

FY 2022 – FY 2024 Mega Grant – Candidates for Technical Assistance

Consistent with 49 U.S.C. § 6701(f)(4)(C), all unsuccessful applicants are eligible to receive technical assistance from the Department on request. The 14 projects listed below were identified as exhibiting key strengths that align with Administration goals but were not selected for a Mega award. The project sponsors will receive project-specific targeted technical assistance from the Department’s Build America Bureau to ensure they are best positioned to take advantage of a wide variety of Departmental programs in future years. *NOTE: Projects identified as “Candidates for Technical Assistance” do not indicate any guarantee of future Mega grant funding.*

The Bureau will offer project-level workshops and brainstorming sessions with the 14 project sponsors to identify additional grant programs and Bureau loan opportunities that can help fund and finance their projects, refine technical project components to be more competitive for future grants, and identify innovative solutions to project delivery. For some projects, this could also include the opportunity to apply for a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan up to the maximum statutory amount of 49 percent of eligible project costs. Historically this amount has been capped at only 33 percent of eligible project costs for most projects.

| State | Project Name | Applicant Name | Mega Grant Request | Project Description | Project Attributes Evaluation |
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| Alabama | I-10 Mobile River Bridge and Bayway Project | Alabama Department of Transportation | \$500,000,000 | This project includes four components: 1) the construction of a six-lane cable stayed bridge across the Mobile River channel as an alternate route to the I-10 George Wallace Tunnel; 2) the replacement of the four-lane I-10 Bayway bridges with six- or eight-lane bridges along the approximately 7.4 miles to the US 90/98 Eastern Shore interchange; 3) the reconstruction of seven interchanges linking the major highways, downtown, the Port, and the new Mobile International Airport; 4) and the implementation of intelligent transportation system and tolling enhancements along the corridor. | The project is strong in Economic Impacts, Freight Movement, and Job Creation; Climate Change, Resiliency, and Environment; Equity, Multimodal Options, and Quality of Life; and Innovation. |
| Alaska | Tustumena Replacement Vessel | State of Alaska | \$194,922,000 | The project will fund a new roll-on/roll-off vehicle ferry vessel to replace a 58-year-old ferry, which currently serves the communities and ports of the lower Kenai Peninsula, Kodiak Island, and the Aleutian Islands as part of the Alaskan Marine Highway System. The replacement vessel is expected to carry as many as 250 passengers, 54 cars or up to 14 semi-trailers, will be one of only two AMHS vessels capable of serving the 13 ports of call between Homer and Unalaska. | The project is strong in Safety. It also addresses Climate Change, Resiliency, Environment; Equity, Multimodal Options, and Quality of Life; Economic Impacts, Freight Movement, and Job Creation; State of Good Repair; and Innovation. |
| California | California High-Speed Rail Inaugural Operating Service | California High-Speed Rail Authority | \$1,045,000,000 | This project includes four components: the design of two extensions to the existing approximate 119-mile Central Valley high-speed rail line currently under construction from Madera to Shafter (one extension from Madera to Merced and the other from Shafter to downtown Bakersfield); the construction of a second track for the current approximate 119-mile segment; the construction of two stations (one in Fresno and the other in King/Tulare region); and the procurement of six electric trainsets. | The project is strong in Safety; State of Good Repair; Economic Impacts, Freight Movement, and Job Creation; Climate Change, Resiliency, and Environment; Equity, Multimodal Options, and Quality of Life; and Innovation. |
| California | The Downtown Rail Extension (DTX) | Transbay Joint Powers Authority | \$900,000,000 | The project will construct an extension of the current Caltrain commuter rail line, as well as future intercity high-speed passenger rail service, to the Transbay (Salesforce) Transit Center in the Financial District of San Francisco. The approximately 2.4-mile mostly tunneled rail alignment would also include a new underground station at Fourth and Townsend as well as completing the lowest two levels of the existing Salesforce Transit Center. | The project is strong in State of Good Repair; Economic Impacts, Freight Movement, and Job Creation; Climate Change, Resiliency, and Environment; Equity, Multimodal Options, and Quality of Life; and Innovation. |

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| Florida | Port Miami Net Zero Resilient Supply Chain Program: Cargo Mobility Optimization, Electrification, Densification, and Inland Ports Project | Miami-Dade County | \$266,487,281 | The project consists of multiple components, covering Phase 1 of Port Miami's overarching Net Zero Resilient Supply Chain Project: the reconstruction and expansion of two existing cargo yards through the demolition and relocation of existing building structures; the relocation and modernization of two cargo gates and the implementation of smart port gate operating systems; the consolidation of surface parking into a parking structure, providing an additional land area for container processing at another cargo yard; the construction of two off-port inland container yards in northwest Miami-Dade County and central Florida; and the conversion of cargo yard equipment to electrical power. | The project addresses Safety; State of Good Repair; Economic Impacts, Freight Movement, and Job Creation; Climate Change, Resiliency, and Environment; and Innovation. |
| Illinois | Chicago Access/Michigan East Program | National Railroad Passenger Corporation (Amtrak) | \$251,100,000 | The project has three components: (1) enhancements to Chicago Union Station (CUS), including: Mail Platform Reactivation, Concourse Improvements, Trainshed Ventilation Improvements, and Platform Capacity Expansion; (2) building a direct connection between CUS and the St. Charles Air Line (SCAL), purchasing yard property near CUS, constructing a new platform at Joliet, and upgrading the at-grade connection between SCAL and Rock Island District (RID) trackage at 16th St., and (3), preliminary engineering, NEPA, and final design for double-tracking the congested Niles-Glenwood Road segment of the Chicago-Detroit route. | The project is strong in Safety; State of Good Repair; Economic Impacts, Freight Movement, and Job Creation; Climate Change, Resiliency, and Environment; Equity, Multimodal Options, and Quality of Life; and Innovation. |
| Massachusetts | North Station Draw 1 Bridge Replacement Project | Massachusetts Bay Transportation Authority | \$338,379,146 | The project will: replace the North Station Draw 1 Bridge with 4 tracks and with new vertical lifts for 6 tracks; install 2 new tracks at North Station and upgrade the platform; upgrade associated tracks, signals, and switches; and build a new pedestrian-multimodal crossing over the Charles River. | The project is strong in Safety; and State of Good Repair. |
| Michigan | I-475 Rebuilding and Community Enhancement Project | Michigan Department of Transportation | \$101,722,250 | This project will rebuild the existing I-475 freeway, improving non-motorized safety, including repairing the deteriorating roadway and structures with a narrowed footprint freeway. | The project is addresses Safety, State of Good Repair, Economic Impacts, Freight Movement, and Job Creation, Equity, Multimodal Options, and Quality of Life and Innovation. |
| Missouri | I-670 South Loop Link Green Mobility hub | Downtown Kansas City Community Improvement District | \$60,000,000 | The project will construct decking and cap parks over an approximate four-block below-grade section of Interstate 670. The deck will be furnished with pedestrian amenities, permeable surfaces, trees, and lighting. | The project is strong in Economic Impacts, Freight Movement, and Job Creation; Climate Change, Resiliency, and Environment; Equity, Multimodal Options, and Quality of Life. |
| New York | I-81 Viaduct | New York State Department of Transportation | \$225,000,000 | The project will reconstruct substantial segments of Interstates 481, 690, and 81, reconfigure portions of the local street network, and remove the approximate 1.4-mile I-81 viaduct through the city of Syracuse and replace it with an urban arterial, designed as a complete street for vehicles, pedestrians, and bicyclists. | The project is strong in Safety; State of Good Repair; and Equity, Multimodal Options, and Quality of Life. |
| Oregon | Pacific Coast Intermodal Port | Oregon International Port of Coos Bay | \$1,240,797,072 | The project has three components: the deepening, widening, and dredging of the channel leading into the port; the construction of a new intermodal container terminal at the sound end of the port, and approximately 108 miles of rail corridor upgrades. | The project is strong in Economic Impacts, Freight Movement, and Job Creation. The project also addresses Safety; and State of Good Repair. |
| Pennsylvania | I-83 South Bridge Replacement Project | Pennsylvania Department of Transportation | \$500,000,000 | This project will reconstruct and modernize the I-83 bridge, including connecting viaduct and interchange infrastructure. | The project is strong in Safety, State of Good Repair, Equity, Multimodal Options, and Quality of Life and Innovation |
| Rhode Island | South Quay Marine Terminal | Rhode Island Commerce Corporation | \$127,492,710 | The project will construct a new port with approximately 1,380 feet of quay frontage sufficient for two heavy load deep draft berths. | The project is strong in Climate Change, Resiliency, and the Environment, and Equity, Multimodal Options, and the Quality of Life. |
| Virginia | I-64 Widening Project | Virginia Department of Transportation | \$150,000,000 | The project will add a third lane in each direction of I-64 for approximately 29-mile segment between Exit 205 in New Kent County and Exit 234 in York County. | The project is strong in Safety; State of Good Repair; and Economic Impacts, Freight Movement, and Job Creation. |