INFRA

U.S. Department of Transportation

THE COMMUNITY INFRASTRUCTURE AND RESILIENCY ZONE (CIRZ) PROJECT: SAFE STREETS INFRASTRUCTURE COMPONENT

City of Los Angeles, Department of Transportation
Los Angeles, California

Proposed Award: **$18,000,000**

Portion of Proposed Award Subject to 23 U.S.C. 117(d)(2): **$0**

Estimated Future Eligible Project Costs: **$64,000,000**

Estimated Minimum Non-Federal Funding: **$20,900,000**

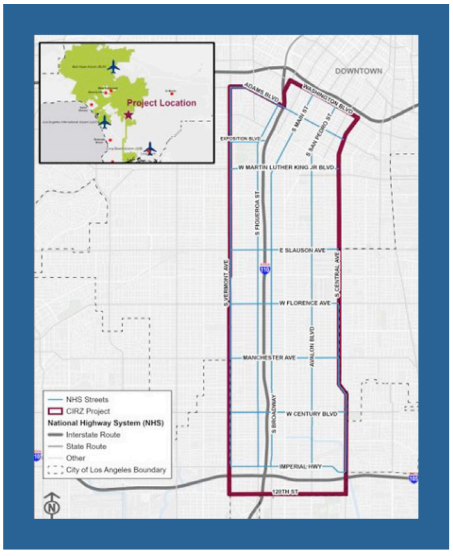
Urban-Rural Designation: **Urban**

Project Description

The Los Angeles Department of Transportation (LADOT) will be awarded $18 million towards a Safe Streets Infrastructure project that includes approximately 26 new traffic signals and leading pedestrian interval (LPI) signal enhancements at approximately 90 intersections. It also includes street transformations and hardscape improvements such as new separated bike lanes, high visibility crosswalk markings, a center median pedestrian refuge island, bus boarding islands, sidewalk improvements, curb extensions, upgraded curb ramps, pedestrian signals, new stormwater capture facilities, and additional shade trees.

Project Benefits

The project produces significant safety benefits from avoided traffic fatalities and emissions benefits from encouraging modal shift to non-motorized or electric modes of transportation.
By improving safety for and supporting non-motorized infrastructure, the project will implement specific recommendations of the State of California's 2017 Climate Change Scoping Plan, and the project aligns with goals set forth in the Los Angeles County Climate Action Plan. The sponsor has also conducted extensive outreach in historically Black and Latino communities to inform equity in project design and ensure alignment with various equity and sustainability initiatives in Los Angeles. Innovative Vision Zero countermeasures and targeted pedestrian crash reduction strategies are included as well.

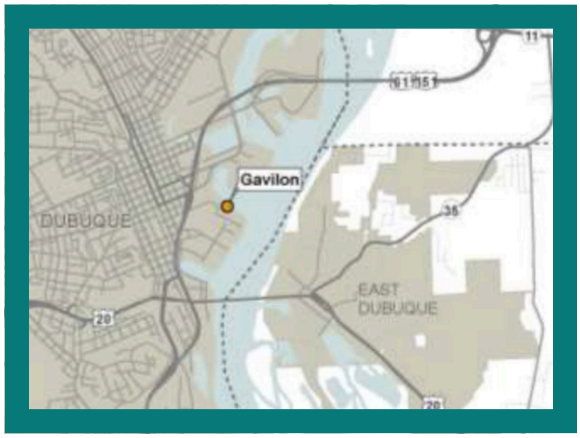


INFRA

U.S. Department of Transportation

DUBUQUE PORT AND RAIL IMPROVEMENTS

City of Dubuque
Dubuque, Iowa



Proposed Award: **$5,000,000**

Portion of Proposed Award Subject to 23 U.S.C. 117(d)(2): **$5,000,000**

Estimated Future Eligible Project Costs: **$11,429,087**

Estimated Minimum Non-Federal Funding: **$4,571,635**

Urban-Rural Designation: **Rural**

Project Description

The City of Dubuque will be awarded $5 million to increase capacity and make improvements to the Gavilon marine port and rail facility at Dove Harbor terminal at the Port of Dubuque. The project has four elements: renovate an existing fertilizer storage shed that is near the end of its lifespan to increase its storage capacity by approximately 12,000 tons; replace and upgrade approximately 7,300 ft of inoperable rail track; relocate approximately 2,800 ft of rail track to support direct transfer/transloading of fertilizer and other bulk products from river barge to rail; and install new rail equipment, including a main line switch, loadout system and shed, and rail-to-barge direct transfer system.

Project Benefits

The capacity expansion and improved rail access to Dove Harbor will increase the tonnage of fertilizer shipped through the terminal, will shift fertilizer and grain shipping from truck and rail to port and rail, and will address safety by upgrading hazardous rail track. The cargo diversion from truck to maritime transport results in substantial economic vitality benefits, such as reduced operating costs for shippers, and also directly contributes to the climate goal in Dubuque's Climate Action Plan to decrease VMT by 10 percent by 2030. The terminal operator is a key partner and employer in the City's efforts to address equity, through the Equitable Poverty Reduction and Prevention Plan and a commitment to creating a community Racial Equity Index.

INFRA

U.S. Department of Transportation

ARCHER AVENUE AND BELT RAILWAY OF CHICAGO GRADE SEPARATION PROJECT

Illinois Department of Transportation
Chicago, Illinois

Proposed Award: **$19,137,780**

Portion of Proposed Award Subject to 23 U.S.C. 117(d)(2): **$0**

Estimated Future Eligible Project Costs: **$50,000,000**

Estimated Minimum Non-Federal Funding: **$20,000,000**

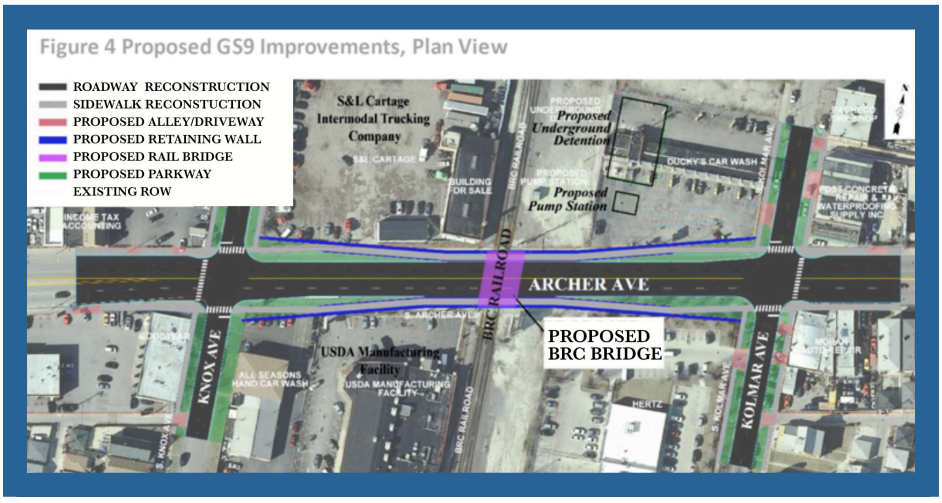
Urban-Rural Designation: **Urban**

Project Description

The Illinois Department of Transportation will be awarded $19,137,780 to grade separate Archer Avenue roadway and two existing Belt Railway of Chicago (BRC) rail tracks. The project will reconstruct Archer Avenue and lower it approximately 15 feet under a new rail bridge to serve the existing BRC tracks, add elevated pedestrian and bicycle sidewalks under the rail bridge with lighting, relocate utilities, and install a combined storm and sanitary sewer along Archer Ave with rehabilitated combined sewers adjacent to the project site.

Project Benefits

The project supports economic vitality by reducing traffic delays and improving safety; it addresses a "911 critical" at-grade crossing for emergency services in addition to increasing efficiency of freight rail movement. The project accommodates future five-foot bicycle lanes approaching the underpass, and installs an ADA-compliant, multi-use, eight-foot-wide sidewalk with railing and signage at the underpass for unrestricted crossing at BRC tracks addressing the Racial Equity and Barriers to Opportunity criterion.



INFRA

U.S. Department of Transportation

US-52 RURAL FREIGHT PASSING LANES PROJECT

North Dakota Department of Transportation

North Dakota, Multiple Counties

Proposed Award: **$16,750,000**

Portion of Proposed Award Subject to 23 U.S.C. 117(d)(2): **$0**

Estimated Future Eligible Project Costs: **$43,500,000**

Estimated Minimum Non-Federal Funding: **$21,750,000**

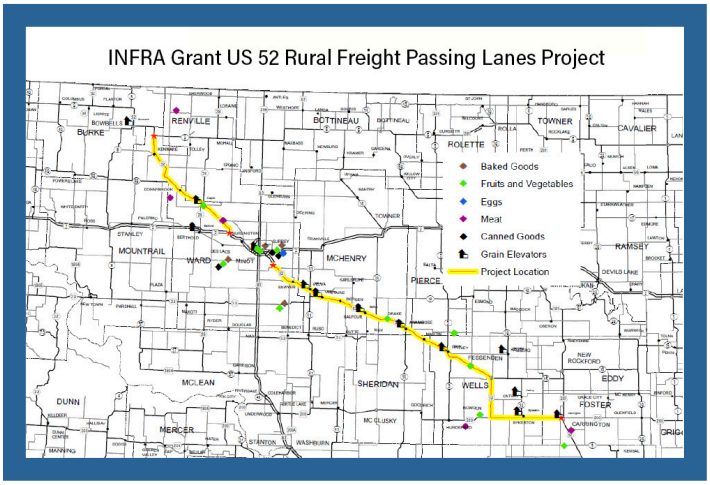
Urban-Rural Designation: **Rural**

Project Description

The North Dakota Department of Transportation will be awarded $16,750,000 to construct passing lanes along approximately 165 miles of two-lane US-52 between Carrington and Kenmare. These improvements will connect to an ongoing corridor upgrade through the US-Canadian border crossing of Portal, ND. The proposed passing lanes would be approximately two miles long and spaced approximately every ten miles in each direction, with 5-foot shoulders to allow for the ND Moves State Bicycling Network planned routes. Additionally, 14 turn lanes are being incorporated at intersections in the project area.

Project Benefits

The project supports economic vitality by providing safety improvements and reducing travel times by constructing a series of passing lanes and turn lanes along a 165-mile stretch of US-52. The project will include Dynamic Safety Messaging System (DSMS) and Speed Display boards and unique high-visibility pavement markings as an innovative technique to improve safety along the corridor.



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U.S. Department of Transportation

PORT OF SALEM INFRASTRUCTURE IMPROVEMENT PROJECT

South Jersey Port Corporation
Salem, New Jersey

Proposed Award: **$9,000,000**

Portion of Proposed Award Subject to 23 U.S.C. 117(d)(2): **$9,000,000**

Estimated Future Eligible Project Costs: **$24,248,679**

Estimated Minimum Non-Federal Funding: **$9,699,472**

Urban-Rural Designation**: Rural**

Project Description

The South Jersey Port Corporation will be awarded $9 million to: rehabilitate an approximately 150-linear-foot bulkhead and extend it to approximately 500 linear feet; dredging the new berth; acquire an adjacent approximate 6-acre former glass manufacturing facility; and perform site preparation, improvements, and refurbish a multi-modal rail connection.

Project Benefits

The project would support economic vitality by expanding the Port's barge capacity and allowing shipments of concrete and sand to the New York City area by barge rather than by truck. The reduction in truck miles traveled will alleviate issues that face the New Jersey Interstate Highway System such as congestion and roadway maintenance costs. The project also directly supports the renewable energy supply chain, as the improvements will allow the Port to accommodate the vessels that assist the manufacturing, assembly, and transport of large wind energy components in an efficient and cost-effective manner.

INFRA

U.S. Department of Transportation

PA 61 CRITICAL RURAL FREIGHT CORRIDOR SAFETY ENHANCEMENTS

Commonwealth of Pennsylvania
Schuylkill County, Pennsylvania

Proposed Award: **$21,012,220**

Portion of Proposed Award Subject to 23 U.S.C. 117(d)(2): **$0**

Estimated Future Eligible Project Costs: **$77,391,527**

Estimated Minimum Non-Federal Funding: **$15,891,848**

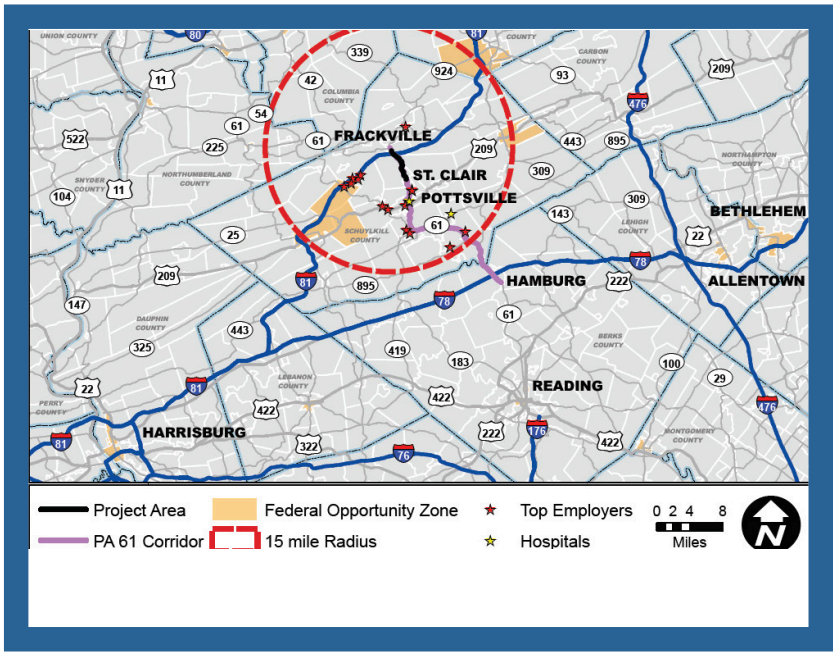
Urban-Rural Designation: **Rural**

Project Description

The Pennsylvania Department of Transportation will be awarded $21,012,220 for a series of improvements on a segment of PA 61, a four-lane north/south principal arterial roadway consisting of bifurcated northbound/southbound travel lanes. The project will reconstruct an approximately 4.5-mile section of PA 61, including reconstructing the pavement, widening the shoulders, slope stabilization, realignment of substandard curves, installation of approximately 1,100 feet of new retaining walls, and the rehabilitation of eight culverts and two bridges.

Project Benefits

By reconstructing a highway segment that is in poor condition and at risk of closure from slope deterioration and flooding, the project provides economic benefits from avoided detour delays and improved emergency response, as well as safety benefits. The project area supports freight movement to and from many existing and newly planned warehousing and logistics centers. To address climate change and disaster preparedness after increasingly severe flooding in recent years, the embankments will be reconstructed and structurally reinforced, the stormwater basins will be elevated above the floodplain, the culverts and retaining walls will be designed to withstand scour, and the utilities in the corridor will be elevated.



INFRA

U.S. Department of Transportation

FY 2018 INFRA FUNDS BEING AWARDED IN 2021:
ILLINOIS ROUTE 126 RE-ROUTE - 143RD STREET EAST EXTENSION

Village of Plainfield

Village of Plainfield, Illinois

Proposed Award: **$5,000,000 (from FY2018 funds)**

Portion of Proposed Award Subject to 23 U.S.C. 117(d)(2): **$0**

Estimated Future Eligible Project Costs: **$49,478,955**

Estimated Minimum Non-Federal Funding: **$10,224,970**

Urban-Rural Designation: **Urban**

Project Description

The Village of Plainfield, Illinois, will be awarded $5.0 million to construct the eastern extension of 143rd Street as part of the Illinois Route 126 Re-Route improvement program. This project will extend 143rd Street from its current terminus at Illinois Route 59 east to Illinois Route 126, north of Plainfield's Central Business District, to provide better east-west movement of vehicles traveling through and within the Village. The project will consist of roadway, a bridge over the DuPage River, sidewalks, a center median, street lighting, an enclosed drainage system, and redesigned intersections at both termini.

Project Benefits

The project supports economic vitality from significant travel time cost savings and vehicle operating cost savings to highway users in the area by providing a new roadway connection. This project will provide better east-west movement of vehicles traveling through and within the Village.

INFRA

U.S. Department of Transportation

WEST SEATTLE CORRIDOR BRIDGES REHABILITATION AND STRENGTHENING

City of Seattle
Seattle, Washington

Proposed Award: **$11,250,600 (from FY2018 funds)**

Portion of Proposed Award Subject to 23 U.S.C. 117(d)(2): **$0**

Estimated Future Eligible Project Costs: **$54,820,000**

Estimated Minimum Non-Federal Funding: **$18,820,000**

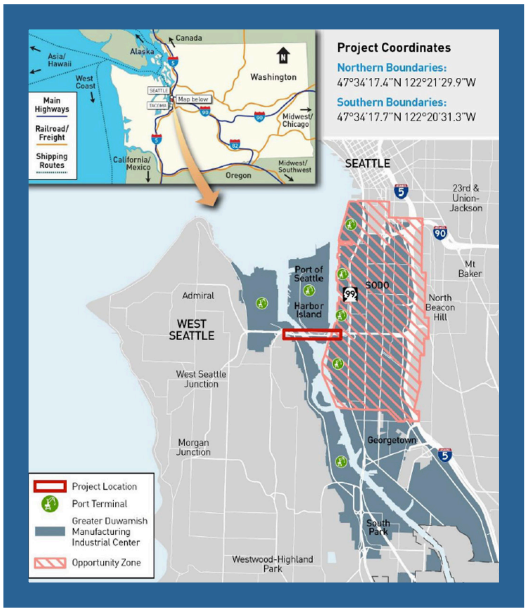
Urban-Rural Designation: **Urban**

Project Description

The Seattle Department of Transportation will be awarded $11,250,600 to make significant bridge repairs on the West Seattle High-Rise bridge that is currently closed due to structural deficiencies, as well as the Spokane Street Swing Bridge ("low bridge") running adjacent to the High-Rise bridge. The project will provide structural stabilization repairs to reopen the High-Rise bridge and will make repairs related to load rating compliance on the low bridge. Overall project improvements will include replacement of damaged bridge decks, expansion joints, barrier segments, and seismic restrainers.

Project Benefits

The project supports economic vitality by restoring a bridge on an essential route for freight and passenger vehicles that had closed to all traffic in early 2020 due to growing cracks in its concrete structure. Currently, passenger vehicle traffic requires an average five-mile detour, while trucks and buses use the low bridge that runs parallel with the High-Rise bridge, causing wear and structural damage on the low bridge that this project would also address. The project will utilize an innovative structural health monitoring instrumentation (SHMI) system to measure real-time bridge movements and deformations. Planning was informed by community outreach and task force, the Seattle Race and Social Justice Initiative, and applying a Racial Equity Toolkit. Further, the project proposes using Seattle's Priority Hire Program, an innovative project delivery strategy, that prioritizes the hiring of local workers living in economically distressed communities.



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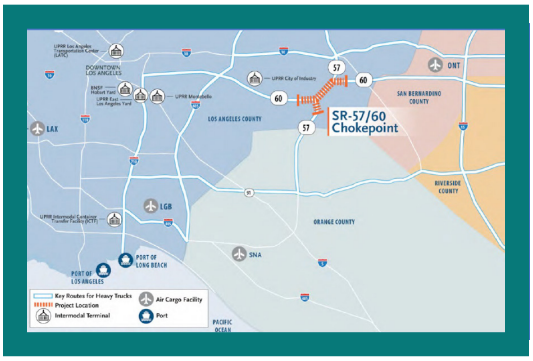
U.S. Department of Transportation

SR 57/60 CONFLUENCE CHOKEPOINT RELIEF PROGRAM

Los Angeles County Metropolitan Transportation Authority

Los Angeles, California



Proposed Award: **$30,000,000**

Portion of Proposed Award Subject to 23 U.S.C. 117(d)(2): **$0**

Estimated Future Eligible Project Costs: **$273,900,000**

Estimated Minimum Non-Federal Funding: **$169,818,000**

Urban-Rural Designation: **Urban**

Project Description

The Los Angeles County Metropolitan Transportation Authority will be awarded $30 million in grant funding to construct a series of improvements aimed at improving traffic flow in the confluence area (1.3 miles) between the SR-57 and SR-60 freeways in Los Angeles County. Project elements include a new SR-60 bypass off-ramp to Grand Avenue, a new bypass connector from Grand Avenue to SR-60, reconstruction of the Grand Avenue overcrossing, reconfiguration of the ramps at Grand Avenue, and extension of a lane on SR-57 through the confluence area.

Project Benefits

The project supports economic vitality from travel time savings and improved safety by improving traffic flow in a congested confluence area between two major freeways by constructing bypass off-ramps, connectors, and overcrossings. The design concepts for the project include broadband deployment and the installation of high-speed networks. including fiber optic lines along Southbound Grand Avenue, allowing the transmission of data across long distances to support regional high-speed information technology connectivity among Los Angeles, Orange, San Bernardino, and Riverside Counties. The project provides innovative financing for approximately half of the total funding, including a Regional Transportation Mitigation Fund.

INFRA

U.S. Department of Transportation

YOLO 80 CORRIDOR IMPROVEMENT PROJECT

Yolo County Transportation District

Yolo County, California

Proposed Award: **$85,900,000**

Portion of Proposed Award Subject to 23 U.S.C. 117(d)(2): **$0**

Estimated Future Eligible Project Costs: **$176,500,000**

Estimated Minimum Non-Federal Funding: **$66,600,000**

Urban-Rural Designation: **Urban**

Project Description

The Yolo County Transportation District will be awarded $85.9 million in grant funding to improve traffic flow in the I-80 corridor on the west side of the Sacramento-Yolo metro area. Project elements include: implementing approximately 17 miles of managed lanes from the Yolo/Solano County line through Yolo County to West El Camino Avenue on I-80 and to I-5 on US-50 in Sacramento County; the construction of new lanes on some segments and restriping to add lanes or using existing lanes for approximately 2.7 miles of the project; adding ITS elements along I-80 and US-50, including fiber optics, detection, changeable message signs, and ramp meters; improvements to the Yolo Causeway cycling and pedestrian facility through reduced curve radii and additional crosswalk, sidewalk lighting, and safety elements. The project will also include two auxiliary lanes and will add ramp meters at seven locations.

Project Benefits

The project supports economic vitality by reducing travel times from improving traffic flow. The project's addition of High Occupancy Vehicle lanes in both directions will alleviate bottlenecks and address an increasing capacity constraint. The project utilizes several technological innovations implementing ITS traffic management and integrating with transit operators to provide schedule and routing data. The project passes through a number of Opportunity Zones.

INFRA

U.S. Department of Transportation

NORTHEAST GEORGIA INLAND PORT

Georgia Ports Authority

Hall County, Georgia

Proposed Award**: $46,868,000**

Portion of Proposed Award Subject to 23 U.S.C. 117(d)(2): **$46,868,000**

Estimated Future Eligible Project Costs: **$156,227,805**

Estimated Minimum Non-Federal Funding: **$109,359,805**

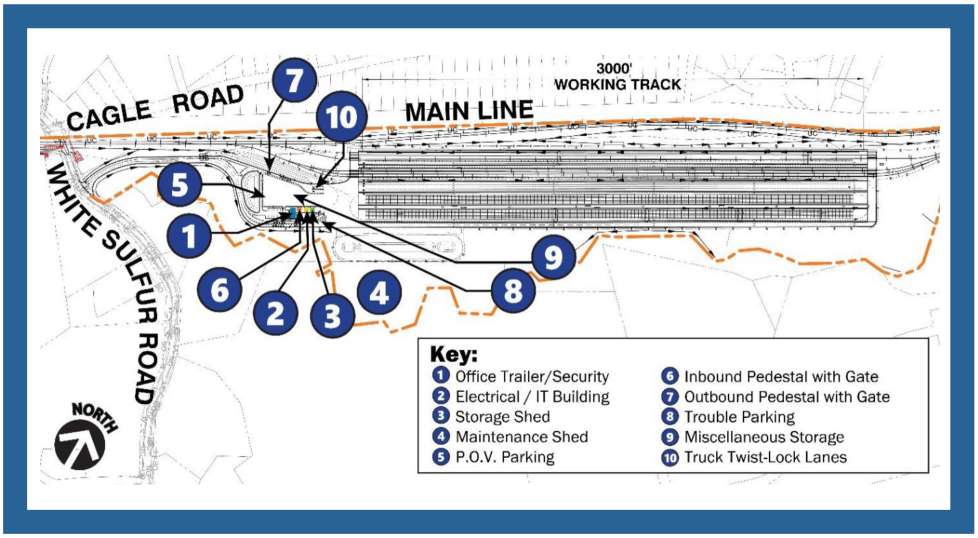
Urban-Rural Designation: **Rural**

Project Description

The Georgia Ports Authority will be awarded $46,868,000 to build a new inland container port along the I-85/I-985 corridor in an unincorporated area of Gainesville, which will be linked with the Port of Savannah by direct, 324-mile intermodal freight rail service. The project would divert truck traffic to intermodal rail transportation to and from the port. The new facility would haven a 104-acre site at the Gateway Industrial Centre north of Gainesville. It would include six railroad tracks with a combined length of approximately 18,000 feet connecting with the Norfolk Southern Crescent Corridor and secure, efficient gate facilities for truck access, featuring two inbound lanes with a kiosk and two outbound lanes with a kiosk.

Project Benefits

The project supports economic vitality by reducing freight travel times by providing a direct freight rail link to the Port of Savannah; it will reduce the need for containers moving between the Gainesville area and the seaport to travel either 301 miles by truck or by rail to a yard west of Atlanta and then to travel by truck an additional 70 miles through a congested area. The project supports a freight modal shift to reduce vehicle miles traveled. The project has private sector funding participation from a freight railroad.



INFRA

U.S. Department of Transportation

CLEAR PATH 465

Indiana Department of Transportation
Indianapolis, Indiana

Proposed Award: **$70,000,000**

Portion of Proposed Award Subject to 23 U.S.C. 117(d)(2): **$0**

Estimated Future Eligible Project Costs: **$377,000,000**

Estimated Minimum Non-Federal Funding: **$218,000,000**

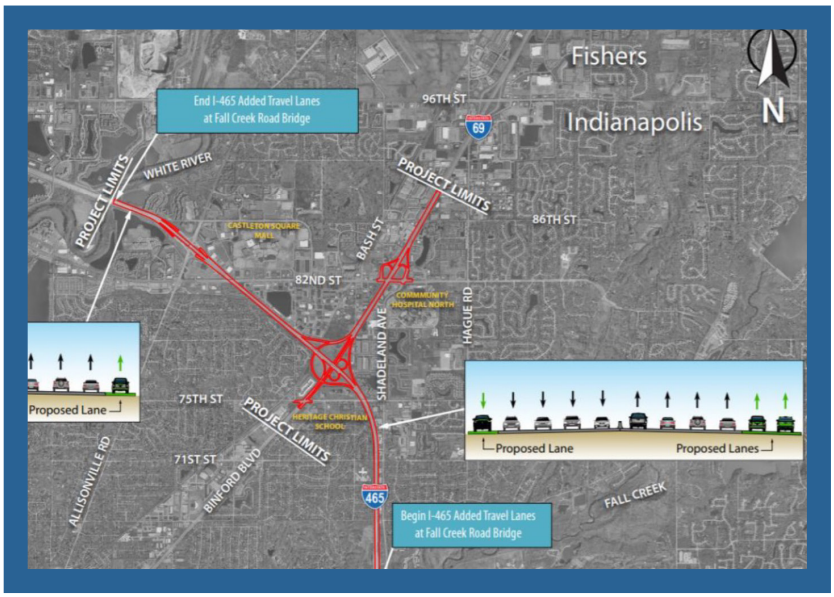
Urban-Rural Designation: **Urban**

Project Description

The Indiana Department of Transportation (INDOT) will be awarded $70 million in INFRA funding to complete the Clear Path 465 project. The project includes the reconstruction and expansion of the I-465/I-69 system interchange northeast of Indianapolis, approximately 4.5 miles of mainline I-465 from the White River to Fall Creek, and approximately 0.8 miles of I-69 from I-465 to 82nd Street. Specifically, the project includes: I-465 re-alignment with additional auxiliary and ramp lanes as needed; improvements to three eastbound I-465 exits; new ramp lanes from northbound I-465 to northbound I-69; additional lanes on Binford Boulevard; ramps to I-465/Binford Blvd; eliminating the weave from SB 82nd St. to Binford Blvd. (crossing SB I-69 traffic); new ramp lanes on Southbound I-69; and Southbound Binford Boulevard Collector-Distributor relocation.

Project Benefits

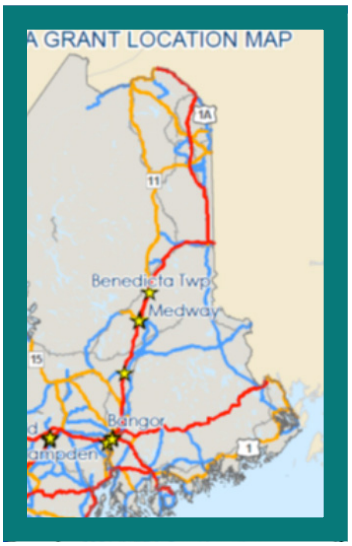
The project supports economic vitality by reducing travel times and improving safety by reconstructing and expanding the I-465/I-69 system interchange. The project will ease freight congestion along the National Highway Freight Network. INDOT plans to build many of the new bridges as well as a section of I-465 offline. Constructing the bridge offline means that it will be constructed next to the roadway, not impeding any existing traffic flows. Doing this will aid maintenance of traffic lane number requirements and allow for a larger working area for the contractor during multiple phases of construction.



INFRA

U.S. Department of Transportation

INITIATIVE FOR NEW DECKS ESSENTIAL FOR ECONOMIC DEVELOPMENT (INDEED) PROJECT



Maine Department of Transportation

Maine (Statewide)

Proposed Award: **$45,240,000**

Portion of Proposed Award Subject to 23 U.S.C. 117(d)(2)**: $0**

Estimated Future Eligible Project Costs: **$75,400,000**

Estimated Minimum Non-Federal Funding: **$15,080,000**

Urban-Rural Designation: **Rural**

Project Description

The Maine Department of Transportation will be awarded $45,240,000 to replace fourteen aging bridge decks, all of which are on the National Highway System and many of which are on the National Highway Freight Network. These bridges have deteriorated to the end of their useful lives, are in poor condition, and are considered structurally deficient. The aging bridge decks will be replaced with new, safe, and modern bridge decks, meeting current traffic safety standards, and the project is expected to facilitate freight movement across critical freight corridors into, within and out of the state of Maine.

Project Benefits

The project supports regional economic vitality by avoiding increased transportation costs from lengthy detours that would occur in the event the bridges would need to be closed, absent the proposed improvements. The project will use recycled materials in the reconstruction and replacement of the bridges.

INFRA

U.S. Department of Transportation

I-494: US 169 TO AIRPORT (PROJECT 1)

Minnesota Department of Transportation
Minneapolis, Minnesota

Proposed Award: **$60,000,000**

Portion of Proposed Award Subject to 23 U.S.C. 117(d)(2): $0

Estimated Future Eligible Project Costs: **$307,900,000**

Estimated Minimum Non-Federal Funding: **$215,500,000**

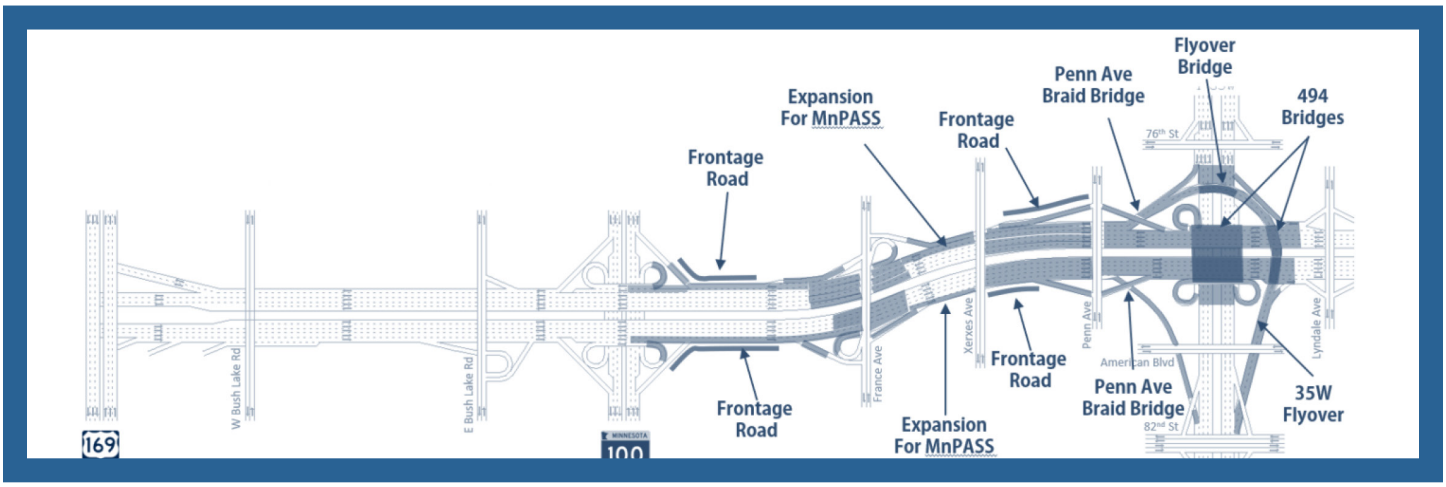
Urban-Rural Designation: **Urban**

Project Description

The Minnesota Department of Transportation will be awarded $60 million for a series of improvements to approximately three miles on I-494 between US 169 and the Minneapolis-St. Paul International Airport. This project will include construction of MnPASS Lanes, interchange and ramp improvements, and pedestrian connections on the segment between Highway 100 and Highway 77. This project is part of a larger approximately 9.5-mile corridor project.

Project Benefits

The project supports economic vitality by reducing travel times through the addition of high occupancy toll lanes along I-494. The project uses a travel demand management strategy to reduce greenhouse gas emissions and it includes an improved pedestrian and bicycle connection. Minnesota DOT has an Advancing Transportation Equity initiative to help understand how their actions and projects impact underserved and underrepresented communities and an equity analysis along the project corridor was completed. The project includes innovative technology such as dynamic pricing to manage congestion.



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U.S. Department of Transportation

PORT STREET CORRIDOR IMPROVEMENT PROJECT

The Port Authority of New York & New Jersey
Newark, New Jersey

Proposed Award: **$44,000,000**

Portion of Proposed Award Subject to 23 U.S.C. 117(d)(2): **$5,054,946**

Estimated Future Eligible Project Costs: **$146,345,000**

Estimated Minimum Non-Federal Funding: **$102,345,000**

Urban-Rural Designation: **Urban**

Project Description

The Port Authority of New York and New Jersey will be awarded $44 million to modernize an approximately 2.9-mile section of roadway at the north entrance of Port Newark and the Elizabeth-Port Authority Marine Terminal. The project would include the replacement of the Corbin Street Ramp, the realignment of portions of Corbin Street, Port Street, and Kellogg Street, and the improvement of several other nearby intersections.

Project Benefits

The project supports economic vitality by eliminating deteriorating and substandard roadway conditions at and near the port and would ease traffic concerns related to the growing volume of cargo that moves in and out of the port's terminals. These improvements are expected to reduce vehicle travel times and maintenance costs, and to improve safety. The applicant will utilize innovative ITS equipment and integrate the equipment with existing on-site fiber-optics. The project is located in a Federal Empowerment Zone.

INFRA

U.S. Department of Transportation

I-25 INTERCHANGE & CORRIDOR

Village of Los Lunas

Los Lunas, New Mexico

Proposed Award: **$25,000,000**

Portion of Proposed Award Subject to 23 U.S.C. 117(d)(2): **$0**

Estimated Future Eligible Project Costs: **$105,866,485**

Estimated Minimum Non-Federal Funding: **$66,838,801**

Urban-Rural Designation: **Rural**

Project Description

The Village of Los Lunas will be awarded $25 million to design and construct a new interchange on I-25 at Morris Road, a river crossing, four signalized intersections, and approximately four miles of four-lane highway. The goal of the project is to establish a secondary east-west corridor from I-25 across the Rio Grande as an alternative to NM 6, presently the only east-west corridor for approximately 17 miles connecting communities east of the Rio Grande to I-25.

Project Benefits

The project supports economic vitality by reducing travel times by building a new east-west alternative to NM-6 in the area of Los Lunas, New Mexico. The proposed corridor and river crossing (bridge) will also serve as a conduit to the installation of the Village's south master planned sewer interceptor and water transmission lines. Currently, the Village has only one crossing for utilities which leaves the entire east side of the community vulnerable. The project is partially located in one Federal Opportunity Zone.

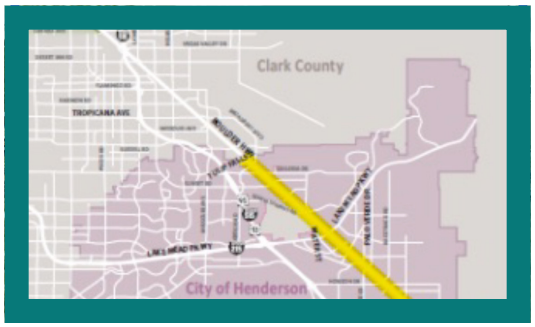
INFRA

U.S. Department of Transportation

REIMAGINE BOULDER HIGHWAY

City of Henderson

Henderson, Nevada



Proposed Award: **$39,851,697**

Portion of Proposed Award Subject to 23 U.S.C. 117(d)(2): **$0**

Estimated Future Eligible Project Costs: **$72,457,628**

Estimated Minimum Non-Federal Funding: **$32,605,931**

Urban-Rural Designation: **Urban**

Project Description

The City of Henderson will be awarded $39,851,697 for the Reimagine Boulder Highway Project. The project includes reconstruction of approximately 7.5 miles of Boulder Highway to convert a section of the highway into a complete streets roadway, including altering the current six-lane highway into a four-lane highway with two dedicated bus lanes and a protected bike lane. The project additionally includes reconfiguration of roadway geometry, enabling additional and shorter pedestrian crosswalks, as well as increased streetlights and the conversion of an -above-ground storm drain system into a below-ground facility.

Project Benefits

The project supports economic vitality by improving safety along the Boulder Highway in Henderson, Nevada. The project implements a complete streets transformation of a six-lane highway into four lanes with dedicated bus transit lanes, and improved pedestrian and bicycle accessibility. The project is partially located in several Federal Opportunity Zones.

INFRA

U.S. Department of Transportation

PHASE 4 OF THE COLUMBUS CROSSROADS I-70/I-71 IMPROVEMENTS IN DOWNTOWN COLUMBUS

City of Columbus

Columbus, Ohio

Proposed Award: **$25,000,000**

Portion of Proposed Award Subject to 23 U.S.C. 117(d)(2): **$0**

Estimated Future Eligible Project Costs: **$247,200,000**

Estimated Minimum Non-Federal Funding: **$123,700,000**

Urban-Rural Designation: **Urban**

Project Description

The City of Columbus will be awarded $25 million for Phase 4 of the Columbus Crossroads project involving the reconstruction of interchanges and roadways on the innerbelt I-70 and I-71 freeways in downtown Columbus, Ohio. The project includes: reconstructing just over approximately one mile of eastbound and westbound I-70 and northbound I-71 through the I-70/I-71/SR 315 West Interchange; adding an additional through lane for both eastbound and westbound traffic in the I-70/71 overlap; replacing three functionally obsolete bridges over I-70/I-71 at: High Street, Third Street and Fourth Street; reconnecting Downtown Columbus and the neighborhoods immediately south through urban avenue improvements, bridge enhancements, and bridge caps on the High Street and Third Street bridges.

Project Benefits

The project supports economic vitality by reducing travel time and improving safety through congestion-easing improvements along I-70 and I-71 south of downtown Columbus, as well as improved and new multimodal reconnections between downtown and neighborhoods to the south of the Interstate. The project provides improved neighborhood reconnections, it enables ease of access to electric vehicle DC fast chargers, and also provides dynamic lane use control to manage incidents and congestion through changeable signs and variable message signs. The project is partially located in a Federal Opportunity Zone.

INFRA

U.S. Department of Transportation

OKLAHOMA COUNTY I-40 AND DOUGLAS BOULEVARD INTERCHANGE

Oklahoma Department of Transportation

Oklahoma City, Oklahoma

Proposed Award: **$50,254,916**

Portion of Proposed Award Subject to 23 U.S.C. 117(d)(2): **$0**

Estimated Future Eligible Project Costs: **$108,758,193**

Estimated Minimum Non-Federal Funding: **$43,503,277**

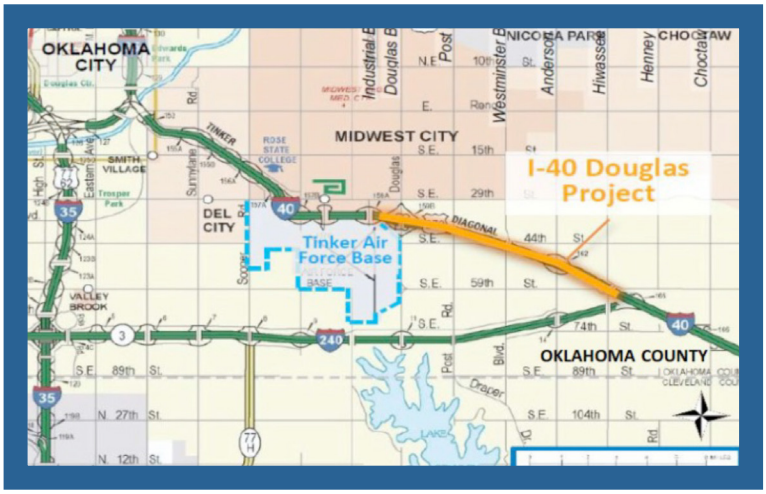
Urban-Rural Designation: **Urban**

Project Description

The Oklahoma Department of Transportation will be awarded $50,254,916 for a lane addition and interchange improvement project on I-40 and the Douglas Boulevard Interchange. The project will widen approximately 6.3 miles of I-40 near Oklahoma City from four to six lanes between Industrial Boulevard and the I-240 interchange; reconstruct an interchange at Douglas Boulevard using a single-point design; add acceleration and deceleration lanes near the Anderson Road interchange; improve substandard vertical clearances; and add sidewalks to Douglas Boulevard across I-40.

Project Benefits

The project supports economic vitality by improving safety and reducing travel times by widening I-40 from four to six lanes, reconstructing the Douglas Boulevard interchange, and adding sidewalks over I-40, alleviating congestion, and addressing safety hazards. The project uses a warm-mix asphalt (WMA) that can be successfully placed in cooler weather, extending the paving season, and making night work more feasible.



INFRA

U.S. Department of Transportation

SOUTHPORT BERTH DEVELOPMENT AND PORT EXPANSION

Philadelphia Regional Port Authority

Philadelphia, Pennsylvania

Proposed Award: **$49,000,000**

Portion of Proposed Award Subject to 23 U.S.C. 117(d)(2): **$49,000,000**

Estimated Future Eligible Project Costs: **$128,000,000**

Estimated Minimum Non-Federal Funding: **$68,000,000**

Urban-Rural Designation: **Urban**

Project Description

The Philadelphia Regional Port Authority will be awarded $49 million to construct a new approximately 1,056 linear foot multi-use berth that will be used to accommodate roll-on/roll-off (RO/RO) vessels. This project also includes the dredging for the new berth. The new berth will be located at the port's Southport facility, where a vehicle processing center and vehicle storage areas have already been constructed. Currently, RO/RO vessels calling at the Port of Philadelphia must dock at either the Packer Avenue Marine Terminal or Pier 122. This project will make it possible for the Packer Avenue Marine Terminal to handle additional containerships and would allow for Pier 122 to handle bulk cargo. In addition, the new Southport berth will shorten the distance vehicles must be transported for both processing and storage and will eliminate the need to move RO/RO units on public streets.

Project Benefits

The project supports economic vitality through the freight truck and port operating cost savings resulting from constructing a new multi-use berth. The project improves disaster preparedness and resiliency because it will be one of the only RO/RO facilities on the East Coast constructed to the 100-year floodplain. The project is located entirely within a Federal Empowerment Zone.

INFRA

U.S. Department of Transportation

CAMP HALL INDUSTRIAL CORRIDOR

South Carolina Department of Commerce Division of Public Railways

Ridgeville, South Carolina

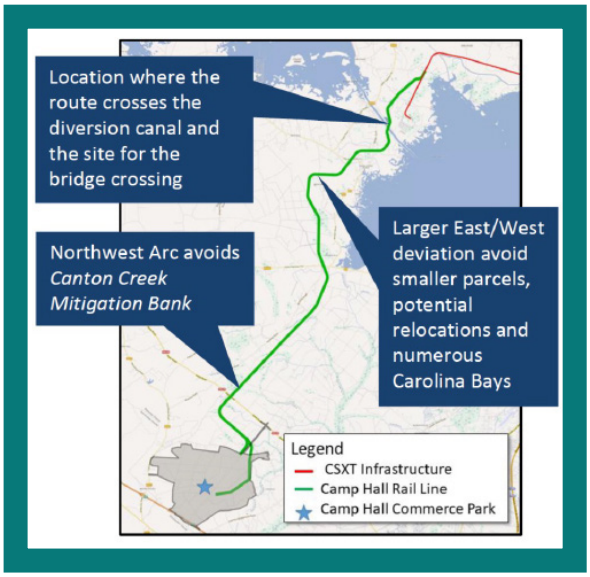
Proposed Award: **$25,000,000**

Portion of Proposed Award Subject to 23 U.S.C. 117(d)(2): **$25,000,000**

Estimated Future Eligible Project Costs: **$131,469,666**

Estimated Minimum Non-Federal Funding: **$106,469,666**

Urban-Rural Designation: **Rural**

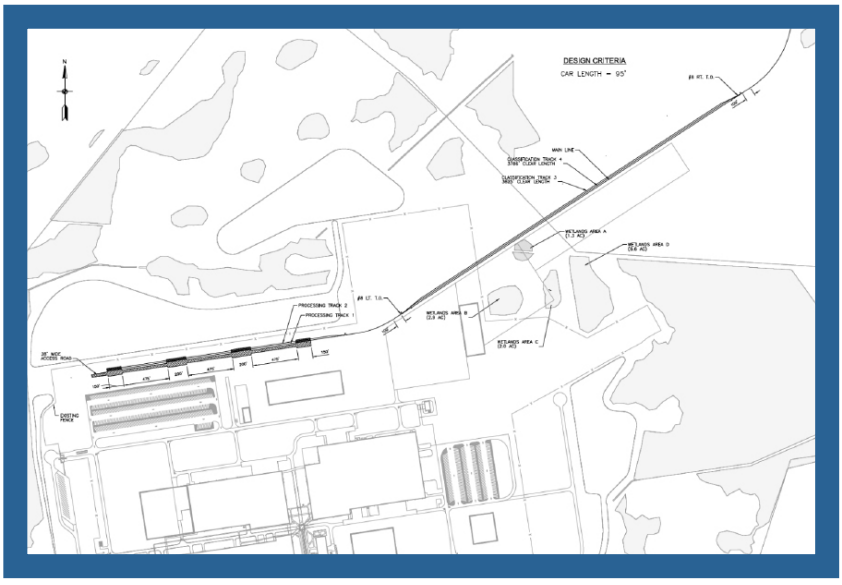


Project Description

Palmetto Railways, a division of the South Carolina Department of Commerce, will be awarded $25.0 million to build approximately 22.7 miles of new track and related facilities to connect the Camp Hall Commerce Park to the CSX rail network. The rail line will support the delivery of raw materials to an automobile manufacturing plant and the transport of finished vehicles from the plant.

Project Benefits

The project supports economic vitality by reducing transportation costs from a significant truck-to-rail diversion of freight traffic from the Camp Hall Industrial Park. The new rail corridor directly supports a modal shift in freight movement from road to rail to reduce vehicle miles traveled on the region's highways and to reduce greenhouse gas emissions. The project will also deploy broadband internet access to the adjacent rural communities. The project has private sector funding of $10 million being contributed from CSX and $6 million being contributed from Volvo Cars. The project is located in a Federal Opportunity Zone.



INFRA

U.S. Department of Transportation

I-90 RECONSTRUCTION IN MCCOOK AND MINNEHAHA COUNTIES

South Dakota Department of Transportation

Sioux Falls, South Dakota

Proposed Award: **$61,573,383**

Portion of Proposed Award Subject to 23 U.S.C. 117(d)(2): **$0**

Estimated Future Eligible Project Costs: **$102,622,305**

Estimated Minimum Non-Federal Funding: **$20,524,461**

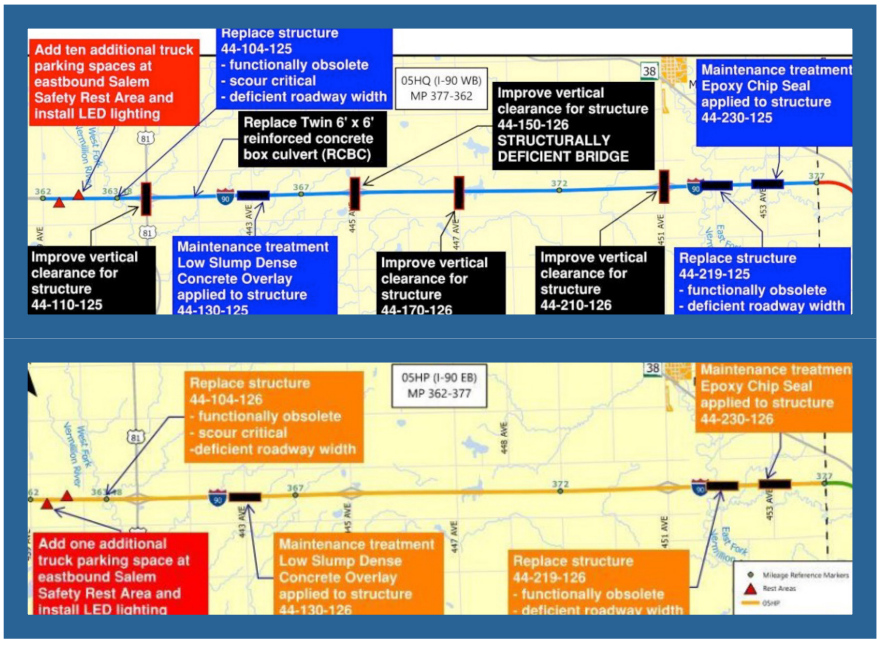
Urban-Rural Designation: **Rural**

Project Description

The South Dakota Department of Transportation will be awarded $61,573,383 to reconstruct approximately 28 miles of I-90 in McCook and Minnehaha Counties, between mileage reference markers 362 and 390. The project will remove and replace the existing surface on the I-90 eastbound lanes and westbound lanes, rebuild nine functionally obsolete and structurally deficient structures, provide safety and operational enhancements, and add truck parking spaces at the westbound and eastbound rest areas.

Project Benefits

The project supports economic vitality by rebuilding and improving a significant freight route that is nearing the end of useful life and will soon have inadequate safety facilities for truck movement. Reconstructing this segment to avoid expected detours and adding truck parking results in benefits for freight movement and enhances the state of good repair of the corridor. The project includes innovative components such as fiber optic deployment and a new e-Construction process that will streamline project delivery. The project will also ensure the replacement bridges will be resilient to increasingly frequent flooding.



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U.S. Department of Transportation

I-35 RED RIVER PROJECT

Texas Department of Transportation

Gainesville/Texoma, Texas

Proposed Award: **$50,000,000**

Portion of Proposed Award Subject to 23 U.S.C. 117(d)(2): **$0**

Estimated Future Eligible Project Costs: **$273,777,315**

Estimated Minimum Non-Federal Funding: **$113,738,657**

Urban-Rural Designation: **Rural**

Project Description

The Texas Department of Transportation will be awarded $50 million to improve approximately 7.4 miles of I-35 across Texas, Oklahoma, and the Chickasaw Nation. The project includes widening the Interstate, modernizing the corridor design by flattening curves, replacing the northbound and southbound bridges with wider and higher structures over the Red River, updating the frontage roads, installing a fixed concrete barrier in the median, adding retaining walls and culverts, installing intelligent transportation systems improvements including dynamic message signs, adding pedestrian elements, and converting an interchange.

Project Benefits

The project supports economic vitality by reducing travel time on the corridor, especially for the approximately 20 percent of traffic that is freight-related. Accident reduction benefits result from reducing the curvature of the roadway in three major locations, adding a new lane in each direction, and adding lighting to the corridor. The new bridge structures will have a higher clearance over the river below, making the corridor more resilient to climate change. The project also incorporates innovation by installing ITS, including dynamic messaging signs and communications infrastructure, vehicle detection, and CCTV cameras. The project is located within an Opportunity Zone.

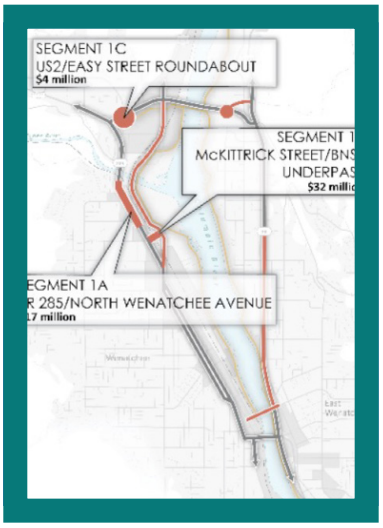
INFRA

U.S. Department of Transportation

THE APPLE CAPITAL LOOP (SEGMENTS 1, 2, AND 4)

City of Wenatchee

Wenatchee, Washington



Proposed Award: **$92,412,004**

Portion of Proposed Award Subject to 23 U.S.C. 117(d)(2): **$0**

Estimated Future Eligible Project Costs: **$179,609,738**

Estimated Minimum Non-Federal Funding: **$77,497,782**

Urban-Rural Designation: **Rural**

Project Description

The City of Wenatchee will be awarded $92,412,004 to construct a network of projects on an 11-mile loop, including intersection improvements to SR 285/North Wenatchee Avenue, construction of a railroad underpass on McKittrick Street, and replacement of a signalized intersection with a roundabout at US 2/Easy Street. It will also create an approximately 2.5-mile bypass of SR 285, and widen a segment of SR 28. Project partners include the City of East Wenatchee, Chelan County, Douglas County, Washington Department of Transportation, Chelan-Douglas Regional Port Authority, LINK Transit, and Chelan-Douglas Transportation Council.

Project Benefits

The project supports economic vitality by reducing congestion that is expected to worsen without improvement due to high growth in the area. The intersection improvements will further reduce crashes in the corridor. The project applies a variety of environmental justice evaluation tools, supporting zero emission vehicle infrastructure, and increasing wildfire evacuation capacity. The project is partially located within an Opportunity Zone.