



THE SECRETARY OF TRANSPORTATION  
WASHINGTON, DC 20590

June 5, 2018

The Honorable Bill Shuster  
Chairman, House Committee on Transportation and Infrastructure  
United States House of Representatives  
Washington, DC 20515

Dear Mr. Chairman:

Enclosed is an official notification to Congress, prepared in accordance with applicable laws, including 49 U.S.C. 311 and 23 U.S.C. 117, with proposed grants for Fiscal Year 2017 Large Projects and Fiscal Year 2018 Large and Small Projects under the Infrastructure for Rebuilding America (INFRA) grants program. This program is authorized in statute as the Nationally Significant Freight and Highway Projects program. The authorizing statute requires written notification of proposed grants to the House Committee on Transportation and Infrastructure and the Senate Committee on Environment and Public Works at least 60 days before making a grant, and the notification must include an evaluation and justification for each project and the amount of the proposed award. The generally applicable notification statute at 49 U.S.C. 331 requires notification to the same committees, as well as the Senate Committees on Commerce, Science, and Transportation, and on Banking, Housing, and Urban Affairs, three days before the Department makes an announcement of awards.

A similar letter has been sent to the Ranking Member of the House Committee on Transportation and Infrastructure, and to the Chairmen and Ranking Members of the Senate Committee on Environment and Public Works, Senate Committee on Commerce, Science and Transportation, and Senate Committee on Banking, Housing, and Urban Affairs.

If any further information or assistance is needed, please feel free to contact Grover Burtney, Deputy Assistant Secretary for Transportation Policy, at 202-366-7265.

Sincerely,

A handwritten signature in black ink that reads "Elaine L. Chao". The signature is written in a cursive style.

Elaine L. Chao

Enclosure

## FY 2017-2018 INFRA Proposed Project Selections

### Large Projects

#### **Centennial Corridor State Route 58/99 Freight Improvement Project**

City of Bakersfield

*Bakersfield, California*

Proposed Award: \$50,000,000

Estimated Future Eligible Project Costs: \$386,637,000

Estimated Minimum Non-Federal Funding: \$240,058,000

Urban-Rural Designation: Urban

#### Project Justification

The City of Bakersfield will receive \$50,000,000 to construct the SR-58 Connector/Mainline and related components of the Centennial Corridor program in Bakersfield. The Centennial Corridor, once completed, will span approximately 11 miles from Cottonwood Road in the East to Heath Road in the West. The INFRA project spans the current gap in the corridor by extending the Westside Parkway to the southeast from its existing terminus at Truxton Avenue to connect with SR-58 and SR-99.

#### Project Evaluation

The project will increase economic vitality throughout the corridor by reducing travel times and increasing system reliability. The project will generate regional mobility through the creation of a limited access highway where one does not currently exist. This corridor serves freight traffic traveling between SR-99 and I-5 to the west, generating economic benefits through increased freight flow. Part of a long-term approach to identifying and using funds from multiple sources, this project leverages previously received Federal funds with multiple state and local sources, including locally raised development fees.

The project sponsor has completed the NEPA process and therefore will not participate in the INFRA program's new approach to environmental review and permitting.

The City of Bakersfield expressed a willingness to condition a portion of their award on the timely completion of project delivery milestones. The Department will negotiate the terms of these accountability conditions as part of the grant administration process.

#### **Interstate 5 Golden State Chokepoint Relief Program (I-5 Component)**

Los Angeles County Metropolitan Transportation Authority

*Santa Clarita, California*

Proposed Award: \$47,000,000

Estimated Future Eligible Project Costs: \$500,347,000

Estimated Minimum Non-Federal Funding: \$453,347,000

Urban-Rural Designation: Urban

#### Project Justification

Los Angeles County Metropolitan Transportation Authority will receive \$47,000,000 to construct the Interstate 5 Golden State Chokepoint Relief Program project to improve Interstate 5 in Los Angeles County. The project will construct approximately 13.4 centerline miles of HOV lanes, add approximately 2.7 miles of new truck lanes, build auxiliary lanes, widen and replace bridges, and make other improvements.

### Project Evaluation

The project will improve economic vitality through increasing capacity and freight flow along a congested corridor. The project generates safety and mobility benefits by adding truck and auxiliary lanes, improving bridges, and increasing Interstate 5's capacity to provide access to Greater Los Angeles from passenger and freight traffic. The project sponsor pledges to fund 85.9% of the project using non-federal funds, raised from private funding, local sales taxes, and state transportation funding measures.

The project will not participate in the INFRA program's new approach to environmental review and permitting. Though the applicant expressed interest in streamlining, the project is not a good candidate because the component selected for funding has a NEPA documented completed in 2013.

Metro proposed an accountability condition on the funding: if average speed of the HOV lanes falls below its performance standard, Metro will work with the State to modify the lanes' occupancy policy. If Metro fails to secure a change within 12 months of the performance issue being identified, then Metro will return a portion of the award for each month of delay. The Department will negotiate the terms of these accountability conditions as part of the grant administration process.

### **I-70 Westbound Peak Period Shoulder Lane**

Colorado Department of Transportation

*Clear Creek County, Colorado*

Proposed Award: \$25,000,000

Estimated Future Eligible Project Costs: \$96,600,000

Estimated Minimum Non-Federal Funding: \$71,600,000

Urban-Rural Designation: Rural

### Project Justification

The Colorado Department of Transportation will receive \$25,000,000 to add an approximately 12-mile tolled shoulder lane on Interstate 70 in Clear Creek County. The project includes resurfacing and widening of I-70, in addition to paving and reconstruction of a frontage road, construction of a new bridge, and installation of an approximately 3.5-mile multi-use facility. The project mirrors a recently-installed peak period shoulder lane in the eastbound direction.

### Project Evaluation

The I-70 Westbound Peak Period Shoulder Lane project will generate regional economic and mobility benefits by substantially improving the flow of passenger and freight traffic by expanding capacity on this important, but currently congested, regional connection. The additional capacity will decrease travel times and increase travel reliability, which will support economic vitality of the region. The project addresses the leverage criterion by maximizing non-federal contributions and generating user fees. The project advances safety and technology innovation through existing State DOT commitments and partnerships with private industry to deploy connected vehicle technologies along the corridor that will address crashes due to poor information and assist in prompt response to incidents.

Although there are several permitting milestones remaining, the involvement of the Federal Highway Administration – Colorado Division office lowers the relative risk to delivery of this project. The project will therefore not participate in the INFRA program's new approach to environmental review and permitting.

The project sponsor proposed pursuing a SEP-14 waiver to procure the project using a 'best value' design-build procurement. The Department will work with the project sponsor to explore whether a waiver is feasible and appropriate.

The project sponsor proposed four specific accountability conditions. Two conditions are related to project delivery milestones, one condition is tied to performance objectives on the eastbound express lanes, and one condition is tied to a policy change that will improve safety and performance. The Department will negotiate the terms of these accountability conditions as part of the grant administration process.

### **I-25 South Gap Project**

El Paso County

*El Paso County, Colorado*

Proposed Award: \$65,000,000

Estimated Future Eligible Project Costs: \$350,000,000

Estimated Minimum Non-Federal Funding: \$285,000,000

Urban-Rural Designation: Rural

#### Project Justification

El Paso County will receive \$65,000,000 to widen an approximately 18-mile segment of I-25 from Monument to Castle Rock by adding one tolled express lane in each direction. The project will also provide wider shoulders, wildlife crossings, and dynamic lane management and variable speed limit systems. This segment is the only remaining four-lane section of I-25 in the corridor between the Denver and Colorado Springs metro areas. The project will also provide wider shoulders to improve safety and incident management, and will include improved wildlife crossings.

#### Project Evaluation

The I-25 South Gap Project will enhance economic vitality through increasing corridor capacity and implementing key safety improvements. The project outcomes contribute to the goals of safety and system reliability through the increase in travel time savings and reduction of traffic injuries and fatalities. The project addresses the leverage criterion by committing \$250 million to the project through state sources and/or tolling revenue, and an additional \$35 million of local funds obtained through recently passed ballot measures. The project addresses innovation with the use of new safety treatments, including dynamic wildlife detection, dynamic lane management, and variable speed limits. The project aligns with the Administration's objectives of increasing safety and timely project delivery.

The project sponsor did not request to participate in the INFRA program's new approach to environmental review and permitting.

The El Paso County expressed a willingness to condition a portion of their award on the timely completion of project delivery milestones. The Department will negotiate the terms of these accountability conditions as part of the grant administration process.

### **SR 400 Express Lanes**

Georgia Department of Transportation

*Forsyth and Fulton Counties, Georgia*

Proposed Award: \$184,124,447

Estimated Future Eligible Project Costs: \$1,623,124,447  
Estimated Minimum Non-Federal Funding: \$1,369,000,000  
Urban-Rural Designation: Urban

#### Project Justification

The Georgia Department of Transportation (GDOT) will be awarded \$184,124,447 to construct approximately 17 miles of priced two-lane, bidirectional managed lanes along SR-400 from Spalding Drive to McGinnis Ferry Road in Fulton County, and one managed lane in each direction from McGinnis Ferry Road north to McFarland Parkway in Forsyth County. The project will connect with SR 400/I-285 Interchange in Fulton County using approximately 4.5 miles of collector-distributor lanes currently under construction. There will be 11 access points for the express lanes, including three full interchanges, two directional entry/exits, and six locations with slip lanes. The project area includes 22 bridges, most of which will be replaced or widened.

#### Project Evaluation

The project will enhance economic vitality through the creation of additional capacity that will decrease travel times and increase the movement of goods and people. These improvements will generate safety and mobility benefits through decreasing congestion and increasing travel reliability. The project addresses the leverage criterion by maximizing non-federal funding, incorporating private sector financing, and planning for life-cycle costs. GDOT anticipates delivering this project through a Design, Build, Finance, Operate, and Maintain P3 with a private developer that includes a 35-year O&M contract. Additionally, the project addresses innovation through two innovative programs it has in place to expedite the environmental review process and identify potential projects, and GDOT is currently developing a “one-stop shop” environmental streamlining program to further expedite project delivery.

This project will participate in the new approach to environmental review and permitting because the project sponsor is committed to timely delivery but the project faces several outstanding permitting milestones.

### **Accelerating Regional Mobility: I-80/I-380 Systems Interchange**

Iowa Department of Transportation  
*Iowa City, Iowa*

Proposed Award: \$50,000,000  
Estimated Future Eligible Project Costs: \$416,506,706  
Estimated Minimum Non-Federal Funding: \$114,833,502  
Urban-Rural Designation: Rural

#### Project Justification

The Iowa Department of Transportation will be awarded \$50,000,000 to implement a comprehensive redesign of the I-80/I-380 systems interchange. The project will replace the cloverleaf-style interchange with a fully directional, turbine-style interchange and will widen both interstates in the project area, adding additional lanes with full 12-foot shoulders. The project also includes the construction of a new interchange at Forevergreen Road.

#### Project Evaluation

The project improves economic vitality through the construction of additional capacity and roadway improvements. These improvements will generate safety and mobility benefits through decreasing crashes, travel time savings, lowering vehicle operating costs, improving system reliability through incorporation of ITS and traffic management technologies, and a reduction in vehicle emissions. The

project addresses the leverage criterion by providing approximately \$104 million from the State and approximately \$10.8 million from two local governments in matching funds. The INFRA grant and proposed use of FHWA's Special Experimental Project No. 14 - Innovative Contracting (SEP-14) will streamline and accelerate the construction process to reduce the schedule by two years. Shortening the construction schedule by two years will result in over \$25 million in direct savings as well as several millions of dollars saved in associated expenses and from operational efficiencies.

The project's NEPA documentation is complete and therefore the project sponsor will not participate in the INFRA program's new approach to environmental review and permitting.

The Iowa Department of Transportation expressed a willingness to condition a portion of their award on the timely completion of project construction milestones. The Department will negotiate the terms of these accountability conditions as part of the grant administration process.

### **Interstate 84 Safety, Mobility, and Economic Opportunity Expansion - Karcher Interchange to Franklin Boulevard**

Idaho Department of Transportation  
*Nampa, Idaho*

Proposed Award: \$90,240,000  
Estimated Future Eligible Project Costs: \$150,400,000  
Estimated Minimum Non-Federal Funding: \$60,160,000  
Urban-Rural Designation: Rural

#### Project Justification

The Idaho Department of Transportation will receive \$90,240,000 to improve approximately 2.8 miles of I-84 from the Karcher Road Interchange to Franklin Boulevard. The improvements include widening I-84 to three lanes in each direction, adding auxiliary lanes, replacing and widening an overpass and an undersized canal structure, replacing and expanding two bridges over a railroad and canal, ramp improvements, reconstruction of an interchange, and reconstruction of a bridge over I-84.

#### Project Evaluation

The project will enhance economic vitality through increasing corridor capacity and improving roadway condition, which will result in significant improvements to system reliability, operating cost and maintenance costs, and travel times. The project will generate safety benefits through an approximate 40 percent reduction in the likelihood of crashes. In addition, the project will generate regional mobility benefits through interchange and roadway improvements that will improve travel reliability. The project addresses the leverage criterion by providing 40 percent non-federal funding made available through a 7-cent fuel tax increase, \$21 vehicle registration increase, and dedicated certain sales tax revenue from the General Fund to this project.

While the project has some permitting milestones outstanding, the project has relatively lower delivery risk as it is undergoing a NEPA re-evaluation. Therefore, the project will not participate in the INFRA program's new approach to environmental review and permitting.

This project sponsor did not propose specific accountability conditions in their application.

### **75th Street Corridor Improvements and Argo Connections (P3, GS19, B9)**

Illinois Department of Transportation

*Chicago, Illinois*

Proposed Award: \$132,034,680  
Portion of Proposed Award Subject to 23 U.S.C. 117(d)(2): \$12,249,643  
Estimated Future Eligible Project Costs: \$413,466,297  
Estimated Minimum Non-Federal Funding: \$265,631,617  
Urban-Rural Designation: Urban

Project Justification

The Illinois Department of Transportation will receive \$132,034,680 for the completion of three components of the C.R.E.A.T.E program of rail improvements in the Chicago area: (1) the Forest Hill flyover consists of a new north-south flyover structure eliminating conflicts between north-south and east-west train movements at the Forest Hill Junction; (2) the 71<sup>st</sup> Street Grade Separation will separate the Western Avenue rail corridor from 71<sup>st</sup> street; and (3) the Argo Connections component will improve connections at the Argo and Canal junction, address the 87<sup>th</sup> Street chokepoint, and increase capacity at Argo yard.

Project Evaluation

The project will improve economic vitality through improving several high-priority chokepoints impacting the rail network in Chicago that will increase the movement of goods and people. The project reduces opportunities for conflict and rail network congestion for more than 2 million railcars per year, generating significant safety and mobility benefits. Incorporating a new railway-highway grade separation improves safety and increases mobility for the local community. The project addresses the leverage criterion by providing over 65 percent non-federal funding through state, local and private funding. Class I railroads will contribute \$106.3 million, approximately 25 percent, from the total project costs and have pledged to maintain the railroads at no cost to public partners.

The project sponsor did not request to participate in the INFRA program's new approach to environmental review and permitting.

The project proposes meeting element-specific design and construction milestones as an accountability condition of receiving INFRA funds for each project element. The Department will negotiate the terms of these accountability conditions as part of the grant administration process.

**Boone County I-71/I-75 Interchanges**

Kentucky Transportation Cabinet  
*Boone County, Kentucky*

Proposed Award: \$67,445,000  
Estimated Future Eligible Project Costs: \$150,890,000  
Estimated Minimum Non-Federal Funding: \$38,178,000  
Urban-Rural Designation: Urban

Project Justification

The Kentucky Transportation Cabinet will be awarded \$67,445,000 to replace two interchanges and make associated improvements along I-71/I-75, south of Cincinnati/Northern Kentucky International Airport. The project will replace the existing conventional diamond interchanges at KY 338 (Richmond Road) and KY 536 (Mt. Zion Road) with double crossover diamond interchanges. The project also includes construction of approximately 2 miles of northbound and southbound auxiliary lanes along I/71-I-75 north of the KY 536 interchange. The project will also eliminate two existing at-grade crossings and

complete a new single-point-urban interchange with a railroad bridge overpass to provide a fully separated crossing.

#### Project Evaluation

With double-digit growth in daily truck traffic projected throughout this logistics corridor, the changes to the interchanges along this important freight corridor are expected to generate substantial economic, and mobility benefits through a reduction in peak travel times. The project will enhance economic vitality by reducing peak travel times through the addition of auxiliary lanes, and interchange improvements along a congested freight corridor. By introducing the double crossover diamond design to these reconstructed interchanges, along with eliminating two grade crossings, the project will reduce conflicts, generating safety and mobility benefits. The project addresses the leverage criterion through a private sector contribution, and the willingness of the Kentucky General Assembly to approve \$350 million in operations and maintenance funding in the current biennial budget, which demonstrates the project sponsor has a sound approach to account for the project's life-cycle costs. The project addresses the innovation criterion through incorporating an innovative single-point-urban interchange that will eliminate two at grade rail crossings.

While the project identified some outstanding permits, due to limited resources and the lower relative delivery risk compared to other potential candidates, the project will not participate in the INFRA program's new approach to environmental review and permitting.

This project sponsor did not propose specific accountability conditions in their application.

#### **LA 23 Belle Chasse Bridge and Tunnel Replacement**

Louisiana Department of Transportation and Development  
*Jefferson and Plaquemines Parishes, Louisiana*

Proposed Award: \$45,000,000

Estimated Future Eligible Project Costs: \$121,918,866

Estimated Minimum Non-Federal Funding: \$31,505,810

Urban-Rural Designation: Urban

#### Project Justification

The Louisiana Department of Transportation will receive \$45,000,000 for the Belle Chasse Bridge and Tunnel Replacement project which replaces a 60+-year-old reinforced-concrete tunnel and the adjacent structural steel vertical-lift-span bridge crossing the Gulf Intracoastal Waterway. The replacement bridge will be a single mid-level fixed-span four-lane facility built to current standards. The new bridge will also include a separate protected pedestrian/bicycle lane.

#### Project Evaluation

The Belle Chasse Bridge and Tunnel Replacement project will support the economic vitality of the New Orleans region by eliminating delays caused by frequent bridge openings on LA 23 and enabling the Gulf Intracoastal Waterway to operate more efficiently. The project generates regional mobility and safety benefits through the reduction in travel time, vehicle operating costs savings and emissions reductions by constructing the new bridge facility. The project sponsor intends to raise revenue for infrastructure and finance the project's construction using tolls and is planning to procure the project using a Design-Build-Finance-Operate-Maintain Public-Private Partnership, effectively leveraging federal funding.

Because the NEPA process is nearing completion, the project will not participate in the INFRA program's new approach to environmental review and permitting.



The Louisiana Department of Transportation and Development expressed a willingness to condition their award on the completion of certain pre-construction milestones. The Department will negotiate the terms of those conditions during the grant agreement process.

**I-395/Route 9 Connector**

Maine Department of Transportation  
*Bangor, Maine*

Proposed Award: \$25,000,000  
Estimated Future Eligible Project Costs: \$78,944,931  
Estimated Minimum Non-Federal Funding: \$47,319,931  
Urban-Rural Designation: Rural

Project Justification

The Maine Department of Transportation will be awarded \$25,000,000 to create an approximately 6-mile, direct connection between Route 9 and I-395 east of Bangor. The project will create a bypass of the existing route, which has a posted speed limit of 25 miles per hour and several signalized intersections, to connect with I-395 at its terminus at US-1A.

Project Evaluation

The project supports economic vitality by reducing travel times and vehicle operating costs in the region. The project will improve safety through a decrease in the likelihood of crashes due to fewer vehicle conflict points. Upon completion, the National Highway System designation will move from Main Street in downtown Bangor to the Connector, improving the flow of traffic and the shipment of goods to the interstate system. The project is leveraging federal funding by maximizing the non-federal share of the project relative to their state's fiscal capacity, and expects to implement a cyclical pavement resurfacing program to ensure their system is adequately maintained while reducing reliance on future federal funding.

Maine DOT has completed the NEPA process and there are no expected issues with obtaining remaining permits on the project, therefore the project will not participate in the INFRA program's new approach to environmental review and permitting.

The project sponsor did not propose specific accountability measures as part of the application.

**Mound Road Industrial Corridor Technology and Innovation Project**

Macomb County, Michigan  
*Macomb County, Michigan*

Proposed Award: \$97,864,465  
Estimated Future Eligible Project Costs: \$216,860,000  
Estimated Minimum Non-Federal Funding: \$86,744,000  
Urban-Rural Designation: Urban

Project Justification

Macomb County, Michigan will receive \$97,864,465 to reconstruct Mound Road in Macomb County. The project will reconstruct approximately nine miles of Mound Road between I-696 and M-59 and include new pavement, drainage, curbs, and driveways; signal optimization, roadway widening, and

connected vehicle and fiber optic communications technology; non-motorized facilities including two pedestrian bridges, and energy-efficient lighting.

#### Project Evaluation

The project supports economic vitality in this critical corridor by addressing long-standing state-of-good-repair needs, reducing travel times, and improving reliability. The improvements to the currently congested Mound Road are expected to produce significant mobility, reliability and safety benefits. The project leverages substantial non-federal funding from multiple local partners, including Macomb County, the City of Sterling Heights, and the City of Warren.

Due to limited available resources at the Department, the project will not participate in the INFRA program's new approach to environmental review and permitting.

The project addresses the performance and accountability criterion by conditioning INFRA funding on specific project delivery milestones laid out in the application. The Department will negotiate the terms of these accountability conditions as part of the grant administration process.

### **I-95/U.S. 70 Innovative Technology and Rural Mobility Corridor Improvements**

North Carolina Department of Transportation

*North Carolina*

Proposed Award: \$147,264,000

Estimated Future Eligible Project Costs: \$879,755,000

Estimated Minimum Non-Federal Funding: \$617,855,000

Urban-Rural Designation: Rural

#### Project Justification

The North Carolina Department of Transportation will be awarded \$147,264,000 for a network of projects including improvements to U.S. 70 (future I-42) and improvements to I-95. The I-95 investment will widen the highway to eight lanes for approximately 15 miles from NC 82 (Exit 65) to I-40 (Exit 81) and upgrade 6 interchanges. The U.S. 70 (future I-42) portion of the project completes the remaining gaps between I-40 and Havelock and upgrades the entire corridor to freeway standards. For traffic management purposes, the project includes the installation of fiber optic cable and microcell towers along approximately 181-miles of I-95 from the South Carolina border to the Virginia border and along US-70. Through a private-sector partner, the State will use excess capacity of that infrastructure to for expanded broadband internet access in rural areas.

#### Project Evaluation

The project will support economic vitality throughout North Carolina by improving road condition, increasing capacity, and enhancing operations through the installation of ITS within the project corridor. The project generates regional economic, mobility and safety benefits by improving reliability, reducing the likelihood of crashes, and providing new fiber internet connections to coastal communities. The project sponsor is leveraging federal funding by using non-federal funding for at least 70% of the total project cost, and anticipates generating new revenue to support operations and maintenance by leasing fiber optic capabilities to the private sector.

The project sponsor anticipates that the project environmental review will be streamlined under existing practices, therefore the project will not participate in the INFRA program's new approach to environmental review and permitting.

North Carolina DOT proposes two accountability measures for the project: (1) not seeking reimbursement for pre-construction costs incurred on any component which is not ready for construction by an agreed-upon milestone, and (2) returning up to 5% of the component cost for any component not opened for public use by an agreed-upon date. The Department will negotiate the terms of these accountability measures as part of the grant administration process.

#### **I-44 Corridor Improvements**

Oklahoma Department of Transportation

*Tulsa, Oklahoma*

Proposed Award: \$45,000,000

Estimated Future Eligible Project Costs: \$107,744,810

Estimated Minimum Non-Federal: \$40,378,160

Urban-Rural Designation: Urban

#### Project Justification

The Oklahoma Department of Transportation will be awarded \$45,000,000 to replace multiple bridges, including the bridges on I-44 over 33rd W. Avenue, at Union Avenue over I-44, and on US-75 over I-44. The project will also reconstruct and widen approximately one mile of I-44 from four to six lanes and construct a new median barrier with pier protection.

#### Project Evaluation

The project supports economic vitality in the Tulsa region by reducing travel times through this critical economic corridor which carries approximately 83,000 vehicles per day. The project is anticipated to generate mobility and safety benefits as smoother traffic flow results in fewer fatalities. The State consolidates Federal assistance into a smaller number of projects, including this project. Across the State's transportation program expenditures, approximately 50% of funding comes from non-federal sources. For this project, the State has committed to maintaining the project without Federal funds.

The project will not participate in the new approach to environmental review and permitting because the project is not expected to have complicate reviews that require extensive interagency coordination.

The applicant has proposed conditioning the use of INFRA funding on the completion of specific project delivery milestones by specific deadlines. The Department will negotiate the terms of this proposal as part of the grant administration process.

#### **I-80 and I-99 Interstate Connection**

Pennsylvania Department of Transportation

*Centre County, Pennsylvania*

Proposed Award: \$35,110,410

Estimated Future Eligible Project Costs: \$183,395,232

Estimated Minimum Non-Federal Funding: \$36,679,047

Urban-Rural Designation: Rural

#### Project Justification

The Pennsylvania Department of Transportation will receive \$35,110,410 to provide a direct connection between I-80 and I-99 in Centre County, replacing the current indirect connection along State Route (SR) 26. This project consists of three sections, and the INFRA funds will be utilized for the section that is the

most costly and scheduled to enter construction first, the I-80 Local Access Interchange. That component includes constructing a diamond interchange to maintain the existing local connection from SR-26 to I-80, and replacing two bridges along the main-line of I-80. Other sections in the project include the Jacksonville Road Betterment—a reconstruction and widening of SR-26—and the I-80 High-Speed Interchange. The State will complete those two sections with non-INFRA funds.

#### Project Evaluation

The project supports economic vitality through the construction of a direct connection and improved intersections that will generate economic, mobility, and safety benefits. The proposed improvements will increase travel reliability, reduce travel times and congestion, and lead to a safer environment for a future testbed of new technology, including connected and autonomous vehicles. The project sponsor demonstrated an innovative approach to safety, using a predictive analysis to inform the project design.

While the project has some permitting milestones remaining, it also has lower relative delivery risk while it undergoes NEPA re-evaluation. Therefore, the project will not participate in the INFRA program's new approach to environmental review and permitting.

The project sponsor has proposed to monitor project performance post-construction to evaluate the project's benefits. The Department anticipates negotiating the terms of that commitment as part of the grant administration process.

### **Packer Avenue Marine Terminal Capacity & Warehouse Relocation Project**

Philadelphia Regional Port Authority

*Philadelphia, Pennsylvania*

Proposed Award: \$25,500,000

Portion of Proposed Award Subject to 23 U.S.C. 117(d)(2): \$25,500,000

Estimated Future Eligible Project Costs: \$110,500,000

Estimated Minimum Non-Federal Funding: \$85,000,000

Urban-Rural Designation: Urban

#### Project Justification

The Philadelphia Regional Port Authority will receive \$25,500,000 to complete the second phase of a multi-phase improvement plan at the Packer Avenue Marine Terminal. The plan will modernize the Terminal, ensuring that it has sufficient berthing, crane, and terminal capacity to meet expected market demand. The proposed improvements include the demolition of old warehouse facilities, the addition of new pavement and new crane rail tracks, the conversion of two diesel engine cranes to electrical engine cranes, the installation of four new electric engine cranes, the retrofit of an existing offsite warehouse, and the construction of a new temperature controlled warehouse.

#### Project Evaluation

The project supports economic vitality of the mid-Atlantic through the construction of enhancements that will increase operating capacity and generate economic benefits. Once completed, the proposed improvements will increase the port's ability and efficiency to service vessels visiting the port, including larger vessels than can currently be handled. In addition, the project is leveraging the federal funding by attracting significant State and into the project itself along with parallel private sector investment, while also planning for life-cycle costs.

The project did not request to participate in the INFRA program's new approach to environmental review and permitting.

The project did not propose specific accountability measures as part of their application.

### **US-78/SR-4/Lamar Avenue Corridor Improvements**

Tennessee Department of Transportation

*Memphis, Tennessee*

Proposed Award: \$71,196,998

Estimated Future Eligible Project Costs: \$258,004,207

Estimated Minimum Non-Federal Funding: \$100,206,367

Urban-Rural Designation: Urban

#### Project Justification

The Tennessee Department of Transportation will be awarded \$71,196,998 to repair and expand capacity along approximately 4.5 miles of Lamar Avenue in Memphis, from Getwell Road to the Mississippi state line. The project will add lanes and construct three grade-separated interchanges at existing intersections (East Holmes Road, East Shelby Drive, and Winchester Road) along this congested highway bottleneck. The project will also address pavement deficiencies along the existing lanes.

#### Project Evaluation

The Lamar Avenue Corridor serves a concentration of manufacturing, transportation, distribution, and logistics companies anchored by Memphis International Airport. The additional lanes and grade-separated interchanges will generate significant economic and mobility benefits by reducing travel times for freight and commuter traffic, thereby supporting economic vitality in the region. The project is also expected to generate significant safety benefits by reducing the number of motor vehicle crashes related to the existing intersections. The Tennessee Department of Transportation has also taken steps to increase the amount of non-federal funding going into transportation infrastructure, including securing passage of the 2017 IMPROVE Act which increased gas taxes in the State and attracting a private sector contribution to the Lamar Avenue project.

The project sponsor did not request to participate in the INFRA program's new approach to environmental review and permitting.

The project sponsor did not propose specific accountability conditions as part of their application.

### **I-35 North Tarrant Express "Accelerated Elements" Project**

Texas Department of Transportation

*Tarrant and Denton Counties, Texas*

Proposed Award: \$65,000,000

Estimated Future Eligible Project Costs: \$827,900,000

Estimated Minimum Non-Federal Funding: \$471,700,000

Urban-Rural Designation: Urban

#### Project Justification

The Texas Department of Transportation will receive \$65,000,000 to accelerate additional transportation elements to the North Tarrant Express (NTE) public-private-partnership, including: the construction of multiple U-turn bridges located in Segment 3C; the I-35W/I-820 Interchange frontage road located in Segment 3B; and improvements to the Mark IV Parkway in Segment 3B. The I-35W NTE partnership is

a collaboration between TX DOT and NTE Mobility Partners Segments 3 LLC, who currently hold a 52-year concession to finance, construct, operate, and maintain Segments 3A and 3B, and in are in negotiations to add Segment 3C. Segment 3C involves the construction of 2 managed express lanes and associated improvements along approximately 7.1 miles of I-35W.

#### Project Evaluation

The I-35W-corridor in Fort Worth serves a freight and logistics hub with impacts on national supply chains. NTE Segment 3C and the INFRA-funded improvements generate significant economic and mobility benefits by reducing travel times on the project corridor through the construction of managed express lanes and the addition of local connections at congested interchanges. The managed lanes not only address congestion but are also expected to generate the revenue necessary to finance construction, operations, and maintenance on the project. By transferring responsibility to the private concessionaire for operations and maintenance of the project, TX DOT has ensured the project will be adequately maintained over its life-cycle.

The project is currently undergoing NEPA re-evaluation and will not participate in the INFRA program's new approach to environmental review and permitting.

The project sponsor expressed interest in a possible SEP-15 waiver to experiment with streamlined oversight to accelerate project delivery . The Department will explore possible SEP-15 waiver opportunities with the project sponsor during the grant administration process.

#### **Northwest Quadrant Freight Mobility Project**

Utah Department of Transportation

*Salt Lake City, Utah*

Proposed Award: \$25,000,000

Portion of Proposed Award Subject to 23 U.S.C. 117(d)(2): \$13,647,228

Estimated Future Eligible Project Costs: \$111,675,487

Estimated Minimum Non-Federal Funding: \$31,175,487

Urban-Rural Designation: Urban

#### Project Justification

The Utah Department of Transportation will receive \$25,000,000 toward a project to improve freight mobility in the Northwest Quadrant of Salt Lake City. The project is made up of two components: (1) Widening 5600 West to 5lanes with 10-foot shoulders between I-80 and State Route 201 and construction of a grade-separated crossing over 3 mainline tracks and (2) the addition of a new interchange on the short-line Salt Lake Garfield and Western Railway (SLGW).

#### Project Evaluation

The project supports economic vitality by improving connectivity between rail and truck transport, by reducing freight delay and enhancing access to the Salt Lake City Intermodal Terminal. The project generates regional safety and mobility benefits by resulting in travel time savings, reduced vehicle operating costs and the removal of an at-grade rail-highway crossing. The project is addressing the leverage criterion by incorporating approximately \$9.2 million of private SLGW funds along with approximately \$25.8 million in State funds.

With NEPA close to complete and the project is unlikely to benefit from the new approach, the project will not participate in the program's new approach to environmental review and permitting pilot.

The project sponsor did not propose specific accountability conditions in their application.

### **94 North-South Freeway Project**

Wisconsin Department of Transportation

*Milwaukee, Racine and Kenosha Counties, Wisconsin*

Proposed Award: \$160,000,000

Estimated Future Eligible Project Costs: \$492,500,000

Estimated Minimum Non-Federal Funding: \$246,200,000

Urban-Rural Designation: Rural

#### Project Justification

The Wisconsin Department of Transportation will receive \$160,000,000 to reconstruct and expand I-94 in southeast Wisconsin and correct obsolete designs on the current facility. The portion of the project funded by INFRA will reconstruct 6 interchanges and widen approximately 19 miles of I-94 from 6lanes to 8lanes. This segment is the final component of a 36-mile improvement project between Chicago and Milwaukee. The project will also add infrastructure supporting connected and automated vehicle technology, including closed circuit television, dynamic messaging signs, detector stations, and fiber optic communication. INFRA grant funding is accelerating the completion of this project by an estimated 11 years.

#### Project Evaluation

The 94 North-South Freeway Project will support growth and economic vitality in southeastern Wisconsin by generating regional mobility and safety benefits. The project is estimated to produce significant travel time savings while the improved interchange designs and safety enhancements will reduce traffic crashes and injuries. The project is leveraging federal funding with State-approved bonding that was conditional upon receiving the INFRA award. The project addresses innovation through the use of automated machine guidance systems on the construction equipment. Additionally, the project incorporates preparations for connected-automated vehicles which will result in additional safety and mobility benefits as advanced vehicle technologies become available.

While the applicant expressed interest in participation in the Department's new approach to environmental review and permitting, due to limited available resources and the relatively lower delivery risk for this project compared to other candidate projects, the project will not participate in the new approach to environmental review and permitting.

The project sponsor did not propose specific accountability conditions in their application.

### **Small Projects**

#### **2<sup>nd</sup> Avenue Connectivity Corridor Project**

University of Alabama

*Tuscaloosa, Alabama*

Proposed Award: \$6,025,657

Estimated Future Eligible Project Costs: \$16,737,936

Estimated Minimum Non-Federal Funding: \$10,712,279

Urban-Rural Designation: Rural

### Project Justification

The University of Alabama will receive \$6,025,657 to construct the 2<sup>nd</sup> Avenue Connectivity Corridor Project to build a bridge over an existing rail line. The 3-lane, 600-foot bridge extends 2<sup>nd</sup> Avenue over a double-tracked rail line and consists of two general purpose travel lanes and a center lane designed for traffic management during special events.

### Project Evaluation

The project addresses the economic vitality criterion by providing a new crossing over the rail line, providing a safer, faster, and more efficient crossing alternative. The project generates regional mobility and safety benefits through reducing conflict points and increasing connectivity. The project addresses the leverage criterion through a substantial non-federal contribution from the project sponsor, the University of Alabama, totaling more than 64% of the eligible project costs. The University has also accounted for estimated annual operations and maintenance cost of the new bridge once completed.

The project sponsor did not request to participate in the INFRA program's new approach to environmental review and permitting.

This project sponsor did not propose specific accountability conditions in their application.

## **PortMiami Truck Gate Innovation**

Miami-Dade County

*Miami, Florida*

Proposed Award: \$7,000,000

Portion of Proposed Award Subject to 23 U.S.C. 117(d)(2): \$7,000,000

Estimated Future Eligible Project Costs: \$15,000,000

Estimated Minimum Non-Federal Funding: \$8,000,000

Urban-Rural Designation: Urban

### Project Justification

Miami-Dade County will receive \$7,000,000 to replace two outdated cargo terminal gates at the Port of Miami with expanded and automated truck gates. A modernized gate facility using real-time gate data and advance notification is required to increase throughput and lower costs. These new gates will increase capacity and will reduce total processing time for a truck entering and exiting the terminal.

### Project Evaluation

The PortMiami Truck Gate Innovation project addresses the economic vitality criterion through the increased reliability of freight movement through this area. The project is expected to reduce truck turn times, which often exceed two hours, by more than 50%. The replacement gates will utilize technology and allow port personnel to manage the gates remotely and reduce their interaction with trucks on foot, increasing safety. The project leverages the federal funding by incorporating 53 percent non-federal funding and including a plan for ensuring future operations and maintenance costs are accounted.

The project sponsor did not request to participate in the INFRA program's new approach to environmental review and permitting.

To increase accountability and improve performance, the project sponsor has proposed that all INFRA funding will be conditioned on three specific project delivery milestones: \$3.2 million will be conditioned on completing certain pre-construction activities by a specific date; \$3.2 million will be conditioned on



completing 50% construction by a specific date; and the final \$0.6 million will be conditioned on project completion before a specific date. The Department will negotiate the terms of these accountability conditions as part of the grant administration process.

### **Heartland Expressway Junction L62A / US 385 to Alliance**

Nebraska Department of Transportation

*Alliance, Nebraska*

Proposed Award: \$18,263,743

Estimated Future Eligible Project Costs: \$34,000,000

Estimated Minimum Non-Federal Funding: \$15,600,000

Urban-Rural Designation: Rural

#### Project Justification

The Nebraska Department of Transportation will receive \$18,263,743 to convert an approximately 14.6-mile segment of US 385 from the existing two-lane highway into a four-lane divided highway. This is the 2nd phase of a 3-phase project on a 24.8 mile stretch of US-385 south of the town of Alliance; the first phase is currently under construction.

#### Project Evaluation

The project will support economic vitality by increasing capacity along an agriculture- and energy-productive rural corridor that will decrease travel times and congestion. The project will generate regional mobility and safety benefits through increased connectivity and roadway improvements. The project addresses the leverage criterion by maximizing the use of non-federal funding—taking advantage of recent efforts to increase tax revenue for transportation—and detailing their ability to operate and maintain the project of its life-cycle.

The project sponsor did not request to participate in the INFRA program's new approach to environmental review and permitting.

The project will condition their INFRA award on three pre-construction project milestones to ensure timely project completion: (1) Issuance of RFP; (2) Letting / Bid Opening; and (3) STIP amendment. The Department will negotiate the terms of these accountability conditions as part of the grant administration process.

### **Ohio River Rail Improvement Project**

Ohio Rail Development Commission

*Jefferson and Belmont County, Ohio*

Proposed Award: \$16,250,600

Portion of Proposed Award Subject to 23 U.S.C. 117(d)(2): \$16,250,600

Estimated Future Eligible Project Costs: \$31,882,843

Estimated Minimum Non-Federal Funding: \$15,520,001

Urban-Rural Designation: Rural

#### Project Justification

The Ohio Rail Development Commission will receive \$16,250,600 to improve approximately 30 miles of rail line along the banks of the Ohio River in Jefferson and Belmont County, Ohio. The project also includes capacity improvements to two rail yards along the line.

### Project Evaluation

The project addresses the economic vitality criterion through improving track condition, increasing rail capacity, and enhancing operations within the project corridor to generate economic, mobility and safety benefits. In addition, the project addresses the leverage criterion by maximizing non-federal funding through a 40% private sector funding match from Norfolk Southern, who has also agreed to maintain the project during after construction.

This project will participate in the new approach to environmental review and permitting because the project sponsor is committed to timely delivery but the project faces several outstanding permitting milestones.

This project sponsor did not propose specific accountability conditions in their application.

### **Veterans Parkway**

South Dakota Department of Transportation  
*Sioux Falls, South Dakota*

Proposed Award: \$21,000,000  
Estimated Future Eligible Project Costs: \$52,776,625  
Estimated Minimum Non-Federal Funding: \$14,555,326  
Urban-Rural Designation: Rural

### Project Justification

The South Dakota Department of Transportation will receive \$21,000,000 to reconstruct the interchange of Interstate 90 with Veteran's Parkway. The project will also reconstruct rural, two-lane Timberline Road to a six-lane divided highway with limited access, called Veteran's Parkway, including two railroad grade separations. The new facility will be approximately 1-mile in length.

The proposed award is less than the \$25,000,000 requested, but the project sponsor will complete the full project scope with the proposed award and substitute non-Federal funds for the \$4,000,000 difference between the request and the proposed award, as documented in a clarification email. As proposed by the project sponsor, the award would not have exceeded the maximum permissible Federal share.

### Project Evaluation

The project addresses the economic vitality criterion through the construction of additional capacity along Veteran's Parkway that will decrease travel times and increase mobility. The project generates safety and mobility benefits from replacing an existing at-grade rail crossing with a grade separation, increasing transportation options and safety. The project sponsor addresses the leverage criterion by financing the project using fuel tax proceeds from a recent statewide fuel tax increase and using those revenues to perform maintenance on the system throughout its lifecycle.

The project sponsor did not request to participate in the INFRA program's new approach to environmental review and permitting.

This project sponsor did not propose specific accountability conditions in their application.

### **Rock Springs I-80 Interchange and Interchange Road**

Wyoming Department of Transportation

*Sweetwater County, Wyoming*

Proposed Award: \$14,000,000

Estimated Future Eligible Project Costs: \$28,446,455

Estimated Minimum Non-Federal Funding: \$8,757,164

Urban-Rural Designation: Rural

Project Justification

The Wyoming Department of Transportation will be awarded \$14,000,000 to construct a new diamond interchange at I-80, reconstruct part of Interchange Road, replace an existing bridge over I-80, construct ramps with continuous acceleration/deceleration lanes, and build a new grade-separated crossing over a rail line.

Project Evaluation

The project addresses the economic vitality criterion through the construction of improvements to a Primary Highway Freight Network, resulting in reduced congestion, greater system reliability, and increased freight movement. The project will increase safety through a reduction in the likelihood of traffic crashes. Travel time savings and vehicle operating savings will contribute to economic vitality. The project will also provide more efficient access for a rural community to access trade markets. The Wyoming Department of Transportation and the City of Rock Springs have entered into a cooperative agreement to fund and deliver the project.

The project sponsor did not request to participate in the INFRA program's new approach to environmental review and permitting.

This project sponsor did not propose specific accountability conditions in their application.