U.S. Department of Transportation
Federal Railroad Administration

FY 2025-2026 Railroad Crossing Elimination/Crossing Safety Program: Project Selections

Program Purpose: The Crossing Safety Program intends to fund highway-rail or pathway-rail grade crossing improvement projects, including but not limited to elimination projects, that improve safety and mobility of people and goods. Such projects will improve American rail infrastructure to enhance rail safety, improve the health and safety of communities, eliminate highway-rail and pathway-rail grade crossings that are frequently blocked by trains, or reduce the impacts that freight movement and railroad operations may have on underserved communities.

Funding Available: $1,146,528,000	**Amount Awarded**: $1,241,951,985
Applications Received: 264	**Applications Selected:** 91
Amount Requested: $4,908,506,560	**States Directly Benefitting from Project Selections**: 37
Rural or Tribal Set-Aside Minimum: $229,305,600	**Rural or Tribal Set-Aside Selected:** $339,132,944
Counties with 20 or Fewer Residents per Square Mile Set-Aside Minimum: $11,465,280	**Counties with 20 or Fewer Residents per Square Mile Set-Aside Selected:** $11,003,304
Planning Set-Aside Minimum: $36,000,000	**Planning Set-Aside Selected:** $39,807,612
Rural Planning Set-Aside Minimum: $9,000,000	**Rural Planning Set-Aside Selected:** $9,584,000

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.

Arkansas – Marion Overpass (Up to $25,745,752)
City of Marion
The proposed project was selected for Construction and includes activities to close one existing-at grade crossing and build a new road overpass spanning the BNSF rail line in Marion, Arkansas. The project aligns with the selection criteria by improving safety and mobility of goods and eliminating highway-rail crossings that are frequently blocked by trains as the project will reduce risk of accident and allow better community connectivity for emergency responders, schools, and commercial goods. The City of Marion will contribute a 20 percent non-Federal cost share, which may include funding from BNSF.

Arizona – I-10/Tangerine Road Interchange Grade Separation with UPRR (Up to $6,400,000)
Town of Marana
The proposed project was selected for Project Development and includes activities to support a future grade separation on Tangerine Road and I-10 in the Town of Marana, Arizona. The proposed project will advance development and design concepts including NEPA and preliminary design. The project aligns with the selection criteria by improving safety and mobility of people and goods as the project will eliminate a high-volume at-grade crossing along a major Union Pacific Railroad corridor. The Town of Marana will contribute a 20 percent non-Federal cost share. This project qualifies for the statutory set-aside for projects in Rural Areas.

Arizona – City of Phoenix Rail Crossing Safety Planning Study (Up to $1,200,000)
City of Phoenix
The proposed project was selected for Project Planning to support a future study across 31 at-grade crossings along the Grand Avenue freight corridor in Phoenix, Arizona. The project will deliver a detailed alternatives analysis of five priority crossings, as well as a wider survey of all 31 crossings for safety improvements up to and including grade separations. The project aligns with the selection criteria by improving the safety and mobility of people and goods, enhancing rail safety, and improving the nation's freight system by reducing its impact on underserved communities as the project will create a coordinated action plan for the entire 31-crossing corridor. The City of Phoenix will contribute a 20 percent non-Federal cost share, which may include funding from BNSF. This project qualifies for the statutory set-aside for Planning projects.

Arizona – Fortuna Road (Avenue 11E) Railroad Crossing Elimination Project (Up to $2,000,000)
County of Yuma
The proposed project was selected for Project Development and Final Design and includes activities to support project as developed in the ongoing planning phase of the project to improve the existing Fortuna Road at-grade crossing in Yuma County, Arizona. The project aligns with the selection criteria by enhancing rail safety as the project will complete activities needed to advance the project to a construction-ready stage. Yuma County will contribute a 20 percent non-Federal cost share. This project qualifies for the statutory set-aside for projects in Rural Areas.

California – Burlingame Broadway Grade Separation Project (Up to $90,425,000)
Peninsula Corridor Joint Powers Board
The proposed project was selected for Construction and includes activities to eliminate one grade crossing by constructing an elevated rail structure and lowered roadway in Burlingame, California. The project aligns with the selection criteria by enhancing rail safety and improving the safety and mobility of people and goods as the project will eliminate one of the most hazardous at-grade crossings in California and reduce crossing-related traffic delays. The Peninsula Corridor Joint Powers Board will contribute an 80 percent non-Federal cost share, which may include funds from the City of Burlingame, the California State Transportation Agency, the California Public Utilities Commission, and the California Department of Transportation.

California – Cutting/Carlson At-Grade Crossing Elimination Study (Up to $3,360,000)
City of Richmond
The proposed project was selected for Project Planning and includes activities to support the future grade separation at the Cutting Boulevard at-grade rail crossing on the Union Pacific Railroad corridor. The project aligns with the selection criteria as it will improve the safety and mobility of people and goods, enhance rail safety, and reduce the impact that freight movement and railroad operations may have on underserved communities. The City of Richmond will contribute a 20 percent non-Federal cost share. This project qualifies for the statutory set-aside for Planning projects.

California – Spruce Street Crossing Closure and Grade Separation Project (Up to $2,800,000)
City of Riverside
The proposed project was selected for Project Planning and Project Development and includes activities to support the future grade separation of an at-grade crossing in Riverside, California, over or under the BNSF corridor. The project aligns with the selection criteria by improving the safety and mobility of people and goods as the project will identify a preferred alternative that will improve the safety and reliability of passenger, commuter, and freight rail operations as well as reduce delays experienced at the existing at-grade crossing. The City of Riverside will contribute a 20 percent non-Federal cost share, which may include funding from BNSF. This project qualifies for the statutory set-aside for Planning projects.

California – San Diego Regionwide At-Grade Crossing Elimination Study (SD RACES) (Up to $2,730,000)
San Diego Association of Governments (SANDAG)
The proposed project was selected for Project Planning and includes activities to support the prioritization of grade crossing safety along the regional rail network in San Diego, California. The project will plan for the improvement, separation, or elimination of 39 grade crossings that have been identified based on crossings with substantial vehicle exposure, high train volumes, and documented accident history. The project aligns with the selection criteria by improving the safety and mobility of people and goods and enhancing rail safety. The San Diego Association of Governments will contribute a 20 percent non-Federal cost share. This project qualifies for the statutory set-aside for Planning projects.

California – Mary Avenue Grade Separation Project (Up to $15,500,000)
City of Sunnyvale
The proposed project was selected for Final Design and includes activities to support development of a future grade separation on the Caltrain corridor in Sunnyvale, California. The project aligns with the selection criteria by enhancing rail safety and improving mobility as the project supports a future grade separation on the Caltrain corridor, reducing crossing-related traffic delays and supporting continued Caltrain service. The City of Sunnyvale will contribute a 21 percent non-Federal cost share.

California – Sunset Avenue Grade Separation Feasibility Study (Up to $2,016,000)
City of Suisun City
The proposed project was selected for Project Planning and includes activities to support the development of an alternatives analysis and early conceptual engineering to separate vehicular, bicycle, and pedestrian traffic from the Union Pacific Railroad corridor at the Sunset Avenue at-grade crossing in Suisun City, California. The crossing serves a heavily traveled multimodal corridor and experiences conflicts between roadway users and passenger and freight rail operations. The project aligns with the selection criteria by improving the safety and mobility of people and goods and enhancing rail safety as a future grade separation at this location will reduce the potential for vehicle-train collisions and trespassing incidents, improve emergency response reliability, and enhance mobility and connectivity for the surrounding communities. The City of Suisun will contribute a 20 percent non-Federal cost share, which may include funding from the City of Fairfield. This project qualifies for the statutory set-aside for Planning projects.

Colorado – Larimer County Railway Corridor Crossing Safety Study (Up to $7,623,668)
City of Fort Collins
The proposed project was selected for Project Planning and Project Development and includes activities to support the evaluation of approximately 54 at-grade crossings in Larimer County, Colorado, along the BNSF Front Range Subdivision. The project will also complete preliminary engineering and environmental review for safety improvements, including three grade separations, for the evaluated at-grade crossings within the corridor. The project aligns with the selection criteria by improving the safety and mobility of people and goods, enhancing rail safety, and improving the health and safety of communities through the elimination of grade crossings frequently blocked by trains. The City of Fort Collins will contribute a 20 percent non-Federal cost share, which may include funding from BNSF, the Town of Berthoud, the City of Loveland, and Larimer County. This project qualifies for the statutory set-aside for Planning projects.

Colorado – Safety, Operations, And Reliability (SOAR) Rail Crossing Elimination Project (Up to $6,400,000)
City of Longmont
The proposed project was selected for Project Planning and Project Development and includes activities to support the future grade separation of two highway-rail at-grade crossings in Longmont, Colorado. The project aligns with the selection criteria by improving the safety and mobility of people and goods as the project will reduce rail-related incidents, emergency response delays, and community connectivity impacts. The City of Longmont will contribute a

20 percent non-Federal cost share, which may include funding from BNSF and the Colorado Department of Transportation. This project qualifies for the statutory set-aside for Planning projects.

Colorado – Loveland Great Western Railroad Crossing Safety Study (Up to $800,000)
City of Loveland
The proposed project was selected for Project Planning and includes activities to support future safety improvements at two at-grade rail crossings along the Great Western Railway. The project aligns with the selection criteria by improving the safety and mobility of people and goods and enhancing rail safety as the project will study ways to reduce vehicles queuing on the tracks and provide safe, designated places for non-motorized traffic to cross the tracks. The City of Loveland will contribute a 20 percent non-Federal cost share. This project qualifies for the statutory set-aside for Planning projects and the statutory set-aside for projects in Rural Areas.

Connecticut – Hartford Line Sealed Corridor Project (Up to $6,160,000)
Connecticut Department of Transportation
The proposed project was selected for Project Development and Final Design and includes activities to support the improvement and future closure of approximately 35 at-grade highway-rail crossings along the Hartford Line between New Haven and Enfield, Connecticut. The goal of the project is to establish the Hartford Line as an FRA-recognized Sealed Corridor by implementing modernized safety and security enhancements at all crossings, or by closing certain crossings. The project aligns with the selection criteria by improving the safety and mobility of people and goods, enhancing rail safety, and improving the health and safety of communities. The Connecticut Department of Transportation will contribute a 20 percent non-Federal cost share.

Florida – Downtown Stuart Rail Corridor Safety and Mobility Project (Up to $1,866,400)
City of Stuart
The proposed project was selected for Project Planning and Project Development to support future safety improvements at two highway-rail at-grade crossings in downtown Stuart, Florida, along the Florida East Coast (FEC) Railway mainline. The at-grade crossing sites have experienced over 200 vehicle crashes and incidents over the past five years as it is a high-traffic rail corridor running through the downtown. The project aligns with the selection criteria by improving the safety and mobility of people and goods, enhancing rail safety, and improving the health and safety of communities by completing a planning study that will identify priority safety improvements, including the feasibility of a grade separation. The City of Stuart will contribute a 20 percent non-Federal cost share. This project qualifies for the statutory set-aside for Planning projects.

Georgia – Fairburn Downtown Rail Crossing Improvement Project (Up to $4,196,800)
City of Fairburn
The proposed project was selected for Project Planning, Project Development, Final Design, Right-of-Way Acquisition, and Construction and will support the installation of four-quadrant gates and other safety improvements at four grade crossings in Fairburn, Georgia. These crossings are owned by CSX Transportation (CSX) and are located in the downtown area. The

project aligns with the selection criteria by improving the safety and mobility of people and goods, as the project will result in the installation of several safety upgrades to the crossings. The City of Fairburn will contribute a 20 percent non-Federal cost share. This project qualifies for the statutory set-aside for Planning projects.

Georgia – Henry County Railroad Crossing Safety Study (Up to $200,000)
Henry County Government
The proposed project was selected for Project Planning and includes activities to support future safety improvements at highway-rail grade crossings throughout Henry County. The project will assess approximately 17 priority crossings in coordination with Norfolk Southern Railway and the Georgia Department of Transportation. The project aligns with the selection criteria by improving the safety and mobility of people and goods, enhancing rail safety, potentially eliminating highway-rail grade crossings that are frequently blocked by trains, improving emergency response access, and strengthening connections within communities affected by rail infrastructure. The project will result in prioritized crossing improvement recommendations, implementation strategies for advancing projects toward construction, and improved transportation system reliability for residents, businesses, and freight users. The Henry County Government will contribute a 20 percent non-Federal cost share. This project qualifies for the statutory set-aside for Planning projects.

Georgia – Powder Springs Dallas Road Corridor Crossing Closure Project (Up to $35,025,850)
City of Powder Springs
The proposed project was selected for Project Development, Final Design, Right-of-Way Acquisition, and Construction and will support the elimination of three highway-rail at-grade crossings on Norfolk Southern's Atlanta North District in Powder Springs, Georgia. The project will construct a new, signalized alternate access road, reconfigure the current roads, and construct a bridge over the tracks to create a safe, grade-separated corridor. The project aligns with the selection criteria by improving the safety and mobility of people and goods as the project will close crossings at Angham Road, Finch Road, and Huddleston Drive. The City of Powder Springs will contribute a 20 percent non-Federal cost share, which may include funding from the Georgia Department of Transportation, Cobb County, and Norfolk Southern.

Georgia – SR 307 at 855067U and at 635113L: Feasibility Study and Concept Design (Up to $1,500,000)
Georgia Department of Transportation
The proposed project was selected for Project Planning and includes activities to support a comprehensive feasibility study and the development of concept-level design alternatives to improve safety at two at-grade crossings in Chatham County, Georgia. These crossings are owned by CSX Transportation and Norfolk Southern and are located along Georgia State Route 307 (SR 307). The project aligns with the selection criteria by improving the safety and mobility of people and goods as the project will result in the eventual improvement of safety measures or elimination of at-grade crossings. The Georgia Department of Transportation will contribute a 25 percent non-Federal cost share. This project qualifies for the statutory set-aside for Planning projects.

Georgia – Statewide Preemption and Railroad Equipment Upgrades at High-Risk Crossings (Up to $31,791,750)
Georgia Department of Transportation
The proposed project was selected for Construction and includes activities to upgrade the railroad preemption interconnection to traffic signals at approximately 31 high-risk railroad crossings across urban and rural areas in Georgia. The project aligns with the selection criteria by improving the safety and mobility of people and goods, enhancing rail safety, and improving the health and safety of communities as the project will improve efficiency of traffic signal operations, provide the ability to identify potential failures in the preemption system, and reduce the risk of gates lowering on vehicles. The Georgia Department of Transportation will contribute a 25 percent non-Federal cost share.

Georgia – Waycross Grade Crossing Improvements: Feasibility Study and Concept Design (Up to $1,500,000)
Georgia Department of Transportation
The proposed project was selected for Project Planning and includes activities to support the evaluation of an alternative for grade separations and supplemental safety and technological improvements at four crossings in Waycross, Georgia. These crossings are owned by CSX Transportation, and the project will mitigate impacts associated with frequent and extended blockages of these highway-rail grade crossings along the Jesup and Brunswick Subdivisions. The project aligns with the selection criteria by improving the safety and mobility of people and goods and eliminating highway-rail grade crossings that are frequently blocked by trains, as the project will result in the eventual elimination of at-grade crossings. The Georgia Department of Transportation will contribute a 25 percent non-Federal cost share. This project qualifies for the statutory set-aside for Planning projects.

Idaho – Athol, ID Highway 54 Multi-Rail Crossing Grade Separation Study (Up to $640,000)
Idaho Transportation Department
The proposed project was selected for Project Planning and includes activities to support a planning-level study to evaluate grade separation alternatives for two closely spaced at-grade crossings that intersect with BNSF and Union Pacific Railroad. The project aligns with the selection criteria by enhancing rail safety, improving the safety and mobility of people and goods, and eliminating highway-rail grade crossings that are frequently blocked by trains. The Idaho Transportation Department will contribute a 20 percent non-Federal cost share, which may include funding from the City of Athol, Idaho Forest Group, and BNSF. This project qualifies for the statutory set-asides for Planning projects and projects in Rural Areas.

Idaho – Glenns Ferry Railroad Crossing Elimination Feasibility Study: Enhancing Safety, Connectivity, and System Reliability (Up to $200,000)
Local Highway Technical Assistance Council
The proposed project was selected for Project Planning and includes activities to support the study of two at-grade rail crossings for future grade separation or closure on the Union Pacific main line in Glenns Ferry, Idaho. The proposed planning study will evaluate alternatives intended to improve operational reliability, reduce blocked crossing impacts, enhance

multimodal safety, and improve freight mobility. The project aligns with the selection criteria by improving the safety and mobility of people and goods and eliminating highway-rail grade crossings that are frequently blocked by trains. The Local Highway Technical Assistance Council will contribute a 20 percent non-Federal cost share, which may include funding from the City of Glenns Ferry. This project qualifies for the statutory set-asides for Planning projects and projects in Rural Areas, as well as for projects in counties with 20 or fewer residents per square mile.

Idaho – Robinson Road and Greenhurst Road RRX Overpass Project (Up to $42,983,132)
City of Nampa
The proposed project was selected for Final Design, Right-of-Way Acquisition, and Construction and includes activities to eliminate an at-grade crossing through a grade separation in Nampa, Idaho. The project aligns with selection criteria by improving the safety and mobility of people and goods and eliminating a highway-rail grade crossing that is frequently blocked by trains, as the project will eliminate conflicts between rail operations and roadway users at a crossing that frequently experiences blockages. The City of Nampa will contribute a 20 percent non-Federal cost share, which may include funding from the Nampa Highway District. This project qualifies for the statutory set-aside for projects in Rural Areas.

Idaho – Great Northern Rail & Corridor Safety Project (Up to $20,221,660)
City of Sandpoint
The proposed project was selected for Project Development, Final Design, Right-of-Way Acquisition, and Construction and includes activities to close an existing at-grade crossing by rerouting traffic in Sandpoint, Idaho. The project will improve an additional four at-grade crossings through various roadway and grade crossing improvements. The project aligns with the selection criteria by enhancing rail safety and improving the health and safety of communities as the project will close one crossing and complete related roadwork and safety installations, resulting in safer and more reliable emergency response access across the rail corridor. The City of Sandpoint will contribute a 20 percent non-Federal cost share which may include funding from the Sandpoint Urban Renewal Agency. This project qualifies for the statutory set-aside for projects in Rural Areas.

Illinois – Burnham Avenue Grade Separation (Up to $6,350,000)
County of Cook
The proposed project was selected for Final Design and includes activities to advance the elimination of three at-grade crossings through a future grade separation in Burnham, Illinois. The project will elevate Burnham Avenue over three adjacent rail lines that currently intersect Burnham Avenue within a 600-foot distance. The project aligns with the selection criteria by improving the safety and mobility of people and goods and eliminating highway-rail crossings that are frequently blocked by trains as the project will eliminate at-grade conflicts and significantly improve mobility, safety, and operational efficiency for all users. Cook County will contribute a 20 percent non-Federal cost share.

Illinois – Colona Rail Corridor Safety and Mobility Enhancement Project (Up to $1,596,640)
Illinois Department of Transportation
The proposed project was selected for Project Planning and includes activities to support future grade crossing improvements or grade separation of four closely-spaced highway-rail grade crossings along the Colona Rail Corridor, which consists of 0.8 miles of the BNSF Barstow Subdivision and 0.8 miles of the intersecting Iowa Interstate Railroad (IAIS) Blue Island Subdivision. The project aligns with the selection criteria by improving the safety and mobility of people and goods and enhancing rail safety. The Illinois Department of Transportation will contribute a 20 percent non-Federal cost share, which may include funding from BNSF and IAIS. This project qualifies for the statutory set-aside for Planning projects.

Indiana – Project Development and Implementation (Final Design and Construction) for the C.R.O.S.S. (Comprehensive Rail Overpass Safety Solution) Scott Road Project (Up to $27,878,116)
County of Allen
The proposed project was selected for Project Development, Final Design, Right-of-Way Acquisition, and Construction and includes activities to eliminate an at-grade crossing through a future grade separation in Fort Wayne, Indiana. The project aligns with the selection criteria by improving safety and mobility of people and goods and eliminating a highway-rail grade crossing that is frequently blocked by trains as the project will remove delays entirely for the community, allowing for faster emergency response times, and better access for schoolchildren and commuters. Allen County will contribute a 20 percent non-Federal cost share.

Indiana – Market Street Railroad Crossing Elimination Final Design and Construction (Up to $35,300,800)
City of Crawfordsville
The proposed project was selected for Final Design, Right-of-Way Acquisition, and Construction and includes activities to eliminate an at-grade crossing through a future grade separation over CSX track in Crawfordsville, Indiana. The project aligns with the selection criteria by improving the health and safety of communities and eliminating a highway-rail grade crossing that is frequently blocked as the project will eliminate the grade crossing entirely and replace it with an overpass, addressing long-standing safety and mobility constraints associated with frequent freight and passenger rail operations. The City of Crawfordsville will contribute a 20 percent non-Federal cost share, which may include funding from the Indiana Department of Transportation.

Indiana – Bridging Broadway - Pedestrian Pathway-Rail Safety Project (Up to $1,068,000)
City of New Haven
The proposed project was selected for Project Planning and Project Development and includes activities to support a future grade-separated pedestrian bridge over the Norfolk Southern rail line in downtown New Haven, Indiana. The project aligns with the selection criteria by improving the safety and mobility of people and goods, enhancing rail safety, improving the health and safety of communities, and eliminating a pathway-rail grade crossing that is

frequently blocked by trains. The City of New Haven will contribute a 20 percent non-Federal cost share. This project qualifies for the statutory set-aside for Planning projects.

Iowa – Iowa Freight and Passenger Rail Safety Improvement Corridor Study (Up to $800,000)
Iowa Department of Transportation
The proposed project was selected for Project Planning and includes activities to support a comprehensive corridor study to address safety along a portion of Iowa's BNSF corridor that carries freight and Amtrak long-distance service and currently includes approximately 114 highway-rail crossings. The project will identify and prioritize corridor improvements to reduce conflict points and safety incidents, enhance mobility and connectivity, and improve reliability of rail service. The project aligns with the selection criteria by improving the safety and mobility of people and goods by identifying opportunities for grade separations, crossing consolidations, and grade crossing improvements via a multi-year safety implementation strategy. The Iowa Department of Transportation will contribute a 20 percent non-Federal cost share, which may include funding from BNSF. This project qualifies for the statutory set-asides for Planning projects and projects in Rural Areas.

Kansas – 191st Street Grade Separation Project (Up to $29,976,080)
City of Spring Hill
The proposed project was selected for Project Development, Final Design, Right-of-Way Acquisition, and Construction and includes activities to eliminate an at-grade crossing through a grade separation over the BNSF track in Spring Hill, Kansas. The project aligns with the selection criteria by improving the safety and mobility of people and goods as the project will decrease emergency response time, eliminate vehicle-train conflict points, and enhance freight movement. The City of Spring Hill will contribute a 20 percent non-Federal cost share, which may include funding from BNSF and the State of Kansas. This project qualifies for the statutory set-aside for projects in Rural Areas.

Kentucky – Old Lexington Pike - At Grade Crossing Elimination Project (Up to $1,012,800)
Boone County Fiscal Court
The proposed project was selected for Project Planning and Project Development and will support the future grade separation of an at-grade highway-rail crossing in Boone County, Kentucky. The project will advance a grade-separated roadway connection that extends Old Lexington Pike southward and connects directly to Kentucky Route 16, resulting in the future closure of a Norfolk Southern grade crossing. The project aligns with the selection criteria by improving the safety and mobility of people and goods and eliminating a highway-rail grade crossing that is frequently blocked by trains. The Boone County Fiscal Court will contribute a 20 percent non-Federal cost share. This project qualifies for the statutory set-aside for Planning projects.

Louisiana – Bywater Rail Relocation Project (Up to $9,680,000)
Board of Commissioners of the Port of New Orleans
The proposed project was selected for Final Design and Construction and includes activities to close five existing at-grade crossings through the relocation of the New Orleans Public Belt

Railroad Front Belt main line in New Orleans, Louisiana. The project aligns with the selection criteria by improving the safety and mobility of people and goods and improving the health and safety of communities as the project will relocate the rail line that currently bisects the Bywater Historic District, which will result in decreased blocked crossings and traffic delays, improved access in the community, and the reduction of grade crossing accidents. The Port of New Orleans will contribute a 20 percent non-Federal cost share, which may include funding from the New Orleans Public Belt Railroad.

Louisiana – Brickyard Road At-Grade Railroad Crossing Safety Study (Up to $280,000)
Parish of Natchitoches
The proposed project was selected for Project Planning and includes activities to support the future elimination of an at-grade crossing along the Union Pacific Railroad track at Brickyard Road in Natchitoches City, Louisiana. The project aligns with the selection criteria by improving the safety and mobility of people and goods and reducing the impacts of freight movement and railroad operation on the community. The project will include a data-driven safety study to inform the most viable design for the at-grade railroad crossing elimination to address long-standing safety and emergency response issues as a result of blocked crossings. Natchitoches Parish will contribute a 20 percent non-Federal cost share. This project qualifies for the statutory set-asides for Planning projects and projects in Rural Areas.

Maryland – Maryland Grade Crossing Closure Study (Up to $1,400,000)
Maryland Department of Transportation
The proposed project was selected for Project Planning and includes activities to study approximately 1,200 at-grade railroad crossings in the State of Maryland for possible mitigation or closure, with a focus on 20 to 25 priority locations to close or separate in the future. The project aligns with the selection criteria by planning for future grade-crossing elimination, thus improving the safety and mobility of people and goods, enhancing rail safety, eliminating highway-rail grade crossings that are frequently blocked by trains, and allowing the more efficient transportation of freight and passengers. The Maryland Department of Transportation will contribute a 20 percent non-Federal cost share. This project qualifies for the statutory set-asides for Planning projects and projects in Rural Areas.

Maryland – Brunswick Station Pedestrian Bridge Construction Project (Up to $9,600,000)
Maryland Department of Transportation – Maryland Transit Administration
The proposed project was selected for Project Development, Final Design, and Construction and includes activities to support the future construction of a mixed-use pedestrian, cyclist, and lightweight emergency vehicle overpass over two sets of CSX Transportation tracks at the MARC Brunswick station in Brunswick, Maryland. The project will provide unimpeded pedestrian access between the City of Brunswick, the C&O Canal National Park, and Potomac River, and this access will connect platforms at the MARC station to allow passengers to board and alight commuter trains in either direction without traversing at-grade crossings. The project aligns with the selection criteria by improving the safety and mobility of people and goods, enhancing rail safety, and improving the health and safety of communities as the project will provide a grade-separated pathway over two grade crossings that are frequently blocked by

trains. The Maryland Department of Transportation will contribute a 20 percent non-Federal cost share.

Massachusetts – Essex Street & Pearson Street Grade Crossing Improvements Project (Up to $4,410,000)
Town of Andover
The proposed project was selected for Final Design and Construction and includes activities to support activities to eliminate one at-grade crossing (Pearson Street), improve one at-grade highway-rail crossing (Essex Street), install additional improvements along the Essex Street and Pearson Street corridors, and fund grade crossing safety information and education activities in Andover, Massachusetts. The project will mitigate safety risks at a complex intersection with a history of accidents, improve vehicular and pedestrian traffic in an area near schools and a transit station, and provide community education on grade crossing safety. The project aligns with the selection criteria by improving the safety and mobility of people and goods, enhancing rail safety, and improving the health and safety of communities. The Town of Andover will contribute a 52 percent non-Federal cost share, which may include funding from a MassWorks Grant and local funding. This project qualifies for the statutory set-aside for Highway-Rail Grade Crossing Safety Information and Education Programs.

Massachusetts – Front Street and First Street Grade Crossing Elimination Project (Up to $30,330,000)
Massachusetts Department of Transportation
The proposed project was selected for Final Design and Construction and will support the future construction of a grade-separated flyover bridge structure and associated approaches to separate Front Street and First Street from the Boston & Albany Line railroad corridor in West Springfield, Massachusetts. The project will eliminate at-grade conflicts between roadway users and rail operations while improving the fluidity of freight movement. The project aligns with the selection criteria by improving the safety and mobility of people and goods, enhancing rail safety, improving the health and safety of communities, and eliminating highway-rail grade crossings that are frequently blocked by trains. The Massachusetts Department of Transportation will contribute a 25 percent non-Federal cost share, which may include funding from CSX Transportation.

Michigan – Michigan Line Grade Crossing Safety Corridor Project (Up to $2,400,000)
Michigan Department of Transportation
The proposed project was selected for Project Planning and Project Development and includes activities to support the identification of existing conditions and mitigation strategies for crossing improvements along the high-speed Michigan Line corridor between Kalamazoo and Dearborn, Michigan. The project aligns with the selection criteria by improving the safety and mobility of people and goods, enhancing rail safety, and improving the health and safety of communities as the project will develop potential mitigation solutions for the highway-rail grade crossings along the corridor, including crossing elimination. The Michigan Department of Transportation will contribute a 20 percent non-Federal cost share. This project qualifies for the statutory set-aside for Planning projects.

Minnesota – Dilworth Grade Crossing Elimination and Safety Project (Up to $2,000,000)
City of Dilworth
The proposed project was selected for Project Planning and Project Development and includes activities to support the future grade separation of a highway-rail crossing on the BNSF Staples Subdivision in Dilworth, Minnesota. The project aligns with the selection criteria by improving the safety and mobility of people and goods, enhancing rail safety, improving the health and safety of communities, and eliminating a highway-rail grade crossing as the project will result in planning for the future closure of an at-grade crossing that currently serves as a convergence point for three mainline tracks. The City of Dilworth will contribute a 20 percent non-Federal cost share, which may include funding from BNSF. This project qualifies for the statutory set-asides for Planning projects and projects in Rural Areas.

Minnesota – Connecting Camden-From Vision to Reality (Up to $32,000,000)
City of Minneapolis
The proposed project was selected for Final Design, Right-of-Way Acquisition, and Construction and includes activities to eliminate or close at least one of three existing at-grade crossings along the CPKC corridor in Minneapolis, Minnesota. The project aligns with the selection criteria by improving the safety and mobility of people and goods and eliminating highway-rail grade crossings that are frequently blocked by trains as the project will address issues of trains frequently blocking the crossings to pedestrian and vehicular traffic. The City of Minneapolis will contribute a 20 percent non-Federal cost share.

Minnesota – Hinckley Subdivision Updates (Up to $3,672,576)
Minnesota Department of Transportation
The proposed project was selected for Final Design and Construction and includes activities to install safety improvements at six at-grade crossings on the BNSF Hinckley Subdivision in Pine and Isanti Counties, Minnesota. The project will upgrade the crossings from passive warning to active warning systems and improve the crossing surfaces and roadway approaches. The project aligns with the selection criteria by improving safety and mobility of people and goods, enhancing rail safety, and improving the health and safety of communities as the project will reduce the risk of accidents at the crossings. Minnesota Department of Transportation will contribute a 20 percent non-Federal cost share, which may include funding from BNSF. This project qualifies for the statutory set-aside for projects in Rural Areas.

Minnesota – CSAH 7 and CSAH 101 Railroad Crossings Safety Improvement Planning Project (Up to $1,700,000)
County of Saint Louis
The proposed project was selected for Project Planning and Project Development and includes activities to support the evaluation of four at-grade public roadway crossings along a Canadian National mainline corridor in Saint Louis County, Minnesota, to develop long-term solutions such as closures, grade separations, or safety improvements. The project will allow alternatives to be assessed not only at individual crossings but also based on regional connectivity, emergency access, freight movement, and long-term implementation opportunities. The project aligns with the selection criteria by improving the safety and mobility of people and goods, enhancing rail safety, improving the health and safety of communities, and eliminating highway-

rail grade crossings that are frequently blocked by trains. The County of Saint Louis will contribute a 20 percent non-Federal cost share. This project qualifies for the statutory set-asides for Planning projects and projects in Rural Areas.

Mississippi – George County Grade Crossing Elimination & Safety Project (Up to $1,300,000)
George County Board of Supervisors
The proposed project was selected for Project Planning, Project Development, and Final Design and includes activities to study the possible grade separation or elimination of two railroad crossings, where the right-of-way is owned by Mississippi Export Railroad. The project aligns with the selection criteria by improving the safety and mobility of people and goods, enhancing rail safety, eliminating highway-rail grade crossings that are frequently blocked by trains, and allowing the more efficient transportation of freight as the project will plan for future grade-crossing eliminations. The George County Board of Supervisors will contribute a 20 percent non-Federal cost share, which may include funding from the local right-of-way owner. This project qualifies for the statutory set-aside for Planning projects and the statutory set-aside for projects in Rural Areas.

Mississippi – Downtown Hattiesburg At-Grade Mobility and Safety Planning (Up to $2,489,608)
City of Hattiesburg
The proposed project was selected for Project Planning and Project Development and includes activities to support the development of future grade separations within the City of Hattiesburg, Mississippi. The project aligns with the selection criteria by improving safety and mobility of people and goods, enhancing rail safety, and eliminating highway-rail grade crossings that are frequently blocked by trains as the project will take the first steps toward reducing motorized and non-motorized travel over at-grade crossings and improve access to Hattiesburg's Amtrak Station. The City of Hattiesburg will contribute a 20 percent non-Federal cost share. This project qualifies for the statutory set-aside for Planning projects.

Mississippi – US Highway 51 Bridge at Metro-Pike Industrial Park (Up to $4,000,000)
Pike County Board of Supervisors
The proposed project was selected for Construction and includes activities to grade separate a rail crossing at Metro-Pike Industrial Park to carry U.S. Highway 51 over a Canadian National Railroad industrial spur in Pike County, Mississippi. The Project aligns with the selection criteria by improving the safety and mobility of people and goods, eliminating a highway-rail grade crossing that is frequently blocked by trains, and reducing the impacts that freight movement and railroad operations may have on underserved communities as the project will provide economic benefits for the region, improve emergency response times, and eliminate conflict points between vehicles and freight trains. The Pike County Board of Supervisors will provide a 21 percent non-Federal cost share. This project qualifies for the statutory set-aside for projects in Rural Areas.

Mississippi – MS Highway 18 - CPKC Grade Separation Project (Up to $56,206,266)
Rankin County Board of Supervisors
The proposed project was selected for Construction and includes activities to construct a four-lane MS Highway 18 bridge over the CPKC Meridian Speedway, eliminate an at-grade crossing, replace the Terrapin Skin Creek bridge, improve adjacent intersections and local-road connections, relocate utilities, and construct a dedicated multi-use path. The project aligns with the selection criteria by improving the safety and mobility of people and goods, enhancing rail safety and freight reliability, eliminating a highway-rail grade crossing and blocked-crossing impacts, and improving emergency and community access, as the project will permanently separate rail and roadway operations and eliminate recurring peak-hour delays. The Rankin County Board of Supervisors will provide a 30 percent non-Federal cost share, which may include funding from the City of Brandon. This project qualifies for the statutory set-aside for projects in Rural Areas.

Missouri – Birmingham Road Railroad Grade Separation (Up to $1,656,000)
City of Liberty
The proposed project was selected for Project Development and Final Design and includes activities to advance the elimination of one existing at-grade crossing through a grade separation in Liberty, Missouri. The project aligns with the selection criteria by improving safety and mobility of people and goods as the future project will provide uninterrupted roadway access across the rail corridor, leading to improved travel reliability for residents, businesses, and first responders in this rapidly growing residential and industrial area. The City of Liberty will contribute a 20 percent non-Federal cost share. This project qualifies for the statutory set-aside for projects in Rural Areas.

Missouri – Riverfront Rail Crossing Elimination (Up to $72,000,000)
Port Authority of Kansas City
The proposed project was selected for Final Design, Right-of-Way Acquisition, and Construction and includes activities to eliminate three existing at-grade crossings through a grade separation in Kansas City, Missouri. The project aligns with the selection criteria by improving the safety and mobility of people and goods and eliminating highway-rail crossings that are frequently occupied by trains as the project will decrease blocked crossings, traffic delays, and the risk of accidents at the existing crossings. The Port Authority of Kansas City will contribute a 20 percent non-Federal cost share.

Montana – Gallatin County Woodchuck Road Underpass (Up to $8,000,000)
County of Gallatin
The proposed project was selected for Final Design and Construction and includes activities to eliminate two at-grade crossings through a grade separation and grade crossing closure in Bozeman, Montana. The project will construct a three-span rail bridge with a roadway underpass at Woodchuck Road, close the Timberline Creek Road crossing, and complete roadway improvements to maintain local connectivity and access to Interstate 90. This project aligns with the selection criteria by improving the safety and mobility of goods as the project will eliminate vehicle-train conflicts, significantly reduce driving delays, and improve reliability for emergency response and daily travel. The County of Gallatin will contribute a 20 percent non-Federal cost

share, which may include funding from BNSF. This project qualifies for the statutory set-aside for projects in Rural Areas.

Montana – E. 2nd Street Grade Separation Project (Up to $35,130,332)
City of Whitefish
The proposed project was selected for Project Development, Final Design, Right-of-Way Acquisition, and Construction and includes activities to eliminate an existing at-grade crossing in Whitefish, Montana. The project aligns with the selection criteria by improving the safety and mobility of people and goods, enhancing rail safety, and eliminating a highway-rail grade crossing as the project closes an at-grade crossing that is frequently blocked by freight trains. The City of Whitefish will contribute a 20 percent non-Federal cost share, which may include funding from BNSF. This project qualifies for the statutory set-aside for projects in Rural Areas.

Nebraska – Western Nebraska Corridor Safety Study (Up to $800,000)
Nebraska Department of Transportation
The proposed project was selected for Project Planning and includes activities to support the development of a comprehensive corridor study of approximately 98 public at-grade railroad crossings on BNSF Railway's Valley, Angora, Butte, and Sand Hills Subdivisions within six counties of western Nebraska. The project will review the feasibility and necessity of closures and grade separations at all study area crossings. The project aligns with the selection criteria by improving the safety and mobility of people and goods, enhancing rail safety, and improving the health and safety of communities. The Nebraska Department of Transportation will contribute a 20 percent non-Federal cost share, which may include funding from BNSF. This project qualifies for the statutory set-aside for Planning projects and the statutory set-aside for projects in Rural Areas, and specifically for counties with 20 or fewer residents per square mile.

New Mexico – Valencia County Grade Closure and Grade Separation Planning Project (Up to $1,280,000)
New Mexico Department of Transportation
The proposed project was selected for Project Planning and Project Development and includes activities to support future grade separations at two at-grade crossings on BNSF Railway's Southern Transcontinental Rail Corridor (Southern Transcon) in Valencia County, New Mexico. The project will identify and evaluate options for the closures of the existing at-grade crossings and the construction of grade-separated structures over the Southern Transcon. The project aligns with the selection criteria by improving the safety and mobility of people and goods, enhancing rail safety, and eliminating highway-rail grade crossings that are frequently blocked by trains. The New Mexico Department of Transportation will contribute a 20 percent non-Federal cost share, which may include funding from BNSF. This project qualifies for the statutory set-aside for projects in Rural Areas and the statutory set-aside for Planning projects.

New Mexico – La Luz Gate Road Railroad Crossing Renovation (Up to $1,083,304)
County of Otero
The proposed project was selected for Project Planning, Project Development, Final Design, and Construction and includes activities to support future rehabilitation and improvements to a highway-rail at-grade crossing near Alamogordo, New Mexico. The project aligns with the

selection criteria by improving the safety and mobility of people and goods as the crossing currently carries approximately 14 daily freight train movements on Union Pacific Railroad infrastructure across a road that serves the La Luz community, an emergency services route, a school bus corridor, and an alternate access route to Holloman Air Force Base. Otero County will contribute a 20 percent non-Federal cost share. This project qualifies for the statutory set-aside for projects in Rural Areas, specifically for counties with 20 or fewer residents per square mile, and the statutory set-aside for Planning projects.

New Mexico – Clovis, New Mexico Corridor Implementation Project (Up to $65,200,000)
City of Clovis
The proposed project was selected for Final Design, Right-of-Way Acquisition, and Construction and includes activities to grade separate Martin Luther King Jr. Blvd and implement safety improvements at Norris Street in Clovis, New Mexico. The project aligns with the selection criteria by improving the safety and mobility of people and goods, enhancing rail safety, and improving freight efficiency as the project includes installation of active warning devices, crossing surface improvements, and roadwork safety measures. The City of Clovis will contribute a 20 percent non-Federal cost share, which may include funding from BNSF and New Mexico Department of Transportation.

New York – Roaring Brook Road Grade Crossing Elimination Implementation Project (Up to $107,712,000)
New York State Department of Transportation
The proposed project was selected for Final Design, Right-of-Way Acquisition, and Construction and includes activities to support the grade separation of Roaring Brook Road along the Metro North Railroad's Harlem Line in New Castle, New York. The project will eliminate the potential for accidents at a crossing that experiences over 9,000 vehicular crossings and 107 passenger trains per day as the new overpass will facilitate the movement of people and goods to local residential, commercial, and academic centers in a safe and efficient manner. The project aligns with the selection criteria by improving the safety and mobility of people and goods, enhancing rail safety, improving the health and safety of communities, and eliminating a highway-rail grade crossing. The New York State Department of Transportation will contribute a 20 percent non-Federal cost share.

North Carolina – Western North Carolina Rail Safety Modernization Program – Phase 1 (Up to $35,853,684)
North Carolina Department of Transportation
The proposed project was selected for Project Development, Final Design, and Construction and includes activities to support the upgrade of over 40 highway-rail grade crossing signal systems between Salisbury and Hickory, North Carolina along the Norfolk Southern's AS-line. The project aligns with the selection criteria by enhancing rail safety as the project will replace and/or upgrade existing crossing signal infrastructure and create safer at-grade movements for vehicles and pedestrians. The North Carolina Department of Transportation will contribute a 20.1 percent non-Federal cost share.

North Dakota – 27th Street Grade Separation (Up to $2,080,000)
City of Minot
The proposed project was selected for Project Development and includes activities to support development of a four-lane overpass that will eliminate two adjacent at-grade crossings where 27th Street intersects BNSF mainline tracks and three yard tracks in Minot, North Dakota. The project aligns with the selection criteria by enhancing rail safety and improving the safety and mobility of people and goods as the project will eliminate conflicts between vehicle traffic and BNSF rail operations. The City of Minot will contribute a 20 percent non-Federal cost share, which may include funding from BNSF. This project qualifies for the statutory set-aside for projects in Rural Areas.

Ohio – Bear Swamp Road, Union County, Ohio Grade Separation (Up to $23,520,000)
Ohio Rail Development Commission
The proposed project was selected for Project Development, Final Design, Right-of-Way Acquisition, and Construction and includes activities to eliminate one at-grade crossing at Bear Swamp Road by creating a grade-separated overpass over CSX-operated tracks in Union County, Ohio. The project aligns with the selection criteria by improving the safety and mobility of people and goods as the project will eliminate existing conflicts and blockages. The Ohio Rail Development Commission will contribute a 20 percent non-Federal cost share, which may include funding from Union County. This project qualifies for the statutory set-aside for projects in Rural Areas.

Ohio – Lincoln Avenue, Salem, Ohio Grade Separation (Up to $21,000,000)
Ohio Rail Development Commission
The proposed project was selected for Project Development, Final Design, Right-of-Way Acquisition, and Construction and includes activities to eliminate one at-grade crossing through a grade separation in Salem, Ohio. The project aligns with the selection criteria by improving the safety and mobility of people and goods and eliminating highway-rail and pathway-rail grade crossings frequently blocked by trains as the project will grade separate Lincoln Avenue and the Norfolk Southern rail line, resulting in the elimination of existing conflicts and blockages. The Ohio Rail Development Commission will contribute a 20 percent non-Federal cost share, which may include funding from Columbiana County, the City of Salem, and Norfolk Southern Railroad. This project qualifies for the statutory set-aside for projects in Rural Areas.

Oklahoma – Britton-Western Alternatives Analysis (Up to $260,000)
City of Oklahoma City
The proposed project was selected for Project Planning and includes activities to support the future elimination of the at-grade rail crossing at NW Britton Road and NW Western Avenue in Oklahoma City, Oklahoma, incorporating infrastructure owned by BNSF Railway. The project aligns with the selection criteria by improving the safety and mobility of people and goods, enhancing rail safety, improving the health and safety of communities, and eliminating highway-rail grade crossings that are frequently blocked by trains as the project will eliminate a high-incident conflict point with a history of vehicle collisions and also permanently restore regional emergency service access. The recipient will contribute a 20 percent non-Federal cost share,

which may include funding from the Oklahoma Department of Transportation. This project qualifies for the statutory set-aside for Planning projects.

Oklahoma – Wagoner County Railroad Crossing Elimination Project (Up to $2,200,000)
County of Wagoner
The proposed project was selected for Project Planning and Project Development and includes activities to support the future elimination of 11 at-grade highway-rail crossings along Union Pacific's right-of-way. The project aligns with the selection criteria by improving the safety and mobility of people and goods, enhancing rail safety, improving the health and safety of the local community, and potentially eliminating highway-rail grade crossings that are frequently blocked by trains. The County of Wagoner will contribute a 20 percent non-Federal cost share. This project qualifies for the statutory set-asides for projects in Rural Areas and for Planning projects.

Oregon – Wilbur Old Highway 99 Railroad Overcrossing Project (Up to $1,763,336)
County of Douglas
The proposed project was selected for Project Planning and Project Development and includes activities to support the feasibility study and preliminary engineering of a future grade separation at the at-grade crossing intersection of Old Highway 99 and the Central Oregon and Pacific Railroad in Douglas County, Oregon. The project aligns with the selection criteria by enhancing rail safety and improving the safety and mobility of people and goods as the project will address emergency access concerns and improve the safety and operational efficiency of intercity freight rail. Douglas County will contribute a 20 percent non-Federal cost share. This project qualifies for the statutory set-aside for Planning projects.

Oregon – Harrisburg 4th Street Corridor Railroad Grade Crossing Improvements Project (Up to $3,583,594)
City of Harrisburg
The proposed project was selected for Project Development, Final Design, and Construction and includes activities to close three at-grade rail crossings, improve track visibility, and install several roadway improvements in Harrisburg, Oregon. The project aligns with the selection criteria by enhancing rail safety and improving the safety and mobility of people and goods as the project will close crossings and physically separate the tracks from other road users, eliminating potential conflicts between vehicle traffic and BNSF rail operations. The City of Harrisburg will contribute a 50 percent non-Federal cost share, which may include funding from BNSF. This project qualifies for the statutory set-aside for projects in Rural Areas.

Pennsylvania – Sewickley At-grade Facility Elimination (SAFE) Project (Up to $70,400)
Borough of Glen Osborne
The proposed project was selected for Project Planning and includes activities to support the future grade separation or elimination of an at-grade three-track railroad crossing, where the right-of-way is owned by Norfolk Southern and used by Amtrak. The project aligns with the selection criteria by planning for grade-crossing elimination, thus improving the safety and mobility of people and goods, enhancing rail safety, eliminating highway-rail grade crossings that are frequently blocked by trains, and allowing the more efficient transportation of freight and

passengers. The Borough of Glen Osborne will contribute a 20 percent non-Federal cost share. This project qualifies for the statutory set-aside for Planning projects.

Pennsylvania – SEPTA Eastwick Station Safety Improvements Study (Up to $700,000)
Southeastern Pennsylvania Transportation Authority
The proposed project was selected for Project Planning and includes activities to support a study of alternatives for the future elimination of an at-grade pedestrian crossing along the right-of-way near the Eastwick Southeastern Pennsylvania Transportation Authority (SEPTA) station, whose tracks are also used by freight carriers. The project aligns with the selection criteria by planning for safety improvements at this location, thus improving the safety and mobility of people and goods, enhancing the safety and health of the local community, and allowing the more efficient transportation of freight. SEPTA will contribute a 20 percent non-Federal cost share. This project qualifies for the statutory set-aside for Planning projects.

South Carolina – Riverport Parkway North Railroad Crossing Elimination (Up to $8,300,000)
City of Hardeeville
The proposed project was selected for Final Design, Right-of-Way Acquisition, and Construction and includes activities to support the future grade separation of the four-lane Riverport Parkway North over CSX's Charleston Subdivision in the City of Hardeeville, South Carolina. The project aligns with the selection criteria by improving the safety and mobility of people and goods as the project will allow vehicular traffic to flow to and from Hardeeville's planned Exit 3 Riverport Development unimpeded by trains on CSX's line. The City of Hardeeville will contribute a 20.4 percent non-Federal cost share. This project qualifies for the statutory set-aside for projects in Rural Areas.

Tennessee – Brickyard Bicycle / Pedestrian Bridge (Up to $5,600,000)
City of Kingsport
The proposed project was selected for Construction and includes activities to support the construction of a bicycle/pedestrian bridge connecting downtown Kingsport to the Brickyard area, a sports complex and the site of a future multi-family housing complex that is separated by a rail yard with four tracks. As part of an agreement with CSX Transportation regarding this project, the at-grade vehicular crossing will be closed. The project aligns with the selection criteria by improving the safety and mobility of people and goods and improving the health and safety of communities by enhancing connectivity between the Brickyard area and downtown Kingsport. The City of Kingsport will contribute a 20 percent non-Federal cost share.

Tennessee – Advancing Safer Rail Crossings in Memphis (Up to $640,000)
Shelby County Government
The proposed project was selected for Project Planning and includes activities to support a detailed alternatives analysis and preliminary engineering for three priority crossings as well as safety evaluations for 23 highway-rail grade crossings. The project aligns with the selection criteria by improving the safety and mobility of people and goods, enhancing rail safety, improving the health and safety of communities, eliminating highway-rail grade crossing conflicts, and reducing the impacts that freight movement and railroad operations have on

surrounding communities. The Memphis Metropolitan Planning Organization will contribute a 20 percent non-Federal cost share, which may include funding from BNSF. This project qualifies for the statutory set-aside for Planning projects.

Texas – BNSF Railroad Crossing at NE 24th Avenue, Potter County Project (Up to $15,000,000)
City of Amarillo
The proposed project was selected for Construction and includes activities to support the grade separation of an at-grade BNSF crossing at NE 24th Avenue in Amarillo, Texas. The project aligns with the selection criteria by improving the safety and mobility of people and goods and eliminating a highway-rail grade crossing that is frequently blocked by trains as the project will eliminate a longstanding at-grade conflict between roadway users and railroad operations. The project will also improve the operational efficiency of the BNSF freight corridor by removing roadway conflicts from rail operations and reducing pressure on local traffic circulation caused by stopped trains. The City of Amarillo will contribute a 60 percent non-Federal cost share, which may include funding from the Texas Department of Transportation and BNSF.

Texas – Walzem Connected: A Grade Separation Project for Safety, Reliability, and Emergency Access (Up to $47,825,475)
County of Bexar
The proposed project was selected for Project Development, Final Design, Right-of-Way Acquisition, and Construction and includes activities to eliminate one at-grade crossing through a grade separation over the Union Pacific Railroad track in San Antonio, Texas. The project aligns with the selection criteria by improving safety and mobility of people and goods, enhancing rail safety, improving the health and safety of communities, eliminating highway-rail and pedestrian-rail conflicts, and reducing the impacts of freight movement and railroad operations on the surrounding community as it will eliminate the existing at-grade crossing. Bexar County will contribute a 24.1 percent non-Federal cost share, which may include funding from the Alamo Regional Mobility Authority, Texas Department of Transportation, and Union Pacific Railroad.

Texas – Harris County's Lockwood CLEAR (Crossing and Local Emergency Access Relief) Project (Up to $10,542,655)
County of Harris
The proposed project was selected for Project Development and Final Design and includes activities to support a future grade separation at the Union Pacific Railroad's Galveston Subdivision on Lockwood Drive in Houston, Texas. The project aligns with the selection criteria by enhancing rail safety and eliminating a highway-rail grade crossing that is frequently blocked by trains as the project will remove an at-grade rail crossing and reduce delays that compromise emergency response times and potential vehicle-train conflicts. Harris County will contribute a 20 percent non-Federal cost share.

Texas – City of Manor Planning Study (Up to $400,000)
City of Manor
The proposed project was selected for Project Planning and includes activities to evaluate and plan for grade crossing solutions along a freight rail corridor (and potential commuter rail corridor) that bisects the downtown area of the City of Manor, Texas and experiences frequent derailments. The project aligns with the selection criteria by improving the safety and mobility of people and goods, enhancing rail safety, potentially eliminating highway-rail grade crossings that are frequently blocked by trains, and improving the health and safety of communities, as the project will evaluate and develop future implementable alternatives for approximately 13 crossings. The City of Manor will contribute a 20 percent non-Federal cost share. This project qualifies for the statutory set-asides for Planning projects and projects in Rural Areas.

Texas – Presidio County Railroad Crossing Elimination and Vital Access Improvement Project (Up to $600,000)
County of Presidio
The proposed project was selected for Project Planning and includes activities to conduct a comprehensive planning study in the communities of Presidio and Marfa, Texas. The project will evaluate highway-rail grade crossings, rail corridor access conditions, emergency response impacts, community connectivity, and mobility challenges associated with existing and anticipated rail operations. The project aligns with the selection criteria by improving the safety and mobility of people and goods and by reducing the impacts that freight movement and railroad operations may have on underserved communities by evaluating safety risks, analyzing emergency response routes, and identifying opportunities for crossing improvements and grade separations. The County of Presidio will contribute a 20 percent non-Federal cost share. This project qualifies for the statutory set-asides for Planning projects and projects in Rural Areas.

Texas – FM 78 Corridor Grade Crossing Safety Improvement Study (Up to $750,000)
City of Schertz
The proposed project was selected for Project Planning and includes activities to support a corridor planning study to improve the safety and mobility at four existing at-grade highway-rail grade crossings and one future crossing along the FM 78 corridor, which carries Union Pacific Railroad freight service. The project aligns with the selection criteria by improving the safety and mobility of people and goods and enhancing rail safety for grade crossings that are frequently blocked by trains as the project will develop concepts to provide improvements to reduce collision risk, shorten blocked-crossing delays, and improve reliability of emergency response. The City of Schertz will contribute a 25 percent non-Federal cost share. This project qualifies for the statutory set-aside for Planning projects.

Texas – Blue Mound Road Grade Separation (Up to $5,600,000)
County of Tarrant
The proposed project was selected for Project Development and Final Design and includes activities to support the future elimination of an at-grade crossing through a grade separation over the BNSF mainline in Fort Worth and Haslet, Texas. The project aligns with the selection criteria by improving safety and mobility for people and goods, enhancing rail and roadway safety, eliminating an at-grade highway-rail crossing, reducing blocked-crossing delays, and

improving access for the surrounding community as the project will eliminate vehicle-train conflict points, improve emergency response reliability, reduce congestion and delay, and improve freight, passenger rail, pedestrian, bicycle, and roadway mobility. The County of Tarrant will contribute a 20 percent non-Federal cost share, which may include funding from BNSF Railway.

Texas – RM 2871/Chapin School Road at Union Pacific Grade Separation (Up to $46,000,000)
Texas Department of Transportation
The proposed project was selected for Final Design, Right-of-Way Acquisition, and Construction and includes activities to support the future construction of a grade-separated overpass carrying RM 2871 over the Union Pacific Railroad and Aledo Road in Fort Worth, Texas. The project aligns with the selection criteria by improving the safety and mobility of people and goods as the project will eliminate the highway-rail conflict point, improve emergency response reliability, reduce exposure to blocked crossings, enhance north-south connectivity, and support the safe movement of people and goods in southwest Fort Worth and Tarrant County. The Texas Department of Transportation will contribute a 28 percent non-Federal cost share, which may include funding from Tarrant County and the City of Fort Worth. This project qualifies for the statutory set-aside for projects in Rural Areas.

Utah – Sharp-Tintic Rail Connection Project (Up to $22,212,092)
Utah Department of Transportation
The proposed project was selected for Construction and includes activities to close approximately 1.6 miles of the Tintic track and the seven crossings on that segment by constructing new track in Springville and Spanish Fork, Utah. The project will relocate the rail line away from residential areas and improve one remaining at-grade crossing. The project aligns with the selection criteria by enhancing rail safety as the project will eliminate crossings and create a more efficient transportation network by connecting rail lines, which will improve travel time for both freight and passenger rail. The Utah Department of Transportation will contribute a 20 percent non-Federal cost share.

Utah – SR-134 Grade Separation Planning Study (Up to $2,000,000)
Utah Department of Transportation
The proposed project was selected for Project Planning and Project Development and includes activities to support the future grade-separation of SR-134 over two Union Pacific rail tracks in Pleasant View, Utah. The project aligns with the selection criteria by enhancing rail safety, improving the safety and mobility of people and goods as the project will eliminate an at-grade crossing and eliminate a potential conflict point between trains and vehicles. The Utah Department of Transportation will contribute a 20 percent non-Federal cost share. This project qualifies for the statutory set-aside for Planning projects.

Virginia – Portlock Road Grade Separation (Up to $3,520,000)
City of Chesapeake
The proposed project was selected for Final Design and includes activities to support the future grade separation of Portlock Road on the Norfolk Southern rail corridor in Chesapeake, Virginia.

The project will improve rail network performance by reducing operational conflicts associated with yard movements and increasing freight throughput tied to regional economic generators such as the Port of Virginia. The project aligns with the selection criteria by enhancing rail safety and improving the safety and mobility of people and goods by eliminating an at-grade crossing to remove the potential for train-vehicle and train-pedestrian collisions and improve emergency response reliability. The City of Chesapeake will contribute a 20 percent non-Federal cost share.

Virginia – Hampton Roads Transportation Planning Organization Grade Crossing Project (Up to $1,719,342)
Hampton Roads Planning District Commission
The proposed project was selected for Project Planning and includes activities to support the future evaluation of approximately 35 public highway-rail grade crossings along a critical freight corridor serving the Port of Virginia. The project will include activities to assess the feasibility of grade separation or crossing elimination at priority crossings and identify safety and technology improvements at the remaining crossings in coordination with Norfolk Southern Railway and the Norfolk & Portsmouth Belt Line Railroad. The project aligns with the selection criteria by improving the safety and mobility of people and goods, eliminating highway-rail grade crossings that are frequently blocked by trains, enhancing emergency response access, and supporting freight movement through one of the nation's busiest port complexes. The Hampton Roads Transportation Planning Organization will provide a 20 percent non-Federal cost share, which may include funding from the Virginia Department of Rail and Public Transportation. This project qualifies for the statutory set-aside for Planning projects.

Virginia – U.S. Route 15 Railroad Overpass Improvements Project (Up to $2,000,000)
Prince William County Government
The proposed project was selected for Project Development and includes activities to support the completion of the NEPA Environmental Assessment and preliminary engineering for a future grade separation at a highway-rail grade crossing at U.S. 15 and the Norfolk Southern B-line. The project aligns with the selection criteria as it will improve the safety and mobility of people and goods, enhance rail safety, and eliminate a highway-rail grade crossing that is frequently blocked by trains as the project will reduce the risk of vehicle-train collisions, improve emergency response reliability, and enhance regional mobility along a key freight and commuter corridor. The Prince William County Government will contribute a 20 percent non-Federal cost share.

Virginia – Spotsylvania County Rail Safety Corridor Project (Up to $1,571,160)
County of Spotsylvania
The proposed project was selected for Final Design and includes activities to support safety improvements at three CSX Transportation (CSX) highway-rail grade crossings on the Richmond, Fredericksburg, and Potomac Corridor jointly owned by CSX and the Commonwealth of Virginia. The project aligns with selection criteria by improving safety and mobility of people and goods as the project will grade separate Landsdowne Road, upgrade the warning devices at Mine Road, and install active warning devices at Benchmark Road. The County of Spotsylvania will contribute a 20 percent non-Federal cost share.

Washington – Bell Road - BNSF Railway Grade Separation Project (Up to $66,377,179)
City of Blaine
The proposed project was selected for Final Design, Right-of-Way Acquisition, and Construction and includes activities to close one existing at-grade crossing and construct a grade separation south of the existing at-grade crossing in Blaine, Washington. The project will construct a new roundabout, a new roadway alignment, highway interchange improvements, and related infrastructure necessary to safely close the existing crossing and maintain roadway circulation. This project aligns with the selection criteria by improving the safety and mobility of goods as the project will reduce occupied crossings due to slow-moving freight trains, eliminate conflict between roadway users and rail operations, and enhance safety for motorists, pedestrians, and bicyclists. The City of Blaine will contribute a 20 percent non-Federal cost share, which may include funding from BNSF.

Washington – Umptanum Road / BNSF Railway Crossing Improvements Planning Project (Up to $800,000)
City of Ellensburg
The proposed project was selected for Project Planning and will support planning activities to eliminate an at-grade rail crossing in Ellensburg, Washington. The project aligns with the selection criteria by improving the safety and mobility of people and goods and enhancing rail safety as the project will improve safety for vehicles, freight, and active transportation users and reduce potential conflicts with trains. The City of Ellensburg will contribute a 20 percent non-Federal cost share. This project qualifies for the statutory set-aside for Planning projects.

Washington – Downtown Kennewick Railway Grade Separation Study (Up to $480,000)
City of Kennewick
The proposed project was selected for Project Planning and includes activities to support activities to evaluate multiple at-grade rail crossings in downtown and central Kennewick, Washington. The project will analyze existing city street conflicts, blocked crossing impacts, emergency response delays, multimodal mobility constraints, and future grade separation or crossing reduction opportunities at twelve existing at-grade crossing locations involving BNSF Railway and Union Pacific Railroad facilities. The project aligns with the selection criteria by improving the safety and mobility for people and goods, enhancing rail safety, and eliminating highway-rail grade crossings that are frequently blocked by trains. The City of Kennewick will provide a 20 percent non-Federal cost share. This project qualifies for the statutory set-aside for Planning projects.

Washington – Mount Vernon, WA-BNSF Railway Corridor Crossings Safety Study (Up to $2,320,000)
City of Mount Vernon
The proposed project was selected for Project Planning and includes activities to support the examination of eight highway-rail at-grade crossings along a segment of the BNSF Bellingham Subdivision main line within the central business district core of Mount Vernon, Washington. The proposed study will examine the potential for grade separation for two of the eight at-grade rail crossings and safety upgrades of the other six crossings. The project aligns with the selection criteria by improving the safety and mobility of people and goods and enhancing rail safety. The

City of Mount Vernon will contribute a 20 percent non-Federal cost share, which may include funding from BNSF. This project qualifies for the statutory set-aside for Planning projects.

Washington – International Way Grade Separation (IWGS) Project (Up to $26,064,534)
Port of Longview
The proposed project was selected for Construction and includes activities to eliminate an at-grade crossing through a grade separation in Longview, Washington. The project aligns with the selection criteria by improving rail safety and eliminating highway-rail grade crossings that are frequently blocked by trains as the project will construct an overpass at the Port of Longview's primary access corridor, thus eliminating roadway-rail conflicts. The Port of Longview will contribute a 25 percent non-Federal cost share, which may include funding from the Washington State Freight Mobility Strategic Investment Board.

Washington – Pend Oreille Valley Railroad Rural Corridor Crossing Safety & Modernization Program (Up to $8,920,000)
Port of Pend Oreille - Pend Oreille Valley Railroad (POVA)
The proposed project was selected for Project Planning, Project Development, Final Design, and Construction and includes activities to support future improvements to multiple highway-rail grade crossings along the Pend Oreille Valley Railroad in Usk, Washington. The project is a corridor-wide highway-rail grade crossing safety and modernization program that would modernize and rehabilitate highway-rail grade crossing infrastructure. The project aligns with the selection criteria by enhancing rail safety and improving the safety and mobility of people and goods. The Port of Pend Oreille will provide a 20 percent non-Federal cost share. This project qualifies for the statutory set-aside for projects in Rural Areas, specifically for counties with 20 or fewer residents per square mile, and the statutory set-aside for Planning projects.

Wisconsin – Windsor Road and Second Street Railroad Crossing Planning Study (Up to $80,000)
Village of Windsor
The proposed project was selected for Project Planning and includes activities for evaluating road surface enhancements and other multimodal safety measures, existing conditions analysis, alternatives development, preliminary cost estimating, and conceptual design. The project aligns with the selection criteria by improving the safety and mobility of people and goods and prioritizing the improvement of the condition and safety of transportation infrastructure at grade crossings as the project will identify and advance safety and mobility improvements at the Windsor Road and Second Street crossings. These future measures are expected to reduce the risk of train-vehicle and train-pedestrian conflicts, minimize unsafe crossing behavior, and improve overall safety conditions for all users, including motorists, pedestrians, school buses, and emergency responders. The Village of Windsor will contribute a 20 percent non-Federal cost share. This project qualifies for the statutory set-aside for Planning projects.

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