qualifies for the statutory set-aside for projects in Rural Areas.

Illinois – Strengthening Intermodal Connectivity and Improving Yard Safety at Granite City Railyard (Up to $7,351,346)
V and S Railway, LLC
The proposed project was selected for Project Development, Final Design, and Construction and includes the modernization of a yard and expansion of transload infrastructure in Granite City, Illinois. The project will reconfigure yard trackage to support a new domestic continuous welded rail manufacturing facility and construct an approximately 2,160-foot new transload spur to resolve a major freight bottleneck. The project aligns with the selection criteria by enhancing safety, improving system and service performance, and improving reliability as the project will reduce derailment risk, eliminate a known dwell-time bottleneck, and enable 286,000-pound railcar capacity. The V&S Railway will contribute a 22 percent non-Federal cost share, which may include funding from A&K Railroad Materials.

Illinois – Mount Prospect, IL Police Department Railroad Trespassing Enforcement Initiative (Up to $50,889)
Village of Mount Prospect
The proposed project was selected for trespass enforcement activities to fund law enforcement wages to conduct targeted trespass enforcement activities along the Union Pacific and Metra corridor in Mount Prospect, Illinois. The project aligns with the selection criteria by enhancing safety as the project will help prevent trespassing and train related accidents in an area with a significant trespassing history. The Mount Prospect Police Department will contribute a 20 percent non-Federal cost share.

Indiana – Northwest Indiana Rail Connectivity and Expansion Project (NICE) (Up to $6,880,843)
Chesapeake and Indiana Railroad, LLC
The proposed project was selected for Project Development, Final Design, and Construction and includes the rehabilitation and improvement of rail infrastructure in Hanna, La Crosse, and Wellsboro, Indiana. The project will replace ties, rehabilitate freight rail bridges, renew at-grade crossings, and construct approximately one mile of new siding. The project aligns with the selection criteria by enhancing safety, improving system and service performance, and improving reliability as the project will address aging infrastructure, limited storage, and operational constraints. The Chesapeake and Indiana Railroad will contribute a 30 percent non-Federal cost share. This project qualifies for the statutory set-aside for projects in Rural Areas.

Indiana – Freight, Rail Safety & Service Reliability Improvement Project (Up to $2,880,000)
Chicago South Shore & South Bend Railroad
The proposed project was selected for Project Development, Final Design, and Construction and includes track rehabilitation in northern Indiana and northeastern Illinois. The project will replace cross ties and switch ties, rehabilitate switches, and upgrade four at-grade crossings. The project aligns with the selection criteria by enhancing safety, improving system and service performance, and improving reliability as the project will reduce emergency maintenance events, preserve operability on vulnerable segments, and restore more dependable yard and line performance. The Chicago South Shore & South Bend Railroad will contribute a 40 percent non-Federal cost share.

Indiana – Southeastern Indiana Corridor Improvement Project (Up to $7,915,813)
City of Madison Port Authority
The proposed project was selected for Project Development, Final Design, and Construction and includes the rehabilitation and improvement of Madison Railroad track in North Vernon, Indiana. The project will replace approximately 7 miles of rail, rehabilitate a siding, and install a signal at one public at-grade crossing. The project aligns with the selection criteria by enhancing safety, improving system and service performance, and improving reliability as the project will enable 286,000-pound railcar capacity, reduce derailment potential, and increase reliability. The City of Madison Port Authority will contribute a 25 percent non-Federal cost share. This project qualifies for the statutory set-aside for projects in Rural Areas.

Indiana – Program for Operational Workflows & Equipment Reliability (POWER) (Up to $15,231,696)
Elkhart & Western Railroad, LLC
The proposed project was selected for Project Development, Final Design, and Construction and includes the upgrading of Patriot Rail's locomotive fleet with 25 Tier 0+ and one Tier 4 diesel locomotives across 15 rail properties in 17 States. The project will replace 22 existing locomotives and provide an additional four to support projected growth. The project aligns with the selection criteria by improving system and service performance and improving reliability, as the project will introduce more reliable and better-performing locomotive assets to reduce mechanical downtime, improve equipment availability, and increase switching and local freight

efficiency. The Elkhart & Western Railroad LLC will contribute a 40 percent non-Federal cost share.

Indiana – Freight Rail Revitalization Project in Indiana and Illinois (Up to $25,168,800)
Evansville Western Railway, Inc.
The proposed project was selected for Project Development, Final Design, and Construction and includes the improvement of an approximately 124.5-mile rail line between Evansville, Indiana and Okawville, Illinois. The project will replace continuous welded rail and ties, install hot bearing detectors, construct a new locomotive maintenance facility, and rehabilitate 12 locomotives. The project aligns with the selection criteria by enhancing safety, improving system and service performance, and improving reliability as the project will restore the short line railroad infrastructure to a state of good repair and support the safe and efficient transportation of domestic energy sector commodities. The Evansville Western Railway will contribute a 40 percent non-Federal cost share.

Indiana – New Era Railroad State of Good Repair and Safety Improvement Project: Tie, Surfacing, and Grade Crossing Rehabilitation on the Bluffton-Van Buren Corridor (Up to $3,195,432)
New Era Railroad, LLC
The proposed project was selected for Project Development, Final Design and Construction and includes track rehabilitation in Wells, Huntington, and Grant counties in Indiana. The project will rehabilitate approximately 12 miles of track, replace ties, place ballast, and rehabilitate two at-grade crossings. The project aligns with the selection criteria by enhancing safety, improving system and service performance, and improving reliability as the project will eliminate slow orders, preserve Class I interchange access at Bluffton, and reduce the risk of derailment. The New Era Railroad will contribute a 20 percent non-Federal cost share. This project qualifies for the statutory set-aside for projects in Rural Areas.

Indiana – Coal and Corn in Hoosier Land Project (Up to $14,544,000)
RailTex, Inc.
The proposed project was selected for Project Development, Final Design, and Construction and includes the rehabilitation and improvement of approximately 100 miles of track in Indianapolis and Evansville, Indiana. The project includes replacement of rail, ties, turnouts, crossings, signals, installation of wayside defect detectors, and repairment or replacement of four aging bridges. The project aligns with the selection criteria by enhancing safety, improving system and service performance, and improving reliability as the project will support freight mobility, including service to rural communities and the National Defense Network. RailTex will contribute a 40 percent non-Federal cost share, which may include funding from The Indiana Department of Transportation. This project qualifies for the statutory set-aside for projects in Rural Areas.

Iowa – Cedar Rapids and Iowa City Railway American Diesel Advancement Project (CADAP) (Up to $14,549,744)
Cedar Rapids and Iowa City Railway
The proposed project was selected for Construction and includes the procurement of three Tier 4, line-haul locomotives for use in Eastern Iowa. The project aligns with the selection criteria by improving system and service performance as the project will ensure safe and efficient railcar movement and allow for more operational flexibility. The Cedar Rapids and Iowa City Railway will contribute a 35 percent non-Federal cost share.

Iowa – Fortify Iowa Interstate Railroad with Steel & Ties (Up to $48,176,960)
Iowa Interstate Railroad, LLC
The proposed project was selected for Construction and includes track rehabilitation and bridge replacement in Iowa City, Des Moines, and Davenport, Iowa and Bureau, La Salle, and Henry, Illinois. The project will rehabilitate approximately 18 miles of track by replacing rail, ties, and a bridge. The project aligns with the selection criteria by enhancing safety, improving system and service performance, and improving reliability as the project will result in FRA Class 3 track standards and reduce risk of derailments. Iowa Interstate will contribute a 25 percent non-Federal cost share. This project qualifies for the statutory set-aside for projects in Rural Areas.

Kansas – Unleashing the American Heartland Rail Upgrade Project (Up to $49,521,954)
Kyle Railroad Company
The proposed project was selected for Project Development, Final Design, and Construction and includes track rehabilitation and improvement in Kansas and Colorado. The project will install 115-pound continuous welded rail on approximately 56 miles of track, replace ties and switches, upgrade signals, and replace ballast. The project aligns with the selection criteria by enhancing safety, improving system and service performance, and improving reliability as the project will upgrade track to FRA Class 2 standards, increase track speeds, reduce derailment risk, and enable operational efficiencies. The Kyle Railroad Company will contribute a 52 percent non-Federal cost share, which may include funding from the Kansas Department of Transportation and the Amber Wave company. This project qualifies for the statutory set-aside for projects in Rural Areas.

Kentucky – Paducah & Louisville Railway's Track Rehabilitation, Resiliency, and Safety Improvement Project (Up to $18,372,432)
Paducah & Louisville Railway, Inc.
The proposed project was selected for Project Development, Final Design, and Construction and includes track rehabilitation between Paducah and Louisville, Kentucky. The project will replace approximately 34 miles of continuous welded rail and ties to restore segments of the line to a state of good repair. The project aligns with the selection criteria by enhancing safety, improving system and service performance, and improving reliability as the project will reduce the risk of derailments and improve asset condition and performance. The Paducah & Louisville Railway will contribute a 40 percent non-Federal cost share. This project qualifies for the statutory set-aside for projects in Rural Areas.

Louisiana – The One Beautiful Bridge Bundle for America (OBBBA) (Up to $15,650,400)
Louisiana and North West Railroad Company, LLC
The proposed project was selected for Project Development, Final Design, and Construction and includes the improvement of eight high-priority bridges on six Patriot Rail-owned short lines in Louisiana, Georgia, Mississippi, Illinois, Arkansas, and Utah. The project will fully or partially replace six timber bridges with modern steel open deck trestles and a concrete ballast deck trestle, replace one through truss superstructure, and stabilize the masonry abutments on one bridge with new wing walls and backfill. The project aligns with the selection criteria by enhancing safety, improving system and service performance, and improving reliability as the project will reduce instances of service outages. The Louisiana and North West Railroad will contribute a 40 percent non-Federal cost share. This project qualifies for the statutory set-aside for projects in Rural Areas.

Louisiana – Baton Rouge - New Orleans Rail Bridge Replacement (Up to $5,810,000)
Louisiana Department of Transportation and Development
The proposed project was selected for Project Development, Final Design, and Construction and includes the replacement of five aging timber pile trestle railroad bridges with steel equalizer pipe culvert structures in St. James and St. Charles Parishes, Louisiana. The project aligns with the selection criteria by enhancing safety, improving system and service performance, and improving reliability as the project will reduce the risk of bridge-related service disruptions, reduce freight travel times, lower inspection and maintenance costs, and support possible future intercity passenger rail service between Baton Rouge and New Orleans. The Louisiana Department of Transportation will contribute a 30 percent non-Federal cost share, which may include funding from CPKC. This project qualifies for the statutory set-aside for projects in Rural Areas.

Maine – Northern Aroostook Rail Gateway Modernization and Safety (Up to $37,040,000)
Maine Department of Transportation
The proposed project was selected for Construction and includes the rehabilitation of approximately 90 miles of railroad line in Northern Maine. The project will replace rail, ties, and ballast and rehabilitate the deck of a railroad bridge. The project aligns with the selection criteria by enhancing safety, improving system and service performance, and improving reliability as the project will enable 286,000-pound railcar capacity, upgrade the track to FRA Class 2 standards, and support efficient and safe movement of products for Maine's forest products economy. The Maine Department of Transportation will contribute a 20 percent non-Federal cost share, which may include funding from The Maine Northern Railway and Eastern Maine Railway. This project qualifies for the statutory set-aside for projects in Rural Areas.

Maryland – Building a Rail Workforce Pathway from High Schools and Community Colleges to University-Level Rail Education, Research, and Career Preparation (Up to $2,972,530)
Morgan State University
The proposed project was selected for workforce development activities and includes the creation of a connected rail education pathway from high schools and community colleges to university-level rail education, applied research opportunities, and career preparation. The

project aligns with the selection criteria by enhancing safety and improving system and service performance as the project will develop a skilled workforce through knowledge transfer. Morgan State University will contribute a 20 percent non-Federal cost share, which may include funding from Mead & Hunt, PST Software Inc., and MxV Rail.

Massachusetts – Springfield Rail Hub Modernization Project (Up to $130,080,000)
Massachusetts Department of Transportation
The proposed project was selected for Construction and includes the improvement of rail infrastructure in Springfield, Massachusetts. The project will reconstruct a diamond interlocking, reconfigure a second interlocking, upgrade a wye track connecting to Springfield Union Station's platform tracks, and perform associated track, viaduct, and signal improvements. The project aligns with the selection criteria by enhancing safety, improving system and service performance, and improving reliability as the project will eliminate a rail chokepoint, reduce conflicts between freight and passenger rail traffic, reduce train travel time, and increase freight capacity. The Massachusetts Department of Transportation will contribute a 20 percent non-Federal cost share.

Michigan – Systemwide Infrastructure Rehabilitation and Modernization Project (Up to $8,400,000)
Hamilton Northwestern Railroad
The proposed project was selected for Project Development, Final Design, and Construction and includes the rehabilitation of rail infrastructure along an approximately 6-mile freight rail corridor in Allegan County, Michigan. The project will upgrade track, replace ties, install ballast, replace a mainline turnout, repair five at-grade crossings, and rehabilitate bridges. The project aligns with the selection criteria by enhancing safety, improving system and service performance, and improving reliability as the project will bring the track to FRA Class 2 standards, reduce risk of derailment, and eliminate track-related defects and slow orders. The Hamilton Northwestern Railroad will contribute a 30 percent non-Federal cost share, which may include funding from the Michigan Department of Transportation. This project qualifies for the statutory set-aside for projects in Rural Areas.

Michigan – Thumbs Up for Michigan Farmers Project (Up to $21,300,000)
Huron & Eastern Railway Company, Inc.
The proposed project was selected for Project Development, Final Design, and Construction and includes track rehabilitation in Eastern Michigan. The project will replace rail, ties, ballast, and turnouts and conduct surface improvements at two at-grade crossings. The project aligns with the selection criteria by enhancing safety, improving system and service performance, and improving reliability as the project will enable 286,000-pound railcar capacity, improve track conditions, enable speeds of up to 25 mph, and increase capacity at Durand Yard. The Huron & Eastern Railway will contribute a 50 percent non-Federal cost share, which may include funding from the Michigan Department of Transportation.

Michigan – Muskegon River Bridge Replacement Project (Up to $32,245,500)
Michigan Department of Transportation
The proposed project was selected for Project Development, Final Design, and Construction and includes the replacement of the Muskegon River Bridge in Clare County, Michigan. The project aligns with the selection criteria by enhancing safety, improving system and service performance, and improving reliability as the project will restore the structure to a state of good repair, resulting in the continued freight service to rural northern Michigan businesses and supporting the region's anticipated increase in freight rail. The Michigan Department of Transportation will contribute a 30 percent non-Federal cost share. This project qualifies for the statutory set-aside for projects in Rural Areas.

Minnesota – Short Line Rehabilitation to Sustain 286K Capacity (Up to $5,360,000)
Minnesota Commercial Railway
The proposed project was selected for Final Design and Construction and includes track rehabilitation in Minneapolis, St. Paul, and Roseville, Minnesota. The project will replace worn rail, renew ties, and resurface track by adding ballast and performing tamping, lining, and surfacing. The project aligns with the selection criteria by enhancing safety, improving system and service performance, and improving reliability as the project will eliminate slow orders, reduce risk of derailment, and improve the safety and reliability of intercity passenger and freight service. The Minnesota Commercial Railway will contribute a 20 percent non-Federal cost share.

Minnesota – Northern Lines Railway Track Rehabilitation & Reliability Project (Up to $1,300,000)
Northern Lines Railway, LLC
The proposed project was selected for the Final Design and Construction and includes the rehabilitation of approximately 25 miles of track in the St. Cloud region of Minnesota. The project will replace deteriorated ties and correct surface and alignment defects. The project aligns with the selection criteria by enhancing safety, improving system and service performance, and improving reliability as the project will reduce derailment risk, support the continued safe movement of hazardous materials, increase freight volume capacity, and improve the overall state of good repair. The Northern Lines Railway will contribute a 35 percent non-Federal cost share.

Minnesota – Strategic Transportation Revival through Onshoring and National Growth (STRONG) (Up to $22,000,000)
Twin Cities & Western Railroad Company
The proposed project was selected for Construction and includes the procurement of 200 new rail grain cars and the improvement of short-line infrastructure in Central Minnesota. The project will also replace turnouts and switches to accommodate the new, heavier cars. The project aligns with the selection criteria by enhancing safety, improving system and service performance, and improving reliability as the project will reduce delays and enable 286,000-pound railcar capacity. The Twin Cities & Western Railroad will contribute a 20 percent non-Federal cost share. This project qualifies for the statutory set-aside for projects in Rural Areas.

Mississippi – Advancing Mississippi Export's Resiliency, Infrastructure & Capacity Across the Network (AMERICAN) (Up to $35,482,464)
Mississippi Export Railroad Company
The proposed project was selected for Final Design and Construction and includes the rehabilitation and improvement of rail infrastructure in Moss Point and Helena, Mississippi. The project will modernize and automate the 121-year-old Escatawpa River Swing Bridge and construct new siding, upgrade approximately ten miles of mainline track, improve ten at-grade crossings, and raise the track in flood-prone areas. The project aligns with the selection criteria by enhancing safety, improving system and service performance, and improving reliability as the project will allow higher operating speeds, reduce derailment risk, and provide resiliency to floods. The Mississippi Export Railroad Company will contribute a 25 percent non-Federal cost share. This project qualifies for the statutory set-aside for projects in Rural Areas.

Missouri – COLT Railroad Modernization Program (Up to $16,207,000)
City of Columbia
The proposed project was selected for Project Development, Final Design, and Construction and involves research and workforce development activities to conduct a phased autonomous rail technology and short-line infrastructure modernization program on the Columbia Terminal Railroad in Columbia and Centralia, Missouri. The project will deploy autonomous railcars on the line to produce the first documented safety record for autonomous railcar operation and create a workforce training curriculum. The project will also stabilize the track infrastructure by replacing ties. The project aligns with the selection criteria by improving system and service performance as the project will expand service frequency and ultimately run an autonomous revenue freight service. The City of Columbia will contribute a 22.2 percent non-Federal cost share. This project qualifies for the statutory set-aside for projects in Rural Areas.

Missouri – Building Bridges in Missouri and Northern Arkansas (Up to $7,304,662)
Missouri & Northern Arkansas Railroad Company, Inc.
The proposed project was selected for Project Development, Final Design, and Construction and includes the replacement of two deteriorated rail bridges in Galena, Missouri and Mt. Olive, Arkansas. The project aligns with the selection criteria by enhancing safety, improving system and service performance, and improving reliability as the project will restore the bridges to a state of good repair, eliminating the risk of closure and increasing freight resilience. The Missouri & Northern Arkansas Railroad will contribute a 30 percent non-Federal cost share. This project qualifies for the statutory set-aside for projects in Rural Areas.

Nebraska – Research and Development of SI-Predictive Technology for Safer Rail Infrastructure Nationwide (Up to $14,888,433)
Nebraska Central Railroad Company
The proposed project was selected for research and includes the integration of multiple innovative sensor types into a single cloud-based platform powered by Super Intelligence (SI) in Imperial, Hamlet, and Culbertson, Nebraska. The project will develop, test, and validate SI-enabled predictive safety tools for rail infrastructure monitoring on Class III Railroads to develop a cloud-based SI analytics platform. The project aligns with the selection criteria by enhancing safety as the project will provide real-time monitoring and predictive alerts to identify

developing infrastructure risks, reduce emergency track outages and slow orders, and avoid derailments through early detection of track defects. The Nebraska Central Railroad Company will contribute a 20 percent non-Federal cost share. This project qualifies for the statutory set-aside for projects in Rural Areas.

Nebraska – Logistics Infrastructure to Fast-track Exceptional Leveraging of the Imperial, NE Line (LIFELINE) (Up to $21,149,520)
Nebraska Kansas & Colorado Railway, LLC
The proposed project was selected for Project Development, Final Design, and Construction and includes the rehabilitation of approximately 49 miles of track in Imperial, Hamlet, and Culbertson, Nebraska. The project will replace ties, install ballast, and tighten bolts to restore 25 mph operating speeds. The project aligns with the selection criteria by enhancing safety, improving system and service performance, and improving reliability as the project will allow for continued operation and reduced derailments. The Nebraska Kansas & Colorado Railway will contribute a 30 percent non-Federal cost share. This project qualifies for the statutory set-aside for projects in Rural Areas.

Nebraska – Omaha Public Power District Arbor Rail Line Enhancements (Up to $7,142,850)
Omaha Public Power District
The proposed project was selected for Final Design and Construction and includes the rehabilitation and improvement of rail infrastructure from Lincoln to Nebraska City, Nebraska. The project will rehabilitate aging track and replace bridge infrastructure. The project aligns with the selection criteria by enhancing safety, improving system and service performance, and improving reliability as the project will restore the line to a state of good repair by renewing aging infrastructure and enhancing operations. The Omaha Public Power District will contribute a 50 percent non-Federal cost share. This project qualifies for the statutory set-aside for projects in Rural Areas.

Nevada – Nevada Northern Railway: Rehabilitating A Key Infrastructure Lifeline in Rural Nevada (Up to $3,000,000)
City of Ely
The proposed project was selected for Project Development and Final Design and includes activities to support the future rehabilitation of an approximately 127-mile long, 120-year-old rail corridor in White Pine and Elko counties in Nevada. The project aligns with the selection criteria by enhancing safety, improving system and service performance, and improving reliability as the project will advance the rehabilitation of the corridor to connect with the general railroad system for the first time since 1999. The City of Ely will contribute a 20 percent non-Federal cost share, which may include funding from the Nevada Northern Railway Foundation, White Pine County, and the KGHM Robinson Mine. This project qualifies for the statutory set-aside for projects in Rural Areas.

New Hampshire – New Hampshire Northcoast 2026 Critical Infrastructure Project (Up to $4,988,271)
New Hampshire Northcoast Corporation
The proposed project was selected for Project Development, Final Design, and Construction and includes the rehabilitation of rail infrastructure in Strafford and Carroll counties in New Hampshire and York County, Maine. The project will replace ties, switches, culverts, and track infrastructure at two at-grade crossings, replace structural timber and deck on the Milton Three Ponds Bridge, and rehabilitate track. The project aligns with the selection criteria by enhancing safety, improving system and service performance, and improving reliability as the project will restore track, bridges, and other related infrastructure to a state of good repair. The New Hampshire Northcoast Corporation will contribute a 30 percent non-Federal cost share.

New Mexico – Sunport Rail Spur Project (Up to $18,513,752)
City of Albuquerque
The proposed project was selected for Project Development, Final Design, and Construction and includes the rehabilitation and improvement of a rail spur in Albuquerque, New Mexico. The project will improve approximately six miles of track, add a siding, and conduct associated upgrades. The project aligns with the selection criteria by enhancing safety, improving system and service performance, and improving reliability as the project will restore rail infrastructure to a state of good repair and provide a new option for multimodal freight shippers. The City of Albuquerque will contribute a 20 percent non-Federal cost share.

New York – Falls Road Railroad Falls Branch Track, Crossing, & Bridge Project (Up to $9,643,235)
Falls Road Railroad Co., Inc.
The proposed project was selected for Project Development, Final Design, and Construction and includes the rehabilitation of approximately 40 miles of track and rail infrastructure between Brockport and Lockport, New York. The project will replace rail and ties, add ballast, resurface main line track, rehabilitate a bridge, and resurface six at-grade crossings. The project aligns with the selection criteria by enhancing safety, improving system and service performance, and improving reliability as the project will increase operating speeds. The Falls Road Railroad will contribute a 40 percent non-Federal cost share. This project qualifies for the statutory set-aside for projects in Rural Areas.

New York – New York & Atlantic Repowering for Progress (Up to $6,540,000)
New York & Atlantic Railway Company
The proposed project was selected for Final Design and Construction and includes the repowering of one Tier 0 and three uncontrolled legacy engines with Tier 4 power modules for operation on the New York & Atlantic Railway in New York City and Long Island, New York. The project will upgrade auxiliary systems and conduct testing and commissioning. The project aligns with the selection criteria by enhancing safety, improving system and service performance, and improving reliability as the project will strengthen yard and interchange efficiency, support domestic manufacturing, and keep a short line railroad in a state of good repair. The New York & Atlantic Railway Company will contribute a 40 percent non-Federal cost share, which may include funding from the State of New York.

New York – New York, Susquehanna and Western Railway Syracuse Main Installation of CWR, New Ties, and Ballast/Surfacing (Up to $3,168,302)
New York, Susquehanna and Western Railway Corporation
The proposed project was selected for Final Design and Construction and includes track improvement between Cortland and Virgil, New York. The project will install continuous welded rail and ties and renew ballast along approximately 4.5 miles of rail. The project aligns with the selection criteria by enhancing safety, improving system and service performance, and improving reliability as the project will remove slow zones, reduce maintenance costs, and enable 286,000-pound railcar capacity. The New York, Susquehanna and Western Railway Corporation will contribute a 30 percent non-Federal cost share. This project qualifies for the statutory set-aside for projects in Rural Areas.

New York – Ontario Midland Railroad Wayne County Mainline Safety and Reliability Project (Up to $11,200,000)
Ontario Midland Railroad Corporation
The proposed project was selected for Final Design and Construction and includes the rehabilitation of an approximately 10-mile segment of track in Wayne County, New York. The proposed project will replace approximately nine miles of rail, resurface eight at-grade crossings, replace seven turnouts, remove three turnouts, and perform associated ballast placement, tamping, and surfacing. The project aligns with the selection criteria by enhancing safety, improving system and service performance, and improving reliability as the project will reduce the risk of derailment and reduce maintenance costs for a short line railroad. The Ontario Midland Railroad will contribute a 30 percent non-Federal cost share. This project qualifies for the statutory set-aside for projects in Rural Areas.

North Carolina – Aberdeen Carolina & Western Railway Piedmont Class-III 286K, Safety Capacity & Efficiency Upgrades - Phase 2 (Up to $19,979,976)
Aberdeen Carolina & Western Railway Company
The proposed project was selected for Construction and includes the rehabilitation and improvement of rail infrastructure in Montgomery and Stanly counties in North Carolina. The project will install approximately 30 miles of continuous welded rail, rehabilitate bridges, and modernize crossing signals. The project aligns with the selection criteria by enhancing safety, improving system and service performance, and improving reliability as the project will raise track to FRA Class 3 standards, increase maximum train speeds, reduce the risk of derailments, and enable 286,000-pound railcar capacity. The Aberdeen Carolina and Western Railway will contribute a 52 percent non-Federal cost share, which may include funding from the North Carolina Department of Transportation. This project qualifies for the statutory set-aside for projects in Rural Areas.

North Carolina – Greensboro Police Department Shortcut to Tragedy IV (Up to $100,000)
City of Greensboro
The proposed project was selected for trespass enforcement activities along a 3-mile passenger and freight rail corridor in Greensboro, North Carolina. The project will support law enforcement wages to conduct directed patrols at areas with recorded trespassing incidents. The project aligns with the selection criteria by enhancing safety as the project will continue to curtail trespassing

through targeted railroad trespass education and enforcement. The City of Greensboro will contribute a 20 percent non-Federal cost share, which may include funding from the State of North Carolina.

North Dakota – Bottineau Rail Safety and Modernization Development Project (Up to $690,825)
County of Bottineau
The proposed project was selected for Project Development and Final Design and includes activities to advance the development of a new rail-served grain facility outside the City of Bottineau, North Dakota. The project aligns with the selection criteria by enhancing safety and improving system and service performance as the project will move railroad operations away from a school zone, improve grain handling capacity, and support the domestic energy supply chain. Bottineau County will contribute a 50 percent non-Federal cost share, which may include funding from the Border Ag & Energy company. This project qualifies for the statutory set-aside for projects in Rural Areas.

North Dakota – Safety Enhancements and Capacity Upgrades for Reliability and Efficiency, Phase 2 (SECURE2) (Up to $23,646,750)
Red River Valley & Western Railroad Company
The proposed project was selected for Project Development, Final Design, and Construction and includes track improvement in North Dakota. The project will replace approximately 26 miles of rail with continuous welded rail and build a new siding. The project aligns with the selection criteria by enhancing safety, improving system and service performance, and improving reliability as the project will provide additional track capacity, reducing the risk of derailment, congestion, and delays. The Red River Valley & Western Railroad Company will contribute a 25 percent non-Federal cost share. This project qualifies for the statutory set-aside for projects in Rural Areas.

Ohio – Cincinnati Eastern Main Line Renewal for 286K Freight Service (Up to $7,792,839)
Ohio Rail Development Commission
The proposed project was selected for Final Design and Construction and includes the rehabilitation of approximately 69 miles of the Cincinnati Eastern Railroad main line in Hamilton, Clermont, Brown, and Adams counties in Ohio. The project includes installing new ties, replacing switch ties, and other track improvements. The project aligns with the selection criteria by enhancing safety, improving system and service performance, and improving reliability as the project will enable 286,000-pound railcar capacity, eliminate Excepted Track status, restore safe and more reliable freight service, and reduce derailment risk. The Ohio Rail Development Commission will contribute a 25 percent non-Federal cost share, which may include funding from the Cincinnati Eastern Railroad. This project qualifies for the statutory set-aside for projects in Rural Areas.

Ohio – Northwest Ohio Short Line Infrastructure Improvements for Continued 286K Rail Service (Up to $5,600,000)
Ohio Rail Development Commission
The proposed project was selected for Construction and includes the rehabilitation and improvement of the Indiana Northeastern Railroad mainline in Williams County, Ohio. The project will rehabilitate approximately 9 miles of track, extend sidings, replace rail, install ties, resurface track, install ballast, upgrade turnouts, and conduct other track improvements. The project aligns with the selection criteria by enhancing safety, improving system and service performance, and improving reliability as the project will enable 286,000-pound railcar capacity and reduce risk of derailment. The Ohio Rail Development Commission will contribute a 30 percent non-Federal cost share, which may include funding from the Indiana Northeastern Railroad. This project qualifies for the statutory set-aside for projects in Rural Areas.

Ohio – West Central Ohio Double Stack Clearance Project (Up to $23,240,000)
Ohio Rail Development Commission
The proposed project was selected for Final Design and Construction and includes improvements to provide double stack clearance and upgrade rail infrastructure in Allen, Auglaize, Shelby, Logan, Champaign, Clark, Madison, and Fayette counties in Ohio. The project will install continuous welded rail, upgrade highway-rail grade crossing warning devices at ten at-grade crossings, replace 13 radio towers, upgrade siding, and rehabilitate a bridge over the Great Miami River. The project aligns with the selection criteria by enhancing safety, improving system and service performance, and improving reliability as the project will eliminate an existing freight bottleneck and improve operational efficiency. The Ohio Rail Development Commission will contribute a 50 percent non-Federal cost share, which may include funding from the Indiana & Ohio Railway and the West Central Ohio Port Authority. This project qualifies for the statutory set-aside for projects in Rural Areas.

Ohio – Toledo Swing Bridge Modernization to Expand Energy Movements Project (Up to $43,550,000)
Wheeling & Lake Erie Railway
The proposed project was selected for Final Design and Construction and includes the rehabilitation and modernization of the Toledo Swing Bridge over the Maumee River in Toledo, Ohio. The project will rehabilitate eight of the 11 bridge spans and replace timber fender systems on the bridge. The project aligns with the selection criteria by enhancing safety, improving system and service performance, and improving reliability as the project will modernize the bridge and enable 286,000-pound railcar capacity. The Wheeling & Lake Erie Railway will contribute a 33 percent non-Federal cost share, which may include funding from the Ohio Rail Development Corporation.

Oklahoma – Farmrail 286K Upgrade Supporting Aerospace & Industrial Freight Growth (Up to $22,480,000)
Farmrail Corporation
The proposed project was selected for Final Design and Construction and includes the rehabilitation and improvement of approximately 20 miles of rail infrastructure between Dill City and Clinton, Oklahoma. The project includes rail and crosstie replacement, corridor-wide

ballast placement and track surfacing, yard and spur rehabilitation, and improvements to six at-grade crossings. The project aligns with the selection criteria by enhancing safety, improving system and service performance, and improving reliability as the project will restore the line to a state of good repair, enable 286,000-pound railcar capacity, and raise the mainline from FRA Class 1 to FRA Class 2 track standards. The Farmrail Corporation will contribute a 20 percent non-Federal cost share, which may include funding from the Oklahoma Space Industry Development Authority. This project qualifies for the statutory set-aside for projects in Rural Areas.

Oklahoma – Land Rush Rail: The Blackwell - Wellington Track Restoration Project (Up to $5,338,000)

Land Rush Rail Corporation

The proposed project was selected for Final Design and Construction and includes the rehabilitation of approximately 37 miles of track between Blackwell, Oklahoma and Wellington, Kansas. The project will replace mainline ties, place ballast, surface track, install new curve rail relay, and upgrade signals at five at-grade crossings. The project aligns with the selection criteria by enhancing safety, improving system and service performance, and improving reliability as the project will enable 286,000-pound railcar capacity, reduce derailment risk, and reduce slow orders. The Land Rush Rail Corporation will contribute a 27 percent non-Federal cost share, which may include funding from the Blackwell Industrial Authority, the Kansas Department of Transportation, and the State of Oklahoma. This project qualifies for the statutory set-aside for projects in Rural Areas.

Oregon – Coos Bay Rail Line (CBRL) Upgrades Project (Up to $204,771,601)

Oregon International Port of Coos Bay

The proposed project was selected for Final Design, Right-of-Way Acquisition, and Construction and includes the rehabilitation and improvement of the Oregon International Port of Coos Bay's Coos Bay Rail Line to support 286,000-pound, double-stack rail cars. The project will repair, modify, or replace track, ties, bridges, and tunnels, install new sidings and turn-arounds, and establish Centralized Traffic Control as a component of the Pacific Coast Intermodal Port Project. The project aligns with the selection criteria by improving system and service performance and improving reliability as the project will upgrade track to support a new ship-to-rail connection. The Oregon International Port of Coos Bay will contribute a 77 percent non-Federal cost share. This project qualifies for the statutory set-aside for projects in Rural Areas.

Pennsylvania – Upgrading Critical Infrastructure in Western Pennsylvania (Up to $13,621,400)

Buffalo & Pittsburgh Railroad, Inc.

The proposed project was selected for Project Development, Final Design, and Construction and includes the improvement of two bridges and one tunnel on the Buffalo and Pittsburgh Railroad Main Line in Western Pennsylvania. The project will also install real-time bridge health monitoring at six locations along the line. The project aligns with the selection criteria by enhancing safety, improving system and service performance, and improving reliability as the project will reduce emergency repairs and restore the structures to a state of good repair, eliminating the risk of closure and avoiding costly detours. The Buffalo and Pittsburgh Railroad

will contribute a 38 percent non-Federal cost share, which may include funding from Rail Technology Solutions. This project qualifies for the statutory set-aside for projects in Rural Areas.

Pennsylvania – Berks County Short Line Revitalization: Safety, Capacity, and State of Good Repair on the Eastern Berks Gateway (Up to $10,108,230)
Eastern Berks Gateway Railroad Company
The proposed project was selected for Project Development, Final Design, and Construction and includes the rehabilitation of approximately five miles of track in Berks and Montgomery counties in Pennsylvania. The project aligns with the selection criteria by enhancing safety, improving system and service performance, and improving reliability as the project will restore the line to a state of good repair, enable 286,000-pound railcar capacity, and increase operating capacity. The Eastern Berks Gateway Railroad Company will contribute a 27 percent non-Federal cost share, which may include funding from the Colebrookdale Railroad Preservation Trust.

Pennsylvania – State of Good Repair, Terminal Enhancement, Efficiency, and Logistics Project (STEEL) (Up to $15,894,420)
Lehigh Valley Rail Management, LLC
The proposed project was selected for Project Development, Final Design, and Construction and includes the rehabilitation and improvement of the Lehigh Valley rail corridor in Bethlehem, Pennsylvania. Upgrades include the rehabilitation of track, yards, terminal infrastructure, bridges, pavement, security and access systems, and lighting. The project will also replace three locomotives with three Tier 2 locomotives and procure an additional locomotive. The project aligns with the selection criteria by enhancing safety, improving system and service performance, and improving reliability as the project will restore core assets to a state of good repair, enable 286,000-pound capacity, harden terminal security, expand capacity, modernize motive power, and remove current bottlenecks. The Lehigh Valley Rail Management LLC will contribute a 30 percent non-Federal cost share.

Pennsylvania – The Everett Railroad American Supply Chain Resilience and 286K Capacity Project (Up to $2,663,750)
The Everett Railroad Company
The proposed project was selected for Construction and includes track rehabilitation and equipment acquisition in Blair County, Pennsylvania. The project will install ties and switch timbers, surface and tamp the track, and acquire a hi-rail maintenance-of-way and inspection vehicle. The project aligns with the selection criteria by enhancing safety, improving system and service performance, and improving reliability as the project will enable 286,000-pound railcar capacity, reduce the risk of derailment, and restore the track to FRA Class 2 standards. The Everett Railroad Company will contribute a 20 percent non-Federal cost share.

Rhode Island – Amtrak NEC Fencing Project – Rhode Island and Maryland (Up to $27,200,000)
National Railroad Passenger Corporation (Amtrak)
The proposed project was selected for Construction and includes the installation of approximately 50,000 linear feet of high-security steel fencing across two segments of the Northeast Corridor in Maryland and Rhode Island. The project aligns with the selection criteria by enhancing safety, improving system and service performance, and improving reliability as the project will reduce the frequency of trespassing-related injuries, fatalities, and service disruptions along the Northeast Corridor. Amtrak will contribute a 20 percent non-Federal cost share.

South Dakota – Ellis and Eastern Comprehensive Rail Upgrade and Capacity Improvement Project (Up to $26,025,000)
Ellis & Eastern Company
The proposed project was selected for Final Design and Construction and includes track rehabilitation and improvement in southeastern South Dakota and southwestern Minnesota. The project will construct new siding capacity, replace rail, replace ties, procure and install track materials, add ballast, surface the corridor, and complete related crossing surface and turnout work. The project aligns with the selection criteria by enhancing safety, improving system and service performance, and improving reliability as the project will improve approximately 44 miles of track to FRA Class 2 track standards and reduce bottlenecks and transit time. The Ellis & Eastern Company will contribute a 25 percent non-Federal cost share. This project qualifies for the statutory set-aside for projects in Rural Areas.

Tennessee – Southeastern Short Line Freight Rail Track Improvement Project (Up to $43,604,887)
Raleigh & Fayetteville Railroad, LLC
The proposed project was selected for Project Development, Final Design, and Construction and includes track rehabilitation on eight R. J. Corman-owned short line railroads in Alabama, North Carolina, South Carolina, Tennessee, and West Virginia. The project will replace rail and ties, add ballast, surface the track, and replace switches. The project aligns with the selection criteria by enhancing safety, improving system and service performance, and improving reliability as the project will restore the tracks to a state of good repair, resulting in the elimination of Excepted Track across all segments and in improved speeds. The Raleigh & Fayetteville Railroad will contribute a 30 percent non-Federal cost share, which may include funding from the R.J. Corman Railroad Group, the Nashville & Eastern Railroad Authority, the Montgomery County Rail Service Authority, and Horry County, South Carolina.

Tennessee – Comprehensive Overhaul for Higher Operation Reliability in Transportation and Safety 2 (COHORTS 2) (Up to $16,843,740)
Tennessee Southern Railroad Company, LLC
The proposed project was selected for Project Development, Final Design, and Construction and includes the replacement of rail, ties, and ballast on five Patriot Rail-owned short lines in Arkansas, Oklahoma, Tennessee, Alabama, Georgia, and Mississippi. The project will also replace deck ties on bridge structures and resurface nine at-grade crossings. The project aligns with the selection criteria by enhancing safety, improving system and service performance, and

improving reliability as the project will reduce risk of derailment, improve timely service to customers, and increase train speeds. The Tennessee Southern Railroad will contribute a 40 percent non-Federal cost share. This project qualifies for the statutory set-aside for projects in Rural Areas.

Tennessee – Walking Horse Operational Enhancement Project (Up to $2,800,000)
Walking Horse Railroad
The proposed project was selected for Final Design and Construction and includes the rehabilitation and improvement of approximately 2.5 miles of track in Wartrace and Shelbyville, Tennessee. The project includes replacement of rail, ties, and ballast, rehabilitation of switches, resurfacing of four at-grade crossings, and construction of a new siding. The project aligns with the selection criteria by enhancing safety, improving system and service performance, and improving reliability as the project will reduce risk of derailment, enable 286,000-pound railcar capacity, reduce railcar utilization costs, and upgrade track condition to FRA Class 1 track standards. The Walking Horse Railroad will contribute a 20 percent non-Federal cost share, which may include funding from the Tennessee Department of Transportation. This project qualifies for the statutory set-aside for projects in Rural Areas.

Tennessee – West Tennessee Rail Modernization Project - Final Phase (Up to $20,300,000)
The West Tennessee Railroad, LLC
The proposed project was selected for Final Design and Construction and includes track rehabilitation and improvement in West Tennessee. The project will replace rail, install new ties, rehabilitate 25 at-grade crossings, replace turnouts, and extend an interchange siding. The project aligns with the selection criteria by enhancing safety, improving system and service performance, and improving reliability as the project will eliminate slow orders, maintain the line at FRA Class 2 track standards, enable 286,000-pound railcar capacity, and reduce derailment risk. The West Tennessee Railroad will contribute a 30 percent non-Federal cost share, which may include funding from the Tennessee Department of Transportation.

Texas – Border Pacific Railroad Company Infrastructure Project to Support Prosperity in Starr and Hidalgo Counties, TX (Up to $6,381,000)
Border Pacific Railroad Company
The proposed project was selected for Project Development, Final Design, and Construction and includes the rehabilitation of approximately six miles of track and approximately 27 curves between Rio Grande City and Mission, Texas. The project will replace deteriorated rail and track components and add ballast. The project aligns with the selection criteria by enhancing safety, improving system and service performance, and improving reliability as the project will upgrade rehabilitated segments to FRA Class 1 track standards and enable 286,000-pound railcar capacity, resulting in increased freight capacity. The Border Pacific Railroad Company will contribute a 40 percent non-Federal cost share. This project qualifies for the statutory set-aside for projects in Rural Areas.

Texas – McKinney Downtown Freight Rail Siding Relocation Planning Project (Up to $875,000)
City of McKinney
The proposed project was selected for Project Planning and will support activities to evaluate the relocation and modernization of existing freight siding and switching operations for the Dallas, Garland & Northeastern Railroad in McKinney, Texas. The project aligns with the selection criteria by improving system and service performance and improving reliability as the project will assess alternatives for developing a new rail-served industrial facility within the Dallas, Garland & Northeastern Railroad corridor, including expanding industrial siding concepts and relocating the switching from the historic district to the industrial location. The City of McKinney will contribute a 30 percent non-Federal cost share.

Texas – Safety Performance and Upgrades for Rail (SPUR) (Up to $8,292,440)
Hondo Railway, LLC
The proposed project was selected for Project Development, Final Design, and Construction and includes the improvement and modernization of rail infrastructure in Hondo, Texas. The project will construct new industrial lead and connection tracks, extend a siding, install new turnouts and power-operated switches, and reconfigure track infrastructure. The project aligns with the selection criteria by enhancing safety, improving system and service performance, and improving reliability as the project will create bi-directional rail access and increase siding capacity, reducing blocked crossings. Hondo Railway will contribute a 30 percent non-Federal cost share, which may include funding from the Hondo Economic Development Corporation. This project qualifies for the statutory set-aside for projects in Rural Areas.

Texas – Improving Railroad Operations & Networks for Higher Operational Reliability, Safety, and Efficiency Project (Up to $11,690,000)
Rio Valley Switching Company
The proposed project was selected for Final Design and Construction and includes track rehabilitation and capacity improvement across five Ironhorse-owned short line railroads in Arizona, New Mexico, and Texas. The project will replace rail and ties, install ballast, resurface track, rehabilitate turnouts, resurface four at-grade crossings, and add two new sidings. The project aligns with the selection criteria by enhancing safety, improving system and service performance, and improving reliability as the project will restore the track to a state of good repair, enable 286,000-pound railcar capacity, and allow the railroads to meet growing demand. The Rio Valley Switching Company will contribute a 30 percent non-Federal cost share, which may include funding from Ironhorse Resources, Inc.

Texas – East Texas Revival Project - Phase 3 (Up to $8,538,972)
Texas & Eastern Railroad, LLC
The proposed project was selected for Final Design and Construction and includes the construction of four new rail tracks adjacent to the Texas & Eastern Railroad Palestine Depot, in Palestine, Texas. The project will install two sidings, one dedicated transload siding, and one new storage spur parallel to the east leg of the existing wye to eliminate a critical two-hour locomotive runaround operation. The project aligns with the selection criteria by improving system and service performance as the project will unlock new dedicated transload capacity and

free the existing wye for expanded freight operations by providing alternative car storage. The Texas & Eastern Railroad will contribute a 20 percent non-Federal cost share, which may include funding from the Texas State Rail Authority. This project qualifies for the statutory set-aside for projects in Rural Areas.

Texas – Texas City Gateway 200: Access and Rail Project (Up to $30,239,200)
Texas City Terminal Railway Company
The proposed project was selected for Construction and includes the improvement of operations at the Port of Texas City in Texas City, Texas. The project will realign the Port's vehicle entrance gate and rehabilitate and expand the yard. The project aligns with the selection criteria by enhancing safety, improving system and service performance, and improving reliability as the project will address a safety conflict between trains and vehicles entering a petroleum facility and enable the Port to meet existing and projected demand for exporting multiple types of petrochemicals. The Texas City Terminal Railway Company will contribute a 20 percent non-Federal cost share.

Texas – Texas Shortline Locomotive Emissions Reduction Project (Up to $4,711,571)
Texas Gonzales Northern Rail
The proposed project was selected for Construction and includes the modernization of locomotives across the TNW Corporation short line system in Texas. The project will retire four locomotives and replace them with five remanufactured locomotives and rebuild two locomotives into slug-mothers. The project aligns with the selection criteria by improving system and service performance as the project will reduce emissions, maintenance costs, and fuel consumption. The Texas Gonzales Northern Rail will contribute a 50 percent non-Federal cost share, which may include funding from the TNW Corporation. This project qualifies for the statutory set-aside for projects in Rural Areas.

Texas – Texas Pacifico Corridor Modernization Project (Up to $35,238,347)
Texas Pacifico Transportation, LTD
The proposed project was selected for Project Development, Final Design, and Construction and includes the rehabilitation and improvement of rail infrastructure in Alpine and Presidio, Texas. The project will install rail, replace ties, restore ballast, rehabilitate twelve at-grade crossings, stabilize yard operations, and construct two new sidings. The project aligns with the selection criteria by enhancing safety, improving system and service performance, and improving reliability as the project will upgrade multiple corridor segments to FRA Class 2 or Class 3 track standards, supporting the reopening and long-term use of the Presidio-Ojinaga international rail gateway. Texas Pacifico will contribute a 40 percent non-Federal cost share. This project qualifies for the statutory set-aside for projects in Rural Areas.

Utah – Rail Transportation Reliability through Unified Sensing and Twins (Rail TRUST): National Rail Infrastructure Monitoring and Decision-Support Initiative (Up to $4,000,444)
University of Utah
The proposed project was selected for research and workforce development activities and includes the establishment of a next-generation digital twin platform that continuously estimates the track condition and stability of rail infrastructure in Salt Lake City, Utah; Urbana, Illinois;

Columbia, South Carolina; Altoona, Pennsylvania; and Baltimore, Maryland. The project will develop, field-validate, and deploy technologies to detect track quality deterioration, perform physics-informed track stability assessment and track maintenance management, employ artificial intelligence-enabled risk analysis and maintenance decision-support tools for maintenance effectiveness, and develop a national track-stability demonstration and validation framework for technology deployment. The project aligns with the selection criteria by enhancing safety as the project will reduce the risk of track-caused derailments, buckling events, and service disruptions. The University of Utah will contribute a 20 percent non-Federal cost share.

Vermont – Hoosick-Bennington-Rutland CWR Upgrade Project (Up to $60,374,627)
Vermont Agency of Transportation
The proposed project was selected for the Final Design and Construction and includes the rehabilitation of approximately 60 miles of the Vermont Railway in Vermont. The project will replace rail, realign track, and upgrade ties, ballast, turnouts, and 22 at-grade crossings. The project aligns with the selection criteria by enhancing safety, improving system and service performance, and improving reliability as the project will enable 286,000-pound railcar capacity, provide better system redundancy for overall freight transportation in the region, and reduce the occurrence of defects or failures. The Vermont Agency of Transportation will contribute a 20 percent non-Federal cost share. This project qualifies for the statutory set-aside for projects in Rural Areas.

Virginia – NexGenPOST2 Phase II: Verified Onboard Bearing and Wheel Condition Monitoring with Cybersecurity and Workforce Development (Up to $11,156,724)
Brotherhood of Railroad Signalmen
The proposed project was selected for workforce development and research activities and includes safety verification and testing in Front Royal, Virginia; Edinburg and Austin, Texas; St. Louis, Missouri; and Pueblo, Colorado. The project aligns with the selection criteria by enhancing safety as the project will verify onboard monitoring systems and increase the number of personnel that are trained in the use of advanced detection systems. The Brotherhood of Railroad Signalmen will contribute a 20 percent non-Federal cost share, which may include funding from the University of Texas Rio Grande Valley, the Hum Industrial, and the ENSCO testing facility.

Virginia – Shenandoah Valley Rail Improvement Project (Up to $3,600,000)
Shenandoah Valley Railroad, LLC
The proposed project was selected for Final Design and Construction and includes the rehabilitation of approximately 20 miles of track in Augusta and Rockingham counties in Virginia. The project would replace ties, lay ballast, conduct surfacing, rebuild switches, and resurface five at-grade crossings. The project aligns with the selection criteria by enhancing safety, improving system and service performance, and improving reliability as the project will maintain the track at FRA Class 2 track standards to allow the maintenance of operational efficiencies. The Shenandoah Valley Railroad will contribute a 20 percent non-Federal cost share. This project qualifies for the statutory set-aside for projects in Rural Areas.

Virginia – Establishing the National Defense Rail Resilience Center (NDRRC) to Enhance Safety and Resiliency Along the STRACNET (Up to $7,509,783)
Virginia Polytechnic Institute and State University
The proposed project was selected for Construction and research and workforce activities to establish a national rail resilience research center. The project will construct two research facilities, conduct research to develop a monitoring tool for track health maintenance, and implement a workforce development program to improve military and civilian railroad engineering capabilities. The project aligns with the selection criteria by enhancing rail safety as the project will promote preventive maintenance practices, increasing STRACNET resilience. The Virginia Polytechnic Institute and State University will contribute a 21 percent non-Federal cost share, which may include funding from the Virginia Military Institute, and Industry Partners, NantIoT, AP Sensing, and Itasca.

Washington – Columbia Rail Continuous Welded Rail, Tie, and Ballast Upgrade for 286K Freight Operations (Up to $13,360,000)
CWW, LLC
The proposed project was selected for Final Design and Construction and includes the rehabilitation of approximately 16 miles of track in Walla Walla County, Washington and Umatilla County, Oregon. The project will install continuous welded rail, replace cross ties, upgrade turnouts, rehabilitate nine public at-grade crossings, and resurface and reballast track. The project aligns with the selection criteria by enhancing safety, improving system and service performance, and improving reliability as the project will restore the track to a state of good repair, raise operating speeds, reduce risk of derailments, and enable 286,000-pound railcar capacity. CWW LLC will contribute a 20 percent non-Federal cost share. This project qualifies for the statutory set-aside for projects in Rural Areas.

Washington – Washington State Rural Rail Rehabilitation Phase IV: Protecting Multigenerational Farming (Up to $22,500,000)
Washington State Department of Transportation
The proposed project was selected for Final Design and Construction and includes the rehabilitation of approximately 19 miles of track from Wilbur to Hanson, Washington. The project will replace rail, ties, ballast, and turnouts, resurface track, and upgrade at-grade crossings. The project aligns with the selection criteria by enhancing safety, improving system and service performance, and improving reliability as the project will upgrade the rail corridor to FRA Class 2 track standards, enable 286,000-pound railcar capacity, and restore the system to a state of good repair. The Washington State Department of Transportation will contribute a 50 percent non-Federal cost share, which may include funding from HighLine Grain Growers, Northwest Grain Growers, the Pacific Northwest Farmers Cooperative, the Valley Wide Cooperative, the Washington Eastern Railroad, Peha Farms, the Spokane International Airport, the McGregor Company, and other private contributions. This project qualifies for the statutory set-aside for projects in Rural Areas.

West Virginia – The Mountain State Rail Resiliency Project (Up to $25,665,640)
Appalachian & Ohio Railroad, Inc.
The proposed project was selected for Project Development, Final Design, and Construction and includes the rehabilitation of rail infrastructure and the installation of detection technology along the Appalachian & Ohio rail corridor in West Virginia. The project will rehabilitate 20 bridges, replace rail, and install wayside detectors. The project aligns with the selection criteria by enhancing safety, improving system and service performance, and improving reliability as the project will address critical state of good repair needs and use technology to identify equipment defects proactively. The Appalachian & Ohio Railroad, Inc. will contribute a 30 percent non-Federal cost share. This project qualifies for the statutory set-aside for projects in Rural Areas.

West Virginia – West Virginia South Branch Valley Railroad Track Replacement Project (Up to $9,058,240)
West Virginia Department of Transportation
The proposed project was selected for Final Design and Construction and includes the replacement of approximately 10 miles of track with continuously welded rail in Petersburg, Romney, Moorefield, and Green Spring, West Virginia. The project aligns with the selection criteria by enhancing safety, improving system and service performance, and improving reliability as the project will restore rail infrastructure to a state of good repair, reducing maintenance costs and operational delays. The West Virginia Department of Transportation will contribute a 20 percent non-Federal cost share, which may include funding from OmniTRAX. This project qualifies for the statutory set-aside for projects in Rural Areas.

Wisconsin – The Fox River / Luxemburg Swing Bridge and Sustainability Project (Up to $34,074,785)
Fox Valley & Lake Superior Rail System
The proposed project was selected for Project Development, Final Design, and Construction and includes the rehabilitation and modernization of the swing bridge over the Fox River in Green Bay, Wisconsin. The project will upgrade the mechanical, electrical, and structural components of the bridge. The project aligns with the selection criteria by enhancing safety, improving system and service performance, and improving reliability as the project will eliminate frequent service interruptions to freight and maritime commerce and enable 286,000-pound railcar capacity. The Fox Valley & Lake Superior Rail System will contribute a 20 percent non-Federal cost share, which may include funding from the Wisconsin Department of Transportation.

Wisconsin – Hiawatha West: Passenger, Freight, and Safety Improvements (Up to $218,223,224)
Wisconsin Department of Transportation
The proposed project was selected for Final Design, Right-of-Way Acquisition, and Construction and includes the extension of existing Chicago–Milwaukee Hiawatha passenger rail service to Waukesha, Jefferson, and Dane counties in Wisconsin. The project will rehabilitate and expand the capacity of track, bridges, and crossings, and construct new intercity passenger rail stations. The project aligns with the selection criteria by enhancing safety, improving system and service performance, and improving reliability as the project will reduce existing Amtrak and CPKC bottlenecks, reduce derailments, and extend intercity passenger rail service. The Wisconsin

Department of Transportation will contribute a 20 percent non-Federal cost share, which may include funding from the City of Watertown and City of Madison. This project qualifies for the statutory set-aside for projects in Rural Areas.

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