

**CRISI FY 2023-24 California Project Funding**

Project Name	Recipient	Amount	Project Description
Coastal Rail Infrastructure Resiliency Project	Orange County Transportation Authority	\$100,000,000	The proposed project was selected for Final Design and Construction and track improvements along Amtrak’s Pacific Surfliner Corridor on infrastructure owned by the Orange County Transportation Authority. The project aligns with the selection criteria of improving effects on safety and climate resilience by stabilizing the track against the effects of sea-level rise and beach erosion, which will increase the reliability of intercity passenger rail, freight, and commuter rail service. The project will also increase system and service performance by decreasing delays caused by weather-related incidents in the project area. Orange County Transportation Authority will contribute the 68.25 percent non-federal match.
Go Zero Emission Rail Operation project to replace locomotives with zero-emission (ZE) battery-electric (BE) and hydrogen fuel cell locomotives and installation 4 ZE battery chargers	California Air Resources Board	\$36,521,266	The proposed project was selected for Final Design and Construction and includes replacement of 10 diesel locomotives with nine zero-emission battery-electric locomotives and one hydrogen fuel cell locomotive and installation of four battery chargers throughout California. Pacific Harbor Line will acquire five battery-electric locomotives and two battery chargers. Watco will acquire four battery-electric locomotives and two battery chargers. Sacramento Valley Railroad will acquire one hydrogen fuel cell locomotive. The project aligns with the selection criteria by enhancing resilience as the project will result in a substantial reduction of emissions

			and noise and provide significant benefits to surrounding communities. The California Air Resources Board and Pacific Harbor Line will contribute the 28 percent non-Federal match.
DTX Final Design for Track and Rail Systems Project	Transbay Joint Powers Authority	\$24,655,000	The proposed project was selected for Final Design and includes activities to support the development of the track and rail systems package and perform the value engineering, constructability review, and risk management programs associated with the trackwork and rail systems scope for the Downtown Rail Extension (DTX) to accommodate California high-speed rail (CHSR) and Caltrain commuter rail into the newly built, multimodal Salesforce Transit Center in downtown San Francisco, CA. The project aligns with the selection criteria by reducing trip time and increasing connectivity to other modes as the larger DTX project will support CHSR and newly electrified Caltrain commuter service. Transbay Joint Powers Authority will contribute the 50 percent non-Federal match. The project qualifies for the statutory set-aside for projects that lead to the development of new intercity passenger rail routes, including alignments of existing routes.
Desert Rail Infrastructure Improvement Project	Arizona & California Railroad Company	\$22,706,222	The proposed project was selected for Final Design and Construction and includes replacement of approximately 36 miles of rail for the Arizona and California Railroad Company, which will complete the track rehabilitation program for the full 69-mile corridor. The project aligns with the selection criteria by enhancing safety and improving

			<p>system and service performance as the project will perform state of good repair upgrades to replace deteriorating 90 lb. rail with 115 lb. rail, resulting in resiliency, higher speeds, and reduced derailments. The Arizona and California Railroad Company will contribute the 30 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.</p>
The Central Valley Green Locomotive Initiative	Modesto and Empire Traction Company	\$20,456,000	<p>The proposed project was selected for Final Design and Construction and includes repower of nine existing locomotives. Each locomotive is currently powered by three internal engines, and this project would replace those with a single engine in each locomotive to meet Tier 4. The project aligns with the selection criteria by improving safety and resilience as it will reduce fuel consumption, reduce greenhouse gas emissions, and decrease air pollutants (NOx, PM2.5, and SO2), which will benefit adjacent communities and rail users. Modesto &amp; Empire Traction Co. will contribute the 20 percent non-Federal match.</p>
Capitol Corridor Right-of-Way Safety Improvement Program	Capitol Corridor Joint Powers Authority	\$20,000,000	<p>The proposed project was selected for Final Design and Construction and includes installation of security fencing along the Capitol Corridor route in northern California at three identified priority locations: Oakland to Fremont, Richmond to Emeryville, and Fairfield to Suisun City. The project will prevent pedestrians from trespassing on the railroad right-of-way and deter individuals from intentionally entering the path of oncoming trains. The project aligns with selection criteria by reducing</p>

			trespassing issues as it is expected to reduce unauthorized access to the right-of-way and associated incidents by 20 percent along the corridor, including in two counties listed under the National Strategy to Prevent Trespassing: Alameda and Contra Costa counties. The CCJPA is providing 20 percent non-Federal match. This project qualifies for the statutory set-aside for trespassing prevention measures.
San Joaquin Corridor 2nd Platforms at Modesto and Turlock-Denair Amtrak Stations	California Department of Transportation	\$18,700,000	The proposed project was selected for Construction and includes station, track, and grade crossing improvements on the San Joaquin Corridor along infrastructure owned by BNSF. The project will create a second platform at two different stations in California's Central Valley – Modesto and Denair – and install additional track to ease congestion between passenger and freight service. The project aligns with the selection criteria by enhancing safety as the project will upgrade three at-grade crossings and improving congestion. The California Department of Transportation will contribute the 47 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.
Trona Railway Company Strategic Acquisition of Efficient and Clean Tier 4 Locomotives	Trona Railway Company	\$13,112,150	The proposed project was selected for Construction and includes replacement of six uncontrolled locomotives with three Tier 4 locomotives. The project aligns with the selection criteria by improving safety and resilience as it will reduce fuel consumption and reduce greenhouse gas emissions, benefiting the users Trona Railway Company serves and residents in northern San Bernardino County.

			Trona Railway Company and the California Air Resources Board will contribute the 25 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.
Mendocino Railway's Efforts Toward Decarbonization – Environmental Sustainability Aimed at Protecting California's Coastal and Mountainous Resources	Mendocino Railway	\$11,426,363	The proposed project was selected for Final Design and Construction to acquire and repower three Tier 0 diesel-electric switcher locomotives with three Tier 4 diesel-electric switcher locomotives to be put into service along the Mendocino Railway rail line, running from Fort Bragg to Willits, CA. This project also involves cleaner technology and locomotive conversion that will result in the reduction of criteria pollutants and greenhouse gases. The project aligns with the selection criteria by reducing emissions/making emissions improvements to locomotives to reduce fuel consumption. Mendocino Railway will contribute the 23 percent non-Federal match. This project qualifies for the statutory set aside for projects in Rural Areas.
Tier 4 Locomotive Emissions Reduction & Fleet Rationalization Project	Napa Valley Railroad	\$6,403,994	The proposed project was selected for Final Design and Construction and includes replacement of seven uncontrolled diesel locomotives with three new Tier 4 locomotives. The project aligns with the selection criteria by enhancing climate resiliency as the project will decrease the surrounding community's exposure to locomotive emissions and substantively reduce greenhouse gas emissions. Napa Valley Railroad and the California Air Resources Board will contribute the 40 percent non-Federal match.

<p>Development of a Passenger Railroad Trespassing Mitigation Toolbox, Addressing Built Environment and Human Factors Based on California Railroad Data</p>	<p>The Regents of the Univ. of Calif., U.C. San Diego</p>	<p>\$3,893,166</p>	<p>The proposed project was selected for research on trespassing accidents on passenger railroads to better understand the environment, track structure, station areas, and rail-highway crossing attributes related to areas of high trespassing activity along six rail lines in California. The project will review historical trespassing accidents on the following railroad services: Coaster, Pacific Surfliner, San Joaquins, Altamont Corridor Express, Caltrain, and the Capitol Corridor to develop a toolkit to understand how, where, and why trespassing occurs and to propose preventative measures. The project aligns with the selection criteria by enhancing safety as the project addresses the prevention and reduction of railroad trespassing. The U.C. San Diego will contribute the 20 percent non-Federal match. This project qualifies for the statutory set-aside for trespassing prevention measures.</p>
<p>The Rail Academy of Central California</p>	<p>San Joaquin Regional Rail Commission</p>	<p>\$2,000,000</p>	<p>The proposed project was selected for Workforce Development and includes activities for the Rail Academy of Central California (TRACC), a program established by the San Joaquin Regional Rail Commission in partnership with Sacramento City College. This project will continue funding the TRACC workforce, purchase equipment and supplies for training courses, and develop engagement and marketing tools to reach prospective students. The project aligns with the selection criteria by attracting and training the next generation of railroad engineers and conductors. The San Joaquin Regional Rail Commission will</p>

			provide a 20 percent non-Federal match. The proposed project qualifies for the statutory set-aside for workforce development and training.
	<b>TOTAL:</b>	\$279,874,161	