

# U.S. Department of Transportation Celebrates Biden Administration's Progress Delivering on the Bipartisan Infrastructure Law

INVESTING IN  
AMERICA



U.S. Department  
of Transportation

When President Biden signed the Bipartisan Infrastructure Law in November 2021, he committed to delivering once-in-a-generation investments to rebuild America's infrastructure and competitiveness. Today, his Administration is breaking ground and cutting the ribbon on projects across the country to rebuild our roads and bridges, expand passenger rail, provide clean and safe water, tackle legacy pollution, expand access to high-speed internet, and build a clean energy economy for all Americans.

Through the infrastructure law, the U.S. Department of Transportation is delivering an "Infrastructure Decade" that will benefit communities for generations to come.

To date across the Biden-Harris Administration, nearly \$454 billion in Bipartisan Infrastructure Law funding has been announced to over 56,000 specific projects and awards across over 4,500 communities in all 50 states, D.C., and U.S. territories.

## President Biden's Bipartisan Infrastructure Law and its impact on America's transportation infrastructure by the numbers



**50,000+** transportation construction projects are being built with funding from the infrastructure law



**450+** port and waterway projects have received funding from either the Army Corps of Engineers or DOT to strengthen supply chain reliability, speed up the movement of goods, reduce costs, and reduce carbon pollution



**10,000+** transportation construction projects are already completed



**800+** airports are modernizing their terminals, expanding operations, or improving their runway infrastructure



**165,000+** miles are being repaired or improved from coast to coast



**1,000+** communities in all 50 states have received funding to improve roadway safety for drivers, pedestrians, and cyclists



Nearly **9,400** bridge repair projects are being rebuilt, repaired, or modernized



Nearly **70** rail corridors, including **7** high speed ones, have received funding to create a pipeline for future passenger rail projects



Nearly **9,000** public transit projects have received funding to expand or modernize operations



**450+** transportation projects are underway across over 150 Tribal Nations

*\*Updated May 2024*

# Improving America's Supply Chain

## Spotlight: Brent Spence Bridge Corridor Project

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The project includes critical improvements to the Brent Spence Bridge and the construction of a new companion bridge to relieve congestion and improve travel time reliability, supporting the regional economy.

### Project Highlights

**Awardee:** Kentucky Transportation Cabinet, Ohio Department of Transportation

**Location:** Cincinnati, Ohio and Covington, Kentucky

**Bipartisan Infrastructure Law Grants:** \$1.385 billion



Brent Spence Bridge is the gateway for motorists traveling across Interstates 71 and 75 between Ohio and Kentucky. The bridge is a vital corridor for freight and local travelers alike, carrying more than \$400 billion in freight per year over the Ohio River and connecting travelers to the central business districts in Covington, Kentucky and Cincinnati, Ohio.

### Why This Project?

Brent Spence Bridge is also among the worst truck bottlenecks in the nation. For decades, inadequate capacity on the aging bridge has created headaches for drivers traveling between Kentucky and Ohio.

The bridge was originally designed to accommodate 80,000 vehicles a day. However, it now carries more than double that amount. During peak travel times, the number of vehicles crossing the bridge significantly exceeds what each lane can efficiently handle. The resulting congestion causes severe travel delays, creates safety issues, and disrupts the smooth movement of freight, with ripple effects throughout the regional and national economy.

### What's the Impact?

For nearly two decades, plans for improving the Brent Spence Bridge have been under consideration. The Bipartisan Infrastructure Law's investment in the bridge is now propelling these plans into action. The Brent Spence Bridge Corridor Project will transform the approximately 8 miles of Interstates 71 and 75 through Kentucky and Ohio, including the addition of a new companion bridge to the existing bridge. The once-in-a generation opportunity will reduce congestion, improve traffic flow and safety, and maintain a key regional and national transportation corridor.

The new companion bridge will provide an additional river crossing to the west of the existing structure. This will separate local and through traffic to promote safer driving conditions and offer much-needed traffic relief, while still providing access to both Covington and Cincinnati's business districts.

In addition, improvements to the existing bridge will reduce delays in the movement of freight, helping to lower the cost of goods for American families.

### KEY BENEFITS



Anticipated growth to over \$800 billion in freight movement by 2030



More than 150 crashes avoided annually, amounting to over \$20 million in benefits in the opening year of the project alone



# Delivering High-Speed Rail

## Spotlight: Brightline West High-Speed Rail Project

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The high-speed rail project will be a fully electric, zero-emission system between Las Vegas, Nevada, and Rancho Cucamonga, California, to become one of the greenest forms of transportation in the United States.

### Project Highlights

<b>Awardee:</b>	Nevada Department of Transportation, Brightline West
<b>Location:</b>	Las Vegas, Nevada, and Southern California
<b>Bipartisan Infrastructure Law Grant:</b>	\$3 billion



Source: Brightline West

Nearly 50 million annual trips occur between Los Angeles and Las Vegas, two major metropolitan areas and tourist destinations. Over 85 percent of those trips are by car, traveling via Interstate 15 (I-15), the only major thoroughfare between the two areas.

I-15 is also an important freight route for America's supply chains, facilitating truck movements out of the ports and agricultural regions of southern California and onward to major cities.

### Why This Project?

As the single roadway connection between the two areas, I-15 is overburdened by increasing commuter travel as well as heavy freight traffic. It has become a critical bottleneck between southern California and Las Vegas, particularly on weekends and holidays when travelers can sit in traffic for 7 hours or more. Further, the freeway system leading into I-15 from points west, east, and south, is plagued by similar delays and capacity constraints.

Previous plans to address capacity deficiencies, congestion, limited travel mode choices, safety deficiencies, and increasing vehicle miles traveled have repeatedly stalled or failed to achieve lasting results.

### What's the Impact?

The Brightline West High-Speed Rail Project will redefine train travel in America. The Bipartisan Infrastructure Law's \$3 billion investment in the high-speed rail line between Las Vegas and southern California is the culmination of more than two decades of planning and coordination. The modern, eco-friendly system will be America's first true high-speed passenger rail system. DOT is also helping finance the project with an additional \$3.5 billion in private activity bonds.

The 218-mile passenger rail service will feature three full-service stations in Las Vegas, Victor Valley, and Rancho Cucamonga, with 96 percent of its alignment within the median of I-15. The all-electric, zero-emission trains will be capable of reaching speeds up to 200 miles per hour, getting passengers from Las Vegas to Rancho Cucamonga in about 2 hours and 10 minutes (nearly twice as fast as driving).

The new high-speed rail system will serve more than 11 million passengers annually, taking millions of cars off the roads and reducing emissions. It will provide an environmentally friendly alternative to flying or driving, improving the safety of our roads and saving time for millions of Americans.

### KEY BENEFITS



Over 10,000  
good-paying, union  
construction jobs



800 million fewer  
pounds of carbon  
pollution annually



75 highway fatalities  
and injuries avoided  
annually

# Expanding Public Transit

## Spotlight: Northwest Light Rail Extension Phase II

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This 1.6-mile extension of Valley Metro's light rail network provides access to the region's light rail system for various communities in north and west Phoenix, as well as Glendale and Peoria, and supports transit-oriented development in the corridor. The project has been completed ahead of schedule and on budget.

### Project Highlights

Awardee:	City of Phoenix and Valley Metro
Location:	Phoenix, Arizona
Bipartisan Infrastructure Law Grant:	\$158.1 million



As America's fifth-largest city, Phoenix requires robust transportation infrastructure to ensure reliable public transportation that connects all residents to economic opportunities. Valley Metro is the regional public transportation agency that provides coordinated transit services to residents of the metropolitan Phoenix area. Valley Metro Rail is responsible for light rail and streetcar operations in the area. It serves over 32,000 daily riders. The light rail service has led to rapid urban development and generated economic activity for communities along the light rail route in Phoenix.

The City of Phoenix's revitalization plans for the area include the transit-oriented redevelopment of the Metrocenter mall site. The development will include apartments and affordable housing, retail, restaurants, entertainment venues, and parks.

### Why This Project?

In north and west Phoenix, 31 percent of the population live below the poverty level, and 18 percent of households do not own a car. Transit in the community was limited to infrequent bus service to reach the downtown business core, restricting access to employment opportunities, schools, healthcare, and more. In addition, Interstate 17 (I-17) presented a formidable barrier to east-west travel in northern Phoenix.

### What's the Impact?

In January 2024, the Northwest Light Rail Extension Phase II opened for service. The extension was part of Phoenix's transit vision for over two decades. The Bipartisan Infrastructure Law's investment was the critical step to advancing it forward.

The 1.6-mile extension expands the Valley Metro Rail system to 30 miles, improving access for residents in various communities in north and west Phoenix, Glendale, and Peoria. The project added three new light rail stations and includes the area's first elevated rail station, a rail-only bridge over the I-17 freeway, and nine community-driven public art installations.

The crossing over the I-17 is the first Interstate flyover in the history of the Phoenix system. It provides greater transit access to the West Valley, connecting riders with opportunities in downtown Phoenix, Tempe, and Mesa. It also provides access to a new multimodal transit center, a new park-and-ride garage, and the Metrocenter redevelopment, as well as Sky Harbor International Airport, Arizona State University, and Chase Field.

The Northwest extension is helping more residents get to work, schools, healthcare facilities, and more, while also helping to ease congestion, bring economic investment to the area, and increase affordable housing in the region.

### KEY BENEFITS



Approximately 2,400 good-paying jobs



Expanded service to 1,400 new daily riders

# Improving Roadway Safety

## Spotlight: Building Safer Streets in Modoc County

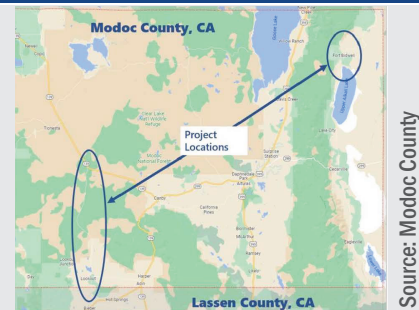
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This project will improve safety along two corridors in rural, disadvantaged communities and Tribal areas by implementing bicycle lanes, pedestrian crosswalks, speed control measures, and rural road safety improvements.

### Project Highlights

Awardee:	Modoc County
Location:	Modoc County, California
Bipartisan Infrastructure Law Grant:	\$12.9 million



Modoc County is a rural area in northeastern California, bordering Oregon and Nevada. Within the county is the remote Town of Fort Bidwell and the Fort Bidwell Indian Community of the Fort Bidwell Reservation of California. The closest metropolitan region to Fort Bidwell is over 3.5 hours away (Reno, Nevada).

Within the area, County Road 91 and County Road 1 are critical corridors connecting various intra- and interstate travel and freight routes. Both roads service historically disadvantaged communities and are part of an Economic Opportunity Zone in an area that is just beginning to reverse decades of social and economic decline.

### Why This Project?

County Road 91 and County Road 1 have Modoc County's highest crash rates. Several unsafe road curves along the corridors have led to crashes due to road or lane departures.

In particular, dangerous road conditions along Fort Bidwell's Main Street on County Road 1, which is the only paved and maintained road that serves nearby communities with groceries and medical services, make it unsafe for people walking and biking.

### What's the Impact?

With funding from the Bipartisan Infrastructure Law, the Building Safer Streets in Modoc County project will improve safety along two high-risk corridors in rural, disadvantaged communities and Tribal areas. In a partnership among Modoc County, the Town of Fort Bidwell, the Fort Bidwell Indian Reservation, and neighboring Lassen County, the project will implement roadway features to prevent roadway departure issues. Planned improvements include high-friction surface treatment on selected curves, chevron signs on horizontal curves, curve advance warnings, rumble strips, and safety edges.

Along a key part of Fort Bidwell's Main Street, the project will add bicycle lanes, pedestrian crosswalks, speed control measures, and infrastructure features for persons with disabilities—enabling residents to safely access Main Street for critical services. In addition, County Road 91 often serves as a detour route during fires and snow closures of State Highway and Interstate roadways. The project will develop a safe and effective corridor for non-local drivers to traverse the area.

This project will improve the safety of critical corridors in Modoc County, as well as provide pedestrian, bicycle, and mobility-assistance benefits.

### KEY BENEFITS



Crashes reduced by an estimated 76% for County Road 91 and 82% for County Road 1



Nearly \$40 million in economic benefits from the project



# Improving Airline Passenger Experience

## Spotlight: Terminal Renovation and Expansion (TREX) Program

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This project will expand and modernize Spokane International Airport's terminal facility to meet growing passenger demand.

### Project Highlights

<b>Awardee:</b>	City of Spokane and Spokane County c/o Spokane Airport Board
<b>Location:</b>	Spokane, Washington
<b>Bipartisan Infrastructure Law Grants:</b>	\$48.3 million



Spokane International Airport is the second largest airport in the state of Washington—and an important gateway to key markets and destinations across the Inland Northwest. It is served by six airlines and three air cargo carriers.

Over the past few years, Spokane International Airport has set records for passenger traffic. From 2013 to 2019, passenger boardings at the airport increased by 38 percent. In 2023 alone, the airport served more than 4 million passengers. The airport estimates more than 6.2 million passengers annually will travel through the facility by 2030.

### Why This Project?

Spokane International Airport's terminal facility is outdated and lacks the ability to add gate capacity to handle increasing passenger traffic demand. Travelers typically experience crowded ticketing and gate areas, as well as inclement weather when using ground boarding. Substantial terminal improvements are necessary to meet the needs of current and projected future passenger traffic.

### What's the Impact?

The TREX Program will expand and modernize Spokane International Airport's terminal facility to meet growing passenger demand. The first phase of the TREX Program is the Concourse C Expansion Project. This 144,000-square-foot expansion will add three new gates to the west side of the airport's Concourse C.

The increased terminal size will reduce crowding and queuing for passengers. In addition, passengers will no longer have to ground board aircraft in inclement weather. The boarding bridges will also make aircraft more easily accessible to passengers with disabilities.

The Bipartisan Infrastructure Law's investment has been critical to allow TREX to remain on track and support elements of the construction that provide a more energy-efficient terminal facility, accommodate increased passenger traffic demand, and deliver an upgraded passenger experience.

**KEY  
BENEFITS**



Over 1,100  
good-paying jobs



New mechanical, electrical, and plumbing infrastructure meeting energy efficiency, sustainability, and environmental goals



# Making Cities Walkable

## Spotlight: Uniting Neighborhoods and Infrastructure for Transportation Equity (UNITE): Ashley Drive

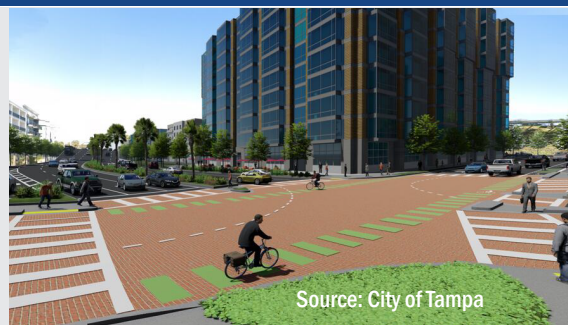
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The project will lower an interchange ramp to street level, restoring neighborhood connectivity eroded by I-275, and make it safer and easier to walk and bike around downtown Tampa.

### Project Highlights

Awardee:	City of Tampa
Location:	Tampa, Florida
Bipartisan Infrastructure Law Grant:	\$5.3 million



The Hillsborough area was the home of a historic Black business district and an epicenter of culture for the greater Tampa area. However, the construction of Interstate 275 (I-275) and conversion of a portion of Ashley Drive into a grade-separated freeway ramp in 1951 created an impassible barrier that severed downtown Tampa's historic street grid and routed high-speed regional traffic directly into Tampa's urban core. While this produced a new, auto-centric gateway into downtown Tampa, it also separated historically Black neighborhoods.

### Why This Project?

Ashley Drive continues to be a divide that significantly burdens north downtown Tampa residents. Members of the community are three times less likely to own a car than other Tampa residents and twice as likely to walk to work. Yet, the ramp restricts direct access to downtown Tampa, whether walking, biking, or taking transit. Restoring connectivity in this area addresses a key community need. Ashley Drive has also served as a barrier to downtown redevelopment strategies because it blocks connectivity to the Hillsborough River and downtown area.

### What's the Impact?

The UNITE: Ashley Drive project will address the inequities that Ashley Drive created by lowering the interchange ramp to street level and reconnecting Tampa's historic street grid. The project will introduce new roadway connections, provide new bicycle and pedestrian routes, install new signals, implement traffic calming measures, and establish a Community Advisory Committee to help guide the equitable implementation of the project.

The City of Tampa has engaged the community extensively, gathering feedback on the need for slower vehicle speeds, balanced traffic volumes, reconnections to the downtown grid, and neighborhood amenities (e.g., green spaces and better lighting).

Funding from the Bipartisan Infrastructure Law is a landmark step in ensuring residents have safer and increased access to the resources they need in downtown Tampa, such as job opportunities, healthcare facilities, supermarkets, schools, affordable housing, and recreational areas.

#### KEY BENEFITS



Increased access to  
job opportunities and  
affordable housing



More active trans-  
portation access



Restored neighbor-  
hood connectivity

# Modernizing America's Airports

## Spotlight: Pittsburgh International Airport

### INVESTING IN AMERICA



This project will support the modernization efforts of an outdated 30-year-old terminal at the Pittsburgh International Airport that is currently not sustainable for the number of passengers that flow through the airport daily.

### Project Highlights

**Awardee:** Allegheny County Airport Authority

**Location:** Pittsburgh, Pennsylvania

**Bipartisan Infrastructure Law Grant:** \$23.5 million



Pittsburgh International Airport (PIT) is the second busiest airport in Pennsylvania, with upwards of 8 million passengers annually. The project to modernize the terminal will address current issues with four focuses for upgrades, including:

- Consolidation of the baggage handling system into a new 700,000-square-foot landside terminal building
- Consolidation of existing security checkpoints into a single, centralized, security checkpoint
- Redevelopment of the existing international arrivals facility
- Other related functions to incorporate the new landside terminal into the overall terminal complex, including modifications to the airside building.

### Why This Project?

Currently, it's difficult for passengers to move through the airport efficiently, and the terminal suffers from poor space management and costly maintenance problems. This project aims to

address these problems and make the airport experience more efficient to support the millions of Americans who rely on PIT annually.

### What's the Impact?

With funding from President Biden's Bipartisan Infrastructure Law, the Pittsburgh International Airport Terminal Modernization Program will reconstruct an old terminal and directly improve the passenger experience while traveling through this airport by increasing operational efficiencies, safety, and reliability.

A centralized screening checkpoint will alleviate space constraints and congestion, and a consolidated baggage handling system will reduce baggage processing times. The project will add seven elevators, improving the passenger experience for travelers with disabilities.

Additionally, the new configuration will eliminate over 95,000 taxi lane crossings annually, reducing aircraft conflicts and enhancing the Airport Safety Program.

### KEY BENEFITS



Reduced aircraft conflicts due to safer configuration of airport buildings



Improved accessibility and efficiency for passengers traveling through the airport, particularly passengers with disabilities

# Building Climate-Resilient Communities

## Spotlight: BIA Route 33 Tribal Resiliency and Evacuation Route Improvement Project

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This project will improve BIA Route 33 – a critical transportation corridor for the Oglala Sioux Tribe that connects residents to employment, education, and other basic needs – to make it more resilient to severe weather events and flooding, which has historically cut off the community from emergency services during severe weather events.

### Project Highlights

<b>Awardee:</b>	Oglala Sioux Tribe
<b>Location:</b>	Pine Ridge Indian Reservation in South Dakota
<b>Bipartisan Infrastructure Law Grant:</b>	\$60 million



The project is located on the Pine Ridge Indian Reservation in rural southwest South Dakota, along the Nebraska border. Nearly half of the people living on the reservation live in poverty, and access to safe and reliable transportation is critical to residents in the area.

### Why This Project?

Nearby residents who rely on BIA Route 33 to access grocery stores, health care, education, employment, and other basic needs must navigate a deteriorated and at times unusable roadway. Because of serious drainage issues with insufficient culverts and road ditches, the road severely floods during storms and can be blocked off by snow drifts in the winter.

During severe weather events, nearby residents who rely on BIA Route 33 are sometimes stranded and cut off. The region is expected to see an increase in precipitation in the coming year, and storm disasters are more frequent and prevalent within the Pine Ridge Indian Reservation. Currently, the Oglala Sioux Tribe is

experiencing a 100-year storm event approximately every 3 to 4 years and does not have the resources to maintain existing infrastructure under current weather conditions, let alone upgrade their roads.

### What's the Impact?

With funding from the Bipartisan Infrastructure Law, the Oglala Sioux Tribe will make major upgrades to BIA Route 33, ensuring the corridor is safer and more efficient for travelers and emergency services and more resilient to severe weather events.

The road is being designed to last over 100 years with wider ditches, higher profile, and wider road base to mitigate flooding, snow, and ice accumulation. The south section of the road will also be paved for the first time, which will allow for easier access for emergency service vehicles and more reliable service during inclement weather.

### KEY BENEFITS



Decreased potential for crashes from road condition, improved emergency service response time, and improved safety



Improved reliability and ability to withstand severe weather events, like snowstorms and floods