

Application for Federal Assistance SF-424

* 1. Type of Submission: <input type="checkbox"/> Preapplication <input checked="" type="checkbox"/> Application <input type="checkbox"/> Changed/Corrected Application	* 2. Type of Application: <input checked="" type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision	* If Revision, select appropriate letter(s): <input type="text"/> * Other (Specify): <input type="text"/>
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* 3. Date Received: <input type="text" value="Completed by Grants.gov upon submission."/>	4. Applicant Identifier: <input type="text"/>
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5a. Federal Entity Identifier: <input type="text"/>	5b. Federal Award Identifier: <input type="text"/>
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State Use Only:

6. Date Received by State: <input type="text"/>	7. State Application Identifier: <input type="text"/>
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8. APPLICANT INFORMATION:

* a. Legal Name:

* b. Employer/Taxpayer Identification Number (EIN/TIN): <input type="text" value="52-0910053"/>	* c. UEI: <input type="text" value="M22USH2CHRG1"/>
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d. Address:

* Street1:	<input type="text" value="1 Massachusetts Avenue NW"/>
Street2:	<input type="text"/>
* City:	<input type="text" value="Washington"/>
County/Parish:	<input type="text" value="DC"/>
* State:	<input type="text" value="DC: District of Columbia"/>
Province:	<input type="text"/>
* Country:	<input type="text" value="USA: UNITED STATES"/>
* Zip / Postal Code:	<input type="text" value="20001-1401"/>

e. Organizational Unit:

Department Name: <input type="text"/>	Division Name: <input type="text"/>
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f. Name and contact information of person to be contacted on matters involving this application:

Prefix: <input type="text" value="Ms."/>	* First Name: <input type="text" value="Lucia"/>
Middle Name: <input type="text"/>	
* Last Name: <input type="text" value="Butts"/>	
Suffix: <input type="text"/>	

Title:

Organizational Affiliation:

* Telephone Number: <input type="text" value="202-430-0991"/>	Fax Number: <input type="text"/>
---	----------------------------------

* Email:

Application for Federal Assistance SF-424

* 9. Type of Applicant 1: Select Applicant Type:

Q: For-Profit Organization (Other than Small Business)

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

* 10. Name of Federal Agency:

DOT - Federal Railroad Administration

11. Catalog of Federal Domestic Assistance Number:

20.325

CFDA Title:

Consolidated Rail Infrastructure and Safety Improvements

* 12. Funding Opportunity Number:

FR-CRS-22-004

* Title:

FY22 Consolidated Rail Infrastructure and Safety Improvements Grant Program

13. Competition Identification Number:

FR-CRS-22-004-101051

Title:

FY22-CRS-Consolidated Rail Infrastructure and Safety Improvements

14. Areas Affected by Project (Cities, Counties, States, etc.):

City State County Impacted - Gulf Coast.doc

Add Attachment

Delete Attachment

View Attachment

* 15. Descriptive Title of Applicant's Project:

Gulf Coast Corridor Improvement Project

Attach supporting documents as specified in agency instructions.

Add Attachments

Delete Attachments

View Attachments

Application for Federal Assistance SF-424

16. Congressional Districts Of:

* a. Applicant

* b. Program/Project

Attach an additional list of Program/Project Congressional Districts if needed.

17. Proposed Project:

* a. Start Date:

* b. End Date:

18. Estimated Funding (\$):

* a. Federal	<input type="text" value="178,435,333.00"/>
* b. Applicant	<input type="text" value="6,200,001.00"/>
* c. State	<input type="text" value="23,050,000.00"/>
* d. Local	<input type="text" value="0.00"/>
* e. Other	<input type="text" value="15,358,833.00"/>
* f. Program Income	<input type="text" value="0.00"/>
* g. TOTAL	<input type="text" value="223,044,167.00"/>

*** 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

a. This application was made available to the State under the Executive Order 12372 Process for review on

b. Program is subject to E.O. 12372 but has not been selected by the State for review.

c. Program is not covered by E.O. 12372.

*** 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)**

Yes No

If "Yes", provide explanation and attach

21. *By signing this application, I certify (1) to the statements contained in the list of certifications and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 18, Section 1001)**

** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix: * First Name:

Middle Name:

* Last Name:

Suffix:

* Title:

* Telephone Number: Fax Number:

* Email:

* Signature of Authorized Representative:

* Date Signed:

The following attachment is not included in the view since it is not a read-only PDF file.

Upon submission, this file will be transmitted to the Grantor without any data loss.

City State County Impacted - Gulf Coast.docx

The following attachment is not included in the view since it is not a read-only PDF file.

Upon submission, this file will be transmitted to the Grantor without any data loss.

Congressional Districts Impacted - Gulf Coast.docx

ATTACHMENTS FORM

Instructions: On this form, you will attach the various files that make up your grant application. Please consult with the appropriate Agency Guidelines for more information about each needed file. Please remember that any files you attach must be in the document format and named as specified in the Guidelines.

Important: Please attach your files in the proper sequence. See the appropriate Agency Guidelines for details.

1) Please attach Attachment 1	Gulf Coast Corridor Improvement	Add Attachment	Delete Attachment	View Attachment
2) Please attach Attachment 2	Attachment A_Attach 2 _SOW.doc	Add Attachment	Delete Attachment	View Attachment
3) Please attach Attachment 3	Attachment B_Attach 3_Schedule	Add Attachment	Delete Attachment	View Attachment
4) Please attach Attachment 4	Attachment C_Attach 4_Budget	Add Attachment	Delete Attachment	View Attachment
5) Please attach Attachment 5	Attachment D_Attach 5_Performance	Add Attachment	Delete Attachment	View Attachment
6) Please attach Attachment 6	Attachment E _BCA_Technical M	Add Attachment	Delete Attachment	View Attachment
7) Please attach Attachment 7	Attachment F_BCA_Excel Workbo	Add Attachment	Delete Attachment	View Attachment
8) Please attach Attachment 8	Attachment G_Match Commitment	Add Attachment	Delete Attachment	View Attachment
9) Please attach Attachment 9	Attachment H_Maps.pdf	Add Attachment	Delete Attachment	View Attachment
10) Please attach Attachment 10	Attachment I_MS Grade Crossin	Add Attachment	Delete Attachment	View Attachment
11) Please attach Attachment 11		Add Attachment	Delete Attachment	View Attachment
12) Please attach Attachment 12		Add Attachment	Delete Attachment	View Attachment
13) Please attach Attachment 13		Add Attachment	Delete Attachment	View Attachment
14) Please attach Attachment 14		Add Attachment	Delete Attachment	View Attachment
15) Please attach Attachment 15		Add Attachment	Delete Attachment	View Attachment

Gulf Coast Corridor Improvement Project Project Narrative

Application for Funding Under the Fiscal Year 2022 CRISI Program

CFDA No. 20.325– Consolidated Rail Infrastructure and Safety Improvements



SOUTHERN RAIL COMMISSION



i. COVER SHEET

Project title.	Gulf Coast Corridor Improvement Project
Grant Applicant.	Southern Rail Commission (SRC) and the National Railroad Passenger Corporation (Amtrak)
Federal Funding Requested Under this NOFO	\$178,435,333
Proposed Non-Federal Match	\$44,608,834
Does some or all of the proposed Non-Federal Match for the total project cost consist of preliminary engineering costs associated with a Highway-rail Grade Crossing Improvement Project or a trespassing prevention project incurred before project selection?	No.
Other Sources of Federal funding, if applicable	FY18 CRISI Grant - Restoring Intercity Passenger Rail Service to America's Gulf Coast
Total Project Cost	\$223,044,167
Was a Federal Grant Application Previously Submitted for this Project?	Yes: FY18 CRISI Grant - Restoring Intercity Passenger Rail Service Along America's Gulf Coast
City(-ies), State(s) Where the Project is Located	New Orleans, LA, Mobile, AL, and points in between
Congressional District(s) Where the Project is Located	LA-02, MS-04, and AL-01
Is this a project eligible under 49 U.S.C. 22907(c)(2) that supports the development of new intercity passenger rail service routes including alignments for existing routes?	Yes
Is this a Rural Project? What percentage of the project cost is based in a Rural Area?	Yes; 75%
Is this a project eligible under 49 U.S.C. 22907(c)(11) that supports the development and implementation of measures to prevent trespassing and reduce associated injuries and fatalities?	No
If YES to the previous question, is this project located in a county with the most pedestrian trespasser casualties as identified in the Federal Railroad Administration's National Strategy to Prevent Trespassing on Railroad Property?	No
Is the application seeking consideration for funding under the Maglev Grants Program?	No
Is the project currently programmed in the State Rail Plan, State Freight Plan, TIP, STIP, MPO Long Range Transportation Plan, State Long Range Transportation Plan?	Restoring Intercity Passenger Rail is noted in the 2016 Mississippi Rail Plan , as well as freight-specific elements.

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ATTACHMENTS

Federal forms (completed in Grants.Gov workspace) online

- SF-424 - Application for federal assistance
- SF-424c - Budget Information for Construction
- SF-424d – Assurances
- FRA F 30—Certifications Regarding Debarment, Suspension and Other Responsibility Matters, Drug-Free Workplace Requirements and Lobbying
- FRA F 251—Grant Applicant Financial Capability Questionnaire
- SF LLL – Disclosure of Lobbying Activities (no lobbying to report)

Attachment A – Scope of Work

Attachment B – Schedule

Attachment C – Budget

Attachment D – Performance Measures

Attachment E – BCA Technical Memo

Attachment F – BCA Excel Workbook

Attachment G – Match Commitment Letters and Letters of Support

Attachment H – Maps

Attachment I – Mississippi Grade Crossing Details

ii: PROJECT SUMMARY

The National Railroad Passenger Corporation (Amtrak) and The Southern Rail Commission (SRC) (collectively, Grant Applicant), with the full support of CSX Transportation (CSXT), Norfolk Southern Railway Company (NSR), the Alabama State Port Authority (the Port) (CSXT, NSR, and the Port, collectively, the “Supporting Parties”), and the states of Louisiana and Mississippi (collectively, the “Participating States”) are pleased to present The Gulf Coast Corridor Improvement Project (GCCIP or the Project) for consideration under the Federal Railroad Administration’s (FRA) 2022 Consolidated Rail Infrastructure and Safety Improvement (CRISI) Program. The Project will be a series of infrastructure improvements in the rail corridor from the New Orleans Union Passenger Terminal to the Port of Mobile that will support the introduction of intercity passenger rail, where passenger rail service has not operated since Hurricane Katrina in 2005, while maintaining freight service reliability along the Gulf Coast Corridor (the corridor). The Grant Applicant, SRC and Amtrak, and the Supporting Parties are requesting a \$178,435,333 grant, matched by \$44,608,834 in non-federal funding, to allow for Project Development (including Preliminary Engineering and National Environmental Policy Act (NEPA) review), Final Design, and Construction to lengthen sidings, extend main tracks, install new switches and turnouts, construct additional crossovers, and improve stations, yards, and grade crossings. Initiating passenger rail service while maintaining the efficiency of freight service along the Gulf Coast will create pathways toward social equity, disaster resilience, regional productivity, employment accessibility, sociocultural exchange, and the reduction of greenhouse gas emissions in the climate-impacted Gulf Coast region.

Section 11304 of the Fixing America's Surface Transportation (FAST) Act directed FRA to convene a working group to evaluate the feasibility of intercity operations between New Orleans, Louisiana and Orlando, Florida, and to submit a report to Congress identifying plans, costs, funding options, and potential benefits for the introduction of passenger rail service. In response to this mandate, the Gulf Coast Working Group (GCWG) was convened in 2015 and included representatives of FRA, Amtrak, CSXT, SRC, Gulf Coast State Departments of Transportation, local elected officials, metropolitan planning organizations, businesses, and tribes representing the interests of communities in Louisiana, Mississippi, Alabama, and Florida. In July 2017, the GCWG [submitted its final report to Congress](#). The report identified two daily state-supported trains between New Orleans and Mobile on a former Amtrak route as the preferred option among the studied alternatives, with high ridership demand and low operating funding needs. This service is also expected to expand Gulf Coast markets for tourism and business travel; reduce I-10 vehicular congestion; improve access to jobs, education, and health care in an area that is predominantly Historically Disadvantaged/Transportation Disadvantaged; and serve as an evacuation route in a region susceptible to storm events.

Amtrak and SRC are seeking funding for projects to help deliver a passenger scheduled trip time of 3 hours and 23 minutes and preserve freight service quality. These projects are part of a larger agreement to settle the Gulf Coast dispute before the Surface Transportation Board (STB) at Docket No. FD 36496. That settlement agreement included several other terms, conditions, and concessions that work in conjunction with the projects outlined in this application to support passenger and freight service in the Gulf Coast Corridor.

iii: PROJECT FUNDING

The total estimated cost of the project is \$223,044,167. The CRISI grant request is for \$178,435,333 matched by Amtrak, the Participating States and Supporting Parties at \$44,608,834. The funding split is 80% CRISI and 20% non-Federal across all project components. Each of the Grant Applicant and the Supporting Parties are providing financial contributions, demonstrating a unified commitment for the parties to collaborate to enhance the overall efficiency and resiliency of the corridor. A FY22 CRISI grant, Amtrak’s matching contribution, the Participating States’ and Supporting Parties’ matching contributions will facilitate the introduction of passenger rail service while mitigating any potential impacts to freight operations.

In Fiscal Year (FY) 2018, the SRC applied for and secured \$33 million in FRA CRISI grant funds, with \$33 million in non-federal match, for infrastructure that would support establishment of a passenger route between New Orleans and Mobile. The Project progress stalled in light of disputes between the parties, which were eventually brought before the STB in the proceeding referred to above. Aside from \$4 million in local dollars spent on the North Rail Connector project, none of the money from the FY18 CRISI grant could be obligated. Following the November 21, 2022 STB decision to place the litigation in abeyance at the request of the parties, the SRC now seeks to carry all non-obligated federal and non-federal dollars from the

FY18 CRISI grant into this application and leverage it into an 80% federal match to help cover updated project components and account for escalating construction costs. The below table identifies costs by task, Federal funds, and match.

Task #	Task name/project component	Cost	Percentage of total cost
1	Administration, Detailed Project Work Plan, Budget, & Schedule	\$0	0.00%
2	NEPA	\$3,000,000	1.35%
3	Engineering – Preliminary Engineering and Final Design	\$13,382,650	6.00%
4	Construction	\$197,661,517	88.62%
5	Project Management and Other Support Services	\$9,000,000	4.04%
6	Final Performance Report	\$0	0.00%
Total Project Cost		\$223,044,167	100%
Federal Funds Received from Previous Grant		\$32,995,516	14.8%
Federal Funding Under this NOFO Request		\$178,435,333	80.00%
Non-Federal Funding/Match		Total Cash: \$44,608,834 Amtrak: \$6,200,001 States (State of Mississippi and State of Louisiana): \$23,050,000 Railroad Sponsors (CSXT, NSR, Port): \$15,358,833	20.00%
Portion of Non-Federal Funding from the Private Sector		\$14,608,833	6.55%
Portion of Total Project Costs Spent in a Rural Area		\$167,283,125	75%
Pending Federal Funding Requests		\$0	0%

Figure 1: Project funding table

iv: APPLICANT ELIGIBILITY

This application is a joint submission by Amtrak and the SRC. Amtrak and the SRC attest that, between the two of them, they are eligible to serve as the Grant Applicant for this CRISI Grant.¹ Amtrak, the organization submitting this application, is eligible under the CRISI NOFO per article C(1)(f): “Amtrak or another Rail carrier that provides Intercity Rail Passenger Transportation (as defined in 49 U.S.C. 24102).” Further, Amtrak is also eligible under the CRISI NOFO per article C(1)(j): “Any rail carrier or rail equipment manufacturer in partnership with at least 1 of the entities described in paragraphs (a) through (e).” The SRC is also eligible under the CRISI NOFO per article C(1)(c): “an Interstate Compact.”

In 1981, the States of Mississippi and Louisiana established an interstate compact, the first of its kind, to study the feasibility of rapid rail transit along the Gulf Coast. The 97th Congress passed, and President Ronald Reagan signed, Public Law 97-213 in 1982, which provided consent to the Mississippi-Louisiana Rapid Rail Transit Compact and the formation of the Mississippi-

¹ The Grant Applicant is solely responsible for the content of this application. CSXT, the Port, and NSR have provided information to the Grant Applicant with respect to the proposed projects (including the proposed projects’ purposes, descriptions, and estimated costs); and the willingness and ability of CSXT, the Port, and NSR to implement the described projects once they are approved and funded. CSXT, the Port, and NSR do not make any additional representations about the content or accuracy of the grant application.

Louisiana Rapid Rail Transit Commission. The legislation allowed contiguous states to become a party to the interstate compact and commission. The Mississippi-Louisiana Rapid Rail Transit Commission was expanded in 1983 to include the State of Alabama and was renamed the Southern High-Speed Rail Commission. In 2011, the organization was renamed again to the Southern Rail Commission. Membership consists of the Governor of each member-state, a representative from each State's Department of Transportation, and five citizen members appointed by the respective Governors. Established by an interstate compact, the SRC meets the CRISI Applicant eligibility requirements under Section C(1)(c) of the CRISI NOFO.

Amtrak and the SRC will work in lockstep to provide project management, grant administration, and project implementation expertise to further ensure successful implementation of Project components. Additionally, Amtrak and the SRC will enter into funding and construction agreements with Supporting Parties as necessary.

v: PROJECT ELIGIBILITY

The scope of this CRISI application includes both Track 2—Project Development and Track 3—Final Design (FD)/Construction activities. This Project is eligible for CRISI funding per the following NOFO articles:

- ***A capital project as defined in 49 U.S.C. 24401(2) relating to Intercity Passenger Rail Service, except that such projects under this NOFO are not required to be in a State rail plan:*** Amtrak and the SRC propose infrastructure improvements that will support intercity passenger rail while preserving freight rail service along the Gulf Coast. The Project will lengthen sidings, extend passing tracks, install full signaling and faster switches, revise track configurations, and improve connections with industrial facilities. Environmental, Engineering, and Construction activities include the Project components detailed in Section vi. 49 U.S.C. 24401(2) and include “expenses incidental to the acquisition or construction (including designing, engineering, location surveying, mapping, environmental studies, and acquiring rights-of-way)” and “highway-rail grade crossing improvements related to intercity passenger rail service” as eligible capital projects.
- ***A capital project identified by the Secretary as being necessary to reduce congestion and facilitate ridership growth in intercity passenger rail transportation along heavily traveled rail corridors:*** Intercity passenger rail service is absent along the Gulf Coast Corridor east of New Orleans. The last passenger train between New Orleans and Mobile operated more than 15 years ago. Ever since Hurricane Katrina wreaked havoc on the region in 2005, the Sunset Limited intercity passenger rail service heading east from New Orleans to the rest of the Gulf Coast has been suspended. The Project will facilitate the introduction of Amtrak service on the Gulf Coast between New Orleans and Mobile. Proposed capital projects to lengthen sidings, extend passing tracks, install new crossovers, revise track configurations, and other improvements will also increase rail capacity and efficiency and decrease congestion.
- ***Any project that the Secretary considers necessary to enhance multimodal connections or facilitate service integration between rail service and other modes, including between intercity rail passenger transportation and intercity bus service or commercial air service:*** The Project is expected to facilitate service integration between intercity rail passenger service and the Mobile Alabama Cruise Terminal, located adjacent to the planned Mobile Amtrak station site. The Mobile Alabama Cruise Terminal offers seasonal sailings to the eastern and western Caribbean and is a port of call for several prominent cruise lines. Moreover, the proximity of intercity rail passenger service to the site of the planned Mobile Downtown Airport at Brookley Aeroplex means improved connectivity for regional travelers in the region to faster and more competitive air service.
- ***A highway-rail grade crossing improvement project:*** Highway-rail grade crossings increase delays and risks for passenger and freight rail service. Grade crossings have been identified that should be eliminated along the route to mitigate these challenges.

vi: DETAILED PROJECT DESCRIPTION

This section provides a detailed description of the Project including the Project background and current challenges, the proposed Project elements and scope, its users and beneficiaries, readiness, and proposed performance measures once the Project is complete.

Background on Challenges the Project will Address

Lack of Passenger Rail Service: In 1984, passenger rail service was initiated between New Orleans and Mobile via the Gulf Coast Limited. Beginning in 1993, Amtrak's Sunset Limited provided tri-weekly long-distance service between New Orleans, Mobile, and points east, until 2005, when the regional devastation from Hurricane Katrina suspended operations east of New Orleans. The extended recovery from the hurricane stalled service restoration efforts until 2015, when Congress created the GCWG, a team of public and private stakeholders along the route charged with evaluating the opportunity for Gulf Coast intercity passenger rail service and recommending a path forward for new passenger service options.

In addition to ending Sunset Limited service after 2005, Hurricane Katrina highlighted that the Gulf Coast region is particularly vulnerable to environmental challenges and weather-related damage and in desperate need of multiple modes of emergency egress. Regional leaders are determined to build transportation resiliency to avoid repeating the disastrous evacuation of New Orleans when the next major hurricane strikes, and this new intercity passenger rail service could provide that resiliency. Additionally, the region as a whole faces the challenge of choice—with no passenger rail offered, communities have become dependent solely on car or (limited and declining) bus travel. Auto travel is expensive, time-consuming, and carbon intensive for Gulf Coast residents. Rebuilding passenger rail service, with an improved structure, will increase individual mobility, create jobs, improve the quality of life, and bring transportation options back to communities impacted by Katrina. This will in turn attract more businesses and visitors, creating a cycle of growth.

Complex Freight Corridor: The Gulf Coast freight services are best described as “complex.” Coal, grain, auto, merchandise, military, and interchange trains often traverse the almost 150 miles along the coast between New Orleans and Mobile. Additionally, local freight trains, work trains, yard moves, and hi-rail vehicle movements supporting movable bridge activity over active commercial waterways also operate in the area, creating additional challenges.

The Gulf Coast Corridor is owned or operated by CSXT and NSR. The operations of each of those freight carriers and those of the Terminal Railway Alabama State Docks (TASD – which operates over a portion of the proposed Gulf Coast Service route in the Mobile Terminal) present unique challenges to the corridor. The best way to properly accommodate all parties' operations in a new, joint passenger/freight rail environment, is through cooperation in ensuring the best outcome for freight railroads, rail passengers, shippers, and local communities.

With increased stress on supply chains and more shipping expected to flow through the ports of New Orleans and Mobile, freight train lengths on the Gulf Coast Corridor are likely to grow. The current siding lengths on CSXT's portion of the Corridor are not well-suited to allow passenger trains to pass the longer through trains CSXT expects to operate.

In New Orleans, NSR maintains the Back Belt, which facilitates complex interchanges between the six Class I Railroads and short line railroads operating in the area as well as operation of the existing Amtrak Crescent Service. Without the infrastructure improvements contemplated in the Project, NSR, CSXT, Amtrak, and other railroads could lack the operational flexibility to ensure timely operations of additional passenger trains without impacting service to freight customers along the Gulf Coast and beyond the Corridor.

TASD, the Port's short line railroad subdivision, serves all general cargo berths and operates four rail yards, two of which are west of the proposed station location. These yards are the McDuffie Island Coal Terminal (McDuffie Island) and the Mobile Intermodal Container Transfer Facility (ICTF), which is located at Garrows Bend. McDuffie and ICTF rail operations are adjacent to each other in Mobile. TASD's switching operations require the use of CSXT's main tracks in Mobile, disrupting traffic, and making scheduling difficult. The Port has grown at record rates this year and secured additional infrastructure



Figure 2: Amtrak demonstration train in Mobile, AL in 2016

funding that will further increase its capacity and throughput. Considering projected growth in the coming years, especially around McDuffie Island and the ICTF, these switching operations could create a chokepoint for T ASD, CSXT, and Amtrak.

Expected Outcomes

The proposed Project components for this CRISI Grant will facilitate a new twice-daily Amtrak service between New Orleans and Mobile, operating on a schedule of 3 hours and 23 minutes between those two cities after completion of the infrastructure proposed in the Project, while simultaneously maintaining freight service quality after the introduction of the Gulf Coast passenger service. Construction of the projects will enhance fluidity on the line to accommodate the proposed Gulf Coast intercity passenger trains by making it easier to pass passenger and freight trains. The improvements will allow passenger trains to bypass stretches of railroad near yards and terminals where freight activity is significant and will allow freight trains to fit into longer sidings, in order for shorter and faster Amtrak trains to stay on the main line and improving schedule reliability and dispatching flexibility. While the high number of moveable bridges on the Gulf Coast Corridor can still impact schedule reliability because of unpredictable bridge openings, the Project components will significantly enhance Amtrak's ability to recover and provide reliable passenger service while maintaining current freight service quality.

Introduction of Intercity Passenger Rail Service

Introducing passenger rail service will provide intercity transportation alternatives to urban and rural Gulf Coast communities. This will benefit tourists and residents alike, particularly among distressed and underserved residential populations, as well as elderly and disabled members of communities along the route. This new Gulf Coast intercity passenger rail service will integrate into a vast regional and national transportation network of non-vehicle modes. The service will connect to four airports (New Orleans - MSY, Gulfport - GPT, Mobile Regional – MOB, Mobile International - BFM), three public transportation systems (New Orleans Regional Transit Authority, Coast Transit Authority,² and The Wave Transit System³), and three long-distance Amtrak services (Crescent, City of New Orleans, and Sunset Limited).

For the three counties in Mississippi impacted by this route (Hancock, Harrison, and Jackson), an average of 40 percent of households own zero or one vehicle. In Mobile, AL, half of households have one or no vehicles and in New Orleans, LA, that number is 66 percent. Intercity passenger rail service will provide these households with an alternative, reliable, affordable mobility option to access jobs, as well as services like healthcare and retail centers. These new transportation and connectivity options will help to boost economic development and job creation in a region with strong tourist and recreational opportunities. Intercity passenger rail will enable residents to visit multiple cities along the reestablished service route, several of which (such as Bay St. Louis), anticipate that the introduction of service will increase demand for service industries – hospitality, restaurant, retail, and cultural exploration – leading to more local job opportunities. For communities that have worked hard to come back in the aftermath of Hurricane Katrina, intercity passenger rail service will help restore the regional vitality that was lost almost 20 years ago.

Track and infrastructure improvements along the Gulf Coast Corridor will reduce trip times and will support the reliable movement of people and goods. Grade crossing closures and upgraded warning signals will reduce vehicle-train collisions at dangerous intersections, helping to save lives and decrease property damage. Grade crossing warning technology has improved tremendously since the early 2000s. The Project creates the perfect opportunity to make necessary safety and efficiency upgrades to improve the experience of ridership and the community perception of rail transportation. To facilitate competitive trip times, sidings will be lengthened (please see Specific Components and Elements of Project Section for more details), allowing Amtrak trains to stay on the main line while operating at higher speeds and with fewer delays. The infrastructure improvements will support Amtrak's goals of achieving a system average speed of at least 60 miles an hour that can be adhered to with a high degree of reliability and passenger comfort,⁴ resulting in more competitive trip times that should equate to ridership growth. Shorter trip times work best in conjunction with schedule reliability, and with Amtrak trains operating primarily on main line tracks, intercity passenger rail trains can be relied upon by prospective passengers to arrive at and depart from all stations on schedule. Reliability allows Amtrak trains to compete effectively with other modes for local residents, business travelers, and tourists.

² CTA is a non-profit provider of public transportation for the three coastal counties of Mississippi.

³ The Wave Transit System is the operator of public transportation in Mobile, Alabama, operated by the City of Mobile.

⁴ 49 U.S.C. § 24101(c)(6).

Freight Service Flexibility and Reliability

With increased siding lengths, CSXT will be able to dispatch freight trains East and West with more options to coordinate meets between freight and passenger trains, thereby allowing for the successful introduction of intercity passenger rail service in the corridor. With the benefit of additional new crossovers on NSR's heavily traveled "Back Belt," not only will Amtrak trains be able to enter and exit the New Orleans Union Passenger Terminal more efficiently, but NSR will have greater flexibility to maintain its own and other railroads' freight train operations in an environment hosting both the Crescent Service and the additional four daily Amtrak trains of the new Gulf Coast Service. More opportunities to cross trains over between the two Main Tracks of the Back Belt will minimize delays to passenger trains operating on the Corridor. Upgrades in the vicinity of the Port of Alabama in Mobile will preserve swift and efficient transfer movements between TASD's Interchange Yard, Waterfront Yard, the McDuffie Island Coal Terminal, and the Intermodal Container Transfer Facility (ICTF), even after the introduction of Amtrak Gulf Coast service.

Expected Users and Beneficiaries

According to the U.S. Census Bureau, there are more than 2.1 million people within the proposed Project's direct service area.⁵ This Project is unique, as it will lead to the introduction of new intercity passenger rail transportation while addressing railroad safety, efficiency, and reliability on a shared-use corridor and allow for the introduction of intercity passenger rail service to the region. The Project benefits a variety of stakeholders, both public and private. It is expected to create construction jobs during the implementation phase, and foster creation of permanent jobs brought to the region from the return of intercity passenger rail to the region.

The availability of intercity passenger rail service between New Orleans and Mobile will benefit several specific stakeholders, including:

- Both rural and urban residents across the Gulf Coast in Louisiana, Mississippi, and Alabama with limited transportation options to travel between cities;
- Low-income residents who do not own a vehicle and older adults who are no longer able to drive;
- Predominantly African American and low-wealth communities along the Gulf Coast Region that are disproportionately challenged by climate impacts and need non-car-dependent evacuation options;
- Existing commuters and freight trucks that drive between destinations on the Gulf Coast;
- Real estate developers who will be attracted to underutilized parcels near train stations;
- Businesses along the route that attract new visitors and a broader pool of workers;
- Job seekers in the construction and rail industries;
- Tourists and other visitors who will be enticed to visit Gulf Coast locations;
- The States of Louisiana, Mississippi, and Alabama, which will realize increased tax revenues with growing travel to the Gulf Coast; and
- The cities of New Orleans, Bay St. Louis, Gulfport, Biloxi, Pascagoula, and Mobile along the CSXT line, which will observe increased revitalization and economic development.

Specific Components and Elements of the Project

The Gulf Coast Improvement Project will consist of 13 specific components, 12 of which will benefit from a full funding award from the CRISI grant program:

Component #1: Gentilly Bypass – The component will design and construct up to 13,500 track feet of main track west of Main Track 1 on the CSXT NO&M Subdivision between MP 801.3 and MP 798.5. The Gentilly Bypass would improve passenger fluidity by allowing Amtrak passenger trains to travel by and around Gentilly Yard and avoid potential delays from CSXT switching operations that require use of Main Track 1. Both ends of the bypass will have #20 turnouts with 136-pound rail and dual control switch machines. At MP 800.5, there will be a hand throw #10 turnout with 136-pound rail and an electric lock to serve a transfer facility. Constructing the bypass will require relocating the connection track that serves a transfer facility north of Main Track 1 while constructing the bypass. There will be signal bungalows at the south bypass turnout and absolute signals. Two grade crossings will be upgraded during the construction of the bypass. One culvert pipe will also be upgraded. The scope of this Project component is NEPA (Track 2), preliminary engineering (Track 2), final design and

⁵ 2020 Population and Housing State Data, US Census Bureau (Aug. 12, 2021), <https://www.census.gov/library/visualizations/interactive/2020-population-and-housing-state-data.html> (last visited Nov. 22, 2022 (reviewing Populations of New Orleans-Metairie, Gulfport-Biloxi, and Mobile Metropolitan Statistical Areas)).

construction (Track 3). CSXT will manage and lead the scope of work for this Project component, which was originally planned for construction concurrent with the 2018 CRISI award.

Component #2: Claiborne Siding Extension – This component will design and construct an approximately 4,700-foot extension of the existing Claiborne siding west of the existing Main Track 1 on the CSXT NO&M Subdivision north from the existing north turnout at MP 766.3 to MP 765.5. This extension would benefit both passenger and freight operations by allowing CSXT freight trains and Amtrak passenger trains to pass without delay. The south turnout of the existing Claiborne second track at MP 768.1 will be removed and replaced with a new #20 turnout with 136-pound rail and dual control switch machines constructed on pads adjacent to the main track and slid into position during a track shut-down. At the new north end of Claiborne siding, MP 765.5, a new #20 turnout with 136-pound rail and dual control switch machines will be constructed on pads adjacent to the main track and slid into position during a track shut-down. There will be a new signal bungalow at the north end turnout and absolute signals. A new bridge will be constructed using CSXT standards at MP 766.1. The scope of this Project component is NEPA (Track 2), preliminary engineering (Track 2), final design and construction (Track 3). CSXT will manage and lead the scope of work for this Project component, which was included in the 2018 CRISI award.

Component #3: Beauvoir Siding Extension – This component will construct up to a 6,800-foot extension of the existing Beauvoir Siding west of Main Track 1 on the CSXT NO&M Subdivision between MP 733.1 and MP 731.9. The new turnout at MP 733.1 will be a #20 with 136-pound rail and dual control switch machines constructed on pads adjacent to the existing track and will slide into position during a track shut-down. There will be a new signal bungalow installed to control the turnout and absolute signals. The existing siding turnout at MP 730.2 will be replaced with a new #20 turnout with 136-pound rail and dual control switch machines constructed on pads adjacent to the existing track and slid into position during a track shut-down. Three culvert pipes will be replaced or extended. This extended siding would accommodate passenger operations by allowing CSXT freight trains to occupy the siding so that passenger trains can pass without delay. The Beauvoir Siding extension may require a grade crossing solution to mitigate impacts to automobile traffic and local communities, such as constructing a connecting road between Beauvoir Road, Iris Street, and Veterans Avenue or future grade separations to allow traffic to access temporarily blocked crossings. The scope of this Project component is NEPA (Track 2), preliminary engineering (Track 2), final design and construction (Track 3). CSXT will manage and lead the scope of work for this Project component.

Component #4: Orange Grove Siding Extension – This component will construct up to a 4,500-foot extension to the north end of the existing Orange Grove siding between MP 701.1 and MP 699.3. This extended siding would accommodate passenger operations by allowing CSXT freight trains to occupy the siding so that passenger trains can pass without delay. A new siding turnout will be installed at MP 702.0 using a new #20 turnout, 136-pound rail, and dual control switch machine. The turnout will be constructed on pads adjacent to the current switch and will be slid in during track outages. Signal bungalows and absolute signals will be installed at the new North Orange Grove turnout. Two grade crossings will be upgraded. The scope of this Project component is NEPA (Track 2), preliminary engineering (Track 2), final design (Track 3), and construction (Track 3). The scope of work for this Project component will be managed and led by CSXT.

Component #5: Theodore Power Turnouts – The project will install new power turnouts for the Theodore Industrial Park wye. Replacing the three existing hand throw turnouts with power turnouts will allow CSXT's Theodore industry switching activity to more quickly clear the main line, and reduce delays to Amtrak passenger trains. The installation of powered turnouts improves safety and reliability. The three #10 turnouts will have 136-pound rail and powered switch machines. Turnouts will be constructed on pads adjacent to the existing tracks and slid into position during a track outage. The two main line turnouts will be located at MP 679.5 and MP 679.2 with the third turnout connecting the industry lead to the wye. Signal upgrades may be required at three nearby grade crossings. The scope of this Project component is NEPA (Track 2), preliminary engineering (Track 2), final design (Track 3), and construction (Track 3). CSXT will manage and lead the scope of work for this Project component, which was included in the 2018 CRISI award.

Component #6: Brookley to Mobile Siding Extension – The component will extend Brookley siding north starting at the north Brookley siding turnout MP 669.7 and extending to MP 667.1 at the south end of proposed Mobile Station Track totaling approximately 14,100 track feet west of existing Main Track on CSXT NO&M Subdivision, such that the siding track and its extension will function as a second main line track. There will be double crossovers at the north end of the Brookley siding extension. The crossover will use four #20 turnouts with 136-pound rail and dual control switch machines constructed on pads adjacent to the existing track and slid into position during a track shut-down. There will be new signal bungalows and absolute signals. There are two locations where new bridges will be built: (1) a 225-foot bridge at MP 669.3 over Washington Avenue and (2) a 40-foot new bridge over a drainage creek at MP 668.5. There will be seven grade crossings that may require upgrades. The scope of this Project component is NEPA (Track 2), preliminary engineering (Track 2), final design (Track 3),

and construction (Track 3). CSXT will manage and lead the scope of work for this Project component, which reflects an expanded scope from the Monroe Street area projects included in the 2018 CRISI award.

Component #7: Mobile Station Track (Note: Not Part of CRISI grant scope) – This effort will construct a new station and layover track of approximately 3,000 feet west of the existing main line, on CSXT NO&M Subdivision between MP 667.1, north of Palmetto Street, and MP 666.6, south of the Mobile Convention Center. The combined station and layover track will connect to the newly extended Brookley to Mobile Siding Extension with a new #20 crossover connecting to the main line with a 136-pound rail and dual control switch machine. The new station track will allow Amtrak trains to board and deboard passengers within the Mobile Terminal (in downtown Mobile) while CSXT operations continue. Additionally, the track will serve as a layover location for Amtrak trains between morning and afternoon runs and will provide a location for routine maintenance and related activities that will not impede CSXT and TASD freight activity. No station building, platform, fence, or other passenger amenity or safety work is included in this project. CSXT will manage and lead the scope of work this effort, which is not part of the scope of the CRISI grant, but relevant to the overall projected benefits of the Project. This component will be advanced in conjunction with the CRISI components included under this grant application, which was included in the 2018 CRISI award.

Component #8: St. Johns Crossovers – This component will install new universal crossover north of Bayou St. John, near Mile Post (MP) 5.2, on the NSR between Main Track 1 and Main Track 2, allowing Amtrak trains entering and exiting the New Orleans Union Passenger Terminal to utilize Main Track 1 more often, and reducing the risk of delays from freight trains waiting to enter Oliver Yard on Main Track 2. The crossovers will use four #15 turnouts with 136-pound (per yard) rail with dual control switch machines constructed on pads adjacent to the main tracks and slid into position during a track shutdown. Work will include a new signal bungalow, two 2 track cantilever signals and a backup generator located in a separate bungalow. The scope of this Project component is NEPA (Track 2), preliminary engineering (Track 2), final design and construction (Track 3). NSR will manage and lead the scope of work for this component.



Figure 3: A UP train on NS Tracks on the Back Belt

Component #9: Elysian Fields Crossovers – This component will realign the existing Control Point and connecting track at MP 7.0 on the NSR Back Belt, replacing an existing moveable point frog with crossover switches, allowing movement from either NSR main line to either CSXT main line on CSXT's NO&M Subdivision at MP 803.7. The current movable point frog will not accommodate movement of Amtrak Gulf Coast trains from NSR Main Track 1 to CSXT main track 1. The upgraded crossovers at Elysian Fields provide more dispatching flexibility for Amtrak Gulf Coast trains entering and exiting the New Orleans Union Passenger Terminal, increasing reliability. The crossovers and turnouts will use six #15 turnouts with 136-pound rail with dual power switch machines constructed on pads adjacent to the main tracks and slid into position during a track shut-down. Work will include three new signal bungalows, one backup generator in a separate bungalow, and three 2 track cantilever signals. The existing track will be realigned and rehabilitated with 25% tie renewal, ballast and surfacing to bring the track up to FRA Class 3 standards. The scope of this Project component is NEPA (Track 2), preliminary engineering (Track 2), and final design and construction (Track 3). NSR will manage and lead the scope of work for this component.

Component #10: Terminal Junction Crossovers – This component will install 2 new crossovers at MP 7.6 on the NSR Back Belt from Main Track 1 to Main Track 2 and from the Freight Lead Track to Main Track 2, allowing progressive movement from NSR Main Track 1 or 2 to Oliver Yard or the NSR NO&NE main line. The Terminal Junction crossovers allow intercity passenger (Amtrak's Crescent Service) and freight trains entering and exiting the NSR NO&NE greater access to all available tracks at the east end of NSR's Back Belt and reduce congestion impacts from trains entering and exiting Oliver Yard. The crossovers will use four #10, turnouts with 136-pound rail and dual control switch machines constructed on pads adjacent to the main track and freight lead and slid into position during a track shut-down. Work will include two new signal bungalows, one backup generator in a separate bungalow, a cantilever signal bridge, and substantial temporary signal work. The existing track will be realigned and rehabilitated with 25% tie renewal, ballast and surfacing to bring the track up to FRA Class 3

standards. The scope of this Project component is NEPA (Track 2), preliminary engineering (Track 2), final design (Track 3), and construction (Track 3). The scope of work for this Project component will be managed and led by NSR.

Component #11: Station Improvements – This Project component will provide significant station improvements at Biloxi, MS, Pascagoula, MS, Gulfport, MS, Bay St. Louis, MS, and Mobile, AL to support intercity passenger rail service. The scope of this Project component is NEPA (Track 2), preliminary engineering (Track 2), final design (Track 3), and construction (Track 3). The scope of work for this Project component will be managed and led by Amtrak, in coordination with the station owners.

Biloxi, MS Station: A new, small station building will be constructed south of the main track on Esters Boulevard between Reynoir Street and Magnolia Street. A new platform will be built, and roadway safety improvements to facilitate interchange with the Biloxi transit center across Esters Boulevard will occur. Passenger Information Display Systems (PIDS) will be deployed.

Pascagoula, MS Station: A shelter will likely be deployed, in close proximity to the former Pascagoula station, which is currently leased to another party and not used as a train station. Amtrak may try to acquire the former station from the property owner. The train depot in Pascagoula was built in 1904 and added to the National Register of Historic Places in the 1970s, and in recent years has been used as an art gallery.⁶ A platform canopy will be constructed.



Figure 4: The old Pascagoula, MS Station, no longer in operation



Figure 5: Biloxi, MS Station Canopy

Mobile, AL Station: A new platform will be constructed.

Other Stations - Gulfport, MS and Bay St. Louis, MS: Platform canopies will be constructed at Gulfport, MS and Bay St. Louis, MS. The scope of this Project component is NEPA (Track 2), preliminary engineering (Track 2), final design and construction (Track 3). The scope of work for this Project component will be managed and led by Amtrak, though Amtrak will work in close coordination with the station and property owners. This effort, first initiated by Amtrak and the SRC following the 2018 CRISI award, will be completed under the Project.

Station	Proposed Station Improvements	Scope
Bay St. Louis, MS	Platform Canopy	Scope: NEPA, Preliminary Engineering, Final Design, and Construction
Gulfport, MS	Platform Canopy	Scope: NEPA, Preliminary Engineering, Final Design, and Construction
Biloxi, MS	Small Station Building opposite the platform, Platform Canopy, Roadway Safety Improvements, PIDS, and Platform Improvements	Scope: NEPA, Preliminary Engineering, Final Design, and Construction
Pascagoula, MS	Small Station Shelter and Platform Canopy	Scope: NEPA, Preliminary Engineering, Final Design, and Construction
Mobile, AL	New Platform	Scope: NEPA, Preliminary Engineering, Final Design, and Construction

Figure 6: Summary of scope of station elements

Component #12: Virginia Street Lead – This Project component will construct a new lead track between Choctaw Yard and the TASD-served railroad facilities at Garrow’s Bend, starting at CSXT MP 667.9. The Virginia Street Lead project is

⁶ Jared Brey, *The Elusive Deal to Restore Amtrak Service on the Gulf Coast*, GOVERNING (Oct. 28, 2022), <https://www.governing.com/community/the-elusive-deal-to-restore-amtrak-service-on-the-gulf-coast>.

comprised of 1,400 feet of new track and 4,100 feet of refurbished track for a total of 5,500 feet of track. This track improves access to the ICTF and the McDuffie Island Coal Terminal, and reduces the potential for conflicts between Amtrak and TASD operations. This Project component will permit more efficient movement of TASD and CSXT traffic, with TASD trains moving from Interchange Yard, through downtown Mobile, directly to ICTF and the McDuffie Island Coal Terminal. In this way, TASD switching movements are more fluid, rather than stopping on the CSXT main line, tying up traffic while trains yard and depart those locations. The scope of this Project component is NEPA (Track 2), preliminary engineering (Track 2), final design (Track 3), and construction (Track 3). The scope of work for this Project component will be managed and led jointly by CSXT and the Port, which advances to construction the purpose of the 2018 CRISI award's Track 1 Study.

Component #13: Mississippi Grade Crossings – This Project component will deploy grade crossing improvements in Mississippi. Existing grade crossings in the corridor are equipped with different types of protection, and in some cases none at all. Many crossings are not protected by gates and/or do not have advanced signal detections that are activated by approaching trains. Private roads have only warning or stop signs. Several grade crossings along the Gulf Coast route pose significant risks for vehicle-train collisions because of the lack of sufficient safety protection, which has resulted in multiple deaths and injuries. To improve safety and reliability, FRA recommended the closure of the following dangerous highway-rail grade crossings.

- **West of Bay St. Louis:** Remove five grade crossings (Washington Street, Citizen Street, Ballentine Street, St. Charles Street and Webb Avenue) to allow use of the existing second track as a passing track.
- **West of Gulfport through Biloxi:** Out of 13 grade crossings in a 20-mile stretch, the City of Biloxi is already planning to remove four (Iroquois Avenue, Delauney Street, and Holley Street). The Southern Rail Commission will add standard gates and warning signals at three others (South Second Street in Biloxi, Hiern Avenue in Pass Christian, and St. Paul Avenue in Pass Christian), add quad gates and an advanced warning system at the 25th Avenue/US Highway 49 crossing in Gulfport, and seek to close the Iris Street crossing in Biloxi. The Southern Rail Commission will make improvements at these crossings to potentially allow for removal of a voluntary 45 mph speed restriction currently imposed by CSXT, subject to further study.

The scope of this Project component is NEPA (Track 2), preliminary engineering (Track 2), final design (Track 3), and construction (Track 3). The scope of work for this Project component will be managed and led by the State of Mississippi and represents an expansion of crossing projects contained in the 2018 CRISI award. Please see **Attachment I – Mississippi Grade Crossing Details** for more information.

Component #	Name	City/State/County	Led by	Location or MP	CRISI Project Scope
1	Gentilly Bypass	New Orleans, LA (Orleans Parish)	CSXT	MP 801.3 and MP 798.5	NEPA, Preliminary Engineering, Final Design, Construction
2	Claiborne Siding Extension	Pearlington, MS (Hancock County)	CSXT	MP 766.3 to MP 765.5.	NEPA, Preliminary Engineering, Final Design, Construction
3	Beauvoir Siding Extension	Biloxi, MS (Harrison County)	CSXT	MP 733.1 and MP 731.9	NEPA, Preliminary Engineering, Final Design, Construction
4	Orange Grove Siding Extension	Gulfport, MS (Harrison County)	CSXT	MP 701.1 and MP 699.3	NEPA, Preliminary Engineering, Final Design, Construction
5	Theodore Power Turnouts	Theodore, AL (Mobile County)	CSXT	MP 679.5 and MP 679.2	NEPA, Preliminary Engineering, Final Design, Construction
6	Brookley to Mobile Siding Extension	Mobile, AL (Mobile County)	CSXT	MP 669.7 and MP 667.1	NEPA, Preliminary Engineering, Final Design, Construction
7	Mobile Station Track	Mobile, AL (Mobile County)	CSXT	MP 667.1, and MP 666.6	Not part of the scope of this CRISI grant application. This is a related effort that will be implemented using another funding source
8	St. Johns Crossovers	New Orleans, LA (Orleans Parish)	NSR	MP 5.2	NEPA, Preliminary Engineering, Final Design, Construction
9	Elysian Fields Crossovers	New Orleans, LA (Orleans Parish)	NSR	MP 7.04	NEPA, Preliminary Engineering, Final Design, Construction
10	Terminal Junction Crossovers	New Orleans, LA (Orleans Parish)	NSR	MP 7.7	NEPA, Preliminary Engineering, Final Design, Construction

11	Stations Improvements	Bay-St. Louis, MS (Hancock County) Gulfport, MS (Harrison County) Biloxi, MS (Harrison County) Pascagoula, MS (Jackson County) Mobile, AL (Mobile County)	Amtrak	Biloxi: 30.399011, - 88.891539; 860 Esters Boulevard Biloxi, MS 39530 Gulfport: 30.369130, - 89.094788; 2600 15 th St, Gulfport, MS 39501 Biloxi: 30.398954, - 88.889693; 820 Dr. Martin Luther King Blvd, Biloxi, MS 39530 Pascagoula: 30.367717, - 88.559643; 505 Railroad Ave, Pascagoula, MS 39567 Mobile: 30.690895, - 88.039410	NEPA, Preliminary Engineering, Final Design, Construction
12	Virginia Street Lead	Mobile, AL (Mobile County, AL)	Alabama State Port Authority	30.65687367041302, - 88.03813933068258	NEPA, Preliminary Engineering, Final Design, Construction
13	Mississippi Grade Crossings See Attachment I – Mississippi Grade Crossing Details	West of Bay St. Louis: Washington Street, Citizen Street, Ballentine Street, St. Charles Street and Webb Avenue West of Gulfport through Biloxi: South Second Street in Biloxi, Hiern Avenue in Pass Christian, St. Paul Avenue in Pass Christian, 25th Avenue/US Highway 49 crossing in Gulfport, Iris Street crossing in Biloxi	State of Mississippi	Washington St.: MP 754.77 (30.306483, -89.3393383); 340081P Citizen St.: MP 754.89 (30.305608, -89.341056); 340082W Ballentine St.: MP 754.99 (30.304866, -89.342452); 340083D St. Charles St.: MP 755.12 (30.303805, -89.344375); 340084K Webb Ave.: MP 755.62 (30.300072, -89.351429); 340086Y S. 2nd St.: MP 754.16 (30.309399, -89.329688); 340076T Hiern Ave: MP 749.4 (30.317553, -89.251504); 340281Y St. Paul Ave: MP 749.1 (30.319208, -89.246552); 340278R 25th Ave/US Hwy 49: MP 739.28 (30.369533, - 89.092913); 340235X Iris St: MP 730.83 (30.397419, -88.956249); 340208B	NEPA, Preliminary Engineering, Final Design, Construction

Figure 7: Summary of all Project Components

Proposed Performance Measures

SRC, Amtrak, and the Supporting Parties are committed to performance reporting. Specifically for the Project, they will report on the following performance measures:

Rail Measures	Unit	Frequency	Primary Strategic Goal	Secondary Strategic Goal	Description
Introduction of Intercity Passenger Rail	Time/Trip	Annual	Economic Competitiveness	Quality of Life	Project will introduce intercity passenger rail between New Orleans and Mobile
Passenger Counts	Number	Annual	Economic Competitiveness	Quality of Life	Number of Amtrak passengers.
Track Miles	Miles	Annual	Economic Competitiveness	State of Good Repair	Total track miles completed by capital projects. This relates to both freight and Amtrak.
Accidents/Deaths	Number	Annual	Safety	Quality of Life	Deaths and numerous accidents have occurred at intersections that lack warning signals.
Train Delays	Time/Trip	Annual	Economic Competitiveness	Quality of Life	The total minutes of delay for all Amtrak-responsible delays, host-responsible delays, and third-party delays, for each host railroad territory within the Gulf Coast Route, reported by train.
Customer On Time Performance	Percentage	Annual	Economic Competitiveness	Quality of Life	The percentage of all customers on a Gulf Coast intercity passenger rail train who arrive at their detraining point no later than 15 minutes after their published scheduled arrival time, reported by train.
Pollution /Emissions Reductions	Tons of CO2 Equivalent	Annual	Environmental Sustainability	Quality of Life	Tons of CO2 Equivalent avoided due to reduced truck, automotive, and train emissions.

Figure 8: Proposed Performance Measures

Prior Funding Requests

As described in *Section iii. Project Funding Summary* above, the SRC sought and secured \$33 million in FRA 2018 CRISI funds with \$33 million in match from Amtrak, the State of Mississippi, Mississippi Department of Transportation, the State of Louisiana, and Jackson County Port Authority for a previous iteration of this Project that was unable to move forward due to disputes among various parties that led to STB litigation. In connection with resolving the STB litigation, the SRC seeks to apply the previous, un-obligated award and local match toward this larger, updated request.

Grade Crossings Affected

Please see Section 5 (Component #13) for more information.

Heavily traveled rail corridor information

The Gulf Coast Corridor is currently an active freight corridor. This Project will introduce passenger service along the Gulf Coast and will facilitate ridership growth in Intercity Passenger Rail Transportation.

Positive Train Control (PTC) information

The Gulf Coast route is currently equipped with PTC, and Amtrak's equipment is compatible with the PTC system installed by NSR and CSXT. The safety benefits of PTC are well-recognized and will enable the safe and efficient implementation of the proposed Gulf Coast intercity passenger rail service.

Workforce Development and Training Information

The Project supports long-term job creation by supporting good-paying construction and manufacturing jobs directly related to the Project with free and fair choice to join a union – including apprenticeship, community benefit agreements, and local hiring provisions. The construction jobs being created through this Project will offer employment opportunities for workers with a variety of educational levels.

Workforce strategies to support and collaborate with labor unions are also an important part of Amtrak's mission for economic strength. Amtrak's Labor Relations drives sustainable business growth by partnering with Amtrak's leaders, employers and labor organizations to quickly attract, engage, and employ an effective team of people, build a strong and diverse workforce, and develop fair and innovative solutions to deliver safe, high quality, on-time passenger service, maximizing the use of Amtrak's financial resources and people to improve the customer experience. Amtrak continues to foster relationships with the Amtrak Service Workers Council, specifically the Transport Workers Union of America, UNITE-HERE & TCU-IAM. In October 2021, Amtrak and the North America's Building Trades Union (NABTU) committed to a workforce development program to

accelerate an apprenticeship readiness program, promote diversity, and ensure fair wages and benefit for the construction workforce of their projects.

Amtrak has established an Office of Community Engagement to enhance its ability to engage and partner with communities in support of capital projects and service expansions. This office has a broad scope of responsibilities, including community outreach to diverse populations and workforce development. The goal of this office is to position Amtrak as a valuable partner by working collaboratively with the community to build meaningful relationships and advance improvements.

Trespassing Injury and Fatality Prevention and Reduction

While this section does not apply to the project, the Project has the potential to reduce/prevent fatalities by improving the safety of 24 highway grade crossings along the rail corridor, including multiple crossings designated as School Bus and Emergency Services routes. As intercity passenger rail service is initiated, Amtrak’s police department will work with community stakeholders and law enforcement in alignment with the FRA’s Community Trespass Prevention Program to target trespassing hotspots for future improvements and enforcement.

Emissions Reductions Information

Please see Strategic Goals: (D) Climate Change and Sustainability for more information.

Community Emergency Plans

While this section does not apply to this Project, the Grant Applicant and the Supporting Parties will work with local stakeholders and regional emergency management entities to ensure that the rail improvements and new passenger rail capacity are integrated into community evacuation and emergency plans.

Maglev Grants Program Magnetic Levitation Transportation Projects

This section does not apply to this Project.

vii. PROJECT LOCATION

The Gulf Coast Corridor Improvement Project will involve components over three railroads: CSXT, NSR and T ASD. The proposed Project will involve components on the NSR Back Belt between MP 5.2 and MP 7.7 and between MP 666.6 and MP 801.3 on the CSXT NO&M Subdivision. Project component locations are listed in the table below and depicted in Figures 1 and 2. Geospatial data, congressional district, and specific mile posts for each project component are listed in the table below. Additionally, please see Attachment H – Maps for maps.

Component Number	Component Name	Mile Post	Latitude/Longitude	Congressional District
1	Gentilly Bypass	798.5-801.3	30.008236, -90.009081	LA-02
2	Claiborne Siding Extension	765.5-768.1	30.215150, -89.500638	MS-04
3	Beauvoir Siding Extension	730.2-733.1	30.396425, -88.974593	MS-04
4	Orange Grove Siding Extension	699.3-702.0	30.420724, -88.458807	MS-04
5	Theodore Power Turnouts	679.2-679.5	30.551307, -88.170145	AL-01
6	Brookley to Mobile Siding Extension	667.1-669.7	30.654823, -88.065830	AL-01
7	Mobile Station Track	666.6-667.1	30.690269, -88.038289	AL-01
8	St Johns Crossovers	5.20	29.992409, -90.080630	LA-02
9	Elysian Fields Crossovers	7.04	29.985829, -90.056006	LA-02
10	Terminal Junction Crossovers	7.70	29.986320, -90.047847	LA-02
11	Station Improvements	N/A	30.308828, -89.333778 30.369215, -89.094767 30.399011, -88.89153 30.369197, -88.559643 30.690895, -88.039410	MS-04, AL-01
12	Virginia Street Lead	667.9	30.656873, -88.038139	AL-01
13	Mississippi Grade Crossings	730.8-756.0	30.3192027, -89.2465711 30.3695296, -89.092903 30.305608, -89.341056 30.317567, -89.251519 30.415463, -88.827742 30.309399, -89.329688 30.300072, -89.351429 30.397419, -88.956249	MS-04

			30.3064831, -89.3393831	
			30.303805, -89.344375	
			30.3048661, -89.3424521	

Figure 9: Project Location Information



Figure 10: Map of Project components

viii: EVALUATION AND SELECTION CRITERIA

This article, (Article D.2.a.viii as it appears in the NOFO) references section E, “Application Review Information” for further information to be described. The following paragraphs follow the numbering scheme from Section E of the NOFO.

Evaluation Criteria

i. Project Benefits

The project benefits are identified in the following paragraphs:

(A) Effects on System and Service Performance

The passenger rail and freight rail Project components comprising this proposed CRISI Application represent projects consistent with the vision shared by the Departments of Transportation for Louisiana and Mississippi, the SRC, Amtrak, and the Supporting Parties of making the corridor safer, faster, and more efficient by:

- Establishing attractive, competitive, and reliable passenger rail service between New Orleans, Mobile, and select cities between those terminals while mitigating the impact of passenger operations to CSXT’s and NSR’s freight rail network.
- Supporting resilient supply chains and economic opportunity by promoting the efficiency and resilience of supply chains by maintaining freight rail fluidity.

The Project components also represent the realization of the SRC, Amtrak, and partner goals of ensuring that the infrastructure within the subject corridor provides sufficient capacity to facilitate safe and efficient intercity passenger and freight operations. Completion of the Project will allow for the elimination of outdated technology and the installation of new systems to alleviate congestion and reduce delays, thereby increasing efficiencies for both freight and passenger rail service. Below are specific examples of the mutual intercity and freight benefits that will be realized:

- New turnouts and longer sidings will allow for more efficient meets between trains for both intercity passenger and freight service, regardless of length or speed.
- New remote-control operation of moveable bridges will reduce time spent waiting for maritime traffic to clear.⁷
- Adding crossovers on the NSR Back Belt will allow freight and passenger trains to pass through New Orleans more efficiently, minimizing delays to passenger trains and preserving existing freight capacity.

(B) Effects on Safety, Competitiveness, Reliability, Trip or Transit Time, and Resilience

Installing powered turnouts at all new sidings will improve safety and trip time by allowing trains to clear without having to stop the train and manually operate the switch. Longer sidings will increase capacity of the corridor and reduce conflicts between

⁷ This ongoing work is currently being funded by CSX to remote control the moveable bridges. This ongoing work will complement the proposed scope of this application for the benefit of the fluidity of the rail corridor and will require coordination and approval from the United States Coast Guard.

freight and passenger traffic by giving dispatchers more flexibility for making efficient train meets. Improvements to the NSR Back Belt will enable freight and passenger trains to better utilize both main tracks, which will improve passenger service reliability in the new mixed passenger/freight rail environment. All of these improvements support passenger competitiveness and provide fast, frequent, and reliable service along the Gulf Coast corridor. This will not only support intercity passenger ridership in the corridor, but will also increase the region's economic competitiveness and vitality. Additional visitors will be drawn to the Gulf Coast's attractions, and shippers will continue to see freight rail as a competitive option to move goods from the Ports of Mobile and New Orleans to destinations in the region and across the country.

The Project is intended to enhance safety and to protect against potential delays to passenger traffic while preserving freight fluidity in the corridor. All Project components will support Amtrak's proposed intercity passenger service over the Gulf Coast corridor by enabling the intercity passenger rail system to achieve efficiency, reliability, reliance, integration competitiveness, safety, and meet anticipated demand while also preserving freight performance, efficiency, reliability, and resilience. Intercity Passenger rail service will help to provide alternative and redundant evacuation routes for Gulf Coast residents in the event of extreme weather events, including hurricanes. The line will connect to four airports (MSY, GPT, MOB and BFM), three public transportation systems (New Orleans Regional Transit Authority, Coast Transit Authority, and The Wave Transit System), and three long-distance Amtrak services (Crescent, City of New Orleans, and Sunset Limited).

(C) Efficiencies from Improved Integration with Other Modes

Communities in the Gulf Coast Corridor will benefit from improved access to other modes of transportation. At New Orleans, passengers will be able to connect to the Amtrak national network, with services to Los Angeles, CA, Chicago, IL, and New York, NY, all departing from the New Orleans Union Passenger Terminal. The station in Biloxi, MS will connect with the intercity bus network to destinations like Baton Rouge, LA, Jacksonville, FL, Atlanta, GA, and destinations across the country. Additionally, the Project will facilitate passenger intermodal connections by enabling domestic and international connections and transfers to and from rail, boat, and air, including connections to three airports (MSY, GPT, and MOB).

Cruising: In Mobile, passengers will be able to easily board international cruises at the Port of Mobile next door to the proposed Mobile Amtrak Station. Carnival Cruise Lines has been operating cruises out of Mobile since 2001, though cruise operations out of Mobile are on hiatus for a year.⁸ Historically, the Port of Mobile cruise industry fills about 35,000 hotel rooms a year in Mobile County, with another 5,000 to 6,000 on the Eastern Shore.⁹ While the cruising industry is on hiatus in Mobile, the introduction of passenger service will allow Gulf Coast residents to easily access the New Orleans cruise port from Mobile and stops in between. New Orleans is a major cruise port (6th largest in the United States), accounting for 8,000 local jobs and \$250 million in annual economic impact. The 2018 cruising season for New Orleans ended with a record of 235 ship calls and handled 1.18 million passengers.¹⁰

Freight – Connections to Ports: The Port of Mobile was ranked by the United States Army Corps of Engineers as the 11th largest port by tonnage in the nation during 2020, with a trade volume of 53.2 million tons.¹¹ The Port of Mobile also posted record container growth in 2021.¹² The Port of New Orleans supports more than 21,000 local jobs. This Project will support the connection of rail to ports by making the rail-water intermodal connections resilient in the new mixed passenger/freight rail environment.

Air: When passenger flight operations at Mobile Regional Airport fully move to Mobile International at Brookley Airfield, passengers will have direct access to train service and an easy connection to the region. The new passenger terminal at Brookley Airfield is expected to open in 2024.¹³ The project advances a passenger service that will ultimately provide connections to three nearby airports (New Orleans - MSY, Gulfport - GPT, and Mobile - MOB/BFM).

⁸ <https://www.mobile.org/articles/post/carnival-cruise-line-returns-to-cruising-from-mobile-with-carnival-ecstasy#:~:text=During%20the%20event%2C%20Carnival%20also,30%2C%202024%20with%20Carnival%20Spirit>

⁹ Brendan Kirby, *Facing \$6 million hit from temporary loss of cruise ship, Mobile looking for second vessel*, FOX 10 NEWS (Sept. 1, 2022, 3:21 p.m.), <https://www.fox10tv.com/2022/09/01/facing-6-million-hit-temporary-loss-cruise-ship-mobile-looking-second-vessel/>.

¹⁰ New Orleans (Port NOLA, Louisiana), CruiseMapper (last visited Nov. 22, 2022), <https://www.cruisemapper.com/ports/new-orleans-port-43>.

¹¹ Tonnage of Top 50 U.S. Water Ports, Ranked by Total Tons, U.S. Department of Transportation, Bureau of Transportation Statistics (last visited Nov. 22, 2022), <https://www.bts.gov/content/tonnage-top-50-us-water-ports-ranked-total-tons>.

¹² *Port of Mobile posts record container growth in 2021*, ALABAMA POLITICAL REPORTER (Jan. 11, 2022), <https://www.alreporter.com/2022/01/11/port-of-mobile-posts-record-container-growth-in-2021/>.

¹³ FAA approves Mobile Airport Authority's Master Plan, Mobile Aeroplex at Brookley (Apr. 6, 2021), <https://www.mobileairportauthority.com/aeroplex/faa-approves-mobile-airport-authoritys-master-plan>.

(D) Ability to Meet Existing or Anticipated Demand

Since Hurricane Katrina devastated the Gulf Coast in 2005, there has been no intercity passenger rail service available to communities along the Gulf Coast. Before that time, in 1993, Amtrak extended its tri-weekly Sunset Limited service, then operating between Los Angeles and New Orleans, to extend to Jacksonville and south to Miami, providing passenger rail service across the Gulf Coast corridor. The Sunset Limited service was suspended east of New Orleans in August 2005, immediately prior to Hurricane Katrina making landfall along the Louisiana-Mississippi border. Extensive storm damage necessitated repairs of the CSXT main line. However, even after those repairs were completed in 2006, service remained suspended.

Population in the Gulf Coast region is anticipated to grow by as much as 10 million people over the next three decades. SRC, Amtrak and the Supporting Parties are undertaking the Project to ensure Amtrak and freight carriers remain able to meet additional demand over the next decades, while preserving freight service quality. The Project will provide an alternative mode of transportation between communities, instead of adding more cars to the already congested I-10 freeway. As the population of the region grows, so will the economy. The Port of Mobile is currently working with CSXT to expand its operations, including through the construction of an inland intermodal container transfer facility that will connect central Alabama's manufacturing and retail distribution shippers with the Port.¹⁴

Additionally, the Project will bolster national security, as the Gulf Coast Corridor is a part of the Strategic Rail Corridor Network (STRACNET). FRA has been involved with the U.S. Department of Defense (DOD) to improve rail connectivity between military installations across the country. Passenger service will enable business and military travel to military bases (i.e., Keesler Air Force Base), major defense contractor facilities (i.e., Ingalls Shipbuilding), and large employers (i.e., Airbus in Mobile, AL). The Gulf Coast Corridor line also supports the movement of military freight/material. Amtrak service can also be used as a means of evacuating people in emergencies or natural disasters.

ii: Technical Merit

The Grant Applicant, the Mississippi Department of Transportation and the Supporting Parties have the capability and experience to successfully execute the projects that are the subject of this CRISI Application. The following factors demonstrate the outstanding technical merit of the Grant Applicant and the Project.

(A) Tasks Appropriate to Generate the Intended Outcomes

The Project is technically meritorious with a scope of work that will achieve the introduction restoration of the Gulf Coast passenger rail service, an FRA and Congressional priority, while preserving freight service quality. The following tasks will be completed as part of the Project, all of which are described in more detail in Attachment A – Attachment D Scope of Work, Schedule, Budget, and Performance Measures.

1. **Detailed Project Work Plan, Budget, and Schedule:** The Detailed Project Work Plan will describe, in detail, the activities and steps necessary to complete the tasks outlined in the statement of work (SOW). The work plan will include the Project Management Plan (PMP) which describes Amtrak's approach (including team, team decision-making, roles and responsibilities, and interaction with FRA), as well as address quality assurance and quality control procedures. In addition, the Detailed Project Work Plan will include the Project schedule (with Amtrak and FRA review durations) and a detailed Project budget.
2. **NEPA:** The Grant Applicant will complete FRA-approved environmental clearance documentation for the Project. The determination of the appropriate class of action and/or level of documentation and the Construction Project's environmental impact will be made by FRA. Most, if not all of the Project components fall within the existing railroad ROW and will likely qualify for a Categorical Exclusion. NEPA work will be done in parallel with design work.
3. **Preliminary and Final Design:** The preliminary design activities funded under this grant request will take place starting in August of 2023. Final design is anticipated to commence in August of 2024. Amtrak and SRC will work closely with CSXT, NSR, and the Alabama State Port Authority to advance the Project through the design stages.
4. **Construction:** This task includes construction for the CSXT (Project components #1–#7), NSR (Project components #8–#10), Amtrak (Component #11), TASD (Component #12), and the Mississippi Grade Crossings (Component #13).

¹⁴ *New Intermodal Facility Coming to Port of Mobile*, MARINELINK (Nov. 22, 2022), <https://www.marinelink.com/news/new-intermodal-facility-coming-port-493932>.

5. **Deliver Final Performance Report:** The report will describe the cumulative activities of the Project, including a complete description of the Grant Applicant achievements with respect to the Project's final design. The report will be submitted within 90 days of the end of the grant's period of performance.

(B) Applications Indicate Strong Project Readiness and Meet Requirements Under the Project Track(s) Designated by the Applicant

The proposed activities enjoy strong project readiness in that they can be initiated quickly. The work has been extensively planned by the GCWG, the SRC, Amtrak, CSXT, NSR, and the Port. The GCWG was led by FRA, which issued the [GCWG Report to Congress](#). The Project components, in combination, will allow for the commencement of four Amtrak passenger trains operating daily between Mobile, AL and New Orleans, LA while preserving freight service quality.

The following factors address the project readiness:

1. Each proposed Project component has been vetted by the respective organization's Operations and Engineering professionals to encompass the appropriate scope, budget and benefits needed to support the outcomes required.
2. Initial Planning and conceptual design of the Project components has been completed.
3. The technical qualifications and experience of key personnel proposed to lead and perform the technical efforts, and the qualifications of the primary and supporting organizations to execute the proposed project fully and successfully within the proposed timeframe and budget, are demonstrated in the following section of this application.
4. The Grant Applicant and the Supporting Parties believe that NEPA and design will be completed within a year of starting grant-funded activities.
5. No right-of-way acquisition is necessary for the 12 projects out of 13 that will use federal dollars for construction.
6. For engineering and construction-related activities, CSXT and NSR will rely on their own experts.
7. The Grant Applicant and the Supporting Parties will employ best management practices and appropriate mitigation measures to minimize any environmental impacts. The SRC, Amtrak, and the Supporting Parties believe that the proposed Project components will qualify for Categorical Exclusion (see 23 C.F.R. § 771.116(c)9, 12, and 19).

(C) Technical Qualifications and Experience of Key Personnel

The Grant Applicant and Supporting Parties have the capacity to manage a federal grant with the necessary processes and controls and comply with audit requirements performed pursuant to the applicable federal regulations and requirements.

Amtrak: Amtrak has recent experience with successfully delivering rail corridor improvements of an analogous nature on Class I rail lines upon which they operate passenger service. In the past decade, Amtrak and its Class I rail partners were the recipients of three separate federal discretionary grant awards. The Project will be managed by the following Amtrak team: Dennis Newman, Project Sponsor; Jim Blair, Assistant Vice President, Host Railroads; Meghan Hestand, Director, Discretionary Grants; John Bender, Director, Stations Facilities Management; Kelly Cunningham, Sr, Principal Host Railroad Projects.

SRC: Grant application management and, if awarded, grant management for the subject Project will be coordinated through the SRC. The project will be overseen by Knox W. Ross, Jr., Chairman of the SRC. Ross is a practicing Certified Public Accountant and former Mayor of the Town of Pelahatchie, Mississippi. He has been integrally involved in efforts to return passenger rail service to the Gulf Coast.

Day-to-day project management will be handled by John Robert Smith, on behalf of the SRC. Smith is the former 16-year Mayor of Meridian, Mississippi, a former appointee to the SRC, the current Chairman of Transportation for America, and a policy advisor to Smart Growth America. While Mayor, he worked to restore Meridian's historic Union Station as a multi-modal transportation center. He is experienced in managing large construction projects and is adept at handling federal funds. Smith will be responsible for engaging and providing reports to FRA. Project tasks will be completed by Amtrak, Supporting Parties, and qualified subcontractors.

CSXT: CSXT employs multiple in-house teams which specialize in the construction and maintenance of rail infrastructure. CSXT has proven experience with the timely delivery of the construction works proposed in the Project corridor so that no learning curve is expected. The engineering design will be accomplished by a combination of CSXT staff and on-call engineering design firms with whom CSXT has worked extensively before and are already under contract. Similarly, the construction of all the projects will be overseen by experienced CSXT senior staff and constructed by a combination of experienced CSXT employees and outside contractors hired by CSXT so that they represent the best in their field and understand both what CSXT wants to accomplish and how CSXT wants the work to be done. So, the learning curve regarding both engineering design and construction will be a very short one. CSXT has the experience, management capability, manpower, machinery, and financial strength to build all of the subject projects. The Project will be managed by the following CSXT team: Will Roseborough, Director Project Development; CSXT Engineering Team.



Figure 11: CSXT train transporting freight

NSR: As a leading transportation provider, Norfolk Southern operates 19,500 route miles in 22 states and D.C., supports international trade with service to every major Eastern seaport, 10 river ports, and nine lake ports, and operates the most extensive intermodal network in the East. NSR's board of directors and executive management team lead one of the nation's top transportation companies. NSR invests in projects to expand the rail network, increase freight capacity, and improve efficiency for customers. These projects create jobs and reduce greenhouse gas emissions, making green shipping a reality.

As a Board licensed Class I carrier, NSR, is qualified to supervise the three NSR Project components. NSR has experience in soliciting bids from contractors and suppliers and is also capable of performing portions of the NSR Projects through expansion of its internal team. NSR is familiar with the hiring process and can fully staff the Project by the anticipated start of construction, a year after NSR is awarded CRISI funds. No right-of-way or property acquisitions are necessary. NSR has completed countless other similar projects on its extensive freight rail network. The Project will be managed by the following NSR team: Randall W. Hunt, Senior Director, Interline Services; NSR Engineering Team.

The Port of Mobile - Alabama State Port Authority: The Port of Mobile is vital to the economic growth for the Gulf Coast and the entire state of Alabama. More than 312,896 jobs are generated by activity at the port's public and private terminals on an annual basis. The Port of Mobile handles in excess of 55 million tons of international and domestic cargo for exporters and importers delivering \$85 billion in economic value to the state each year.

The Port of Mobile is currently the twelfth-largest seaport in the United States by volume of cargo handled and is the second largest steel port and third-largest coal port in America. It is also one of the fastest-growing container ports in North America. The capabilities and reliability of the Port of Mobile is unmatched. Situated perfectly on the Gulf of Mexico with access to 45-foot-deep water, nine railroads, and additional connectivity with air, truck and barge, the port delivers the goods. The port has invested over \$1.4 billion in the last 20 years to modernize and grow its facilities to support customer needs. The Project will be managed by the following Alabama State Port Authority team: Doug Otto, P.E. and Vice President, Engineering; Marcus Coleman, P.E. and Facilities Engineer; Robert M. Golden - General Manager of the Terminal Railway Alabama State Docks.

(D) Private Sector Business Plan

Private funds are critical to the sustainability of passenger rail service along the Gulf Coast. Long-term, businesses and private entities will be critical partners in supporting Amtrak's Gulf Coast service. The Grant Applicant plans to engage private businesses with a strong economic interest in supporting any operating deficit.

Private contractors will support the NEPA effort and may support construction efforts. The Grant Applicant will deliver this project in coordination with the Supporting Parties. CSXT and NSR are private entities and will provide non-federal matching commitments to this Project. Letters of commitment for funding the non-federal share of the Project from Amtrak and the Supporting Parties can be found in Attachment G – Match Commitment Letters and Letters of Support.

(E) Legal, Financial, and Technical Capacity

Amtrak: Amtrak will work in lockstep with the SRC to oversee the overall Project, ensure grant compliance, and carry out the Project. Amtrak has been operating since 1971. The various projects constituting this CRISI Application are similar to other work Amtrak has undertaken and/or managed to keep operating and stay funded. Amtrak has managed its affairs through in-house staff complimented by legal professionals, engineering professionals and financial partners, and will employ those skill

sets as appropriate throughout the projects identified in this Application. Amtrak and the Supporting Parties have sufficient financial resources to fund the non-Federal match through non-Federal program income.

SRC: Through its member states, SRC has the legal and financial capacity to complete project oversight activities. SRC is a joint applicant. The SRC and Amtrak are already expending federal dollars effectively on station improvements along the route that are necessary to commence passenger rail service. Counsel is available to the SRC from member states for any legal issues that may arise. Policies and procedures are being put in place to meet federal spending and reporting requirements, and financial systems have been established to track up-to-date project outlays. The SRC also has the capacity to carry out the project, using qualified technical subcontractors, in close coordination with the States of Louisiana and Mississippi to conduct the proposed PE/NEPA and construction activities. Experienced professionals will be hired based upon their familiarity with FRA regulatory requirements. This expertise will ensure the project is implemented expeditiously and properly.

CSXT: CSXT is a private sector company, one of the largest Class I railroads in the nation, operating over 21,000 track miles across North America. CSXT has sufficient financial resources to ensure construction is completed without the concern of short-term project cash flows. The work to be performed is standard within the railroad industry. CSXT's Design and Construction team specializes in capacity projects, so there is little risk associated with completing the various projects represented in the Application.

NSR: NSR has the legal, financial, and technical capacity to undertake the Project. The NSR team has extensive capital project experience managing projects across NSR's 22-state network. NSR will have continuing control over its facilities, dispatching responsibilities, and maintenance responsibilities for the three NSR Projects upon completion of the Project. Thus, given the breadth of NSR's experience and the fact that NSR has its own design and construction teams, there is no question that NSR has the technical capacity to undertake the Project. NSR, as a private Supporting Party, has every incentive to minimize its cost and the costs to the government.

The Port: The Port, a subdivision of the State of Alabama, has the legal, financial, and technical capacity to undertake the Project. The Ports rail common carrier division, T ASD has nearly a century of experience providing railroad service in and around the Port of Mobile and the Mobile Terminal generally. T ASD has assumed oversight of numerous railroad facility construction and renovation projects over the years, and it will lend that experience to this Project.

The Port is a self-supporting entity that earns its financing from operations that is then reinvested in the business.¹⁵ The Port has been the recipient of several federal grants totaling hundreds of millions of dollars, including a recent \$38 million Department of Transportation Demonstration Program grant to leverage freight movement efficiencies by water, rail, air, and highway.¹⁶

(F) Deployment of Innovative Technology

Hydrogen Fuel cells will be used where possible where signal and warning devices are added or replaced. Additionally, the ongoing work being funded by CSXT to remotely control the moveable bridges should complement the proposed projects for the benefit of the fluidity of the rail corridor. The non-federal match provided by NSR and CSXT represents an example of innovative financing.

The Grant Applicant, Mississippi Department of Transportation, CSXT and NSR will also leverage the latest construction techniques. As an example, CSXT and NSR will use dual control switch machines constructed on pads adjacent to the existing track and will slide into position during a temporary track shut-down.

NSR and CSXT, each a private Supporting Party (along with Mississippi Department of Transportation and the Port, a public Supporting Party), are undertaking select Project components to support the introduction of passenger service across the Gulf Coast Corridor. These entities are providing non-federal contributions to make these investments possible, which is a classic example of innovative financing.

(G) Consistent with Planning Guidance

The Project is consistent with national, state, and regional transportation plans and policies. The introduction of Gulf Coast intercity passenger rail service has the support of Congress and the Administration. The GCWG was established by Congress in 2015 to evaluate the feasibility of intercity operations between New Orleans, Louisiana and Orlando, Florida.

¹⁵ Annual Comprehensive Financial Report for the Fiscal Years Ended September 30, 2021 & 2020, Alabama State Port Authority, https://www.alports.com/Financials/ASPA_Annual_Report_2020-2021.pdf.

¹⁶ *Mobile Airport Authority, Alabama Port Authority receive federal funds for investments*, ALABAMA POLITICAL REPORTER, (Mar. 3, 2022, 7:36 a.m.), <https://www.alreporter.com/2022/03/03/mobile-airport-authority-alabama-port-authority-receive-federal-funds-for-investments/>.

Representatives of FRA, Amtrak, CSXT, the SRC, State departments of transportation, local elected officials, metropolitan planning organizations, businesses, and tribes representing the interests of communities along the Gulf Coast worked collaboratively to identify plans, costs, funding options, and potential benefits for the restoration of passenger rail service to the region. Though NSR was not a member of the GCWG and the Back Belt was not studied as part of GCWG's infrastructure evaluation, GCWG's final report submitted to Congress in 2017 recognized the need for infrastructure improvements on the NSR Back Belt to facilitate the recommended two daily state-supported trains between New Orleans, LA and Mobile, AL. FRA has, over the past two years, reemphasized its concurrence and desire to expeditiously see Gulf Coast passenger rail service return to the Gulf Coast region, including in public submissions to the Board.

iii. Selection Criteria

i. Administrator Preference

The following paragraphs are in response to the Administrator preference items in the 2022 CRISI NOFO.

(A) Proposed Federal Share is 50% or Less

The proposed Federal share for this project is 80% which is greater than the 50% preference identified in the NOFO. In FY18, SRC sought and secured \$33 million in FRA CRISI funds with a 50% non-federal match commitment. SRC has increased its request and requested federal share due to the escalation of construction costs and the increased availability of federal infrastructure dollars since this FY18 request, as well as the enhanced collaboration of public-private partners bringing momentum to the proposed Project. This Project is the epitome of various parties joining together to commit resources to expand intercity passenger service while maintaining viable freight networks essential to the economic viability of the rural areas and ensuring the safety and efficiency of operations in the New Orleans to Mobile rail corridor.

(B) Summary of Key Project Benefits

Below is a high-level summary of key project benefits, which are also described in detail within this Narrative:

Safe, comfortable, and reliable transportation: Citizens who reside along the route as well as visitors to the region will benefit from the increased mobility by way of a safe, comfortable, and reliable mode of transportation that currently not available to them. The Gulf Coast Corridor serves many poorer communities, including five Areas of Persistent Poverty counties and hundreds of Historically Disadvantaged Census Tracts whose citizens either do not own motor vehicles or cannot spare a vehicle during the day to facilitate travel within the corridor. Therefore, travel via Amtrak trains in the subject corridor will increase choices to the travelling public while reducing congestion and pollution, especially in the New Orleans and Mobile metropolitan areas. In addition to ensuring the safety of the rail corridor, the Project will provide alternative evacuation routes, reduce harmful pollution in environmental justice communities, and aid in reducing drunk driving as travelers to sporting events, festivals, and other attractions can go by train.

Enhancing Communities: Passenger train service will contribute to enhancing the economies of the served communities as it will foster more efficient economic integration and sociocultural exchange. The Project will enhance the attractiveness of the whole region, especially the convention, tourism, and hospitality sectors.

Pre-COVID-19, there were 19 million visitors annually to New Orleans. Tourism brings in \$10 billion annually to the City of New Orleans. One figure that's frequently cited by advocates for the restoration of Gulf Coast passenger service is the 700,000 foreign tourists who visit New Orleans every year. Many of those tourists might consider visiting the Gulf Coasts of Mississippi and Alabama if they had an option to take the train.¹⁷

In 2019, the Mississippi Gulf Coast attracted 14.2 million visitors, amounting to expenditures of over \$1.8 billion.¹⁸ Casinos have remained a top reason for visiting, maintaining the region's position as the south's leading gaming destination. Outdoor activities, events, attractions, and business travel were also significant visitation drivers.¹⁹ Last year, Mobile drew 3.3 million visitors, with visitors spending \$1.5 billion at restaurants, hotels, attractions, shops, and gas stations.²⁰ The Gulf Coast offers numerous eco-tourism experiences for residents and travelers, including beautiful white sand beaches, wetlands, lush forests, boardwalks, and environmental facilities. Additionally, the introduction of Amtrak service to the Gulf Coast Corridor will

¹⁷ Jared Brey, *The Elusive Deal to Restore Amtrak Service on the Gulf Coast*, GOVERNING (Oct. 28, 2022), <https://www.governing.com/community/the-elusive-deal-to-restore-amtrak-service-on-the-gulf-coast>.

¹⁸ Coastal Mississippi Tourism: Updates and Research, Coastal Mississippi (Feb. 25, 2021), [https://www.gulfcoast.org/articles/post/coastal-mississippi-tourism-updates-and-research/#:~:text=In%202019%2C%20The%20Secret%20Coast,total%20expenditures%20of%20\\$241.816%20billion](https://www.gulfcoast.org/articles/post/coastal-mississippi-tourism-updates-and-research/#:~:text=In%202019%2C%20The%20Secret%20Coast,total%20expenditures%20of%20$241.816%20billion).

¹⁹ *Id.*

²⁰ Tyler Fingert, *Report: Visitors to Mobile spent a record \$1.5 billion in 2021*, FOX 10 NEWS (May 20, 2022, 5:37 p.m.), <https://www.fox10tv.com/2022/05/20/report-visitors-mobile-spent-record-15-billion-dollars-2021/>.

improve socioeconomic conditions in the area and will provide faster, more convenient transit options to work, healthcare, and education opportunities along the Gulf Coast Corridor and beyond.

Introduction of Amtrak Gulf Service and Preservation of Freight Service Quality: The completion of the Project will support the introduction by Amtrak of two new daily round trips between New Orleans and Mobile while ensuring freight service reliability. The completion of the Projects will permit reliable Amtrak trip times and preserve overall rail fluidity.

Freight: Additionally, the freight Project components will minimize the impact to freight service of introduction of passenger service at several key ports and rail interchanges between New Orleans and Mobile at a time when supply chain fluidity is vulnerable and under stress. The Project components will be completed on a route that is part of the Strategic Rail Corridor Network, which serves to ensure the Department of Defense’s minimum rail needs are identified and coordinated with appropriate transportation authorities.

Benefit Cost Analysis (BCA): As described in greater detail in Attachment F – BCA Excel Workbook and Attachment E – BCA Technical Memo, a BCA was conducted for the Project in accordance with the methodology recommended by U.S. Department of Transportation (DOT) in the Benefit-Cost Analysis Guidance for Discretionary Grant Programs, released in January 2021. The BCA is estimated at 1.44.

Benefits	Value	%
Economic Strength and Global Competitiveness		
Freight O&M cost savings	\$23,627	7.3%
Passenger O&M cost savings	\$2,971	0.9%
Truck O&M cost savings	\$65,695	20.4%
Auto O&M cost savings	\$62,078	19.3%
Safety		
Crash reduction	\$57,296	17.8%
Grade crossing improvements	\$15,925	4.9%
Equity		
Passenger travel time savings	\$8,272	2.6%
Climate and Sustainability		
Freight train emissions reduction	\$17,733	5.5%
Passenger train emissions reduction	\$1,029	0.3%
Truck emissions reduction	\$2,466	0.8%
Auto emissions reduction	\$4,648	1.4%
Reduction in congestion and noise	\$28,563	8.9%
State of Good Repair		
Residual value	\$31,757	9.9%
Infrastructure O&M cost	(\$7,057)	(2.2%)
Costs		
Capital expense	\$223,044	
Results		
Benefits	\$322,061	
Costs	\$223,044	
Benefit-Cost Ratio	1.44	

Figure 12: Summary of BCA results

(C) Projects for the Development and Implementation of Measures to Prevent Trespassing and Reduce Associated Injuries and Fatalities that are Located in the top 25 Counties with the Most Pedestrian Casualties

This section does not apply. However, it should be noted that current FRA data shows that highway-rail grade crossing collisions and pedestrian trespass on tracks together account for over 95% of all railroad fatalities. Alabama (#7) and Louisiana (#8) are both included in the top 25 states of Highway-Rail Grade Crossing Collisions. The Projects have the potential to improve the safety of 24 highway grade crossings along the Gulf Coast Rail Corridor. Additionally, there are 10 grade crossings in Mississippi specifically identified in the scope of this Project that will be improved, removed, or enhanced

with additional safety measures. Please see Component #13 in the Project Description section of this Project Narrative for more information regarding grade crossings that will be improved in Mississippi.

ii. Key Departmental Objectives

(A) Safety

As noted above, the Project has the potential to improve the safety of 24 highway grade crossings along the rail corridor including multiple crossings designated as School Bus and Emergency Services routes. This Project will improve the train dispatcher's ability, in the new mixed passenger/freight rail environment, to plan and position freight trains in extended sidings with reduced duration of highway grade crossing blockage events. Furthermore, this Project can significantly improve system performance and reduce blockage of main line grade crossings by increasing turnout speeds and replacing multiple hand throw turnouts with dual powered switch machines controlled by the rail dispatcher. This scenario includes a grade crossing found multiple times on its state Highway Grade Crossing Safety Action Plan and multiple Emergency Services routes.

Further, the Project will foster a safe transportation system for the continued movement of freight and passengers that is consistent with the DOT's strategic goals. As stated previously, new crossovers will enable safe and efficient passage of passenger and freight trains on the NSR Back Belt. Better signaling will keep passenger and freight trains clear of each other and minimize delays to both passengers and freight traffic. Additionally, more passengers moving via train instead of cars will result in fewer accidents across the congested I-10 corridor. Fewer vehicle miles traveled ("VMT") will generate less wear and tear on the roads and reduce overall vehicular fatalities and serious injuries in the region, and improve air quality along the Gulf Coast Corridor through reduced auto emissions.

This Project addresses 10 dangerous grade crossings along the Gulf Coast Corridor. The grade crossings identified in the scope of this Project will be improved, removed, or enhanced with additional safety measures, which will reduce the risk of pedestrian and/or vehicle collisions with freight and Amtrak trains.

(B) Equitable Economic Strength and Improving Core Assets

Employment

Individuals and families will achieve economic security through rail industry employment as a result of the Amtrak service initiation. Amtrak will need to staff the service with both on-board and ground personnel. In addition, the trains will need to be maintained by skilled craftsmen and serviced daily by coach cleaners, which will result in additional employment in New Orleans, Mobile and rural communities in between.

Mobility

The new intercity passenger rail service will enable mobility and labor fluidity throughout the Gulf Coast Corridor. The service will increase the labor pool available to local employers, which should support increased employment and economic activity. Specifically, passenger rail will provide an additional conduit for persons in low-income or otherwise economically depressed communities to access job opportunities as well as social and political services in the broader region.

Freight

Project components constituting this CRISI Application will ensure continued rail freight operations to local customers along the line, enabling them to keep costs down, maintain their competitiveness, and position themselves to create and sustain good paying jobs in manufacturing and construction.

The Project will foster a safe transportation system for the continued movement of freight and passengers that is consistent with the DOT's strategic goals. As stated previously, new crossovers will enable safe passage of passenger and freight trains. Better signaling will keep passenger and freight trains clear of each other and minimize delays to both passengers and freight traffic.

(C) Equity and Barriers to Opportunity

The FRA's investment in the Project will generate rewarding jobs directly impacting local, rural communities and growing regional economies. The introduction of Amtrak service on the Gulf Coast Corridor will allow residents and workers to easily travel for work, education, healthcare, and pleasure thereby supporting regional economic development and improving the quality of life in the region. Sixty percent of the Census Tracts in the Project Area are USDOT-designated Transportation

Disadvantaged Census Tracts/Historically Disadvantaged Communities.²¹ Several Counties within the Project’s footprint fit FTA’s definitions for [Areas of Persistent Poverty](#).

County	State	County Includes Rural Areas?	Percentage Minority Population	Percentage in Poverty ²²	Area of Persistent Poverty?
Orleans Parish	LA	Yes	43%	24.8%	Yes
Hancock County	MS	Yes	15%	15.6%	Yes
Harrison County	MS	Yes	39%	16.8%	No
Mobile County	AL	Yes	45%	17.6%	No
Jackson County	MS	Yes	33%	13.4%	No

Figure 13: Snapshot of Counties where Project Work Will Occur

(D) Climate Change and Sustainability

The Project is consistent with the Administration’s goals of combating climate change.²³ As described above, completion of the Project will keep passenger and freight trains clear of each other and minimize delays to both passengers and freight traffic in the new mixed operating environment. Less locomotive idling in sidings, faster trip times, and more efficient operations will reduce emissions from railroads on the corridor. Completion of the Project will reduce emissions on the already congested I-10 corridor by preventing diversion of freight traffic to truck,²⁴ and offering passengers a low-carbon mode of transportation as an alternative to travel by car. Reduced vehicle emissions will provide a substantial public health benefit to the region and meets the Administration’s goal to reduce the harmful effects of climate change.

(E) Transformation

The Project is an example for transforming a rail corridor to meet the needs of a growing nation and strong economy. Aging switches and sidings will be replaced to provide continued freight fluidity even with the introduction of new passenger rail service. New switches will allow for schedule flexibility for passenger and all freight railroads. All of these improvements will take place while enabling reliable passenger service for a region eager to see passenger trains serve their communities again. The Project will improve the economy and communities in the region.

ix. PROJECT IMPLEMENTATION AND MANAGEMENT

Grant Applicant has used the below project implementation and management structure in their past grant agreements with the FRA, which has proven successful to date and will be the model for any CRISI grant agreement:

- **Project Contracting:** Grant Applicant will procure contractor services in accordance with its usual and customary procurement procedures and in accordance with all applicable federal, state, and local regulations. For example, any procurement actions by Grant Applicant will comply with FRA’s Disadvantaged Business Enterprises requirements, including veteran-owned, small businesses and disabled veteran-owned small businesses.
- **Contract Oversight:** Grant Applicant, FRA, and any other involved parties or sub-recipients will have monthly calls to discuss overall progress. On-the-ground consultants will also continuously monitor the progress of the project and various tasks and deliverables. Grant Applicant will check-in with the consultants as developments warrant. Such developments include the completion of tasks, potential delays in the project schedule, questions about the budget, issuance of RFP/RFQs, and requests from FRA for updated documents that involve the sub-recipient or project partners, including work plans, statements of work, and necessary agreements including operating agreements. Throughout the project, the Grant Applicant will review all contracts and operating agreements to ensure they align with the commitments and deliverables promised in the grant agreement with FRA.
- **Complying with Reporting Requirements:** Quarterly SF-425 and financial reports will be submitted to Grant Solutions one month after the end of FRA’s fiscal quarter. Progress reports will be emailed to FRA grant managers

²¹ Transportation Disadvantaged Census Tracts (Historically Disadvantaged Communities), U.S. Census Bureau (last visited Nov. 28, 2022), <https://www.arcgis.com/apps/dashboards/d6f90dfcc8b44525b04c7ce748a3674a>.

²² QuickFacts, U.S. Census Bureau (last visited Nov. 22, 2022), <https://www.census.gov/quickfacts/fact/table/orleansparishlouisiana/PST045221> (Orleans Parish, Louisiana); <https://www.census.gov/quickfacts/fact/table/harrisoncountymississippi#> (Harrison County, Mississippi); <https://www.census.gov/quickfacts/fact/table/mobilecountyalabama/PST045221> (Mobile County, Alabama); <https://www.census.gov/quickfacts/fact/table/jacksoncountymississippi/PST045221> (Jackson County, Mississippi).

²³ See Executive Order 13985.

²⁴ Bulk freight traffic via truck is four times less fuel-efficient than rail.

one month after the end of FRA's fiscal quarter as well. Reimbursement requests will be uploaded to FRA's Delphi system for processing at the end of the quarter. Grant Applicant will bring to FRA's attention any pressing matters in a timely manner. Grant Applicant will also maintain a calendar with important dates such as quarterly reporting dates. This calendar will be shared with the sub-recipients and updated as warranted.

- **Project Modifications and Change Order Procedure:** As part of the monthly project status calls, Grant Applicant will address any needs for changes and updates to the project, including project scheduling changes. If the change requires an amendment to grant agreement, Grant Applicant will consult with FRA and make any change determined necessary by FRA.
- **Invoicing Procedure:** Grant Applicant will submit all reimbursement requests on a quarterly basis, including sub-recipients' invoices, in a single upload. Grant Applicant will ask sub-recipients approximately a month in advance of the quarterly deadline to submit all invoice requests for the quarter. This timeline will allow time to review the invoices, request clarification or changes if necessary, and then submit the invoices in a timely fashion to FRA.
- **Quality Assurance and Quality Control Procedure:** In order to ensure quality control and promote quality assurance functions, sub-recipients and project partners will be required to build time into their project schedules to allow review by the Grant Applicant, consultants, and FRA of key draft and final documents, including budget, project schedule, request for proposal/qualification, and key agreements like an operating agreement. The Grant Applicant will make clear that draft documents, and not just final versions, should be made available for review in order to allow input from the above groups as well as allow for quality assurance checks.
- **Risk Management:** As stated in the quality control/assurance section, the Grant Applicant will identify potential issues through the monthly FRA/sub-recipient check-in calls and as needed individual calls and emails with sub-recipients. The Grant Applicant will coordinate monitoring with on-the-ground consultants who will flag any issues they see from their vantage point. Any issues identified will be raised with FRA as appropriate. The Grant Applicant will maintain a global worksheet that documents which projects and deliverables need extra attention or have a high risk of delaying the agreed upon project schedule.
- **Closeout Process:** The Grant Applicant will conduct an audit of all project tasks upon their completion date. At the grant closeout date, the Grant Applicant will conduct a final audit of all projects' deliverables and summarize all relevant information in a final report, due within the 90-day grant closeout period. The Grant Applicant will confer with FRA and the project consultants to verify the audit's findings and confirm that the project has concluded.

x. PLANNING READINESS FOR TRACKS 2 AND 3 (PROJECT DEVELOPMENT AND FD/CONSTRUCTION)

The return of intercity passenger rail to the Gulf Coast region has been planned by mandate of Congress. In 2015, the FAST Act directed FRA to convene a working group to evaluate the feasibility of intercity operations between New Orleans and Orlando. The GCWG was convened with the purpose of representing the interests of communities in Louisiana, Mississippi, Alabama, and Florida. The Project enjoys broad support from elected officials, business leaders, and civic groups along the route. The Grant Applicant has assembled a broad alliance of interested stakeholders supporting the return of passenger rail service. Dozens of resolutions and letters of support from municipalities, businesses, and elected leaders along the Gulf Coast rail corridor have been collected.²⁵ CSXT and NSR have completed project planning to identify needs and objectives for rail operations improvements on the Gulf Coast Corridor. Their studies together identified the components contained in this Project Narrative to support passenger service to Mobile, New Orleans, and points in between while mitigating impact to freight and existing passenger service in the area. The Systems Planning and project planning processes that analyzed the investment needs and service objectives and led to the clear definition of the Capital Project was the result of a rail operations studies of the rail corridor between New Orleans and Mobile. The studies identified infrastructure projects along the corridor that will support the provision of reliable intercity passenger service while preserving freight service quality along the route.

The Supporting Parties have spent several years determining the most safe, reliable, and efficient way to incorporate passenger service on its freight rail line in the Gulf Coast Corridor while preserving the crucial freight rail service quality in the region. In preparation for Track 2, select Supporting Parties have conducted preliminary environmental reviews to show that it has considered the environmental impacts of the Project. The designated lead agency for the purposes of environmental review will be the FRA. In planning for the Project, the Supporting Parties have analyzed their ability to support both intercity

²⁵ See Y'All Aboard, Southern Rail Commission (last visited Nov. 28, 2022), <http://www.southernrailcommission.org/support/>.

passenger and freight rail service over their rail lines in the Gulf Coast Corridor and concluded that the Project components selected for this CRISI application will go far in addressing delays in the new mixed operating environment.

xi. DESIGN READINESS FOR TRACK 3 (FD/CONSTRUCTION)

NSR will design the NSR Projects to maximize the sustainability of passenger service on the NSR rail line and to accommodate the future growth of both freight and passenger rail service. In developing a detailed plan for Track 3, NSR will consider the interests of Amtrak, who will benefit significantly from this Project. NSR specificity and attention to detail will result in the safe, reliable, and efficient addition of passenger rail service to the NSR rail line once the Project is complete. As much of this work will occur in the existing right of way, it is expected that Project components will move through preliminary engineering and final design quickly.

xii. ENVIRONMENTAL READINESS FOR TRACK 3 (FD/CONSTRUCTION)

The Grant Applicant is planning for the Project to be completed in three years upon obligation of the grant. The Grant Applicant anticipates spending the first year executing the grant management agreement, completing NEPA (Track 2), completing preliminary engineering for select Project components, and beginning (and perhaps completing) construction on certain Project components. Given that most Project components will take place entirely within the freight railroads' existing rights-of-way, there should be little adverse environmental impact, if any, on the Project area. CSXT, NSR, and the Port will not need any new access roads to deliver materials to the Project and will promptly dispose of materials removed from the rail lines to eliminate/minimize the environmental footprint.²⁶ The Project components will not impact any navigable waterways. Moreover, the Project will employ best management practices to ensure that any environmental impacts are de minimis. In short, the Project is unlikely to encounter any significant environmental or regulatory hurdles.

Based on the preliminary environmental analysis, it is very likely that the Project components will qualify for Categorical Exclusion. However, even if FRA determines that preparation of an Environmental Assessment or Environmental Impact Statement is necessary, the Grant Applicant anticipates that NEPA can be completed within a year of being awarded a CRISI grant. Once NEPA is complete and necessary grant funding agreements permitting construction costs to be incurred have been executed, the Grant Applicant and the Supporting Parties will undertake and begin construction of the Project components, which will be complete within two years of grant obligation.

xiii. DOT STRATEGIC GOALS

This Project addresses DOT Strategic Goals, which are summarized below. For full details regarding how this Project addresses DOT Strategic Goals, please see the Project Benefits section and the Strategic Goals section.

DOT Strategic Goals	Details
Safety	<p>The Project will foster a safe transportation system for the movement of freight and passengers in a mixed operating environment that is consistent with the DOT's strategic goals.</p> <ul style="list-style-type: none"> • The new crossovers will enable safe passage of passenger and freight trains on the NSR Back Belt. • Better signaling will keep passenger and freight trains clear of each other and minimize delays to both passengers and freight traffic. • More passengers moving via train instead of cars will result in fewer accidents across the congested I-10 corridor. <p>The Project has the potential to improve the safety of 24 highway grade crossings along the rail corridor.</p>
Equitable Economic Strength and Improving Core Assets	This Project will create jobs and will support Resilient Supply Chains & Economic Opportunity
Equity and Barriers to Opportunity	Introducing passenger rail service and maintaining the efficiency of freight service along the Gulf Coast will create pathways toward social equity, disaster resilience, regional productivity, employment accessibility, and sociocultural exchange where 60% of the Project service area are USDOT-designated Historically Disadvantaged Census Tracts. in a region where 60% of Census Tracts.
Climate Change and Sustainability	The Project is consistent with the Administration's goals of reducing the harmful effects of climate change. As described above, completion of the Project will keep passenger and freight trains clear of each other and minimize delays to both passenger and freight traffic.
Transformation	All Project improvements will take place to enable reliable passenger service for a region eager to see passenger trains serve their communities again. The Project will not only improve the economy and communities in the region.

Figure 14: Summary of DOT Strategic Goals

²⁶ NSR has an environmental compliance department within its company.

The following attachment is not included in the view since it is not a read-only PDF file.

Upon submission, this file will be transmitted to the Grantor without any data loss.

Attachment A_Attach 2 _SOW.doc

The following attachment is not included in the view since it is not a read-only PDF file.

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Attachment B_Attach 3_Schedule.docx

The following attachment is not included in the view since it is not a read-only PDF file.

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Attachment C_Attach 4_Budget.docx

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Attachment D_Attach 5_Performance Measures.docx

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Attachment E _BCA_Technical Memo.docx

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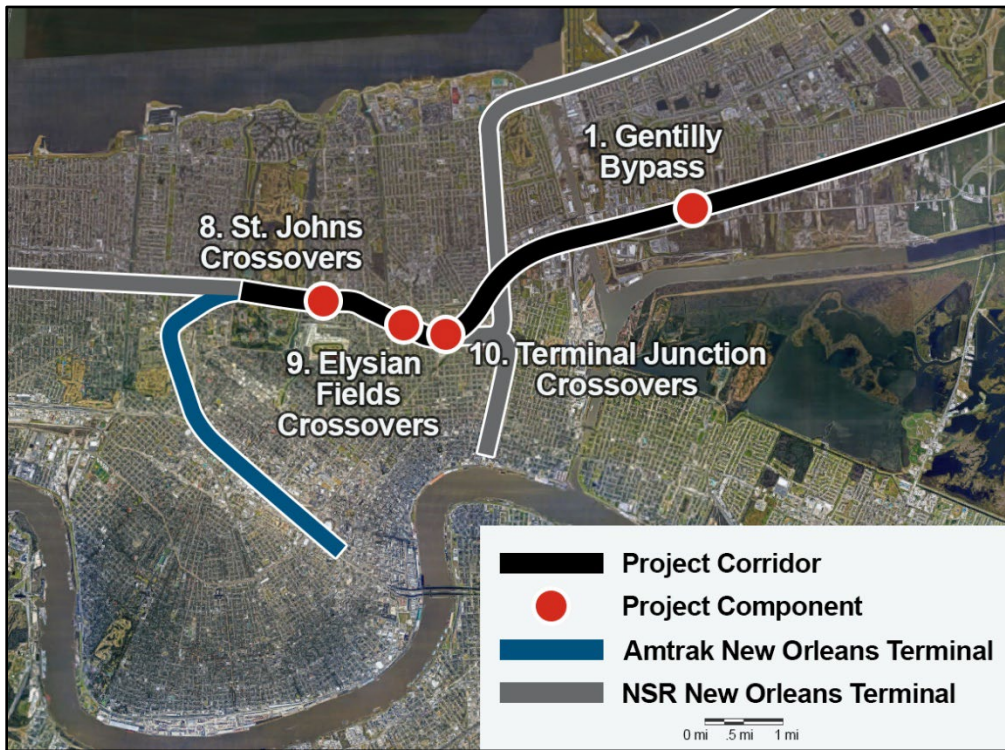
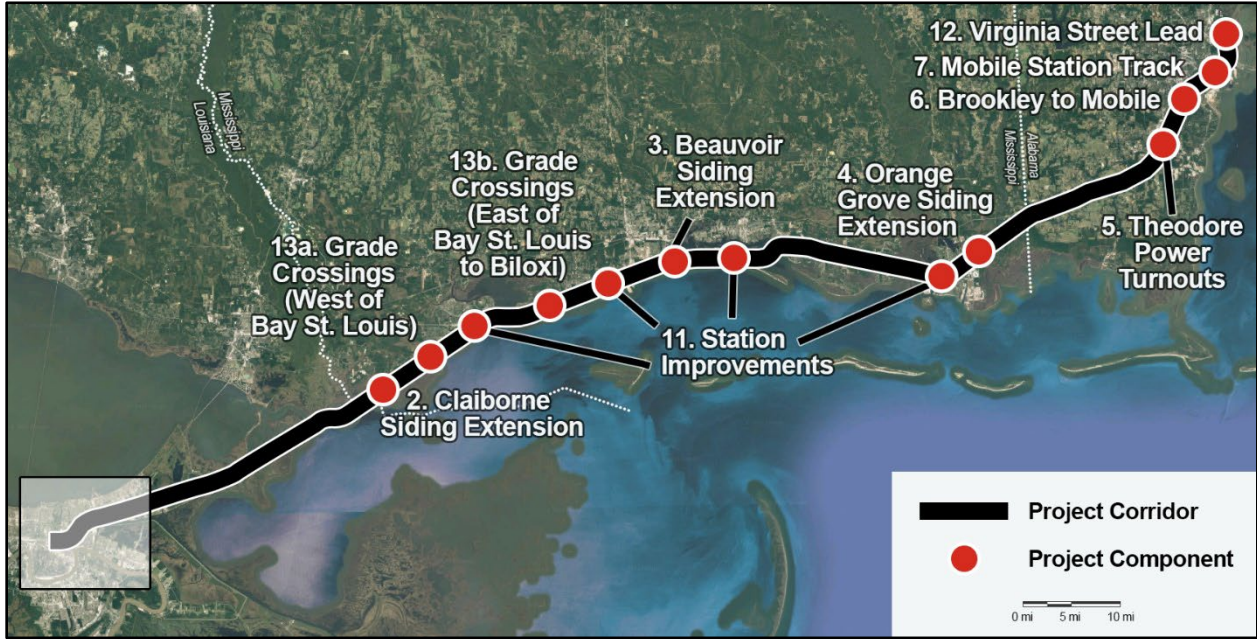
Attachment F_BCA_Excel Workbook.xlsx

The following attachment is not included in the view since it is not a read-only PDF file.

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Attachment G_Match Commitment Letters and Letters of Support.pdf

Attachment H: Project Area Diagrams



The following attachment is not included in the view since it is not a read-only PDF file.

Upon submission, this file will be transmitted to the Grantor without any data loss.

Attachment I_MS Grade Crossings.xlsx

**U.S. Department of Transportation
Federal Railroad Administration**

**Certifications Regarding Debarment, Suspension and Other Responsibility Matters,
Drug-Free Workplace Requirements and Lobbying**

**PART A: Certification Regarding Debarment, Suspension and Other Responsibility Matters – Primary Covered Transactions
(Pursuant to 2 CFR Part 180)**

- (1) The grantee certifies to the best of its knowledge and belief, that it and its principles:
- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
 - (b) Have not within a three-year period preceding this application been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
 - (d) Have not within a three-year period preceding this application had one or more public transactions (Federal, State or local) terminated for cause or default.
- (2) Where the grantee is unable to certify to any of the statements of this certification, he or she shall attach an explanation to this application.

PART B: Certification Regarding Drug-Free Workplace Requirements (Pursuant to 49 CFR Part 32)

- A. The grantee certifies that it will or continue to provide a drug-free workplace by:
- (a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
 - (b) Establishing an ongoing drug-free awareness program to inform employees about—
 - (1) The dangers of drug abuse in the workplace;
 - (2) The grantee's policy of maintaining a drug-free workplace;
 - (3) Any available drug counseling, rehabilitation, and employee assistance programs; and
 - (4) The penalties that may be imposed upon employees for drug abuse violations occurring in the workplace;
 - (c) Making it a requirement that each employee to be engaged in the performance of the grant be given a copy of the statement required by paragraph (a);

- (d) Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will—
 - (1) Abide by the terms of the statement; and
 - (2) Notify the employer in writing of his or her conviction for a violation of criminal drug statute occurring in the workplace no later than five calendar days after such conviction;
- (e) Notifying the agency in writing, within ten calendar days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction. Employers of convicted employees must provide notice, including position title, to every grant officer on whose grant activity the convicted employee was working, unless the Federal agency has designated a central point for the receipt of such notices. Notice shall include the identification number(s) of each affected grant;
- (f) Taking one of the following actions, within 30 calendar days of receiving notice under subparagraph (d)(2), with respect to any employee is so convicted—
 - (1) Taking appropriate personnel action against such an employee, up to and including termination, consistent with the requirements of the Rehabilitation Act of 1973, as amended; or
 - (2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;
- (g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (e) and (f).

B. The grantee may insert in the space below the site(s) for the performance of work done in connection with the specific grant:

Place of Performance (Street address, city, county, state, zip code)

Amtrak 1 Massachusetts Ave NW Washington, DC 20001

Check if there are workplaces on file that are not identified here.

PART C: Certification Regarding Lobbying (Pursuant to 49 CFR Part 20)

CHECK IF APPLICABLE
 CERTIFICATION IS FOR THE AWARD OF A GRANT OR COOPERATIVE AGREEMENT
 EXCEEDING
 \$100,000
 OR
 A FEDERAL LOAN EXCEEDING \$150,000

The undersigned certifies, to the best of his or her knowledge and belief, that:

- (1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

- (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

- (3) The undersigned shall require that the language of this certification be included in the award document for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 USC 1352. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

As the authorized certifying official, I hereby certify that the certifications in Parts A, B, and C (if C is applicable) are true.

Completed on submission by Grants.gov.

SIGNATURE OF AUTHORIZED CERTIFYING OFFICIAL

Tracie Winbigler, EVP Chief Financial Officer

TYPED NAME AND TITLE

Completed on submission by Grants.gov.

DATE

BUDGET INFORMATION - Construction Programs

NOTE: Certain Federal assistance programs require additional computations to arrive at the Federal share of project costs eligible for participation. If such is the case, you will be notified.

COST CLASSIFICATION	a. Total Cost	b. Costs Not Allowable for Participation	c. Total Allowable Costs (Columns a-b)
1. Administrative and legal expenses	\$ <input type="text" value="0.00"/>	\$ <input type="text"/>	\$ <input type="text" value="0.00"/>
2. Land, structures, rights-of-way, appraisals, etc.	\$ <input type="text" value="0.00"/>	\$ <input type="text"/>	\$ <input type="text" value="0.00"/>
3. Relocation expenses and payments	\$ <input type="text" value="0.00"/>	\$ <input type="text"/>	\$ <input type="text" value="0.00"/>
4. Architectural and engineering fees	\$ <input type="text" value="13,382,650.00"/>	\$ <input type="text"/>	\$ <input type="text" value="13,382,650.00"/>
5. Other architectural and engineering fees	\$ <input type="text" value="3,000,000.00"/>	\$ <input type="text"/>	\$ <input type="text" value="3,000,000.00"/>
6. Project inspection fees	\$ <input type="text" value="9,000,000.00"/>	\$ <input type="text"/>	\$ <input type="text" value="9,000,000.00"/>
7. Site work	\$ <input type="text" value="0.00"/>	\$ <input type="text"/>	\$ <input type="text" value="0.00"/>
8. Demolition and removal	\$ <input type="text" value="0.00"/>	\$ <input type="text"/>	\$ <input type="text" value="0.00"/>
9. Construction	\$ <input type="text" value="197,661,517.00"/>	\$ <input type="text"/>	\$ <input type="text" value="197,661,517.00"/>
10. Equipment	\$ <input type="text" value="0.00"/>	\$ <input type="text"/>	\$ <input type="text" value="0.00"/>
11. Miscellaneous	\$ <input type="text" value="0.00"/>	\$ <input type="text"/>	\$ <input type="text" value="0.00"/>
12. SUBTOTAL (sum of lines 1-11)	\$ <input type="text" value="223,044,167.00"/>	\$ <input type="text"/>	\$ <input type="text" value="223,044,167.00"/>
13. Contingencies	\$ <input type="text" value="0.00"/>	\$ <input type="text"/>	\$ <input type="text" value="0.00"/>
14. SUBTOTAL	\$ <input type="text" value="223,044,167.00"/>	\$ <input type="text"/>	\$ <input type="text" value="223,044,167.00"/>
15. Project (program) income	\$ <input type="text" value="0.00"/>	\$ <input type="text"/>	\$ <input type="text" value="0.00"/>
16. TOTAL PROJECT COSTS (subtract #15 from #14)	\$ <input type="text" value="223,044,167.00"/>	\$ <input type="text"/>	\$ <input type="text" value="223,044,167.00"/>
FEDERAL FUNDING			
17. Federal assistance requested, calculate as follows: (Consult Federal agency for Federal percentage share.) Enter eligible costs from line 16c Multiply X <input type="text" value="80"/> % Enter the resulting Federal share.			\$ <input type="text" value="178,435,333.60"/>

Other Attachment File(s)

* Mandatory Other Attachment Filename:

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Paperwork Reduction Act Burden Statement: A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a currently valid OMB Control Number. The OMB Control Number for this information collection is 2130-0615. Public reporting for this collection of information is estimated to be approximately 2 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, completing and reviewing the collection of information. All responses to this collection of information are mandatory. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to: Information Collection Clearance Officer (RAD-20), Federal Railroad Administration, 1200 New Jersey Avenue, Washington, DC, 20590.



Federal Railroad Administration

APPLICANT FINANCIAL CAPABILITY QUESTIONNAIRE

SECTION A: PURPOSE

Federal agencies are required to review and evaluate the potential risks posed by applicants prior to awarding Federal funds (2 C.F.R. § 200.205). The Federal Railroad Administration (FRA) considers a variety of factors and information in completing this risk assessment. FRA's evaluation may include the following: financial capability and/or stability of the applicant organization; quality of the organization's management and financial systems; history of past performance; and results of audits and/or reports.

Completion of this form is intended to assist FRA in evaluating the financial capability of the applicant organization. This form is to be completed by organizations applying for FRA programs that 1) have not previously completed this form or 2) have not had a current/active award with FRA within the last three years.

SECTION B: ORGANIZATION INFORMATION

1. NAME OF ORGANIZATION:

National Railroad Passenger Corporation (Amtrak)

2. NAME AND TITLE OF AUTHORIZED REPRESENTATIVE (individual who will accept the grant on behalf of your organization):

Tracie Winbigler

3. YEAR ORGANIZATION WAS FOUNDED/INCORPORATED:

1971

4. EMPLOYER IDENTIFICATION NUMBER (EIN):

52-0910053

5. DUNS NUMBER/ UNIQUE ENTITY IDENTIFIER:

0544277450000 / M22USH2CHRG1

6. PRIMARY ADDRESS OF THE ORGANIZATION:

1 Massachusetts Avenue NW
Washington, DC 20001

7. DOES THE ORGANIZATION HAVE A CURRENT ORGANIZATIONAL CHART?

YES

NO

IF YES, PLEASE PROVIDE A COPY

8. HAS YOUR ORGANIZATION RECEIVED FEDERAL ASSISTANCE FUNDS IN THE LAST 2 YEARS?

YES NO

9. TOTAL OPERATING BUDGET IN THE PREVIOUS FISCAL YEAR:

\$ -1,030,200,000.00

SECTION C: ACCOUNTING SYSTEM

1. HAS ANY GOVERNMENT AGENCY RENDERED AN OFFICIAL WRITTEN OPINION CONCERNING THE ADEQUACY OF THE ACCOUNTING SYSTEM FOR THE COLLECTION, IDENTIFICATION AND ALLOCATION OF COSTS UNDER FEDERAL CONTRACTS/GRANTS?

YES

NO

1a. IF YES, PROVIDE NAME, AND ADDRESS OF AGENCY PERFORMING REVIEW:

1b. ATTACH A COPY OF THE LATEST REVIEW AND ANY SUBSEQUENT CORRESPONDENCE, CLEARANCE DOCUMENTS, ETC.

2. WHICH OF THE FOLLOWING BEST DESCRIBES THE ORGANIZATION'S ACCOUNTING SYSTEM?

MANUAL AUTOMATED COMBINATION

3. IS THE ORGANIZATION'S FINANCIAL MANAGEMENT PERFORMED IN-HOUSE (BY EMPLOYED STAFF) OR OUTSOURCED WITH CONTRACTED INDIVIDUALS?

IN-HOUSE OUTSOURCED/CONTRACTED COMBINATION

4. DOES THE ORGANIZATION ANTICIPATE ANY SIGNIFICANT CHANGES TO ACCOUNTING SYSTEM IN THE NEXT 12 MONTHS? YES NO

IF YES, PLEASE EXPLAIN:
 Below are the following planned enhancements to the Amtrak's accounting system in the next 12 months:
 1. SAP Blackline - Account Reconciliation
 2. Business Segmentation Reporting
 3. Treasury Risk & Cash Management

5. DOES THE APPLICANT HAVE EFFECTIVE INTERNAL CONTROLS IN PLACE TO ENSURE THAT FEDERAL FUNDS ARE USED SOLELY FOR AUTHORIZED PURPOSES? YES NO

6. DOES THE ORGANIZATION HAVE WRITTEN GRANTS MANAGEMENT POLICIES AND PROCEDURES FOR THE FOLLOWING:

6a. ACCOUNTING/FINANCIAL? YES NO 6b. PROCUREMENT? YES NO

6c. PROPERTY MANAGEMENT? YES NO 6d. PERSONNEL? YES NO

6e. TRAVEL? YES NO

7. DOES THE ORGANIZATION MAINTAIN TIMESHEETS (OR TIME AND ACTIVITY REPORTS) FOR EMPLOYEES THAT TRACK ACTUAL EFFORT BY PROJECT COST OR OBJECTIVE? YES NO

8. DOES THE ORGANIZATION HAVE A CURRENT AND APPROVED INDIRECT COST RATE? YES NO

9. DOES THE ACCOUNTING/FINANCIAL SYSTEM INCLUDE CONTROLS TO PREVENT INCURRING OBLIGATIONS IN EXCESS OF:

9a TOTAL FUNDS AVAILABLE FOR A GRANT? YES NO

9b TOTAL FUNDS AVAILABLE FOR A BUDGET COST CATEGORY (e.g. Personnel, Fringe Benefits, etc.) YES NO

10. ARE THE INDIVIDUALS RESPONSIBLE FOR ADMINISTERING GRANT FUNDS FAMILIAR WITH THE CURRENT REGULATIONS AND GUIDELINES ON ADMINISTRATION, COST PRINCIPLES AND AUDIT REQUIREMENTS FOR FEDERAL GRANTS (INCLUDING 2 C.F.R. 200)? YES NO

SECTION D: HISTORY OF PERFORMANCE

1. HAS THE ORGANIZATION EVER HAD A FEDERAL AWARD SUSPENDED OR TERMINATED FOR NON-COMPLIANCE? YES NO

SECTION E: FINANCIAL STATEMENTS

1. DID THE ORGANIZATION HAVE A FINANCIAL STATEMENT AUDIT IN ITS MOST RECENT FISCAL YEAR? YES NO

1a. WHEN IS THE ORGANIZATION'S FISCAL YEAR END? **September 30**

2. IF THE ORGANIZATION HAD AN AUDIT IN ITS MOST RECENT FISCAL YEAR, IS THE REPORT AVAILABLE PUBLICLY? YES NO

IF YES, PLEASE PROVIDE LOCATION: (e.g. FEDERAL AUDIT CLEARINGHOUSE OR WEBSITE)

IF NO, PLEASE PROVIDE A COPY.

3. DID YOUR ORGANIZATION EXPEND \$750,000 OR MORE IN FEDERAL FUNDS IN THE MOST RECENT COMPLETED FISCAL YEAR? YES NO

SECTION F: ADDITIONAL INFORMATION

1. USE THIS SPACE FOR ANY ADDITIONAL INFORMATION (INDICATE SECTION AND ITEM NUMBERS IF A CONTINUATION). IF NEEDED, PLEASE ADD ADDITIONAL PAGE(S) AS REQUIRED.

Audit is on the FEDERAL AUDIT CLEARINGHOUSE.

<https://www.amtrak.com/content/dam/projects/dotcom/english/public/documents/corporate/AnnualReport/Amt-rak-Single-Audit-Report-2021.pdf>

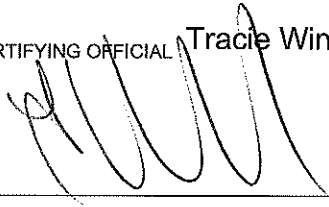
Amtrak's FY21 Operating Budget Plan was to have an adjusted operating loss -\$1,410.5M. Amtrak's Board Operating Budget for FY22 was an adjusted operating loss of -\$1,030.2M

SECTION G: APPLICANT CERTIFICATION

I CERTIFY THAT THE ABOVE INFORMATION IS COMPLETE AND CORRECT TO THE BEST OF MY KNOWLEDGE." (THE INDIVIDUAL CERTIFYING THIS FORM SHOULD BE FAMILIAR WITH THE ORGANIZATION'S MANAGEMENT AND FINANCIAL SYSTEMS.)

1. NAME OF THE CERTIFYING OFFICIAL **Tracie Winbigler**

1a. SIGNATURE



1b DATE

11/29/2022

1c. TITLE **EVP Chief Financial Officer**

CERTIFICATION REGARDING LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure of Lobbying Activities," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly. This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

Statement for Loan Guarantees and Loan Insurance

The undersigned states, to the best of his or her knowledge and belief, that:

If any funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this commitment providing for the United States to insure or guarantee a loan, the undersigned shall complete and submit Standard Form-LLL, "Disclosure of Lobbying Activities," in accordance with its instructions. Submission of this statement is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required statement shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

* APPLICANT'S ORGANIZATION

National Railroad Passenger Corporation (Amtrak)

* PRINTED NAME AND TITLE OF AUTHORIZED REPRESENTATIVE

Prefix: Ms. * First Name: Tracie Middle Name:

* Last Name: Winbigler Suffix:

* Title: EVP Chief Financial Officer

* SIGNATURE: Completed on submission to Grants.gov

* DATE: Completed on submission to Grants.gov