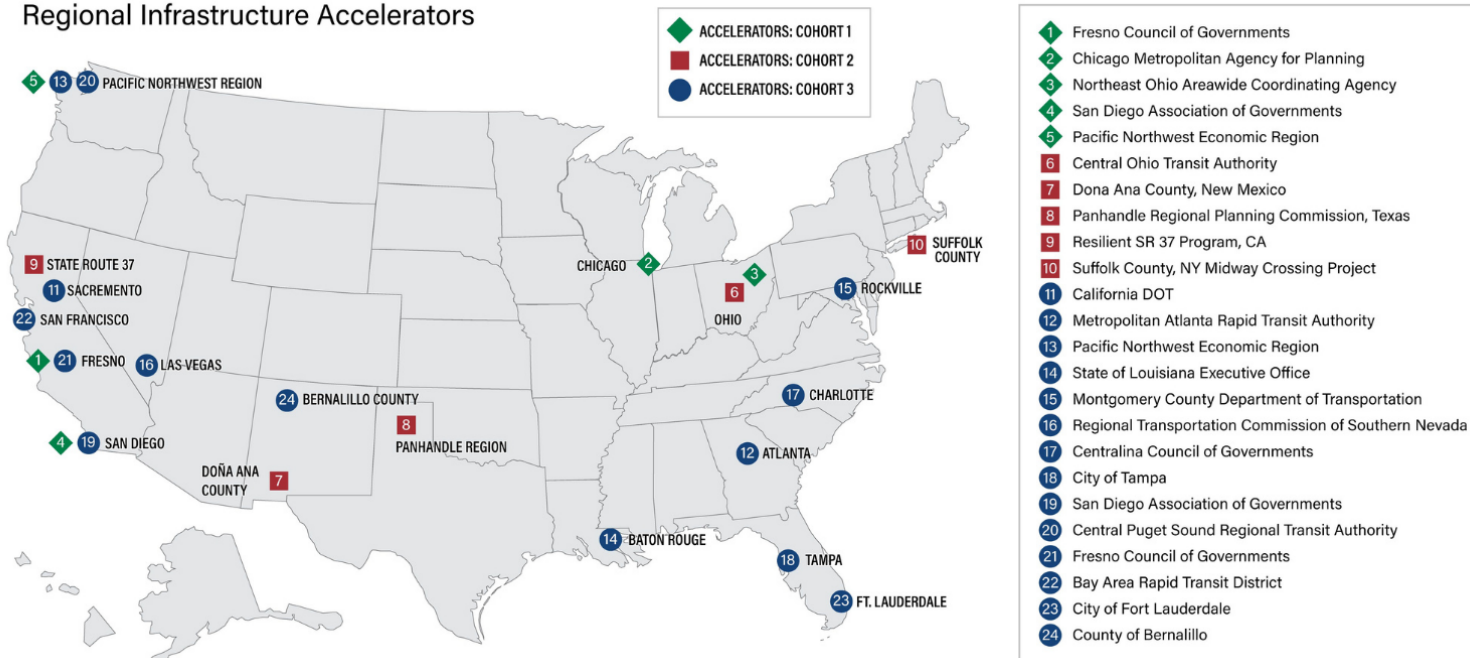


### Regional Infrastructure Accelerators



## Round 1

### 1. California Inland Port

#### *Fresno Council of Governments*

The RIA will support the creation and maintenance of a more efficient multi-regional corridor to serve domestic and international markets and to help San Joaquin Valley businesses compete and grow. This entity will build new infrastructure that will accelerate the San Joaquin Valley's transition to a low carbon economy as well as strengthen economic growth.

### 2. Chicago Metropolitan Agency for Planning Regional Infrastructure Accelerator

#### *Chicago Metropolitan Agency for Planning (CMAP)*

The CMAP RIA will identify opportunities to deliver regional infrastructure projects via alternative finance and delivery methods (such as P3s) as a way to both leverage private investment and accelerate project completion. The RIA program will provide partners with project support from ideation and initiation through procurement and implementation with a goal of developing the region's capacity to deliver projects via alternative methods.

### 3. Northeast Ohio Areawide Coordinating Agency

#### *Northeast Ohio Areawide Coordination Agency (NOACA)*

This RIA proposes to work with the Build America Bureau and regional partners to expand traditional NOACA transportation planning responsibilities to include the role of an RIA. The desired outcome is the development of a structured business model leading to the development of infrastructure programs and projects that could be eligible for USDOT credit assistance programs. This business model could be promoted as a best practice to MPOs nationwide, and potentially structured into federal regulations that contain mandated MPO roles and responsibilities.

### 4. San Diego Regional Rail Infrastructure Accelerator

#### *San Diego Association of Governments (SANDAG)*

The San Diego Regional Rail Infrastructure Accelerator (SANDRIA) develops an initial evaluation and assessment for the future success of regional rail improvements in the San Diego region that can be expedited through Build America Bureau financing programs. SANDAG proposes to establish the SANDRIA program by completing an assessment of a pipeline of projects and identifying innovative funding and implementation strategies for these projects. The pipeline of projects will include (1) critical shovel-ready improvements to the LOSSAN Rail Corridor that increase capacity, address resiliency, and replace aging railway structures, (2) upgrades and increases to track capacity along the SPRINTER rail corridor and (3) realignment of key segments of the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor to enhance the attractiveness and increase the competitiveness of rail for both passenger travel and goods movement.

### 5. Pacific Northwest Economic Region RIA

#### *Pacific NorthWest Economic Region (PNWER)*

PNWER RIA convenes public and private stakeholders to expand the multi-state region's ability to explore new avenues to fund infrastructure by seeking greater access to state and federal highways and railroad rights-of-ways. By working with public and private sector stakeholders, the PNWER RIA can improve economic outcomes for the Pacific Northwest, reduce transportation-related CO2 emissions, and increase environmental justice for historically underserved communities. The RIA funding will establish a governance framework, convene key leaders, and identify and finance projects.

### Round 2

#### **6. Accelerated Planning and Development of Central Ohio's LinkUS Mobility Initiative**

##### *Central Ohio Transit Authority (COTA)*

The LinkUS Mobility Initiative for Central Ohio (LinkUS) is a multimodal comprehensive \$8 billion investment project with the primary objective of improving mobility systems within COTA's service area. This includes the development of high-capacity transit corridors; investments in smart mobility options such as first/mile last mile service; and enhanced bus service with increased frequency. The RIA funding supports the following tasks: innovative project delivery, capacity analysis, innovative financing, and program management.

#### **7. New Mexico TradePort RIA**

##### *Doña Ana County*

The primary goal of New Mexico TradePort Regional Infrastructure Accelerator (NMTRIA), is to foster the development of the NMTradePort as a vital industrial and logistics hub. This involves integrating the region into the national transportation system, establishing it as an international connector, and contributing to the strategic re-tooling of the nation's logistics infrastructure. The NMTRIA will support the creation and maintenance of a more efficient regional logistics district to serve domestic and international markets and to help Doña Ana County and regional businesses compete and grow. The NMTRIA will build new infrastructure that will accelerate the County and region's transition to a low carbon economy as well as strengthen economic growth.

#### **8. Panhandle Regional Planning Commission**

##### *Panhandle Regional Planning Commission (PRPC)*

PRPC will establish an RIA to identify candidate projects by utilizing the existing network of connections to cities and counties in the region, which consists of over 40 rural cities and communities. Potential projects include a road rehabilitation and a rail revitalization.

#### **9. Resilient SR 37 Program**

##### *Metropolitan Transportation Commission*

Metropolitan Planning Commission will lead an effort to address congestion, flood protection, sea-level rising issues, and connections to transit and rail options along a 20-mile route of State Route (SR) 37. The RIA funding provides planning, operating, and capacity building to deliver an innovative solution to accelerate the TIFIA-eligible SR37 project.

### **10. Midway Crossing Project**

*Suffolk County Department of Economic Development & Planning*

The Midway Crossing project is a \$2.43B public and private partnership (\$1.53B in private funding and \$900M in public funding) that will incorporate a seamless multimodal transportation hub, including connections between air and rail travel, in a mixed-use commercial development that includes advanced technology, biotech/life science office complex. The RIA will establish a legal framework, conduct studies, and develop long-term financing structures to support the development of the Midway Crossing Project.

## **Round 3**

### **11. California Transportation Choices Partnership**

*Caltrans*

The California Transportation Choices Partnership (CTCP) will form the foundation of a streamlined process to plan, develop, and implement more sustainable and multimodal projects statewide. The CTCP will expedite planning, development, and delivery of a select number of innovative road pricing projects that move more people and freight through congested corridors and regions and enable investment in multimodal transportation choices. These types of projects have faced numerous obstacles to successful implementation: legal, technical, and financial issues, public support and equity concerns, and outdated technology. The CTCP will define these challenges, develop solutions to address them, and create a long-term playbook to overcome these issues in projects long term. The Partnership will lay the groundwork for the streamlined expansion of equitable road pricing efforts that reduce vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions statewide.

### **12. Metro Atlanta Transit Infrastructure and TOD Accelerator**

*Metropolitan Atlanta Rapid Transit Authority (MARTA)*

The mission of the Accelerator is to evaluate infrastructure priorities and financing strategies for the accelerated development of transit and TOD projects utilizing innovative funding strategies. The Accelerator will provide technical assistance to MARTA and other regional transit operators to help develop sound financing proposals to the Bureau. The Accelerator will examine four categories of projects: bus rapid transit (BRT) with TOD, arterial rapid transit (ART) with TOD, heavy rail infill stations with TOD, and standalone TOD projects at existing rail stations. To accelerate to construction, these projects call for new solutions to bridge the capital funding gap. This pipeline also represents geographic diversity, impacting all corners of the three-county service area and reaching everything from the regional core to maturing suburbs, and out to less-

developed corridors that have missed out on the investments and advancements seen in the rest of the region.

### **13. Pacific Northwest Economic Region RIA (also a Round 1 recipient)**

#### *Pacific NorthWest Economic Region (PNWER)*

The PNWER RIA seeks to serve as a field office for the Bureau in Alaska, Idaho, Montana, Oregon, and Washington State to deliver the following: 1) Establish a resource center for PNWER states and communities to understand the value and benefits of exploring innovative financing options like TIFIA, RRIF, and PABs. 2) Identify opportunities to coordinate and bundle projects and leverage private sector resources. 3) Explore ways to accelerate technology that connects clean energy, smart mobility, and expanded digital access. 4) Offer a roster of experts to provide advisory services to officials and project sponsors, who may be otherwise discouraged by daunting obstacles. 5) Communicate and coordinate work with Thriving Communities Program Communities of Practice and Runner Up Communities in PNWER jurisdictions.

### **14. Louisiana Rural Infrastructure Accelerator**

#### *State of Louisiana*

The Louisiana Rural Infrastructure Accelerator (LARIA) is dedicated to a project-focused approach, aiming to expedite the development and delivery of multiple rural infrastructure projects across the state of Louisiana. One project identified is the Lafayette Regional Expressway (LRX) project is a proposed toll road in Louisiana aimed at enhancing regional and national transportation systems. LARIA will conduct studies to advance the development of the LRX, as well as host convenings with stakeholders to discuss innovative financing and delivery approaches. Another project identified is the Microtransit Service Program, which LARIA intends to accelerate with a rural microtransit conference and a pilot program.

### **15. Accelerate MC**

#### *Montgomery County Department of Transportation (MCDOT)*

Accelerate MC will provide project delivery analysis and risk assessment for delivering transportation projects using an innovative financing model. The potential project pipeline includes BRT lines, a transitway, express bus routes, bus depots, and dedicated lanes. Accelerate MC will also develop best practices and case studies.

### **16. Reimaging Boulder Highway**

#### *Regional Transportation Commission of Southern Nevada*

The primary purpose of the proposed RIA is to help deliver critical projects that complete the transformation of the northern portion of the Boulder Highway corridor, from Charleston Boulevard to Tulip Falls. The Reimaging Boulder Highway project envisions transforming the street into a street with center-running BRT service,

improved pedestrian and bicycle facilities and amenities, and enhanced streetscaping. Services the proposed RIA will provide include: (i) NEPA environmental review, (ii) preliminary engineering design, and (iii) funding and financing options analyses.

### **17. Centralina Integrated Mobility Center**

#### *Centralina Regional Council*

The Centralina Integrated Mobility Center will serve as a hub for the implementation of the CONNECT Beyond Regional Mobility Initiative, which is a bold plan for expanding mobility choices and connecting rural, suburban and urban communities in the Greater Charlotte Region. The Center will achieve acceleration of the CONNECT Beyond project pipeline by focusing on providing three service lines including: 1) infrastructure and finance innovation, serving as the regional hub for technical assistance and knowledge sharing on innovative finance models and federal funding opportunities in order to build capacity and accelerate project development; 2) pipeline project facilitation, leading regional coordination of CONNECT Beyond mobility projects in need of specific technical support to advance their “readiness” to implementation; and 3) transit-oriented development (TOD) innovation, building local capacity to advance TOD and aligned transportation-land use decision making in local communities that support the CONNECT Beyond vision.

### **18. Tampa Regional Infrastructure Accelerator**

#### *City of Tampa, FL*

The Tampa RIA will deliver innovative financing solutions for multimodal transportation infrastructure projects which connect to and leverage redevelopment opportunities of assets owned by the City and partner agencies. The RIA will provide structure and funding to support and accelerate implementation of these regional projects using innovative project delivery financing methods and technical support from the Build America Bureau. The RIA will convene agency partners and form Public-Private Partnerships to design and deliver regional transit and multimodal projects that can be expedited through the Build America Bureau Financing Programs. These projects will deliver needed regional transportation connections, linking to essential housing, TOD, and school-related developments.

### **19. SANDAG Innovative Infrastructure Incubator**

#### *San Diego Association of Governments (SANDAG)*

SANDAG is proposing to create the Innovative Infrastructure Incubator to advance innovative concepts through project development and prepare them for funding eligibility. SANDAG is currently collaborating with the private sector on four distinct projects that have resulted from new approaches to procurement and partnering: (1) an autonomous, electric, shared mobility network; (2) next-generation managed lanes; (3) cross-border trolley extension; and (4) dynamic inductive in-road charging through

wireless power transfer. Creating the Innovative Infrastructure Incubator through this RIA grant will provide the formal structure to advance these projects, along with the opportunity to identify additional projects that are eligible for assistance through the Build America Bureau.

### **20. Advancing Joint Development for West Seattle and Ballard Link Extensions** *Sound Transit*

Sound Transit will advance joint development program for up to 8 stations on the West Seattle and Ballard Link Extension projects. Sound Transit will develop specific proposals and advanced design for integrated air rights and adjacent joint transit-oriented development opportunity sites. Sound Transit would manage any advanced design or requests for qualifications/proposals during and after the work of the grant and would also play a lead role in applying for and managing transit-specific funding (such as TIFIA) that could help with the underwriting of specific joint development projects.

### **21. TradePort California (also a Round 1 recipient)** *Fresno Council of Governments*

The TradePort California RIA (TPCARIA) will deliver the business plan for TradePort California's facilities and infrastructure, catalyze new infrastructure projects, attract private and institutional capital to infrastructure projects, promote creativity, new ideas and innovative financing in infrastructure projects, and build a high performing and effective organization that will result in long-term job creation and other economic opportunities for TradePort California's partners. The TPCARIA will oversee project approvals, develop site specific development plans, and create a project delivery and financing structuring plan.

### **22. BART RIA** *San Francisco Bay Area Rapid Transit District (BART)*

The San Francisco Bay Area Rapid Transit District (BART) Regional Infrastructure Accelerator (BART RIA) will operationalize BART's Capital Project Prioritization and Selection (CPPS) process through the implementation of a Project Portfolio Management System Demand Management Module (PPMS DM) and a Grant Management Solution, including integration of the two systems. The BART RIA will also fund the identification and development of capital projects for the Build America Bureau Transportation Infrastructure Finance and Innovation Act (TIFIA) financing and/or Railroad Rehabilitation & Improvement Financing (RRIF), as well as grant opportunities to expedite project delivery.

### **23. New River Crossing**

*City of Fort Lauderdale, FL*

The New River Crossing needs to manage an increased volume of trains, but the current bridge is inadequate and needs to be replaced. The City prefers the construction of a tunnel facility, supporting Brightline and other possible (freight) rail transportation infrastructure. The City of Fort Lauderdale will use the RIA to develop a comprehensive analysis of how to approach the financing of the New River Crossing to meet rail transportation needs, and achieve benefits like economic development, community enhancement, traffic improvements, and other quality of life contributing factors.

### **24. I-40 TradePort Corridor**

*Bernalillo County*

The I-40 TradePort RIA (I40TRIA) will create a multi-state delivery structure to implement the system of TradePort hubs at strategic locations along the 805-mile stretch of I-40 from the Port of Los Angeles to New Mexico. The I40TRIA will deliver the business plan for the I-40 TradePort Corridor's facilities and infrastructure, catalyze new infrastructure projects, attract private and institutional capital, coordinate innovative financing of infrastructure projects, and build a high performing and effective organization that will result in long-term job creation and other economic opportunities for I40TPC Partners.