



Short-Range Freight Rail Projects

TxDOT District/ Location	Project Name	Project Description	Est. Cost	Source/Sponsor	Project Need	Notes
Class I Railroad Improvements						
Overall	286K Upgrades	Track upgrades to accommodate heavier, industry standard freight railcars (286,000 pounds) and enhanced railroad access.			Infrastructure Improvement	
Overall	BNSF Capital Projects	Capacity expansion, track and bridge maintenance, Positive Train Control, and Information Technology projects on BNSF Railway lines in Texas.		BNSF	Class I Capacity/ Infrastructure Improvement	Funded internally by Class I railroad
Overall	CPKC Capital Projects	Capacity expansion, track and bridge maintenance, Positive Train Control, and Information Technology projects on CPKC lines in Texas.		CPKC	Class I Capacity/ Infrastructure Improvement	Funded internally by Class I railroad
Overall	UP Capital Projects	Capacity expansion, track and bridge maintenance, Positive Train Control, and Information Technology projects on Union Pacific lines in Texas.		UP	Class I Capacity/ Infrastructure Improvement	Funded internally by Class I railroad
Dallas	Madill Subdivision Irving Depot Siding Extension	Extend current Irving Depot siding to 10,000 feet on the DART/FWTA-owned portion of the Madill Sub to allow longer trains and support future Cotton Belt and Frisco Corridor passenger rail service. Use as an alternate track off main for crew changes at Irving.	TBD	NCTCOG	Enhance mobility for passenger and freight rail operations	Metroplex Freight Mobility Study Phase I
Dallas	Madill Subdivision CTC from Irving to Carrollton plus speed increases	Install centralized traffic control (CTC) signaling on the DART/FWTA and City of Dallas-owned portion of the Madill Sub between Irving and Carrollton to support future Cotton Belt and Frisco Corridor passenger rail service on existing freight rail line. Project includes turnout improvements on Irving Wye to increase speed to 30 mph.	TBD	NCTCOG	Enhance mobility for passenger and freight rail operations	Metroplex Freight Mobility Study Phase I
Dallas	Madill Subdivision New Gribble Siding	Construct new 10,000 foot siding at Gribble on the Dallas-owned portion of Madill Sub; bridges at Elm Fork and M&M; accommodates longer aggregate trains to support freight and passenger rail expansion.	TBD	NCTCOG	Enhance mobility for passenger and freight rail operations	Metroplex Freight Mobility Study Phase I
Dallas	Madill Subdivision Hebron Siding Extension	Extend current Hebron siding to 10,000 feet on the BNSF-owned portion of Madill Sub for meet and pass conflict resolution to support freight and passenger rail expansion.	TBD	NCTCOG	Enhance mobility for passenger and freight rail operations	Metroplex Freight Mobility Study Phase I

TxDOT District/ Location	Project Name	Project Description	Est. Cost	Source/Sponsor	Project Need	Notes
Dallas	Madill Subdivision Double Track/ CTC, Irving to Prosper	Install double track, CTC signaling, and crossovers at 5-6 mile intervals on the BNSF Madill Sub, Irving to Prosper, to support freight and passenger rail expansion.	TBD	NCTCOG	Enhance mobility for passenger and freight rail operations	See Note 1. Metroplex Freight Mobility Study Phase I
Dallas	Madill Subdivision CTC North of Prosper	Upgrade BNSF Madill Subdivision between Prosper, TX and Staley, OK from Track Warrant Control to CTC signaling to support freight and passenger rail expansion.	TBD	NCTCOG	Enhance mobility for passenger and freight rail operations	Metroplex Freight Mobility Study Phase I
Dallas	Madill Subdivision New Sherman Siding	Construct a new 10,000-foot siding at Sherman for meet and pass conflict resolution on BNSF Madill Sub to support freight and passenger rail expansion.	TBD	NCTCOG	Enhance mobility for passenger and freight rail operations	Metroplex Freight Mobility Study Phase I
Dallas	Madill Subdivision New Clark Siding	Construct a new 10,000-foot siding at Clark, OK for meet and pass conflict resolution on BNSF Madill Sub to support freight and passenger rail expansion.	TBD	NCTCOG	Enhance mobility for passenger and freight rail operations	Metroplex Freight Mobility Study Phase I
Dallas	Madill Subdivision New Madill Siding	Construct a new 10,000-foot siding at Madill, OK for meet and pass conflict resolution on BNSF Madill Sub to support freight and passenger rail expansion.	TBD	NCTCOG	Enhance mobility for passenger and freight rail operations	Metroplex Freight Mobility Study Phase I
Dallas	BNSF DFW Subdivision Speed Increases	Increase track speed from 25 to 40 mph on BNSF DFW Sub from MP 769.3 to MP 770.4 near Forest Avenue in Dallas through MP 779.5 near Lancaster to support freight and passenger rail expansion.	TBD	NCTCOG	Enhance mobility for passenger and freight rail operations	Metroplex Freight Mobility Study Phase I
Dallas	TRE Double Track Union Station	Construct approximately 0.45 miles of new second main track on Trinity Railway Express corridor from North Junction (MP 643.9) to Union Station in Dallas (MP 214.2) to support freight and passenger rail expansion.	\$20M	NCTCOG	Enhance mobility for passenger and freight rail operations	Metroplex Freight Mobility Study Phase I. (An unselected MOVES grant application requested \$3.05M for project design)
Dallas	TRE Double Track from Medical Market Center to Stemmons Freeway Bridge	Construct approximately 1.4 miles of second main track on Trinity Railway Express corridor from East Mockingbird (MP 640.9) near the Medical Market Center to the Stemmons Freeway Bridge (MP 639.5) in Dallas to support freight and passenger rail expansion. Includes Stemmons Freeway bridge replacement.	\$8.5M	DART/NCTCOG	Enhance mobility for passenger and freight rail operations	Metroplex Freight Mobility Study Phase I

TxDOT District/Location	Project Name	Project Description	Est. Cost	Source/Sponsor	Project Need	Notes
El Paso	UP Valentine Sub Tie Replacement	Replace ties on UP's Valentine Subdivision between Sierra Blanca and Socorro.		UP	Class I Infrastructure Improvement	Funded internally by Class I railroad
Houston	Dayton Wye Connection	Construction of a new wye's track connection between UP Baytown and Houston subdivisions west of Dayton, including a new grade separation for US Hwy 90.	TBD	BNSF/UP/Houston-Galveston Area Council (HGAC)	Class I Capacity	Related project to Dayton US 90 grade separation
Houston	UP Lufkin Sub Bridge	Construct a new bridge on UP's Lufkin Subdivision near Humble		UP	Class I Capacity/Infrastructure Improvement	Funded internally by Class I railroad
Houston	Houston Sub Relocation	Consolidate and relocate part of the Houston Sub to eliminate at grade crossings in downtown Houston.		UP	Reduce public at Grade Crossings	Publicly funded
Houston	Glidden Sub	Double track various sections of Glidden sub where there is single track. Portions of this sub are used by Amtrak, BNSF, CPKC and UP. This could reduce time trains spend in crossings and potential to improve train velocity.		UP	Improved train velocity	
Houston	East Belt and Mykawa Sub double track	Double track East Belt and Mykawa Sub for better train velocity to reduce time trains spend on crossings.		UP	Improved train velocity	TxDOT Houston Study
North Texas	North Texas Intermodal Growth		TBD	BNSF		
Tyler	UP Tyler Yard Expansion and Big Sandy Connection	Construct Southwest connection track at Big Sandy between UP's Mineola Sub and Corsicana Sub, and expand Tyler Yard capacity.		UP	Class I Capacity	Funded internally by Class I railroad
Valley View	Valley View Siding	Relocate and extend the Valley View Siding on the BNSF Forth Worth Subdivision to accommodate over 9,000 feet trains.	TBD	BNSF	Class I Capacity	
Rail Intermodal/Terminal Facility Projects						
Fort Worth	BNSF Alliance Facility Expansion	Expand BNSF Railway's Alliance, TX intermodal container transfer facility lift capacity, including acquisition of lift equipment and construction of incremental parking stalls.		BNSF	Class I Capacity	Funded internally by Class I railroad

TxDOT District/ Location	Project Name	Project Description	Est. Cost	Source/Sponsor	Project Need	Notes
Houston	CPKC Kendleton Facility Expansion	Expand CPKC's Kendleton, TX intermodal terminal by adding tracks and additional parking to support intermodal operations.		CPKC	Class I Capacity	Funded internally by Class I railroad
Class III Railroad Improvements						
Beaumont	Sabine River Bridge Replacement	Replace the flood-damaged bridge crossing the Sabine River on the Timber Rock Railroad.	\$1.5M	TxDOT Rail Division	Short Line Infrastructure Improvement	
Freight Rail/Port Projects (port location in first column)						
Beaumont	Buford Rail Yard Interchange Track	Expansion of on-port rail to accommodate two additional unit trains; includes approximately 16,000 feet of new track and upgrades to 4,200 feet of existing track.	\$13.14M	2020-2021 Texas Ports Capital Program	Port-Related	
Beaumont	Siding Track Parallel to UP Main Line	Siding track parallel to UP main line to allow oil trains to get off the main line.	\$15.6M	Texas Ports 2015-2016 Capital Program	Port-Related	
Brownsville	Multimodal Dock and Rail Spur	Construct 2 miles of new rail on property to link to a new 112,500-square-foot multimodal dock, includes road construction, addition of a rail spur at the Palo Alto yard.	\$32.43M	Texas Ports 2017-2018 Capital Program	Port-Related	
Corpus Christi	Al Speight Yard Expansion	Construct two 2,500-foot rail storage tracks with yard improvements at Al Speight Yard.	\$1.5M	Texas Ports 2017-2018 Capital Program	Port Related	
Freeport	Parcel 14 Stabilization	Construct a fully operational multimodal facility. Currently 21,000 feet of track under construction at Parcel 4.	\$60M (total)	2020-2021 Texas Port Capital Program	Port Related	Cost of project's rail portion TBD
Galveston	Pier 37 Repairs	Repair damaged pier elements of Pier 37 at the Port of Galveston and refurbish the on-dock rail.	\$9.2M (total)	2020-2021 Texas Ports Capital Program	Port Related	Cost of project's rail portion TBD
La Marque	TCTRR La Marque rail complex development	TCTRR La Marque rail complex development of 400 plus acres that is bordered by I-45 and Hwy 3.		TCTRR	Short Line and Port Infrastructure Improvement	
Port Arthur	Berth 6 Cargo Dock – Phase 1	Berth 6 General Cargo Dock Facility - Phase 1 – construction of a 600-foot by 61.5-foot cargo deck extension. The project will also extend and improve three sets of on-dock rail by 2,100 feet.	\$35M	Texas Ports 2017-2018 Capital Program	Port Related	
Port Arthur	Berth 6 Expansion – Phase 2	Phase 2 On-Dock Rail Berth 6 Expansion – construction of a 600-foot by 100-foot cargo deck extension adjacent to Berth 6.	\$5M	Texas Ports 2017-2018 Capital Program	Port Related	

TxDOT District/ Location	Project Name	Project Description	Est. Cost	Source/Sponsor	Project Need	Notes
Port Arthur	Berth 6 Rail Reliever Expansion	On-Dock Rail Berth 6 Expansion – improvements to rail reliever area, including 1,750 feet of track, crossovers, and switches.	\$4.29M	Texas Ports 2017-2018 Capital Program	Port Related	Cost of project's rail portion TBD
Texas City	Port of Texas City Security Station Relocation	Relocate security gate entrance to eliminate an at grade crossing at the kneck of the 200 yard to allow better truck and vehicle flow in and out of the Port.	TBD	TCTRR	Short Line and Port Infrastructure Improvement	
Texas City	Grade separation of FM 197 at FM 519	Grade separation of FM 197 over the TCTRR main line and FM 519 to eliminate grade crossing.	TBD	TCTRR	Short Line and Port Infrastructure Improvement	
Texas City	TCTRR Wye connections to UP Galveston Sub	TCTRR Wye connections to UP Galveston Sub for more efficient interchanges.		TCTRR	Short Line and Port Infrastructure Improvement	
Texas City	TCTRR Hyland Bayou Rail Bridge replacement	TCTRR Highland Bayou Rail Bridge replacement that will upgrade the current railroad bridge from timber to concrete, effectively reducing the number of piers, while potentially increasing the available marine traffic overhead clearance.		TCTRR	Short Line and Port Infrastructure Improvement	
Victoria	Rail Extension to UP	Victoria County Navigation District South Industrial Site Development Project – Includes proposed rail extension to UP industrial lead.	\$16.45M	2020-2021 Texas Port Capital Program	Port Related	Cost of project's rail portion TBD
Freight Rail/Border Crossing Projects						
El Paso	Presidio South Orient Inspection Station	Development of international rail customs and border patrol inspection station at Presidio. The rail inspection facility and supporting infrastructure must be complete before rail freight can move across the border.	\$20M	TxDOT Unified Transportation Plan	Border Crossing	
Highway-Rail Crossing Projects						
Overall	Grade Crossing/ Replanking Program	Highway-rail grade crossing improvement projects programmed in the State's annual Railroad Grade Crossing and Replanking Program	TBD	TxDOT	Road Congestion Reduction/Safety	
Amarillo	N Eastern Avenue Grade Separation	Grade separation of N Eastern Avenue crossing (DOT# 014602G) in Amarillo on the BNSF Hereford Sub.	TBD	BNSF	Road Congestion Reduction/Safety	

TxDOT District/Location	Project Name	Project Description	Est. Cost	Source/Sponsor	Project Need	Notes
Amarillo	46th St Grade Separation	Grade Separation of 46th Street crossing (DOT# 014693P) in Amarillo on the BNSF Hereford Sub.	TBD	BNSF	Road Congestion Reduction/Safety	
Amarillo	S Georgia St Grade Separation	Grade separation of S Georgia Street crossing (DOT# 014698Y) in Amarillo on the BNSF Hereford Sub.	TBD	BNSF	Road Congestion Reduction/Safety	
Austin	Kohlers Grade Separation	Grade-separate Kohlers Crossing and UP Austin Subdivision at-grade crossing (DOT# 447648S) in Kyle with a highway overpass	\$20M	Capital Area Metropolitan Planning Organization (CAMPO)/TxDOT	Road Congestion Reduction/Safety	
Austin	Kyle Siding Relocation	Relocate Kyle siding on UP Austin Subdivision after Kohlers Crossing closure	\$20M	CAMPO/TxDOT	Road Congestion Reduction/Safety	
Bryan	FM 1361 Grade Separation	Grade separation of FM 1361 (DOT #022870M) in Somerville on the BNSF Galveston Sub.	TBD	BNSF	Road Congestion Reduction/Safety	
Dallas	Linfield Road Crossing Closure	Close the at-grade crossing at Linfield Drive in Dallas (DOT# 763440X) and build a pedestrian overpass (UP Ennis Sub).	\$7.56M	NCTCOG	Road Congestion Reduction/Safety	
Dallas	Prairie Creek Road Grade Separation and Crossing Closure	Grade separation of North Prairie Creek Road crossing (DOT# 794833R) and crossing closure at Sam Houston Road (DOT# 794832J) in Dallas along UP Mineola Sub.	\$6.87M	NCTCOG	Road Congestion Reduction/Safety	
Fort Worth	E Bailey Boswell Road Grade Separation	Grade Separation of E Bailey Boswell Road crossing (DOT# 020542N) in Fort Worth on the Fort Worth Sub.	TBD	BNSF	Road Congestion Reduction/Safety	
Fort Worth	N.E. 23rd Street/Decatur Avenue Grade Separation	Grade Separation of N.E. 23rd Street/Decatur Avenue crossing (DOT #020523J) in Fort Worth on the Fort Worth Sub.	TBD	BNSF	Road Congestion Reduction/Safety	
Fort Worth	W Bonds Ranch Road Grade Separation	Grade Separation of W Bonds Ranch Road crossing (DOT# 274642V) in Fort Worth on the BNSF Wichita Falls Sub.	TBD	BNSF	Road Congestion Reduction/Safety	
Houston	BS 35 (Gordon St.) Grade Separation	Grade Separation of BS 35 (Gordon Street) (DOT# 022645V) in Alvin on the BNSF Galveston Sub.	TBD	BNSF	Road Congestion Reduction/Safety	
Houston	US 90 Grade Separation at Dayton Yard	Eliminate rail-related traffic delays on US 90 by constructing a road bridge to grade- separate the crossing of US 90 and the Baytown Sub tracks in Dayton (DOT# 762790L).	\$80M	HGAC	Road Congestion Reduction/Safety	

TxDOT District/ Location	Project Name	Project Description	Est. Cost	Source/Sponsor	Project Need	Notes
Houston	Griggs & Long Grade Separation	BNSF Mykawa Subdivision, MP 19.35. Grade separate crossings at Griggs Road and Long Drive (DOT# 023214G and 023215N), and UP Crossings (DOT# 755628E and 755627X).	TBD	HGAC/Gulf Coast Rail District (GCRD)	Road Congestion Reduction/Safety	
Houston	West Belt Grade Separation – York St.	Construct road overpass at York Street and close at-grade crossings at Sampson (DOT# 288229E), McKinney (DOT# 288227R), York (DOT# 288228X), and Milby (DOT# 288226J) streets.	\$70M	HGAC/TxDOT/Houston Belt & Terminal Railroad (HBT)	Road Congestion Reduction/Safety	Funded
Houston	West Belt Grade Separation – Commerce/Navigation	Construct road overpass at Navigation Boulevard and Commerce Street, and close at-grade crossing at Hutchins and Commerce street intersection (DOT# 288129A).	\$70M	HGAC/TxDOT/HBT	Road Congestion Reduction/Safety	Funded
Houston	West Belt Grade Separation – Nance St.	Construct grade separation at Nance Street and close at-grade crossing (DOT# 288098D).	\$36M	HGAC/TxDOT/HBT	Road Congestion Reduction/Safety	Project is part of the North Houston Highway Improvement Project (NHHP)
Waco	FM 219 Grade Separation	Grade separation of FM 219 (DOT# 023106K) in Clifton on the BNSF Fort Worth Sub.	TBD	BNSF	Road Congestion Reduction/Safety	
Other Projects						
Dallas/Fort Worth	TRE - Rehabilitate and Double Track West Fork Trinity River Bridge	Rehabilitate existing Trinity Railway Express bridge across West Fork Trinity River and add a second bridge and approximately 0.7 miles of second main track to support freight and passenger rail expansion (TRE, BNSF, UP).	\$3M	NCTCOG	Enhance mobility for passenger and freight rail operations	



Long-Range Freight Rail Projects

TxDOT District/ Location	Project Name	Project Description	Est. Cost	Source/Sponsor	Project Need	Notes
Class I Railroad Improvements						
Overall	286K Upgrades	Track upgrades to accommodate heavier, industry standard freight railcars (286,000 pounds) and enhanced railroad access.			Infrastructure Improvement	
Overall	Capital Projects	Capacity expansion and track maintenance projects on Class I railroad lines in Texas for enhanced railroad access.			Class I Capacity/ Infrastructure Improvement	Funded internally by Class I railroads
Beaumont	Neches River Rail Crossing	Construction of a second bridge for a rail crossing of the Neches River at Beaumont; the existing single track lift bridge is a significant capacity constraint on a major intercontinental rail line between Los Angeles and New Orleans. More than 30 trains per day cross the existing bridge at reduced speeds and are often delayed.	\$120M	TxDOT Rail Division	Class I Capacity/Port Related	
Corpus Christi	Sinton Grade Crossing Relief	Create northbound wye connection toward Houston from Gregory to support the Port of Corpus Christi's expansion out of Sinton (UP).	\$10M	TxDOT Rail Division/ CCMPO	Class I Capacity	
Corpus Christi	Odem Wye connection on northeast quadrant	Streamlines train movements through Odem (UP).	\$10M	CCMPO	Class I Capacity	
Dallas	Denton Maintenance-of-Way Rail Relocation	Relocation of the UP Maintenance-of-Way track and stub track in Downtown Denton.	\$5M	NCTCOG	Class I Capacity	
Dallas	Ennis Sealed Corridor	Enhance two UP Bridges at Belknap Street (DOT# 765536U) and Baylor Street (DOT# 765535M) and close crossings at Milam Road (DOT# 765528C), Brown Road (DOT# 765531K), and Tyler Street (DOT# 765540J).	\$25M	NCTCOG	Class I Capacity/Safety	
Dallas/Fort Worth	TRE - Double Track rail corridor	Construct a second mainline track on the TRE rail corridor between Union Station in Dallas and Tower 55 in Fort Worth to enhance passenger operations. Project also includes evaluation of operational protocols.	\$98.06M	NCTCOG	Enhance mobility for passenger and freight rail operations	Related project in long-term passenger projects table
El Paso	I-10 and Lordsburg Subdivision Rationalization	Future I-10 expansion may require UP right-of-way that requires track relocation (UP).	TBD	TxDOT/El Paso MPO	Class I Capacity	

TxDOT District/ Location	Project Name	Project Description	Est. Cost	Source/Sponsor	Project Need	Notes
Houston	Second Main Line Construction (Houston)	Construction of a second mainline track in Houston from the GH&H Junction to Strang on the Port Terminal Railway Association track. This project would eliminate more than 2.5 hours of train delay daily, which is caused by this single-track constraint that connects to double track in both directions. Supports port and chemical industry expansion (BNSF, CPKC, PTRR, and UP).	\$130M	HGAC/Port of Houston/Gulf Coast Rail District (GCRD)	Class I Capacity	
Houston	Houston Subdivision Second Main Line Construction	Construction of a second mainline track on the Houston Sub from Dawes to Dayton (this is a BNSF-UP 50/50 Line).	\$100M	HGAC/GCRD	Class I Capacity	
Laredo	Eagle Pass Rail Improvements	Potential improvements could include double-tracking segments between BNSF and UP sidings and between UP siding and tracks at Eagle Pass in the vicinity of the bridge to Piedras Negras, an intermodal facility with laydown pad for container movements, and improvements to assist U.S. Customs and Border Protection in conducting border security measures.	TBD	TxDOT Rail Division	Class I Capacity/Port Needs	
Laredo	Second Main Line from Laredo Bridge to Port Laredo	Second main line from Laredo rail bridge to Port Laredo to facilitate additional movements to and from the border (UP).	\$70K	TxDOT Rail Division	Class I Capacity/Port Needs	
Dallas	Madill Sub Corridor Expansion		TBD	BNSF	Class I Capacity	
Rail Intermodal/Terminal Facility Projects						
Brownwood	Brownwood and Camp Bowie Industrial Park Rail-Served Improvement	Add additional tracks at Camp Bowie Industrial Park to provide incremental storage and switching capabilities along with improved rail service (TXR).	\$2.39M	Texas Rockcrusher Railway Co. (TXR)	Short Line Infrastructure Improvement/Intermodal	
Brownwood	TXR Camp Bowie Industrial Park Track Lead Upgrades	Upgrade the main lead serving Camp Bowie Industrial Park to heavier rail to accommodate increased car volume (TXR).	\$3.5M	TXR	Short Line Infrastructure Improvement/Intermodal	
Corpus Christi	Bulk Terminal Crude Oil Transfer Station	Crude-by-rail transfer point consisting of 4,000-foot rail siding, supply pipelines, rail car loading station (Port of Corpus Christi).	\$15M	Texas Ports 2017-2018 Capital Program	Port Related	
Dallas	AGCR Transload Facility and Rail Improvements	New Rail Loop, Yard, and Transloading Facility– Colin County, Texas, just east of Farmersville (AGCR).	\$10M	Alamo Gulf Coast Railroad (AGCR)	Short Line Infrastructure Improvement/Intermodal	

TxDOT District/ Location	Project Name	Project Description	Est. Cost	Source/Sponsor	Project Need	Notes
Class III Railroad Improvements						
Abilene	East Leg of the Wye and Interchange Tracks	Required unit-train interchange between UP and BSR capable of progressive moves to/from the east. Additional interchange is required to handle the demand for increased rail business into the city of Big Spring, Texas-owned industrial park.	\$13.9M	Texas Short Line Rail Road Association (TSLRRA)/Big Spring Rail System (BSR)	Short Line Infrastructure Improvement	
Abilene	Replace Worn 90 lb/yd Rail	Replace inadequate 90 lb/yd rail produced in the 1920s with new 112 lb/yd rail for 1.7 miles of main lead track.	\$3.8M	TSLRRA/BSR	Short Line Infrastructure Improvement	
Amarillo	TXNW/BNSF Interchange	Construction of 11,000 feet of track.	\$5.6M	TSLRRA/TNW	Class I Capacity/Short Line Infrastructure Improvement	
Amarillo	Priority 2 Bridge Repairs	Repair priority defects on bridges.	\$180K	TSLRRA/OmniTRAX	Short Line Infrastructure Improvement	
Amarillo	System Crossing Replacement	Replace priority at-grade crossing surfaces.	\$220K	TSLRRA/OmniTRAX	Short Line Infrastructure Improvement	
Amarillo	Borger Yard - Remove 75 lb/yd rail	Relay 75 lb/yd rail with rail removed from other locations in yard.	\$3.76M	TSLRRA/OmniTRAX	Short Line Infrastructure Improvement	
Amarillo	West leg Rail Relay and Panhandle Wye	Relay rail on West Leg and Panhandle Wye.	\$4.31M	TSLRRA/OmniTRAX	Short Line Infrastructure Improvement	
Amarillo	Mainline Tie and Surface (McBride and Abell Yards included)	Install cross ties and surface railroad.	\$5.79M	TSLRRA/OmniTRAX	Short Line Infrastructure Improvement	
Amarillo	TXNW Rail Improvements	Rail tie replacement, switch point replacements, install two rail lubricators, and install turnout to connect scale track back to the lead of the east end.	\$550K	TXNW	Short Line Infrastructure Improvement	
Amarillo	TXNW Track Rehabilitation	Rehab eight additional classification tracks in Zone 100 to increase railcar classification ability.	\$2.5M	TXNW	Short Line Infrastructure Improvement	
Amarillo	TXNW Bridge Repairs	Upgrade bridge planks on 3 bridges along main lead.	\$100K	TXNW	Infrastructure Improvement	
Amarillo	TXNW Bridge Upgrade to 286k	Upgrade one bridge to handle 286k (or 286,000 lbs.) carloads.	\$120K	TXNW	Short Line Infrastructure Improvement	
Atlanta/Paris	TNER Sherman Subdivision Bridge Repairs	Repair timber bridges on the Sherman Subdivision; Bridges 145.2, 145.7, 147.3, 675.5, and 695.24.	TBD	TNER	Short Line Infrastructure Improvement	
Atlanta/Paris	TNER Various Bridge Repairs and Strengthening	Timber bridge repairs and strengthening at various bridges.	\$500K	TNER	Short Line Infrastructure Improvement	

TxDOT District/ Location	Project Name	Project Description	Est. Cost	Source/Sponsor	Project Need	Notes
Austin	Austin Western Railroad Central Corridor Double Track	Potential improvement that would enhance capacity in a shared-use freight and commuter rail corridor in the Austin area.	\$60M	CMTA	Short Line Infrastructure Improvement	
Beaumont	SNR Tie Program	Tie Replacement (6,000 ties).	\$350K	Sabine River & Northern Railroad (SRN)	Short Line Infrastructure Improvement	
Beaumont	SNR Mulford Yard - Switch Replacement	Mulford Yard – switch replacement.	\$450K	SRN	Short Line Infrastructure Improvement	
Brownwood	286k Upgrade	Upgrade all bridges to 286k capacities.	\$3.8M	TSLRRA/OmniTRAX	Short Line Infrastructure Improvement	
Brownwood	Priority 2 Bridge Repairs	Repair priority defects on bridges.	\$5.67M	TSLRRA/OmniTRAX	Short Line Infrastructure Improvement	
Brownwood	Radio Towers	Install communications for operational safety.	\$150K	TSLRRA/OmniTRAX	Short Line Infrastructure Improvement/ Safety	
Brownwood	Class 2 Tie and Surface	Upgrade track from FRA Track Class 1 to FRA Track Class 2.	\$7.4M	TSLRRA/OmniTRAX	Short Line Infrastructure Improvement	
Brownwood	Class 1 Tie and Surface	Upgrade track from FRA Excepted Track to FRA Track Class 1.	\$8.19M	TSLRRA/OmniTRAX	Short Line Infrastructure Improvement	
Brownwood	TXR Tie Program	Rail tie replacement, infrastructure improvement, and install one rail lubricator.	\$290K	Texas Rockcrusher Railway Co. (TXR)	Short Line Infrastructure Improvement	
Brownwood	TXR Track Rehabilitation	Rehab track to handle loaded hazmat cars.	\$1.7M	TXR	Short Line Infrastructure Improvement	
Dallas	McKinney Subdivision Rehabilitation	Raise rail line capacity to handle 286k-capacity cars and increase velocity.	\$8.5M	TSLRRA/TNW	Short Line Infrastructure Improvement	
Dallas/Paris	DGNO Garland Subdivision Bridge Repairs	Repair three timber bridges on the Garland Subdivision; Bridges 744.46, 725.74, and 748.17.	TBD	Dallas, Garland, & Northeastern Railroad (DGNO)	Short Line Infrastructure Improvement	
Dallas/Paris	DGNO Various Bridge Repairs and Strengthening	Timber bridge repairs and strengthening at various bridges.	\$1.34M	DGNO	Short Line Infrastructure Improvement	
Houston	Provide rail infrastructure to accommodate new traffic/new connection with UP and BNSF	New interchange tracks with two Class I railroads, public rail team, and storage tracks.	\$51M	TSLRRA/SJTC	Class I Capacity/Short Line Infrastructure Improvement	
Houston	GVSR Track Surfacing	5 miles of surfacing at the Port in the CHS facility.	\$90K	Galveston Railroad (GVSR)	Short Line Infrastructure Improvement	

TxDOT District/ Location	Project Name	Project Description	Est. Cost	Source/Sponsor	Project Need	Notes
Laredo	GDR Yard Improvements	Additional classification tracks and lead expansion.	\$2.5M	Gardendale Railroad	Short Line Infrastructure Improvement	
Paris	KRR Bridge Repairs	Repairs to KRR bridges at MP 576.6 and MP 578.2.	TBD	Kiamichi Railroad (KRR)	Short Line Infrastructure Improvement	
Paris	KRR Paris Subdivision Bridge Repairs	KRR Paris Subdivision Bridge Repairs.	\$200K	KRR	Short Line Infrastructure Improvement	
Paris	NETC Track Maintenance	Rebuild the railroad to FRA Class 2 track standards.	TBD	NETC	Short Line Infrastructure Improvement	
Paris	KRR J. Skinner Rail Spur	Put J. Skinner Rail Spur back into service.	TBD	KRR	Short Line Infrastructure Improvement	
Pharr	Priority 2 Repairs Br Hwy 48, 2.7, and 5.90	Repair priority defects on bridges.	\$530K	TSLRRA/OmniTRAX	Short Line Infrastructure Improvement	
Pharr	System Crossing Replacement	Replace at grade crossing surface.	\$1.13M	TSLRRA/OmniTRAX	Short Line Infrastructure Improvement	
Pharr	Unit Train Siding Palo Alto	Construct unit train siding.	\$4.3M	TSLRRA/OmniTRAX	Short Line Infrastructure Improvement	
Pharr	Upgrade Rail	Upgrade rail and replace turnouts.	\$1.24M	TSLRRA/OmniTRAX	Short Line Infrastructure Improvement	
Pharr	Mission Wye Project	Build an east leg connection to the Mission Rail Park. Includes the installation of two turnouts, construction of 858 feet of track, and realignment of 1,100 feet of track.	\$300M	TSLRRA/Ironhorse	Short Line Infrastructure Improvement	
Pharr	RVSC Customer Track Expansion	Additional customer track for increased business.	\$300M	Rio Valley Switching Company (RVSC)	Short Line Infrastructure Improvement	
Pharr	RVSC Tie Program	Tie Program (7,000 Ties).	\$490M	RVSC	Short Line Infrastructure Improvement	
Yoakum	TXGN Rail Improvements	Rail tie replacement, switch point replacements, switch stand upgrade, install two rail lubricators, and rehabilitate 11 tracks in Zone 100 to increase railcar storage and to enhance the handling of load hazardous material cars.	\$5.5M	Texas, Gonzales & Northern Railway (TXGN)	Short Line Infrastructure Improvement	
Yoakum	TXGN Storage Track Surfacing	Ballast and surface 46,123 feet of existing storage yard tracks in Zone 500 to facilitate loaded hazmat railcars.	\$920K	TXGN	Short Line Infrastructure Improvement	
Freight Rail/Port Projects						
Beaumont	Low Line Track Grade Separation	Rail-to-rail grade separation on the Low Line Track.	\$6M	Port Access Study (Rail)	Port Related	

TxDOT District/ Location	Project Name	Project Description	Est. Cost	Source/Sponsor	Project Need	Notes
Brownsville	Palo Alto Yard Siding	Brownsville Subdivision – new siding near Olmito, Texas at Palo Alto Yard next to FM 511 (110-car capacity).	\$5M	Port Access Study (Rail)	Port Related	
Calhoun	Calhoun Rail Addition	Rail addition – add working and storage tracks to accommodate crude growth.	TBD	Port Access Study (Rail)	Port Related	
Corpus Christi	Ship Channel Double Track Extension	Ship channel – extend double track from bulk terminal to east end of the inner harbor.	TBD	Port Access Study (Rail)	Port Related	
Freeport	Velasco Terminal On-Dock	Velasco – extend rail to provide on-dock rail service to Velasco Terminal, 4 tracks 2,000 feet each.	\$12M	Port Access Study (Rail)	Port Related	
Galveston	Slips 37/38 On-Dock Rail	Restore on-dock rail to Slips 37/38.	\$3M	Port Access Study (Rail)	Port-Related	
Galveston	Pelican Island Bridge	Pelican Island Bridge – construct new rail bridge to serve future terminal.	TBD	Port Access Study (Rail)	Port Related	
Harlingen	New Rail Spur	Construction of new rail spur.	\$2.5M	Port of Harlingen	Port Related	
Houston	New Single Track, At-Grade Crossings, and Signalization (SH 146 and Old SH 146)	SH 146 and Old SH 146 – construct approx. 6,500 linear feet of new single-track rail line from near the intersection of the existing UP right-of-way at Red Bluff Road to the proposed warehouse development. The project includes three at-grade crossings with signalization at SH 146 and Old SH 146, plus modification to switches and turnouts for tying into the existing mainline, and for future expansion. The project may also include approx. 1,200 linear feet of sound wall.	\$13.6M	Port of Houston	Port Related	
Houston	Second Track to Future Bayport Container Terminal	Port Terminal Railroad Association (PTRA) Track SH 225 to Red Bluff Road) – construct second rail track allowing PTRA access from SH 225 to Red Bluff Road to connect with crossing at Red Bluff Road, connection to future Bayport Container Terminal.	\$78.32M	Port of Houston	Port Related	
Houston	Red Bluff Area Double Track and Run Around Track	SH 146 and Red Bluff Area double track and a run-around track from Red Bluff Road/SH 146 road crossing to future container terminal development.	\$10.12M	Port of Houston	Port Related	
Port Arthur	Rail Extension and CPKC Tie-In	Rail extension – construct approx. 4,000 feet of rail that includes tie-in to CPKC and added spur to the existing port track. Project includes track extension and relocated switch, stabilizing 6 acres of laydown yard, which is capped with roller compacted concrete or a flexible base.	\$4.5M	Port of Port Arthur	Port Related	

TxDOT District/ Location	Project Name	Project Description	Est. Cost	Source/Sponsor	Project Need	Notes
Port Arthur	Ransom Howard Street Grade Separation	Grade separation of Rev. Doctor Ransom Howard Street (DOT# 329559B) in Port Arthur from CPKC main line and yard access.	\$15M	TxDOT Rail Division/ CPKC	Class I Capacity/Port Related/Safety	
Victoria	Bloomington (UP) Rail Lift Bridge Replacement	Bloomington (UP) – replace rail lift bridge over the channel at Bloomington (UP/Port).	\$30M	Port Access Study (Rail)	Class I Capacity/Port Related	
Freight Rail/Border Crossing Projects						
Laredo	Second Main Line from Laredo Bridge to Port Laredo	Second main line from Laredo rail bridge to Port Laredo to facilitate additional movements to and from the border.	\$70K	TxDOT Rail Division	Class I Capacity/ Border Crossing	
Highway-Rail Crossing Projects						
Amarillo	Farmers Avenue Grade Separation	BNSF Hereford Subdivision, MP 558.36. Road crosses four tracks (DOT# 014695D).	TBD	TxDOT Rail Division	Road Congestion Reduction/Safety	
Brownwood	System Crossing Replacement	Replaces at grade crossing surface (CTXR).	\$460M	TSLRRA/OmniTRAX	Road Congestion Reduction/Safety	
Bryan	Hearne Area Crossing Mitigation	Grade crossing closures or separations to improve vehicular fluidity and improve safety of the Hearne Terminal area (UP).	TBD	TxDOT Rail Division	Road Congestion Reduction/Safety/Port Related	
Dallas	Grade Crossing Rationalization	Consider grade separations and closures to mitigate 15 crossings in approximately 2 miles (BNSF).	TBD	TxDOT Rail Division	Road Congestion Reduction/Safety	
Dallas	Trinity Mills Grade Separation	Trinity Mills Road grade separations in Carrollton on BNSF Madill Subdivision (DOT# 669376V and 675114C).	TBD	NCTCOG	Road Congestion Reduction/Safety	
Dallas	Ennis Avenue Grade Separation	Grade separation of Ennis Avenue and UP (DOT# 765532S).	\$37.97M	NCTCOG	Road Congestion Reduction/Safety	
Fort Worth	Sycamore School Road Grade Separation	BNSF Fort Worth Subdivision, MP 337.6. Sycamore School Road grade separation (DOT# 020469T).	TBD	NCTCOG	Road Congestion Reduction/Safety	
Fort Worth	Blue Mound Road Grade Separation	BNSF Wichita Falls Subdivision, MP 7.6. Blue Mound Road grade separation (DOT# 274640G).	TBD	TxDOT Rail Division	Road Congestion Reduction/Safety	
Fort Worth	Hemphill Street Grade Separation	BNSF Fort Worth Subdivision, MP 343.5. Hemphill Street grade separation provides opportunity to extend Tower 55 tracks to Birds sidings (DOT# 020486J).	TBD	TxDOT Rail Division	Road Congestion Reduction/Safety	
Houston	FM 565 Grade Separation	Grade separation of FM 565 and UP tracks (DOT# 762810V) in Baytown to support industrial growth in Chambers County.	TBD	Houston-Galveston Advisory Council (HGAC)	Road Congestion Reduction/Safety	

TxDOT District/ Location	Project Name	Project Description	Est. Cost	Source/Sponsor	Project Need	Notes
Houston	FM 1405 Grade Separation	Grade separation of FM 1405 and UP tracks (DOT# 762944U) in Baytown to support industrial growth in Chambers County.	TBD	HGAC/GCRD	Road Congestion Reduction/Safety	
Houston	Royal Lakes Blvd Grade Separation	BNSF Galveston Subdivision, MP 55.87. Road crosses main and siding track and experiences regular switching operations to serve Houston Power & Light Plant (DOT# 022673Y).	TBD	TxDOT Rail Division	Road Congestion Reduction/Safety	
Houston	Alameda-Genoa Road Grade Separation	BNSF Mykawa Subdivision, MP 14.06. Crosses three tracks at end of BNSF yard (DOT# 023207W).	TBD	HGAC	Road Congestion Reduction/Safety	
Houston	West Belt Grade Separation – Lyons Ave.	Construct grade separation at Lyons Avenue (DOT# 288095H) and close three at-grade crossings on West Street (DOT# 758284D and 748688W).	\$36M	HGAC/TxDOT/HBT	Road Congestion Reduction/Safety	
Laredo	Laredo Grade Separations	Relieve congestion in downtown Laredo caused by the 14 at-grade crossings along the existing Texas-Mexico approach to the existing Laredo rail bridge (CPKC and UP).	TBD	TxDOT Rail Division	Road Congestion Reduction/Safety	
Lubbock	US 70/US 84 Grade Separation	BNSF Hereford Subdivision, MP 757.27. Construct grade crossing at the BNSF Transcon main lines from Slaton Subdivision. Approximately 60% of project is in Texas and 40% in New Mexico (DOT# 014787R).	TBD	TxDOT Rail Division	Road Congestion Reduction/Safety	
Paris	Grade Crossing Rationalization	Consider grade separations and closures to mitigate 18 crossings in approximately 5 miles (BNSF).	TBD	TxDOT Rail Division	Road Congestion Reduction/Safety	
San Antonio	Grade Separation	Grade separate Sunset Road (DOT#432501X), Jones Maltsberger Road (DOT# 432502E), and Basse Road (DOT# 432503L) on the UP Austin Subdivision Main Track #1 in San Antonio.	TBD	Alamo Area Metropolitan Planning Organization (AAMPO)	Road Congestion Reduction/Safety	
San Antonio	Grade Separation	Grade separate Rittiman Road (DOT#764362W) and Walzem Road (DOT# 764980W) on the UP Glidden Sub to create a 10,000-foot siding just east of Kirby yard.	\$70M	AAMPO	Road Congestion Reduction/Safety	The design is progressing for Rittiman Rd.
San Antonio	Grade Separation	Grade separate Binz-Engleman Road (DOT# 415621U) on the UP Austin Sub.	TBD	AAMPO	Road Congestion Reduction/Safety	
San Antonio	Grade Separation	Grade separate East Houston Street (DOT #415625W) on the UP Austin Sub.	TBD	AAMPO	Road Congestion Reduction/Safety	

TxDOT District/ Location	Project Name	Project Description	Est. Cost	Source/Sponsor	Project Need	Notes
San Antonio	Grade Separation	Grade separate Frio City Road/South Zarzamora Street intersection and at-grade crossing of UP Laredo Sub (DOT# 432573B) in a manner that allows for the closure of three Tier 1's in San Antonio between Tower 105 and SoSan yard: Harriman Place (DOT# 432572U), Drake Avenue (DOT# 432568E), and Cumberland Road (DOT# 432567X).	TBD	AAMPO	Road Congestion Reduction/Safety	
San Antonio	Grade Separation	Grade separate Broadway Street (DOT#848306A) and Wetmore Road on the UP Austin Subdivision in San Antonio and extend existing siding to improve downtown vehicular mobility near Tower 105.	\$22M	AAMPO	Road Congestion Reduction/Safety	
Wichita Falls	US 283 Grade Separation	BNSF Red River Valley Subdivision, MP 163.35. Road crosses three tracks (DOT# 274661A).	TBD	TxDOT Rail Division	Road Congestion Reduction/Safety	
Wichita Falls	7th Street Grade Separation	BNSF Wichita Falls Subdivision, MP 114.1. Road crosses nine tracks in middle of BNSF's rail yard (DOT# 274983N).	TBD	TxDOT Rail Division	Road Congestion Reduction/Safety	
State-Owned Rail Line Projects						
Atlanta/Paris	Rehabilitate NETEX Rail Line, Greenville to Mount Pleasant	Rehabilitate the Northeast Texas Rural Rail Transportation District (NETEX) rail line from Greenville to Mount Pleasant (66 miles). TxDOT owns the 31 miles of the NETEX right-of-way and has a security interest in the infrastructure from a Grant Funding Agreement in 1996. Track speeds on the NETEX line are limited to 10 mph due to defective cross ties and bridge deficiencies. The rail line must be rehabilitated to continue providing service to existing customers and attract new business to the line and the region. TxDOT would seek additional ownership in the line and infrastructure as a condition to rehabilitating the line.	\$30M	TxDOT Unified Transportation Plan	State of Good Repair/ Short Line Infrastructure	
Dallas/Fort Worth	Reconstruct NETEX Rail Corridor, Greenville to Wylie	Reconstruct an abandoned rail corridor owned by the NETEX rail line from Greenville to Wylie (23.2 miles) to provide additional rail capacity into the Dallas-Fort Worth Metroplex. TxDOT funded the purchase of this right-of-way by NETEX.	\$12M	TxDOT Unified Transportation Plan	State of Good Repair/ Short Line Infrastructure	
El Paso	SORR Fastlane Rehab	Rehabilitation of the South Orient Rail Line (SORR) (FASTLANE Grant).	\$7M	TxDOT Rail Division	State of Good Repair/ Short Line Infrastructure	

TxDOT District/ Location	Project Name	Project Description	Est. Cost	Source/Sponsor	Project Need	Notes
El Paso	SORR 25-mph Rehab	Rehabilitation of SORR MP 957 - 1029 to 25-mph track speeds in support of international traffic through Presidio (FY19).	\$7M	TxDOT Unified Transportation Plan	State of Good Repair/ Short Line Infrastructure	
El Paso	SORR Alpine Interchange Rehab	Rehabilitate line between Belding and Alpine to open the interchange with UP at Alpine. Rehabilitation is essential to enable shipments to/from the border at Presidio and to provide interchange capability with UP and foster competition for SORR freight between BNSF and UP. It would also allow crude oil shipments west to California across UP's Sunset Route.	\$33M	TxDOT Unified Transportation Plan	State of Good Repair/ Short Line Infrastructure	
El Paso	Rehabilitate SORR Line, Paisano Jct. to Presidio	Rehabilitate the SORR line between Paisano Junction and Presidio in support of the reconstruction of the international rail bridge. TxDOT received a \$7 million FRA grant for the rehabilitation of the line within these limits. Most of those funds are being used for other critical bridge repairs. An additional \$3 million is needed to address drainage and some tie replacements.	\$4.7M	TxDOT Unified Transportation Plan	State of Good Repair/ Short Line Infrastructure	
El Paso/Odessa	Rehabilitate SORR Line, Sulphur Junction to Fort Stockton	Rehabilitate the SORR line between Sulphur Junction and Fort Stockton (13.6 miles). The rail was manufactured in 1912, is substandard for today's loadings, and is expected to become inoperable due to infrastructure deficiencies within 5 years. The existing 70-pound rail will be replaced with 115-pound continuously welded rail.	\$12.8M	TxDOT Unified Transportation Plan	State of Good Repair/ Short Line Infrastructure	
Odessa	SORR Infrastructure Railbed Rehabilitation	Infrastructure Railbed Rehab to Replace Jointed Rail, Replace Ties, Ballast, Reconstruct Grade.	\$3.42M	TxDOT Unified Transportation Plan	State of Good Repair/ Short Line Infrastructure	
Odessa	Rehabilitate SORR Line, Crockett/Pecos County Lines to Sulphur Junction	Rehabilitate the SORR line between Crockett/Pecos County lines and Sulphur Junction (22.1 miles). The rail is in generally good condition, but needs major tie replacements with grade crossing reconstructions during tie replacements.	\$7M	TxDOT Unified Transportation Plan	State of Good Repair/ Short Line Infrastructure	
Odessa	Rehabilitate SORR Line, Fort Stockton to Belding	Rehabilitate the SORR line between Fort Stockton and Belding (10 miles). The rail line was manufactured in 1912 and is substandard for today's loadings. This section of the rail line must be rehabilitated to continue to provide safe and efficient service to the customer facilities that are served within the project limits.	\$8M	TxDOT Unified Transportation Plan	State of Good Repair/ Short Line Infrastructure	