



## **Biden-Harris Administration Announces \$4.9 Billion in Funding for Transformational Infrastructure Projects**

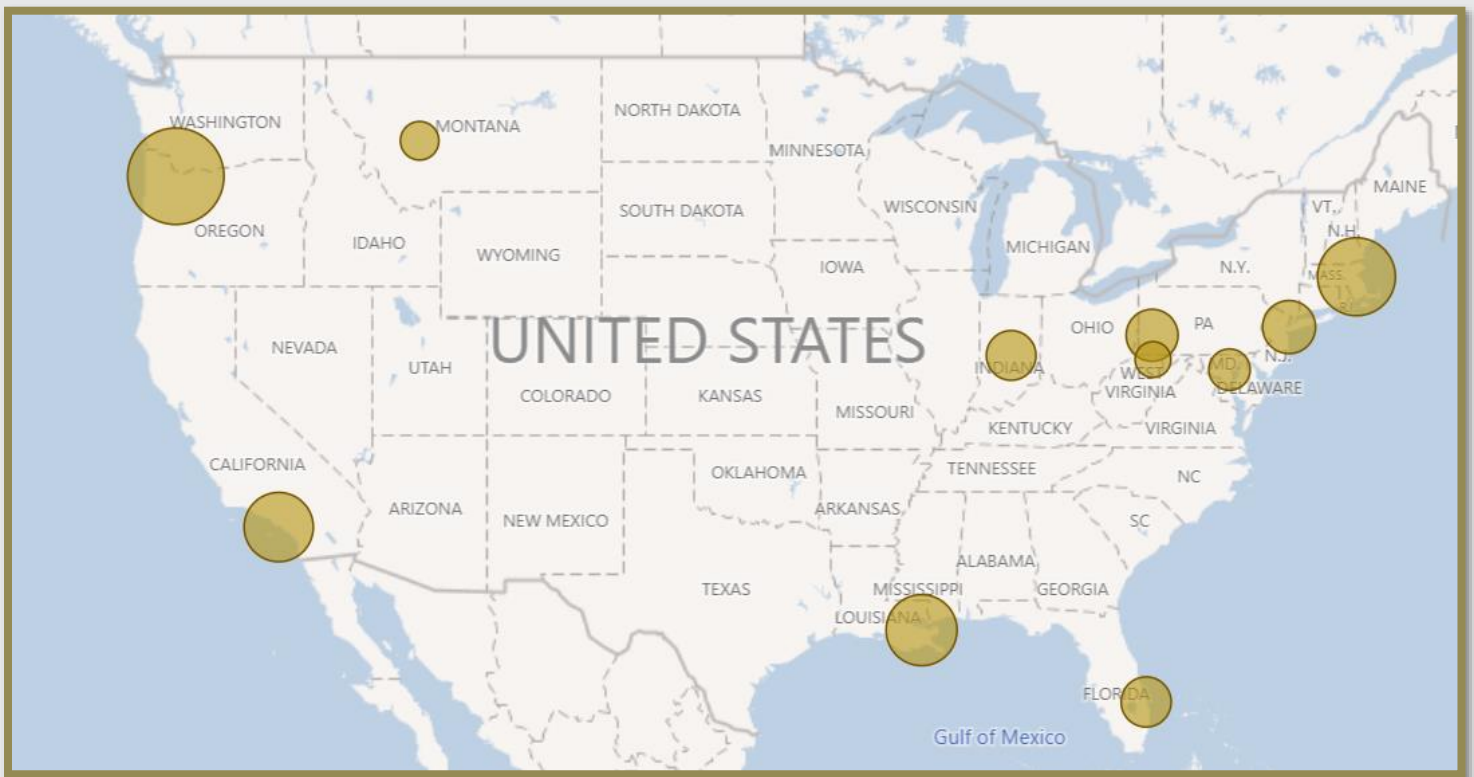
The investments from the Mega and INFRA competitive grant programs are made possible by President Biden's Investing in America Agenda and Bidenomics

*Last updated: Wednesday, January 24, 2024*

WASHINGTON – Today, President Biden and U.S. Transportation Secretary Pete Buttigieg announced more than \$4.9 billion in funding from President Biden's Investing in America agenda to 37 projects through two major discretionary grant programs, the National Infrastructure Project Assistance (Mega) grant program and the Infrastructure for Rebuilding America (INFRA) grant program.

The Mega program, which was created by the Bipartisan Infrastructure Law and provides \$5 billion in funding through 2026, is focused on projects that are uniquely large, complex and difficult to fund under traditional grant programs. For this round of funding, the Biden-Harris Administration is investing in 11 different projects that will generate national and regional economic, mobility, and safety benefits.

# National Infrastructure Project Assistance (Mega) Program



## MEGA AWARDS FY 2023-2024

# National Infrastructure Project Assistance (Mega) Program

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# National Infrastructure Project Assistance (Mega) Program



U.S. Department  
of Transportation

## America's Green Gateway: Pier B Rail Program Buildout

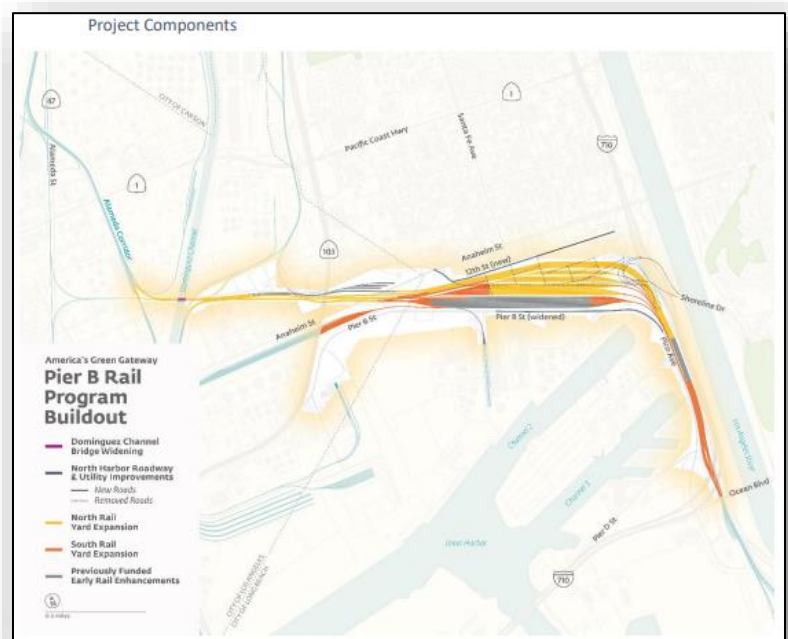
**Mega Award: \$283,375,812**

*Long Beach, California*

**Applicant: City of Long Beach**

### Project Description:

The project will complete the Pier B On-Dock Rail support Facility Program by completing the North Rail Yard Expansion and the South Rail Yard Expansion. The North Rail Yard Expansion will construct two new mainline tracks, five new 10,000-foot receiving and departure tracks extending from west of the Dominguez Channel to the Pico Avenue rail corridor, and 26 new storage tracks north of the existing Pier B Yard. It also includes active at-grade warning devices and railroad pre-emption with a new traffic signal at Pier B Street. The South Rail Yard Expansion will add seven new 3,000-foot storage tracks, lengthen and rehabilitate seven existing 3,000-foot storage tracks, construct two new tracks in the Pico Avenue Rail Corridor, reconfigure tracks near Pier D Street, and construct a new compressed air facility.



### Project Benefits:

The project addresses Safety; State of Good Repair; Climate Change, Resiliency, and the Environment and Equity, Multimodal Options, and Quality of Life. It will significantly enhance container-on-rail service to and from the ports of Long Beach and Los Angeles, facilitating 20 percent of container throughput at the ports that moves exclusively by rail. It will also improve the connections between the ports and the BNSF and Union Pacific networks. The project also applies a Port-Wide Project Labor Agreement (PLA) that the Port of Long Beach executed with the Los Angeles/Orange Counties Building and Construction Trades Council and the Signatory Craft Councils and Local Unions.

# National Infrastructure Project Assistance (Mega) Program



U.S. Department  
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## St. Lucie River Railroad Bridge Replacement Project

**Mega Award: \$130,500,000**

*Stuart, Florida*

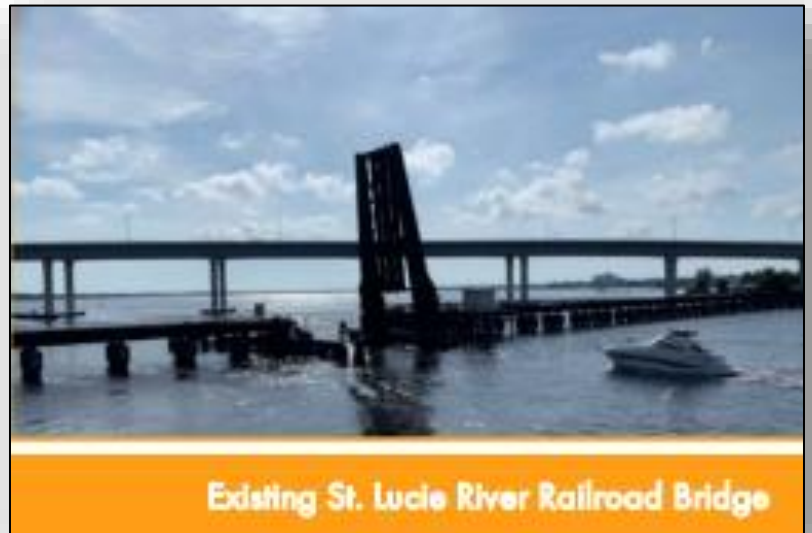
**Applicant: City of Stuart**

### Project Description:

The project will replace the existing 100-year-old St. Lucie River Railroad Bridge with a new double-track structure with significantly improved vertical and horizontal navigational clearances.

### Project Benefits:

The project is strong in Safety; State of Good Repair; and Economic Impacts, Freight Movement and Job Creation. By diverting freight traffic to rail, the project will increase safety for marine traffic, decrease the potential for blocked grade crossings and vehicle collisions, and shift single occupancy vehicles to safer passenger rail travel. Additionally, the replacement of the 100-year-old existing bridge with a new modernized structure will result in lower operations and maintenance costs.



# National Infrastructure Project Assistance (Mega) Program



U.S. Department  
of Transportation

## 80/94 FlexRoad Project

**Mega Award: \$127,484,669**

*Gary, Indiana to Munster & Lansing, Illinois*

**Applicant: Indiana Department of Transportation**

### Project Description:

This project will improve 19 miles of interstate within the Chicago urbanized area, from the I-65 interchange in Indiana to the I-294/I-80 and I-94 interchange in Illinois by implementing eight Transportation Systems

Management and Operations (TSMO) strategies. TSMO strategies include ramp metering, dynamic shoulder lanes, variable speed limits, queue warning signs, event management, improved signage, improvements to the Broadway/I-65 interchange, and dynamic lane control.



### Project Benefits:

The project is strong in Safety; Economic Impacts, Freight Movement and Job Creation; and Innovation. This corridor is a major bi-state connection between Illinois and Indiana and the time savings that will result from this project are significant. Located on one of the most significant national freight corridors, the project area carries more than 200,000 vehicles per day, approximately one third of which are trucks. The TSMO strategies will help to reduce congestion and increase efficiency of the highway without expanding the highway footprint.

# National Infrastructure Project Assistance (Mega) Program



U.S. Department  
of Transportation

## Louisiana International Terminal Project

**Mega Award: \$73,779,805**

*St. Bernard Parish, Louisiana*

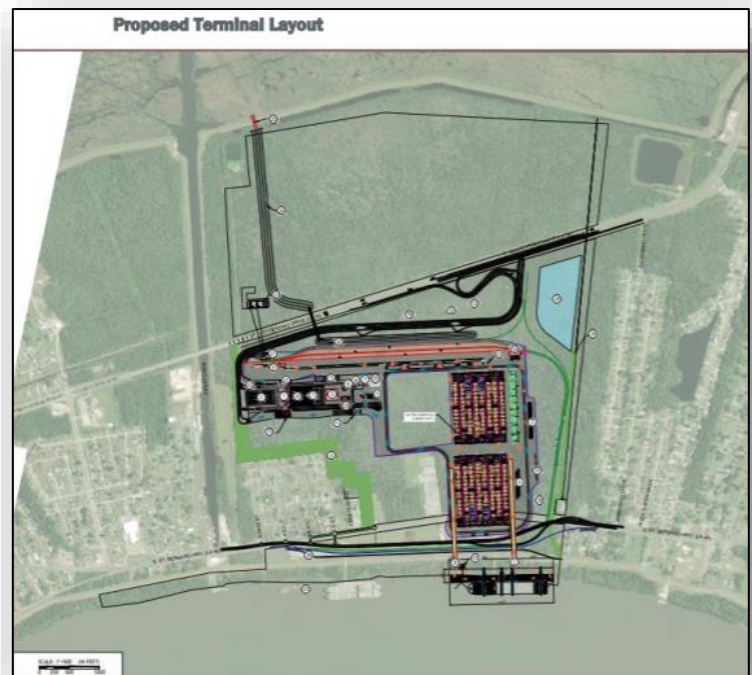
**Applicant: Port of New Orleans**

### Project Description:

The project will construct a new container terminal on the Gulf Coast for the Port of New Orleans that is not air-draft restricted. The project will include approximately 1,700- feet of wharf, two ramps to connect the wharf to the container yard, an automated stacking crane yard, utilities, storm drainage, all necessary buildings for operations, entry and exit gates, intermodal rail yard, realignment of the Norfolk Southern rail and realignment of St Bernard Highway. This project will also receive funding from the INFRA Grant Program for a full MPDG award amount.

### Project Benefits:

The project is strong in Economic Impacts, Freight Movements and Job Creation. The new terminal is a competitive international terminal alternative to air-draft restricted terminals located farther inland on the Mississippi River, as it can accommodate larger vessels. For this reason, the project has notable support from Midwestern inland ports. The project will create approximately 4,300 new jobs in the Violet community of St. Bernard Parish, an area of persistent poverty and historic disadvantage, in addition to coordinating transit connections to facilitate workforce training and the new facility. As a new terminal, it will also incorporate the most advanced and modern terminal technology and equipment and will incorporate climate resiliency in its design. The project will be delivered through a public-private partnership.





## I-895 Baltimore Harbor Tunnel at Frankfurst Avenue Interchange Improvements Project

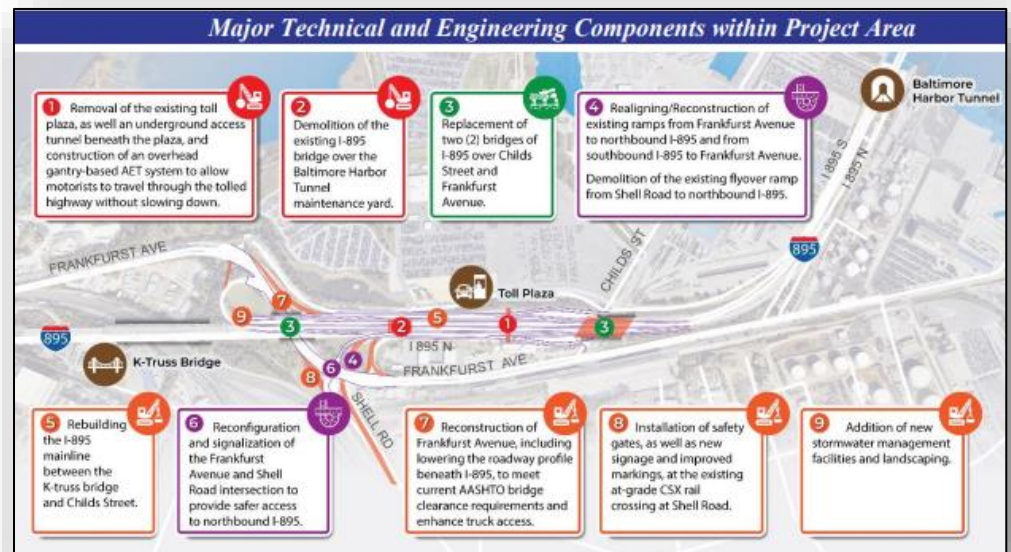
**MEGA Award: \$80,000,000**

*Baltimore, Maryland*

**Applicant: Maryland Transportation Authority**

### Project Description:

The project will demolish the existing toll plaza and incorporate overhead gantries to facilitate automatic electronic tolling (AET) at highway speeds. The project will also replace two aging bridges, reconstruct Frankfurst Avenue, realign and reconstruct interchanges, rebuild a section of the I-895 mainline, and improve an at-grade rail crossing. The scope also includes the addition of new stormwater management facilities and landscaping.



### Project Benefits:

The project is strong in Safety; State of Good Repair; Economic Impacts, Freight Movements and Job Creation; Climate Change, Resiliency, and the Environment; and Equity, Multimodal Options, and Quality of Life. The project will improve safety and reduce emissions by installing overhead gantries that will eliminate the need for traffic to stop at the toll plaza and reduce abrupt speed changes. Increasing the bridge clearance of I-895 over Frankfurst Avenue, realigning ramps that are heavily utilized by truck traffic, and adding Over-Height Detection System notification points will reduce bridge strikes and increase safety, with overall crashes expected to fall below state-wide averages. The project will eliminate recurring bottlenecks during rush hour, avoid further deterioration of bridges and interchanges (and associated costly maintenance), and reduce congestion-related pollution that harms the nearby communities of Brooklyn and Curtis Bay.



# National Infrastructure Project Assistance (Mega) Program



U.S. Department  
of Transportation

## Sagamore Bridge Project

**Mega Award: \$371,870,542**

*Cape Cod, Massachusetts*

**Applicant: Massachusetts Department of Transportation**

### Project Description:

The project includes the design and construction of the Sagamore Bridge and approaches, improvements to the local roadway connections, and major utility relocation. This award also includes FY 2025 and FY 2026 Mega funding.



### Project Benefits:

The project is strong in Safety; State of Good Repair; Economic Impacts, Freight Movements and Job Creation; Equity, Multimodal Options, and Quality of Life; and Innovation. The project will bring the bridge into a state of good repair by restoring and modernizing the nearly 90-year-old Sagamore Bridge that is considered functionally obsolete and structurally deficient. Replacing the bridge will ensure the infrastructure meets modern structural design criteria, including the consideration of site-specific wind loads, effects due to climate change, seismic resilience, and use of redundant load paths to create a resilient structure without fracture-critical elements. In addition, the project will result in safety benefits by addressing the geometric deficiencies of the cross sections of the Bridges.

# National Infrastructure Project Assistance (Mega) Program



U.S. Department  
of Transportation

Rural

## Mineral County I-90 Improvement Project

**Mega Award: \$31,977,319**

*Mineral County, Montana*

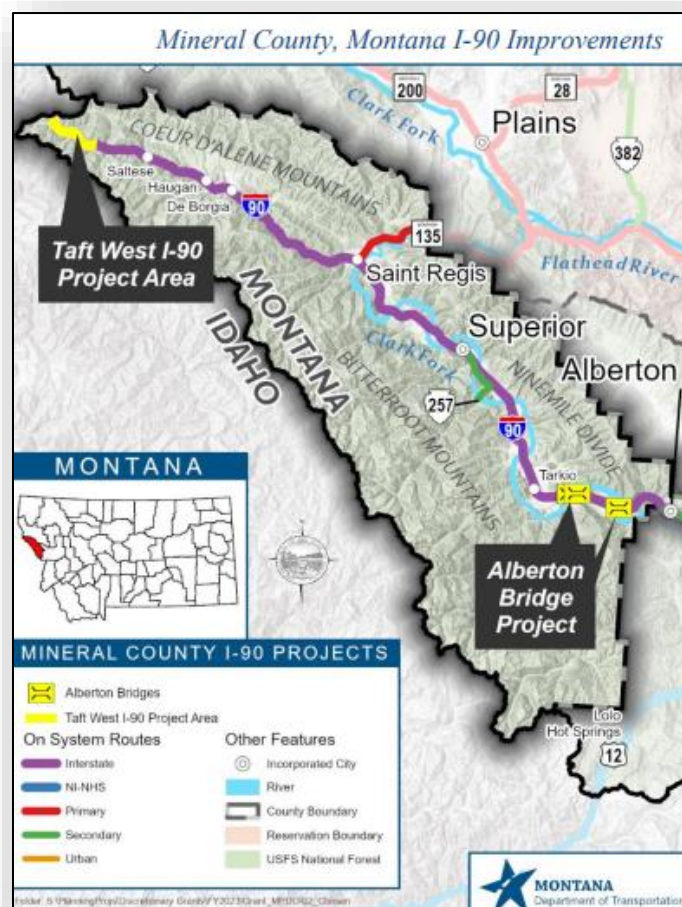
**Applicant: Montana Department of Transportation**

### Project Description:

This project will replace and rehabilitate aging infrastructure on I-90 between the Idaho-Montana state border and the town of Alberton, Montana. The project consists of two smaller projects: Taft-West Reconstruction and Alberton Bridge Replacement. The Taft-West Project will reconstruct approximately 5.7 miles of eastbound and westbound I-90 to bring the roadway up to current Montana DOT pavement standards for harsh weather conditions, and will provide drainage, environmental, traffic, and safety improvements as well as new wildlife crossings. The Alberton Bridge Project will replace structures on westbound I-90 at Old Highway 10, Clark Fork River, and Cyr. This project will also receive funding from the INFRA Grant Program for a full MPDG award amount.

### Project Benefits:

The project is strong in State of Good Repair; and Economic Impacts, Freight Movement and Job Creation. In addition to providing critical access for freight and a resilient natural disaster evacuation route between Montana and Idaho, the project will help improve access to public lands and recreation areas, including the Lookout Pass Ski Area, NorPac trail, and the Route of the Hiawatha trail. The project includes Permanent Erosion and Sediment Control (PESC) features and wildlife crossings. At both the Clark Fork River and Cyr bridge sites, fencing tied into the grade separation of the structures will be used to direct animals under the bridge spans.



# National Infrastructure Project Assistance (Mega) Program



U.S. Department  
of Transportation

## Cross Bronx Expressway – Multimodal Community Connector

**Mega Award: \$150,000,000**

*New York, New York*

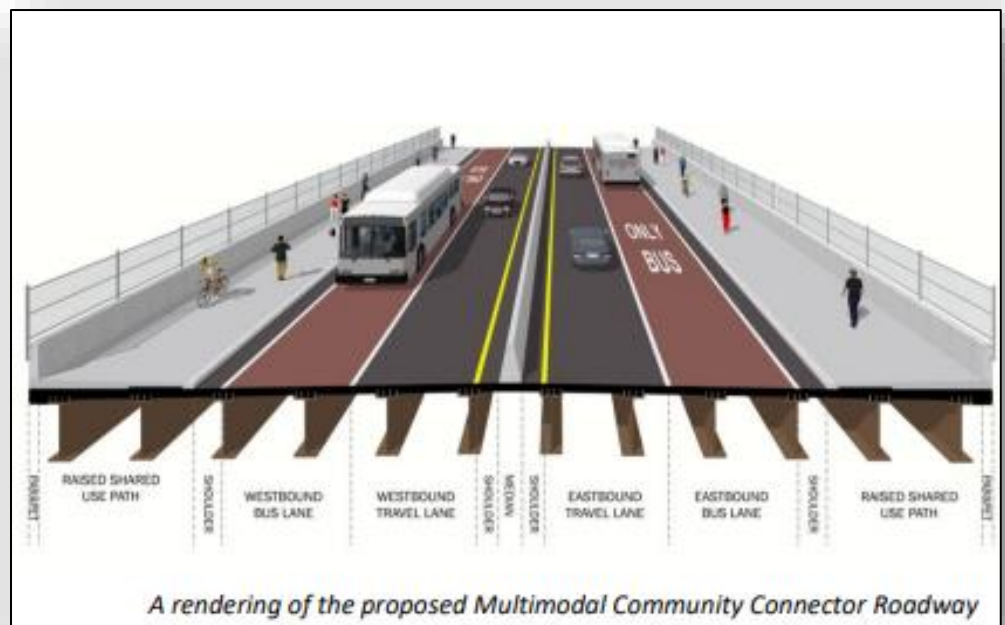
**Applicant: New York State Department of Transportation**

### Project Description:

The project will construct a new Multimodal Community Connector Roadway (MCRR), which will include dedicated bus lanes and bicycle/pedestrian paths, providing multimodal connections between neighborhoods on both sides of the Bronx River.

### Project Benefits:

The project is strong in Safety; State of Good Repair; and Equity, Multimodal Options, and Quality of Life. The project will reconnect communities between the Harlem River and Hutchinson River Parkway that were divided by the expressway when it was constructed between 1948 and 1972. The project will make a significant reduction in serious injuries and crashes by improving geometric designs, stopping and sight distances, weaving/merging lengths, and lengthening acceleration and deceleration lanes. The installation of new multiuse paths will separate the non-vehicular and vehicular traffic.



# National Infrastructure Project Assistance (Mega) Program



U.S. Department  
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## Eastern Pittsburgh Multimodal Corridor Project

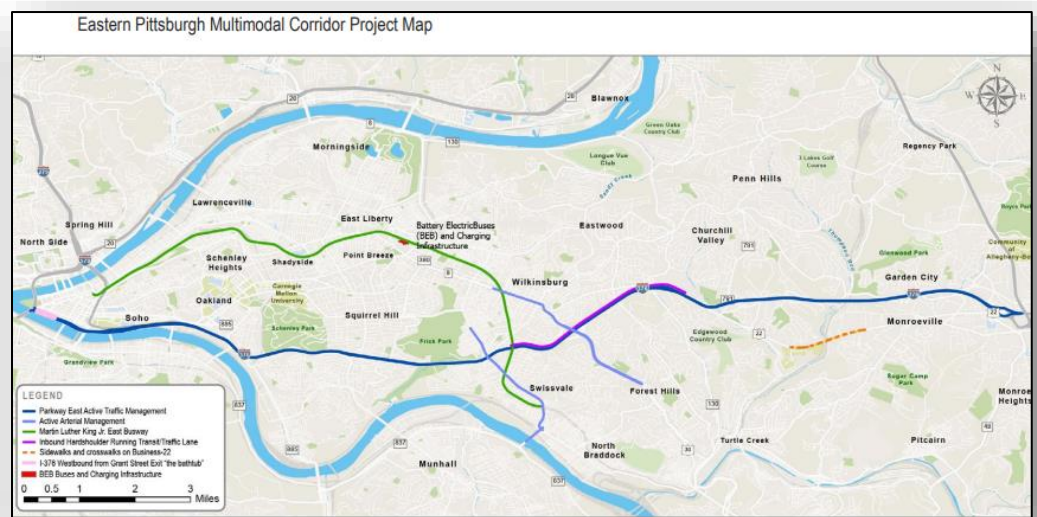
**Mega Award: \$142,342,200**

*Pittsburgh, Pennsylvania*

**Applicant: Southwestern Pennsylvania Commission**

### Project Description:

The project will make multimodal improvements in the I-376 (Parkway East) corridor of Pittsburgh, including rehabilitation of 10 bridges, Active Traffic Management improvements from Monroeville to downtown Pittsburgh, the I-376 Floodwall Mitigation in Downtown Pittsburgh, associated improvements along South Braddock Avenue and Route 30/Lincoln Highway/Ardmore Boulevard, bus infrastructure improvements and slope protection, a hard shoulder running inbound on I-376, and approximately 5000 feet of sidewalk to fill gaps along Business 22 in the municipalities of Wilkins and Monroeville.



### Project Benefits:

The project is strong in Climate Change, Resiliency, and the Environment. The project will also address State of Good Repair; Economic Impacts, Freight Movement, and Job Creation; and Equity, Multimodal Options, and Quality of Life. The Active Traffic Management components include dynamic lane use, dynamic speed limits, wrong way vehicle detection, and queue warning systems that are expected to reduce the higher-than-average crashes on the Parkway East in the project area. The project will also make resiliency improvements and reduce costly recurring maintenance through flood and landslide mitigation efforts in the "Bathtub" segment of the project area, which is prone to unplanned road closures. The multimodal project improvements are aligned with the 2021 Pennsylvania Climate Action Plan and the City of Pittsburgh Climate Action Plan.



# National Infrastructure Project Assistance (Mega) Program



U.S. Department  
of Transportation

## Interstate Bridge Replacement Program

**Mega Award: \$600,000,000**

*Portland, Oregon and Vancouver, Washington*

**Applicant: Washington State Department of Transportation,  
in partnership with the Oregon Department of Transportation**

### Project Description:

The project will update Interstate 5 with a seismically resilient replacement of the I-5 bridge over the Columbia River, connecting Vancouver, Washington to Portland, Oregon. The new bridge will include transit improvements such as additional light-rail transit service, enhanced zero-emission express bus service, and the expansion of active transportation networks. This award also includes FY 2025 Mega funding

### Project Benefits:

The project is strong in State of Good Repair; Economic Impacts, Freight Movement and Job Creation; Climate Change, Resiliency, and Equity; Multimodal Options, and Quality of Life; and Innovation. The project will address vulnerabilities to make the bridge more resilient and better handle future challenges including correcting structural weaknesses, seismic risks, congestion issues. The bridge is expected to have specialized lanes for heavy trucks, rail connections, and shipping. Additionally, the new bridge will offer affordable transportation options such as bus lanes, pedestrian walkways, bike lanes, and a light rail system to promote sustainable transportation.



# National Infrastructure Project Assistance (Mega) Program



U.S. Department  
of Transportation

## I-79 Chaplin Hill Gateway

**Mega Award: \$54,320,000**

*Monongalia County, West Virginia*

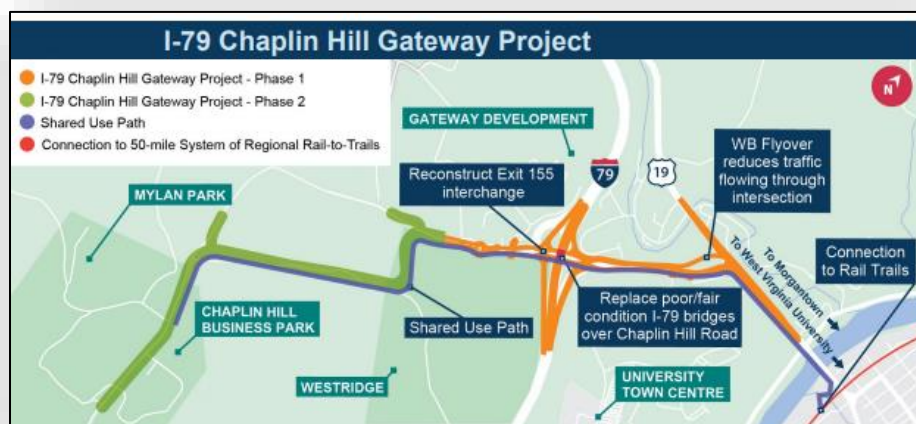
**Applicant: Monongalia County Commission**

### Project Description:

The project has multiple components including replacing I-79 bridges over Chaplin Hill Road, reconstructing exit 155 interchange, WB I-79 flyover reconstruction, and a pedestrian and bicycle connection between the Star City bridge and the regional rail-to-trail network.

### Project Benefits:

The project is strong in Safety; State of Good Repair; and Economic Impacts, Freight Movement, and Job Creation. The project will improve an area with a higher than average crash rate, addresses a freight bottleneck, improves access to a job training center for individuals with disabilities, while reconnecting communities separated by I-79 just outside of Morgantown. The project also provides a new connection to the 48-mile rail-to-trail network that serves the region.







U.S. Department of Transportation

## President Biden Announces First of its Kind Infrastructure Investment for Nine Nationally Significant Mega Projects

Tuesday, January 31, 2023

*New Mega Grant program, created by the President's infrastructure law will bring massive economic benefits to communities across the nation.*

**NEW YORK** – Today, President Biden and Transportation Secretary Pete Buttigieg announced that the Biden-Harris Administration has awarded nearly \$1.2 billion from the new **National Infrastructure Project Assistance (Mega) discretionary grant program** for nine projects across the country. These projects will create good-paying jobs, grow the economy, strengthen supply chains, improve mobility for residents, and make our transportation systems safer for all users.

...

This year's selected projects include:

- **\$250 million for Brent Spence Bridge improvements** (Cincinnati, OH and Covington, KY): This critical freight corridor over the Ohio River sees over \$400 billion in freight movement annually. It is among the worst truck bottlenecks in the nation. This Mega award will support critical improvements to the Brent Spence Bridge and fund the construction of a new bridge alongside the existing bridge to relieve congestion and improve travel time reliability – supporting the regional economy.
- **\$292 million for Hudson Yards Concrete Casing, Section 3** (New York, NY): This award will help fund the final section of concrete casing intended to preserve future right-of-way for the new Hudson River Tunnel and lay the groundwork for the much-anticipated Gateway Project. Once completed, the future Hudson Tunnel project will improve commute times, Amtrak reliability on the Northeast Corridor (NEC), and support the NEC regional economy, which is home to 17% of the U.S. population. Amtrak expects the

Hudson Tunnel project will result in 72,000 direct, indirect, and induced jobs during construction with union partnerships for job training.

- **\$78 million for the Roosevelt Boulevard Multimodal Project** (Philadelphia, PA): Roosevelt Boulevard currently has one of the highest crash rates in Philadelphia, accounting for 14% of all crash-related fatalities in the city. This project will make improvements along approximately 12 miles of the Boulevard to improve safety and accessibility for all users, including pedestrians and cyclists. Jobs on the project will be prioritized for economically disadvantaged communities through the use of economic hiring preferences and the project will train new workers through registered apprenticeship.
- **\$150 million to replace the I-10 Calcasieu River Bridge** (Calcasieu Parish, LA): The existing bridge, constructed before the Interstate Highway System, is structurally and functionally deficient, resulting in significant freight bottlenecks. The new bridge will relieve congestion and improve regional mobility, supply chain efficiency, and safety. A workforce agreement will be created for the project that includes ways to target jobs and training opportunities to underserved communities.
- **\$110 million to replace North Carolina's Alligator River Bridge** (Dare and Tyrrell Counties, NC): The existing bridge, a machinery-driven movable swing bridge is a critical hurricane evacuation route and is in a deteriorated condition, which causes costly delays for travelers. This award will support construction of a modern high-rise fixed-span bridge that will improve travel times and safety, for cars, bikes, and pedestrians, along a primary east-west route in northeastern North Carolina between I-95 and the Outer Banks.
- **\$60 million to make improvements to the I-10 Freight Corridor** (Diamondhead, MS): The funding will widen I-10 from four to six lanes from just west of Diamondhead. This project will strengthen access to locations across the Mississippi Gulf Coast, and major southern cities, including New Orleans, Baton Rouge, Houston and Mobile. Additionally, the project will promote future economic growth, including freight industries that also support international trade, and vitality in the region.

Click [HERE](#) for a full list of awards

## **National Infrastructure Project Assistance (Mega) Program FY2023 Fact Sheets**

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## **Watsonville-Cruz Multimodal Corridor Program**

California Department of Transportation

*Santa Cruz County, California*

**AWARD TOTAL:** \$30,000,000

### **Quick hits:**

- **The project:** The funding will cover auxiliary lane and bus on shoulder (BOS) access on State Route 1 (SR 1); new bicycle and pedestrian overcrossings as part of the New Coastal Rail Trail (CRT) within the Santa Cruz Branch Rail Line. The applicant will also purchase four new Zero-Emission Buses (ZEBs)
- **Economic benefits:** Caltrans estimates the project will create 2,167 jobs; improve access to three of the top employers in Santa Cruz County, including the Santa Cruz Beach Boardwalk, County of Santa Cruz, and Dominican Hospital – all employers with between 1,000 and 4,999 employees.
- **Economic importance:** According to Caltrans, SR 1 is a critical corridor for regional and interregional travel and experiences significant levels of delays daily as the main commuter route linking (1) the Watsonville area to job centers in the Santa Cruz area, and (2) to SR 17 for access to Silicon Valley and the Bay Area. Most of the freight activity in Santa Cruz County is also centered in Watsonville, with the top four freight industries in Santa Cruz County being retail trade, manufacturing, construction, and farming. The Project's auxiliary lanes and BOS facility will reduce travel time while also reducing vehicle miles traveled (VMT), providing economic benefits, reducing transportation costs for goods movement, and fostering access to new and existing jobs. Similarly, the CRT is key for transportation, recreation, education, health, eco-tourism, coastal access, economic vitality, and other visitor-serving purposes. The project will also enhance recreational and tourism opportunities.
- **Safety benefits:** According to Caltrans, the overall collision rate on SR 1 in the Project area is 30% higher than comparable facilities throughout California. Without improvements, Caltrans estimates that collisions on the SR 1 mainline are expected to increase by 17% by 2045.
- **Resilience benefits:** SR 1 is a main evacuation route from the mountain regions, connecting with SR 9. The project will provide improvements for auxiliary lanes for emergency evacuations and continuous standard width shoulders for emergency, enforcement, and disabled vehicles for the entire length of the project area.
- **Climate benefits:** Given the location adjacent to the coast, the project area is susceptible to climate change impacts primarily due to flooding from extreme storms. The Project's design includes stormwater features to account for the additional climate risk from flooding and run-off to the ocean to improve climate resiliency. Caltrans estimates this Project will reduce over 35,000 tons of carbon dioxide emissions.

## **Metra UP North Rebuild: Fullerton to Addison**

Metra Commuter Railroad

*Chicago, Illinois*

**AWARD TOTAL:** \$117,000,000

### **Quick hits:**

- **The project:** The funding will replace approximately 11 bridges, 4 miles of track structure, and more than 1.75 miles of retaining walls along Metra's UP-N line. Additionally, each replaced bridge will have a walkway and sacrificial beams, street repaving, underpass lighting, and pedestrian curb improvements.
- **Economic benefits:** The project will aim to enhance safe and efficient transportation choices for individuals who reside in the northern neighborhoods of Chicago and nearby suburbs. The line carries a substantive share of Metra's reverse commuters as well as connects stations in suburban downtowns to nearby jobs.
- **Economic importance:** Metra estimates that the project will reduce passenger delay by 38 million hours over the next 30 years. The location of the project and its ability to connect several employment centers and areas experiencing economic development make it likely to generate significant national economic benefits.
- **Safety benefits:** According to Metra, current conditions (lack of safety features and weight restrictions) risk the potential for slow orders or even temporary closures for emergency repairs that would be costly and that would disrupt the only transit option that connects Kenosha, WI; Lake County, IL, and downtown Chicago. Metra estimates nearly 350 crashes and any associated injuries, fatalities, and property damage could be avoided over the first 30 years of the project's life.
- **Resilience benefits:** The project addresses the oldest bridges and retaining walls along the line that are slated for the replacement to provide safe, affordable, and resilient structures. The new structures will include sacrificial beams and attenuators to improve safety and resilience in the event of a vehicular strike.
- **Climate benefits:** Making public transportation more reliable and attractive to riders is a key solution to mitigate further climate change impacts from the transportation sector. The project will improve energy efficiency, reduce dependence on oil and diesel fuel, improve air quality, and reduce congestion-related emissions.

### **Brent Spence Bridge Corridor Project**

Kentucky Transportation Cabinet, with Ohio Department of Transportation

*Cincinnati, Ohio and Covington, Kentucky*

**AWARD TOTAL:** \$250,000,000

#### **Quick hits:**

- **The project:** The funding will cover construction of a new bridge alongside the existing Brent Spence Bridge (BSB), rehabilitate and reconfigure the existing Brent Spence Bridge, and will also include improvements to an approximately eight-mile interstate corridor serving the bridges. The award also compliments the \$1.3 billion awarded earlier in 2023 by the FHWA's Large Bridge Grants program.
- **Economic benefits:** The project will expand highway access to central business districts of Cincinnati, Ohio, and Covington, Kentucky; According to Kentucky Transportation Cabinet and the Ohio Department of Transportation, over \$400B in freight movement crosses the BSB annually, with anticipated growth to over \$800B by 2030.
- **Economic importance:** The project will address one of the worst truck bottlenecks in the nation, as ranked by The American Transportation Research Institute (ATRI), improving a critical highway network connection from Florida to Canada.
- **Safety benefits:** The project involves construction of a new companion bridge, the distribution of traffic on the two bridges that will allow for reduced weaving and merging for all travelers, and the reconfiguration of the existing BSB from four lanes to three lanes on each deck, allowing space for shoulders. The applicants estimate that shifting traffic to the new bridge is expected to result in more than 150 avoided crashes annually, amounting to over \$20M in benefits in the opening year of the project alone.
- **Resilience benefits:** Providing additional lane capacity, additional cross-river capacity and improvements to the bridge approaches, and construction of the companion bridge provide critical system resiliency in the corridor. Construction of the companion bridge will also significantly support emergency and disaster preparedness.



## **I-10 Calcasieu River Bridge Replacement Project**

Louisiana Department of Transportation & Development

*Lake Charles, Louisiana*

**AWARD TOTAL:** \$150,000,000

### **Quick hits:**

- **The project:** The funding will design and construct a new Bridge over the Calcasieu River with three travel lanes and one auxiliary lane in each direction.
- **Economic benefits:** LADOTD estimates the project will create 16,120 jobs; generate over \$800M in benefits.
- **Economic importance:** The segment of I-10 from San Antonio, Texas connecting through Lake Charles to New Orleans, Louisiana is one of the Top 25 Domestic Freight Corridors for commodity tonnage in the nation. LADOTD expects the value of truck freight moved in the region to grow from \$13.5B in 2020 to \$28.2B by 2050. The project will aim to relieve a national freight bottleneck and improve regional mobility challenges in the areas surrounding the 70-year-old Calcasieu River Bridge on I-10 in southwest Louisiana.
- **Safety benefits:** According to LADOTD, the project area has a crash rate 66% higher than comparable multi-lane, limited-access facilities throughout Louisiana. The project aims to improve bridge design and help relieve congestion to help promote free-flowing traffic and reduce crashes.
- **Resilience benefits:** The Bridge was cited as one of the region's primary bottleneck during at least seven recent evacuation events according to the applicant, including Hurricanes Laura and Delta in 2020 and Hurricane Ida in 2021. Increasing capacity on the Bridge and strengthening its structural resilience will make disaster evacuation and emergency response faster and safer.
- **Climate benefits:** According to LADOTD, the Bridge currently handles nearly 80,000 crossings each day, and it's projected to handle over 99,000 crossings by 2042, more than double the design threshold. GHG emissions from the idling congestion on the Bridge have serious environmental health implications to the surrounding communities, and without this project, air quality will worsen for residents as congestion continues to rise. LADOTD estimates the project will remove 1.6 million (M) tons of GHG through congestion relief.

## **Improvements to the I-10 Freight Corridor**

Mississippi Department of Transportation

*Diamondhead, Mississippi*

**AWARD TOTAL:** \$60,000,000

### **Quick hits:**

- **The project:** The project will widen I-10 from four to six lanes from just west of Diamondhead to just east of County Farm Road. It also includes intelligent transportation system (ITS) improvements from approximately 1.5 miles west of the SR 603/43 interchange to approximately 2 miles east of US 49.
- **Economic benefits:** This project will strengthen access to locations across the Mississippi Gulf Coast, and major southern cities, including New Orleans, Baton Rouge, Houston and Mobile. Additionally, the project will promote future economic growth, including freight industries that also support international trade, and vitality in the region.
- **Economic importance:** This project spans a large portion of the Mississippi Gulf Coast, which experiences heavy traffic from freight, residents and tourists and facilitates access to the nearby Hancock County Port Bienville and State Port of Gulfport, which also serves as a strategic port for military operations.
- **Safety benefits:** Based on the statewide crash rate for similar facilities with similar traffic counts, MDOT expects this project to reduce the project area crash rate by 22%.
- **Climate benefits:** The proposed project improvements will improve overall energy efficiency and result in a reduction in pollution and noise. In addition to reducing air pollution and greenhouse gas emissions, construction materials will minimize the carbon footprint and provide a safer and healthier working environment for employees.

## **Strengthening Transportation Evacuation Resilient Lifeline by Improving the Network's Grid (STERLING)**

North Carolina Department of Transportation

*Plymouth, North Carolina and Manteo, North Carolina*

**AWARD TOTAL:** \$110,000,000

### **Quick hits:**

- **The project:** This project will replace the Alligator River Bridge on U.S. Highway 64, which is currently a machinery-driven movable swing bridge, with a modern high-rise fixed-span bridge. The new bridge will be approximately 3.2 miles in length, with a vertical clearance of 65 feet to accommodate the navigational channel, two 12-foot lanes with 8-foot shoulders, and railings to separate bicycle traffic from vehicle traffic.
- **Economic benefits:** The STERLING Project will reduce wait times for travelers and help increase dependability of transportation options on US 64.
- **Economic importance:** NCDOT estimates that Alligator River bridge closings have accounted for more than 300 hours of delay annually and millions of dollars in recent years. The STERLING Project will include fiber optic cable and information technology services (ITS) improvements along the US 64 corridor, which has the potential to increase property values along US 64.
- **Safety benefits:** Replacement of the existing facility with a fixed span bridge will eliminate potential emergency vehicle access conflicts with bridge during peak travel times. Increased shoulder width and rail height serve as a safety benefit to bicyclists. The installation of broadband and associated information technologies infrastructure will provide critical information to drivers, improving safety along the US 64 corridor.
- **Resilience benefits:** The project will prepare northeastern North Carolina for automated/connected vehicles and improve hurricane evacuation times
- **Climate benefits:** Facilitating boat passage will allow for substantial reductions in greenhouse gas (GHG) emissions. The project also improves active transportation options; has the potential to reuse materials to serve as artificial reefs; minimizes impacts to both the Palmetto- Peartree Preserve and the Alligator River National Wildlife Refuge; improves wildlife habitat connectivity between the north and south areas of the roadway by providing wildlife crossing structures and directional barrier fences; and will help to eliminate wildlife/vehicle collisions and increase the permeability of the roadway for the wide diversity of wildlife in the area.

### **Hudson Yards Concrete Casing – Section 3 (HYCC-3)**

The National Railroad Passenger Corporation (Amtrak)

*Manhattan, New York*

**AWARD TOTAL:** \$292,171,053 (FY22-FY25)

#### **Quick hits:**

- **The project:** This funding will cover construction of the third and final section of the concrete casing intended to preserve future right-of-way for the new Hudson River Tunnel and allow for the continued redevelopment of Hudson Yards. This is a part of the larger Gateway Project and a critical step towards creating a new Hudson River Tunnel.
- **Economic benefits:** This project is part of the larger Hudson Tunnel Project, which is expected to create more than 72,000 direct, indirect, and induced jobs and \$19 billion in economic activity created over the project's construction period.
- **Economic importance:** This project is a critical piece of the Gateway Program, which will modernize this most heavily used part of the Northeast Corridor. This portion of the Northeast Corridor between New Jersey and New York City carries over 200,000 daily Amtrak and NJ TRANSIT passenger trips. The project will also reduce commuter and intercity rail delays caused by unanticipated events or routine maintenance and increase on-time performance.
- **Safety benefits:** The rehabilitated tunnel would have egress walkways for emergency access to and from the tunnel including cross passages so that in an emergency, passengers could exit the train using the walkway to reach the emergency access points. Communications, security and fire safety components will be replaced and upgraded to a modern standard.
- **Resilience benefits:** Superstorm Sandy badly damaged the over century-old North River Tunnels, causing deterioration and leading to more frequent delays due to component failures within the tunnel. Once the new tunnel is built, it will allow for work on the North River Tunnel to proceed with fewer service disruptions
- **Climate benefits:** In addition to long term reductions in greenhouse gas emissions across operations, the HTP provides a more resilient overall system that can withstand natural disasters, such as major storms and floods.

## **I-44 & US-75 Corridor Improvements Project**

Oklahoma Department of Transportation

*Tulsa, Oklahoma*

**AWARD TOTAL:** \$85,000,000

### **Quick hits:**

- **The project:** This project will upgrade the I-44 & US-75 interchange and make pedestrian and bicycle infrastructure improvements.
- **Economic benefits:** ODOT estimates that by reducing congestion and improving travel time and reliability, 6.9 million hours of excess vehicle delay will be eliminated over the life of the project. According to ODOT, by 2045, the project is expected to save 1,193 hours of delay for passenger vehicles and freight each workday. The project is also predicted to generate the equivalent of 1,468 short-term direct hires in the construction phase, including good-paying construction jobs that on average pay 12% more than the statewide average.
- **Economic importance:** I-44 is part of the National Highway Freight Network (NHFN) and the Oklahoma Freight Network. US-75 and I-44 are listed in Oklahoma's Statewide Freight Plan as "critical urban freight corridors." According to ODOT, recurrent congestion and poor safety make the corridor a bottleneck that experiences travel delays and unreliable travel times, which affect supply chains and reduces access to job opportunities. By reducing crashes and travel delays and improving travel time reliability, this project will eliminate a freight bottleneck and expand access to jobs.
- **Safety benefits:** The project area has a crash rate that is almost double the statewide average. According to ODOT, by replacing the 'cloverleaf' ramp design and adding other safety features like wider shoulders and median barriers, the project will reduce crashes along the corridor by an estimated 45%.
- **Resilience benefits:** The project will provide security for the adjacent low-income, minority neighborhoods that are often disproportionately affected by climate change impacts. The reconstruction of Skelly Drive and the new bridge structures over Mooser creek will be designed to accommodate 100-year storms, any flood storage removed by the project will be replaced, and stormwater runoff will be incorporated within Tulsa's MS4 system to mitigate flooding risks.
- **Climate benefits:** ODOT expects the project to reduce over 125,000 tons of carbon dioxide emissions in the next 25 years due to reduced congestion. The project is also expected to increase local air quality by reducing nitrous oxide, sulfur dioxide, and particulate matter 2.5 in the air.

## **Roosevelt Boulevard Multimodal Project**

City of Philadelphia

*Philadelphia, PA*

**AWARD TOTAL:** \$78,000,000

### **Quick hits:**

- **The project:** The project will make improvements along approximately 12.3 miles of Roosevelt Boulevard, from North Broad Street to the Bucks County line. Improvements include traffic signal upgrades, reconfiguring intersections and roadways, constructing median barriers and pedestrian refuge islands, corridor access management improvements, and complete streets improvements for accessibility, pedestrian, and bicycle improvements. It will also create new business access and transit lanes.
- **Economic benefits:** The project will aim to help enhance the region's economic competitiveness by promoting local hiring and job creation, creating workforce opportunities for historically underrepresented groups, expanding affordable transportation option for disadvantaged communities, improving access to non-motorized travelers, and improving transportation efficiency through reduced congestion in the region.
- **Economic importance:** Many Philadelphians depend on Roosevelt Boulevard to access jobs and daily services, but face challenges in safety, accessibility, and congestion, no matter how they travel. The corridor serves ten Southeastern Pennsylvania Transit Authority (SEPTA) transit routes and as many as 25,000 bus riders per day on over 28 bus routes. Freight and delivery services along the Boulevard are critical for both the corridor's and region's economic well-being.
- **Safety benefits:** Today, Roosevelt Boulevard has one of the highest rates of crashes in Philadelphia, accounting for 14 percent of all crash-related fatalities in the city, according to the application. The project will improve transportation safety for all modes of travel along the Boulevard with the goal of reducing the number of traffic fatalities to zero. According to the project sponsor, improvements to pedestrian and cyclist infrastructure are expected to deliver a crash risk reduction of 31%.
- **Resilience benefits:** The project will improve sustainable transportation infrastructure for walking, transit riders, and cycling, allowing residents and commuters to make choices minimizing environmental impacts. The improved corridor will provide benefits from reduced air pollution, benefiting disadvantaged communities near the project area.
- **Equity and quality of life benefits:** Proactively addressing racial equity and other disparities is a fundamental premise of the project, and it will greatly improve multimodal and transit access across disadvantaged neighborhoods.