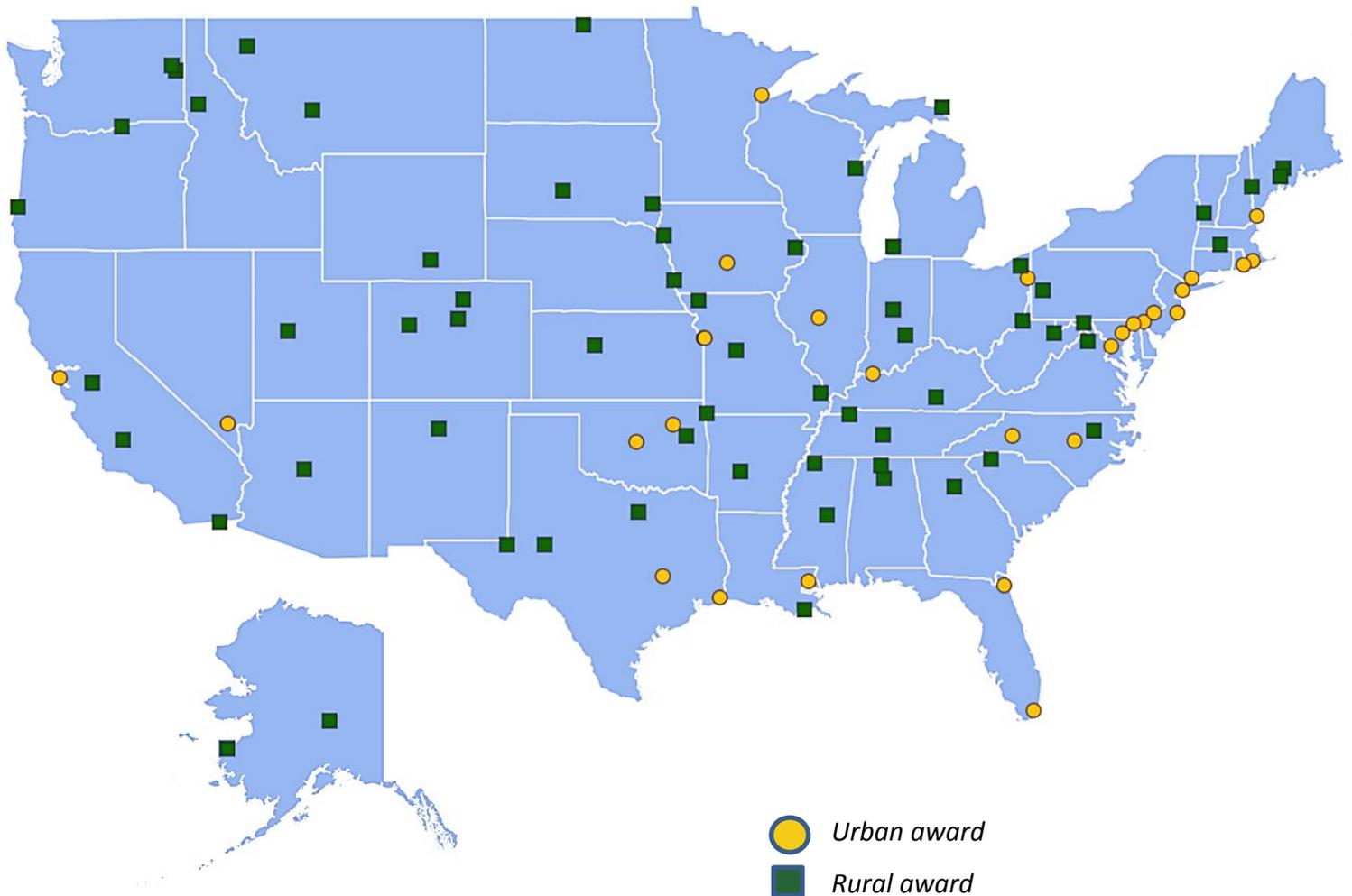


BUILD Grants

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Transportation Discretionary Grants Program

2018 AWARDS



U.S. Department
of Transportation

BUILD 2018 AWARDS

Project Name	State	BUILD Award Amount	Urban/Rural
Project SMAART Phase II	Alabama	\$14,222,671	Rural
State Highway 157 Widening Project	Alabama	\$14,000,000	Rural
Lower Yukon River Regional Port and Road Renovation Project	Alaska	\$23,168,722	Rural
Nenana Bridge Project	Alaska	\$9,174,000	Rural
Verde Connect - State Route 260 to Middle Verde Road	Arizona	\$25,000,000	Rural
Hot Springs Bypass Extension	Arkansas	\$20,000,000	Rural
I-49 Missouri-Arkansas Connector	Arkansas	\$25,000,000	Rural
Better Market Street Phase I	California	\$15,000,000	Urban
Calexico East Port of Entry Bridge Expansion	California	\$20,000,000	Rural
North County Corridor Project	California	\$20,000,000	Rural
State Route 46 Widening Segment 4B	California	\$17,500,000	Rural
Colorado's V2X Technology Safety and Mobility Improvement Project	Colorado	\$20,000,000	Rural
North Interstate 25 Phase 2	Colorado	\$20,000,000	Rural
South Midland Avenue Reconstruction & Rural Broadband Project	Colorado	\$7,007,562	Rural
Stamford Transportation Center Escalator and Elevator Improvement	Connecticut	\$9,160,000	Urban
Delaware Memorial Bridges Ship Collision Protection System	Delaware	\$22,249,850	Urban
Metrorail Station Platform Reconstruction Project	District of Columbia	\$20,000,000	Urban
South Dade Transitway Park-and-Ride Improvements	Florida	\$9,500,000	Urban
SR 316/US 29 at SR 11 Grade Separation Project	Georgia	\$24,821,050	Rural
Urban Core Riverfront Revitalization & Bay Street Innovation Corridor	Florida	\$25,000,000	Urban
Cherrylane Bridge	Idaho	\$15,704,700	Rural
Springfield Rail Improvements - Usable Segment IV	Illinois	\$22,000,000	Urban

Project Name	State	BUILD Award Amount	Urban/Rural
<u>North Central Indiana Expansion Project - I-65 Added Travel Lanes</u>	Indiana	\$20,000,000	Rural
<u>South Central Indiana Expansion Project - I-65</u>	Indiana	\$20,000,000	Rural
<u>Des Moines Transload Facility</u>	Iowa	\$11,200,000	Urban
<u>Iowa 64 (Platt Street Corridor) Maquoketa Transformation Project</u>	Iowa	\$3,818,957	Rural
<u>Siouxland Regional Transit Operations and Bus Storage Facility</u>	Iowa	\$7,000,000	Rural
<u>Interstate 70 and Turner Diagonal Interchange Improvements</u>	Kansas	\$13,843,600	Urban
<u>Vine Street Corridor Project</u>	Kansas	\$6,057,827	Rural
<u>KY 331/Industrial Drive and Rinaldo Road Widening and Reconstruction Project</u>	Kentucky	\$11,520,000	Urban
<u>Pulaski County Interchange Improvement to KY 461</u>	Kentucky	\$25,000,000	Rural
<u>US 641 Widening</u>	Kentucky	\$23,000,000	Rural
<u>Interstate 12 Widening & Rehabilitation Project</u>	Louisiana	\$25,000,000	Urban
<u>Port Fourchon to Airport Connector: Bridging a Gap to Critical Rural Infrastructure</u>	Louisiana	\$16,422,000	Rural
<u>Maine Western Gateways Project</u>	Maine	\$11,027,500	Rural
<u>Traffic Safety and Mobility Improvements - Phase 1</u>	Maine	\$8,241,100	Rural
<u>Waterville Downtown Transit Corridor, Gateways, and Revitalization</u>	Maine	\$7,371,200	Rural
<u>I-95 at Belvidere Road Interchange</u>	Maryland	\$20,000,000	Urban
<u>Seagirt Marine Terminal Berth 3 Modernization P3 Project</u>	Maryland	\$6,554,575	Urban
<u>Closing the Gap in New England: Western Massachusetts Freight Rail Upgrade</u>	Massachusetts	\$10,800,000	Rural
<u>North Terminal Extension Project</u>	Massachusetts	\$15,406,403	Urban
<u>Carbide Dock Port Rehabilitation and Truck Route Reconstruction</u>	Michigan	\$20,700,000	Rural
<u>US-31 Relocation from Napier Road to I-94</u>	Michigan	\$20,000,000	Rural
<u>Twin Ports Interchange Reconstruction</u>	Minnesota	\$20,000,000	Urban
<u>Holly Springs Road - Road Construction and Bridge Replacement</u>	Mississippi	\$13,000,000	Rural
<u>SR 19 Road and Bridge Improvements</u>	Mississippi	\$25,000,000	Rural

Project Name	State	BUILD Award Amount	Urban/Rural
<u>New Buck O'Neil (US 169) Crossing</u>	Missouri	\$25,000,000	Urban
<u>Rail Spur - Sedalia Rail Industrial Park - Existing and New Industrials with Intermodal Capacity</u>	Missouri	\$10,098,105	Rural
<u>SEMO Port Loop Track Terminal Project</u>	Missouri	\$19,800,000	Rural
<u>South Main Corridor Improvement Project</u>	Missouri	\$10,488,088	Rural
<u>Kalispell Bypass: Foys Lake Section</u>	Montana	\$12,750,000	Rural
<u>Missouri River Crossing - Toston Structures</u>	Montana	\$10,000,000	Rural
<u>US 75 Highway Mobility Improvement Project</u>	Nebraska	\$20,000,000	Rural
<u>Las Vegas Medical District Automated Circulator and Connected Pedestrian Safety Project</u>	Nevada	\$5,319,838	Urban
<u>Market Street Marine Terminal Main Wharf Rehabilitation</u>	New Hampshire	\$7,504,854	Urban
<u>Downtown Toms River Loop Road Project</u>	New Jersey	\$5,660,000	Urban
<u>North Central Regional Transit District Maintenance Facility, Vehicle Wash Bay, and Fueling Station</u>	New Mexico	\$1,291,910	Rural
<u>Brooklyn Bridge Approach Arches and Towers Rehabilitation</u>	New York	\$25,000,000	Urban
<u>GREATTER-NC Rural Bridge Improvement Project</u>	North Carolina	\$23,000,000	Rural
<u>Hickory Reconnected Through Transportation Infrastructure Investment</u>	North Carolina	\$17,092,608	Urban
<u>Raleigh Union Station Phase II: RUS Bus</u>	North Carolina	\$20,000,000	Urban
<u>Jack Rabbit Road Reconstruction Project - Phase II</u>	North Dakota	\$15,000,000	Rural
<u>Appalachian NGL Hub Rail Transloading Facility</u>	Ohio	\$20,000,000	Rural
<u>Geauga County Road Safety Improvements</u>	Ohio	\$9,651,000	Rural
<u>Youngstown SMART² Network</u>	Ohio	\$10,853,192	Rural
<u>LINK Tulsa (Leveraging Intelligent Networks & Key-Corridors) Project</u>	Oklahoma	\$6,500,000	Urban
<u>Oklahoma City Northwest Expressway Multimodal BRT</u>	Oklahoma	\$14,375,250	Urban
<u>Port of Muskogee Rail Access</u>	Oklahoma	\$5,789,210	Urban
<u>Columbia River Barge Terminal Rail Access</u>	Oregon	\$19,414,875	Rural
<u>Coos Bay Rail Line Bridge Rehabilitation Project</u>	Oregon	\$20,000,000	Rural
<u>30th Street Station Transformation</u>	Pennsylvania	\$15,000,000	Urban

Project Name	State	BUILD Award Amount	Urban/Rural
<u>Gateway 228 Capacity and Safety Improvements Project</u>	Pennsylvania	\$20,000,000	Rural
<u>Simple, Smarter Roads for the Newport Innovation Corridor</u>	Rhode Island	\$20,000,000	Urban
<u>Upstate Express Corridor Capacity Expansion Project</u>	South Carolina	\$25,000,000	Rural
<u>Gateway Boulevard (CR 106) Improvement Project - Phase 2</u>	South Dakota	\$8,702,731	Rural
<u>US 83 Reconstruction Project</u>	South Dakota	\$20,000,000	Rural
<u>I-65 Interchange at Buckner Road</u>	Tennessee	\$25,000,000	Rural
<u>Alliance Texas/Haslet Accessibility Improvement Project</u>	Texas	\$20,000,000	Rural
<u>Berth 6 Expansion: Multimodal On-Dock Rail Project</u>	Texas	\$20,000,000	Urban
<u>BUILDing Brazos Transit District: Bus Replacement Project</u>	Texas	\$14,050,000	Urban
<u>Glasscock County and Reagan County Improvement Project</u>	Texas	\$25,000,000	Rural
<u>Winkler County Improvement Project</u>	Texas	\$25,000,000	Rural
<u>Brush Wellman Road</u>	Utah	\$7,994,000	Rural
<u>Vermont Regional Freight Rail Corridor Upgrade Project</u>	Vermont	\$20,000,000	Rural
<u>Virginia Inland Port Terminal Optimization and Grade Separation</u>	Virginia	\$15,500,197	Rural
<u>Geiger Boulevard Infrastructure Improvements Project</u>	Washington	\$14,300,000	Rural
<u>Washington State Rural Rail Rehabilitation</u>	Washington	\$5,666,982	Rural
<u>Corridor H - Kerens to Parsons - Segment 5</u>	West Virginia	\$20,000,000	Rural
<u>US 522 Berkeley Springs Bypass</u>	West Virginia	\$20,000,000	Rural
<u>State Trunk Highway 29 - County Highway VV Multimodal Interchange Project</u>	Wisconsin	\$19,757,899	Rural
<u>I-80 Winter Freight Improvement Project</u>	Wyoming	\$20,000,000	Rural

BUILD Grants

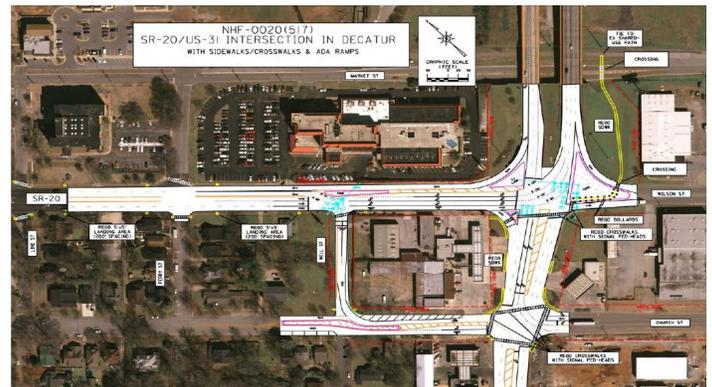
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Rural

PROJECT NAME: Project SMART Phase II
APPLICANT/SPONSOR: City of Decatur
BUILD GRANT AWARD: \$14,222,671
TOTAL PROJECT COST: \$18,313,041
PROJECT LOCATION: Limestone County, Alabama

PROJECT DESCRIPTION:

The project will construct an overpass bridge at the intersection of State Route 20 and Bibb Garrett Road. The project includes ramps from SR-20, the addition of a roundabout at the ramp termini, a new access road along SR-20 from the bridge, improved roadway lighting, and accommodations for safe pedestrian access.



PROJECT HIGHLIGHTS AND BENEFITS:

The new roadway will increase safety by eliminating five median crossovers, improving signage and lighting, ensuring that acceleration and deceleration lanes are of adequate length, and improving weaving areas. The project will aid in the movement of goods and provide increased transportation options for employees, including to a new automobile manufacturing plant that is scheduled to open in 2021 four miles from the project location.



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PROJECT NAME: State Highway 157 Widening Project

APPLICANT/SPONSOR: City of Cullman



BUILD GRANT AWARD: \$14,000,000

TOTAL PROJECT COST: \$28,261,880

PROJECT LOCATION: Cullman, Alabama

PROJECT DESCRIPTION:

The project will widen from two lanes to four lanes an approximately 3.5-mile section of State Highway 157 between US-31 and State Highway 69. The project will also construct a mixed-use walking and biking trail along a portion of the project between Eva Road and Childhaven Road. Concurrent with the highway widening, the project sponsor will improve the co-located broadband fiber infrastructure.



PROJECT HIGHLIGHTS AND BENEFITS:

The project will improve travel times and relieve congestion along this stretch of roadway, which is used to transport live animals from the Cullman Stockyard and ship other agricultural products across the state. The project will install fiber optic cable to supply the businesses and hospital along the highway with faster and more reliable broadband internet. Currently, this section of roadway is the sole section of the route that remains two lanes. Making the entire route four lanes will eliminate a traffic merge, reducing the likelihood of crashes and improving safety.



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Rural

PROJECT NAME: Lower Yukon River Regional Port and Road Renovation Project

APPLICANT/SPONSOR: City of Emmonak

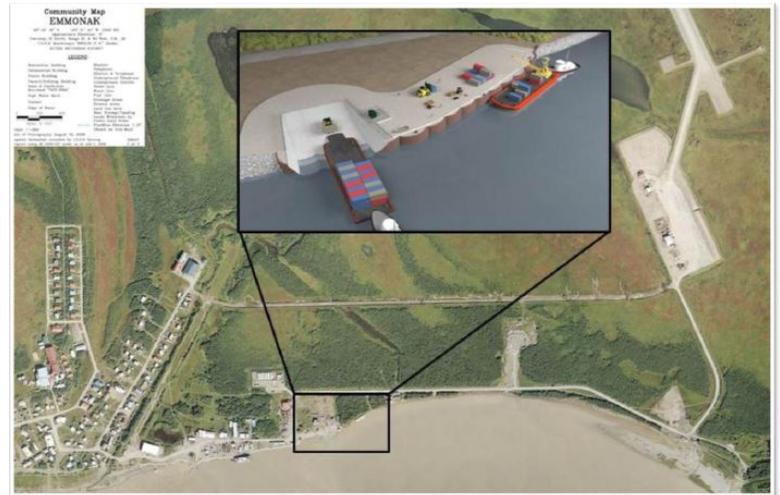
BUILD GRANT AWARD: \$23,168,722

TOTAL PROJECT COST: \$27,168,722

PROJECT LOCATION: Emmonak, Alaska

PROJECT DESCRIPTION:

The project will repair and upgrade approximately 3.5 miles of high-use service roads as well as construct a permanent barge/landing craft ramp and dock/wharf with up to two berths capable of handling 500-ton barges.



PROJECT HIGHLIGHTS AND BENEFITS:

The project will increase safety by allowing for barge side tie-up and crane offloading of smaller cargo, while the ramp will allow access for safer offloading of heavy equipment and large-volume shipments. Additionally, the road renovation will reduce the impacts of airborne dust that can cause upper respiratory illnesses. The project will provide a stable port and dock facility that minimizes the exposure of the existing riverbank to further erosion. Additionally, the road renovation will minimize the need for short-lived maintenance of the current silty-sand surface. The improved barge landing facilities will be attractive to marine shipping companies and encourage continued economic growth in the region.



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PROJECT NAME: Nenana Bridge Project

APPLICANT/SPONSOR: Nenana Native Association

Rural

BUILD GRANT AWARD: \$9,174,000

TOTAL PROJECT COST: \$9,174,000

PROJECT LOCATION: Nenana, Alaska

PROJECT DESCRIPTION:

This project will construct two permanent fixed bridges across the Nenana River and the Nenana Slough. The project will complete a larger project to provide year-round connection between 10th Avenue and Totchaket Road.



PROJECT HIGHLIGHTS AND BENEFITS:

Currently, the Nenana-Totchaket Area (NTA) between the Nenana and Kantishna Rivers is only accessible by boat in the summer and ice-bridge in the winter. Members of the Nenana Native Council and residents lack access to the NTA during the spring and fall during ice bridge thaw and creation. The project would construct a fixed-bridge to cross the river, creating a permanent option for travel in hazardous conditions and reducing drowning threats. The project improves economic competitiveness and quality of life by providing year-round access to approximately 650,000 acres of developable energy resources and reducing both travel time and cost of transporting people and goods across the waterways, both of which are important for a rural, tribal community.



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Rural

PROJECT NAME: Verde Connect - State Route 260 to Middle Verde Road

APPLICANT/SPONSOR: Yavapai County

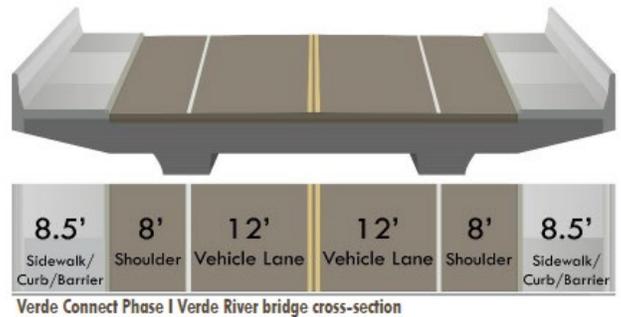
BUILD GRANT AWARD: \$25,000,000

TOTAL PROJECT COST: \$29,300,000

PROJECT LOCATION: Yavapai County, Arizona

PROJECT DESCRIPTION:

The project will construct an approximately 1.7-mile, two-lane roadway and bridge across the Verde River to connect the northern portion of the Yavapai-Apache Nation and the Town of Camp Verde to the regionally-significant State Route 260 corridor. The roadway will provide wide paved shoulders to accommodate bicycle traffic. In addition to construction, BUILD funds will be used for right-of-way acquisition, utilities, and intersection improvements.



PROJECT HIGHLIGHTS AND BENEFITS:

The project will provide roadway improvements that reduce emergency service response times and will also serve as a vital link during wildfire season for the transport of emergency equipment and as an evacuation route. Verde Connect will provide a direct connection from an economically disadvantaged area to employment opportunities, as well as increase the possibility for environmentally responsible tourism along the Verde River. The project will also connect the divided community of the Yavapai-Apache Nation, a federally recognized sovereign Native American nation, that is bisected by the Verde River. The project will provide a connection across the river, improving access to jobs, shopping, medical and other essential services, and education. Further, the design phase of the project will investigate the feasibility of concurrently incorporating fiber optic and utility infrastructure along the corridor, which would provide broadband access to the community.



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Rural

PROJECT NAME: Hot Springs Bypass Extension

APPLICANT/SPONSOR: Arkansas Department of Transportation

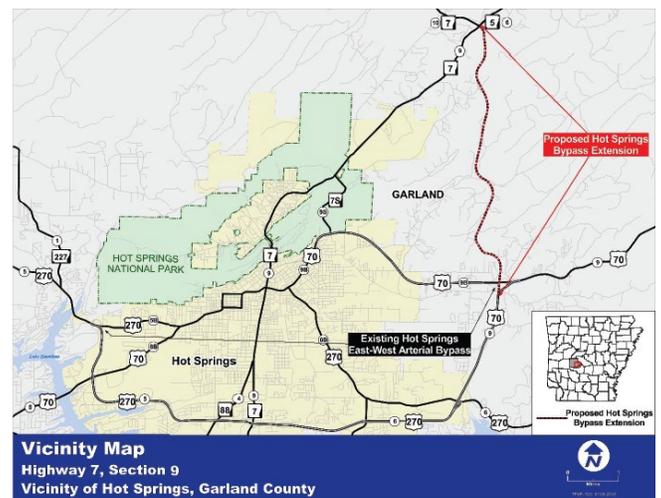
BUILD GRANT AWARD: \$20,000,000

TOTAL PROJECT COST: \$60,000,000

PROJECT LOCATION: Hot Springs, Arkansas

PROJECT DESCRIPTION:

The project will construct an extension of the Hot Springs East-West Arterial Bypass from the interchange of U.S. Highway 70 to the intersection of Highways 5 and 7. The bypass will consist of two 12-foot travel lanes and 8-foot shoulders.



PROJECT HIGHLIGHTS AND BENEFITS:

The bypass will provide access for rural residents to employment, shopping, and recreation in the City of Hot Springs, and decrease travel times for commuters and commercial trucks. The bypass will be a fully controlled access facility, which limits the opportunities for conflicts between entering and exiting vehicles and vehicles on the road. By creating a route of travel outside the historic downtown, the bypass will also decrease pedestrian interaction with vehicles in the downtown area, and reduce traffic on the highway that runs through downtown.



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Rural

PROJECT NAME: I-49 Missouri-Arkansas Connector

APPLICANT/SPONSOR: Northwest Arkansas Regional Planning Commission

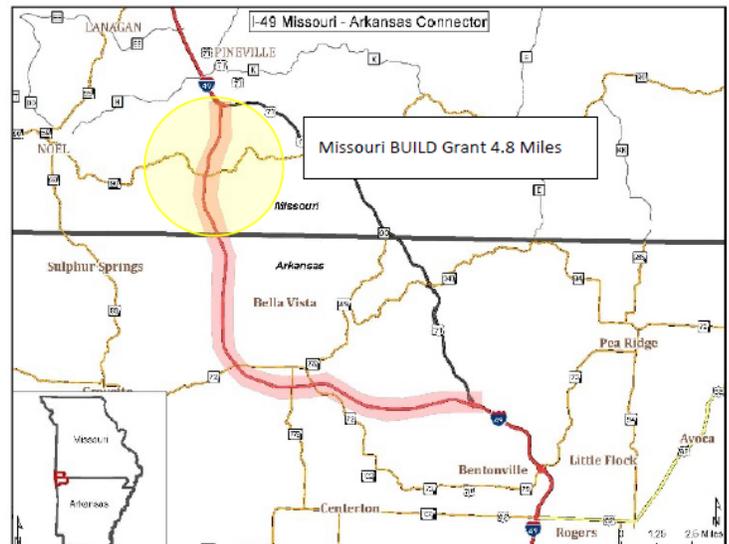
BUILD GRANT AWARD: \$25,000,000

TOTAL PROJECT COST: \$134,516,665

PROJECT LOCATION: Benton County, Arkansas & McDonald County, Missouri

PROJECT DESCRIPTION:

The project will complete an approximately 4.8-mile, four-lane interstate facility in southwest Missouri that will bypass US-71 and connect to Interstate 49 in Arkansas.



PROJECT HIGHLIGHTS AND BENEFITS:

Construction of the Connector will allow for a separation of local road users from long-distance travelers, which will reduce congestion and decrease the likelihood of crashes. The project will decrease travel times and improve the reliability of US-71. The project will provide economic benefits by creating a direct link between the freight markets of Arkansas and Missouri and improving access for employees to reach places of work.



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PROJECT NAME: Better Market Street Phase I

APPLICANT/SPONSOR: City & County of San Francisco

Urban

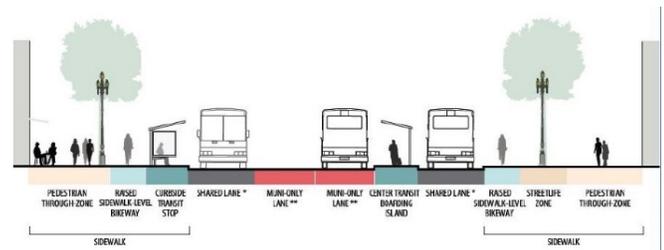
BUILD GRANT AWARD: \$15,000,000

TOTAL PROJECT COST: \$80,719,000

PROJECT LOCATION: San Francisco, California

PROJECT DESCRIPTION:

The project will construct roadway improvements on Market Street between 6th and 8th Streets in downtown San Francisco. Improvements include roadway resurfacing, streetcar track replacement, replacement and upgrade of traffic signals, and a new F-line streetcar turnaround loop at McAllister and Charles J Brenham Streets. The BUILD project is part of a broader reconstruction of 2.2 miles of Market Street that will include non-BUILD funded improvements such as new water and sewer lines, broadband conduit installation, ADA-accessible curb ramps and streetcar access ramps, and landscaping and streetscape improvements.



PROJECT HIGHLIGHTS AND BENEFITS:

The project will enhance safety and accessibility of the downtown area to both motorized and non-motorized users with ADA-compliant updates to the streetscape. These upgrades will also increase the likelihood that more users will choose to get around by foot or bicycle, which will have an impact on health and quality of life. The project uses innovative design solutions to reconfigure the roadway and improve visibility of traffic and bicycle signals. In addition, as part of this project, new conduit will be installed throughout to support broadband internet deployment.



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Rural

PROJECT NAME: Calexico East Port of Entry Bridge Expansion

APPLICANT/SPONSOR: Imperial County Transportation Commission

BUILD GRANT AWARD: \$20,000,000

TOTAL PROJECT COST: \$29,844,000

PROJECT LOCATION: Calexico, California

PROJECT DESCRIPTION:

The project will widen the Calexico East Port of Entry bridge along the US-Mexico border to accommodate two additional northbound commercial truck lanes and two additional northbound passenger vehicle lanes. The project also includes improvements to the bicycle and pedestrian facilities at the border crossing.

PROJECT HIGHLIGHTS AND BENEFITS:

The additional vehicle lanes will improve the flow of traffic and goods crossing the border and reduce wait times and congestion on the bridge. The bridge will be designed to be resilient to earthquakes, allowing it to remain open and operational after a seismic event. The project will also add intelligent transportation systems for border management and transportation data analysis and enhance border security through the addition of barriers, cameras, and a security fence. The project is currently in a non-attainment area for ozone and particulate matter, and the addition of travel lanes will reduce emissions and fuel consumption by minimizing vehicle idling.



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PROJECT NAME: North County Corridor Project

APPLICANT/SPONSOR: Stanislaus County

Rural

BUILD GRANT AWARD: \$20,000,000

TOTAL PROJECT COST: \$86,000,000

PROJECT LOCATION: Stanislaus County,
California

PROJECT DESCRIPTION:

The project will construct a 3-mile segment of the State Route 108 North County Corridor. The segment will be a six lane, controlled access expressway that will move SR-108 to the south of the town of Riverbank as the first phase of an 18-mile expressway that will bypass the communities of Modesto, Riverbank, and Oakdale.



PROJECT HIGHLIGHTS AND BENEFITS:

The new expressway will be grade-separated, which will remove current collision points at unsignalized intersections and at-grade rail crossings on SR-108. The project will improve access for nearby ranchers and farmers and remove the mobility barrier the road has become through increased congestion. The new facility is designed to have a 40-year lifespan and will be constructed to accommodate the heavy truck traffic that serves this agricultural region.



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Rural

PROJECT NAME: State Route 46 Widening Segment 4B

APPLICANT/SPONSOR: Kern Council of Governments

BUILD GRANT AWARD: \$17,500,000

TOTAL PROJECT COST: \$35,000,000

PROJECT LOCATION: Kern County, California

PROJECT DESCRIPTION:

The project will widen an approximately 5.3-mile segment of Route 46 from two to four lanes in each direction. The project also includes the addition of an 18-meter median, upgrading seven intersections, bringing the road into compliance with the Americans with Disabilities Act (ADA), adding approximately one mile of bicycle lanes and sidewalks, and building one new bridge.



PROJECT HIGHLIGHTS AND BENEFITS:

Widening the road will provide an improved connection between major agriculture processing facilities and energy production facilities to the national freight network, which will result in a financial benefit for local companies and stimulate the local economy. The project will improve quality of life by providing benefits for residents with better access to employment and recreational facilities, and improved pedestrian, bicycle, and ADA amenities.



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Rural

PROJECT NAME: Colorado's V2X Technology Safety and Mobility Improvement Project

APPLICANT/SPONSOR: Colorado Department of Transportation

BUILD GRANT AWARD: \$20,000,000

TOTAL PROJECT COST: \$67,000,000

PROJECT LOCATION: Colorado

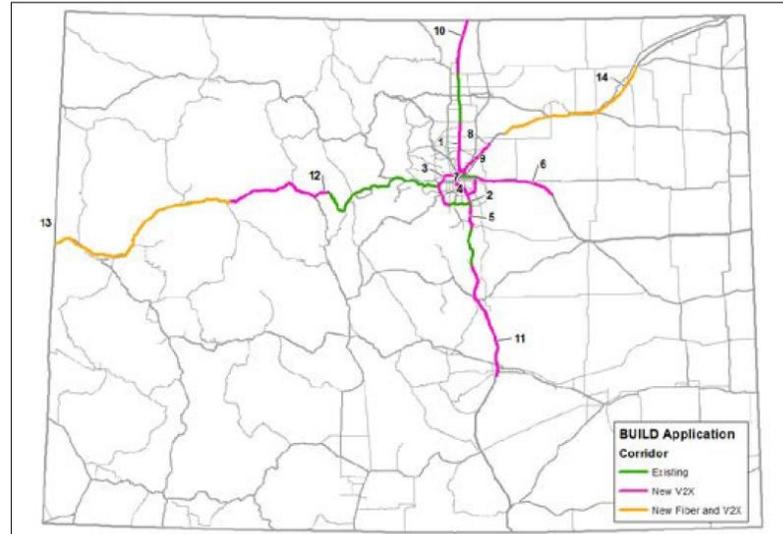
PROJECT DESCRIPTION:

This project will create a commercial-scale connected vehicle environment using vehicle-to-everything (V2X) technology. The approximately 537-mile network will provide real-time communication with connected vehicles and install over 200 miles of new fiber optic lines to rural communities. This network will send safety and mobility-critical messages directly to drivers through infrastructure-to-vehicle (I2V) communication as well as notify CDOT of crashes or hazards on the road through vehicle-to-infrastructure (V2I) communication.

PROJECT HIGHLIGHTS AND BENEFITS:

The project will be the first of its kind to be deployed on a state level, and the country's first commercial-scale connected vehicle environment using V2X technology. Providing broadband access to rural communities will lead to greater opportunities for economic development, including job creation and investment attraction. The project will generate safety benefits in the form of reduction in the occurrence of roadway accidents, injuries, and fatalities. Vehicle-to-infrastructure communication also allows CDOT to be immediately notified of crashes or hazards on the road to expedite emergency services and hasten the clearance of a crash scene.

Figure 3: Existing and Proposed V2X/Fiber Network – All Corridors



Source: CDOT



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PROJECT NAME: North Interstate 25 Phase 2

APPLICANT/SPONSOR: North Front Range Transportation & Air Quality Council

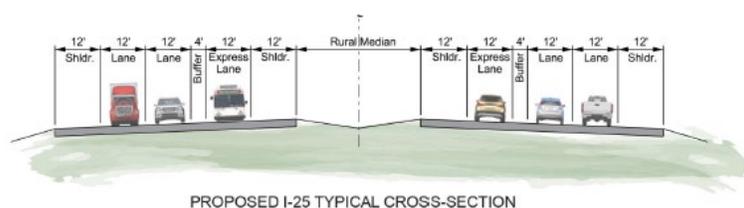
BUILD GRANT AWARD: \$20,000,000

TOTAL PROJECT COST: \$250,000,000

PROJECT LOCATION: Fort Collins, Windsor, and Loveland, Colorado

PROJECT DESCRIPTION:

The project will make several roadway improvements to Interstate 25, including reconstructing and expanding three interchanges, reconstructing and widening 12 bridges, adding a third lane to serve as an express lane between SH56 and SH402, straightening a reverse curve in the roadway north and through the SH56 interchange, and widening roadway shoulders to bring the project segment up to corridor standards.



PROJECT HIGHLIGHTS AND BENEFITS:

The project will improve the flow of traffic and reduce the likelihood of rear-end collisions from drivers who encounter stopped and inconsistent roadway conditions. The project will also make improvements to sight distance, pavement condition, and drainage, and add a driver information system. The project will upgrade 12 bridges, all of which are at or beyond their useful life, and seven which currently feature inadequate vertical clearances. The project will provide improved connections to the high employment areas of Denver, Fort Collins, and Pueblo. The project implements innovative technologies such as electronic tolling systems, pan-tilt-zoom cameras to allow corridor operators to view traffic conditions in real time, and microwave side-fire radars to assess spot volumes, occupancy, and speed.



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Rural

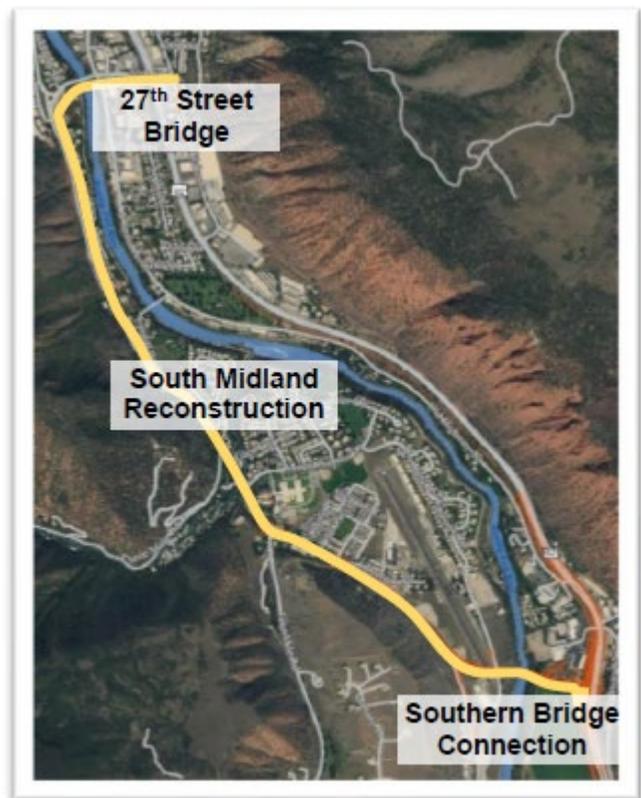
PROJECT NAME: South Midland Avenue Reconstruction & Rural Broadband Project
APPLICANT/SPONSOR: City of Glenwood Springs
BUILD GRANT AWARD: \$7,007,562
TOTAL PROJECT COST: \$9,599,400
PROJECT LOCATION: Glenwood Springs, Colorado

PROJECT DESCRIPTION:

This project will reconstruct South Midland Avenue. Improvements include the expansion of driving lanes, the addition of curbs and gutters, improvements to three intersections and the consolidation of driveway accesses. Additionally, this project will construct a single-lane roundabout at 4-Mile Road, a 6-foot-wide detached sidewalk, install rockfall mitigation technologies, make drainage improvements, install broadband infrastructure and relocate existing overhead utilities.

PROJECT HIGHLIGHTS AND BENEFITS:

This project will improve the community's access to the downtown area as well as to the regional transportation network. This project improves safety by reducing vehicle crashes through enhanced pedestrian facilities, repairing dangerous road damage, and preventing rockfall events. The proposed pedestrian and bicycle facilities will encourage non-vehicular travel to area businesses. The project aligns with the City's "dig once" policy that requires broadband infrastructure to be installed with construction projects and it will expand its innovative fiber-optic network with a wireless overlay.



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Urban

PROJECT NAME: Stamford Transportation Center Escalator and Elevator Improvement

APPLICANT/SPONSOR: Connecticut Department of Transportation

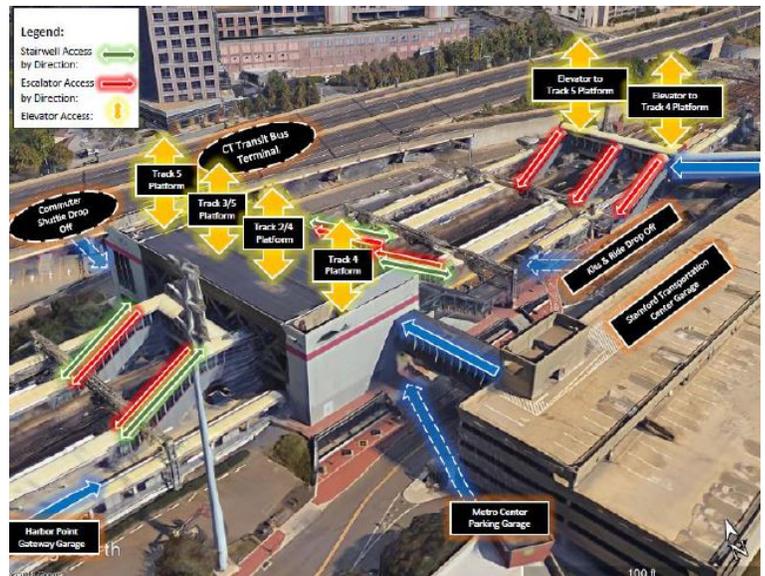
BUILD GRANT AWARD: \$9,160,000

TOTAL PROJECT COST: \$22,900,000

PROJECT LOCATION: Stamford, Connecticut

PROJECT DESCRIPTION:

The project will upgrade approximately five elevators and 17 escalators to enhance the Stamford Transportation Center's internal circulation system.



PROJECT HIGHLIGHTS AND BENEFITS:

The project will bring the elevators and escalators at the station up to code and install safety features such as controlled stop braking, step demarcation lighting, safety signage, and other improvements. The project will bring the current antiquated system into a state of good repair and reduce the frequency of elevator and escalator service outages, providing more reliable service to the nearly 9 million Metro-North and Amtrak passengers who use the Stamford Transportation Center annually.



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BUILD Grants

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Urban

PROJECT NAME: Delaware Memorial Bridges Ship Collision Protection System

APPLICANT/SPONSOR: Delaware River and Bay Authority

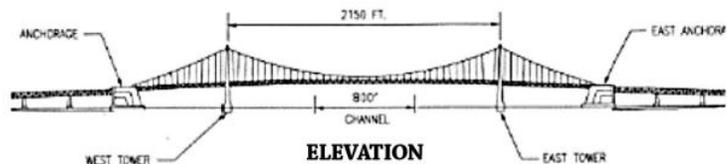
BUILD GRANT AWARD: \$22,249,850

TOTAL PROJECT COST: \$44,499,700

PROJECT LOCATION: New Castle, Delaware

PROJECT DESCRIPTION:

The project will install eight 80-ft diameter sheet pile cells at the bases of the Delaware Memorial Bridges, which connect the states of Delaware and New Jersey, to better protect the structural integrity of the bridges in the event of a ship collision.



PROJECT HIGHLIGHTS AND BENEFITS:

The project will improve safety for the nearly three million annual commuters and two million freight trucks that move goods across the bridges by protecting the bridges against larger post-Panamax and mega-ships that are rapidly gaining market share. The Delaware River channel lies in the multiple deep ports constituting the Ports of Philadelphia, South Jersey, and Wilmington, which is the largest fresh water port complex in the world. The sheet pile cells will enhance the strength and stability of the bridges, reducing the likelihood of a bridge collapse in the event of a ship collision. The project will bring the bridges into compliance with current design standards, maximizing their useful life. The project will ensure that this important economic and regional connection is maintained for commercial and residential interests. Because this project would be the first of its kind with this type of technology in the Delaware River shipping channel, and one of few such projects in the nation, it offers innovation benefits. The bridge is operated as a bi-State collaboration with Delaware and New Jersey and involves multijurisdictional partnership.



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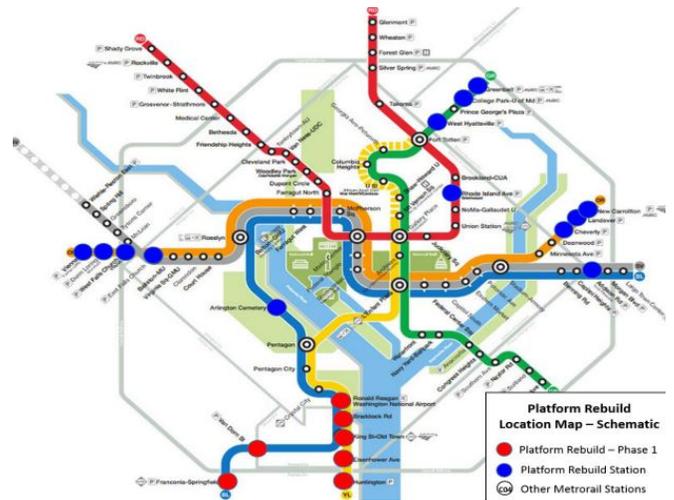
Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

Urban

PROJECT NAME: Metrorail Station Platform Reconstruction Project
APPLICANT/SPONSOR: Washington Metropolitan Area Transit Authority
BUILD GRANT AWARD: \$20,000,000
TOTAL PROJECT COST: \$185,596,150
PROJECT LOCATION: Washington, District of Columbia and Northern Virginia

PROJECT DESCRIPTION:

The project will reconstruct platforms and other station elements at seven outdoor Metrorail stations. The scope of the project includes demolishing and rebuilding passenger platforms, correcting height variances to align with railcar floors, and improving and enhancing transit facilities. The project is the first phase of a larger effort to make similar improvements at twenty outdoor Metrorail stations.



PROJECT HIGHLIGHTS AND BENEFITS:

The project will address current and projected vulnerabilities of the existing station platforms, including replacing deteriorated concrete structures and pedestrian surfaces. The project will reduce the likelihood of injuries due to unlevel platforms, especially for seniors and people with disabilities, and stabilize the degrading platforms to provide safe and continued operations. The project will increase personal mobility and access to over two million jobs, education, and other critical services for residents and visitors. The project displays innovation through a planning and delivery schedule that will deploy construction activities around the clock, reducing the construction phase from a year and a half to only one month, thereby minimizing long-term service disruptions and impacts to commuters.



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Urban

PROJECT NAME: South Dade Transitway
Park-and-Ride Improvements

APPLICANT/SPONSOR: Miami-Dade County

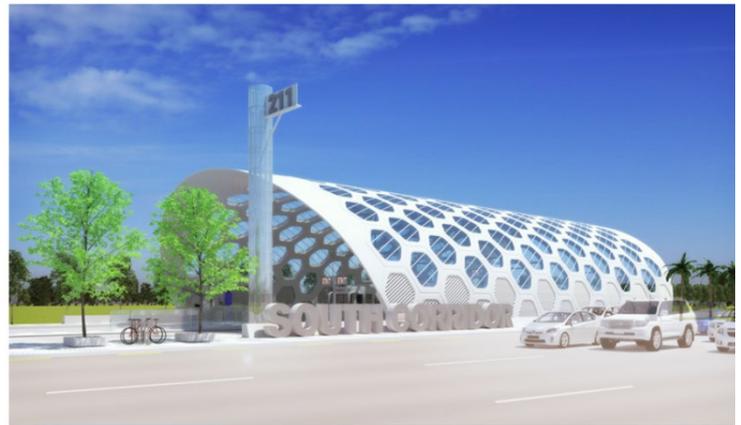
BUILD GRANT AWARD: \$9,500,000

TOTAL PROJECT COST: \$19,000,000

PROJECT LOCATION: Miami-Dade County,
Florida

PROJECT DESCRIPTION:

The project will expand and improve two existing park-and-ride facilities along the South Dade Transitway Corridor – a Bus Rapid Transit (BRT) line – at SW 152nd Street and SW 168th Street. The project includes additional sidewalks, improved pedestrian access, bicycle parking facilities, a kiss-and-ride, additional parking for individuals with disabilities, and electric vehicle parking with charging stations.



PROJECT HIGHLIGHTS AND BENEFITS:

The project will impact safety by improving station lighting, increasing access for bicycles and bringing the station into compliance with the Americans with Disabilities Act, as well as providing a direct pedestrian connection between platforms at 152nd street. The project will improve the region's economic competitiveness through better access to jobs, and provide quality of life improvements such as increased access to health services and educational and training opportunities. The parking structures will be designed with contemporary intelligent transportation systems such as integrated secure bike access through transit fare media, multimedia information on available parking, and innovative wayfinding and parking space identification and management.



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Urban

PROJECT NAME: Urban Core Riverfront Revitalization & Bay Street Innovation Corridor
APPLICANT/SPONSOR: City of Jacksonville & Jacksonville Transportation Authority
BUILD GRANT AWARD: \$25,000,000
TOTAL PROJECT COST: \$88,861,000
PROJECT LOCATION: Jacksonville, Florida

PROJECT DESCRIPTION:

The City of Jacksonville will demolish the Hart Bridge Expressway and construct a ramp from the Hart Bridge to Bay Street/Gator Bowl Boulevard. A Complete Street will be constructed with traffic calming measures and bicycle/pedestrian paths. The project also installs broadband conduits. The Jacksonville Transportation Authority will deploy approximately 15 autonomous vehicles, dynamic connected traffic signals, smart lighting, pedestrian sensors, smart parking, and flood warning sensors.



PROJECT HIGHLIGHTS AND BENEFITS:

The existing Hart Bridge Expressway requires replacement and the existing street design is outdated. Removing the expressway will open the waterfront and 85 acres for new development. Traffic calming measures will reduce vehicle speeds and facilitate walking and biking. The project will reconnect a region of downtown that has been defunct since 1992. The project will also install 15 autonomous shuttles to create an autonomous transit network. The project's many innovative components include innovative project delivery using a P3, V2I communications systems to support dynamic and connected signals, green-wave signal communications and other technologies to enhance corridor operations, and autonomous transit vehicles. The innovation benefits are particularly focused on improving safety with features such as pedestrian sensors, flood warning systems, smart parking, and smart lighting.



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Rural

PROJECT NAME: SR 316/US 29 at SR 11
Grade Separation Project

APPLICANT/SPONSOR: Georgia Department of Transportation

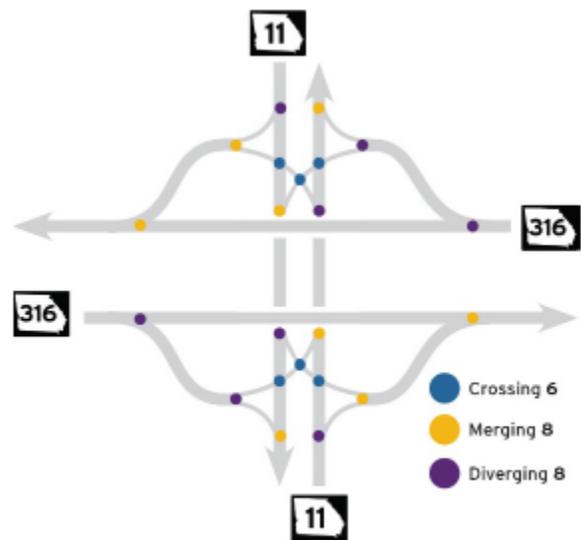
BUILD GRANT AWARD: \$24,821,050

TOTAL PROJECT COST: \$32,235,130

PROJECT LOCATION: Barrow County, Georgia

PROJECT DESCRIPTION:

The project will grade separate the existing intersection of SR 316/US 29 and SR 11, with SR 316 spanning over SR 11 on a new bridge structure, designed as a tight diamond interchange with full access and able to accommodate future widening on SR 316. The work on SR 11 will extend for approximately 0.4 miles. On SR 316, the work will span for approximately 1.1 miles.



Proposed Diamond Interchange

PROJECT HIGHLIGHTS AND BENEFITS:

In 2014 and 2016, the crash rate on SR 11 was more than double the statewide average for similar roadway types. By converting this at-grade crossing to one that is grade separated, the likelihood of crashes will be reduced. The project will preserve the state of good repair because its design accommodates future widening, reducing the cost and disruption of future growth. The project improves economic competitiveness because SR 316 provides a critical connection between the employment-rich cities of Atlanta and Athens and is also a designated freight corridor, serving the 15-county Georgia Innovation Crescent. The project will enhance access in a rural area that connects to regional employment hubs and population centers. The project is a partnership between the Georgia Department of Transportation, Atlanta Regional Commission, and the Madison Athens-Clarke Oconee Regional Transportation Study.



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Rural

PROJECT NAME: Cherrylane Bridge

APPLICANT/SPONSOR: Nez Perce County

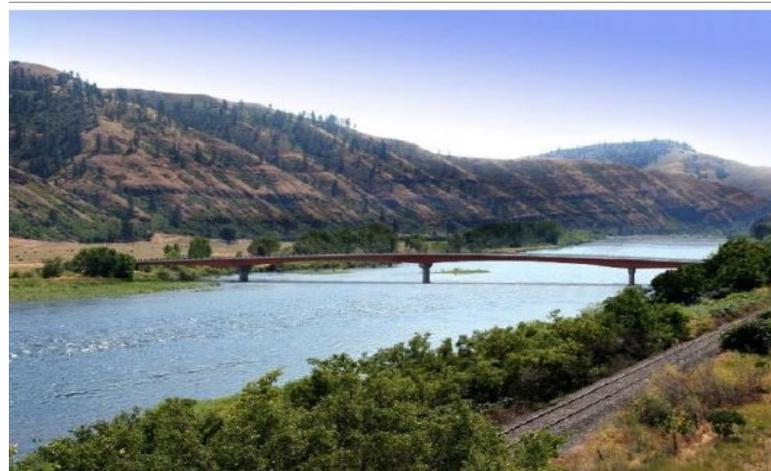
BUILD GRANT AWARD: \$15,704,700

TOTAL PROJECT COST: \$20,809,000

PROJECT LOCATION: Nez Perce County, Idaho

PROJECT DESCRIPTION:

The project will replace the existing one-lane, fracture-critical Cherrylane Bridge with an updated structure that meets current design standards as well as the needs of the community. The new two-lane bridge will have shoulder bikeways on each side for cyclists and pedestrians, add turn lanes, and relocate the bridge approach's intersection with US 12.



PROJECT HIGHLIGHTS AND BENEFITS:

The bridge crosses the Clearwater River and connects this rural area to US 12 and other towns to the north. The height and weight restrictions on the current bridge, which was constructed in 1919, prohibits large trucks – including emergency service vehicles – from crossing the bridge and accessing the community. Additionally, the one-lane design of the current structure creates capacity problems that result in the hazardous practice of ‘backing-up’ movements when two opposing vehicles are on the bridge simultaneously. The construction of a new two-lane bridge will increase the connectivity for the people of the Nez Perce Indian Reservation as well as enhance the efficiency and safety of the movement of goods and people to and from this economically distressed area.



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Urban

PROJECT NAME: Springfield Rail Improvements – Usable Segment IV

APPLICANT/SPONSOR: City of Springfield

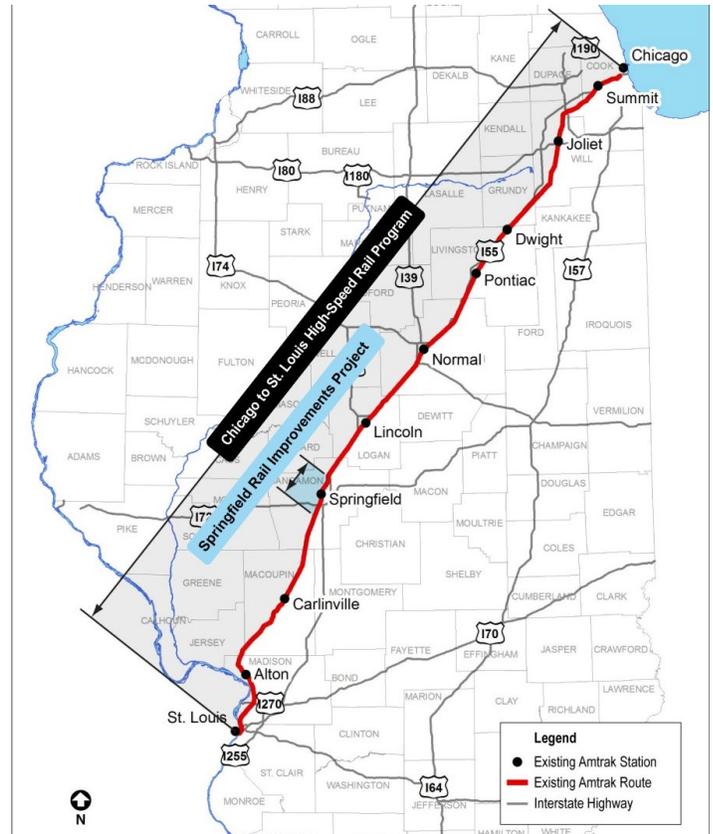
BUILD GRANT AWARD: \$22,000,000

TOTAL PROJECT COST: \$44,000,000

PROJECT LOCATION: Springfield, Illinois

PROJECT DESCRIPTION:

The project is part of a larger effort to relocate the existing Amtrak/Union Pacific railroad corridor to a new expanded corridor adjacent to the existing Norfolk Southern tracks. Usable Segment IV replaces the existing single track bridge with two new double track bridges over both 5th and 6th Streets to accommodate the expanded corridor. It also includes grading and track work from north of 6th Street to Stanford Avenue.



PROJECT HIGHLIGHTS AND BENEFITS:

The project will improve safety by adding fencing to minimize dangerous trespassing on the railroad tracks. The project also will resolve drainage issues. These improvements would reduce long-term maintenance costs for both the railroads and the City of Springfield.



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Rural

PROJECT NAME: North Central Indiana Expansion Project – I-65 Added Travel Lanes

APPLICANT/SPONSOR: Indiana Department of Transportation

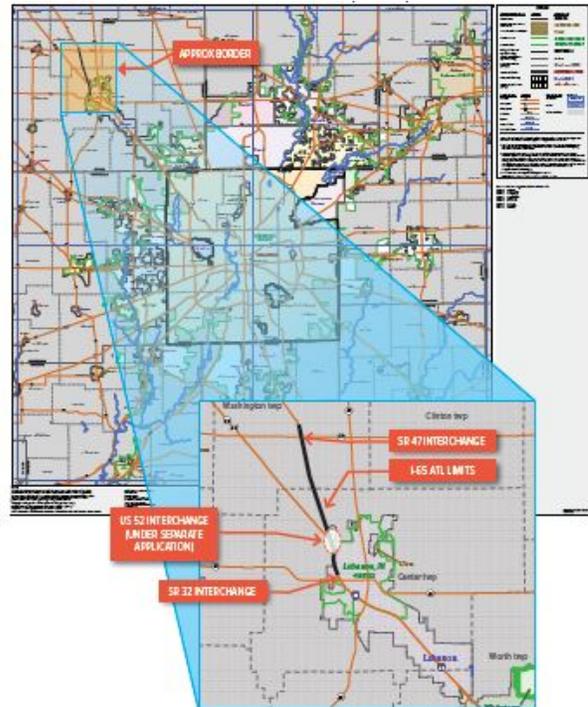
BUILD GRANT AWARD: \$20,000,000

TOTAL PROJECT COST: \$60,000,000

PROJECT LOCATION: Lebanon, Indiana

PROJECT DESCRIPTION:

The project will increase the capacity of I-65 between SR 32 (Exit 140) and SR 47 (Exit 146) by reconstructing the existing lanes, adding an additional travel lane in each direction, and adding inside and outside road shoulders. The project will also widen six mainline bridges along this corridor and upgrade the pavement on the ramps at the SR 47 interchange.



PROJECT HIGHLIGHTS AND BENEFITS:

The project will improve the connection between the commerce corridors of Louisville and Chicago, as well as provide a connection for rural residents to economically-vital areas in Central Indiana and the rest of the state. In April 2017, the Indiana legislature raised the state gas tax by \$.10 per gallon with revenue dedicated to road and bridge construction; this will raise new non-Federal revenue for transportation infrastructure investment.



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Rural

PROJECT NAME: South Central Indiana Expansion Project – I-65

APPLICANT/SPONSOR: Indiana Department of Transportation

BUILD GRANT AWARD: \$20,000,000

TOTAL PROJECT COST: \$64,050,000

PROJECT LOCATION: Columbus, Indiana

PROJECT DESCRIPTION:

The project will increase the capacity of I-65 between SR 58 (Exit 64) and SR 46 (Exit 68) by reconstructing the existing lanes, adding an additional travel lane in each direction, and adding shoulders. The project will also replace the superstructures of the Carr Hill Road bridge and CR 200 South bridge over I-65.



PROJECT HIGHLIGHTS AND BENEFITS:

The project will improve safety by reducing varying speed differentials due to congestion, and the additional lane will allow for cars to safely pass packs of trucks. The project will help accommodate the projected 33 percent growth in jobs by 2040 and provide access to the top employers in Bartholomew County, enhancing economic competitiveness. In April 2017, the Indiana legislature raised the state gas tax by \$.10 per gallon with revenue dedicated to road and bridge construction; this will raise new non-Federal revenue for transportation infrastructure investment.



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Urban

PROJECT NAME: Des Moines Transload Facility

APPLICANT/SPONSOR: Des Moines Area Metropolitan Planning Organization

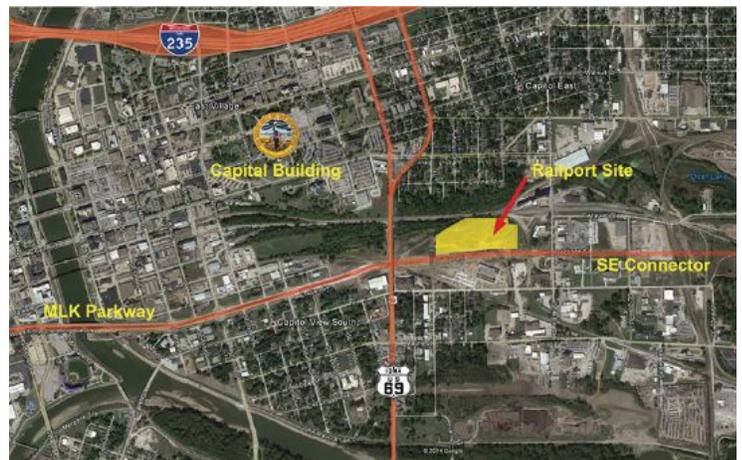
BUILD GRANT AWARD: \$11,200,000

TOTAL PROJECT COST: \$15,600,000

PROJECT LOCATION: Des Moines, Iowa

PROJECT DESCRIPTION:

The project will develop a facility that allows for the direct movement of goods via railcar in order to provide a shipping alternative to businesses within a 150-mile radius of Des Moines. The facility will be located adjacent to the East Martin Luther King Jr. Parkway and in close proximity to Interstate 235, providing connectivity to the Interstate system.



PROJECT HIGHLIGHTS AND BENEFITS:

The project will reduce the number of heavy trucks on the road, in turn reducing the likelihood of crashes that cause loss of life and property. Furthermore, taking heavy trucks off the road will decrease wear and tear to the roadway, resulting in reduced congestion and noise pollution. The project will provide economic benefits through more efficient access to national and international markets, as well as lower shipping costs. Shifting from truck transport to rail will also reduce emissions and fuel consumption.



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BUILD Grants

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Rural

PROJECT NAME: Iowa 64 (Platt Street Corridor)
Maquoketa Transformation Project

APPLICANT/SPONSOR: City of Maquoketa

BUILD GRANT AWARD: \$3,818,957

TOTAL PROJECT COST: \$9,525,958

PROJECT LOCATION: Maquoketa, Iowa

PROJECT DESCRIPTION:

The project will make several roadway improvements including new and resurfaced street pavement; replacement curbs, gutters, pedestrian curb ramps, and sidewalks for compliance with the Americans with Disabilities Act (ADA); repair and replacement of the storm sewer, sanitary sewer, and water main; installation of a new broadband fiber-optic network; and traffic signal upgrades.



PROJECT HIGHLIGHTS AND BENEFITS:

The project will bring and maintain this transportation system into a state of good repair. Improvements will better allow the Platt Street Corridor to serve a mix of transportation uses – pedestrian, bicycle, and personal vehicle – providing access to all by bringing the corridor into ADA compliance, which will enhance quality of life. The project will improve safety by removing several points of conflict, reducing curb radii, decreasing crosswalk size, and improving conditions for pedestrians and bicyclists. The project will improve environmental protection by upgrading the sewer system and increasing storm water capacity to avoid direct runoff of untreated sewage into the river. The project also includes innovation by adding complete streets, signal synchronization, and installing broadband throughout the corridor.



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PROJECT NAME: Siouxland Regional Transit Operations and Bus Storage Facility

APPLICANT/SPONSOR: Siouxland Regional Transit System

BUILD GRANT AWARD: \$7,000,000

TOTAL PROJECT COST: \$7,000,000

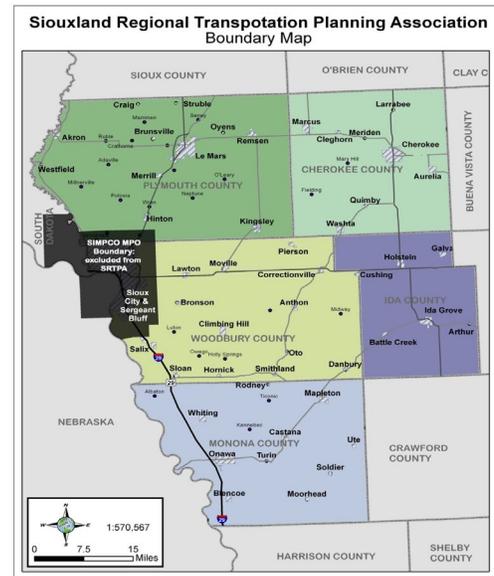
PROJECT LOCATION: Sioux City, Iowa

PROJECT DESCRIPTION:

The project will design and construct a new joint use facility to house the Siouxland Regional Transit System and the Siouxland Interstate Metropolitan Planning Council. The facility will include bus maintenance areas, indoor bus storage, a bus wash, and driver training areas.

PROJECT HIGHLIGHTS AND BENEFITS:

The current facility is a converted restaurant built in 1967 that does not meet the Americans with Disabilities Act and is not suitable for transit operations. The project will construct a facility that is purposely built for bus maintenance and storage. The project will attract new workers as well as reduce overall fleet operating costs. The project displays innovation and will impact quality of life by extending broadband access into rural areas and expanding the current fiber optic network into the site selected for the new facility. By collocating the transit agency with the Metropolitan Planning Council, the project will also facilitate shared use of technologies. The new facility will use green building materials and techniques such as storm water retention, reuse of natural rain water for irrigation, and water recycling from restrooms and bus washing. The project is a partnership between the Siouxland Regional Transit System, the Siouxland Interstate Metropolitan Planning Council, and the Iowa Department of Transportation.



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PROJECT NAME: Vine Street Corridor Project

APPLICANT/SPONSOR: City of Hays

Rural

BUILD GRANT AWARD: \$6,057,827

TOTAL PROJECT COST: \$7,572,284

PROJECT LOCATION: Hays, Kansas

PROJECT DESCRIPTION:

The project will reconstruct a half-mile segment of Vine Street (US 183) near Interstate 70. The project includes three new two-lane roundabouts, access-controlled intersections at the on/off ramps at I-70, bicycle lanes, and upgraded pedestrian crossings.



PROJECT HIGHLIGHTS AND BENEFITS:

The project will introduce roundabouts, which are statistically safer than signalized intersections. In addition, the project will bring safety benefits to pedestrians and bicyclists through crossings compliant with the Americans with Disabilities Act and new bicycle lanes. The project improvements will bring the corridor into a state of good repair and increase network efficiency. Vine Street and I-70 are a hub for surrounding rural communities, providing regional services and employment opportunities, and the project will improve access and traffic flow in this economically significant part of the region.



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Urban

PROJECT NAME:	Interstate 70 and Turner Diagonal Interchange Improvements
APPLICANT/SPONSOR:	Unified Government of Wyandotte County/Kansas City, Kansas
BUILD GRANT AWARD:	\$13,843,600
TOTAL PROJECT COST:	\$30,343,600
PROJECT LOCATION:	Kansas City, Kansas

PROJECT DESCRIPTION:

The project will replace the existing interchange at Interstate 70 and Turner Diagonal with a more efficient diverging diamond interchange.



PROJECT HIGHLIGHTS AND BENEFITS:

Through the interchange redesign, more than three miles of ramp and two bridges will no longer be needed, resulting in state of good repair benefits. Diverging diamond interchanges are an innovative alternative to traditional interchange designs and improve safety and operations by reducing conflict points. The project will also use a concrete safety barrier to protect non-motorized traffic, which will be traveling on a new, dedicated path separate from the roadway. The project is a partnership between the Unified Government of Wyandotte County and Kansas City Kansas, the Kansas Department of Commerce, the Kansas Turnpike Authority, Wyandotte County Economic Development Council, NorthPoint Development, Kansas City Kansas Community College, and the Mid-America Regional Council.



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BUILD Grants

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PROJECT NAME: KY 331/Industrial Drive and Rinaldo Road

APPLICANT/SPONSOR: Owensboro Riverport Authority

Urban

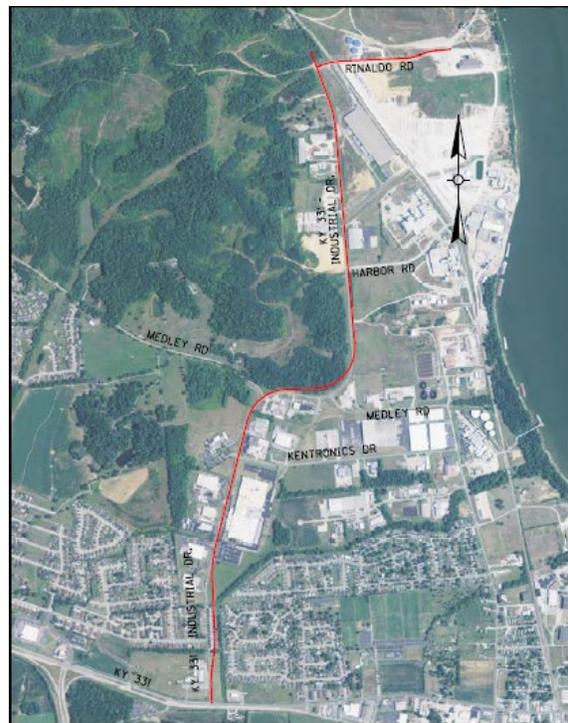
BUILD GRANT AWARD: \$11,520,000

TOTAL PROJECT COST: \$14,400,000

PROJECT LOCATION: Owensboro, Kentucky

PROJECT DESCRIPTION:

The project will widen and improve approximately 2.6 miles of KY 331/Industrial Drive and Rinaldo Road from 2nd Street into the Owensboro Riverport Intermodal Terminal, and will reconstruct the CSX at-grade railroad crossing.



PROJECT HIGHLIGHTS AND BENEFITS:

The project will soften curves and improve sight-distance along with wider lanes which will facilitate safer travel of trucks, public transit buses, and passenger vehicles. The project supports economic competitiveness by improving the last mile connection to an intermodal facility. Additionally, improvements to the roadway will help promote modal linkages and economic vitality through improved access to the Owensboro Riverport, helping link freight to rural communities.



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PROJECT NAME: US 641 Widening

APPLICANT/SPONSOR: Calloway County

Rural

BUILD GRANT AWARD: \$23,000,000

TOTAL PROJECT COST: \$56,500,000

PROJECT LOCATION: Calloway County, Kentucky

PROJECT DESCRIPTION:

The project will widen an approximately 5.7-mile section of US 641 South from a two-lane divided highway to a four-lane divided highway between the Kentucky/Tennessee state line at Hazel north to the Middle Fork of the Clarks River.



PROJECT HIGHLIGHTS AND BENEFITS:

This stretch of US 641 currently has a fatal crash rate that is nearly three times the Kentucky statewide average. By widening the road and adding adequate shoulder space, the project will be better able to handle truck traffic and is predicted to reduce the number of crashes by over 60 percent. The project will improve economic competitiveness by decreasing the current transportation costs and improving access to employment centers, as manufacturing and distribution is a major economic component within the area. Additionally, wider lanes will facilitate safe passage of agricultural goods and slow-moving vehicles that are too large for standard driving lanes. The project is a partnership between Calloway County, the Kentucky Transportation Cabinet, the Tennessee Department of Transportation, and the City of Murray.



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Rural

PROJECT NAME: Pulaski County Interchange Improvement to KY 461

APPLICANT/SPONSOR: Pulaski County

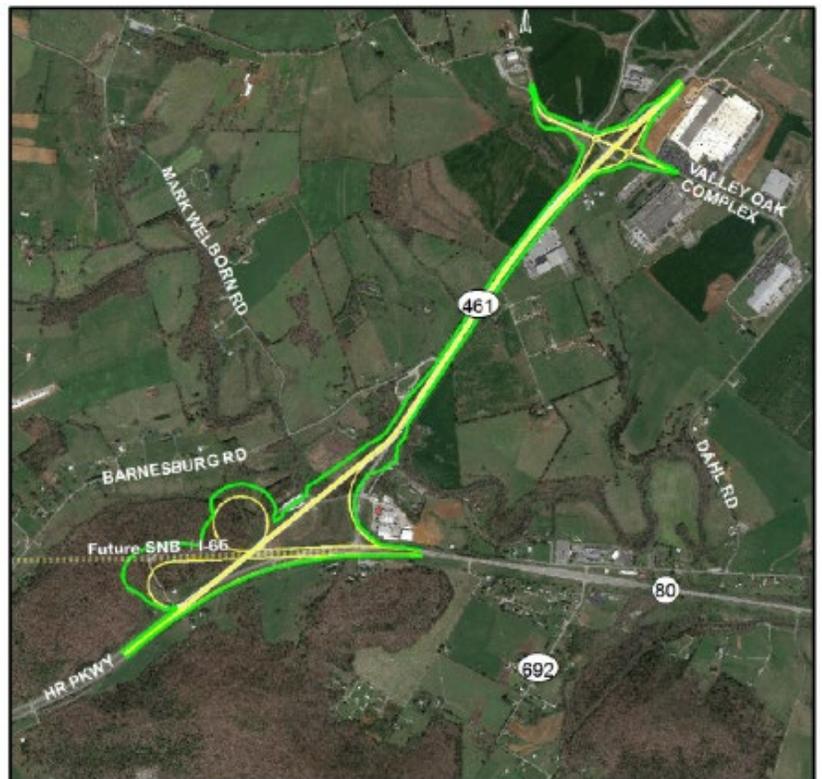
BUILD GRANT AWARD: \$25,000,000

TOTAL PROJECT COST: \$69,375,000

PROJECT LOCATION: Pulaski County, Kentucky

PROJECT DESCRIPTION:

This project will replace the KY 80/KY 461 intersection with a grade-separated half-cloverleaf interchange, and the at-grade intersection of Valley Oak Drive - Coin Road/KY with a grade separated tight diamond interchange. The project will also widen approximately 3 miles of KY 461 from two lanes to four lanes.



PROJECT HIGHLIGHTS AND BENEFITS:

The project improves two intersections with high crash rates and provides a safe ingress/egress for the 2,871 people working in Valley Oak Complex. The project also improves one of only two NHS routes leading to Lexington, KY; the improved route and the traffic it attracts will encourage the development of new businesses and encourage expansion of existing industries in Valley Oak Complex and increase employment opportunities in this economically disadvantaged area.



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BUILD Grants

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Rural

PROJECT NAME: Port Fourchon to Airport Connector: Bridging a Gap to Critical Rural Infrastructure

APPLICANT/SPONSOR: Greater Lafourche Port Commission

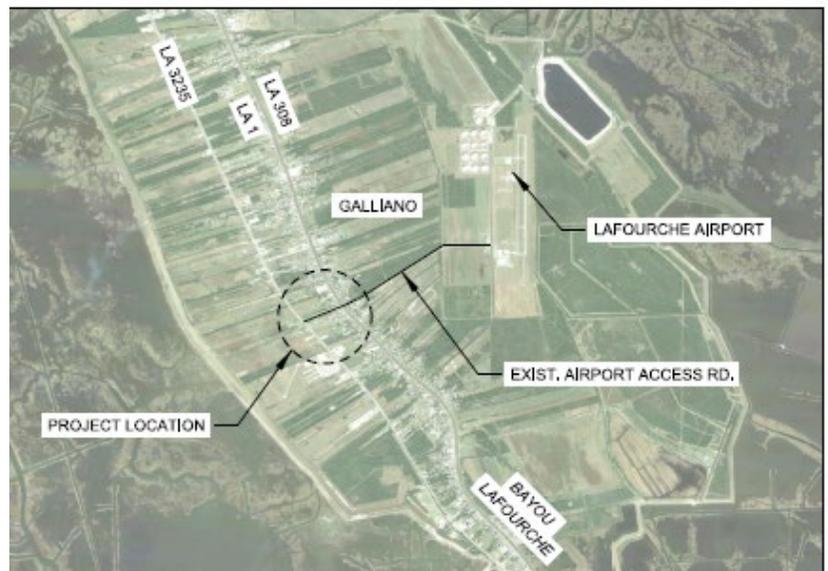
BUILD GRANT AWARD: \$16,422,000

TOTAL PROJECT COST: \$35,122,000

PROJECT LOCATION: Lafourche Parish, Louisiana

PROJECT DESCRIPTION:

The project will construct a new 3-lane vertical lift span bridge over Bayou Lafourche and a new 2-lane 2,000-ft connector road extending from LA 1 to LA 3235.



PROJECT HIGHLIGHTS AND BENEFITS:

The project will improve connectivity between Port Fourchon and the South Lafourche Leonard Miller, Jr. Airport, thereby increasing the efficiency in transporting goods between the port and airport and allowing for the redirection of freight traffic away from residential neighborhoods, school zones and hospital grounds. The project will expand access to employment centers and a planned 1200-acre industrial park. The new, reliable access to the facility will promote additional housing and economic development options in this economically distressed area.



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Rural

PROJECT NAME: Waterville Downtown Transit Corridor, Gateways, and Revitalization

APPLICANT/SPONSOR: City of Waterville

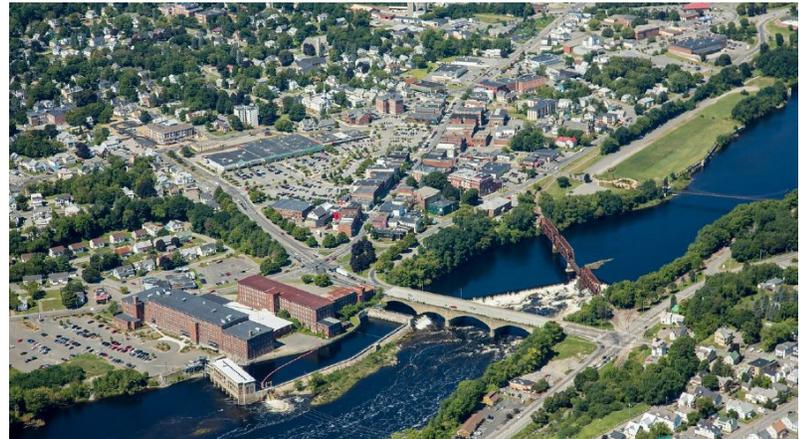
BUILD GRANT AWARD: \$7,371,200

TOTAL PROJECT COST: \$9,214,000

PROJECT LOCATION: Waterville, Maine

PROJECT DESCRIPTION:

The project will convert two downtown streets from single-direction traffic to two-way traffic, improve to five intersections, and reconstruct sidewalks and major public spaces to promote accessibility and walkability throughout the downtown.



PROJECT HIGHLIGHTS AND BENEFITS:

With the current one-way streets, drivers, lacking adequate sight distance, must turn into and out of fast-moving traffic, which leads to collisions, injuries to pedestrians, and damage to property and vehicles. The conversion of these streets to two-way traffic will improve safety and mitigate high-crash locations. The improved lighting and landscaping will enhance livability. The project will make downtown Waterville safer, more pedestrian friendly, and more vibrant; all while improving traffic flow patterns, enhancing both mobility and accessibility at the same time.



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Urban

PROJECT NAME: Interstate 12 Widening & Rehabilitation Project

APPLICANT/SPONSOR: St. Tammany Parish Government

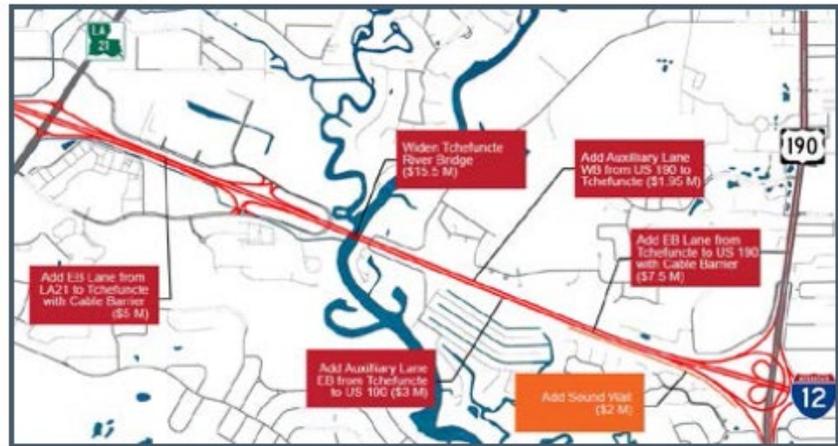
BUILD GRANT AWARD: \$25,000,000

TOTAL PROJECT COST: \$36,000,000

PROJECT LOCATION: St. Tammany Parish, Louisiana

PROJECT DESCRIPTION:

This project proposes to widen and rehabilitate approximately 3.8 miles of Interstate 12. Specifically, it will add new travel lanes and auxiliary lanes at various bottleneck sites, widen the Tchefuncte River Bridge to three travel lanes and one auxiliary lane in each direction, and construct a sound barrier.



PROJECT HIGHLIGHTS AND BENEFITS:

The project will improve regional economic competitiveness because Interstate 12 is a major east-west interstate for freight movement throughout Louisiana, from the Gulf of Mexico and the Port of New Orleans. It also serves as a local commuter route and is a part of a regional evacuation network. The project will assist in the reduction of delays in this congested, high-volume traffic area. The reduction in travel time will increase the efficiency of freight movement, as well as for workers during peak hours. The addition of auxiliary lanes and wider shoulders will also contribute to a safer experience for merging traffic.



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Rural

PROJECT NAME: Maine Western Gateways Project

APPLICANT/SPONSOR: Maine Department of Transportation

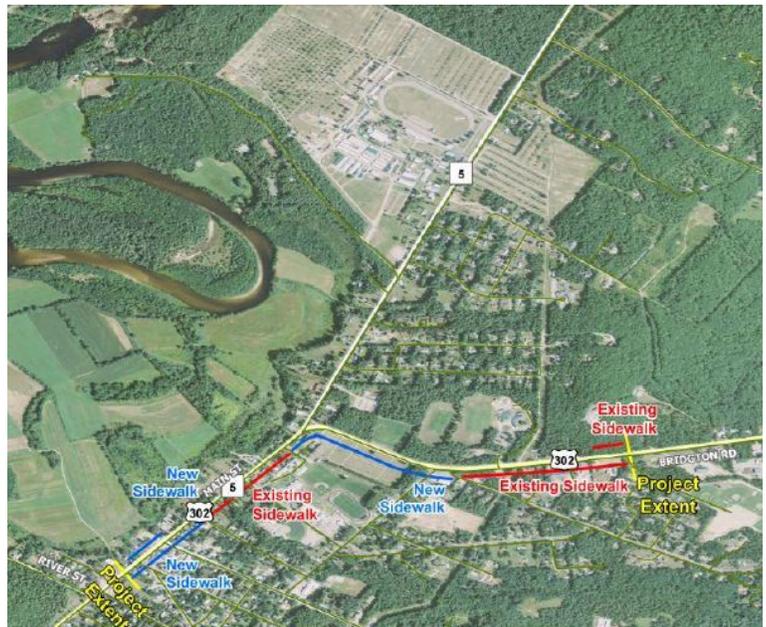
BUILD GRANT AWARD: \$11,027,500

TOTAL PROJECT COST: \$22,055,000

PROJECT LOCATION: Franklin and Oxford Counties, Maine

PROJECT DESCRIPTION:

The project will reconstruct three roadways for a total of approximately five miles of new road. The project includes repair, resurfacing, drainage improvements, and strengthening sub-surfaces.



PROJECT HIGHLIGHTS AND BENEFITS:

The existing roadways were not built to modern design standards and have no remaining service life, and therefore need to be upgraded. The project also includes new provisions for bicycles and pedestrians and will reduce speeds to create a safer facility for all users. The project improves access to schools, commerce, and recreation by creating a modernized and safer multimodal route and will benefit the truck traffic servicing major industry in the region, including timber and forestry.



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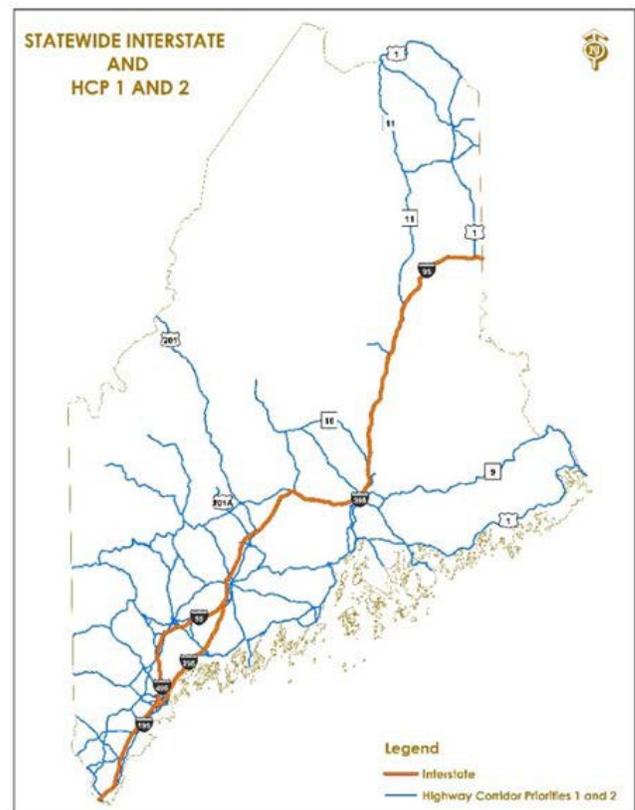
Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

Rural

PROJECT NAME: Traffic Safety and Mobility Improvements – Phase I
APPLICANT/SPONSOR: Maine Department of Transportation
BUILD GRANT AWARD: \$8,241,100
TOTAL PROJECT COST: \$16,482,200
PROJECT LOCATION: South-Central Maine

PROJECT DESCRIPTION:

This project will replace or enhance approximately 101 traffic signals statewide. Some of the signal systems will have adaptive signal technology, dedicated short-range communications (DSRC), infrared camera detection, fiber interconnect wiring, emergency pre-emption, back-plates with reflective striping, communication to the traffic management center, accessible pedestrian signals (APS), and Americans with Disability Act (ADA) improvements.



PROJECT HIGHLIGHTS AND BENEFITS:

After the completion of the project, MaineDOT will take responsibility for the maintenance of the devices throughout the project area. The new signal installations will provide for the orderly movement of traffic and reduce the frequency of certain types of crashes as well as increase the traffic-handling capacity of the related intersections. APS and ADA improvements at these intersections – such as detectable warning fields, braille signs, audible messages, tactile push buttons and improved curb access – will enhance consistency and reliability to accommodate users with disabilities.



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PROJECT NAME: I-95 at Belvidere Road Interchange

APPLICANT/SPONSOR: Cecil County



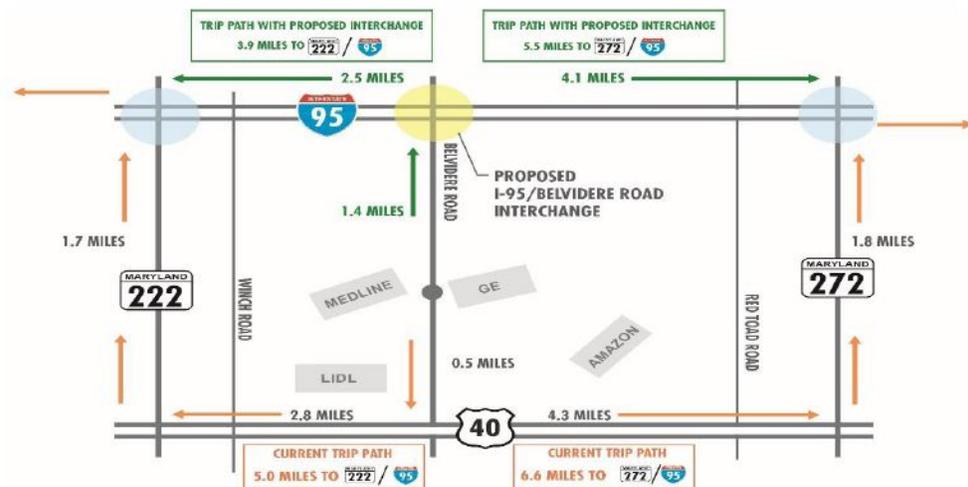
BUILD GRANT AWARD: \$20,000,000

TOTAL PROJECT COST: \$54,000,000

PROJECT LOCATION: Cecil County, Maryland

PROJECT DESCRIPTION:

The project will construct a new interchange between I-95 and Belvidere Road, including relocating Belvidere Road and constructing a new bridge over I-95.



PROJECT HIGHLIGHTS AND BENEFITS:

By creating a direct connection to existing and planned distribution, warehousing, manufacturing and retail businesses within the Cecil County Principio Enterprise Zone and adjacent development, the interchange would reduce the distance between I-95 and these businesses, generating both cost and travel time savings. The interchange also reduces heavy truck traffic on US 40, MD 222, and MD 272, and, therefore, reduces potential for conflict. The project will be constructed using a design-build innovative project delivery method, including financial incentives based on reduction of environmental impacts and adherence to construction performance schedules. The project is a partnership between Cecil County, the Maryland Department of Transportation and Maryland Transportation Authority, and private business.



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Urban

PROJECT NAME: Seagirt Marine Terminal Berth 3 Modernization P3 Project

APPLICANT/SPONSOR: Maryland Port Administration

BUILD GRANT AWARD: \$6,554,575

TOTAL PROJECT COST: \$32,772,876

PROJECT LOCATION: Baltimore, Maryland

PROJECT DESCRIPTION:

The project will add a second berth capable of serving 50-foot draft Ultra Large Container Vessels and make necessary supporting landside improvements. Project elements include an expanded access channel and turning basin, repairing existing wharf substructure, superstructure and paving, installing concrete runways in the container yard and hardware to support large ship-to-shore cranes.



PROJECT HIGHLIGHTS AND BENEFITS:

The addition of a second 50-foot draft berth will increase the capacity of Seagirt Terminal to handle the ever-increasing size of container ships and relieve the terminal's berth capacity bottleneck. It will support the region's cargo growth demand and prevent the need for cargo to be diverted to other ports. This will control costs for regional consumers and businesses.



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Rural

PROJECT NAME: Closing the Gap in New England: Western Massachusetts Freight Rail Upgrade

APPLICANT/SPONSOR: Massachusetts Department of Transportation

BUILD GRANT AWARD: \$10,800,000

TOTAL PROJECT COST: \$30,000,000

PROJECT LOCATION: Monson to Northfield, Massachusetts

PROJECT DESCRIPTION:

The project will upgrade a section of the New England Central Railroad across Massachusetts to meet the 286,000lb national standard. Project components include the installation of approximately 31 miles of continuous welded rail, replacement of ties and ballast, track surfacing, and strengthening approximately 20 bridges.



PROJECT HIGHLIGHTS AND BENEFITS:

The current state of the track necessitates a weight limit that mandates users of the rail line underutilize the carrying capacity of freight cars. The project upgrades will bring the carrying capacity up to the national standard and will also allow for an increase in speed on the line. This will enhance operational efficiency and attract additional customers to ship freight by rail rather than truck.



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Urban

PROJECT NAME: North Terminal Extension Project

APPLICANT/SPONSOR: New Bedford Harbor Development Commission

BUILD GRANT AWARD: \$15,406,403

TOTAL PROJECT COST: \$34,444,069

PROJECT LOCATION: New Bedford, Massachusetts

PROJECT DESCRIPTION:

The project will construct approximately 800 feet of additional bulkhead, backfill of the constructed bulkhead with clean material from maintenance harbor dredging, and extend three rail spurs to increase multimodal options.



PROJECT HIGHLIGHTS AND BENEFITS:

The improvements will increase capacity and reduce costs at the port to allow more fishing vessels to use it and will increase the port's competitive advantage. The improvements will also extend the useful life of the port, and the expanded space will create safer working conditions by allowing for safer movement of cranes and vehicles.



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Rural

PROJECT NAME: Carbide Dock Port Rail Rehabilitation and Truck Route Reconstruction

APPLICANT/SPONSOR: City of Sault Ste. Marie

BUILD GRANT AWARD: \$20,700,000

TOTAL PROJECT COST: \$21,700,000

PROJECT LOCATION: Sault Ste. Marie, Michigan

PROJECT DESCRIPTION:

The project will rehabilitate the Carbide Dock Port and reconstruct a portion of the connecting truck route on Easterday Avenue from Interstate 75 to Barbeau Street. The project also includes intersection improvements and water/sewer replacement.



PROJECT HIGHLIGHTS AND BENEFITS:

Currently the dock is in such a state of disrepair that it is closed off to the public; repairing it will make the port fully operational and provide essential services for maritime emergencies that no other American ports within 100 miles can provide. The project will benefit economic competitiveness by keeping the Soo Locks, which are an integral part of the United States' transport of commodities, in good working order. The project will advance environmental protection by reducing travel times to get materials to the Soo Locks, thereby reducing carbon emissions, and by making stormwater runoff improvements. The project will also support border security as the repair of the dock will enable the U.S. Coast Guard and other security entities to use this facility for security inspections of transiting vessels. The project is a partnership between the City of Sault Ste. Marie, Lake Superior State University, and the Army Corp of Engineers.



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PROJECT NAME: US-31 Relocation from Napier Road to I-94

APPLICANT/SPONSOR: Michigan Department of Transportation



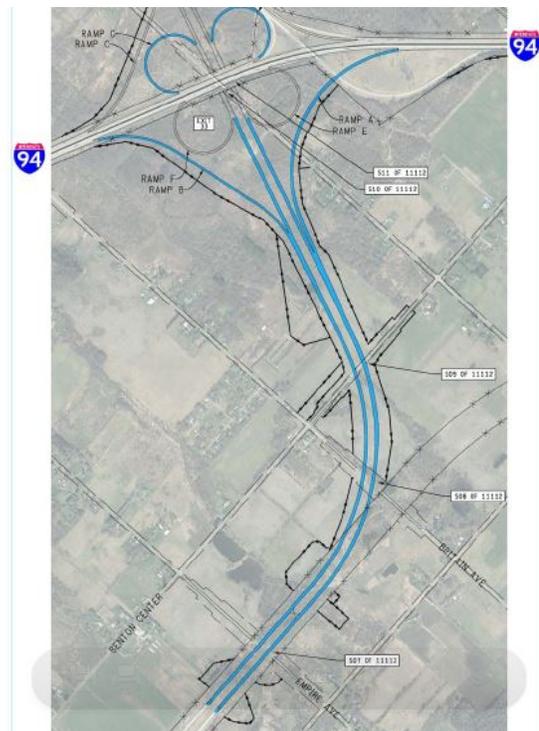
BUILD GRANT AWARD: \$20,000,000

TOTAL PROJECT COST: \$44,917,870

PROJECT LOCATION: Berrien County, Michigan

PROJECT DESCRIPTION:

The project will extend US-31 approximately 2.3 miles to I-94, including the construction of interchange ramps and overpasses. The project will complete an approximately 30-mile limited access freeway route on US-31 from the I-80/90 toll road in Indiana to I-94 in Berrien County, Michigan.



PROJECT HIGHLIGHTS AND BENEFITS:

To access I-94, northbound and southbound US-31 traffic must currently use the five-lane east-west Napier Road, with segments having a 50-mph to 55-mph posted speed limit. By creating a more direct connection between US-31 and I-94, the project will reduce crashes along the existing Napier Road, especially at its traffic-signalized and non-signalized intersections. Similarly, the completed freeway would reduce volumes on Napier Road and therefore reduce the costs of maintaining it. The project will facilitate more efficient freight movement through the travel time savings it will achieve with a more direct connection between US-31 and I-94.



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Urban

PROJECT NAME: Twin Ports Interchange Reconstruction

APPLICANT/SPONSOR: Minnesota Department of Transportation

BUILD GRANT AWARD: \$20,000,000

TOTAL PROJECT COST: \$266,700,000

PROJECT LOCATION: Duluth, Minnesota

PROJECT DESCRIPTION:

The project will replace eight bridges with an at-grade and divided interstate roadway at the I-35/I-535/US 53 interchange and replace the remaining weight-restricted ramp bridges to the interchange; reconstruct six concrete box girder bridges on US 53; and reconstruct four weight-restricted bridges at the I-535/Garfield Avenue interchange.



PROJECT HIGHLIGHTS AND BENEFITS:

The interchanges provide access to and from the Port of Duluth-Superior, the largest volume port on the Great Lakes, which serves as an intermodal hub for domestic and international cargo. This is also a primary freight route for the timber and iron industries in northern Minnesota. The existing weight limitations limit the movement of trucks servicing these industries, so the project's improvements will contribute to economic competitiveness. The improvements will also enhance connectivity to jobs and essential services for area residents, and will also improve safety at the fourth-highest crash rate site in the state by reconfiguring geometries.



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Rural

PROJECT NAME: Holly Springs Road – Road Reconstruction and Bridge Replacement

APPLICANT/SPONSOR: DeSoto County

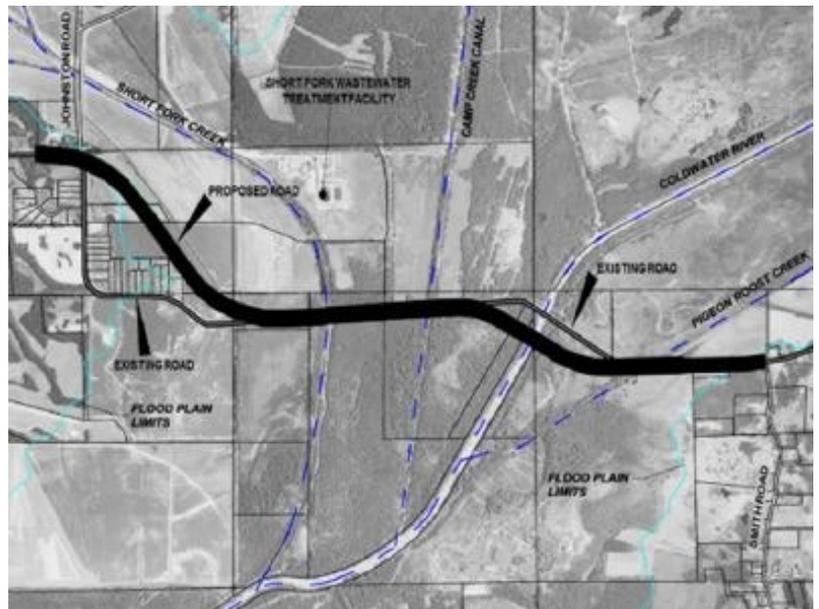
BUILD GRANT AWARD: \$13,000,000

TOTAL PROJECT COST: \$30,427,000

PROJECT LOCATION: DeSoto County, Mississippi

PROJECT DESCRIPTION:

The project will improve approximately 2.6 miles of Holly Springs Road, including elevating the roadway, replacing five bridges, and realigning the roadway.



PROJECT HIGHLIGHTS AND BENEFITS:

The project will replace functionally obsolete bridges prone to flooding and improve the roadway with shoulders and recovery zones and prevent costly damage from future flooding events by elevating it. Emergency service response time during such events will also be improved. The project will straighten out dangerous curves to improve the safety and the efficiency of travel along the corridor. The road provides critical access to jobs and essential services for area residents and the improvements will allow a more direct connection to Interstates 55 and 269.



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PROJECT NAME: SR 19 Road and Bridge Improvements

APPLICANT/SPONSOR: Mississippi Department of Transportation

Rural

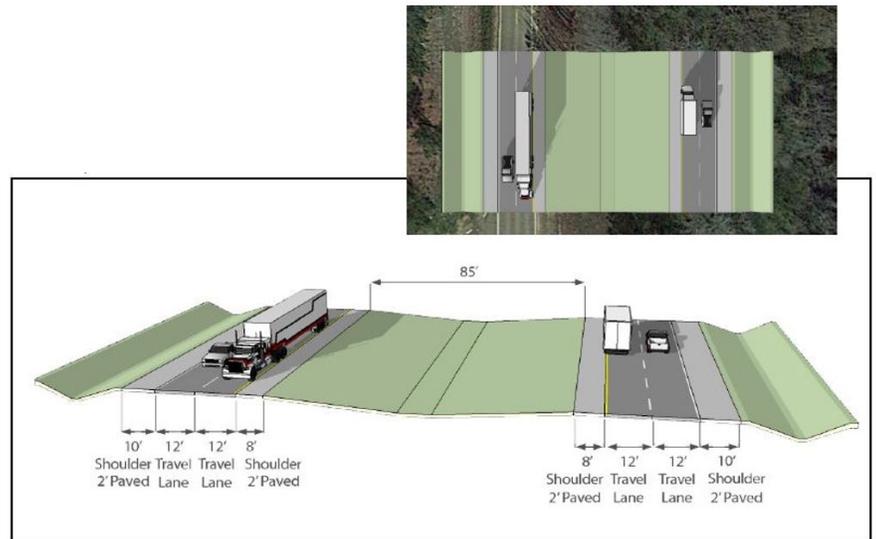
BUILD GRANT AWARD: \$25,000,000

TOTAL PROJECT COST: \$41,160,000

PROJECT LOCATION: Neshoba County, Mississippi

PROJECT DESCRIPTION:

The project will construct improvements on approximately 9 miles of SR 19 from SR 492 to Philadelphia, including adding two additional travel lanes for approximately 4.5 miles of this segment, and replacing five structurally deficient bridges on the remaining portion of the segment. The project is the final segment of improvements to a 22.5-mile corridor.



PROJECT HIGHLIGHTS AND BENEFITS:

By replacing structurally deficient or functionally obsolete bridges, improving daily roadway condition to reduce user operating and maintenance costs, and reducing lifecycle maintenance costs, the project will increase performance of the roadway. The project, including converting a 2-way facility to a divided roadway, dedicated turn lanes, and proven safety countermeasures will improve safety by reducing the number, rate, and consequences of surface-transportation-related accidents, serious injuries, and fatalities.



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PROJECT NAME: New Buck O'Neil (US 169) Crossing

APPLICANT/SPONSOR: Missouri Department of Transportation

Urban

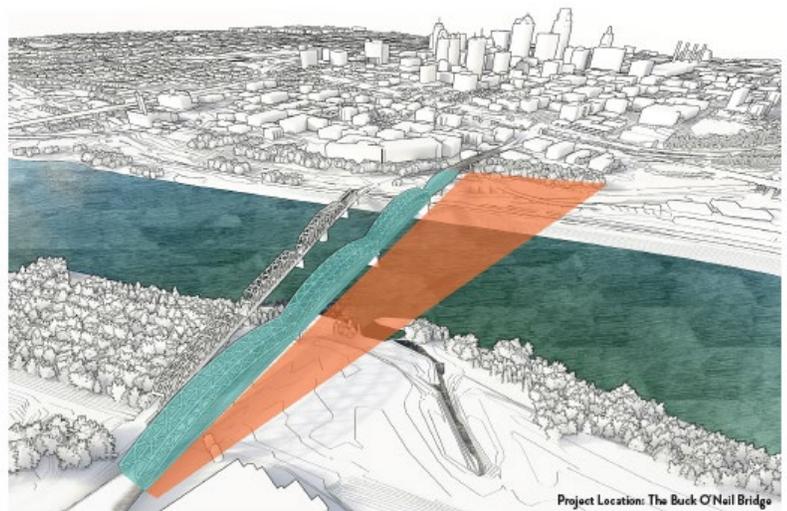
BUILD GRANT AWARD: \$25,000,000

TOTAL PROJECT COST: \$216,100,000

PROJECT LOCATION: Kansas City, Missouri

PROJECT DESCRIPTION:

The project will replace the Buck O'Neil Bridge which carries US 169 over the Missouri River in Kansas City. This project includes a wider bridge span, separated facilities for pedestrians and bicyclists, connector ramps including a direct connection between US 169 and Interstate 35, and approaching roadway.



PROJECT HIGHLIGHTS AND BENEFITS:

Replacing the bridge will address the bridge's existing vulnerabilities in an efficient, long-term manner. Rehabilitating the bridge's structural deficiencies would require a 24-month closure and would still result in replacement of the rehabilitated bridge at the end of its lifecycle, so bridge replacement provides a way to bring the bridge into a state of good repair while also addressing existing capacity constraints. More than 950 crashes occurred in the project area over the past five years, so the project will improve safety by constructing a direct connection between US 169 and I-35 so drivers can bypass two signalized at-grade intersections, lengthening merge distances and eliminating left-lane entrance and exit ramps at the US 169/Harlem Interchange, widening the bridge and shoulders to current standards, and including a separated trail to eliminate conflict points with bicyclists and pedestrians.



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Rural

PROJECT NAME: SEMO Port Loop Track Terminal Project
APPLICANT/SPONSOR: Southeast Missouri Regional Port Authority
BUILD GRANT AWARD: \$19,800,000
TOTAL PROJECT COST: \$33,000,000
PROJECT LOCATION: Scott City, Missouri

PROJECT DESCRIPTION:

The project will construct a new rail-barge terminal that consists of a loop track for the accommodation of unit trains, a rail-to-barge conveyor system for rapid unloading and product transfer, and a river barge load out terminal.



PROJECT HIGHLIGHTS AND BENEFITS:

The project will accommodate the shipping and receiving of larger volumes of freight through the railroad network as well as greater reliability and efficiency in freight movement. Cost savings are anticipated from improved bulk commodity pricing, lower bulk loading and unloading costs, enhanced freight rail operations, and improved railcar cycle times. The project will construct a grade-separated access road that will minimize the potential for collisions between trucks and trains, enhancing safety. The project will divert freight transport from truck to rail and barge, resulting in reduced emissions, energy consumption, and oil dependence. In addition, approximately 70 acres of land in the project site have been designated as a conservation area to restore wetlands habitat for protected and endangered species. The project create long-term jobs for the local workforce and enhancing the public's connectivity to essential services for rural communities.



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PROJECT NAME: South Main Corridor Improvement Project

APPLICANT/SPONSOR: City of Maryville

Rural

BUILD GRANT AWARD: \$10,488,088

TOTAL PROJECT COST: \$12,488,088

PROJECT LOCATION: Maryville, Missouri

PROJECT DESCRIPTION:

The project will reconfigure approximately 1.5 miles of the South Main Corridor from Highway 71 to South Avenue into a complete street, including reconfiguring intersections and adding designated turn lanes; realigning, reducing, and combining access points and curb cuts; constructing pedestrian amenities; installing and updating traffic signals; replacing water and storm infrastructure, and enhancing streetscape elements.



PROJECT HIGHLIGHTS AND BENEFITS:

By deconflicting left turn movements and installing pedestrian and shared use infrastructure, the project will reduce the number of collisions, particularly rear-end collisions. The project increases access to non-motorized transportation modes and replaces aging storm and sewer infrastructure which reduces stormwater runoff entering the drainage system. The project increases transportation choice through traffic and pedestrian improvements, improving connectivity to a commercial hub, and helping facilitate redevelopment.



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PROJECT NAME: Kalispell Bypass: Foys Lake Section

APPLICANT/SPONSOR: City of Kalispell

Rural

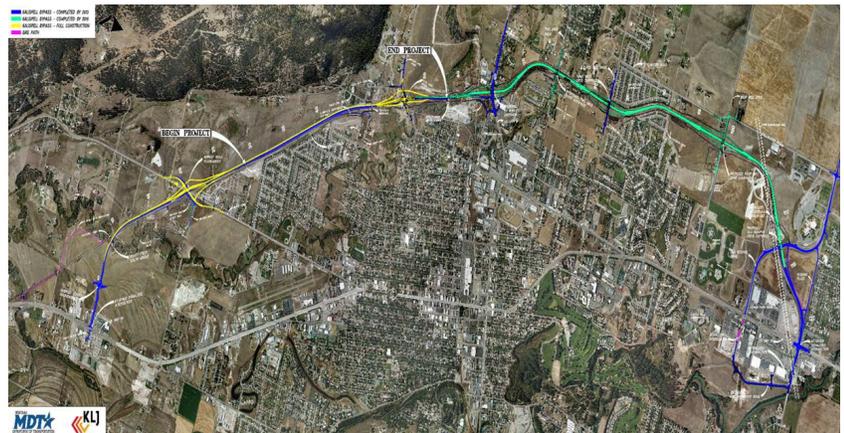
BUILD GRANT AWARD: \$12,750,000

TOTAL PROJECT COST: \$20,039,124

PROJECT LOCATION: Kalispell, Montana

PROJECT DESCRIPTION:

The project will widen an approximately 2-mile section of the US Highway 93 Bypass from 2 lanes to 4 lanes, and replace an existing roundabout at Foys Lake Road with an interchange, including a shared-use connection to the interchange. This award is less than the \$15 million requested because the Department believes that the project sponsor will complete the original project scope through additional funding contributions.



PROJECT HIGHLIGHTS AND BENEFITS:

The existing configuration of the 7-mile US Highway 93 Bypass has inadequate capacity. The new roadway configuration will improve the Bypass' overall function and improve its life-cycle cost by providing the appropriate design to handle traffic volume and operations and structural loading, aligning with state of good repair. By expanding the Bypass' capacity, the project offers potential for congestion relief, reduced delay, and travel time savings, aligning with economic competitiveness. The project improves safety by converting a 2-lane roadway to a divided facility, which reduces the likelihood and severity of crashes, particularly head-on crashes.



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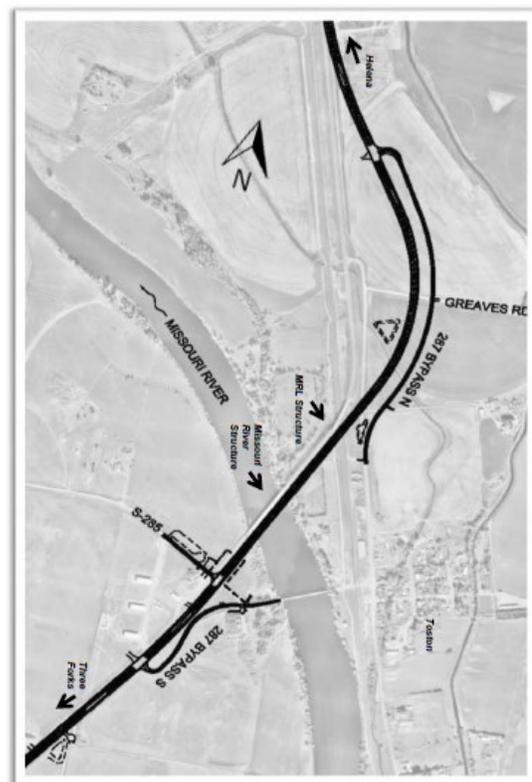
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Rural

PROJECT NAME: Missouri River Crossing – Toston Structures
APPLICANT/SPONSOR: Montana Department of Transportation
BUILD GRANT AWARD: \$10,000,000
TOTAL PROJECT COST: \$41,473,000
PROJECT LOCATION: Toston, Montana

PROJECT DESCRIPTION:

The project will reconstruct approximately 3.5 miles of US 287 near Toston, improve several intersections, and replace two structurally bridges.



PROJECT HIGHLIGHTS AND BENEFITS:

The State selected the project using a management system that chose the project due to the increased performance it will offer for pavement life, bridge condition, and congestion relief, helping the Montana DOT make progress toward national performance goals. Montana DOT will also dedicate additional funding from the Bridge and Road Safety and Accountability Act (BaRSAA) for enhanced operations and maintenance. The project includes redesigning curved roadways and installing grade separations between the highway and railroad tracks, both of which will enhance the safety of the corridor.



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Rural

PROJECT NAME: US 75 Highway Mobility Improvement Project
APPLICANT/SPONSOR: Nebraska Department of Transportation
BUILD GRANT AWARD: \$20,000,000
TOTAL PROJECT COST: \$45,525,000
PROJECT LOCATION: Cass County, Nebraska

PROJECT DESCRIPTION:

The project will reconstruct approximately 7 miles of US-75/US-34 from Murray to Plattsmouth, widening the 2-lane roadway to a 4-lane divided expressway. The project also incorporates roadway, bridge and drainage improvements and replacements.



PROJECT HIGHLIGHTS AND BENEFITS:

Converting the existing 2-lane roadway into a 4-lane divided expressway with turn lanes, making improvements to intersections, alignment, and drainage, adding surface shoulders with rumble strips, improving lighting, and providing controlled access, will reduce fatalities, injuries, and property damage. The project is estimated to result in a 21 percent crash reduction. By improving the deteriorated roadway and improving its condition for future unexpected traffic increases, the project improves state of good repair. The project increases mobility locally and for commuters to and from Omaha, resulting in time savings and increasing reliability.



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Urban

PROJECT NAME: Las Vegas Medical District Automated Circular and Connected Pedestrian Safety Project

APPLICANT/SPONSOR: Regional Transportation Commission of Southern Nevada

BUILD GRANT AWARD: \$5,319,838

TOTAL PROJECT COST: \$7,388,664

PROJECT LOCATION: Las Vegas, Nevada

PROJECT DESCRIPTION:

This project will provide autonomous and connected vehicle service, pedestrian safety devices, and smart transit shelters to the Las Vegas Medical District. Additional ITS improvements include pedestrian detection software at intersections, GOVegas app improvements which will extend green light time for pedestrians and Wi-Fi improvements throughout the project area.



PROJECT HIGHLIGHTS AND BENEFITS:

The installation of pedestrian detection systems at signalized intersections and uncontrolled crossings will address pedestrian injuries and fatalities. The project's deployment of automated vehicles and intelligent transportation systems can be used as a best practice and learning tool for other communities looking to implement these types of technologies. The project is a part of an overall strategy to address the land-use and design characteristics that contribute to excessive vehicle speeds in the Las Vegas Medical District.



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PROJECT NAME: Market Street Marine Terminal

APPLICANT/SPONSOR: Pease Development Authority



BUILD GRANT AWARD: \$7,504,854

TOTAL PROJECT COST: \$12,508,089

PROJECT LOCATION: Portsmouth, New Hampshire

PROJECT DESCRIPTION:

The project will rehabilitate approximately 17,500 square feet of the Main Wharf at the Market Street Marine Terminal by replacing the deteriorating wharf access bridge and decking the area between the shoreline and the back of the Main Wharf.



PROJECT HIGHLIGHTS AND BENEFITS:

Following construction of the Sarah Mildred Long Bridge, the Main Wharf serves as the only berthing facility for the Port of New Hampshire but its deteriorated condition and limited capacity requires operations restrictions. By rehabilitating the existing wharf, including repairing deteriorated caissons and concrete superstructure elements, recoating portions steel sheet bulked, and resurfacing concrete deck, the project will extend the berth's useful working life, preventing a full closure anticipated in 2022. The rehabilitated wharf will facilitate improved freight movement by enabling more efficient truck access, increasing cargo handling area, and improving operational efficiency at the port. Continued operations at the wharf and possible tonnage increases resulting from the improvements will divert cargo from highways to marine highways, which reduces the likelihood of crashes on roadways and reduces fuel emissions.



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PROJECT NAME: Downtown Toms River Loop Road Project

APPLICANT/SPONSOR: Township of Toms River

Urban

BUILD GRANT AWARD: \$5,660,000

TOTAL PROJECT COST: \$21,018,046

PROJECT LOCATION: Toms River, New Jersey

PROJECT DESCRIPTION:

The project will create a loop between the Garden State Parkway and waterfront business district by elevating and reconstructing Herflicker Boulevard as a one-way complete street, converting Water Street to a one-way complete street, and making roadway improvements and upgrades on connecting roadways.



PROJECT HIGHLIGHTS AND BENEFITS:

By improving traffic circulation, reducing the number of turning movements at intersections, and adding pedestrian and bicycle infrastructure, the project will improve traffic movement and reduce the number of accidents. The project upgrades the roadway and elevates Herflicker Boulevard to limit flooding and so it can be used as an evacuation route during flood events. The project also improves multi-modal connectivity to the Toms River waterfront district, which is planned for redevelopment, and increases transportation choice.



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Rural

PROJECT NAME: North Central Regional Transit District Maintenance Facility, Vehicle Wash Bay, and Fueling Station

APPLICANT/SPONSOR: North Central Regional Transit District

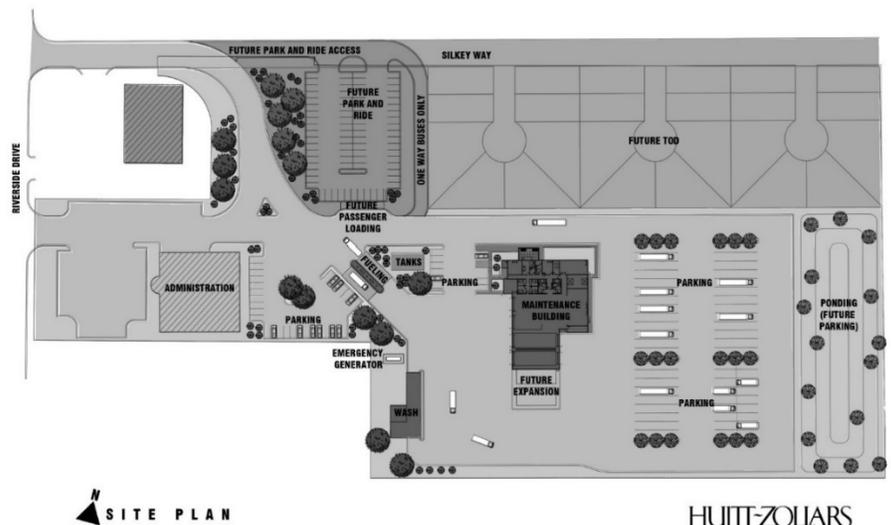
BUILD GRANT AWARD: \$1,291,910

TOTAL PROJECT COST: \$6,114,820

PROJECT LOCATION: Española, New Mexico

PROJECT DESCRIPTION:

The project will construct a maintenance facility, standalone vehicle wash bay, and fueling station for the North Central Regional Transit



PROJECT HIGHLIGHTS AND BENEFITS:

By constructing facilities necessary to move vehicle maintenance and fueling within the North Central Regional Transit District's control instead of transferring to off-site facilities, the project will facilitate more efficient, responsive, and streamlined rolling stock and transit vehicle infrastructure maintenance. The project will optimize long-term costs for the Transit District by reducing life-cycle maintenance costs, increasing transit vehicle reliability, and helping the transit agency reduce its spare ratio.



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Urban

PROJECT NAME: Brooklyn Bridge Approach Arches and Towers Rehabilitation

APPLICANT/SPONSOR: New York City Department of Transportation

BUILD GRANT AWARD: \$25,000,000

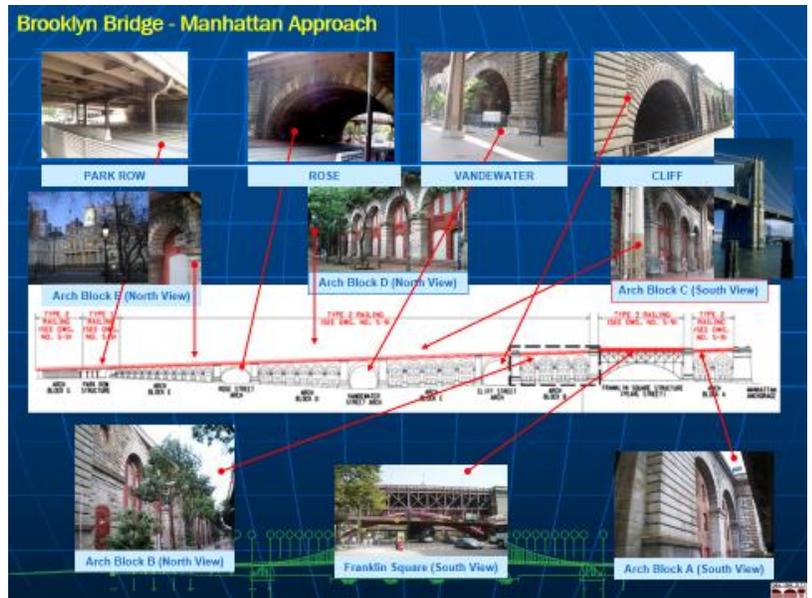
TOTAL PROJECT COST: \$337,600,000

PROJECT LOCATION: New York, New York

PROJECT DESCRIPTION:

The project will restore and rehabilitate the masonry arches and their foundations on the Manhattan and Brooklyn approaches to the Brooklyn Bridge.

PROJECT HIGHLIGHTS AND BENEFITS:



By rehabilitating the Brooklyn Bridge's approach arches, which have not undergone significant rehabilitation in 135 years, and strengthening and stabilizing the approaches to resist lateral movements or seismic forces, the project will extend the useful life of the approaches by at least 40 years. The project reduces the potential for falling debris and eliminates the need for the existing protective scaffolding and shielding. The project preserves multimodal transportation options on the Brooklyn Bridge, as well as preserves access and connectivity to a nationally significant destination.



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Rural

PROJECT NAME: GREATER-NC Rural Bridge Improvement Project

APPLICANT/SPONSOR: North Carolina Department of Transportation

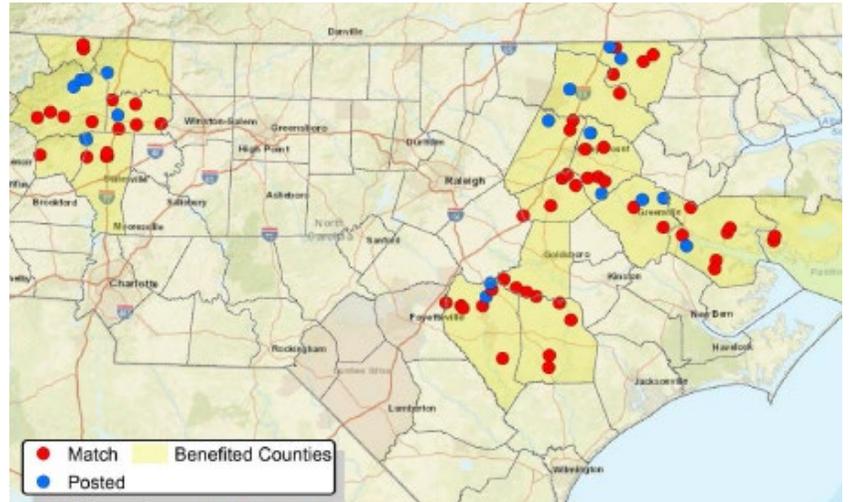
BUILD GRANT AWARD: \$23,000,000

TOTAL PROJECT COST: \$119,100,000

PROJECT LOCATION: North Carolina (statewide)

PROJECT DESCRIPTION:

The project will replace approximately 77 bridges in 17 rural counties. The project sponsor will also add broadband for transportation applications to appropriate bridges during construction.



PROJECT HIGHLIGHTS AND BENEFITS:

All bridges included are structurally deficient, functionally obsolete, or both. 63 of the bridges are more than 50 years old, and 19 are being replaced because they have weight restrictions preventing heavy agricultural equipment from using them and necessitating long detours. School buses cannot currently use some of the bridges. The new bridges will improve the efficiency of the transportation network in North Carolina for both freight and passenger movement, allowing safer and less restricted movement of heavy vehicles. The project also has support from a wide diversity of State and local stakeholders. Adding broadband capability to appropriate bridge structures will improve mobility by accommodating new technological innovations and help deliver broadband to rural areas that lack access.



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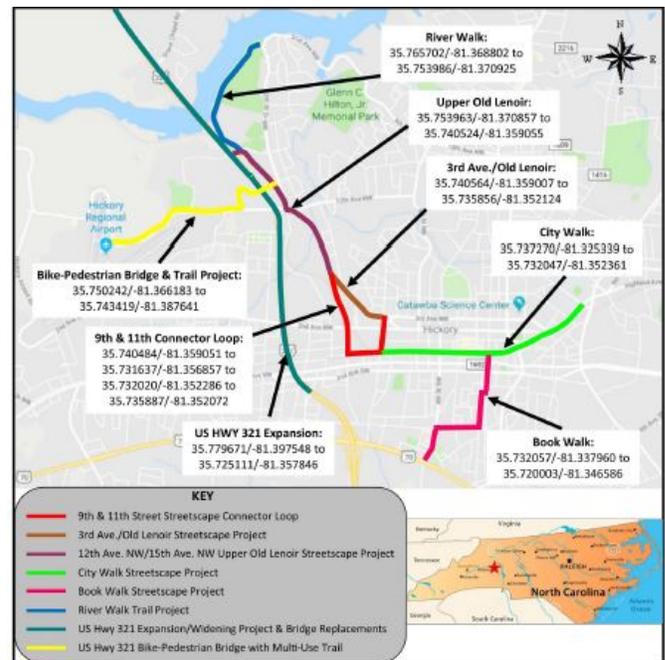
Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

Urban

PROJECT NAME: Hickory Reconnected Through Transportation Infrastructure Investment
APPLICANT/SPONSOR: City of Hickory
BUILD GRANT AWARD: \$17,092,608
TOTAL PROJECT COST: \$22,200,000
PROJECT LOCATION: Hickory, North Carolina

PROJECT DESCRIPTION:

The project will develop an approximately 1.7-mile bicycle and pedestrian trail and a bridge over US 321, and construct a 1.2-mile complete streetscape loop in downtown Hickory that will add designated space for bicycles and pedestrians and concurrently incorporate underground fiber cable systems.



PROJECT HIGHLIGHTS AND BENEFITS:

The project will help to expand viable transportation options in the city by building a more complete pedestrian and bicycle network through trails and complete streets. The project also expands access to essential services, and incorporates cable systems for future broadband networks to aid in the delivery of high-speed internet to rural areas adjacent to Hickory. The project will also improve multimodal access to jobs centers, a local university, and the airport, and portions of the project area are located in the city's Opportunity Zone to help expand affordable mobility options for the zone's residents.



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Urban

PROJECT NAME: Raleigh Union Station Phase II: RUS Bus
APPLICANT/SPONSOR: Research Triangle Regional Public
Transportation Authority
BUILD GRANT AWARD: \$20,000,000
TOTAL PROJECT COST: \$50,720,000
PROJECT LOCATION: Raleigh, North Carolina

PROJECT DESCRIPTION:

The project will construct a new bus facility and structured parking to create a multimodal transit center in downtown Raleigh. The project includes an off-street bus transfer facility, pedestrian bridge, BRT platform and other BRT infrastructure, on-street pedestrian improvements and wayfinding, traffic signal prioritization, and new rolling stock.



PROJECT HIGHLIGHTS AND BENEFITS:

The project will create a second transportation hub in downtown Raleigh, enhancing the area's economic vitality and catalyzing new development. The project proposes to use joint development as a form of innovative financing, and uses innovative technologies such as signal preemption for transit vehicles. The project enhances transportation choices in the Raleigh area by providing a new connection for intercity passenger rail, bus rapid transit, regional bus, and local bus and pedestrian and bicycle use. The ease of access that the intermodal facility will create is expected to attract more users to the area's transit service, helping to remove cars from congested area roadways.



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Rural

PROJECT NAME: Jack Rabbit Road Reconstruction – Phase II

APPLICANT/SPONSOR: Turtle Mountain Band of Chippewa Indians

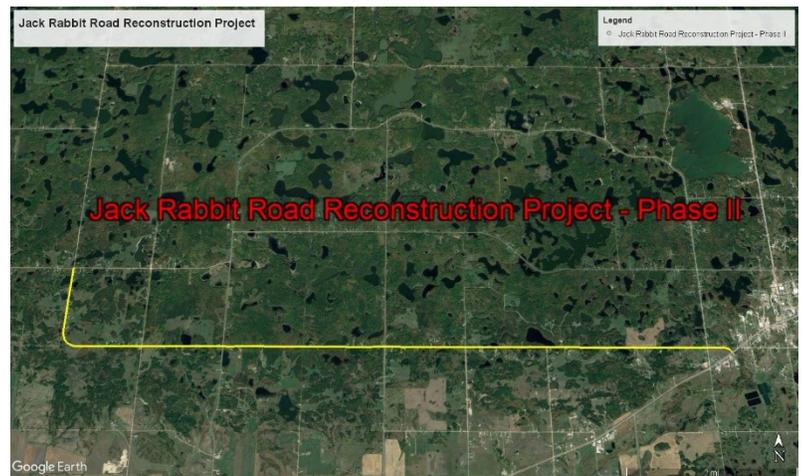
BUILD GRANT AWARD: \$15,000,000

TOTAL PROJECT COST: \$24,359,561

PROJECT LOCATION: Chippewa Indian Reservation,
North Dakota

PROJECT DESCRIPTION:

This tribal project will reconstruct approximately nine miles of Jack Rabbit Road from roughly BIA Road 15/BIA Road 8 to BIA Road 10/ND Highway 5 on the Turtle Mountain Band of Chippewa Indians Reservation. The project is the second of four phases to reconstruct the 14.25-mile Jack Rabbit Road corridor.



PROJECT HIGHLIGHTS AND BENEFITS:

The project extends the benefits of rehabilitating the first phase of Jack Rabbit Road. By addressing substandard road conditions, including damaged pavement, a narrow road top, steep ditch embankments, constricted road shoulders, the project promotes state of good repair. The reconstruction of the road improves quality of life by improving overall transportation by smoothing the surface of the road and providing better access to numerous educational institutions relied upon by the Chippewa.



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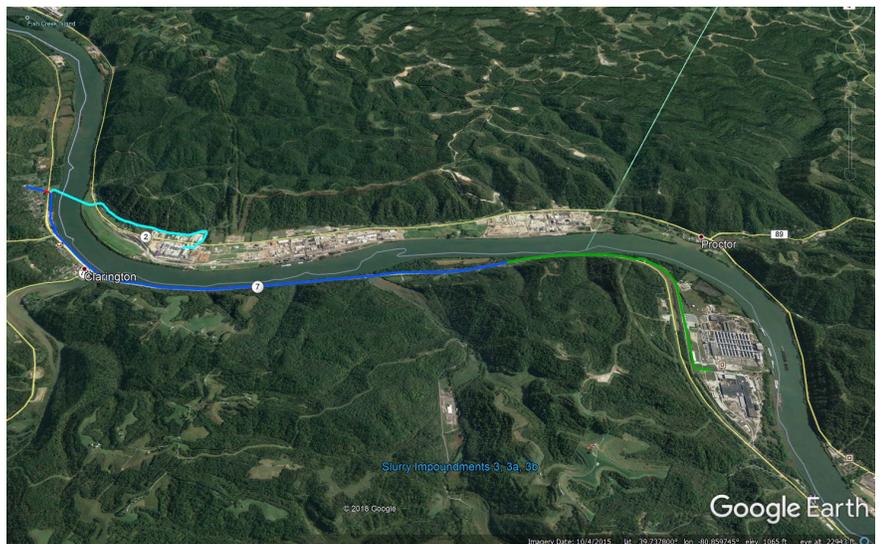
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Rural

PROJECT NAME: Appalachian NGL Hub Rail Transloading Facility
APPLICANT/SPONSOR: Monroe County
BUILD GRANT AWARD: \$20,000,000
TOTAL PROJECT COST: \$60,011,758
PROJECT LOCATION: Hannibal, Ohio

PROJECT DESCRIPTION:

The project will construct a pipeline-to-rail transloading facility at an energy terminal including truck racks with unloading bays, ladder tracks connecting to the recently constructed loop track, and rail loading arms.



PROJECT HIGHLIGHTS AND BENEFITS:

The benefits of the transloading facility are predicated on converting an existing 5-mile pipeline connecting a natural gas processing and fractionation facility to an energy terminal into a natural gas liquids pipeline. The project will improve local and regional freight connectivity by allowing Natural Gas Liquids (NGLs) to move outbound more efficiently via unit train from the Marcellus and Utica shale region to export terminals on the east coast, thereby reducing shipping costs. The project reduces the total train miles and number of trains moving through the Appalachian Basin, facilitating a more efficient and safer transportation option for NGLs than trucks.



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PROJECT NAME: Geauga County Safety Improvement Project

APPLICANT/SPONSOR: Northeast Ohio Areawide Coordinating Agency

Rural

BUILD GRANT AWARD: \$9,651,000

TOTAL PROJECT COST: \$14,255,200

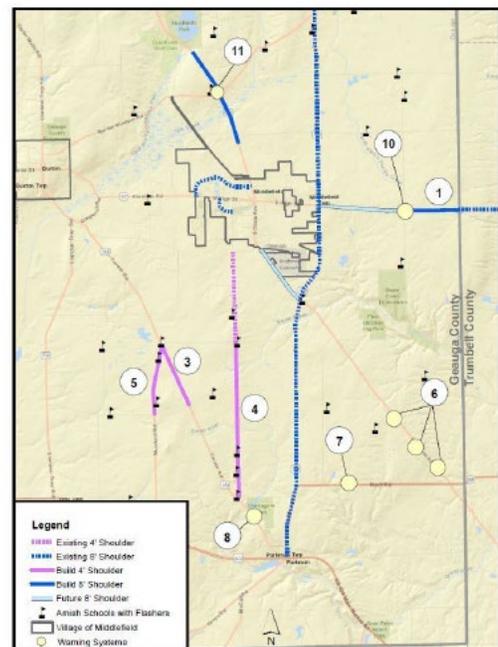
PROJECT LOCATION: Geauga County, Ohio

PROJECT DESCRIPTION:

The project will construct safety improvements to address conflicts between motorized vehicles and non-motorized buggies, including increasing shoulder widths to create non-motorized buggy lanes; implementing advanced detection system to alert motorists of oncoming buggies; installing conflict warning systems with flashing beacons; post school zone signs, and adding pedestrian warning signs/ beacons on roadways.

PROJECT HIGHLIGHTS AND BENEFITS:

To address safety threats between horse-drawn vehicles, which move at a speed of 5-8 miles per hour, and other non-motorized modes, and motor vehicles that travel at speeds up to 55 miles per hour especially on narrow rural roadways with little room to maneuver around non-motorized vehicles, the project: 1) increases shoulder width to separate slow-moving buggies from high speed motor vehicles; 2) paves or treats shoulders to allow pedestrians to walk safely without encroaching on the travel lane; 3) installs advanced buggy warning detection system to warn motorists of buggy presence; 4) installs flashing beacons with intersection warning signs on major street approaches; 5) installs beacons in school zones; and 6) provides pedestrian warning signs on the roadway sections where motorists typically do not expect pedestrians.



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Rural

PROJECT NAME: Youngstown SMART2 Network

APPLICANT/SPONSOR: Eastgate Regional Council of Governments

BUILD GRANT AWARD: \$10,853,192

TOTAL PROJECT COST: \$26,274,332

PROJECT LOCATION: Youngstown, Ohio

PROJECT DESCRIPTION:

The project will provide autonomous transit shuttles, transit waiting environments, pedestrian and bicycle facilities, green infrastructure such as permeable surfaces and LED lighting, streetscaping, and wayfinding to connect anchor institutions such as Youngstown State University, Mercy Health, Youngstown Business Incubator, and Eastern Gateway Community College.



PROJECT HIGHLIGHTS AND BENEFITS:

The project includes upgraded pedestrian safety features such as crosswalks and High-Intensity Activated Crosswalk (HAWK) and preempted signals, as well as dedicated bicycle lanes. The project includes state of good repair benefits such as an asset management strategy for the road network, as well as upgrading sidewalks, crosswalks, and signals to bring them into compliance with the Americans with Disabilities Act. Environmental protection benefits include green infrastructure improvements that will reduce stormwater related vulnerabilities, including flooding, and LED lighting that will require less energy than the current high-pressure sodium lamps in the project area. The project will connect key economic institutions in the city and spur redevelopment in the downtown area, improving economic competitiveness. The project includes innovative technologies such as autonomous shuttles that will operate in a dedicated shuttle lane, as well as the installation of fiber optic conduit to facilitate high-speed broadband and enable roadway data collection.



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Urban

PROJECT NAME: LINK Tulsa (Leveraging Intelligent Networks & Key-Corridors) Project

APPLICANT/SPONSOR: City of Tulsa

BUILD GRANT AWARD: \$6,500,000

TOTAL PROJECT COST: \$9,500,000

PROJECT LOCATION: Tulsa, Oklahoma

PROJECT DESCRIPTION:

This project will install fiber optic/broadband cables connecting approximately 42 traffic signals and 60 bus rapid transit (BRT) stations to the Tulsa Traffic Management Center (TMC) as well as outfit approximately 42 intersections with transit signal priority (TSP). The project includes the installation of approximately 15 CCTV cameras at critical intersections for use by the TMC and transit dynamic messaging signs at approximately 36 BRT stops. The project will also make ADA-compliant improvements to area crosswalks.

PROJECT HIGHLIGHTS AND BENEFITS:

The project will provide the city with technology to better manage its transit systems, maximizing the performance of existing transportation infrastructure. The installation and use of the fiber/broadband cable to connect traffic signals and BRT stations to the city's emergency services will address safety and capacity issues as well as reduce operating costs. The use of TSP will improve bus travel time and reliability, and dynamic messaging signs will improve user experience by providing real-time reliable updates for passengers.



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Urban

PROJECT NAME: Oklahoma City Northwest Expressway Multimodal BRT

APPLICANT/SPONSOR: City of Oklahoma City

BUILD GRANT AWARD: \$14,375,250

TOTAL PROJECT COST: \$28,885,050

PROJECT LOCATION: Oklahoma City, Oklahoma

PROJECT DESCRIPTION:

The project will construct an approximately 8-mile BRT line connecting northwest Oklahoma City, regional medical and commercial centers, and downtown via the Northwest Expressway and Classen Boulevard



PROJECT HIGHLIGHTS AND BENEFITS:

The project improves safety by implementing transit service with modern vehicles and upgrading bicycle and pedestrian infrastructure to reduce bicycle and pedestrian crashes, including installing pedestrian signals and constructing grade-separated crossings. The introduction of a low-emission, alternative fuel transit fleet encourages more energy efficient travel options with fewer emissions. The project increases travel time and provides more affordable transportation options within the corridor, and the project increases community access to essential services.



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PROJECT NAME: Port of Muskogee Rail Access

APPLICANT/SPONSOR: Muskogee City-County Port Authority

Rural

BUILD GRANT AWARD: \$5,789,210

TOTAL PROJECT COST: \$11,578,420

PROJECT LOCATION: Muskogee, Oklahoma

PROJECT DESCRIPTION:

The project will construct rail and road access improvements at the Port of Muskogee including track upgrades, expansion, and realignment to meet current Class I railroad safety standards; State Highway 16 highway-rail grade crossing modernization; and approximately 9,700 feet of additional track to expand the capacity of the existing marshalling yard.



PROJECT HIGHLIGHTS AND BENEFITS:

By increasing rail capacity to accommodate unit trains and allow better storage, the project improves operational efficiency at the Port, lowering shipping costs, especially for bulk materials. By diverting bulk commodity shipments from truck to rail, the project is anticipated to reduce emissions and improve safety outcomes on nearby roadways.



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Rural

PROJECT NAME: Columbia River Barge Terminal Rail Access

APPLICANT/SPONSOR: Port of Morrow

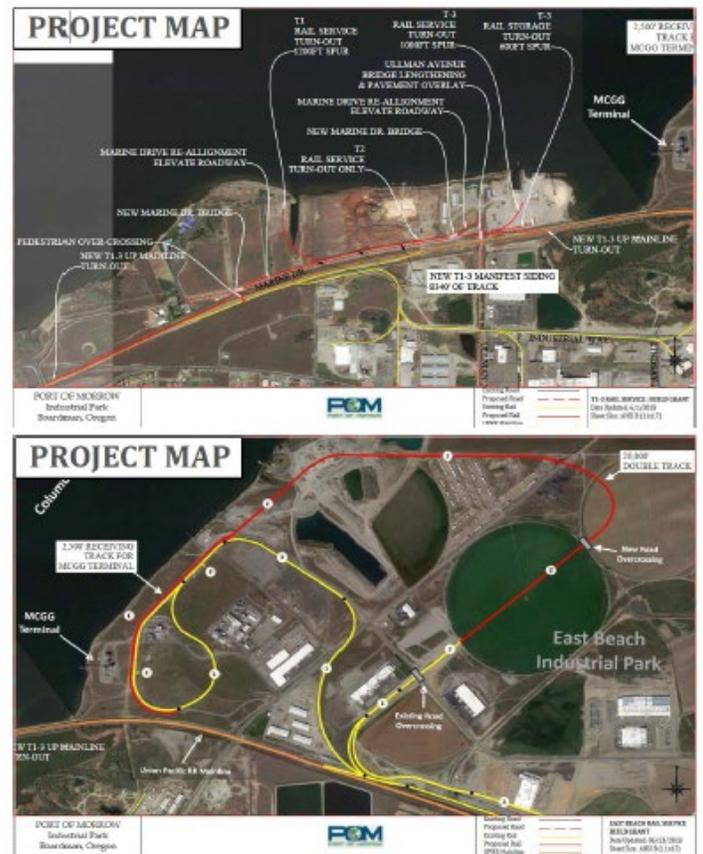
BUILD GRANT AWARD: \$19,414,875

TOTAL PROJECT COST: \$25,964,875

PROJECT LOCATION: Morrow County, Oregon

PROJECT DESCRIPTION:

The project will establish rail-to-barge transloading capability within the Port's barge terminals on the Columbia River. Improvements include a mainline switch, approximately construction of 11,140 feet of rail line, three rail switches, a Terminal 1 crane and improvements, upgrades to Ullman Bridge, and construction of Marine Drive Bridges and corresponding road realignment, resurfacing, and earthwork.



PROJECT HIGHLIGHTS AND BENEFITS:

This project will ensure more efficient freight shipment along the Columbia River Corridor. It will create new capabilities to ship and receive commodities through rail and barge shipments at the Port, generating new economic activity in a remote, rural area of eastern Oregon. Allowing for increased use of shipping as an alternative mode of freight movement to trucking will improve safety on regional roads, and as an alternative to rail transportation it will reduce congestion on regional railroads. These shifts will also help maintain the roads and rail in a state of good repair by reducing future wear and tear and reduce emissions from truck traffic.



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PROJECT NAME: Coos Bay Rail Line Bridge Rehabilitation

APPLICANT/SPONSOR: Oregon International Port of Coos Bay



BUILD GRANT AWARD: \$20,000,000

TOTAL PROJECT COST: \$25,000,000

PROJECT LOCATION: Coos Bay, Oregon

PROJECT DESCRIPTION:

This project will construct improvements or replacements of approximately 15 bridges along the Coos Bay Rail Line to enhance capacity, meet FRA-mandated Bridge Safety Standard requirements, and extend the useful life on the structures.



PROJECT HIGHLIGHTS AND BENEFITS:

The project repairs and replaces bridges to extend the useful life of the rail line and will modernize the bridges to meet today's design and safety standards. The bridges will be constructed using innovative "build in place" techniques to minimize service disruptions to the existing rail line. Ensuring the rail line remains open well into the future provides economic benefits to the many users of it, and helps ensure reliability of goods movement through the region on a line that annually carries an estimated \$220 million of commodities. The line is used to move forest products internationally and domestically, and demand for those products has grown over recent years.



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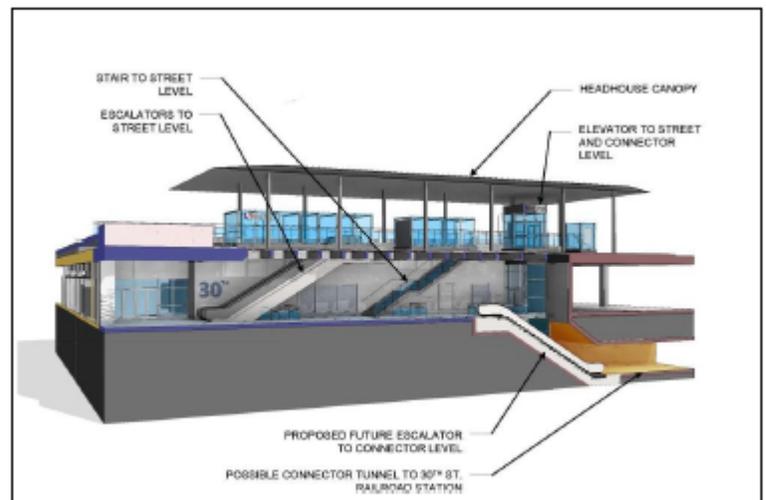
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Urban

PROJECT NAME: 30th Street Station Transformation
APPLICANT/SPONSOR: Southeastern Pennsylvania Transportation Authority
BUILD GRANT AWARD: \$15,000,000
TOTAL PROJECT COST: \$38,800,000
PROJECT LOCATION: Philadelphia, Pennsylvania

PROJECT DESCRIPTION:

The project will expand the capacity of the 30th Street Station and improve connections between the SEPTA and Amtrak stations at 30th Street. The project will provide new and expanded stairs, escalators, elevators, and fare payment configuration. It will re-design the entrance, and will transform station aesthetics to modernize the station and improve circulation between transit modes.



30th Street Station Project Section Perspective (North Entrance)

PROJECT HIGHLIGHTS AND BENEFITS:

The 30th Street Station is the third-busiest rail station in the United States, serves as an intermodal connection between Amtrak, SEPTA, New Jersey Transit, and intercity bus routes, and serves as a critical connection to Philadelphia's largest employment centers. The station needs the capacity and modernization improvements to meet the present and future transportation needs of the diverse users from these various modes. The project improves economic competitiveness by supporting the development of the large public-private Schuylkill Yards development project and the project demonstrates partnership by using private dollars for funding.



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Rural

PROJECT NAME: Gateway 228 Capacity and Safety Improvements Project

APPLICANT/SPONSOR: County of Butler

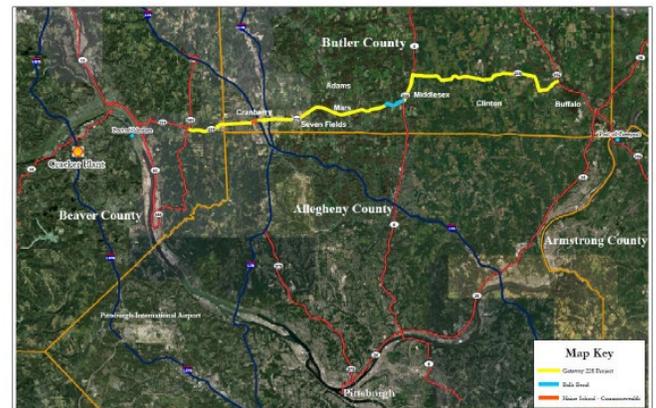
BUILD GRANT AWARD: \$20,000,000

TOTAL PROJECT COST: \$43,773,657

PROJECT LOCATION: Butler County, Pennsylvania

PROJECT DESCRIPTION:

The project will realign and widen to 4 lanes the approximately 1.5-mile Balls Bend and the approximately 0.75-mile Haines School-Commonwealth sections of Route 228, including adding turn lanes, medians, connecting access roads, and pedestrian/bicycle facilities. This project is part of a larger to widen approximately 26 miles of Route 228 in Butler County.



PROJECT HIGHLIGHTS AND BENEFITS:

By realigning the roadway to eliminate curves and gradients, and thereby improving site distances and eliminating pooling water or ice, and adding turn lanes and access road connections, the project will reduce the number and severity of crashes. The project upgrades the roadway, improves storm water management to result in more weather resistant and sustainable facilities, and reduces life-cycle maintenance costs.



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Urban

PROJECT NAME: Simple, Smarter Roads for the Newport Innovation Corridor

APPLICANT/SPONSOR: Rhode Island Department of Transportation

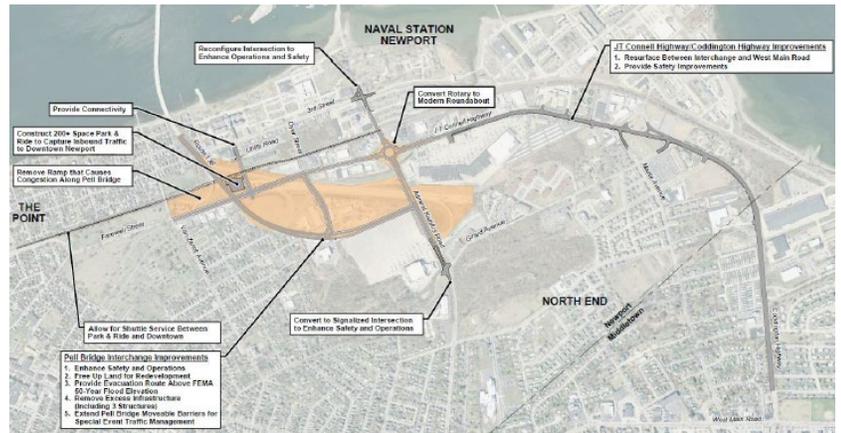
BUILD GRANT AWARD: \$20,000,000

TOTAL PROJECT COST: \$66,100,000

PROJECT LOCATION: Newport, Rhode Island

PROJECT DESCRIPTION:

This project will construct improvements to the off-ramp and supporting roadways of the Pell Bridge (also known as the Newport Bridge). These improvements will include reconstruction of the Pell Bridge off-ramp, a 1.5-mile extension of the JT Connell Highway to reconnect Downtown Newport to the North End, a roundabout, full road reconstruction of JT Connell Highway from West Main Road to Admiral Kalbfus Road, and consolidation and removal of existing highway infrastructure.



PROJECT HIGHLIGHTS AND BENEFITS:

The project improves and modernizes approaches to the major bridge connection to the main land from Newport, making the approaches safer and more efficient by including improvements like reconfiguring the off-ramp, adding a roundabout, and adding new pedestrian infrastructure. The existing configuration creates traffic delays to access the bridge, which serves as a vital connection for the US Naval War College, regional commuters, and access to Conanicut Island and Aquidneck Island beaches and recreation areas. Improving the access points will improve safety and reduce congestion. The project's reconfiguration of the road network additionally will open new land for the Newport Innovation Hub, a future home of high-tech office space.



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Rural

PROJECT NAME:	Upstate Express Corridor Capacity Expansion Project
APPLICANT/SPONSOR:	South Carolina Department of Transportation
BUILD GRANT AWARD:	\$25,000,000
TOTAL PROJECT COST:	\$51,120,000
PROJECT LOCATION:	Greer, South Carolina

PROJECT DESCRIPTION:

The project will make freight rail infrastructure improvements in South Carolina. It will expand the Inland Port Greer (IPG), extend the IPG lead track, and lengthen the Carlisle Siding to approximately 15,100 feet. The IPG expansion includes acquiring additional equipment for the handling, loading, and unloading of containers and the paving of up to 40 acres.



PROJECT HIGHLIGHTS AND BENEFITS:

The project will advance state of good repair by shifting freight transport from truck to rail, thereby reducing vehicle miles traveled and subsequent pavement damage caused by heavy trucks. The project will add inland transportation capacity to accommodate the economic growth that is expected at the port from the nearby automotive manufacturing facility and other manufacturers in the area. Quality of life will be improved by reducing highway congestion on Interstates 26 and 85. The project is a public-private partnership between the South Carolina Department of Transportation, the South Carolina Ports Authority, the auto manufacturer and the freight railroad.



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Rural

PROJECT NAME: Gateway Boulevard (CR 106)
Improvement Project – Phase II

APPLICANT/SPONSOR: City of Tea

BUILD GRANT AWARD: \$8,702,731

TOTAL PROJECT COST: \$12,432,474

PROJECT LOCATION: Tea, South Dakota

PROJECT DESCRIPTION:

The project will widen and reconstruct approximately 1.3 miles of 271st Street (Lincoln County Road 106) from the Heritage Parkway intersection to the Interstate 29 interchange as a 4-lane divided roadway with pedestrian and bicycle accommodations, sewer upgrades, street lighting, and adaptive traffic signals.



PROJECT HIGHLIGHTS AND BENEFITS:

Converting the existing 3-lane rural section roadway into a 4-lane divided urban section with sidewalks and bicycle infrastructure, implementing controlled access for driveways and approaches, and adding adaptive traffic signals will decrease traffic congestion and minimize the likelihood of crashes. Adding travel and intersection turn lanes will improve traffic flow, especially during peak hours, and travel time for freight and residential traffic. The project also reduces travel time.



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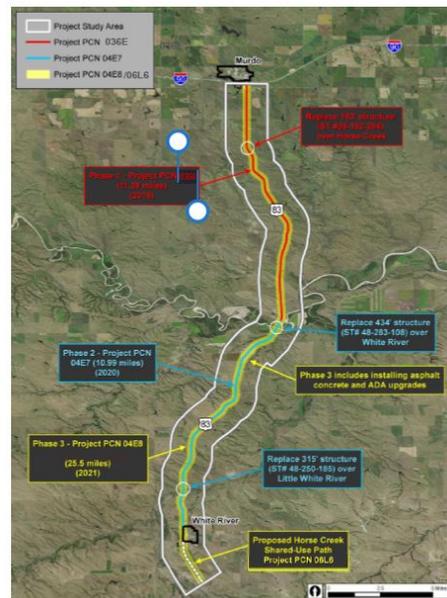
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Rural

PROJECT NAME: US 83 Reconstruction Project
APPLICANT/SPONSOR: South Dakota Department of Transportation
BUILD GRANT AWARD: \$20,000,000
TOTAL PROJECT COST: \$54,882,927
PROJECT LOCATION: White River and Murdo, South Dakota

PROJECT DESCRIPTION:

The project will reconstruct and improve the functionality of approximately 23 miles of US 83 between White River and Murdo. The project will also replace three bridges, reconfigure and realign the corridor to improve sight distances and vertical clearances, construct a climbing lane, and widen shoulders. The project also includes an ADA-compliant pedestrian connection to a shared use path serving a Tribal housing community.



PROJECT HIGHLIGHTS AND BENEFITS:

This segment of US 83 was constructed in 1957 and has reached the end of its useful life. The corridor has a higher-than-average crash rate, and the improvements, including rumble strips, smoothed configurations, and wider shoulders, are expected to produce a significant decrease in crashes. By bringing this section of US 83 into a state of good repair, maintenance costs are also expected to decrease. The project will also enhance quality of life, as the corridor is critical for the mobility of residents of this high-poverty area by bringing better connectivity and more reliable travel times to essential services. It also serves as the preferred route for oil companies hauling equipment to and from the Bakken oil fields in North Dakota, and the improvements to the road will enhance the economic competitiveness of the region and provide better connectivity to regional employment.



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PROJECT NAME: I-65 Interchange at Buckner Road

APPLICANT/SPONSOR: City of Spring Hill

Rural

BUILD GRANT AWARD: \$25,000,000

TOTAL PROJECT COST: \$48,279,100

PROJECT LOCATION: Williamson County, Tennessee

PROJECT DESCRIPTION:

The project will construct a new diverging diamond interchange on I-65 between Saturn Parkway (SR 396) and I-840, as well as construct an extension of Buckner Road from Bunker Lane to Lewisburg Pike (US 431) to connect to the new interchange.



PROJECT HIGHLIGHTS AND BENEFITS:

This high-crash portion of I-65 will benefit from safety upgrades such as improved sight distances and fewer vehicle conflict points. New crosswalks on Buckner Road will also create safety improvements. The new interchange will reduce congestion, improve traffic flow, and reduce idling emissions. The upgrades will also have economic benefits by improving reliability of the movement of goods.



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Rural

PROJECT NAME: Alliance Texas/Haslet Accessibility Improvement Project
APPLICANT/SPONSOR: North Central Texas Council of Governments
BUILD GRANT AWARD: \$20,000,000
TOTAL PROJECT COST: \$59,000,000
PROJECT LOCATION: Haslet, Texas

PROJECT DESCRIPTION:

The project is comprised of three components: (1) construction of Haslet Parkway as a new 4-lane divided thoroughfare from I-35W to FM 156 and Avondale-Haslet Road; (2) extension of Intermodal Parkway as a 4-lane divided thoroughfare from its current terminus south to the new Haslet Parkway facility; and (3) widening of Avondale-Haslet Road to a 4-lane divided thoroughfare from FM 156 to the Haslet city limits.



PROJECT HIGHLIGHTS AND BENEFITS:

The project is needed to improve overall regional mobility for residents and businesses by filling in a critical east-west thoroughfare network gap between two major north-south highways, IH 35W and US 287. Additionally, it is expected to relieve existing and future congestion on connecting and parallel thoroughfares to support continued growth within the City of Haslet and nearby communities, as well as provide greater accessibility to the AllianceTexas master-planned mixed-use development.



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Urban

PROJECT NAME: Berth 6 Expansion: Multimodal On-Dock Rail Project
APPLICANT/SPONSOR: Port of Port Arthur Navigation District
BUILD GRANT AWARD: \$20,000,000
TOTAL PROJECT COST: \$55,000,000
PROJECT LOCATION: Port Arthur, Texas

PROJECT DESCRIPTION:

This project extends the Port Arthur Berth 5 wharf approximately 1,000 feet to create Berth 6 as a crane-capable pile-supported wharf, including a tied-back bulkhead and a cargo-handling laydown area. The project also modifies and expands the existing rail system to provide a direct connection between the existing rail spur and the dock tracks at Berth 5 and Berth 6.



PROJECT HIGHLIGHTS AND BENEFITS:

By nearly doubling the port's capacity to accommodate liquid energy exports such as petroleum distillates and increasing the port's capacity to support bulk energy exports such as wood chips and wood pellets, the project increases the port's operational productivity and helps it better meet market demand. More direct export options, particularly when combined with a privately purchased mobile ship loader, will help increase port operations. The project facilitates mode shift from trucks to more energy efficient travel modes, creating safety benefits by removing trucks from highways and reducing loading risk to port personnel and environmental protection benefits by reducing emissions.



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Urban

PROJECT NAME: BUILDing Brazos Transit District:
Bus Replacement Project

APPLICANT/SPONSOR: Brazos Transit District

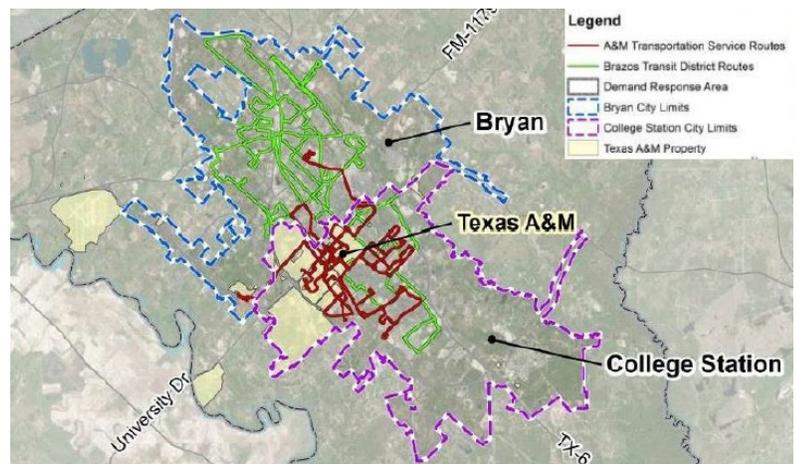
BUILD GRANT AWARD: \$14,050,000

TOTAL PROJECT COST: \$17,500,000

PROJECT LOCATION: Brazos County, Texas

PROJECT DESCRIPTION:

The project will replace more than 30 buses including approximately 12 Brazos Transit District diesel buses, approximately 3 Texas A&M University diesel buses with battery-electric buses, and approximately 17 Texas A&M University diesel buses.



PROJECT HIGHLIGHTS AND BENEFITS:

Replacing buses at the end of their useful life lowers maintenance expenses, reduces mechanical failures, improves fleet availability, and increases service reliability. The project provides for the purchase of more fuel-efficient diesel buses and zero-emission battery-electric buses, which allows older model-year vehicles that generate higher emissions to be taken out of service.



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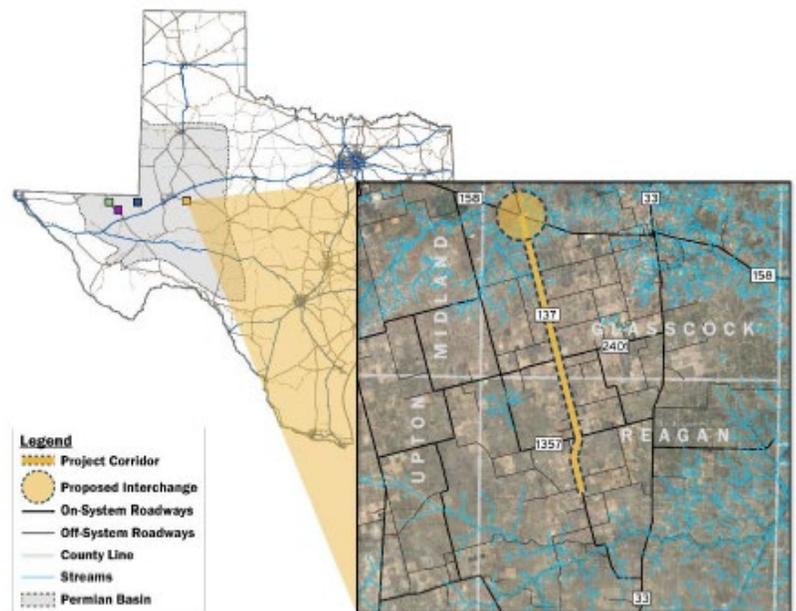
Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

Rural

PROJECT NAME:	Glasscock County and Reagan County Improvement Project
APPLICANT/SPONSOR:	Texas Department of Transportation
BUILD GRANT AWARD:	\$25,000,000
TOTAL PROJECT COST:	\$52,457,246
PROJECT LOCATION:	Glasscock and Reagan Counties, Texas

PROJECT DESCRIPTION:

The project comprises a portfolio of improvements along SH 137 including widening to add new turn lanes and reconstructing the existing at-grade roadway geometry on SH 158 and SH 137 to a grade-separated overpass and interchange. The design of these improvements will accommodate future installation of fiber.



PROJECT HIGHLIGHTS AND BENEFITS:

The grade-separated interchange will be constructed to accommodate high freight volumes and heavy loads that pass through the interchange, including a bridge clearance that conforms to the newly adopted freight network height. Traffic on SH 137 has increased 53% over two years, and the improvements will help accommodate this and future growth. SH 158 and SH 137 are critical transportation routes to the larger cities of Midland and Odessa where the residents of Glasscock and Reagan Counties often must travel to access healthcare and other essential services, and this project will help improve reliability and travel times. The grade separation will also address the recent rise in crashes on the local street network, attributed in part to the increased traffic volumes.



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PROJECT NAME: Winkler County Improvement Project

APPLICANT/SPONSOR: Texas Department of Transportation

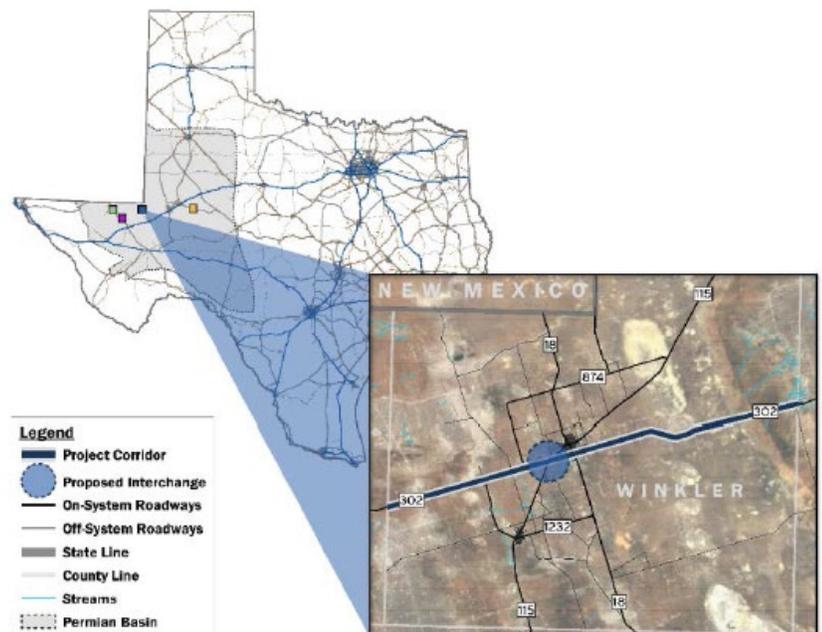
BUILD GRANT AWARD: \$25,000,000

TOTAL PROJECT COST: \$46,038,028

PROJECT LOCATION: Winkler County, Texas

PROJECT DESCRIPTION:

This project reconstructs the existing at-grade roadway geometry to a grade-separated interchange with SH 302 over SH 115.



PROJECT HIGHLIGHTS AND BENEFITS:

The project will address the needs of the growing energy production sector in the area, supporting domestic energy production, and will ensure the road network can handle the increased demands over the coming years. The existing roads in the area are heavily damaged, and this project will contribute to bringing them back into a state of good repair. The improvements will help improve area residents' quality of life by reducing congestion and reducing travel times to essential services. The project uses an innovative financing tool that allows oil and gas production taxes to be used to construct, maintain, and acquire rights-of-way for public roads.



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PROJECT NAME: Brush Wellman Road

APPLICANT/SPONSOR: Millard County

Rural

BUILD GRANT AWARD: \$7,994,000

TOTAL PROJECT COST: \$7,994,000

PROJECT LOCATION: Millard County, Utah

PROJECT DESCRIPTION:

The project will reconstruct approximately 14 miles of Brush Wellman Road, and includes new asphalt overlay, culverts, guardrail, delineators, signage, paint striping, and a chip seal.



PROJECT HIGHLIGHTS AND BENEFITS:

The existing roadway has deteriorated since an overlay was last applied in 1984. Replacing the roadway now will allow the county to reduce maintenance costs and avoid having to convert the road to gravel. Brush Wellman Road provides for livestock movement and access to tourist destinations, in addition to providing an intermodal connection between a beryllium mine and a rail station used to transport the metals. Maintaining the roadway in a state of good repair is essential for this economic activity to continue to grow. The applicant proposes to use a drone aerial survey to expedite the design along with innovative approaches to expediting project delivery. The county is proposing to enter into a public-private partnership with a mining company to fund the project's design.



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PROJECT NAME: Vermont Regional Freight Rail Corridor Upgrade Project

APPLICANT/SPONSOR: Vermont Agency of Transportation

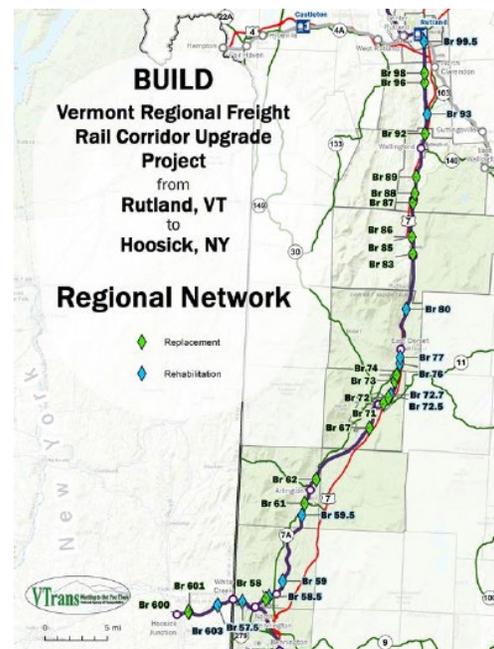
BUILD GRANT AWARD: \$20,000,000

TOTAL PROJECT COST: \$31,864,000

PROJECT LOCATION: Southwest Vermont

PROJECT DESCRIPTION:

This project will rehabilitate or replace approximately 31 railroad bridges over approximately 53 miles of track on the Vermont Railway's Western Corridor to support the 286,000-pounds national carload standard.



PROJECT HIGHLIGHTS AND BENEFITS:

The project is upgrading rail bridges to modernize them for standard carload sizes. This will allow the rail line to remain operable and ensure sufficient bridges for the coming decades. Without the upgrades, the line would need to close to service by 2025. The rail line offers rural businesses a cost-effective alternative to shipping goods via truck and provides access to businesses and customers in rural parts of the state. Using 286,000-pounds railcars will improve efficiency of goods movement for businesses. Providing improved infrastructure for rail movement also helps take trucks off roadways, which has environmental benefits, in addition to quality of life benefits for passenger movement on those roadways.



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PROJECT NAME: Virginia Inland Port Terminal Optimization & Grade Separation

APPLICANT/SPONSOR: Virginia Port Authority

BUILD GRANT AWARD: \$15,500,197

TOTAL PROJECT COST: \$26,522,847

PROJECT LOCATION: Front Royal, Virginia

PROJECT DESCRIPTION:

The project will optimize the flow of traffic inside the inland port's gate through the addition of three long loading tracks, lengthening of existing loading tracks, and acquisition of two hybrid straddle carriers. Outside the gate, the project will construct a new highway-rail grade separation.



PROJECT HIGHLIGHTS AND BENEFITS:

The grade separation of a highway-rail crossing will reduce the risk of crossing incidents, and help improve emergency response time by removing the crossing delays. The new capacity will allow for additional truck cargo to be conveyed by rail which would reduce highway maintenance costs, reduce shipping costs, and reduce environmental impacts. The project will also benefit ocean carriers and freight owners by reducing travel distances and reducing terminal congestion. Cargo will more efficiently move through the region and the port itself.



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PROJECT NAME: Geiger Boulevard Infrastructure Improvements Project
APPLICANT/SPONSOR: Spokane County
BUILD GRANT AWARD: \$14,300,000
TOTAL PROJECT COST: \$44,700,000
PROJECT LOCATION: Spokane, Washington

PROJECT DESCRIPTION:

This project includes a range of infrastructure improvements to the existing Geiger Boulevard, including interchange ramp terminal roundabouts, illumination, widening to accommodate center turn lanes, installation of a shared use pathway, and extended shoulders.



PROJECT HIGHLIGHTS AND BENEFITS:

The improvements to the roadway will enhance safety by providing new lighting, separated turn lanes, and roundabouts at intersections. The project will support new development occurring along the roadway, including a 2.6 million square foot warehouse and distribution facility. The improvements are designed to support use of heavy trucks serving that facility. The improved roadway and shared-use pathways will help expand transportation choices and access for area residents. The project aligns well with the innovation criterion because it proposes to extend fiber-optic infrastructure in the corridor and TIF proceeds and traffic mitigation fees will help fund the project.



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PROJECT NAME: Washington State Rural Rail Rehabilitation

APPLICANT/SPONSOR: Washington State Department of Transportation



BUILD GRANT AWARD: \$5,666,982

TOTAL PROJECT COST: \$11,333,963

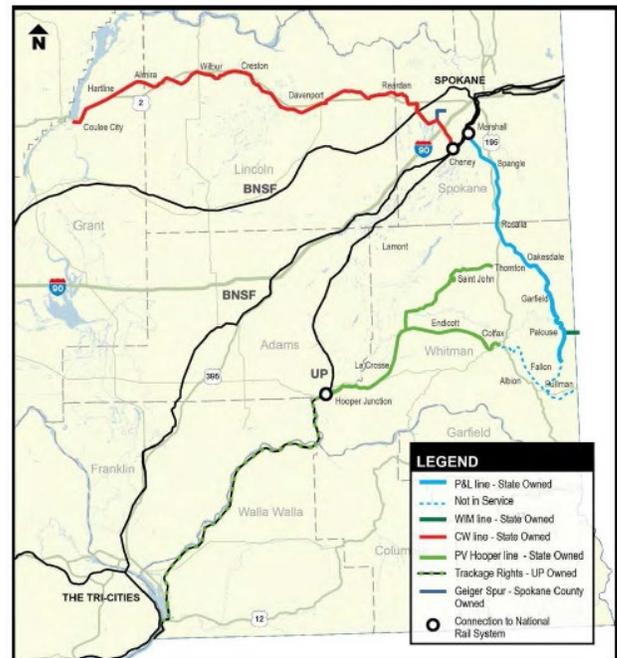
PROJECT LOCATION: Whitman, Spokane, and Lincoln Counties, Washington

PROJECT DESCRIPTION:

The project will make improvements to three branch lines of the Palouse River and Coulee City Shortline Rail System to support 286,000 lbs. rail cars, including replacing or rehabilitating approximately 10 bridges, replacing about 4.6 miles of rail and rehabilitating nearly 16.3 miles of track structure.

PROJECT HIGHLIGHTS AND BENEFITS:

The project will repair and rehabilitate sections of track and bridges currently limited to Excepted, Class 1, or Class 2 conditions, to allow operational speeds up to 25 mph operations and 286,000 lbs. freight cars throughout the rail corridor, creating. Increased operating speeds and heavier cars increase operational efficiency, particularly for agricultural products, and lower shipping costs. The resulting shift from truck to rail traffic would reduce highway crashes and reduce fuel usage and emissions.



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PROJECT NAME: Corridor H – Kerens to Parsons – Segment 5

APPLICANT/SPONSOR: West Virginia Department of Transportation

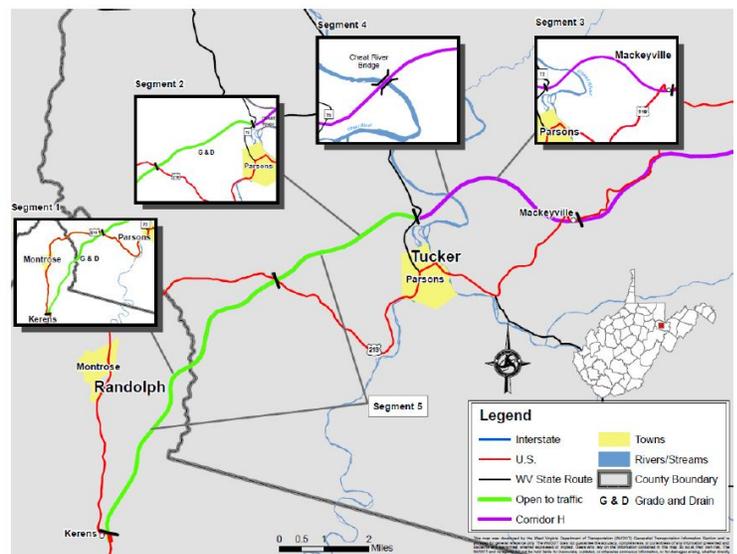
BUILD GRANT AWARD: \$20,000,000

TOTAL PROJECT COST: \$42,000,000

PROJECT LOCATION: Tucker County, West Virginia

PROJECT DESCRIPTION:

This project will construct approximately 10 miles of a 4-lane expressway as part of the Appalachian Development Highway System. The project includes paving, constructing traffic control devices and markings, and new guardrails.



PROJECT HIGHLIGHTS AND BENEFITS:

The project will improve the safety of existing travel options by offering an expressway with improved visibility, wide shoulders, and reduced conflict points. The new expressway will also facilitate movement of people and goods in an economically distressed area. The project will improve access to an area that is currently isolated due to an inadequate road network in the mountainous region and will provide a new network that will allow for significantly more efficient travel by offering a more direct route through the mountains.



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PROJECT NAME: US 522 Berkeley Springs Bypass

APPLICANT/SPONSOR: West Virginia Department of Transportation

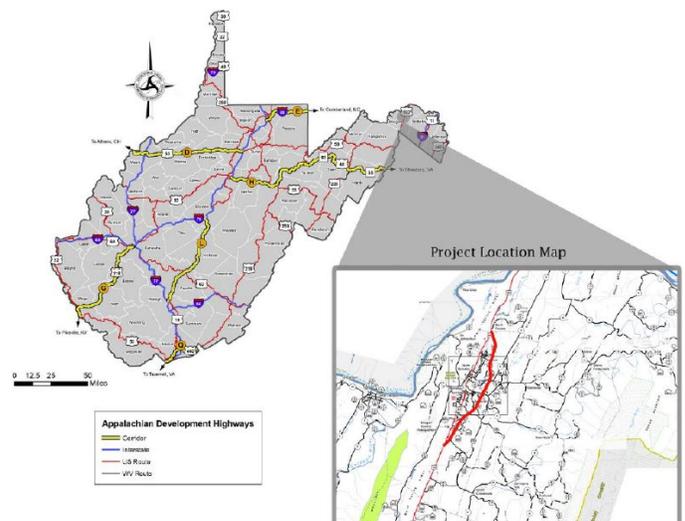
BUILD GRANT AWARD: \$20,000,000

TOTAL PROJECT COST: \$40,000,000

PROJECT LOCATION: Berkeley Springs, West Virginia

PROJECT DESCRIPTION:

This project will construct a bypass around Berkeley Springs and includes the construction of the Fairview Connector. The bypass is approximately 4 miles long and will be a 4-lane divided highway with controlled access and a grass median.



PROJECT HIGHLIGHTS AND BENEFITS:

The project would create a new facility for easier, more reliable travel through the county. The new facility would remove some of the heavy truck traffic that uses the existing facility through downtown Berkeley Springs, reducing the wear and tear on local roads. The new bypass would help residents and businesses move through the county more quickly, reducing transportation costs, and improving access to essential services and jobs in the region. The project sponsor is using innovative project delivery in the form of a design/build/finance Public Private Partnership.



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PROJECT NAME: State Trunk Highway 29 – County Highway VV Multimodal Interchange Project
APPLICANT/SPONSOR: Brown County
BUILD GRANT AWARD: \$19,757,899
TOTAL PROJECT COST: \$27,828,150
PROJECT LOCATION: Brown County, Wisconsin

PROJECT DESCRIPTION:

This project will replace the existing at-grade State Trunk Highway (STH) 29 and County Highway VV intersection with a full-access interchange approximately 1,600 feet west of the existing intersection including sidewalks, striped on-street bicycle lanes, and roundabouts at the ramp terminals and nearby intersections, and eliminate the STH 29 and County Highway U at-grade intersection.

PROJECT HIGHLIGHTS AND BENEFITS:

The project eliminates the only remaining at-grade intersections along Brown County's portion of the STH 29 corridor at County Highways VV and U, which would prevent high-speed right angle and rear-end crashes on and near this portion of STH 29. Although these intersections currently have J-turn modification to restrict certain movements, the intersections still have unsafe traffic merges and diverge points along the STH 29 mainline. Upgrading STH to freeway status decreases travel time and vehicle operating costs. The project will install ITS changeable message board to inform drivers of delays as they enter the Green Bay urbanized area, as well as extends fiber/broadband to rural communities.



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PROJECT NAME: I-80 Winter Freight Improvement Project
APPLICANT/SPONSOR: Wyoming Department of Transportation
BUILD GRANT AWARD: \$20,000,000
TOTAL PROJECT COST: \$31,269,865
PROJECT LOCATION: Albany and Carbon Counties, Wyoming

PROJECT DESCRIPTION:

The project will construct approximately 5.5 miles of passing lanes and 2 truck parking areas, dedicated short-range communication (DSRC) roadside radios, on Interstate 80 between Walcott Junction and Quealy Dome Road in southeastern Wyoming.



PROJECT HIGHLIGHTS AND BENEFITS:

The project will better control the spacing and flow of traffic to reduce the number of crashes in areas of elevation change, particularly in wintertime. By constructing passing lanes where steep grades compound traffic congestion and slick conditions following I-80 weather or crash-related closures, truck crashes and truck delays will decrease along this section of highway. Because truck crashes often ignite or damage the roadway surface, strike and destroy guardrails and fences, or otherwise damage physical infrastructure, crash reduction will reduce maintenance and repair needs and costs in the project area, as well as slow lane deterioration. Adding truck parking will facilitate more efficient goods movement, and reduce crash related delays that occur from secondary crashes once I-80 reopens following a weather and/or crash closure event.



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