



**Regional Infrastructure Accelerators (RIA) Program
Fiscal Years 2024-2025 (FY24-25) Grant Awards, by State**

Italics: previous RIA grant recipient

State	Applicant	Project Description	Award Amount
Arizona	City of Winslow	The pipeline of projects in the I-40 TradePort Corridor proposal includes logistics and cargo handling infrastructure, fueling solutions for medium- and heavy-duty trucks, truck parking complexes, service centers, skills academies, and transit infrastructure. These projects focus on developing multimodal freight facilities, energy support systems, workforce training centers, and transportation connectivity enhancements to support the corridor's logistics and industrial goals.	\$1,150,000
District of Columbia	Washington Metropolitan Area Transit Authority	The pipeline focuses on three interrelated project types: a rail automation program to modernize signaling, restore and expand Automatic Train Operations to reach fully automated service and add platform screen doors to improve safety, capacity, and operational efficiency; a regional bus priority network to coordinate bus lanes, signal priority, enforcement, and funding across jurisdictions to speed buses, reduce delay-related operating costs, and create a more reliable, high-frequency regional bus system; and station access and capacity improvements—such as additional entrances, circulation upgrades, elevators/escalators, and potential infill stations—to increase passenger throughput, safety, and connectivity to surrounding development.	\$1,150,000
<i>Florida</i>	<i>City of Fort Lauderdale</i>	<i>Seeking to continue the Regional Infrastructure Accelerator (RIA) for the New River Crossing project. The City would continue to partner with FDOT, Broward County, FEC, and other stakeholders in adopting the best alternative for the New River Crossing. The City requests technical assistance for various tasks including but not limited to preliminary design, project cost, cost-benefit analysis, geotechnical testing, innovative financing option analysis, and a continued environmental review for the NEPA process.</i>	<i>\$650,000</i>
Florida	City of Jacksonville	The pipeline includes multimodal transportation improvements, such as intercity passenger rail (Amtrak Station Relocation), greenway and creek restoration (McCoys Creek Restoration and Parks), complete streets and corridor retrofits (Myrtle Avenue, Beaver Street, Water Street), regional rail (First Coast Regional Rail), and large-scale urban development (University of Florida Graduate Campus). These projects encompass transit infrastructure, active transportation, and urban revitalization initiatives aimed at enhancing mobility, resilience, and economic growth. The Florida East Coast Railway, which operates rail lines throughout the Jacksonville region, will also coordinate on grade crossing improvements and alignment with safety and mobility enhancements.	\$1,150,000

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<i>Florida</i>	<i>City of Tampa</i>	<i>Projects include the development of an airport-to-downtown premium transit system with dedicated guideways; a bus rapid transit (BRT) corridor connecting downtown Tampa to USF; an extension of the historic streetcar system to expand urban transit reach; multimodal connections around the Brightline Tampa station to foster walkable, transit-oriented development; and the transformation of the CSX South Tampa corridor into a fixed-guideway transit and trail corridor. Additionally, the pipeline envisions a connected citywide bike network to improve safe bicycle access. These projects collectively focus on improving transit, pedestrian, and bike mobility across the Tampa Bay region. Tampa will evaluate and pursue public private partnership delivery, where appropriate—conducting feasibility studies, market soundings, value for money and other analyses, and advanced financial modeling to attract private capital (including PABs and TIFIA/RRIF).</i>	<i>\$650,000</i>
Hawaii	Department of Hawaiian Home Lands	a. Finalize plans for the East Kapolei TOD project, including project financing, leveraging the DOT program that aligns best with project goals. This includes Transportation Infrastructure Finance and Innovation Act (TIFIA), Railroad Rehabilitation and Improvement Financing (RRIF), and Private Activity Bond (PABs); project designs; partnerships with private sector developers; and partnership and operating plans with HART. b. Explore future partnerships with Transit Agencies, including expanding DHHL’s partnership with Honolulu Authority for Rapid Transportation; and exploring partnerships with transit agencies on other islands.	\$1,150,000
Indiana	Department of Transportation	Indiana will improve safety using the ProPEL Indy/RIA process to identify and prioritize corridor-level safety fixes to reduce crashes, weaving conflicts, and unsafe intersections. The pipeline includes five main project types: (1) interstate modifications to fix geometric deficiencies (e.g., realigning ramps, correcting curves, widening shoulders); (2) auxiliary/collector–distributor lanes to reduce weaving and improve operations; (3) full interstate reconstructions such as viaducts or recessed roadways to improve connectivity and reclaim surface space; (4) traffic-management solutions including managed lanes (HOV/toll/truck or reversible lanes) and other ITS-style operational improvements; and (5) local mobility and connectivity projects—new or upgraded bridges, complete streets, sidewalks/trails, and intersection improvements.	\$1,150,000

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Kentucky	Lexington-Fayette Urban County Airport Board	The pipeline project types in the RIA proposal include apron expansions (such as Westside and East Apron Redevelopment projects), utility relocations (like terminal apron utility relocation), support facilities (such as flex warehouse development), and infrastructure upgrades (including taxiway safety enhancements). These projects aim to improve airfield capacity, safety, and operational efficiency to support future growth at Blue Grass Airport.	\$1,150,000
<i>Louisiana</i>	<i>Executive Office of the State</i>	<i>The LARIA pipeline spans multimodal rural infrastructure needs, concentrating on highway safety and rural road/bridge rehabilitation (shoulder widening, overlays, bridge replacements, and roundabouts), port modernization and intermodal upgrades (dredging, berth improvements, rail spurs, and transit sheds), large-capacity bridges, short-line rail and inland-port projects, broadband middle-mile connections, and demand-response/micro transit services. Many smaller local projects—sidewalks, complete overlays, and targeted safety improvements—are also packaged for bundling or SIB/TIFIA financing to create scalable, financeable portfolios that improve freight flow, resilience, safety, and equitable access across rural Louisiana.</i>	<i>\$650,000</i>
Louisiana	New Orleans International Airport	The pipeline includes several complementary on-airport and regional projects: the North–South Connector—a segregated roadway for shuttles to relieve congestion and improve airport circulation; an Intermodal Station to link on-airport transit with the planned Baton Rouge–New Orleans Amtrak service; expansion/renovation of the West Terminal to add capacity and cargo services; and support for the Baton Rouge–New Orleans passenger rail line itself, which would provide regional connectivity and enhance evacuation and emergency transport capabilities.	\$1,150,000
Nebraska	Department of Transportation	The RIA will establish a collaborative, long-term program within NDOT’s Office of Innovative Finance to accelerate delivery of key transportation projects in Eastern Nebraska, by leveraging innovative financing tools, alternative project delivery methods, including P3s, and regional partnerships. The RIA will build capacity, refine a prioritized project pipeline, provide targeted technical assistance, and develop a sustainable funding framework—including establishing a state infrastructure bank capitalized via a TIFIA loan. The program focuses on reducing delivery risks, increasing funding access, and enhancing safety, mobility, and economic development across urban, suburban, and rural communities in the region.	\$1,150,000

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New Jersey	New Jersey Transit Corporation	The pipeline projects include various types of transit infrastructure projects such as light rail extensions (e.g., Hudson Bergen Light Rail extensions), terminal and station improvements (e.g., Hoboken Terminal enhancements), rail yard developments (e.g., Dover and Morristown Rail Yards), bridge and overpass upgrades (e.g., Newark Drawbridge, Hunter Flyover), and major corridor projects (e.g., Route 9/Old Bridge, Glassboro-Camden Line). These projects encompass system expansions, station upgrades, intermodal connections, and infrastructure resilience improvements, aiming to enhance transportation capacity, reliability, and regional connectivity.	\$1,150,000
<i>New Mexico</i>	<i>County of Doña Ana</i>	<i>The NMTRIA Project's focus is on governance and public-private partnership (P3) strategy, land acquisition support, financial analysis and funding strategy, and preliminary engineering and design work. These services are essential to ensure each component of the NMTradePort initiative is effectively realized.</i>	<i>\$650,000</i>
<i>North Carolina</i>	<i>Centralina Council of Governments</i>	<i>Centralina proposes to operate the Centralina Integrated Mobility Center as an RIA to translate the CONNECT Beyond regional mobility plan into action by building local capacity for innovative finance, coordinating project readiness, and advancing transit oriented development across the 10 county Charlotte region; the Center will staff technical assistance, run finance/ procurement analyses (TIFIA, PAB, RRIF), and deliver targeted grant and TOD support over a 24 month program. The grant will fast track two priority pipelines — a feasibility and mitigation strategy to provide commuting options during major I 85/US 74 reconstruction (short term traveler diversion, employer TDM and park and ride solutions; longer term crossing and connectivity studies) and an economic/TOD analysis for six communities poised for new or expanded passenger rail service (Kings Mountain, Gastonia, Harrisburg, Kannapolis, Salisbury, Statesville) to prepare stations, zoning, and catalytic development for future funding and delivery.</i>	<i>\$650,000</i>
Ohio	City of Cleveland	The pipeline project types in the RIA proposal primarily include transportation and transit-oriented projects. Specifically, these involve multimodal infrastructure improvements such as roadway enhancements, transit hubs, public green space developments, and waterfront revitalization projects. The key projects mentioned are the Lakefront, Riverfront, and Downtown Core initiatives, all of which focus on transportation connectivity, public space creation, and economic development through public-private partnerships and federal financing programs like TIFIA and RRIF.	\$1,150,000

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Pennsylvania	Delaware Valley Regional Planning Commission	The pipeline focuses on multimodal transportation and resilience projects to support freight, airport, port, transit, and local access needs in the Lower South: airport cargo access and interchange improvements at PHL; increased regional rail frequency and separation of freight conflicts to the airport; subway (Broad Street Line/B Line) vehicle replacements and signal upgrades; Navy Yard access and transit improvements plus lift-bridge rehabilitation to ensure roadway and maritime connectivity; port access and rail/road grade-separation (Christopher Columbus Boulevard flyover) to boost cargo throughput; and related multimodal streets and on-street improvements — all aimed at improving safety, capacity, resilience to flooding, and economic development while leveraging innovative financing (TIFIA/RRIF and other mechanisms).	\$1,150,000
Tennessee	Midsouth Development District	The RIA will mobilize technical expertise, predevelopment capital, and innovative financing to fast track a prioritized Memphis area pipeline—standing up RIA staffing, procuring consultants, formalizing MOUs, and delivering project screening, financial planning, and preliminary engineering. The RIA will advance multimodal investments, including Port of Memphis terminal rehabilitation and expansion, short line rail spurs and intermodal terminal upgrades, major freight corridor and beltway improvements (I 40/I 55/US 75/I 80 segments), airport/general aviation cargo facilities, and targeted transit and safety projects (BRT and local arterial upgrades). By bundling port, rail, road, and airport projects, funding NEPA/prelim design, and enabling interagency coordination, the RIA aims to remove chokepoints, speed modal transfers, increase capacity and reliability for freight flows (including Blue Oval City and other large employers), and attract private capital to create a more resilient, efficient regional logistics hub.	\$1,150,000
Utah	Wasatch Front Regional Council / Wasatch Front Economic Development District	The pipeline focuses on transit-oriented station-area joint development projects that blend mixed-use and housing (including affordable units) with enabling infrastructure and multimodal access improvements near fixed-guideway stations. It includes larger urban redevelopments (e.g., mixed-use centers and commuter-rail infill), corridor BRT and light-rail adjacent projects, public-housing authority–led developments, smaller rural or small-scale station investments that could be bundled, and P3 or value-capture–enabled financing structures—many situated in or near opportunity zones and intended for credit packaging through TIFIA/RRIF or master financing agreements.	\$1,150,000

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<i>Washington</i>	<i>Central Puget Sound Regional Transit Authority</i>	<i>The pipeline project types include major light rail extensions, such as the West Seattle Link Extension, Ballard Link Extension, Everett Link Extension, Tacoma Dome Link Extension, and associated facilities, such as operations and maintenance. These projects are planned to be funded through federal grants and TIFIA loans and are targeted for future development, including opportunities for transit-oriented development and affordable housing around station areas.</i>	<i>\$650,000</i>
Wisconsin	Northwoods Rail Transit Commission	The RIA led by the Northwoods Rail Transit Commission and operated by the Great Lakes Freight Rail Group will be a five state corridor RIA that reconnects stranded short lines, modernizes ports and intermodal terminals, and advances passenger rail and port adjacent transit oriented development. The program will screen and prioritize projects, provide feasibility/market and public benefit analyses, deliver revenue forecasting and preliminary engineering/NEPA support, and package projects for TIFIA/RRIF/PAB and competitive grants. The core pipeline focus is mixed use, walkable redevelopment at port nodes integrated with passenger transit and first/last mile freight access so neighborhoods and workers benefit directly from port investment while preserving and enhancing intermodal operations. Complementary freight projects (container yards, rail spur and short line upgrades, dock and cargo terminal rehab, ferry/tug electrification, and logistics park development) are designed to remove chokepoints and improve modal transfers, enabling the developments to capture value and support local services and workforce housing. By pairing freight efficiency investments with deliberate port adjacent development planning and financing, the RIA aims to boost regional supply chain capacity and catalyze equitable, transit served waterfront neighborhoods that share in the economic gains.	\$1,150,000
Total			\$20,000,000