

# Railroad Crossing Elimination (RCE) Grant Program

## FY 2023-2024 SELECTIONS: Project Summaries

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### **Alaska – Parks Highway MP 169 Grade Separation (Up to \$29,803,280)**

#### *State of Alaska*

The proposed project was selected for Final Design and Construction and includes activities for a grade separation on Alaska's Parks Highway in Matanuska-Susitna Borough, Alaska. This project will replace an existing at-grade crossing with a grade-separated crossing. The project aligns with the selection criteria by enhancing safety, as this project will improve safety and traffic flow, decrease traffic delays and vehicle emissions, and reduce maintenance costs at the crossing. Alaska Railroad Corporation and the Alaska Department of Transportation and Public Facilities will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas, and specifically for counties with 20 or fewer residents per square mile.

### **Arizona – Yuma County Elimination of 3 UPRR Crossings (Up to \$640,000)**

#### *County of Yuma*

The proposed project was selected for Project Planning and includes activities to examine the feasibility of grade-separating three crossings in Yuma County, Arizona. The project will explore viable solutions and develop design concepts for eliminating these crossings over the Union Pacific track at Avenue 9E, Fortuna Road, and County 29E. The project aligns with the selection criteria by enhancing safety, as the project will eliminate at-grade crossings, increase reliability of emergency responders, and improve mobility. Yuma County, the City of Yuma, and the Town of Wellton will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects and the statutory set-aside for projects in Rural Areas.

### **Arizona – Hualapai Tribal Diamond Creek Road Grade Separation Project (Up to \$22,989,751)**

#### *Hualapai Tribal Council*

The proposed project was selected for Final Design and Construction and includes activities to create a grade-separated overpass and install anti-intrusion fencing along the rail corridor within the traditional lands of the Hualapai in Peach Springs, Arizona for the Hualapai Tribal Council. The project aligns with the selection criteria by resulting in one or more grade-separated crossings, as the project will construct a grade-separated overpass/bridge structure and install fencing to improve safety in an area with a history of accidents. The Hualapai Tribal Council and BNSF will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects on Tribal Lands and the statutory set-aside for projects in counties with 20 or fewer residents per square mile.

**Arizona – Town of Gilbert At-Grade Crossing Elimination Study (Up to \$2,448,000)***Town of Gilbert*

The proposed project was selected for Project Planning and includes activities to evaluate the safety and efficiency of 14 highway-rail grade crossings in Gilbert, Arizona. The project will conduct stakeholder engagement and develop an alternatives analysis to recommend actions to improve the corridor's safety and efficiency, including eliminating up to three grade crossings. The project aligns with the selection criteria by enhancing safety, as the project will improve mobility of people and goods and increase safety by potentially eliminating three crossings. The Town of Gilbert will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects.

**Arizona – I-10 Cortaro Farms Road Interchange Grade Separation with UPRR (Up to \$20,400,000)***Town of Marana*

The proposed project was selected for Project Development and Final Design and includes activities to support grade crossing improvements on Union Pacific Railroad (UPRR) infrastructure in the Town of Marana, Arizona. The project aligns with the selection criteria by enhancing safety and improving mobility, as the project will form the basis for efforts to improve mobility for all users, reduce congestion, improve safety, improve air quality, facilitate goods movement, and create a better quality of life for those in the region. The Town of Marana will contribute the 20 percent non-Federal match.

**Arkansas – Jonesboro Rail Crossing Study (Up to \$1,200,000)***City of Jonesboro*

The proposed project was selected for Project Planning and includes activities to evaluate corridor-wide improvements, including potentially closing four at-grade crossings in Jonesboro, Arkansas. The project will conduct a stakeholder analysis, evaluate 18 railroad crossings along the BNSF Thayer South subdivision, and conduct an alternatives analysis and conceptual engineering of 18 crossings. The project aligns with statutory criteria by enhancing safety, as the project will minimize conflicts between trains and road users, increase reliability of emergency responders, and improve freight rail operations across the corridor. The City of Jonesboro and BNSF will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects and the statutory set-aside for projects in Rural Areas.

**Arkansas – Fourche Dam Pike Railroad Crossing Improvements Planning Study (Up to \$720,000)***City of Little Rock d/b/a Little Rock Port Authority*

The proposed project was selected for Project Planning and includes activities to determine the feasibility of a grade separation at Fourche Dam Pike, in the Port of Little Rock. The project will analyze traffic and safety problems, determine feasibility and cost of a rail grade separation, conduct an alternatives analysis, and make preferred safety and congestion options recommendations. The project aligns with statutory criteria by enhancing safety, as the project will address a dangerous crossing. The Little Rock Port Authority will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects.

**California – Le Grand Overcrossing Project on the Merced Extension (Up to \$89,645,961)***California High-Speed Rail Authority*

The proposed project was selected for Construction and includes activities to support grade crossing-related improvements on Union Pacific Railroad (UPRR) owned infrastructure in Merced County. The project aligns with the selection criteria by enhancing mobility of people and goods and improving system and service performance, as the project will facilitate more efficient travel between rural towns, such as Le Grand, nearby unincorporated areas, and the more developed population and service centers in Merced and Chowchilla. The project will also improve the efficiency of freight service traveling through the region while laying the groundwork for future high-speed passenger trains in the corridor. California High-Speed Rail Authority will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

**California – Parkway Boulevard Overcrossing Project (Grade Separation); Closure of Pitt School Road At-Grade Crossing (Up to \$25,221,639)***City of Dixon*

The proposed project was selected for Construction and includes activities to support grade crossing improvements on Union Pacific Railroad (UPRR) owned infrastructure in the City of Dixon. The corridor is also used by the Capitol Corridor Joint Powers Authority (CCJPA) intercity passenger rail service. The project aligns with the selection criteria by increasing mobility by creating a dedicated path for vehicles and a separate path for pedestrians and cyclists while improving the efficiency of Amtrak's Capitol Corridor and freight. The project will also create a necessary alternate route for emergency responders, improving safety and mobility for the city and its emergency responders. The City of Dixon will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

**California – Grangeville Boulevard at BNSF Grade Separation (Up to \$1,656,000)***City of Hanford Public Works Department*

The proposed project was selected for Project Development and Final Design and includes activities to grade separate Grangeville Boulevard from BNSF track in Hanford, California. The project will advance efforts to develop an underpass on Grangeville Boulevard. The project aligns with the selection criteria by improving mobility of people and goods, as the project will eliminate the frequently blocked crossing resulting in improved emergency vehicle response times, increased safety and public convenience, reduced vehicular/train accident potential and liability, and improved traffic circulation. The City of Hanford will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

**California – Planning Study to Determine Modifications to Cleveland Avenue and Yosemite Avenue (Up to \$1,600,000)***City of Madera*

The proposed project was selected for Project Planning and includes activities to study seven at-grade crossings along the Union Pacific Railroad (UPRR) in Madera, California. The project will conduct a rail safety planning study, engage stakeholders, and perform an alternatives analysis. The project aligns with the selection criteria by enhancing safety, as the project will improve traffic flow and accommodate multimodal traffic at crossings with high traffic volumes and frequent train activity. The City of Madera will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects and the statutory set-aside for projects in Rural Areas.

**California – Safety and Access Redefined: Norwalk Blvd and Los Nietos Rd Grade Separation (Up to \$2,640,000)***City of Santa Fe Springs*

The proposed project was selected for Project Planning and Project Development and includes activities to support the elimination of two adjacent BNSF Railway crossings with a single grade separation. The project aligns with the selection criteria by resulting in one or more grade-separated crossings and aims to improve freight and passenger rail mobility along the BNSF Railway corridor, a key link between the Ports of Los Angeles and Long Beach and inland destinations. BNSF and the City of Santa Fe will contribute the 20 percent non-Federal match. \$940,000 of this project funding amount qualifies for the statutory set-aside for Planning projects.

**California – County Road 32A Crossing Relocation and Grade Separation Project (Up to \$4,160,000)***County of Yolo*

The proposed project was selected for Project Planning, Project Development, and Final Design and includes activities to support grade crossing-related activities on Union Pacific Railroad (UPRR) owned infrastructure in Yolo County, California. The corridor is also used by the Capitol Corridor Joint Powers Authority (CCJPA) intercity passenger rail service. The project aligns with the selection criteria by improving mobility of people and goods, as the project will advance efforts to reduce conflicts between both passenger and freight trains and roadway users, improve goods movement reliability, ease traffic congestion, and reduce environmental impacts. Yolo County will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas and \$240,000 of this project funding amount qualifies for the statutory set-aside for Planning projects.

**California – Alameda Corridor-East (ACE) Phase III Project (Up to \$1,760,000)***San Gabriel Valley Council of Governments*

The proposed project was selected for Project Planning and Project Development and includes activities to prepare a feasibility study of grade separations at four Union Pacific Railroad (UPRR) at-grade crossing locations in eastern Los Angeles County, California. The project aligns with the selection criteria by enhancing safety and improving the mobility of people and goods, as the project will reduce conflicts between trains and roadway users and promote an increase in ridership on the Metrolink and Amtrak passenger rail services. The San Gabriel Valley Council of Governments will contribute the 20 percent non-Federal match. \$1,120,000 of this project funding amount qualifies for the statutory set-aside for Planning projects.

**Colorado – Central Denver/BNSF Railroad Crossing Elimination Project (Up to \$1,200,000)***City and County of Denver*

The proposed project was selected for Project Planning and includes activities to evaluate six at-grade railroad crossings on BNSF infrastructure in Denver, Colorado. The project will identify and prioritize investments that will improve safety and reduce operational delays. The project aligns with the selection criteria by enhancing safety, as the project will result in corridor-wide grade crossing improvements. BNSF will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects.

**Colorado – Fort Collins Vine/Timberline Rail Grade Separation (Up to \$765,616)***City of Fort Collins*

The proposed project was selected for Project Planning and includes activities to conduct a feasibility study to eliminate a crossing in Fort Collins, Colorado. The project aligns with the selection criteria by enhancing safety, as the project will result in one or more grade-separated crossings, reduce congestion, improve safety, improve system efficiency, add multimodal options, and provide much-needed access for disadvantaged neighborhoods. The City of Fort Collins will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects.

**Connecticut – Danbury Branch Grade Crossing Engagement, Planning, and Consolidation Program (Up to \$2,400,000)***Connecticut Department of Transportation*

The proposed project was selected for Project Planning and Project Development and includes activities to explore alternative options and develop preliminary engineering plans for consolidating crossings in Norwalk and Danbury, Connecticut. The project will conduct stakeholder engagement, complete an environmental review, and develop preliminary engineering for the consolidation of crossings. The project aligns with the selection criteria by enhancing safety, as the project will eliminate collision risks and reduce collision possibilities. The Connecticut Department of Transportation will contribute the 20 percent non-Federal match. \$440,000 of this project funding amount qualifies for the statutory set-aside for Planning projects.

**Connecticut – Toelles Road Grade Crossing Elimination (Up to \$400,000)***Connecticut Department of Transportation*

The proposed project was selected for Project Planning and includes activities to eliminate the Toelles Road at-grade crossing in Wallingford, Connecticut. The project will study the feasibility of eliminating the current grade crossing with the construction of a new roadway bridge carrying Toelles Road over the Hartford Line rail corridor. The project aligns with the selection criteria by enhancing safety, as the project will reduce potential collisions. The Connecticut Department of Transportation will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects.

**Florida – NE 36th Street Railroad Crossing Elimination (Up to \$1,000,000)***City of Oakland Park*

The proposed project was selected for Project Planning, Project Development, and Final Design and includes activities to eliminate an at-grade crossing on the Florida East Coast Railway in Overland Park, Florida. The project aligns with the selection criteria by resulting in a grade separation by closing the crossing and constructing a pedestrian overpass. The City of Oakland Park will contribute the 20 percent non-Federal match.

**Florida – Enhancing Crossing Safety (Up to \$4,880,000)***Space Coast Transportation Planning Organization*

The proposed project was selected to fund Final Design and Construction to improve seven at-grade crossings along the 40-mile Florida East Coast Railway (FECR) corridor in the City of Cocoa, the City of Melbourne, and Brevard County, Florida. The project aligns with the selection criteria by enhancing safety, as the project includes the installation of a centerline raised median and an exit gate at the Michigan Avenue crossing, as well as new exit gates at the remaining six crossings. Brevard County, the City of Cocoa, and the City of Melbourne will contribute the 20 percent non-Federal match.

**Georgia – City of Atlanta Safe Crossing Study (Up to \$1,200,000)***City of Atlanta*

The proposed project was selected for Project Planning and includes activities to evaluate 23 at-grade crossings in Atlanta, Georgia. The project will conduct stakeholder engagement, perform an environmental resource review, and conduct an alternative development and feasibility study to prioritize crossings for improvements. The project aligns with the selection criteria by enhancing safety, as the project will identify locations for improvements to improve mobility and access to services and economic opportunities. The City of Atlanta will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects.

**Georgia – City of Cornelia Pedestrian Bridge (Up to \$1,149,600)***City of Cornelia*

The proposed project was selected for Project Planning and Project Development and includes activities for an ADA-accessible, grade-separated pedestrian bridge over the Norfolk Southern railroad tracks that separate Cornelia's historic downtown from parking and community services. The pedestrian bridge will significantly increase safety, accessibility, and the mobility of people and goods by providing access to community amenities and eliminating the risk of train-related injuries and fatalities. The City of Cornelia will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside projects in Rural Areas and \$1,015,200 of this project funding amount qualifies for the statutory set-aside for Planning projects.

**Georgia – Powder Springs Dallas Road Corridor Crossing Closure Project (Up to \$800,000)***City of Powder Springs*

The proposed project was selected for Project Planning and includes activities to evaluate alternatives for closing three highway-rail grade crossings in Cobb County, Georgia. This project will conduct stakeholder engagement and conceptual engineering to develop concepts to consolidate and eliminate at-grade crossings. The project aligns with the selection criteria by enhancing safety, as the project will increase mobility and the fluidity of freight rail network in the region. The City of Powder Springs, Georgia Department of Transportation, Cobb County, and Norfolk Southern will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects.

**Georgia – Navajo Circle Life/Safety Grade Separation Planning Project (Up to \$319,360)***County of Hall*

The proposed project was selected for Project Planning and includes activities to evaluate and recommend safety improvements to the Navajo Circle crossing in Gainesville, GA. The project will assess various alternatives to improve this crossing, including grade separation and railroad track relocation. The project aligns with the selection criteria by enhancing safety and improving mobility, as the project will reduce emergency response times, minimize crossing incidents, and reduce emissions by reducing idling times at blocked crossings. Hall County will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects and the statutory set-aside for projects in Rural Areas.

**Idaho – Robinson Boulevard & Greenhurst Road RRX Overpass Rail Crossing Elimination Project (Up to \$1,209,800)***City of Nampa*

The proposed project was selected for Project Development and includes activities to support grade crossing-related improvements on Union Pacific (UPRR) infrastructure in the City of Nampa. The proposed project aligns with the selection criteria by improving safety and mobility for people and goods, as the project will relocate the roadway for safer geometry and create a grade-separated crossing. The City of Nampa and Nampa Highway District No.1 will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

**Idaho – Brunner Road BNSF Grade Separation Project (Up to \$14,373,128)***Lakes Highway District*

The proposed project was selected for Right-of-Way Acquisition, Final Design, and Construction and includes activities to grade separate Brunner Road and the Burlington Northern Santa Fe (BNSF) Kootenai Subdivision. The project aligns with the selection criteria by improving the mobility of people and goods, as the project will create a new overcrossing, realign the roadway for safer geometry, and increase connectivity of the local road network. The Lakes Highway District and BNSF will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

**Illinois – An Equity-Focused Alternatives Analysis for the Bradley Avenue Railroad Crossing (Up to \$240,000)***City of Champaign*

The proposed project was selected for Project Planning and includes activities to grade separate the Bradley Avenue at-grade crossing in Champaign, Illinois. The project will explore potential grade separation methods. The project aligns with the selection criteria by enhancing safety, as the project will improve safety for vehicles, pedestrians, and cyclists, and reduce delays caused by train crossings. The City of Champaign will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects and the statutory set-aside for projects in Rural Areas.

**Illinois – Metra’s Smart Gates Rail Crossing Upgrades in Chicago’s South Side (Up to \$22,000,000)***Commuter Rail Division of the RTA d/b/a Metra*

The proposed project was selected for Construction and includes activities to complete highway-rail grade crossing improvements and signal system modernization at 36 highway-rail grade crossings and one pedestrian-rail grade crossing along the Metra Electric District’s South Chicago branch in Chicago, Illinois. The project will upgrade the electrical circuitry connected to the signal system, construct and install new housing to store electrical components, install Smart Gates technology with remote monitoring capabilities, and integrate with back-end software. The project aligns with the selection criteria by enhancing safety, as the project will replace hundreds of warning devices at crossings with a high incident history with contemporary sensor technology. Metra will contribute the 20 percent non-Federal match.

**Illinois – Stephenson County At-Grade Rail Crossing Mitigation Plan (Up to \$240,000)***County of Stephenson*

The proposed project was selected for Project Planning and includes activities to assess safety improvements at all 26 at-grade crossings in Stephenson County, Illinois. The project will assess the feasibility of alternatives, such as grade separations, crossing closures, or design improvements for the crossings where separation or closure is not feasible. The project aligns with the selection criteria by enhancing safety, as the project will emphasize safety as a major criterion throughout the planning process. Stephenson County will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects and the statutory set-aside for projects in Rural Areas.

**Illinois – Gougar Road at Wisconsin Central/Canadian National Railroad Grade Separation (Up to \$27,172,100)***County of Will*

The proposed project was selected for Right-of-Way Acquisition and Construction and includes activities to improve grade crossings on Canadian National track in New Lenox, Illinois. The project will construct a grade-separated overpass crossing for roadway vehicles. This project aligns with the selection criteria by enhancing safety and improving mobility, as the project will provide community benefits of reduced delays, better access to employment, and economic competitiveness and vitality to the area. Will County and the Illinois Commerce Commission will contribute the 20 percent non-Federal match.

**Illinois – CREATE Project GS1 (Up to \$43,125,000)***Illinois Department of Transportation*

The proposed project was selected for Final Design, Right-of Way-Acquisition, and Construction and includes activities to support grade crossing and bridge-related improvements in the Greater Chicago region as part of the Chicago Region Environmental and Transportation Efficiency Program (CREATE). The project will improve infrastructure owned by the Belt Railroad of Chicago. The project aligns with the selection criteria of improving the mobility of people and goods and access to communities, as the project will reduce vehicle delay due to gate-down time, improve railroad crossing safety, promote mobility and connectivity, and advance sustainability and resiliency within Chicago's Clearing West neighborhood, the Village of Bedford Park, and the Village of Summit. The Illinois Department of Transportation (ILDOT) and the Belt Railway Company will contribute the 20 percent non-Federal match.

**Illinois – Grand Avenue Proposed Grade Separation (Up to \$13,100,000)***Village of Elmwood Park*

The proposed project was selected for Final Design, Right-of Way-Acquisition, and Construction and includes activities to support grade crossing-related improvements on Canadian Pacific Kansas City (CPKC) owned infrastructure in the Village of Elmwood, Illinois. The project aligns with the selection criteria by improving system and service performance and enhancing safety, as the project will increase efficiency of both freight and Metra commuter rail service increasing speeds from 30 mph to 70 mph for passenger trains and from 30 mph to 40 mph for freight trains in addition to eliminating a crossing with a total 160 crashes reported between 2018 and 2022. The Illinois Department of Transportation, Illinois Commerce Commission, and Cook County Department of Transportation and Highways will contribute the 20 percent non-Federal match.



**Indiana – Market Street Railroad Crossing Elimination Planning and Development (Up to \$1,120,000)***City of Crawfordsville*

The proposed project was selected for Project Planning and Project Development and includes activities to grade separate an existing crossing of a CSX track in Crawfordsville, Indiana. The project aligns with the selection criteria by resulting in a grade-separated crossing, as the project will generate the necessary information to construct a grade separation at Market Street in Crawfordsville, advancing safety for all users. The City of Crawfordsville will contribute the 30 percent non-Federal match. This project qualifies for the statutory set-aside projects in Rural Areas and \$42,000 of this project funding amount qualifies for the statutory set-aside for Planning projects.

**Indiana – Hively Avenue Overpass (Up to \$19,818,219)***City of Elkhart*

The proposed project was selected for Final Design and Construction and includes activities to close two at-grade crossings in Elkhart, Indiana and replace one crossing at Hively Avenue with a grade separation over Norfolk Southern's triple-tracked Chicago Line. The project also includes other adjoining road, sidewalk, and trail improvements. The project aligns with the selection criteria by enhancing safety and improving mobility through eliminating at-grade crossings. The City of Elkhart and the State of Indiana will contribute the 33 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

**Indiana – Airport Expressway Grade Separation (Up to \$23,200,000)***City of Fort Wayne*

The proposed project was selected for Project Development, Final Design, Right-of-Way Acquisition, and Construction and includes activities to support grade crossing improvements along Norfolk Southern track in Fort Wayne, Indiana. The project aligns with the selection criteria by improving safety, as it will reduce the number of crashes in the project area and enhance access to a new hospital. The project will also improve mobility, as it will provide more direct routes for deliveries and commuting patterns. The City of Fort Wayne and Norfolk Southern will contribute the 20 percent non-Federal match.

**Indiana – Grand Avenue Pedestrian Bridge over NSRR (Up to \$7,736,400)***City of Hammond*

The proposed project was selected for Project Development, Final Design, Right-Of-Way Acquisition, and Construction and includes activities for a new pedestrian bridge where the at-grade crossing at Grand Avenue and Norfolk Southern Railway's (NSRR) rail line intersects. The project also involves executing a highway-rail grade crossing safety information and education program through educational seminars in local schools and other community events in the City of Hammond. The project aligns with the selection criteria by helping improve safety and mobility, as the improvements will reduce the time that trains block the at-grade crossing, alleviating access issues to local schools. The City of Hammond and Norfolk Southern will contribute the 25 percent non-Federal match.

**Indiana – Planning Study for The C.R.O.S.S. (Comprehensive Rail Overpass Safety Strategy) Scott Road Project (Up to \$400,000)***County of Allen*

The proposed project was selected for Project Planning and includes activities to evaluate alternatives to improve the Scott Road at-grade crossing in Fort Wayne, Indiana. The project will explore the feasibility of grade-separating the crossing at Scott Road, a north-south connector road, over the Norfolk Southern track. The project aligns with the selection criteria by enhancing safety, as the project will increase the mobility and safety of motorists and pedestrians while increasing the fluidity of the freight rail network in the region. Allen County will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects.

**Indiana – St. Joseph and Elkhart County, Indiana Rail Corridor Overpass and Improvements (Up to \$1,000,000)***Michiana Area Council of Governments*

The proposed project was selected for Project Planning and Project Development and includes activities to support grade crossing-related improvements in St. Joseph and Elkhart County, Indiana on Norfolk Southern-owned infrastructure. The project aligns with the selection criteria by resulting in corridor-wide grade crossing improvements. The project will improve safety by reducing train, pedestrian, and vehicular incidents allowing for safer travel for multiple modes, such as pedestrian travel, transit, private automobile, and bicycles. The project will also connect residents to a large manufacturing hub currently separated by the track, improving access to economic opportunity. St. Joseph County will contribute the 20 percent non-Federal match. \$580,000 of this project funding amount qualifies for the statutory set-aside for planning.

**Iowa – Clay County Crossing #385705E Elimination (Up to \$3,280,000)***County of Clay*

The proposed project was selected for Final Design and Construction and includes activities to remove a Canadian Pacific Kansas City at-grade crossing and construct a high-level grade separation in Clay County, Iowa. The project aligns with the selection criteria by enhancing safety, as the project will remove an unsafe railroad crossing and improve the movement of freight and emergency services. Clay County and Canadian Pacific Kansas City will contribute the 31.45 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

**Iowa – Broadway Avenue Phase 2 Crossing Elimination and Safety Improvements Project (Up to \$11,522,095)***County of Polk*

The proposed project was selected for Construction and includes activities to grade separate a crossing and improve two additional at-grade rail crossings in Polk County, Iowa. The project will build a roadway underpass at the intersection of a dual Union Pacific Railroad (UPRR) track and Broadway Avenue and install new signals, gates, and raised medians at the other two nearby crossings. This project aligns with the selection criteria by enhancing safety and improving mobility, as the project will reduce incidents, reduce congestion, improve freight and commuter movement, provide multimodal transportation options, and increase roadway safety. Polk County will contribute the 26.1 percent non-Federal match.

**Iowa – Merrill Grade Crossings Study (Up to \$540,000)***Iowa Department of Transportation*

The proposed project was selected for Project Planning and includes activities to evaluate highway-rail grade crossing safety and a potential highway-rail grade separation in Merrill, Iowa. The project will conduct a planning and feasibility analysis to identify ways to improve highway safety and traffic flows in the Merrill area and mitigate a physical barrier posed by the rail corridor in the community. The project aligns with the selection criteria by enhancing safety, as the project will eliminate the risk of future highway-rail grade crossing incidents. Iowa DOT and BNSF will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects and the statutory set-aside for projects in Rural Areas.

**Kansas – Moonlight Road Grade Separation Planning Study (Up to \$536,000)***City of Gardner*

The proposed project was selected for Project Planning and includes activities to eliminate the at-grade crossing in Gardner, Kansas. The project will develop grade separation alternatives and select a preferred alternative to mitigate the challenges the Moonlight Road crossing poses for the City of Gardner and BNSF. The project aligns with the selection criteria by enhancing safety, as the project will reduce vehicle and rail delays and improve mobility. The City of Gardner and BNSF will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects.

**Kansas – Liberal Crossing Analysis for Routes Enhancing Safety (Liberal CARES) (Up to \$1,639,520)***City of Liberal*

The proposed project was selected for Project Planning and Project Development and includes activities to finalize the alternatives analysis and conduct the environmental review and preliminary engineering at an at-grade crossing along the Union Pacific rail corridor at either S. Pershing Avenue or S. Western Avenue in Liberal, Kansas. The project aligns with the selection criteria by resulting in one or more grade-separated crossings, as the project will reduce potential incidents between trains and road vehicles and alleviate delays associated with blocked crossings to improve emergency response times. The City of Liberal and the State of Kansas will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside projects in Rural Areas and \$333,056 of this project funding amount qualifies for the statutory set-aside for Planning projects.

**Kansas – Olathe West Track Rail Crossing Study (Up to \$1,750,000)***City of Olathe*

The proposed project was selected for Project Planning and includes activities to study eight at-grade crossings in Olathe, Kansas. The project will conduct an alternatives analysis to identify specific capital investments, including crossing closures, grade separations, or other improvements. The project aligns with the selection criteria by enhancing safety, as the project will improve safety, reduce crash risk, improve traffic flow, increase rail operational efficiency, and improve the state of good repair of roadway and rail assets. The City of Olathe and BNSF will contribute the 22 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects.

**Kansas – Eastern Kansas Communities Rail Corridor At-Grade Crossing Elimination Plan  
(Up to \$1,720,000)***City of Spring Hill*

The proposed project was selected for Project Planning and includes activities to evaluate 12 crossings and explore a potential new grade-separated crossing within the cities of Spring Hill, Fontana and Fort Scott, Kansas. These communities are connected by the BNSF Fort Scott Subdivision, which spans south from Kansas City, Missouri, through Kansas to Springfield, Missouri. The project aligns with the selection criteria by enhancing safety, as the project will potentially close 12 at-grade community crossings. The Kansas Infrastructure Hub, Spring Hill, Fort Scott, and BNSF will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects and the statutory set-aside for projects in Rural Areas.

**Kentucky – Quarry Road Grade Separation Project – Elimination of 2 At-Grade Crossings  
(Up to \$9,589,600)***Kentucky Transportation Cabinet*

The proposed project was selected for Final Design and Construction and includes activities to support grade crossing-related improvements on CSX-owned infrastructure in Hardin, Larue, and Hart Counties. The project aligns with the selection criteria of improving safety and the mobility of people and goods, as the project will allow for safer and more efficient roadway operations adjacent to the CSX mainline and eliminate the risk of future highway-rail grade crossing accidents/incidents along this portion of the corridor through the elimination of two at-grade crossings. The Kentucky Transportation Cabinet will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

**Louisiana – Baldwin Railroad Crossing Elimination, Enhancement, and Access Project  
(Up to \$2,504,000)***Town of Baldwin*

The proposed project was selected for Final Design and Construction and includes activities to construct an access road to close three crossings and improve two additional crossings on BNSF infrastructure in Baldwin, Louisiana. The project will construct a public access road along the south side of the track within the BNSF right-of-way to facilitate vehicle access to the remaining open crossing. The project aligns with the selection criteria by enhancing safety, as the project will address historical issues with incidents at these locations and will resolve vehicle and emergency responders experiencing blocked at-grade crossings. The Town of Baldwin and BNSF will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural areas.

**Maryland – Rosedale (MD) Grade Crossing Improvements and Consolidation (Up to \$2,958,969)***Maryland Department of Transportation*

The proposed project was selected for Project Planning, Project Development, Final Design, and Construction and includes activities to support grade crossing-related improvements in Baltimore County on CSX-owned infrastructure. The project will install flashing light signals, automatic roadway gates, bells, and additional signage. Phase Two of the project will complete a grade crossing elimination study. The project aligns with the selection criteria by enhancing safety and improving access to communities, as the project will reduce incidents at crossings. Maryland Department of Transportation, CSX, and Baltimore County will contribute the 22 percent non-Federal match. \$122,012 of this project funding amount qualifies for the statutory set-aside for planning.

**Maryland – Kensington MARC Station Overpass Feasibility Study (Up to \$150,000)***Maryland Transit Administration*

The proposed project was selected for Project Planning and includes activities to address a pathway-grade crossing at the Kensington MARC station in Kensington, Maryland. This grant will conduct a feasibility study to evaluate the viability of a new, ADA-accessible grade-separated pedestrian and bicycle crossing. The project aligns with the selection criteria by enhancing safety, as the project will reduce pedestrian and bicyclist conflicts with rail traffic and reduce the risk of trespassing. The Town of Kensington and the Maryland Transit Administration will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects.

**Massachusetts – High-Risk Grade Crossing Elimination Master Plan (Up to \$4,000,000)***Massachusetts Bay Transportation Authority*

The proposed project was selected for Project Planning and includes activities to evaluate 52 high-risk, high-priority pedestrian and roadway grade crossings throughout the greater Boston regional rail network. The project will assess the feasibility and infrastructure needs of these crossings, including potential crossing closures. The project aligns with the selection criteria by enhancing safety, as the project will improve safety by developing a project pipeline, along with understanding rail and traffic bottlenecks and environmental and community impacts. The Massachusetts Bay Transportation Authority will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects.

**Massachusetts – Longmeadow Passive Crossing Improvement Project (Up to \$1,200,000)***Massachusetts Department of Transportation*

The proposed project was selected for Project Planning and Project Development and includes activities to support grade crossing-related improvements in Longmeadow on Amtrak-owned infrastructure. The project aligns with the selection criteria by improving safety and the mobility of people and goods, as the project will reduce the potential of incidents at a rural crossing that is heavily utilized by pedestrians and located on a nature trail. The project will also improve the efficiency of Amtrak's New Haven to Springfield, Vermonter, and Hartford passenger rail lines. The Massachusetts Department of Transportation and Amtrak will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas and \$144,000 of this project funding amount qualifies for the statutory set-aside for Planning projects.

**Michigan – CLEAR Detroit: Central-Lonyo Elimination and Rail Adjustment Project (Up to \$5,200,000)***City of Detroit*

The project was selected for Project Development and includes activities to consolidate three Consolidated Rail Corporation at-grade tracks onto two bridges over Lonyo Street and Central Street in Detroit, Michigan. The project will develop preliminary engineering documents and complete an environmental review to consolidate all but one of the at-grade tracks onto two bridges over Lonyo Street and Central Street. The project aligns with the selection criteria by enhancing safety, as the project will eliminate three at-grade crossings, add necessary improvements to other crossings, and remove three aging bridges. The Michigan Department of Transportation and Michigan Infrastructure Office will contribute the 20 percent non-Federal match.

**Michigan – Planning for Kalamazoo's Future: Railroad Crossing Eliminations (Up to \$2,575,000)***City of Kalamazoo*

The proposed project was selected for Project Planning and includes activities to assess potential safety and mobility improvements in Kalamazoo, Michigan. This project will support a regional planning grant designed to address major challenges related to trains that currently utilize multiple, duplicative railroad crossings in a major urban corridor to access the railyard. This planning grant will allow the city and stakeholders (including state and local rail partners) to investigate at least two proposed concepts to ensure the concepts meet the needs of the community and region. The project aligns with the selection criteria by enhancing safety and increasing mobility, as the project will reduce accident risk and remove access barriers to the transportation network in the city. The State of Michigan will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects.

**Michigan – Grade Separation of M-85 and CN Railroad Project (Up to \$73,446,704)***Michigan Department of Transportation*

The proposed project was selected for Final Design and Construction and includes activities to support grade crossing-related improvements on Canadian National infrastructure in Trenton, Michigan. The project will eliminate a dangerous at-grade crossing on one of the Downriver Region's busiest traffic corridors, where freight tracks intersect with highway and pedestrian rights-of-way at M-85, a critical north-south route between Detroit and Trenton. The project aligns with the selection criteria by enhancing safety and improving mobility, as the project will address issues related to blocked crossings, including reducing vehicle idling time, eliminating train-vehicle conflicts, improving emergency response times, and improving overall transportation efficiency. Canadian National and the Michigan Department of Transportation will contribute at least 20 percent non-Federal match.

**Minnesota – Trunk Highway 47 Corridor and BNSF Railroad Grade Separation Project (Up to \$2,500,000)***City of Anoka*

The proposed project was selected for Project Planning and Project Development and includes activities to support grade crossing-related improvements on BNSF-owned infrastructure in the City of Anoka, Minnesota. The project aligns with the selection criteria by improving the mobility of people and goods and access to communities, as the project will eliminate conflict between high volumes of roadway traffic and 75 mph trains, improve the efficiency of Amtrak's Empire Builder and Metro Transit's North Start Commuter Rail and more easily connect residents to attractions and regional destinations, such as the Anoka County Fairgrounds; Wild, Scenic, & Recreational Rum River; and Anoka Nature Preserve. The City of Anoka will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for Rural Areas and \$2,187,500 of this project funding amount qualifies for the statutory set-aside for Planning projects.

**Minnesota – La Crescent Rail Corridor Safety Improvements (Up to \$229,600)***City of La Crescent*

The proposed project was selected for Project Planning and includes activities to evaluate safety improvements to four at-grade crossings in La Crescent, Minnesota. This project will develop concepts to close one highway-rail crossing by combining two of four crossings, reducing the number of crossings from four to three, and install protective devices, signals, and signage. The project aligns with the selection criteria by enhancing safety, as the project will reduce the risk of accidents and address issues related to blocked crossings. The City of La Crescent will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects and the statutory set-aside for projects in Rural Areas.

**Minnesota – Connecting Camden - Creating Vibrant Futures (Up to \$2,000,000)***City of Minneapolis*

The proposed project was selected for Project Planning and Project Development and includes activities to evaluate potential improvements at three at-grade crossings along CPKC tracks in Minneapolis, Minnesota. The project aligns with the selection criteria by enhancing safety and improving system and service performance, as the project will inform future eliminations and/or grade separations of three frequently blocked crossings. The City of Minneapolis and CPKC will contribute the 20 percent non-Federal match. \$500,000 of this project funding amount qualifies for the statutory set-aside for Planning projects.

**Minnesota – Developing an Alternatives Analysis for Railroad Crossing Elimination (Up to \$240,000)***County of Douglas*

The proposed project was selected for Project Planning and includes activities to evaluate alternatives for a grade separation at the McKay Avenue at-grade crossing in Alexandria, Minnesota. This project will develop concepts to separate this crossing and improve a nearby crossing on Geneva Road. The project aligns with the selection criteria by enhancing safety, as the project will reduce potential collisions. Douglas County will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects and the statutory set-aside for projects in Rural Areas.

**Minnesota – Midway Road (CSAH 13) Railroad Crossing Elimination Planning and Development (Up to \$1,862,400)***County of Saint Louis*

The proposed project was selected for Project Planning and Project Development and includes activities to support grade crossing-related improvements on Canadian National-owned infrastructure in the County of Saint Louis. The project aligns with the selection criteria by improving the safety and the mobility of people and goods, as the project will increase freight efficiency by creating a dedicated route for freight trains and motorists, reducing delays, and potentially allowing trains to operate at higher speeds. This project will provide a long-term multimodal freight solution to improve safety, reliability, and efficiency along the Canadian National rail corridor and the Midway Road (CSAH 13) corridor, benefiting the entire region's transportation network. The County of Saint Louis will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas and \$644,800 of this project funding amount qualifies for the statutory set-aside for Planning projects.

**Minnesota – TH 10 & CSAH 11 Railroad Crossing Improvement Study (Up to \$1,380,000)***County of Sherburne*

The proposed project was selected for Project Planning and Project Development and includes activities to support grade crossing-related improvements on BNSF-owned infrastructure in Becker Township. This at-grade intersection and BNSF rail crossing is an area of safety and mobility concern and several past studies have demonstrated the need for grade separation. The project aligns with the selection criteria by resulting in one grade-separated crossing, as the project will reduce the risk of fatal and serious injury crashes at the railroad crossing, facilitate smoother freight mobility, provide better access to connecting roadway networks, and improve overall transportation efficiency. Sherburne County will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas and \$240,000 of this project funding amount qualifies for the statutory set-aside for Planning projects.

**Minnesota – MnDOT Moorhead to Duluth Corridor Crossing Elimination and Improvement Study (Up to \$800,000)***Minnesota Department of Transportation*

The proposed project was selected for Project Planning and includes activities to study crossings along a 250-mile stretch of the BNSF Railway Northern Transcontinental Line within the state of Minnesota. The project will evaluate existing conditions, identify alternatives, and develop a corridor project inventory to improve safety. The project aligns with the selection criteria by enhancing safety, as the project will reduce the risk of collisions, injuries, and fatalities. The Minnesota Department of Transportation will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects and the statutory set-aside for projects in Rural Areas.

**Minnesota – Southport River Terminal Grade-Separated Feasibility Planning Project (Up to \$636,000)***Port Authority of the City of Saint Paul*

The proposed project was selected for Project Planning and includes activities to study the feasibility of replacing an existing highway-rail grade crossing of the Barge Channel Road/UPRR intersection with a grade-separated crossing at the Southport River Terminal in Saint Paul, Minnesota. The Southport River Terminal is an important intermodal hub, serving as the first-mile/last-mile connection between freight traveling on the national rail and highway systems and barges using the national inland waterway system. The terminal is currently impeded by an at-grade mainline railroad crossing, which completely blocks traffic in/out of the terminal and can result in shipping delays and reduced reliability while posing safety concerns. The project aligns with the selection criteria by improving system and service performance, as the project will support the planning necessary to eliminate the at-grade crossing. The Port Authority of Saint Paul will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects.

**Mississippi – Dolphin Drive/CSX Grade Separation Project (Up to \$1,200,000)***City of Gautier*

The proposed project was selected for Project Development and includes activities to grade separate the intersection of Dolphin Drive and CSX tracks in the City of Gautier, Mississippi. The project aligns with the selection criteria by improving system and service performance, as the project will alleviate congestion due to blocked crossings, reduce emissions from vehicle idling, and improve mobility and access for residents. The City of Gautier and CSX will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.



**Missouri – City of Arnold Railroad Crossing Elimination Study (Up to \$750,000)***City of Arnold*

The proposed project was selected for Project Planning and includes activities to study three at-grade crossings along BNSF tracks in the City of Arnold, Missouri. The project will identify feasible alternatives for closing all three at-grade crossings. The project aligns with the selection criteria by enhancing safety and improving mobility, as the project will improve safety, reduce traffic delays, and enable greater overall connectivity. The City of Arnold will contribute the 21.1 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects.

**Montana – Montana Avenue Grade Separation Project (Up to \$3,200,000)***City of Helena*

The proposed project was selected for Project Development and includes activities to advance the delivery of a grade separation at Montana Avenue in Helena, Montana. The project would conduct preliminary engineering activities and completion of NEPA for a project to construct a roadway overpass, install a two-lane roundabout, and include other multimodal improvements at the adjacent five-point intersection, allowing increased reliability of travel on Montana Avenue. The project aligns with the selection criteria by enhancing safety and increasing mobility, as the project will reduce congestion, reduce the risk of vehicular/rail incidents, eliminate a significant barrier to emergency service providers, and enhance freight rail traffic. The City of Helena, Montana Department of Transportation, and BNSF will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

**Nebraska – Grand Island Rail Crossing Study (Up to \$600,000)***City of Grand Island*

The proposed project was selected for Project Planning and includes activities to assess the conditions of 17 rail crossings in Grand Island, Nebraska. The project will develop a prioritized Corridor Improvement Plan, recommending crossing closures, grade separations, and targeted safety countermeasures to enhance safety and address unreliable travel routes and emergency response delays caused by frequent train traffic. The project aligns with the selection criteria by enhancing safety, as the project will result in one or more grade-separated crossings and corridor-wide grade crossing improvements. The City of Grand Island and BNSF will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects and the statutory set-aside for projects in Rural Areas.

**Nebraska – 33rd/Cornhusker Viaduct (Up to \$66,706,880)***City of Lincoln*

The proposed project was selected for Final Design, Right-of-Way Acquisition, and Construction and includes activities to eliminate two at-grade crossings in Lincoln. The project will build a new bridge over the rail corridor to eliminate two at-grade railroad crossings at N. 3rd Street and Adams Street. The project aligns with the selection criteria by enhancing safety, as the project will reduce traffic delays, accommodate existing and future traffic, improve mobility across the rail corridor, and improve multimodal connectivity in the area. BNSF, the City of Lincoln, and the Railroad Transportation Safety District will contribute the 20 percent non-Federal match.

**Nebraska – Omaha to Lincoln Rail Crossing Study (Up to \$600,000)**

*Nebraska Department of Transportation*

The proposed project was selected for Project Planning and includes activities to evaluate 73 at-grade crossings along 64.5 miles of BNSF track across Nebraska. The project will identify various safety improvements, including crossing closures, installation of active warning devices, realignment of crossings, upgrades to grade crossings, and new roadway connections. The project aligns with the selection criteria by enhancing safety, as the project will result in one or more grade-separated crossings and corridor-wide grade crossing improvements. The Nebraska Department of Transportation and BNSF Railway will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects.

**New Jersey – Rail Highway Grade Crossing Safety Study – Long Branch to Bradley Beach (Up to \$800,000)**

*New Jersey Transit Corporation*

The proposed project was selected for Project Planning and includes activities to study the 29 rail-highway grade crossings between Long Branch and Bradley Beach, New Jersey. This project will identify potential crossing closures through data collection and analysis, ranking assessments, and mitigation recommendations. The project aligns with the selection criteria by enhancing safety, as this project will result in corridor-wide grade crossing improvements. New Jersey Transit Corporation will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects.

**New Mexico – Clovis Corridor Improvement Project (Up to \$1,040,000)**

*City of Clovis*

The proposed project was selected for Project Development and includes activities to eliminate an existing grade crossing and make improvements to another near the BNSF Clovis Yard in Clovis, New Mexico. The project aligns with the selection criteria by enhancing safety, as the project will result in one or more grade crossing improvements, create a new overcrossing of the BNSF line, improve an existing crossing on the east side of the rail yard, and better integrate rail crossing signals into the surrounding network. The City of Clovis and BNSF will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

**New Mexico – McKinley County-BNSF Rail Crossing Elimination (Up to \$3,312,000)**

*McKinley County*

The proposed project was selected for Project Planning and includes activities to evaluate the potential grade separation of 10 existing at-grade crossings in McKinley and Cibola counties, New Mexico. This project will conduct planning, alternatives analysis, and conceptual pre-engineering. The project aligns with the selection criteria by enhancing safety, as the project will reduce or eliminate vehicle and pedestrian injuries and fatalities. McKinley County and the New Mexico Department of Finance and Administration will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects and the statutory set-aside for projects in Rural Areas, and specifically for projects in counties with 20 or fewer residents per square mile.

**New Mexico – Allison Road Grade Separated Crossing Project (Up to \$44,890,094)***New Mexico Department of Transportation*

The proposed project was selected for Construction and includes activities to support grade crossing and bridge-related improvements on BNSF infrastructure and on Amtrak's Southwest Chief route in Gallup, New Mexico. The grade-separated crossing will carry vehicular and non-motorized traffic and connect a newly aligned Allison Road north of the rail corridor with Florence Street (approximately 100 yards west of the existing at-grade Allison Road crossing) south of the corridor. The project aligns with selection criteria by enhancing safety and improving mobility, as the project will enhance the efficiency of mobility for all users, including transit users and operators, first responders, pedestrians, and cyclists. BNSF, the New Mexico Department of Transportation, and the City of Gallup will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas, and specifically for projects in counties with 20 or fewer residents per square mile.

**New York – City of Port Jervis Railroad Crossing Elimination (Up to \$159,600)***City of Port Jervis*

The proposed project was selected for Project Planning and includes activities to develop pedestrian accessibility improvements for an existing at-grade crossing in Port Jervis, New York. The project will conduct planning, alternatives analysis, and stakeholder engagement. The project aligns with the selection criteria by enhancing safety, as the project will evaluate current conditions and develop plans for pedestrian improvements, potentially including an active pedestrian gate, ADA accessible ramps, and signage. The City of Port Jervis will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects and the statutory set-aside for projects in Rural Areas.

**New York – Hudson Line Passive Crossing Improvement Project (Up to \$6,240,000)***New York State Department of Transportation*

The proposed project was selected for Final Design and Construction and includes activities to improve six crossings on Amtrak's Hudson Line in Hudson, Glenville, and Hoffmans, New York. The project aligns with the selection criteria by enhancing safety, as the project will install lights and gates at all six passive crossings. New York State Department of Transportation and Amtrak will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

**New York – Ocean Avenue and Pond Road Grade Crossing Elimination Project (Up to \$2,240,000)***New York State Department of Transportation*

The proposed project was selected for Project Planning and Project Development and includes activities to eliminate two crossings on Long Island Railroad infrastructure in Islip, New York. The project will undertake the necessary planning, preliminary engineering, and NEPA activities to grade separate Ocean Avenue and Pond Road. This project aligns with selection criteria by enhancing safety, as the project will reduce transportation-related fatalities and serious injuries and improve traffic flow at the highway-rail grade crossings. New York State will contribute the 20 percent non-Federal match. \$336,000 of this project funding amount qualifies for the statutory set-aside for Planning projects.

**New York – Roaring Brook Grade Crossing Elimination Project (Up to \$2,608,000)***New York State Department of Transportation*

The proposed project was selected for Project Development and includes activities to complete the necessary preliminary engineering and environmental work for a highway-rail grade separation on Roaring Brook Road near the intersection of the Saw Mill River Parkway (SMRP) in the town of New Castle, New York in Westchester County. With over 100 passenger train movements per day and average delay times of 45-50 seconds per vehicle for each train event currently, a grade separation will eliminate the possibility of collisions and significantly reduce overall vehicle delays and associated emissions from queued vehicles. The project aligns with selection criteria by enhancing overall safety, improving access to emergency services, and reducing the overall number of vehicle collisions. The New York State Department of Transportation will contribute the 20 percent non-Federal match.

**North Carolina – Orr Road Grade Separation and At-Grade Rail Crossing Closure (Up to \$3,704,000)***City of Charlotte*

The proposed project was selected for Project Development and Final Design and includes activities to replace an at-grade rail crossing with a new grade-separated crossing for the City of Charlotte, North Carolina, located on the Southeast High-Speed Rail corridor. The project aligns with the selection criteria by enhancing safety, as the project will improve rail operations and increase efficiency for the existing Norfolk-Southern (NS) freight rail service, the North Carolina Department of Transportation (NCDOT), and Amtrak passenger rail service, as well as future high-speed passenger rail service between Washington, D.C., Charlotte, and Atlanta, Georgia, as part of the Southeast High-Speed Rail (SEHSR) corridor. The City of Charlotte will contribute the 20 percent non-Federal match.

**North Carolina – NC State University/North Carolina Railroad Crossing Safety Training Program (Up to \$3,000,000)***NC State University*

The proposed project was selected for Project Planning and includes activities to establish RailTAP (Rail Technical Assistance Program), a training and education initiative aimed at improving safety and reducing accidents at highway-rail grade crossings. The project will educate the public and workers about rail crossing risks, promote safety practices to reduce accidents and injuries, and provide localized training for those involved with rail crossings. The project aligns with the selection criteria by enhancing safety, as the project will educate railway workers, contractors, first responders, citizens, municipal and state employees, business owners, and others. The North Carolina Railroad Company will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects and the statutory set-aside for Highway-Rail Grade Crossing Safety Information & Education Programs.

**North Dakota – Marley Crossing Planning Project on ND-1804 (Up to \$1,920,000)***North Dakota Department of Transportation*

The proposed project was selected for Project Planning and Project Development and includes activities to support grade crossing-related activities in Trenton Township, North Dakota on BNSF infrastructure and on Amtrak's Empire Builder corridor. This project aligns with the selection criteria by resulting in one or more grade-separated crossings, as the project will improve safety for rail and roadway users, reduce delays and emissions through a reduction in idling vehicles, and improve emergency access. BNSF and the North Dakota Department of Transportation will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas, and specifically for projects in counties with 20 or fewer residents per square mile. Project funding in the amount of \$120,000 qualifies for the statutory set-aside for Planning projects.

**Ohio – East Orange Road Underpass, Delaware County, Ohio (Up to \$21,000,000)***Ohio Rail Development Commission*

The proposed project was selected for Final Design, Right-of-Way Acquisition, and Construction and includes activities to eliminate one at-grade railroad crossing with a rail-over grade separation in Lewis Center, Ohio. The project aligns with the selection criteria by enhancing safety and improving system and service performance, as the project will allow unabated access for people and goods and improve access and safety for school and work commuters. The Ohio Rail Development Commission, the Delaware County General Fund, Delaware County tax increment financing (TIF) sources, and the Mid-Ohio Regional Planning Commission will contribute the 38.6 percent non-Federal match.

**Ohio – Hines Hill Road, Hudson, Ohio Grade Separation (Up to \$13,705,000)***Ohio Rail Development Commission*

The proposed project was selected for Final Design, Right-of-Way Acquisition, and Construction and includes activities to remove an existing at-grade crossing and build a grade separation on a critical corridor in the City of Hudson, Ohio. The project aligns with the selection criteria by enhancing safety, as the project will improve safety, traffic flow, and emergency service response times. The Ohio Rail Development Commission, Norfolk Southern, and the City of Hudson will contribute the 29.7 percent non-Federal match.

**Ohio – Race Road, North Ridgeville, Ohio Railroad Grade Separation (Up to \$26,250,000)***Ohio Rail Development Commission*

The proposed project was selected for Project Development, Final Design, Right-of-Way Acquisition, and Construction and includes activities to grade separate Race Road and close an at-grade crossing at Maddock Road in North Ridgeville, Ohio. The Project will grade-separate one crossing and close another, thereby eliminating all at-grade crossings over a three-mile stretch of Norfolk Southern track and subsequently improving safety. In addition, the project will construct a dedicated mixed-use path for cyclists and pedestrians. The project aligns with selection criteria by enhancing safety and mobility by eliminating a grade crossing, lessening delays resulting from blocked trains, and improving emergency response times by approximately two minutes. The Ohio Rail Development Commission, the City of North Ridgeville, and Norfolk Southern will contribute the 20 percent non-Federal match.

**Ohio – S Court Street, Circleville, Ohio Railroad Grade Separation (Up to \$20,000,000)***Ohio Rail Development Commission*

The proposed project was selected for Project Design, Final Design, Right-of-Way Acquisition, and Construction and includes activities to replace an existing at-grade crossing with a grade separation on the Norfolk Southern Heartland Corridor in the City of Circleville, Ohio. The City of Circleville faces significant challenges due to at-grade railroad crossings that cause frequent traffic delays and impact emergency services. During these delays, the city is divided into north and south sections, complicating emergency responses and everyday travel. The project aligns with the selection criteria by enhancing safety and mobility, as the project will improve safety, traffic flow, and emergency service response times, and enhance overall mobility within the city. The City of Circleville and The Ohio Rail Development Commission will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

**Oklahoma – Claremore Rail Corridor Revitalization: Enhancing Mobility and Safety for a Connected Community (Up to \$424,000)**

*City of Claremore*

The proposed project was selected for Project Planning and includes activities to conduct a community corridor study to assess the feasibility of grade-separated railroad crossings in Claremore, Oklahoma. The Claremore Rail Corridor Revitalization study will focus on four major roadways within the city—Blue Starr Drive, Will Rogers Boulevard, Lynn Riggs Boulevard (Route 66), and Patti Page Boulevard (2nd Street, Oklahoma State Highway 20)—which encompass seven at-grade railroad intersections critical to Claremore’s transportation network. The project aligns with the selection criteria by enhancing safety, as the project will reduce emergency responder delays, increase access to healthcare facilities, reduce congestion, and enhance overall mobility within the city. The City of Claremore will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects and the statutory set-aside for projects in Rural Areas or on Tribal Lands.

**Oklahoma – Mannford Railroad Crossing Planning Project to Improve Basin Road Connection (Up to \$1,200,000)**

*Oklahoma Department of Transportation*

The proposed project was selected for Project Planning and includes activities to evaluate an at-grade crossing at Basin Road in Mannford, Oklahoma. The project will conduct public and stakeholder engagement and an alternatives analysis to consider grade-separated alternatives for an existing at-grade crossing. The project aligns with the selection criteria by enhancing safety and improving mobility, as the project will alleviate congestion from blocked crossings and improve emergency evacuations and emergency responder access. Oklahoma Department of Transportation will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects and the statutory set-aside for projects in Rural Areas or on Tribal Lands.

**Oklahoma – Occupied Crossing Mitigation Project (Up to \$25,448,000)**

*Oklahoma Department of Transportation*

The proposed project is for Project Development, Final Design, Right-of-Way Acquisition, and Construction and includes activities to install a siding to improve three and close two grade crossings in Davis, Oklahoma. The project will construct a track siding, remove an existing siding, close two at-grade crossings, and implement safety improvements at an additional three crossings. The project aligns with the selection criteria by resulting in one or more grade-separated crossings as the project will resolve issues with vehicles and emergency responders encountering blocked crossings. Oklahoma Department of Transportation and BNSF will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas or on Tribal Lands.

**Oklahoma – Prioritizing Crossings to Save Lives in Central Oklahoma (Up to \$400,000)***Oklahoma Department of Transportation*

The proposed project was selected for Project Planning and includes activities to evaluate 52 at-grade crossings in Edmond, Norman, and Oklahoma City, Oklahoma. The project will analyze a variety of suitable strategies, balancing the needs of the community and safety against improved mobility and surface transportation network flow. The project aligns with the selection criteria by enhancing safety, as the project will reduce crossing incidents along a busy corridor. The Project aims to enhance the mobility of various transportation modes, improving accessibility to community services, local businesses, healthcare, schools, and various other amenities. Oklahoma Department of Transportation will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects.

**Oregon – Reed Market Road Grade Separation Project (Up to \$32,321,299)***City of Bend, Oregon*

The proposed project was selected for Project Development and includes activities to construct a highway-rail grade separation and close an existing at-grade crossing in the City of Bend, Oregon. The project aligns with the selection criteria by enhancing safety, as the project will reduce the risk of vehicular/rail incidents while maintaining free-flowing freight rail traffic. BNSF Railway and the City of Bend will contribute the 30 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

**Oregon – Reedsport Grade Separation Project (Up to \$3,993,224)***Oregon International Port of Coos Bay*

The proposed project was selected for Project Development and includes activities for new overcrossing and safety upgrades at an adjacent crossing in Reedsport, Oregon. The project aligns with the selection criteria by enhancing safety, as the project will drastically reduce the possibility of vehicle-train collisions, and completely remove the risk of accidents between trains and road users. The Oregon International Port of Coos Bay (OIPCB) will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

**South Carolina – Assembly Street Railroad Separation Project (Up to \$204,200,000)***City of Columbia*

The proposed project was selected for Final Design, Right-of-Way Acquisition, and Construction and includes activities to support grade crossing-related improvements on Norfolk Southern and CSX-owned infrastructure in Columbia, South Carolina. The project will consolidate freight operations from two corridors into one. The project aligns with selection criteria by enhancing safety, as the project will improve safety, reduce delays, and enhance freight mobility. The City of Columbia, Richland County, and South Carolina Department of Transportation will contribute the 20 percent non-Federal match.

**South Carolina – City of North Charleston Rivers Avenue Grade Separation Planning (Up to \$940,000)***City of North Charleston*

The proposed project was selected for Project Planning and includes activities to plan a grade separation at Rivers Avenue over CSX railroad in North Charleston, South Carolina. The project will conduct planning efforts to study traffic delays and stoppages at the rail crossing to develop improvements. The project aligns with the selection criteria by enhancing safety and improving mobility, as the project will reduce delays, increase safety, and support multimodal connectivity. The City of North Charleston will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects.

**South Dakota – I-90 Exit 46 (Elk Creek Road) Railroad Crossing Removal Project (Up to \$15,968,864)***South Dakota Department of Transportation*

The proposed project was selected for Construction and includes activities to eliminate the at-grade railroad crossing of Elk Creek Road and the Rapid City, Pierre, and Eastern Railroad in western South Dakota. The project will create a new bridge with a different alignment over the railroad. The project aligns with the selection criteria by enhancing safety and connectivity, as the project will improve connectivity and access in the rural communities of the Town of Piedmont and the City of Summerset, South Dakota. The South Dakota Department of Transportation will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas, and specifically for projects in counties with 20 or fewer residents per square mile.

**South Dakota – Sioux Falls Railroad Corridor Analysis and Crossing Safety Study (Up to \$1,000,000)***South Dakota Department of Transportation*

The proposed project was selected for Project Planning and includes activities to conduct a comprehensive study of 130 at-grade crossings within the Sioux Falls Metropolitan Area in Lincoln and Minnehaha Counties, South Dakota. This project will conduct a corridor analysis and crossing safety study of highway-rail and pathway grade crossings to prioritize safety improvements and potential closures. The project aligns with the selection criteria by enhancing safety, as the project will reduce the incidence of train-vehicle collisions and increase travel efficiency for both trains and cars. The South Dakota Department of Transportation will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects and the statutory set-aside for projects in Rural Areas.

**Tennessee – Chattanooga Clear Through: Hamill Road Grade Separation Project (Up to \$1,295,000)***City of Chattanooga*

The proposed project was selected for Project Development and includes activities to support grade crossing improvements on the Cincinnati, New Orleans, and Texas Pacific (subsidiary of Norfolk Southern Railway) mainline. The expected improvements serve the DeButts Yard, a critical transportation hub and catalyst for economic activity not only in Chattanooga but across the Southeast. This project aligns with selection criteria by enabling the necessary planning and analysis to improve grade crossings, as the project will improve rail operations and increase roadway and pedestrian mobility. The City of Chattanooga will contribute the 20 percent non-Federal match.



**Texas – Clifton Railroad Grade Separation and Crossing Closure Study (Up to \$266,800)***City of Clifton*

The proposed project was selected for Project Planning and includes activities to explore the closure and grade separation for two crossings in Clifton, Texas. This project will develop a feasibility study to determine how these crossings can be closed, improved, supplemented with grade-separated crossings, or replaced with grade-separated crossings. The project aligns with the selection criteria by enhancing safety, as the project will result in safer and more efficient movement of people and goods through the city. The City of Clifton, BNSF, Goodall-Witcher Healthcare Foundation, and Lutheran Sunset Ministries will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects and the statutory set-aside for projects in Rural Areas, and specifically for projects in counties with 20 or fewer residents per square mile.

**Texas – Copperas Cove Railroad Flyover Planning Study (Up to \$331,200)***City of Copperas Cove*

The proposed project was selected for Project Planning and includes activities to determine the best alternative for providing at least one grade-separated crossing in Copperas Cove, Texas. Project activities will include stakeholder engagement and an alternatives analysis to examine three at-grade crossings to explore grade-separated solutions for those locations. The project aligns with the selection criteria by enhancing safety and improving mobility, as the project will address blocked crossing issues, including improving emergency services response times, decreasing travel times, and reducing train-vehicle incidents. The City of Copperas Cove and BNSF will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects.

**Texas – East End Triangle R.A.I.L.S. Plan: Resilience Access and Improved Logistics for Safety (Up to \$2,000,000)***Harris County*

The proposed project was selected for Project Planning and includes activities to comprehensively assess train impacts at 14 at-grade crossings in the East End Triangle community in Houston, Texas. The study will include data analysis, coordination with railroads, emergency services, other critical stakeholders, and extensive community engagement to recommend improvements. The project aligns with the selection criteria by enhancing safety, as the project will improve safety and mobility in the community. Harris County and the City of Houston will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects.

**Texas – Eliminating Rail Crossings in Texas and New Mexico Project (Up to \$73,061,388)***Texas Department of Transportation*

The proposed project was selected for Right-of-Way Acquisition and Construction and includes activities to grade separate one crossing and close two additional crossings along BNSF track in Farwell, Texas, and Texico, New Mexico. The project will construct a new Texico bypass roadway alignment to allow for grade separation and crossing closures. The project aligns with selection criteria by enhancing safety, as the project will reduce blocked crossings, increase access for emergency responders, and reduce dwell time for motorists, therefore reducing the impact of exhaust emissions on the environment. New Mexico Department of Transportation, Texas Department of Transportation, and BNSF will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

**Texas – Longview At-Grade Rail Crossing Elimination and Safety Study (Up to \$485,244)***City of Longview*

The proposed project was selected for Project Planning and includes activities to study the 33 at-grade rail crossings in Longview, Texas. The project will determine the feasibility for eliminating at-grade crossings or improvements to make them safer and more efficient for freight trains, road users, pedestrians, and bicyclists. The project aligns with the selection criteria by enhancing safety, as the project will determine the actions to be taken to make each crossing as safe as possible for the traveling public while not impeding freight and passenger rail transportation. The City of Longview will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects and the statutory set-aside for projects in Rural Areas.

**Texas – Wilmeth/McIntyre Road Grade Separation Project (Up to \$3,139,500)***City of McKinney*

The proposed project was selected for Project Planning, Project Development, and Final Design and includes activities to grade-separate McIntyre Road from Dallas Area Rapid Transit tracks in McKinney, Texas. The project will develop pre-NEPA studies, surveys, deliverables, and subsequent environmental activities to develop a grade separation. The project aligns with the selection criteria by enhancing safety and connectivity, as the project will reduce future incidents, especially considering forecasted growth. The City of McKinney will contribute the 30 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas and \$1,404,000 of this project funding amount qualifies for the statutory set-aside for Planning projects.

**Utah – Provo Subdivision Rail Consolidation (Up to \$7,502,400)***Utah Department of Transportation*

The proposed project was selected for Project Development and includes activities to consolidate two adjacent rail corridors owned by Union Pacific and Utah Railways into a single corridor in Utah County, Utah. The project will remove 19 grade crossings, abandon 7 miles of track through Spanish Fork and Springville, UT, and improve 10 additional crossings on the new consolidated corridor. The project aligns with selection criteria by enhancing safety, as the project will remove crossings, create a more efficient transportation network, and improve travel times for both rail and vehicles. The Utah Department of Transportation will contribute the 20 percent non-Federal match.

**Virginia – Portlock Road Grade Separation (Up to \$1,034,800)***City of Chesapeake*

The proposed project was selected for Project Planning and Project Development and includes activities to support grade crossing-related improvements on Norfolk Southern-owned infrastructure and Amtrak's DC-Norfolk route in Chesapeake, Virginia. The project will conduct a feasibility study, preliminary engineering, and environmental work to develop a grade separation at Portlock Road. The project aligns with the selection criteria by enhancing safety, as the project will provide residents, businesses, and first responders with reliable vehicular access, while also improving freight and passenger rail efficiency. The City of Chesapeake and the Virginia Department of Rail and Public Transportation will contribute the 20 percent non-Federal match. Project funding in the amount of \$196,000 qualifies for the statutory set-aside for Planning projects.

**Virginia – Harrisonburg/Rockingham Rail Crossing Elimination and Relocation Planning Project  
(Up to \$240,000)***City of Harrisonburg*

The proposed project was selected for Project Planning and includes activities to evaluate the relocation of approximately 3.1 miles of Norfolk Southern line away from the city center and James Madison University in Harrisonburg, Virginia. The project aligns with the selection criteria by enhancing safety, as the project will consider relocation alternatives that could eliminate 10 highway-rail and 9 pathway-rail grade crossings in a densely populated urban environment. The City of Harrisonburg, Rockingham County, and James Madison University will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects and the statutory set-aside for projects in Rural Areas.

**Virginia – Broad Rock Boulevard Grade Separation Study and Development (Up to \$2,704,000)***City of Richmond*

The proposed project was selected for Project Planning and Project Development and includes activities to support grade crossing-related improvements on CSX-owned infrastructure in Richmond, Virginia. The project will conduct planning and design work to develop an overpass over the rail. The project aligns with the selection criteria by improving mobility, as the project will eliminate delays at the crossing due to blocked crossings. The City of Richmond and the Virginia Department of Rail and Public Transportation will contribute the 20 percent non-Federal match. Project funding in the amount of \$330,000 qualifies for the statutory set-aside for Planning projects.

**Virginia – Suffolk Downtown Grade Crossing Study (Up to \$2,808,000)***City of Suffolk*

The proposed project was selected for Project Planning and Project Development and includes activities to grade-separate Washington Street from the Norfolk Southern rail line and implement closures or improvements at an additional six at-grade crossings. The project will study and design a vehicular crossing, either above or below the railroad at Washington Street, and explore closure and/or upgrade options at the other crossings. The project aligns with the selection criteria by enhancing safety and mobility, as the project will increase the reliability of travel and resolve increasing issues with vehicular traffic and emergency responders encountering blocked at-grade crossings on this corridor. The City of Suffolk and the Virginia Department of Rail and Public Transportation will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas and \$396,000 of this project funding amount qualifies for the statutory set-aside for Planning projects.

**Virginia – Spotsylvania County Rail Safety Corridor Project - Track 2 Project Development  
(Up to \$1,232,000)***County of Spotsylvania*

The proposed project was selected for Project Development and Final Design and includes activities to advance safety measures at three CSX highway-rail grade crossings in Spotsylvania, Virginia. The project will install four-quadrant gates with flashing beacons at Mine Road and flashing beacons at the Spur at Benchmark Road; it will also implement a potential grade separation at the crossing at Lansdowne Road. This project aligns with the selection criteria by enhancing safety, as the project will improve safety and the mobility of people, goods, and services. The County of Spotsylvania will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

**Virginia – Giles County, Virginia - Railroad Crossing Improvements (Up to \$304,000)***Giles County Board of Supervisors*

The proposed project was selected for Project Planning and includes activities to study four of the highest priority highway-rail grade crossings in Giles County, Virginia. The project will assess potential solutions to improve the safety and mobility concerns to benefit pedestrians, vehicular traffic, and train service. The project aligns with the selection criteria by enhancing safety, as the project will improve the safety and mobility of people and goods. Giles County will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects and the statutory set-aside for projects in Rural Areas.

**Virginia – Hungary Road Grade Separation Project (Up to \$1,612,000)***Henrico County*

The proposed project was selected for Project Development and includes activities to grade-separate Hungary Road from CSX's rail line in Henrico County, Virginia. The project will complete preliminary engineering and a NEPA reevaluation for an overpass that would eliminate the existing at-grade crossing. The project aligns with the selection criteria by enhancing safety and reducing emissions, as the project will reduce blocked crossing incidents, reduce travel delays, and reduce emissions caused by vehicle idling and reduce noise caused by train horns. Henrico County and Virginia Department of Rail and Public Transportation will contribute the 20 percent non-Federal match.

**Virginia – Ashland At-Grade Crossing Study (Up to \$421,200)***Town of Ashland*

The proposed project was selected for Project Planning and includes activities to conduct a feasibility analysis studying combinations of potential crossing improvements, grade separations, and tunneling for seven separate railroad crossing locations within the Town of Ashland, Virginia. This project aligns with the selection criteria by enabling the necessary planning and analysis to determine potential solutions to improve these grade crossing, as the project will improve mobility for buses, bikers, pedestrians, and emergency service vehicles stopped by blocked crossings. The Town of Ashland and Virginia Department of Rail and Public Transportation will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects.

**Washington – Malaga Waterfront Park Grade Crossing Improvements (Up to \$1,517,540)***Chelan County*

The proposed project was selected for Project Development, Final Design, and Construction and includes activities to improve the at-grade crossing on West Malaga Road in Chelan County, Washington. The project will install active warning devices, a pathway-rail grade crossing, roadway profile improvements, grade crossing panels, thermoplastic railroad crossing pavement markings, striping and signage, and an acceleration lane onto Malaga-Alcoa Highway. This project aligns with the selection criteria by enhancing safety, as the project will reduce incidents at a crossing where vehicular traffic is estimated to increase. Chelan County will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

**Washington – Aberdeen Railroad Corridor Crossing Elimination and Safety Improvement Study (Up to \$240,000)***City of Aberdeen*

The proposed project was selected for Project Planning and includes activities to study the feasibility of improving at least six grade crossings in Aberdeen, Washington. The project will analyze current conditions and analyze alternative improvements. The project aligns with the selection criteria by enhancing safety, as the project will result in corridor-wide grade crossing improvements. The City of Aberdeen will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects and the statutory set-aside for projects in Rural Areas.

**Washington – Smith Island Safety: Grade Crossings Elimination and Highway Connections Project (Up to \$18,090,000)***City of Everett*

The proposed project was selected for Final Design and Construction and includes activities to eliminate a high traffic crossing of a BNSF mainline and make safety improvements to the adjacent intersection. The project aligns with the selection criteria by resulting in one or more grade-separated crossings, as the project will eliminate two existing crossings through the construction of an overpass and new integrated roundabout. A group of private project partners and local businesses will contribute the 22 percent non-Federal match.

**Washington – Kent, WA-BNSF Railway Corridor Crossing Safety Study (Up to \$2,400,000)***City of Kent*

The proposed project was selected for Project Planning and includes activities to study safety issues at eight existing BNSF at-grade railroad crossings in Kent, Washington. The project will conduct an alternatives analysis that consists of traffic modeling and analyses. The project aligns with the selection criteria by enhancing safety, as the project will outline potential project alternatives to improve mobility and safety on a busy rail corridor. The City of Kent, BNSF, Amtrak, and Sound Transit will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects.

**Washington – City of Monroe’s Feasibility Study for Railroad Crossing Elimination (Up to \$320,000)***City of Monroe*

The proposed project was selected for Project Planning and includes activities to study five at-grade crossings along BNSF Railway's rail line to determine if they should be grade separated, closed, or if other safety improvements should be pursued. The project aligns with the selection criteria by helping advance efforts to address critical safety, connectivity, mobility, and socioeconomic equity concerns in the project study area. The City of Monroe will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects and the statutory set-aside for projects in Rural Areas.

**West Virginia – Keyser Safety and Mobility Project (Up to \$800,000)***West Virginia Department of Transportation*

The proposed project was selected for Project Planning and includes activities to address safety and traffic delay concerns associated with two at-grade crossings in Keyser, West Virginia. The project will provide a baseline assessment of mobility, delays, and safety improvement associated with two at-grade crossings. The project aligns with the selection criteria by improving mobility and safety, as the project will reduce blocked crossings and improve access to neighborhoods north of the crossing. West Virginia Department of Transportation will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects and the statutory set-aside for projects in Rural Areas.

**West Virginia – WV-2 At-Grade Crossing Assessment Project (Up to \$1,000,000)***West Virginia Department of Transportation*

The proposed project was selected for Project Planning and includes activities to identify and address safety, traffic delay, and mobility concerns at six highway-rail grade crossings in Cabell and Mason Counties, West Virginia. The project will identify and prioritize needed improvements at several CSX at-grade crossings located within a 38-mile portion of the WV 2 corridor. The project aligns with the selection criteria by improving safety, as the project will reduce vehicular accident rates and traffic delays due to blocked crossings. West Virginia Department of Transportation will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects and the statutory set-aside for projects in Rural Areas.

**West Virginia – WV 45 Apple Harvest Drive Grade Separation Study (Up to \$1,440,000)***West Virginia Department of Transportation*

The proposed project was selected for Project Planning and includes activities to initiate the WV 45 (Apple Harvest Drive) Grade Separation Study Project in Martinsburg, West Virginia. The project will conduct planning, design, and environmental reviews to address mobility, safety, and congestion needs by grade-separating a highway-rail grade crossing. The project aligns with the selection criteria by improving safety, as the project will reduce collision risks and improve traffic flow. West Virginia Department of Transportation will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects and the statutory set-aside for projects in Rural Areas.

**Wisconsin – City of Horicon Rail Safety Planning Project (Up to \$160,000)***City of Horicon*

The proposed project was selected for Project Planning and includes activities to evaluate and recommend safety improvements for five at-grade crossings in Horicon, Wisconsin. The project will evaluate the existing conditions at each crossing to determine if closure, grade separation, or upgraded signals would be the solution to address current issues at the five crossings. The project aligns with the selection criteria by enhancing safety, as the project will improve multimodal transportation safety and resilience during hazard events and reduce accidents and crash risks. The City of Horicon will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects and the statutory set-aside for projects in Rural Areas.

**Wisconsin – 28th Street Grade Separation (Up to \$1,988,800)***City of Superior*

The proposed project was selected for Project Planning and Project Development and includes activities to support the 28th Street Superior Grade Separation Project in Superior, Wisconsin. The proposed project will evaluate the alternatives for a rail crossing grade separation including consideration of alignments and the methods of such a separation, multimodal improvements, and associated impacts. This project aligns with the selection criteria by improving the safety, comfort, quality, and accessibility of the multimodal network in Superior, providing east–west access along North 28th Street. The City of Superior and BNSF Railway will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas and \$300,000 of this project funding amount qualifies for the statutory set-aside for Planning projects.

**Wisconsin – Walnut Road Union Pacific Grade Separation Community Connector (Up to \$1,000,000)***City of Wauwatosa*

The proposed project was selected for Project Development and includes activities to grade-separate Walnut Road from the Union Pacific tracks in Wauwatosa, Wisconsin. This project will conduct preliminary engineering and other design disciplines to determine detailed estimates of risks, costs, benefits, and impacts of the grade separation. The project aligns with the selection criteria by enhancing safety, as the project will result in safe and efficient multimodal access to the City of Wauwatosa's Department of Public Works. The City of Wauwatosa will contribute the 20 percent non-Federal match.

**Wisconsin – Fond du Lac County Railroad Corridor Study (Up to \$300,000)***Fond du Lac County*

The proposed project was selected for Project Planning and includes activities to examine four at-grade crossings in Friendship and Van Dyne, Wisconsin. The project will assess various alternatives to improve the safety and mobility of each of these contiguous crossings on the Wisconsin Central corridor, and specifically the feasibility of a grade separation for the crossing at Kinker Road. In addition, this study may consider upgrades to a nearby crossing at Lone Elm Road, which are already planned by the Wisconsin Department of Transportation. The project aligns with the selection criteria by enhancing safety, as the project will improve emergency response times and eliminate vehicle conflicts with trains. Fond du Lac County will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects and the statutory set-aside for projects in Rural Areas.

**Wisconsin – Brice Prairie Rail Safety and Grade Separation Plan: A Comprehensive Planning and Environmental Linkages (PEL) Study to Explore Crossing Closures and Grade Separation Options for the Community (Up to \$728,000)***La Crosse County*

The proposed project was selected for Project Planning and includes activities to explore potential crossing closures and/or grade separation options in the Town of Onalaska, Wisconsin, to improve access to Brice Prairie. Brice Prairie, a census-designated place and island on the Mississippi River, is only accessible via two roads. Both roads intersect the same rail line and are often simultaneously blocked, isolating Brice Prairie from the mainland. The project aligns with the selection criteria by improving access to communities and emergency services, as the project will eliminate delays caused by occupied crossings. The Town of Onalaska, La Crosse County, BNSF Railway, and La Crosse Area Planning Committee will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects and the statutory set-aside for projects in Rural Areas.

**Wyoming – Reed Avenue Corridor Rail Crossing Eliminations Project (Up to \$2,560,500)***City of Cheyenne*

The proposed project was selected for Project Development, Final Design, and Construction and includes activities to close or improve several at-grade crossings along the Reed Avenue Corridor and BNSF tracks in Cheyenne, Wyoming. The project aligns with the selection criteria by enhancing safety, as the project will eliminate four crossings, upgrade five remaining crossings, and fence the entire corridor to improve pedestrian safety. The City of Cheyenne will contribute the 25 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

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