

# Railroad Crossing Elimination (RCE) Program

## FY 2022 SELECTIONS

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### **Alabama – City of Calera State Road 25 Railway-Highway Grade Separation Project (Up To \$11,742,184)**

#### *City of Calera*

The proposed project will support project development, final design, right-of-way acquisition, and construction activities to eliminate two railroad crossings by realigning State Route 25 to provide a new highway-railway separation over the CSX railway. The realignment and overpass bridge will tie into the existing roadway network while also eliminating the barrier created by the at-grade intersection crossing, thus improving efficiency and operations of the existing transportation network. The City of Calera and CSX Railroad will contribute funds totaling a 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

### **Alabama – Railroad crossing elimination on Shelby County Road 52 (Up To \$41,766,038)**

#### *City of Pelham*

The proposed project will support project development, final design, right-of-way acquisition, and construction activities to eliminate two at-grade crossings on Shelby County Road 52 (CR 52) with a new bridge/roadway overpass over CSX's rail line, resulting in the closure of two crossings and road improvements on CR 52 near U.S. 31 to improve safety. The project will resolve increasing issues with vehicular traffic and emergency responders encountering blocked at-grade crossings on CR 52, a major east- west arterial. The cities of Pelham and Helena, Shelby County, and CSX will contribute funds totaling a 20 percent non-Federal match.

### **Arkansas – Northwest Arkansas Rail Corridor Safety Study (Up To \$576,000)**

#### *City of Fayetteville*

The proposed planning project will help identify feasible safety improvements to eight at- grade crossings along a 14-mile stretch from Fayetteville to Springdale. The study aims to identify whether the crossings, owned by the Arkansas and Missouri Railroad, should be separated or closed, or if other safety improvements should be pursued if closure is not feasible. The cities of Fayetteville and Springdale will contribute funds totaling a 20 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects.

### **California – Hargrave Grade Separation Planning Project (Up To \$2,800,000)**

#### *City of Banning*

The proposed project will fund project development activities including preliminary engineering, stakeholder engagement, and environmental review, in support of a grade separation and adjacent interchange improvement project. Hargrave Street crosses under the elevated I-10 corridor as well as Union Pacific Railroad tracks. The at-grade crossing presently poses significant safety risks for motor vehicles and pedestrians, and train traffic results in traffic congestion on city streets that extends into I-10. The City of Banning and Western Riverside Council of Governments are providing a 35 percent non- Federal match.

### **California – Grade Separation at Churchill Avenue, Meadow Drive and Charleston Road (Up To \$6,000,000)**

#### *City of Palo Alto*

The proposed project will complete project development activities for rail grade improvements to improve safety and mobility at Churchill Avenue, Meadow Drive, and Charleston Road. As the number of Caltrain trains and their frequency of service increase, traffic congestion will increase at these locations. Additionally, the Churchill Avenue and Charleston Road grade crossings are in the top 10 locations of FRA's predictive accident list. Overall, this project will develop solutions to improve traffic circulation and increase public safety. The City of Palo Alto is providing a 70 percent non-Federal match.

**California – Third Street Grade Separation Project (Up To \$15,000,000)***City of Riverside*

The proposed project will support construction activities to build a grade separation at Third Street and the BNSF mainline in the City of Riverside. The project involves building a four-lane underpass while three mainline BNSF tracks will be realigned to improve train speeds. The BNSF mainline carries 86 trains daily (66 freight and 20 passenger – Amtrak and commuter). BNSF, the California Public Utilities Commission, and the California Transportation Commission will contribute funds totaling a 68 percent non-Federal match.

**California – Los Angeles County Rail Crossing Elimination Master Plan (Up To \$600,160)***Los Angeles County*

The proposed planning study will help identify and evaluate all railroad crossings and corridors within unincorporated areas of Los Angeles County. This study seeks to prioritize a list of grade separations and propose solutions for other crossings (of which there are 112 within the study area). Los Angeles County is providing a 20 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects.

**California – Sierra Highway Crossing Elimination Planning Project (Up To \$704,000)***Los Angeles County*

The proposed planning project will support a feasibility study on three grade crossings (at Avenue S, Barrel Springs Road, and Sierra Highway) along the Sierra Highway corridor to determine whether grade separations are appropriate. The Avenue S crossing in particular sees significant vehicular and pedestrian traffic, including proximity to a traffic signal that leads to cars blocking the right-of-way. The other two crossings see higher vehicular and train speeds and involve angled curves on approach that limit sight lines for vehicles. These crossings cause delays with Avenue S in particular averaging 121 minutes of delay per day. Los Angeles County is providing a 20 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects.

**California – Doran Street Grade Separation Project (Up To \$38,300,000)***Los Angeles County Metropolitan Transportation Authority*

The proposed project will support construction activities to eliminate the at-grade crossing at Doran Street and constructing a grade-separated structure that links Los Angeles and Glendale by connecting West San Fernando Road to the Fairmont Avenue bridge. The crossing right-of-way is owned by Metrolink, and this project addresses concerns at Doran Street Crossing, which has one of the highest numbers of safety incidents in LA County. The Los Angeles County Metropolitan Transportation Authority is providing a 28 percent non-Federal match.

**California – San Diego At-Grade Crossing Elimination Study (Up To \$1,096,800)***San Diego Association of Governments*

The proposed planning project will study 11 at-grade crossings in or near downtown San Diego for grade separation or elimination. The study location is the Los-Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor and will result in recommended improvements for each crossing, of which the rail right-of-way is owned by the San Diego Metropolitan Transit System. Multi-family residential and mixed-use developments are forecast to increase by 2035, resulting in higher density throughout a project area characterized by multiple train and trolley tracks and heavy volumes of pedestrian and vehicular activity. The San Diego Association of Governments is providing a 20 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects.

**Colorado – Comprehensive Planning Study to Eliminate Two At-Grade Highway- Rail Crossings on US 34 (Up To \$700,000)***Colorado Department of Transportation*

The proposed planning project will conduct a feasibility study to eliminate two at-grade crossings on US 34 along the border of Weld and Larimer counties. The project area was identified as a future freight investment need in the Colorado Freight Plan, and the rights-of-way are owned by Union Pacific and Great Western Railway. The Colorado Department of Transportation is providing a 22 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects.

**Delaware – CSXT Railroad Corridor Safety Improvements (Up To \$1,600,000)***Delaware Department of Transportation*

This proposed planning project will conduct a feasibility study to eliminate the Centerville Road crossing in Elsmere, DE. This CSX crossing on its Philadelphia Subdivision averages 14 trains a day plus 11 switching operations as it is located next to CSX's Wilmington Rail Yard. This crossing is frequently blocked, which presents a congestion and safety issue. Delaware Department of Transportation is providing a 20 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects.

**Florida – Broward County Sealed Corridor Project (Up To \$15,440,000)***Broward Metropolitan Planning Organization*

The proposed project will support final design and construction activities for enhancements, such as exit gates and medians, at 21 grade crossings along Florida East Coast Railway's rail line, a freight rail corridor shared with Brightline's intercity passenger rail service. The Broward Metropolitan Planning Organization and six local municipalities (Dania Beach, Wilton Manors, Ft. Lauderdale, Hallandale Beach, Hollywood, and Pompano Beach) will contribute a 20 percent non-Federal match.

**Florida – City of Fort Lauderdale Railroad Safety and Congestion Analysis (Up To \$280,000)***City of Fort Lauderdale*

The proposed planning project will study 15 crossings within the City of Fort Lauderdale along the existing Florida East Coast Railway corridor. Freight service and intercity passenger rail service are both expected to expand over the next couple years, and this project will help identify means to improve safety at the rail grade crossings. Florida East Coast Railroad and Brightline trains operate over these crossings, causing delays at numerous crossings. The study will focus on data related to traffic, delays, and interactions at the crossings. The City of Fort Lauderdale is providing a 20 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects.

**Florida – Building BRIDGES Planning Study - West Palm Beach Florida East Coast Rail Corridor Safety Action Plan (Up To \$320,000)***City of West Palm Beach*

The proposed planning project will examine and identify how pedestrians cross the 8-mile Florida East Coast Railway corridor in the city of West Palm Beach. The study is an effort to review the various needs, objectives, existing studies, and constructability to understand what is feasible and ultimately to formalize an action plan to improve safety at crossings that serve Florida East Coast Railroad and Brightline trains. The City of West Palm Beach is providing a 20 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects.

**Georgia – Chatham Multimodal Community Improvement Project (Up To \$1,870,000)***Chatham County*

The proposed project will fund planning and project development for a track relocation and one grade separation. The project will eliminate eleven at-grade crossings on CSX and Norfolk Southern right-of-way and enable longer trains to enter an existing port facility in the cities of Savannah, Garden City, and Port Wentworth, Georgia. This project aims to improve access to the Port of Savannah, GA, allow the operation of longer trains, and improve mobility for residents in the area by removing rail lines that bisect neighborhoods. A combination of funding from Chatham County, CSX, and Georgia Ports Authority will contribute funds for a 60 percent non-Federal match. \$408,000 of this project funding amount qualifies for the statutory set-aside for Planning projects.

**Georgia – Conversion of At-Grade Crossing on Constitution Road to Grade Separated Crossing (Up To \$460,460)***DeKalb County*

The proposed planning project will begin to develop a grade separation at the Constitution Road crossing on Norfolk Southern's Atlanta Terminal subdivision. This crossing is located near Norfolk Southern's Atlanta facility and is blocked approximately 45 times a day. DeKalb County is providing a 20 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects.

**Georgia – Feasibility Study for Railroad Crossing Eliminations (Up To \$888,000)***Gwinnett County Board of Commissioners*

The proposed planning project will conduct a feasibility study on three crossings on CSX track in Gwinnett County. These three crossings experience different challenges - safety, future traffic increases, and curved approaches. The project aims to determine feasible construction alternatives that address safety, connectivity, mobility, environmental sustainability, and socioeconomic equity. The Gwinnett County Board of Commissioners is providing a 20 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects.

**Idaho – SH-53 Pleasant View Grade Separation Project (Up To \$36,000,000)***Idaho Department of Transportation*

The proposed project will support right-of-way acquisition and construction of a highway interchange and highway-rail grade separation at the intersection of State Highway 53 and Pleasant Valley Road in Hauser, ID. Three existing highway-rail grade crossings will be closed along a two-mile segment of BNSF's corridor. The Idaho Department of Transportation, BNSF, and the Post Falls Highway District will contribute funds totaling a 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

**Illinois – Brush College Road and Faries Parkway Grade Separation Project (Up To \$16,000,000)***City of Decatur*

The proposed project will improve connectivity by supporting construction activities to upgrade 1.21 miles of Brush College Road in Decatur, Illinois. The project will create a new grade separation structure, permanently close two existing highway-rail grade crossings on Norfolk Southern and Illinois Central Railroad rights-of-way and create pedestrian grade crossings at this location. The City of Decatur, State of Illinois, Illinois Commerce Commission, and Norfolk Southern will contribute funds totaling a 33 percent non-Federal match. Other federal funds consist of \$28,600,000 from the Federal Highway Administration and a \$2,000,000 Congressional earmark.

**Illinois – Village of Franklin Park Grade Separation Project - Connect Franklin Park: Bridging Barriers and Creating Opportunities (Up To \$8,000,000)***Village of Franklin Park*

The project will complete project development and final design for a grade separation of Canadian Pacific Railway (CPR) and Kansas City Southern (KCS) tracks through the Village while closing one or more at-grade crossings. The project aims to provide a safer crossing for roadway users and improve supply chain fluidity on both the road and rail network, while also reducing negative impacts of freight movement on nearby communities. The Village of Franklin Park is providing a 20 percent non-Federal match.

**Indiana – Governors Parkway Railroad Overpass Project (Up To \$7,029,392)***City of Hammond*

The proposed project will support construction activities to eliminate two at-grade crossings where Parrish Avenue and Arizona Avenue intersect with Norfolk Southern's rail line and to build a grade-separated road overpass and a new road alignment to be called Governor's Parkway. As a result, at-grade crossings will be closed. The project will benefit Hammond, Indiana, a city with 53 at-grade crossings, by providing a safe route for vehicles/trucks to traverse the city and not encounter current crossings blocked by trains in a four-mile area. The City of Hammond, the State of Indiana, and Norfolk Southern will contribute funds totaling 26 percent non-Federal match. The project also includes \$2,626,775 in Federal Highway Administration funds.

**Indiana – Buffington Harbor Gateway Project (Up To \$4,500,000)***City of Gary*

The proposed project will support construction activities to eliminate eight at-grade rail crossings on the heavily traveled freight corridor that is part of STRACNET. With more than 134 train crossings per day, closing the crossings on Clark Road, of which six are owned by Canadian National and one each by CSX and Norfolk Southern, will significantly enhance safety in the area. The proposed scope of work includes the reconstruction of a roadway between a newly built overpass approach and another roadway. This project will straighten a S-shaped curve alignment at a roadway intersection and shift another roadway alignment north. The City of Gary and Indiana Department of Transportation will be contributing a combined 49 percent non-Federal match. The project also includes \$9,588,835 from the Federal Highway Administration.

**Indiana – Peru Grade Separation Feasibility Study (Up To \$76,000)***City of Peru*

The proposed planning project will assess the potential impact of traffic flow from six at-grade rail crossings and one grade separation crossing (underpass) on Norfolk Southern right-of-way. Trains are required to stop at the nearby rail yard for crew transfers, which results in frequent crossing blockage. This project assesses the feasibility of eliminating one or more at grade railroad crossings and constructing an additional grade separated crossing. The City of Peru is providing a 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.

**Indiana – Kennedy Avenue Railroad Overpass Project (Up To \$8,452,558)***Town of Schererville*

The proposed project will fund final design and construction of a grade separation in the Town of Schererville, Indiana. The project is expected to improve existing capacity challenges, with over 32 trains traversing the crossing a day. The Town of Schererville, Norfolk Southern, and Canadian National Railway will contribute a combined 30 percent non-Federal match.

**Indiana – Wells County Hoosier Highway Crossing Elimination Project (Up To \$1,114,261)***Wells County*

This project will support project development (preliminary engineering only), final design, right-of-way acquisition, and construction activities to close three at-grade rail crossings on Norfolk Southern's rail line by re-aligning Hoosier Highway. The project will result in continuous vehicular travel flow, reduced delay, and reduced conflict points between rail and vehicles/trucks. Wells County, the State of Indiana, and Norfolk Southern will contribute funds totaling an 87 percent non-Federal match. The project also includes \$4,083,137 from Federal Highway Administration funds. This project qualifies for the statutory set-aside for projects in Rural Areas.

**Iowa – South Concord Street Grade Separation (Up To \$7,756,862)***City of Davenport*

The proposed project will support final design and construction to eliminate two highway-rail grade crossings (eliminating one crossing and creating a grade separation at another) to provide better access to critical infrastructure, including the regional wastewater treatment plant. The City of Davenport and Canadian Pacific Railway are contributing funds totaling a 20 percent non-Federal match.

**Kansas – Corridor Improvement Project Involving 15 Street Crossings with BNSF Railroad within City of Emporia (Up To \$601,000)***City of Emporia*

The proposed planning project will conduct a corridor study to evaluate solutions to eliminate 12 at-grade crossings along a two-mile section of BNSF's Emporia Subdivision. This corridor averages 82 daily train crossing events, with trains averaging 8,000 feet in length. BNSF will partner in this study. The City of Emporia and BNSF will contribute a 50 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects.

**Kansas – 119th Street, Woodland to Northgate - BNSF Separation and Crossing Elimination Safety Improvement Project (Up To \$17,987,495)***City of Olathe*

This project will support construction activities to eliminate an at-grade crossing at Woodland Road and Northgate Street and build a road overpass (with pedestrian sidewalk) that will span over BNSF Railway's rail line. The project will provide a safer route to schools and neighborhoods, a direct bike/pedestrian connection to a trail system, and a direct connection to I-35 and KS State Highway 7. The City of Olathe and the Johnson County Assistance Road System fund will contribute a 53 percent non-Federal match.

**Kansas – Grade Crossing Closures and Construction of Grade-Separated Highway Overpass on the BNSF Southern Transcon Main Line (Up To \$8,864,725)***City of Wellington*

The proposed project will fund project development, final design, and construction for the elimination of all six grade crossings along the BNSF Railway in the City of Wellington, Kansas, thus creating a 'sealed corridor' with no train-vehicle interaction or exposure. This busy route carries approximately 96 trains daily, and currently trains occupy crossings approximately 30-40 percent of the day. The project would close six grade crossings and construct a grade-separated highway overpass with pedestrian accommodations. The City of Wellington and BNSF Railway will contribute a 36 percent non-Federal match.

**Maryland – Warner Street Highway-Rail Grade Crossing Project (Up To \$1,534,280)***MDOT - Maryland Transit Administration*

The proposed project will support planning activities and construction of minor safety improvements at an existing at-grade crossing as well as fund a long-term study to grade separate the crossing. The project will encompass grade separation alternatives analysis, feasibility, and concept design study as well as design and construction of short-term crossing improvements on CSX right-of-way. The Maryland Department of Transportation and Baltimore City are providing a 20 percent non-Federal match. \$400,000 of this project funding amount qualifies for the statutory set-aside for Planning projects.

**Michigan – West Side Grade Separation Project (Up To \$23,964,400)***City of Monroe*

The proposed project will complete project development activities, right-of-way acquisition, final design, and construction of the Monroe West Side Grade Separation and Traffic Safety Improvement Project to eliminate an existing grade crossing and construct a new grade separation with CSX. The project will improve roadway traffic flow on the west side of Monroe and improve safety response times for emergency vehicles. The City of Monroe and CSX will contribute funds totaling a 20 percent non-Federal match.

**Michigan – Manistee County Safer Southern Rail Route (Up To \$424,000)***Manistee County*

The proposed planning project will support a track relocation study to abandon a northern perimeter track around Lake Manistee for a new southern segment, resulting in the elimination of four at-grade crossings, elimination of three marine bridges, and elimination of a rail car staging area on CSX right-of-way. Manistee County is providing a 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 – TH 27/Mississippi River Bridge Grade Separation (Up To \$3,200,000)***City of Little Falls*

The proposed project will support planning, project development, and final design work for a bridge allowing Minnesota Trunk Highway 27 to cross a BNSF line and the Mississippi River. Forty-six trains per day currently block a river crossing; creating a grade separated crossing will allow for continued safe operation of the BNSF rail line and improved safety. The City of Little Falls will provide a 20 percent match. \$400,000 of this project funding amount qualifies for the statutory set-aside for Planning projects. This project also qualifies for the statutory set-aside for projects in Rural Areas.

**Minnesota – CSAH 55 Highway-Rail Grade Crossing Elimination Project (Up To \$4,824,563)***Kandiyohi County*

The proposed project will support final design and construction of an overpass over a BNSF rail line and includes reconstructing one mile of a rural two-lane highway. This project will eliminate an at-grade crossing, improve regional railroad operations, and also facilitate multimodal freight movement by constructing new rail access to the industrial park. The County is committing a 50 percent non-federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

**Minnesota – Office of Freight and Commercial Vehicle Operations: Planning Study for Future of Severely Humped Highway/BNSF Rail Grade Crossings for Closure, Consolidation or Improvements. (Up To \$480,000)**

*Minnesota Department of Transportation*

This proposed planning project will support a corridor planning study to evaluate a 112-mile segment of BNSF's Hinckley Subdivision (from the Minnesota/Wisconsin border to the Twin Cities area). This corridor includes approximately 121 at-grade crossings (96 of which are public), and this subdivision has been identified as the selected alternative for the proposed Northern Lights Express corridor. This study intends to evaluate each crossing for closing or safety improvement. Minnesota Department of Transportation is contributing a 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.

**Missouri – Kansas City Riverfront Rail Crossing Elimination Study (Up To \$2,000,000)**

*Port Authority of Kansas City*

The proposed project will support planning and project development work to eliminate three at-grade crossings on Lydia Avenue. The Berkley Riverfront area is being revitalized through the development of commercial event facilities, green spaces, and recreational opportunities, and it connects several neighborhoods to these access points. The three crossings in question (UP, KCS, BNSF) are the only at-grade crossings on Lydia Avenue and have no sidewalk or bicycle right-of-way. The Port Authority of Kansas City is providing a 20 percent non-Federal match. \$964,000 of this project funding amount qualifies for the statutory set-aside for Planning projects.

**Montana – Whitefish Rail Corridor Crossing Study (Up To \$400,000)**

*City of Whitefish*

The proposed planning project will study three at-grade crossings and one viaduct (rail under) along a 3-mile corridor of BNSF's Kootenai River Subdivision. The crossings about the BNSF Whitefish Yard, and blocking issues create congestion and safety concerns. The City of Whitefish and BNSF railway are contributing funds totaling a 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.

**North Carolina – Durham Rail-Crossing Engagement, Planning, and Innovative Revitalization (Durham REPAIR) (Up To \$1,220,000)**

*Durham County Government*

The proposed project will support planning and project development activities to grade separate or close three adjacent crossings in East Durham. The rail right-of-way is owned by North Carolina Railroad Company, and Norfolk Southern and CSX operate over these crossings. The study will reassess recommendations from a 2014 Traffic Separation Study and update it for current and expected increased traffic, which will improve connectivity and safety. Durham County Government and project partner GoTriangle will contribute funds totaling a 20 percent non-Federal match. \$120,000 of this project funding amount qualifies for the statutory set-aside for Planning projects.

**North Dakota – 42nd Street Grade Separation Project to Improve Efficiency, Connectivity, Equity, and Safety (PIECES) (Up To \$30,000,000)**

*North Dakota Department of Transportation*

The proposed project will support final design and construction of a grade separation and add a 10-foot shared-use path. The project location is nearby the University of North Dakota and residential areas and is projected to reduce delays caused by the nearby Grand Forks Yard-associated train transfers. This project will reduce 131 hours of vehicle delays and improve access to the local hospital, University of North Dakota campus, and more. The North Dakota Department of Transportation, partners BNSF and the City of Grand Forks will contribute a 38 percent non-Federal match. The project includes \$7,500,000 in Federal Highway Administration funds.

**New Mexico – Santa Teresa At-Grade Separation (Up To \$31,171,088)***County of Dona Ana*

The proposed project will support project development, right-of-way acquisition, final design, and construction activities to build a grade-separated roadway over Union Pacific's rail line. The crossing sees 40 trains per day, and the project will benefit vehicular mobility in the area to reduce congestion and delays for accessing the nearby industrial parks. The County of Dona Ana is providing a 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 – New York State Fairgrounds Crossing Consolidation Project (Up To \$11,008,000)***New York State Department of Transportation*

The proposed project will support final design and construction activities (installation of flashers, gates, traffic lights, and other safety devices) at the New York State Fair Grounds grade crossing on CSX right-of-way along State Fair Boulevard. The project is located at a state fairground that has high pedestrian traffic during 200 events throughout the year. The project will provide access from the parking areas to the Fairgrounds and improve the crossing at a location which currently has only passive warning devices. The New York State Department of Transportation will contribute a 20 percent non-Federal match.

**Ohio – Symmes Road Grade Separation Project (Up To \$3,000,000)***Butler County Transportation Improvement District*

The proposed project will support planning and project development activities at two adjacent crossings on CSX's Terminal Subdivision in Fairfield, OH: Symmes Road and North Gilmore Road. This project would complete project development work for a proposed grade separation at the Symmes Road crossing and perform a grade separation feasibility study on the North Gilmore Road crossing. Both crossings are skewed upon approach, limiting visibility for drivers, and average more than 40 trains a day. The Butler County Transportation Improvement District and City of Fairfield will contribute a 20 percent non-Federal match. \$240,000 of this project funding amount qualifies for the statutory set-aside for Planning projects.

**Ohio – Unlocking the Iron Triangle: Grade Separation of S Town Street, Fostoria, Ohio (Up To \$7,245,000)***Ohio Rail Development Commission*

The proposed project will fund planning, project development, final design, right-of-way, and construction to eliminate three grade crossings. This project would provide benefits to the Iron Triangle neighborhood by improving safety and lessening travel uncertainty when trains are blocking roads. There will be an increase in safety and connectivity and a reduction in noise. The Ohio Rail Development Commission, CSX, and Norfolk Southern will contribute a total 31 percent in non-Federal matching funds. \$69,000 of this project funding amount qualifies for the statutory set-aside for Planning projects.

**Oregon – Reed Market Grade Separation Project Development (Up To \$1,050,000)***City of Bend*

The proposed project will support project development activities to eliminate one crossing on Reed Market Road by building an overpass bridge for cars, bicycles, and pedestrians. These crossing improvements on BNSF right-of-way target existing transportation safety and equity concerns as well as barriers to opportunity within the Bend, Oregon community. The City of Bend is contributing 40 percent in non-Federal match funds.

**Oregon – Central Eastside Railroad Crossing Study (Up To \$500,000)***City of Portland*

The proposed planning project will examine 15 at-grade crossings in the Central Eastside neighborhood in Portland. These crossings are on the UP Brooklyn Subdivision between the Albina and Brooklyn Yards, and host Amtrak, PNWR, and TriMet light rail trains. The proximity of the crossings and the rail yards cause frequent blockages, leading to safety and congestion issues. The City of Portland is contributing a 23 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects.



**Pennsylvania – CSX/SEPTA Grade Crossing Elimination Study – A Study to Alleviate Congestion and Enhance Community Safety (Up To \$375,000)**

*Pennsylvania Department of Transportation*

This proposed planning project will initiate a crossing elimination study for three at-grade crossings on CSX/SEPTA lines that experience congestion and delays in the Philadelphia region. The three crossings are impacted by a variety of factors: Meetinghouse Road sees delays due to loading at Twin Oaks Auto Distribution Yard along the CSX Princeton Line, while the Township Line and Woodbourne Road grade crossings are near the CSX Woodbourne Yard and experience CSX Trenton line and SEPTA West Trenton Line traffic. The Pennsylvania Department of Transportation is providing a 50 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects.

**Pennsylvania – Redevelopment Authority of the County of Berks Project to Upgrade and Refurbish At-Grade Crossings and Bridges (Up To \$16,063,596)**

*Redevelopment Authority of the County of Berks*

The proposed project will support project development, final design, right-of-way acquisition, and construction for improvements at 10 crossings. Improvements will eliminate one at-grade crossing, improve several other unprotected at-grade crossings, and eliminate severe clearance and sight-line issues by raising three bridges at three grade-separated crossings. The Redevelopment Authority of the County of Berks, which owns the rail right-of-way, will contribute a 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

**South Carolina – The Florence Railroad Crossing Safety Improvement Planning Project (Up To \$60,000)**

*City of Florence*

The proposed planning project will study 33 crossings within the City of Florence's city limits. The project will result in a publicly available action plan that will identify crossings requiring safety improvements to rail rights-of-way owned by CSX and South Carolina Central Railroad. The planning initiative will further identify specific crossings of high safety concern. The City of Florence is providing a 20 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects.

**Tennessee – 3rd St SE and Norfolk Southern Railroad Grade Separation (Up To \$27,483,694)**

*City of Cleveland*

The proposed project will fund project development, final design, right-of-way acquisition, and construction to replace the at-grade crossing on 3rd St. SE and Norfolk Southern Railroad with a grade-separated flyover bridge. Once complete, the project will eliminate potential conflict between rail and roadway users, improve reliability for freight rail traffic, reduce travel time for vehicular and non-motorized travelers, eliminate blocked crossings, and provide new dedicated facilities for non-motorized users. The City of Cleveland will provide a 20 non-Federal percent match.

**Texas – NE 24th Avenue Railroad Overpass (Up To \$8,425,000)**

*City of Amarillo*

The proposed project will fund final design and construction to eliminate an existing grade crossing by building an overpass for an existing five-lane arterial road over rail line. The project proposes to build a modern, multi-modal bridge in the Eastridge Neighborhood in East Amarillo, resulting in the elimination of a grade crossing for the BNSF rail line at this location. This grade separation will provide a safe connection for all modes of transportation for residents of Eastridge and surrounding neighborhoods to the rest of Amarillo, and it adds capacity to NE 24th Avenue which serves as an expanding economic anchor in the area. The City of Amarillo will contribute a 26 percent non-Federal match.

**Texas – Rittiman Road Grade Separation Project (Up To \$4,886,512)***City of San Antonio*

The proposed project will support project development and final design to eliminate an at-grade crossing where Rittiman Road and Union Pacific's rail line intersect and to build a grade-separated road overpass. The project will design solutions to eliminate issues with vehicular traffic encountering trains blocking the crossing multiple times per day (projected to be blocked 40 percent of peak period without improvements by 2045) due to high train volume and rail operations. The City of San Antonio will partner with the Texas Department of Transportation to provide a 20 non-Federal percent match.

**Texas – US 90 Grade Separation Project (Up To \$19,550,000)***Texas Department of Transportation*

The proposed project will support construction to remove two at-grade rail crossings. The project closes the at-grade crossing along Waco Street and builds a grade separated bridge to eliminate the US 90 highway-rail crossing over existing UPRR tracks. FRA previously funded project development activities for these crossings under an FY19 CRISI Grant. The project includes \$25,466,157 in Federal Highway Administration funds, and the Texas Department of Transportation will contribute a 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

**Texas – Haslet-Fort Worth-Saginaw Corridor Bonds Ranch Road Grade Separation Project (Up To \$17,187,552)***Texas Department of Transportation*

The proposed project will support final design and construction for a four-lane grade separated road with new multimodal shared-use bicycle and pedestrian pathways. This project will improve safety at rail crossing right-of-way owned by BNSF and provide transportation modal alternatives. The project includes \$229,167 in Federal Highway Administration funds, and the City of Fort Worth and BNSF will contribute 24 percent in non-Federal match funds.

**Texas – West Belt Improvement Project (Phase 1) (Up To \$36,916,200)***City of Houston*

The proposed project will support project development activities, final design, and construction to advance the City of Houston's Phase 1 effort to create a future 14,600 ft sealed corridor along the Houston Belt & Terminal Railroad's (HB&T) rail line. Phase 1 includes a 9,000 ft sealed corridor with the construction of four underpasses and the closure of four at-grade crossings to eliminate seven existing at-grade crossings. HB&T provides trackage rights to UP, BNSF, and KCS; the rail line connects to UP and BNSF. The project will improve safety and mobility of freight rail operators, vehicular/truck traffic, non-motorized users. The City of Houston will contribute a 20 percent non-Federal match.

**Utah – Bluffdale Pedestrian Overpass Project (Up To \$3,232,000)***City of Bluffdale*

The proposed project will support project development, final design, right-of-way acquisition, and construction activities to close a private at-grade crossing and build a non-motorized, ADA-compliant overpass over Union Pacific's rail line, which also hosts BNSF freight trains and Front Runner commuter rail service. The project will eliminate the need for residents to use a 2.5-mile detour to access schools and neighborhoods. The City of Bluffdale will contribute 20 percent non-Federal match.

**Virginia – DC2RVA Rural Crossings Safety Improvements Project (Up To \$3,200,000)***Virginia Department of Rail and Public Transportation*

The proposed project will support final design and construction to install four-quad gates at four crossings along the 123-mile DC2RVA Corridor. All four crossings, owned by CSX, currently have two gates and flashers, and all are in rural areas. The Virginia Department of Rail and Public Transportation, as well as Hanover, Stafford, and Spotsylvania Counties, will contribute funds totaling a 20 percent match. This project qualifies for the statutory set-aside for projects in Rural Areas.

**Washington – Railroad Overcrossing Planning and Design (Up To \$2,000,000)***City of Burlington*

The proposed project will support planning and project development work to identify one crossing to grade separate via rail overcrossing. There are 16 at-grade crossings within Burlington along the BNSF line, and this project will identify the most suitable crossings for grade separation based on traffic and proximity to housing. The City of Burlington will provide a 20 percent non-Federal match. \$400,000 of this project funding amount qualifies for the statutory set-aside for Planning projects. This project also qualifies for the statutory set-aside for projects in Rural Areas.

**Washington – S. Holgate St At-Grade Crossing Elimination Study (Up To \$2,000,000)***City of Seattle*

This planning project will conduct a feasibility study to evaluate the effect of closing the two S. Holgate Street crossings and determine appropriate safety improvements at three nearby crossings that would be affected by the proposed closures. These two crossings straddle the right-of-way between the Amtrak Maintenance Facility and BNSF yard and main line. The study will evaluate the effect of the crossing closures on the adjacent transportation network and right-of-way users as S. Holgate is a major east-west connector. This proposed study will build off prior work completed in 2010 and accommodate future expansion of light rail in the area. The City of Seattle is providing a 20 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects.

**Washington – 32nd Street Underpass Project (Up To \$40,480,000)***City of Washougal*

The proposed project will fund project development, final design, right-of-way acquisition, and construction to separate a grade crossing to reconnect the Addy Street neighborhood with the downtown and port area. The proposed design will reduce freight rail bottlenecks and allow for increased operational speeds. This will require reconstruction of five key intersections along 32nd Street, of which the rail right-of-way is owned by BNSF. The City of Washougal is contributing a 20 percent non-Federal match.

**Wisconsin – Galloway Street Vehicular and Pedestrian Rail Crossing Eliminations and Construction of Galloway St. Rail Overpass (Up To \$9,999,600)***City of Eau Claire*

The proposed project will support project development, final design, right-of-way acquisition, and construction activities to replace two at-grade crossings (vehicle and pedestrian) with grade-separated overpasses over Union Pacific's rail line. The new overpasses will connect to the Chippewa River Regional Pedestrian Bike/Pedestrian Trail. The City of Eau Claire will contribute a 20 percent non-Federal match.

**West Virginia – Studying for the Potential Elimination of Existing At-Grade Rail Crossing on 19th Street in Parkersburg. (Up To \$96,000)***City of Parkersburg*

The proposed planning project will study alternatives to eliminate a crossing on the CSX Ohio River subdivision. This crossing sees significant blockages daily, lasting up to two hours, as this crossing is near a commercial/industrial area. The City of Parkersburg is providing a 20 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects.

**West Virginia – West Virginia Crossing Safety Action Plan Implementation (Up To \$480,000)***West Virginia Department of Transportation*

The proposed planning project will conduct a feasibility study on nine crossings on CSX and Norfolk Southern right-of-way throughout the state and provide a framework of strategies to improve safety, eliminate hazards, and reduce incidents. The West Virginia Department of Transportation is providing a 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.

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