FY 2022 – FY 2026 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 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. This update also removes prior candidates for technical assistance from the list if they were successful in securing full funding since they applied to Mega and received this assistance. *NOTE: Projects identified as "Candidates for Technical Assistance" do not indicate any guarantee of future USDOT funding.*

The Bureau will offer project-level workshops and brainstorming sessions with the 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
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.
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.
Louisiana	MSY Passenger Rail Connector	City of New Orleans	$486,567,395	This project will establish an intermodal system that connects passenger rail, bus rapid transit, and passenger vehicles to airport services. Phase 1 of the project involves constructing dedicated roads located on airport property to connect the airport's south campus parking garage and car rental facilities to the north terminal. In Phase 2, the passenger rail station will be constructed and connected to these dedicated airport roads.	The project is strong in Equity, Multimodal Options, and Quality of Life.

Maryland	Penn-Camden Connector	Maryland Department of Transportation	$ 198,000,000	The project will construct a rail connection between the Maryland Area Rail Commuter (MARC) Penn and Camden lines at a layover facility in Southwest Baltimore. The first component will construct a single track along the Claremont Branch between the proposed Wye Connection, the Mount Clare Yard, and the Mount Clare Branch. The second component will repurpose the current Mount Clare Yard into a new layover facility. The third component will construct a second track to double track the connection between the Mount Clare Yard and Claremont Branch to the Camden Line, with access to the MARC Riverside Maintenance and Layover and Maintenance Facility and the MARC Camden Station. The project also includes system-wide enhancements such as fueling systems, signalization, and utility upgrades.	The project is strong in Climate Change, Resiliency, and Environment; Equity, Multimodal Options, and Quality of Life.
Massachusetts	Bourne Bridge Project	Massachusetts Department of Transportation	$ 1,267,519,938	The project will replace the Bourne Bridge located in the Town of Bourne, Massachusetts. This Project is the second phase of the larger Cape Cod Bridges Program that involves the replacement of both the Sagamore Bridge (Phase 1) and the Bourne Bridge (Phase 2).	The project is strong in Safety; State of Good Repair; Economic Impacts, Freight Movement, and Job Creation; Climate Change, Resiliency, and Environment; and Equity, Multimodal Options, and Quality of Life.
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.
Ohio	Cleveland North Coast Connector	City of Cleveland	$268,158,865	The project will convert the Cleveland Memorial Shoreway (OH-2) from a substandard limited access highway into a pedestrian-friendly boulevard with ADA-compliant sidewalks. In addition, 25 intersections will be improved with signals and crosswalks. The project will create a dedicated access route to the Port of Cleveland, separating passenger and truck traffic. It will construct a land bridge that will provide a park-like connection from downtown Cleveland to the Lake Erie waterfront. A new multimodal transportation station will be created at the center of the Project area. New multiuse trails will be constructed along the waterfront.	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.
Ohio	Western Hills Viaduct	City of Cincinnati	$501,000,000	The project will replace a structurally deficient viaduct with a new structure immediately south of the existing. The project will connect to a proposed redesigned interchange with Interstate 75. The project will provide a multi-modal connection between the city's downtown and uptown neighborhoods and the west side of the city and county.	The project is strong in State of Good Repair; Economic Impacts, Freight Movement, and Job Creation; 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.
Oregon	I-5 Rose Quarter	Oregon Department of Transportation	$750,000,000	The project will construct the highway cover and associated I-5 safety and operational improvements to include auxiliary lanes. The project will also construct a separated bicycle and pedestrian bridge to the south of the highway cover for an additional multimodal connection across I-5.	The project is strong in Safety; Economic Impacts, Freight Movement, and Job Creation; and Equity, Multimodal Options, and Quality of Life.
Oregon	Earthquake Ready Burnside Bridge	Multnomah County	$ 447,000,000	The existing Burnside Bridge over the Willamette River will be replaced with a new, seismically resilient, bascule-style movable bridge composed of a conventional west approach structure, the main river movable bridge, and a long-span east approach bridge. In addition to providing safety improvements along anticipated detour routes, the Project will reconstruct or upgrade four existing intersections (Burnside/W 2nd Ave; W Ankeny/W First Ave; W Couch/W 1st Ave; and E Burnside/E Couch) to modern safety geometric standards for pedestrian/ADA crossings, including transit-priority signals, lighting, and pavement markings.	The project is strong in Safety; State of Good Repair; Economic Impacts, Freight Movement, and Job Creation; Climate Change, Resiliency, and Environment; and Equity, Multimodal Options, and Quality of Life.

Pennsylvania	Mars Railroad Bridge West Project	Butler County	$ 60,990,000	The project will widen 3.25 miles of SR 228 to accommodate four travel lanes, a median, and shoulders, with turning lanes at pivotal intersections. Additionally, it involves constructing a new drainage system and stormwater facilities. The project will also install a jug-handle and two roundabouts for U-turn movements, along with traffic signal equipment upgrades to optimize corridor operations. Pedestrian enhancements such as crosswalks, curb cuts, and sidewalk connections are also included.	The project is strong in Safety; State of Good Repair; and Climate Change, Resiliency, and Environment.
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
Puerto Rico	Puerto Nuevo Wharves Reconstruction and Resiliency Project	Puerto Rico Ports Authority	$ 68,040,000	This project will demolish then reconstruct, restore and modernize Wharves D, N, and O at the Puerto Nuevo docks in San Juan, Puerto Rico.	The project is strong in State of Good Repair; Economic Impacts, Freight Movement, and Job Creation; and Equity, Multimodal Options, and Quality of Life.
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.
Texas	Future 35 in Central Austin	City of Austin	$118,205,000	The project will construct a network of five cap and stitch structures, covering 6.88 acres, that will span the future I-35 immediately east of Downtown Austin at Holly Street, 4th to 7th Streets, and 11th and 12th Streets.	The project is strong in Safety; State of Good Repair; Economic Impacts, Freight Movement, and Job Creation; Climate Change, Resiliency, and Environment; and Equity, Multimodal Options, and Quality of Life.