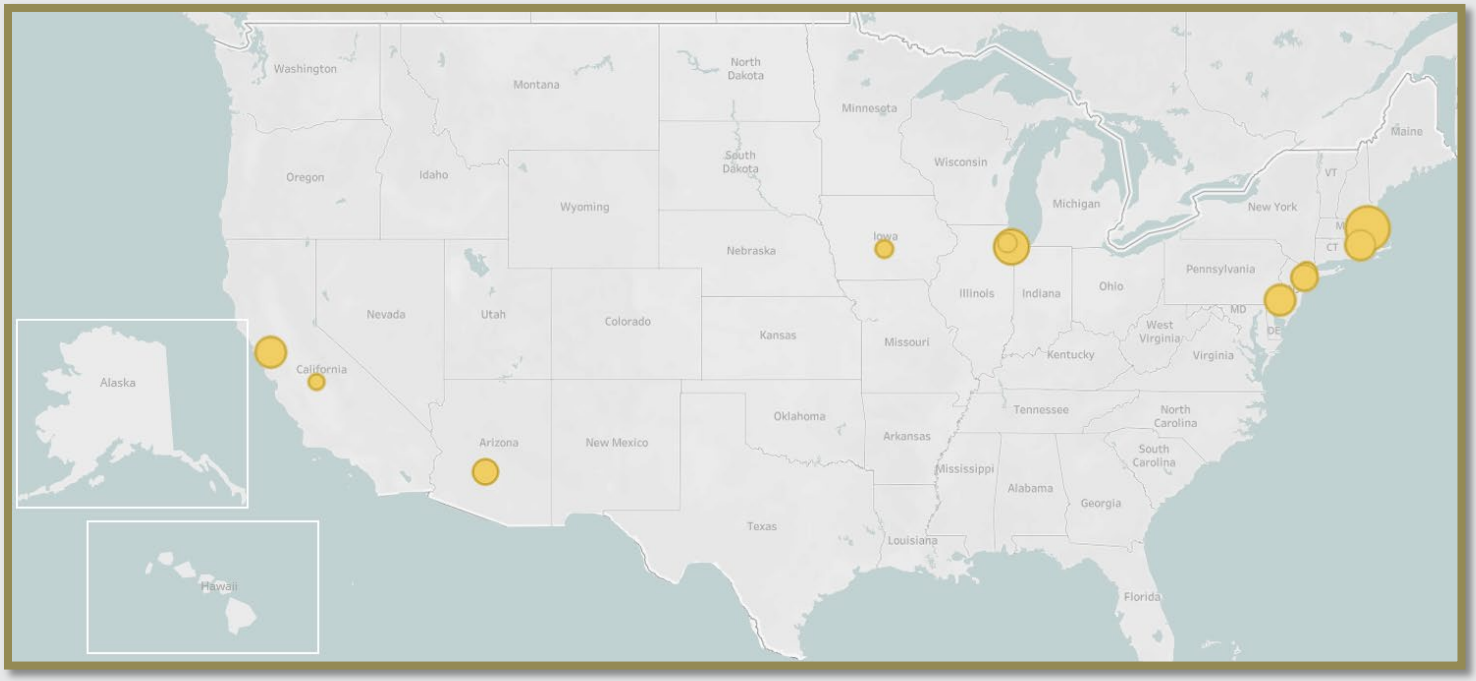
National Infrastructure Project Assistance (Mega) Program



MEGA AWARDS

FY 2025-2026

MEGA 2025-2026 AWARDS FACT SHEETS
TABLE OF CONTENTS

National Infrastructure Project Assistance (Mega) Program

U.S. Department of Transportation

Arizona Grand Avenue Improvements

Maricopa Association of Governments

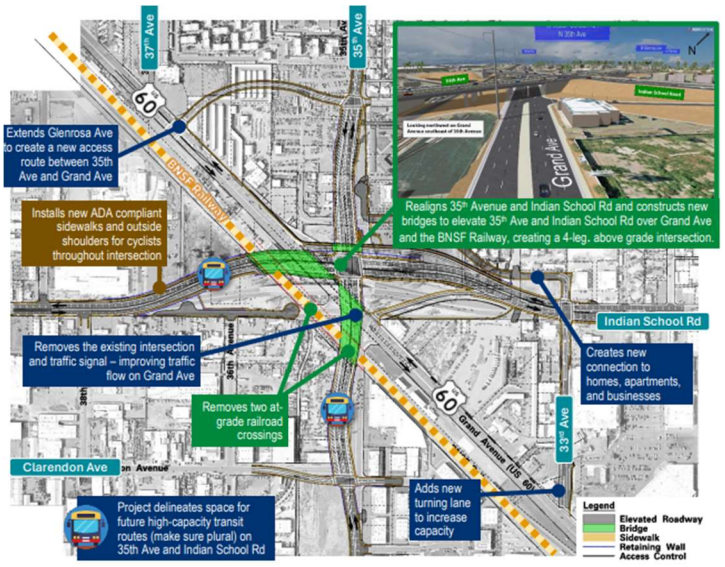
Phoenix, Arizona

Urban

Mega Award: $12,739,765
(FY 25 - $6,369,883, FY 26 - $6,369,882)

Project Description:

The project will reconstruct the US 60 (Grand Avenue), 35th Avenue and Indian School Road intersection to mitigate complex issues around a six-legged highway/arterial intersection with two at-grade railroad crossings. Proposed improvements include raising 35th Avenue to create a new elevated intersection with Indian School Road above Grand Avenue, constructing new bridges over the BNSF railroad, addressing local circulation needs, installing new, wider ADA accessible sidewalks, right-of-way acquisition, accommodating future high-capacity transit, and installing separate bus pull-outs and new bus shelters. This project will also receive funding from the INFRA Grant program for a full MPDG award amount of $146,627,854.



Project Benefits:

The project is strong in the State of Good Repair; Economic Impacts, Freight Movement, and Job Creation; and Innovation. The project will update the existing intersection design to provide a modernized and safer intersection. By eliminating two at-grade crossings which are within approximately 100 ft from a major intersection, the project reduces associated queuing and delays in freight movement at a key bottleneck identified in the 2021 ADOT Statewide Freight Plan. This route provides a direct freight connection between Phoenix and Long Beach and Los Angeles, which currently experiences service disruptions and supply chain issues due to traffic and vehicle crashes that may block the rail crossing.

Madera High-Speed Rail Station Project

California Department of Transportation

Madera County, California

Rural

Mega Award: $54,530,000
(FY 25 - $4,530,000, FY 26 - $50,000,000)

Project Description:

The project will construct a high-speed rail station for the Merced-Bakersfield California High-Speed Rail (CHSR) Interim Service. The project will design and construct the Madera Station through improvements at the relocated Madera Amtrak Station location. These include new platforms, trackwork, an overhead contact system, a bus depot, expanded auto parking, an access roadway network, a multi-use path, and a station building.

Project Benefits:

The project is strong in Equity, Multimodal Options, and Quality of Life as it will increase affordable, multimodal transportation choices and connections to transit service in an Area of Persistent Poverty. The project will encourage mode shift from vehicles to trains for intercity trips across California, particularly for commuters from Madera County to Fresno. The project will also add bike lanes near the new station to reduce vehicle dependence.

Innovate 680 Program

Contra Costa Transportation Authority

Solano, Contra Costa and Walnut Creek, California

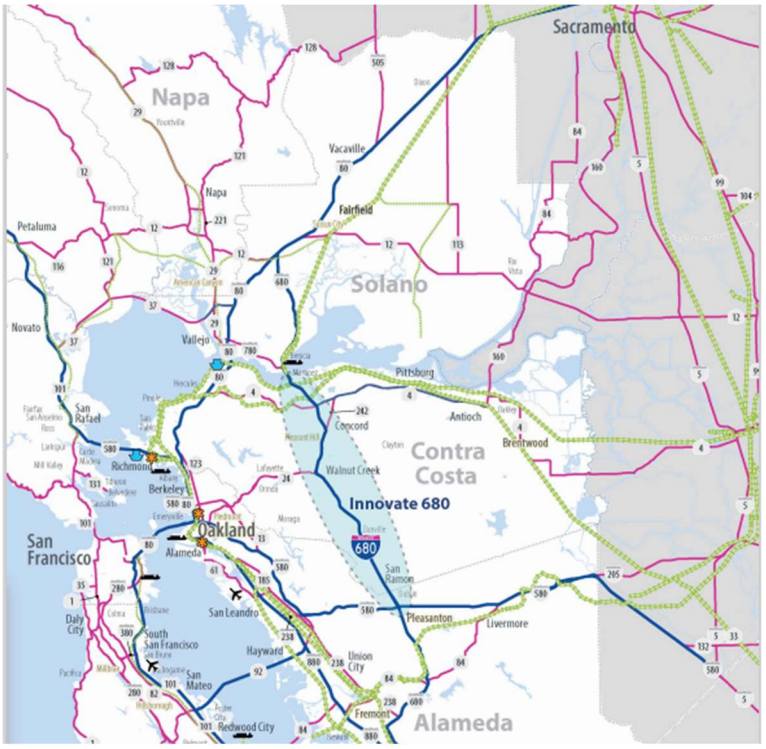
Urban

Mega Award: $166,088,235

(FY 25 - $6,088,235, FY 26 - $160,000,000)

Project Description:

The project will complete the northbound I-680 express lane gap from SR-24 to SR-242 and convert the existing northbound High Occupancy Vehicle (HOV) Lane from SR-242 to north of Arthur Road into an express lane. The project will also construct a braided ramp system between North Main Street and Treat Boulevard interchanges in Walnut Creek to address an existing bottleneck caused by weaving at this location. The project also implements Coordinated Adaptive Ramp Metering for a 19-mile segment of NB I-680 and includes a Caltrans truck scale/weigh station.



Project Benefits:

The project is strong in Safety and Climate Change, Resiliency, and the Environment. The project would significantly decrease collisions and greenhouse gas emissions; the express lane will result in fewer single-occupancy vehicle trips and the coordinated adaptive ramp will lower idling and congestion. The project is also implementing innovative advanced technologies such as Coordinated Adaptive Ramp Metering and express lane dynamic pricing to enhance corridor efficiency and capacity. The Contra Costa Transportation Authority expects to negotiate a project labor agreement with the local building and construction trades council, and to utilize union labor in construction.

Southwest Mixmaster Interchange Reconstruction

Iowa Department of Transportation

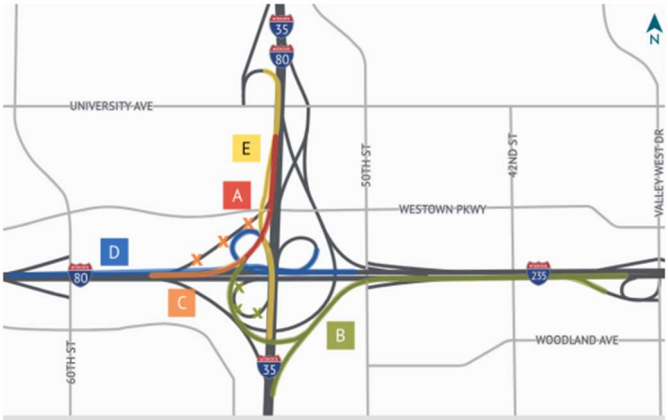
Des Moines, Iowa

Urban

Mega Award: $68,662,000
(FY 25 - $60,000,000, FY 26 - $8,662,000)

Project Description:

This project will improve the connections of Interstates 80, 35, and 235. This reconstruction effort will increase capacity and improve interchange geometry to meet current standards, allowing for reliable speeds and reduced weaving, reducing crashes.



A Reconstruct southbound I-80/I-35 to westbound I-80 and southbound I-80/I-35 to eastbound I-235 to allow dedicated three-lane movement, including a bidirectional split with fork geometry that will allow two lanes for each movement.

B Replace the southbound I-80/I-35 to eastbound I-235 loop ramp (X) with a dual-lane flyover bridge, removing the problematic weaving that regularly takes place between existing loop ramps while adding an additional lane of ramp capacity.

C Replace the southbound I-80/I-35 to westbound I-80 ramp (X) with improved geometry and design speed.

D Reconstruct westbound I-235 west of the core interchange, replace the aging bridge, and reconstruct southbound I-80/I-35 to westbound I-80 to the inside of westbound I 235 movement at convergence. This would improve route continuity for westbound I-80 as well as reduce weaving at the approach to Jordan Creek Parkway.

E Disconnect University Avenue access to I-235 to the east and I-80 to the west and realign University Avenue to the southbound I-80/I-35 ramp with braided diagonal ramp geometry beneath the bi-directional exit ramp bridge. This removes the existing segment where dangerous, problematic weave occurs. University Avenue traffic would need to use alternative routes such as 50th Street for eastbound traffic and 60th Street for westbound traffic.

Project Benefits:

The project is strong in Safety. The project will improve interchange roadway geometry, improve ramp movements for safety, and reduce potential points of conflict along the I-80/I-35/I-235 systems interchange. The project will target a reduction in crashes on ramps that are caused by congestion and modernize ramp geometry that does not meet current design standards. In addition, the project will address problematic weaving that regularly takes place between the existing loop ramps by replacing the southbound I-80/I-35 to eastbound I-235 loop ramp with a dual-lane flyover bridge.

CREATE Project EW2A

Illinois Department of Transportation

Chicago, Illinois

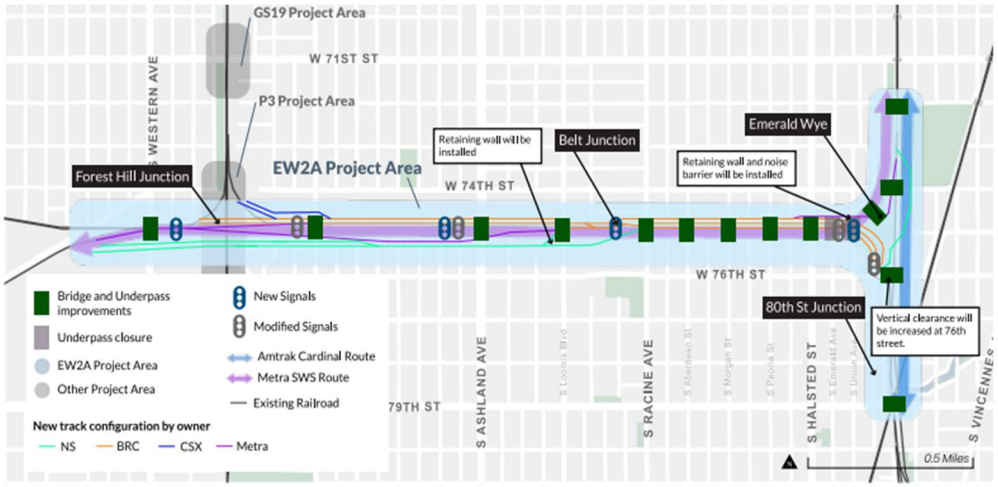
Urban

Mega Award: $209,877,984

(FY 25 - $9,877,984, FY 26 - $200,000,000,)

Project Description:

This project will make improvements along a 3-mile elevated rail corridor on Chicago's South Side. The project will reconfigure track segments and signals at Belt Junction; add a third track to the NS line; replace and restore 14 aging bridge and viaduct structures; and implement mobility improvements on surface streets throughout the corridor. This project will also receive funding from the INFRA Grant program for a full MPDG award amount of $291,179,049.



Project Benefits:

The project is strong in State of Good Repair; Economic Impacts, Freight Movement and Job Creation; and Climate Change, Resiliency, and the Environment. The project will restore tracks, upgrade surface street intersections, and modernize signal structures at 14 locations over 100 years old. The project will also result in maintenance cost savings and reduce delays by separating passenger and freight movements at Belt Junction. It will also include signal timing and community improvements such as ADA ramps, lighting, and sidewalk/pedestrian enhancements. The project improves freight mobility between intermodal yards across the region and enhances passenger rail access to national recreation areas and tourism areas. In addition, the project will reduce emissions by avoiding detours due to track closures, and will include resiliency improvements to mitigate flash flooding events. This project committed to utilizing a Project Labor Agreement.

Interstate 290 (I-290)/IL171(1st Avenue) Interchange Project

Illinois Department of Transportation

Maywood, Illinois

Urban

Mega Award: $95,589,533
(FY 25 - $90,000,000, FY 26 - $5,589,533)

Project Description:

The project will reconstruct portions of I-290, reconstruct and upgrade the 1st Avenue interchange, and implement signalized interchanges at Van Buren Street and Maybrook Drive. Additionally, the project will make drainage improvements to alleviate flooding.

RENDERING OF PROPOSED ADDITIONAL EXIT LANE ALONG I-91 SOUTHBOUND

Project Benefits:

The project is strong in Safety; State of Good Repair; and Equity, Multimodal Options, and Quality of Life. Safety improvements include 1st Ave installation of raised medians, addition of left turn lanes, and increased all-red clearance interval to lower the chances of red light running caused by distracted drivers or speeding. The signalized intersections will better protect pedestrians on 1st Avenue and cyclists riding on Prairie Path connected to the Maybrook Avenue intersection, which currently does not have a marked or signalized crossing for path users. The project also supports multimodal access through connection to the Chicago Transit Authority (CTA) Blue Line's Forest Park Station. This project committed to utilizing a Project Labor Agreement.

North Station Renovation and Draw 1 Bridge Replacement Project

Massachusetts Bay Transportation Authority

Boston, Massachusetts

Urban

Mega Award: $472,300,616

(FY 25 - $283,235,887, FY 26 - $189,064,729)

Project Description:

The project will replace the Draw 1 rail drawbridge used by Amtrak and MBTA, extend and activate a platform with two tracks at North Station, and replace track, signals, and switches throughout the project area, including for an interlocking utilized by a local construction aggregate material supplier.

Project Benefits:

The project is strong in State of Good Repair and Climate Change, Resiliency, and the Environment. The Draw 1 bridge is a crucial access point for MBTA and Amtrak, serving 11 million riders annually. The project will reduce operational and maintenance costs for MBTA and includes a resilient design to prevent floods and account for sea-level rise in the bridge. The project will improve environmental outcomes by reducing fuel consumption and allow for future electrification if MBTA chooses to adopt it. It will also facilitate greater freight efficiency for producing and disseminating construction materials in the region. This project is expected to utilize union labor in construction.

From Truck to Barge: Modernizing Brooklyn Marine Terminal

New York City Department of Small Business Services

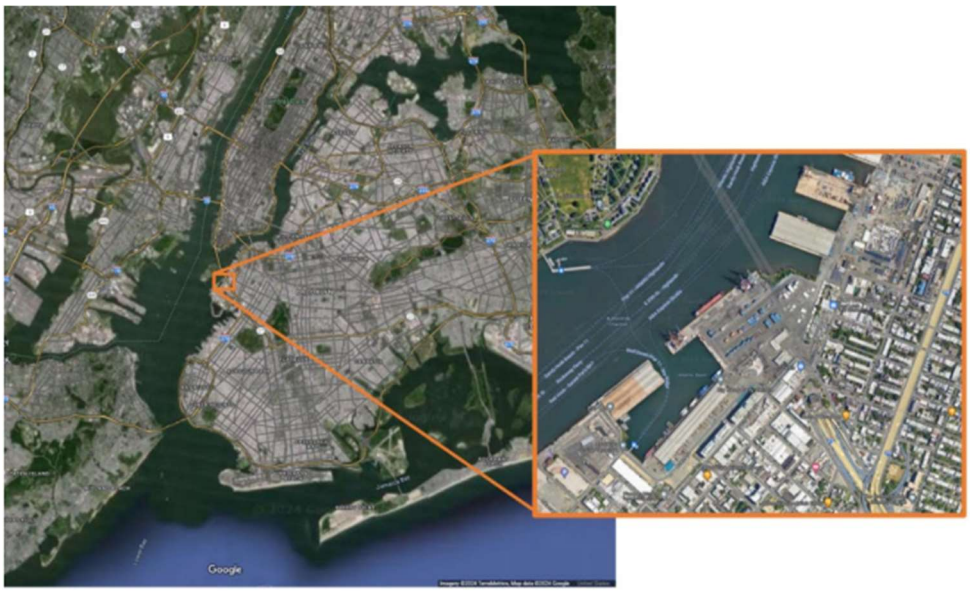
Brooklyn, New York

Urban

Mega Award: $163,800,000
(FY 25 - $3,800,000, FY 26 - $160,000,000)

Project Description:

This project will rebuild the Brooklyn Marine Terminal (BMT) including three components: (1) Rehabilitate Pier 10, (2) Demolish Piers 9A and 9B and construct a new Pier 9, and (3) improve traffic and circulation on the BMT campus for pedestrians, cyclists, and motorists.



Project Benefits:

The project is strong in State of Good Repair; Economic Impacts, Freight Movement and Job Creation; Climate Change, Resilience, and the Environment; and Equity, Multimodal Options, and Quality of Life. The new Pier 9 facility will add regional port capacity for larger vessels carrying Brooklyn and Long Island-bound cargo, with the goal of reducing truck traffic through the city. A new last mile freight handling capability will also be provided so that freight could be transloaded for deliveries via micromobility (e.g., cargo bikes) or to complete longer delivery routes with electric vehicle cargo vans. The project is unique in the way it provides greater access along the marine terminal for pedestrians, cyclists, and freight.

10th Avenue Greenway and Safety Project

New York City Department of Transportation

New York, New York

Urban

Mega Award: $96,000,000
(FY 25 - $6,000,000, FY 26 - $90,000,000)

Project Description:

This project will reconstruct a roadbed throughout a 1.35-mile corridor to create a grade-separated, two-way bike facility that will run along 10th Avenue in Inwood. The project will construct a series of curb extensions, raised crosswalks, bus bulbs, and lighting treatments under elevated subway infrastructure.

Project Benefits:

The project has benefits in Safety; State of Good Repair; Economic Impacts, Freight Movement and Job Creation. The project will provide safer and more efficient transportation options for pedestrian/bicycle traffic facilities along 10th Avenue in Inwood by creating a grade-separated, two-way bike lane. It will also yield significant cost-saving benefits for the city as the operations and maintenance of the greenway would require resurfacing every 15 years instead of every 8 years. The project, which is tied to recent public investments into the neighborhood would incorporate trees and rain gardens to collect stormwater to modernize and enhance the current infrastructure. This project committed to utilizing a Project Labor Agreement.

SouthPort Berth Phase 2: Capacity and Resilient Growth Optimization (CARGO)

Philadelphia Regional Port Authority

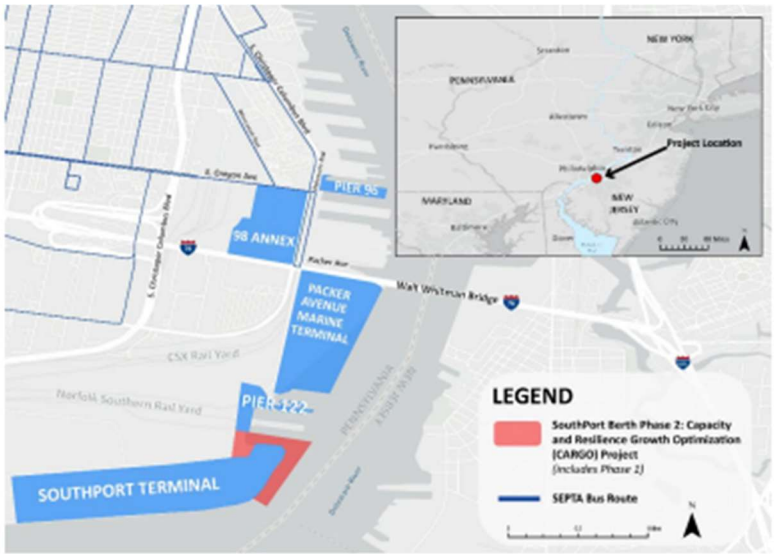
Philadelphia, Pennsylvania

Urban

Mega Award: $217,200,000
(FY 25 - $210,358,000, FY 26 - $6,842,000)

Project Description:

The project will expand the operational capacity of the SouthPort terminal by providing approximately ten additional acres adjacent to the Phase 1 berth development as well as adding a second berth downriver to support roll-on/roll-off (Ro-Ro) cargo.



Project Benefits:

The project is strong in Safety; State of Good Repair; Economic Impacts, Freight Movement and Job Creation; and Equity, Multimodal Options, and Quality of Life. This expansion will reduce travel distances around the port and create long-term employment opportunities. The new roll-on/roll-off terminal will support military cargo movements and reduce emissions by facilitating modal shift and shorter truck trips to vehicle and equipment markets.

Washington Bridge Replacement

Rhode Island Department of Transportation

Providence, Rhode Island

Urban

Mega Award: $125,390,467
(FY 25 - $112,853,882, FY 26 - $12,536,585)

Project Description:

The project will replace the Washington Bridge North, with resurfacing and restriping on the I-195 mainline to restore the closed bridge to its full capacity. This project will also receive funding from the INFRA Grant program for a full MPDG award amount of $220,980,000.

Project Benefits:

The project is strong in State of Good Repair; Economic Impacts, Freight Movement and Job Creation; Climate Change, Resilience, and the Environment; Equity, Multimodal Options, and Quality of Life; and Innovation. With the recent emergency closure of the westbound lanes of the Washington Bridge in December 2023, the project will alleviate delays on the current facility, which handles bidirectional traffic on the remaining span, but with narrow lanes and lower speeds. It will also eliminate a physical barrier and benefit the community by alleviating traffic congestion, reducing travel time, limiting traffic on local roads, and improving access to emergency and essential services by providing a new superstructure and substructure to the Washington Bridge North. The project will also increase freight mobility and improve connectivity to important jobs and healthcare centers in the Providence metropolitan area.