

# CHAPTER 5

# KENTUCKY'S RAIL SERVICE AND INVESTMENT PROGRAM

## INTRODUCTION

Chapter 5 addresses the specific projects, programs, policies, laws, and funding necessary to achieve the State's Rail Vision and describes the related financial and physical impacts of these proposed actions.

The identification of potential project opportunities through targeted stakeholder outreach, along with a clear understanding of the status of existing assets and consideration of current trends and forecasts, will guide the prioritization of projects for future funding that may come from legislative appropriations at the state level, or through federal grants. This chapter contains a project inventory that lists the currently funded projects that are ongoing as well as other potential projects that have been identified by stakeholders during this Statewide Rail Plan (SRP) update but are not yet funded and are intended for implementation within the next 20 years. The advancement of stakeholder-proposed projects for future funding opportunities will consider public benefits and impacts related to safety, resiliency, economic development and employment, rail capacity and congestion by corridor, the environment, equity, energy consumption, greenhouse gas emissions, and regional balance.

State funding programs that can benefit the rail industry are identified and discussed, as well as opportunities to leverage federal funding. Strategies to maintain federal funding compliance and maintain compliance with other USDOT and FRA mandates, guidelines, and requirements are described. Predicated on rail needs and issues, this chapter categorizes specific needs and associated opportunities and identifies the policies, programs, strategies, and funding necessary to achieve the State's Rail Vision.

### 5.1. KENTUCKY'S STATE RAIL VISION

The KYTC recognizes that an efficient and effective rail system will help alleviate highway congestion, contribute to economic development, improve public safety, improve energy efficiency, and enhance quality of life and the environment for all Kentuckians.

Kentucky's SRP vision aligns with the Long-Range Statewide Transportation Plan (LRSTP) vision and goals:

***Kentucky's State Rail Plan Vision is to support and work with rail carriers to provide a safe, reliable, efficient, and effective rail transportation system for the movement of passengers and freight within the commonwealth, as well as to connect Kentucky to domestic and international markets.***

The SRP goals and objectives supporting this vision include:

**Goal #1** – Support the Preservation and Enhancement of the Network

- Objective 1.1 – Support service preservation or rail right-of-way where it serves the public interest
- Objective 1.2 – Identify funding to preserve and enhance the existing network

**Goal #2** – Promote Rail System Safety and Reliability

- Objective 2.1 – Support rail safety programs, including grade-crossing safety programs
- Objective 2.2 – Identify and fund grade crossing safety enhancements

**Goal #3** – Facilitate Economic Development and Connectivity

- Objective 3.1 – Promote rail and intermodal connectivity through communication, planning, and funding
- Objective 3.2 – Support economic development efforts related to rail served sites and businesses

**Goal #4** – Encourage Communication Between Railroads, Customers, and Public Agencies

- Objective 4.1 – Involve and share information with the railroads regarding planning initiatives
- Objective 4.2 – Continue to facilitate interagency and rail coordination activities and meetings

## 5.2. PROGRAM COORDINATION

Kentucky's long-term rail vision is intended to integrate with other statewide transportation planning efforts, including the state's LRSTP, the state rail plans of neighboring states, and regional multi-state rail plans, as appropriate.

### 5.2.1. Integration with Other State Planning Efforts

In developing Kentucky's SRP, the KYTC has considered and integrated several other state transportation plans (see list below). This is essential to achieving the system-level goals and coordinating across modes and topics.

- **2022 State Freight Plan** – Provides an overview of the rail system. Addresses rail at a high level in the statewide freight goals, objectives, and performance measures.
- **2020 Riverports, Highway & Rail Freight Study** – Highlights the importance of the rail connections to inland ports. Recommends on- and off-site rail improvements.
- **2022 Highway-Rail Grade Crossing Action Plan** – Focuses on where and how Kentucky can improve grade-crossing safety.

In particular, the goals of the various plans have been considered as well as the high-level strategies for accomplishing those goals. Some key coordination areas include safety, resiliency, multimodal integration, and economic development.

### 5.2.2. National and Regional Rail Planning Integration

#### NATIONAL STRATEGIC RAIL CORRIDOR NETWORK

Kentucky will continue to coordinate as necessary with the U.S. Military Surface Deployment and Distribution Command's Transportation Engineering Agency (TEA) that oversees the federal National

Strategic Rail Corridor Network (STRACNET). The STRACNET is comprised of an approximately 41,300-mile national, interconnected network of rail corridors and associated connector lines most important to national defense. STRACNET-designated routes provide main-line-rail throughput capability as well as access to major defense contractors, logistics sites, and military facilities critical to national defense. STRACNET main lines pass through Kentucky, and connectors provide rail access to Fort Knox, Fort Campbell, and the Blue Grass Army Depot.

## REGIONAL RAIL PLANNING

The KYTC will continue to coordinate as necessary with regional rail planning efforts, such as those led by the Midwest Interstate Passenger Rail Commission (MIPRC), or any future multi-state working group established to study freight or passenger rail needs in Kentucky and beyond.

Two relevant regional studies were completed in the early 2020s: the Southeast Regional Rail Planning Study (2020) and the Midwest Regional Rail Planning Study (2021). Kentucky was considered a border state for both studies but was not directly included in either. Both studies recommended long-term plans with passenger rail service through Kentucky (generally Chicago – Indianapolis – Louisville – Nashville – Atlanta). A multi-state High-Speed Rail Planning Service Study was also completed in 2012 and proposed a similar route.

## NEIGHBORING STATE RAIL PLANNING

The KYTC is routinely given the opportunity to review the state rail plans of neighboring states and will provide neighboring states the reciprocal opportunity to review a draft of this SRP.

# 5.3. RAIL AGENCIES

## 5.3.1. Kentucky Transportation Cabinet

The KYTC is led by the Secretary of Transportation, which is a cabinet-level position that reports directly to the Governor of Kentucky.

The KYTC Modal Programs Branch within the Division of Planning administers rail programs for the commonwealth. Modal Programs Branch staff are responsible for rail planning, including passenger rail studies and federal rail funding programs such as the Transportation Investment Generating Economic Recovery (TIGER) grant program, the Congestion Mitigation and Air Quality (CMAQ) Program, and the Railroad Rehabilitation and Improvement Financing (RRIF) Program. Modal Programs Branch staff also maintain all rail GIS datasets and maps for the cabinet. Datasets include but are not limited to active and abandoned rail centerlines, active railyards, and rail transload facilities.



Source: Kentucky Transportation Cabinet

The Utilities and Rail Branch within the KYTC Division of Right of Way and Utilities inventories the location, condition, and other information for all public highway-rail grade crossings in Kentucky. The Utilities and Rail Branch staff also administer the federal Section 130 program that funds the improvements of railway-highway crossings. The Utilities and Rail Branch within the KYTC Division of Right of Way and Utilities administers the Railroad Crossing Safety Program and Rail Coordination Program. The Utility and Rails Branch prioritizes and supports projects identified throughout the state and works toward implementing highway-rail grade crossing upgrades and safety improvement projects. The staff reviews plans and proposals, and they draft agreements involving railroad companies. The projects funded through the Kentucky Rail Crossing Improvement (KCRI) program are jointly administered by the Modal Programs Branch and the Utilities and Rail Branch. The Utilities and Rail Branch assists with railroad agreements, paying of invoices, and coordinating construction work with other agencies and other Cabinet Divisions.

The KYTC Office of Transportation Delivery is comprised of two branches and is responsible for seeking grant funds, overseeing and implementing various statewide public transit grants, and coordinating human service transportation. Transportation Delivery staff coordinate with the Division of Planning on passenger rail studies and efforts.

This SRP update does not recommend any changes to the KYTC rail program organizational structure at this time.

## 5.4. PROGRAM EFFECTS

The projects listed in Section 5.8 of this chapter are based on those activities that improve rail safety, support economic development, maintain the well-being of short line railroads operating in the state, and support the reduction or elimination of major freight bottlenecks. These projects and later projects resulting from future studies may potentially offer substantial public socioeconomic benefits.

As the majority of intercity rail passengers are diverted from personal automobiles, any future passenger rail service expansion efforts would result in a more extensive and inclusive intercity transportation network, enhanced mobility, increased tourism and access to job opportunities, and increased energy efficiency compared to other modes.

For freight rail improvements, the public benefits involve increased transportation competition resulting in lower costs to shippers, less highway congestion and roadway surface damage, and reduced environmental and energy impacts compared to other modes. Highway-rail grade crossing improvement projects, as well as other rail-related infrastructure improvements aimed at maintaining a state of good repair, serve to increase transportation safety and efficiency.

## 5.5. PASSENGER ELEMENT

### 5.5.1. Description of Passenger Rail Capital Projects

The existing Amtrak stations in Fulton and Maysville will be receiving ADA compliance improvements within the next five years. Amtrak expects to begin construction in Fiscal Year 2025 on a new, modern, and ADA-compliant passenger station with parking, accessible platform access, and improved lighting



to replace the existing obsolete facility in Fulton. Amtrak also plans to replace the platform at the Maysville station with an ADA-compliant boarding platform.

Any passenger rail capital projects necessary to implement new or expanded intercity passenger rail service will be identified through passenger rail studies, which are ongoing.

### 5.5.2. Capital Financing Plan

The KYTC does not have a funding source for passenger rail projects. Any funding for support of existing passenger rail services or for additional passenger rail services must be authorized and appropriated by the Kentucky Legislature. Any capital investments related to overall corridors must be made at the regional level with concurrence by Amtrak, the rail line owners, and other states as applicable.

The Infrastructure Investment and Jobs Act (IIJA), signed on November 15, 2021, established new federal programs and funding mechanisms to develop and implement intercity passenger rail service in the U.S. The law also significantly increased the levels of funding for all types of rail transportation, including freight, intercity passenger, commuter, and transit services. Intercity passenger rail projects will be funded primarily through programs administered by the Federal Railroad Administration (FRA), such as the FSP and CRISI programs.



Source: Kentucky Transportation Cabinet

Non-federal matching funds for passenger rail capital projects will need to be provided by corridor sponsors. State sponsorship for intercity passenger rail service investments may require legislative action to approve the use of existing state funds or to create new state or local revenue streams dedicated to supporting intercity passenger rail.

### 5.5.3. Operating Financing Plan

The Passenger Rail Improvement and Investment Act of 2008 (PRIIA) mandates that passenger rail services of 750 miles or less in length operated by Amtrak must be state supported. The operations and maintenance costs associated with state-supported routes must be funded by the state or by a coalition of states that requested the service. By contrast, operating costs associated with long-distance Amtrak routes in excess of 750 miles are funded directly by Congress through routine budget authorizations. However, no new long-distance Amtrak routes have been established in over 20 years.

Amtrak has sole responsibility for funding the operation of the two long-distance trains serving Kentucky: the Cardinal and the City of New Orleans.

At this time, there are no state funding mechanisms in place to fund a Kentucky-supported passenger rail service. A decision to establish such a funding mechanism would be deferred until after future studies have been completed to determine the feasibility of state-supported passenger rail service and the anticipated benefits associated with a specific route structure and service plan, to be identified through future planning efforts.

#### 5.5.4. Economic Benefits

As the majority of enhanced, expanded, or reinstated intercity rail passengers would be diverted from the automobile, passenger rail service expansion efforts would result in a more extensive and inclusive intercity transportation network, enhanced mobility, increased tourism and access to job opportunities, and increased energy efficiency compared to other modes.

Additionally, passenger rail service restoration can potentially trigger the adaptive reuse of historic intercity passenger rail facilities, including expansion into multimodal hubs that can connect rail passengers with other non-rail modes, such as local and regional bus service. Other urban revitalization efforts centered around transit hubs, known as transit-oriented development, can result in increased neighborhood property values and improved community vitality.

### 5.6. FREIGHT ELEMENT

#### 5.6.1. Financing Plan

The project inventory contains freight rail projects identified for the short-range and long-range planning horizons that pertain to improvements to Kentucky's rail network.

Class I railroads are generally considered capable of funding their own capital projects; however, potential future investments to be made to the state's rail network that were identified through coordination with the state's Class I railroads and identified by the KYTC or other stakeholders are shown in the list of potential future passenger and freight rail projects and studies in the project inventory later in this chapter.

Such self-funding is more challenging for Class II and Class III railroads, which tend to have a smaller customer base, thus limiting opportunities to generate revenue. Class II and Class III railroads usually earn a fee for picking up and delivering rail carloads to and from Class I railroads, which then forward them to other destinations on the national rail network. Often, these railroads are dependent on aging infrastructure that has been inherited from prior Class I railroad owners. Class II and Class III railroads often lack the internal cash flow needed to enhance yard and line capacity to accommodate more efficient train operations; provide improved rail access via enhanced or new transload facilities or industrial trackage; or upgrade legacy track and bridges to handle heavier loaded car weights of 286,000 pounds, which has become the standard for the national rail system.

Many states, including Kentucky, have opted to provide support to their Class II and Class III railroads to upgrade their lines via state and federal funding mechanisms. The KYTC can help sponsor applications for federal funding through programs such as BUILD (formerly known as RAISE and TIGER), CRISI, INFRA, and others. Such investments ensure that these railroads can continue to serve

their shippers, thus helping to retain businesses and employment and prevent the diversion of freight from rail to truck and the consequent maintenance impacts to the state highway system. Projects seeking competitive federal discretionary grant funding under many of the available programs are typically subjected to a rigorous benefit-cost analysis (BCA) to quantify specific public benefits needed to justify the investment, in addition to narrative description of project merits.

Another key area for state and federal investment is highway-rail grade crossing safety. Improvements include upgrades to warning devices and crossing surfaces, as well as crossing closures and grade separations where appropriate. These projects may be funded through the long-running FHWA Railway-Highway Crossings Program (Section 130) or the FRA's Railroad Crossing Elimination Program (RCE), which was launched in 2022. The impacts of such investments are the prevention and reduction of accidental deaths and injuries at highway-rail grade crossings.

The main financing mechanisms for state investments in rail lines and in highway-rail grade crossing safety improvements were identified in Chapter 2.

State funding mechanisms, as well as federal grant programs and local matching contributions, can together potentially support the planned and proposed investments in the state rail network described in Section 5.8 of this chapter.

#### KENTUCKY SHORT LINE INFRASTRUCTURE PRESERVATION (KSLIP) GRANT PROGRAM

House Bill 1 (HB1), enacted during in the 2024 Kentucky Legislative Session, allocates a total of \$15 million in fiscal years 2024-2025 and 2025-2026 to the Department of Highways budget to implement the Short Line Infrastructure Preservation Grant Program. The bill states that the KYTC shall coordinate with and make grants to Class II and Class III railroads to preserve and enhance existing rail lines and corridors, retain existing rail-served industries and attract new industries, and preserve and modernize Kentucky's rail system. Funds from the program shall be used for equipment, construction, reconstruction, improvement, or rehabilitation of rail facilities or engineering work associated with capital projects. No funds shall be expended from the program unless matched with non-state funds equaling at least 50 percent of the total amount for any individual project. No single project shall receive more than \$2,000,000 in grant funds from the program. Notwithstanding KRS 45.229, any portion of these funds that have not been expended by the end of fiscal year 2024-2025 shall not lapse and shall carry forward into fiscal year 2025-2026. The KYTC shall submit a report to the Legislative Research Commission and the Interim Joint Committee on Appropriations and Revenue by September 1, 2025, detailing the disbursement of funds in this subsection.



Source: Sherman Cahal / Adobe Stock



## KENTUCKY INDUSTRIAL ACCESS AND SAFETY IMPROVEMENT (KIASI) GRANT PROGRAM

HB 1 also allocates an additional \$15 million total in fiscal years 2024-2025 and 2025-2026 to the Department of Highways budget to implement the Industrial Access and Safety Improvement Grant Program. The bill states that the KYTC in conjunction with the Cabinet for Economic Development shall coordinate with and make grants to Class I, II, or III railroads, as well as to any Railroad Authority, Port Authority, rail-served industries, and Industrial and Economic Development Authority Board to expand rail access, enhance the marketability of available industrial sites, increase job creation and capital investment, and increase safety. Funds from the program shall be used for equipment, construction, reconstruction, improvement, or rehabilitation of rail facilities or engineering work associated with capital projects. No funds shall be expended from the program unless matched with non-state funds equaling at least 50 percent of the total amount for any individual project. No single project shall receive more than \$2,000,000 in grant funds from the program. Notwithstanding KRS 45.229, any portion of these funds that have not been expended by the end of fiscal year 2024-2025 shall not lapse and shall carry forward into fiscal year 2025-2026. The KYTC shall submit a report to the Legislative Research Commission and the Interim Joint Committee on Appropriations and Revenue by September 1, 2025, detailing the disbursement of funds in this subsection.

### 5.6.2. Economic Benefits

Through this state rail planning process, the KYTC has developed a better understanding of the rail industry's plans for growth within the state and the projects deemed necessary to facilitate this growth. Therefore, private sector rail projects, if deemed to provide sufficient public benefits in the future, may receive increased public financial assistance should additional funding become available.

As most proposed long-range projects have yet to be analyzed regarding their economic feasibility, it is premature to identify any correlation between the level of public investment and expected benefits.

## 5.7. RAIL STUDIES AND REPORTS

### 5.7.1. Passenger Rail Studies

#### CORRIDOR ID PROGRAM

The Corridor Identification and Development (Corridor ID) Program is a comprehensive intercity passenger rail planning and development program designed to help guide intercity passenger rail development throughout the country and create a pipeline of intercity passenger rail projects ready for implementation. The IIJA authorized the Secretary of Transportation to establish the program to facilitate the development of intercity passenger rail corridors, and the FRA was delegated the authority to create and administer the program. The Corridor ID Program is intended to become the primary means for directing federal financial support and technical assistance toward the development of proposals for new or improved intercity passenger rail services throughout the United States.

Public entities seeking to create or expand intercity passenger rail routes are eligible to apply for funding from the program.



The FRA selected 69 corridors across 44 states, with the goal of upgrading 15 existing rail routes, adding or extending service on 47 new routes, and advancing seven new high-speed rail projects. Each selected corridor was awarded up to \$500,000 for the completion of Step 1 activities. Several of the initial corridors that were selected for the program either pass through Kentucky or serve areas in close proximity to Kentucky. These include the following:

- Louisville-Indianapolis Passenger Rail Corridor, sponsored by the Kentuckiana Regional Planning and Development Agency (KIPDA). This proposed corridor would connect Louisville, Kentucky, to Indianapolis, Indiana, and provide new service on an existing alignment over which Amtrak discontinued service in the early 2000s. The KIPDA will enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan. The KYTC assisted with the grant application for this project and provided a letter of support to KIPDA.
- Daily Cardinal Service, sponsored by Amtrak. This proposed corridor would provide improvements to the existing Amtrak Cardinal service between New York City and Chicago, Illinois, via Philadelphia and Washington, D.C., and the states of Virginia, West Virginia, Kentucky, Ohio, Indiana, and Illinois (including Cincinnati, Ohio, and Indianapolis, Indiana) by increasing service frequency from three days per week to daily. Amtrak will enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.
- Indianapolis-Chicago, sponsored by the Indiana Department of Transportation (INDOT). This proposed corridor would supplement service provided by the existing Amtrak long-distance Cardinal train between Indianapolis, Indiana, and Chicago, Illinois, by adding new round-trip trains within the corridor and improving travel times. The Indiana Department of Transportation will enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan. This effort is being undertaken in coordination with Amtrak's Corridor ID project to increase service frequency on the entirety of the New York-Chicago Cardinal route from thrice weekly to daily. The KYTC provided a letter of support to INDOT.
- Cleveland-Columbus-Dayton-Cincinnati (3C&D) Corridor, sponsored by the Ohio Rail Development Commission. This proposed corridor would connect Cleveland, Columbus, Dayton, and Cincinnati, Ohio, and provide new service on an existing alignment. The Ohio Rail Development Commission will enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.
- Atlanta-Chattanooga-Nashville-Memphis Corridor, sponsored by the City of Chattanooga, Tennessee. This proposed corridor would connect Atlanta, Georgia, to Chattanooga, Nashville, and Memphis, Tennessee, and provide new service on existing alignments. The City of Chattanooga will enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.
- Chicago to Carbondale Corridor, sponsored by the Illinois Department of Transportation. The proposed corridor would provide improvements to the existing Illini/Saluki service between Chicago and Carbondale, Illinois, by improving travel times and reliability. The Illinois Department of Transportation will enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.

The KYTC is also supporting regional efforts in Warren County and Bowling Green to apply for future federal Corridor ID Program funding to study a new Cincinnati-Louisville-Bowling Green-Nashville intercity passenger rail corridor.

### AMTRAK DAILY LONG-DISTANCE SERVICE STUDY

Section 22214 of the IIJA required the FRA, under delegation from the Secretary of Transportation, to conduct an Amtrak Daily Long-Distance Service Study to evaluate the restoration of daily intercity passenger rail service and the potential for new Amtrak long-distance routes.

Long-distance routes are Amtrak routes over 750 miles that connect a mix of urban and rural areas; these routes typically operate one trip per day in each direction, and Amtrak receives annual support from Congress for operating costs associated with long-distance routes. The FRA's Amtrak Daily Long-Distance Service Study was intended to create a foundation for further planning of potential future long-distance services. Under IIJA stipulations, the FRA was required to conduct a study to assess the restoration of daily intercity rail passenger service along any Amtrak long-distance routes that were discontinued, as well as any Amtrak long-distance routes with nondaily service. The FRA may also assess potential new Amtrak long-distance routes in its evaluation, taking into consideration whether those new routes would:

- Link and serve large and small communities as part of a regional rail network
- Advance the economic and social well-being of rural areas of the United States
- Provide enhanced connectivity for the national long-distance passenger rail system
- Reflect public engagement and local and regional support for restored passenger rail service

FRA conducted the study between 2022 and 2024, completing the required analyses and conducting 24 regional working group meetings with stakeholders in 21 cities across the country. FRA solicited comments and study participation from state DOTs, Amtrak, Class I freight railroads, short line railroads, metropolitan planning organizations, regional passenger rail authorities, local officials, federally recognized tribes, and the public. The final report was released in January 2025, and included a proposed network of “selected preferred route options” for future planning and development. The selected route options are not FRA proposals for service, and are not intended to restrict or preclude future plans or planning activities. Among the 15 long-distance routes identified as “selected preferred route options,” two pass through Kentucky, and a third serves cities in close proximity to Kentucky. These routes are:

- Chicago – Miami (serving Louisville, Bowling Green, and Nashville)
- Detroit – New Orleans (serving Cincinnati, Louisville, Bowling Green, and Nashville)
- Dallas/Fort Worth – New York (which would not pass directly through Kentucky but would serve Indianapolis and Cincinnati)

### 5.7.2. Freight Rail Studies

The KYTC has not completed or been involved in any freight rail studies in Kentucky.

## 5.8. RAIL PROJECT INVENTORY

This section identifies the current program of rail projects that are either funded or under consideration for future funding in Kentucky. The projects are prioritized in terms of projects which are currently selected for funding or already in construction, as well as those that could be considered over a 20-year period, if a funding source is provided. The funded projects are limited to those for which funding has been identified based on legislative budget allocations, awards from the HB 1 Grant Programs that were established in 2024, and projects selected for federal grant awards. Unfunded potential future projects include specific projects or prospective project concepts for which funding has not yet been committed or secured but have been deemed important as part of a multi-year program. A brief project summary, anticipated public benefit categories, and a generalized cost estimate are provided for each project listed in the project inventory.

### 5.8.1. Current and Ongoing Projects

Kentucky's current (1-4-year time frame) program of funded and ongoing freight rail projects is described in this section. Projects identified for funding have been selected on the basis of preserving the state's past investments and improving the levels of service and financial performance of the railroads in the state, as well as the anticipated benefits expected for projects in terms of freight system capacity, efficiency, and safety; rail network access; economic development and competitiveness; job creation and retention; transportation savings; energy and environmental benefits; resiliency; and other program-specific benefits.

**Table 5-1** lists the current program of funded and ongoing projects.

The sum of the estimated total project costs for each of the projects within the currently funded program of projects for which estimated total project costs are known at this time exceeds \$149 million. Total funding for the current program includes over \$72 million in federal investment.



Source: Kentucky Transportation Cabinet

Table 5-1. Current and Ongoing Rail Projects in Kentucky

Project Name	Description	Project Benefits	Project Status	Federal Funding	Non-Federal Funding	Total Project Cost	Funding Source(s)
KYTC – Reconnecting Northland-Arlington	The project will replace the existing RJ Corman railroad bridge overpass to allow for ADA accessible sidewalks and bicycle facilities, as well as improved sidewalks, accessible transit stops, and stormwater collection along North Broadway (US 27) in Lexington, Kentucky.	Safety, State of Good Repair	Active	\$8,120,000	\$13,990,000	\$22,110,000	RAISE (FY 2023)
LIRC – Safety, Sustainability, and Alternative Energy Project	The proposed project includes final design and construction activities for various track-related improvements, upgrades to at-grade crossings, and solar panel installation at certain rail facilities along the LIRC.	Safety, System and Service Performance	Active	\$2,685,600	\$2,909,400	\$5,595,000	CRISI (FY 2022)
LIRC – Clagg Bridge Lift Span Operations Project	The proposed project involves project development, final design, and construction for improvements to the Clagg Lift Span of the Fourteenth Street Bridge, which connects Louisville, Kentucky, and Clarksville, Indiana.	Safety, State of Good Repair	Active	\$6,492,000	\$6,492,000	\$12,984,000	CRISI (FY 2023-2024)
LIRC – Network Security and Communications Project	The proposed LIRC project will upgrade existing 900MHz network data radios for the Fourteenth Street Bridge (Clagg Lift Span) over the Ohio River. The current system will be upgraded to fiber in conduit to improve signal system infrastructure security and upgrade of existing vessel traffic voice communications equipment to network capable equipment to improve operational communications capabilities.	Safety, State of Good Repair	Active	-	\$550,316	\$1,954,572	KSLIP (FY 2025)
Logan Aluminum - Northwest And Southwest Yard Track Extension Project	The proposed project would add additional track to the Logan Aluminum plant to increase capacity. Part one of the project would add 1,690 feet of track in the Northwest Yard, and part two would add 800 feet of track to the Southwest Yard.	Equitable Economic Strength	Active	-	\$1,475,400	\$2,950,800	KIASI (FY 2025)



NS - Roadbed Stabilization on CNO&TP Project	The proposed project would stabilize the roadbed and slopes on the CNO&TP at mileposts 10.9 and 51.8. Stabilization at these locations would be achieved by constructing micropile shoulder cap systems. This project will continue to provide rail connectivity for shippers in the state of Kentucky.	Safety, State of Good Repair, Equitable Economic Strength	Active	-	\$506,250	\$1,012,500	KIASI (FY 2025)
Owensboro Riverport Authority - Rail Spur Loading Facility Project	The proposed project would construct two additional rail spurs on the existing rail loop for a potential new customer.	Equitable Economic Strength	Active	-	\$1,230,227	\$2,460,454	KIASI (FY 2025)
PAL – Fostering Economic Sustainability Throughout Kentucky Project	The proposed project involves project development, final design, and construction activities for various track improvements in a rail yard, upgrades to multiple bridges along the PAL's 280-mile main line, and rehabilitation of 19 locomotives.	Safety, System and Service Performance, Equitable Economic Strength	Active	\$29,563,000	\$33,337,000	\$62,900,000	CRISI (FY 2022)
PAL – Rockport Bridge Rehabilitation Freight Rail Project	This project will rehabilitate the PAL Rockport railroad bridge by replacing the deck, filling in portions of the existing approach with rockfill and culvert pipes, and upgrading the electrical and mechanical components that allow the bridge to be raised to accommodate river traffic.	Safety, State of Good Repair, Equitable Economic Strength	Active	\$17,331,850	\$18,668,150	\$36,000,000	INFRA (FY 2022)
PAL – Elizabethtown Crosstie Rehab Project	The proposed PAL project will replace crossties on approximately twenty miles of track, including the Elizabethtown Branch, Cecilia Siding, Tank Siding, and surrounding mainline track with approximately 1,500 crossties per mile. All damaged, worn, or ineffective crossties will be removed from the track structure and replaced with 20,000 new crossties. The track surface will then be renewed with a tamper and ballast regulator.	Safety, State of Good Repair, Equitable Economic Strength	Active	-	\$1,352,700	\$2,705,400	KSLIP (FY 2025)

PAL – Renewal of Princeton Yard Tracks Project	The proposed PAL project will replace the switching ladders on the North and South ends of the Princeton Yard with modern #8 115 RE self-guarded turnouts, reconnect Tracks 9, 10, and 11 to the ladders (these tracks currently are out of service), and reestablish track access through the existing maintenance-of-way shop building. The project will eliminate and replace several very old turnouts, retired fasteners, outdated 85 lb. and 90 lb. rail, and ties in poor condition. Additionally, the project will remove and replace fouled ballast and implement other measures to improve inadequate drainage throughout the Princeton Yard.	Safety, State of Good Repair, Equitable Economic Strength	Active	-	\$2,000,000	\$4,196,700	KSLIP (FY 2025)
PAL – Paducah & Louisville Railway Infrastructure Project	The proposed project will provide upgrades to the PAL rail infrastructure including upgrading 180,000 linear feet of rail on the entire 280-mile line. The project also includes Traffic Control System upgrades between Louisville and Gilbertsville, acquisition and installation of a Wheel Truing System at the Paducah Roundhouse, and the rehabilitation of five bridges.	Safety, State of Good Repair, Equitable Economic Strength	Active	\$33,780,304			INFRA (FY 2026)
RJCC – The Bluegrass Multimodal Freight Improvement Project	The project will fund three improvements to the RJCC line between Frankfort and Lexington, Kentucky. Specifically, it will build a new freight rail-to-truck transload facility just outside of Frankfort, rehabilitate track on the RJCC main line between Frankfort and Lexington, and make improvements to an existing main yard and transload facility in Lexington, which includes switch replacements, rehabilitated grade crossings and track, expanded transload storage pads, and paving truck and vehicle traffic areas.	System and Service Performance, Equitable Economic Strength	Active	\$7,380,600	\$4,920,400	\$12,301,000	CRISI (FY 2021) and KSLIP (FY 2025)

RJCC – Kentucky Freight Rail Improvement Program	The proposed project includes final design and construction and will rehabilitate track on three short line corridors in Kentucky. The project will rehabilitate approximately 30 miles of track, replace crossties, add ballast, surface, and tighten bolts along the Central Kentucky Lines; rehabilitate the 20-mile mainline, replace crossties, add ballast, surface, and tighten bolts along the Bardstown Line; and rehabilitate approximately 14 miles of track, replace approximately 75 specialty railcars with flatcars, and expand track capacity at the Russellville production plant.	State of Good Repair, Equitable Economic Strength	Proposed	\$32,183,290	\$10,727,763	\$42,911,053	CRISI (FY 2023-2024)
RJCM – Track Rehab Project	The proposed RJC project consists of the following work on the Memphis Line: replacing 1,400 crossties, replacing 500 tons of ballast, 100 track feet of crossing renewal, track extension of 200 track feet, a rail upgrade of 1,800 linear feet, and 10,000 linear feet of surfacing.	Safety, State of Good Repair, Equitable Economic Strength	Active	-	\$484,950	\$969,900	KSLIP (FY 2025)
SKYIDA – Southeast Kentucky Industrial Development Authority Corbin Intermodal Feasibility Study	The Southeast Kentucky Industrial Development Authority (SKYIDA) is completing a feasibility study for a potential intermodal facility on the currently under-utilized CSX property in Corbin, Kentucky.	System and Service Performance, Equitable Economic Strength	Active	-	-	-	SKYIDA
TKEN – TennKen Revitalization and Safety Improvement Project	The proposed project involves final design and construction activities for various track improvements on TKEN's main rail line in parts of Tennessee and Kentucky.	Safety, State of Good Repair, Equitable Economic Strength	Active	\$7,370,000	\$3,630,000	\$11,000,000	CRISI (FY 2022)

TKEN – TennKen Rail Improvement Project	This proposed project matches an awarded federal CRISI grant. See above the above project description. Much of the awarded CRISI project work would be done in Tennessee, as Kentucky did not have any matching funds available at the time. The proposed project would expand on the work done in Kentucky by adding the replacement of 1.5 miles of worn and undersized rail to the original CRISI project scope.	Safety, State of Good Repair, Equitable Economic Strength	Active	N/A	\$500,100	\$1,000,200	KSLIP (FY 2025)
TTIS – Infrastructure Rehabilitation and Operational Improvement Project	The proposed TTIS project addresses a variety of maintenance needs including, spot tie replacement and surfacing and tamping in the Paris Yard, rock distribution, and brush cutting for entire rail line. Other project elements include ditching a ravine, bridge tie deck replacement, and a new siding.	Safety, State of Good Repair, Equitable Economic Strength	Active	-	\$875,548	\$1,751,096	KSLIP (FY 2025)
TTIS – Track Expansion Project	The proposed TTIS project would construct approximately 4 new tracks (estimated at 7,400 track feet) that will supplement the current construction of a new siding and track. This expansion will accommodate a newly acquired business and potential future business opportunities at the Bourbon/Nicholas County Industrial Park, which is located adjacent to this TTIS property.	Safety, State of Good Repair, Equitable Economic Strength	Active	-	\$736,386	\$1,472,772	KSLIP (FY 2025)
Wieland North America Recycling - Project Alta	The proposed would construct a new industrial rail spur that would connect Wieland's facility to Norfolk Southern's existing main line. Secondary track spurs would also be installed at the facility for loading and unloading operations.	Equitable Economic Strength	Active	-	\$1,875,000	\$4,186,921	KIASI (FY 2025)



### 5.8.2. Future Projects

Kentucky's current program of unfunded potential future (5-20-year time frame) projects is comprised of projects identified by the KYTC and other rail stakeholders to address rail user and community needs, rail system access, infrastructure enhancement or replacement, and to promote economic development. These projects, however, are not guaranteed to be implemented due to a lack of designated funding or due to the need for further analysis, planning, or programming before funding can be committed.

The unfunded project inventory includes prospective rail projects proposed during the stakeholder and public outreach process, regardless of funding availability at this time and without detailed technical analysis. These projects will be subject to additional verification of feasibility and evaluation of potential public and private benefits to determine each project's suitability for receiving public funding resources.

Estimated total project costs for future freight rail projects may not be known at this time. Upon completion of these analyses, future Statewide Rail Plan updates will reflect more current and accurate information, including capital cost estimates for implementation. Upon the availability or award of state or federal funding resources, projects selected for implementation may be moved to the current and ongoing project list of funded projects in the future. Proposed long-range projects and studies that remain unfunded will be included in future iterations of the Statewide Rail Plan as long as they remain relevant to affected stakeholders and continue to be necessary to help achieve Kentucky's State Rail Vision.

An inventory of potential freight rail projects identified by stakeholders is listed in **Table 5-2**.

Project funding sources for all future projects, inclusive of federal, state, local, and private or other non-federal funding, will be determined as funding opportunities are made available in order to optimize overall funding leverage and to maximize public benefit.

Table 5-2. Proposed Future Rail Projects in Kentucky

Project Name	Description	Project Benefits	Project Status	Estimated Federal Funding	Estimated Non-Federal Funding	Estimated Total Project Cost	Potential Funding Source(s)
TTIS – Paris to Maysville Railroad Rehabilitation	This proposed project would reopen the entire 50-mile TTIS rail corridor from Paris to Maysville, Kentucky. This would allow for a direct connection between CSX lines and better freight flow across the commonwealth. Project elements include track, tie, drainage and structure repairs, and general improvements.		Proposed	TBD	TBD	TBD	State, federal, and private sources
Louisville-Nashville Intermodal Study	TBD	TBD	Proposed	TBD	TBD	TBD	TBD
CSX – Carrollton Railroad Worthville Yard Expansion	This proposed project would expand the undersized CSX Worthville Yard in Worthville, Kentucky. The expansion would allow for increased service to industrial customers in Carrollton, including Nucor Steel.	System and Service Performance, Equitable Economic Strength	Proposed	TBD	TBD	TBD	State, federal, and private sources
RJCC – Fayette County Track Rehab Project	The proposed RJCC project consists of rehabilitation on three portions of the Central Kentucky Lines in Fayette County. For the Old Road subdivision, it would replace 6,750 ties. The work for the Beltline and Versailles subdivisions would include replacing ties, 4,000 and 600, respectively, along with two switch installations in each subdivision. The Beltline would also receive 80 switch ties. Surfacing and ballast would be done at all project locations.	Safety, State of Good Repair	Proposed	TBD	TBD	\$2,481,376	State, federal, and private sources
P&L –Acquisition of Railcar Movers for Paducah & Louisville Yards	The proposed project would add two Boss MX mobile railcar movers to P&L's fleet. One railcar mover would be used in P&L's Paducah Yard and the other would be used in the Louisville Yard. The railcar movers would replace functionally obsolete equipment, which is currently being used to move railcars within the yards.	System and Service Performance	Proposed	TBD	TBD	\$1,224,000	State and private sources

KRM – Railroad Defective Tie Replacement	The proposed KRM project would replace old, worn and defective ties at selected locations within the 17 plus miles of KRM track.	Safety, State of Good Repair	Proposed	TBD	TBD	\$50,000	State, federal, and private sources
LORJ – Loop Track Rehabilitation Project	The 14-mile LORJ railroad includes two parallel loop tracks, each two miles in length. Currently only one mile of each loop is utilized for service and the remainder is out of service due to cross tie conditions. The proposed project will restore the entire loop track system to FRA inspected status by replacing approximately 2,250 crossties and ballast.	Safety, State of Good Repair, Equitable Economic Strength	Proposed	TBD	TBD	\$567,750.00	State, federal, and private sources
KYTC – Upton Rail Crossing Elimination Project	The proposed FY 2023-2024 RCE project would construct a bridge over the CSX mainline from Quarry Road and Highway U.S. 31 W near Upton, Kentucky.	Safety, System and Service Performance	Proposed	TBD	TBD	TBD	State, federal, and private sources
NS – LIRC/NS Connection Project	The proposed NS project would realign the triple S-curve in Louisville where NS connects to the LIRC. The realignment would allow for longer rail cars to be used and for trains to travel at an increased speed through this urban location.	Safety, System and Service Performance. Equitable Economic Strength	Proposed	TBD	TBD	TBD	State, federal, and private sources