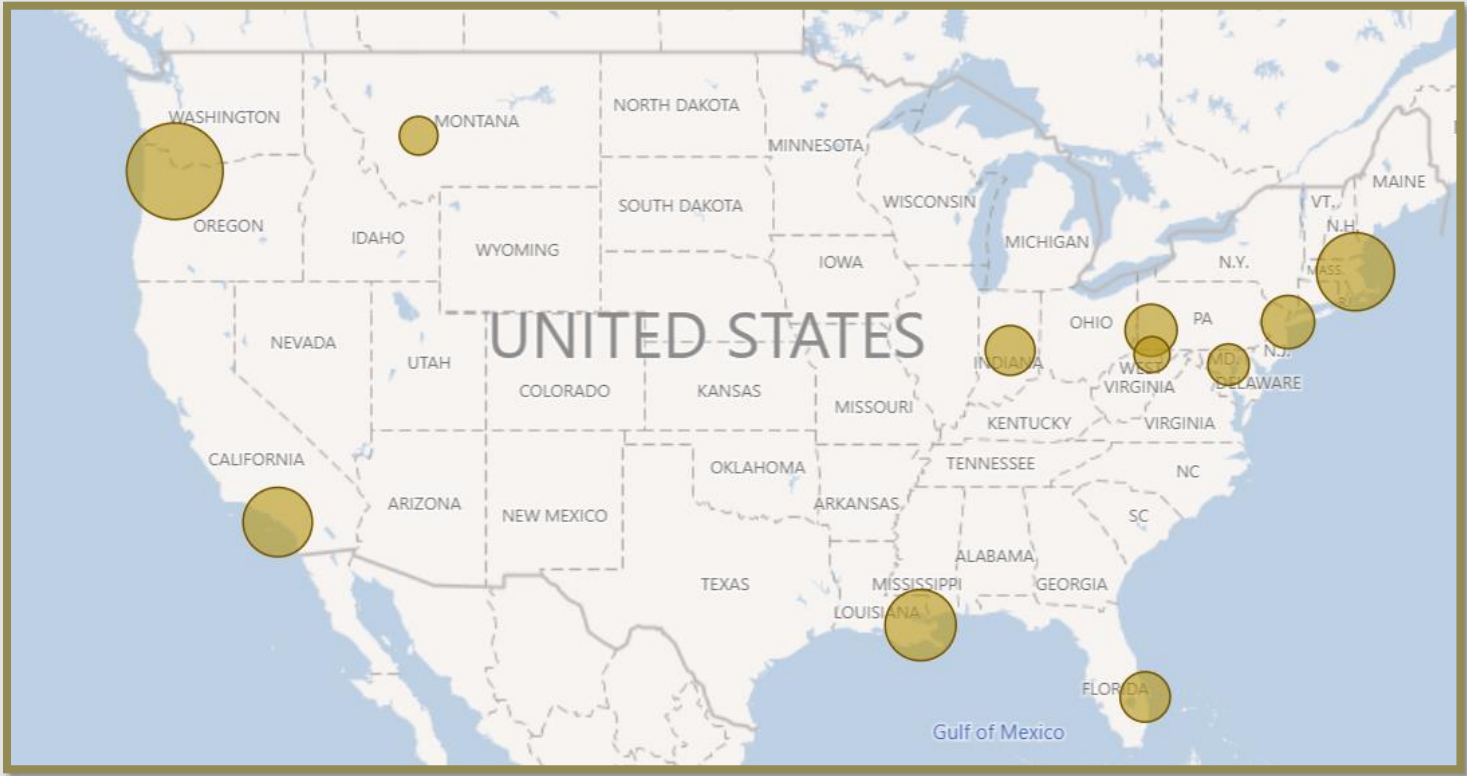


National Infrastructure Project Assistance (Mega) Program



MEGA AWARDS FY 2023-2024

National Infrastructure Project Assistance (Mega) Program

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America's Green Gateway: Pier B Rail Program Buildout

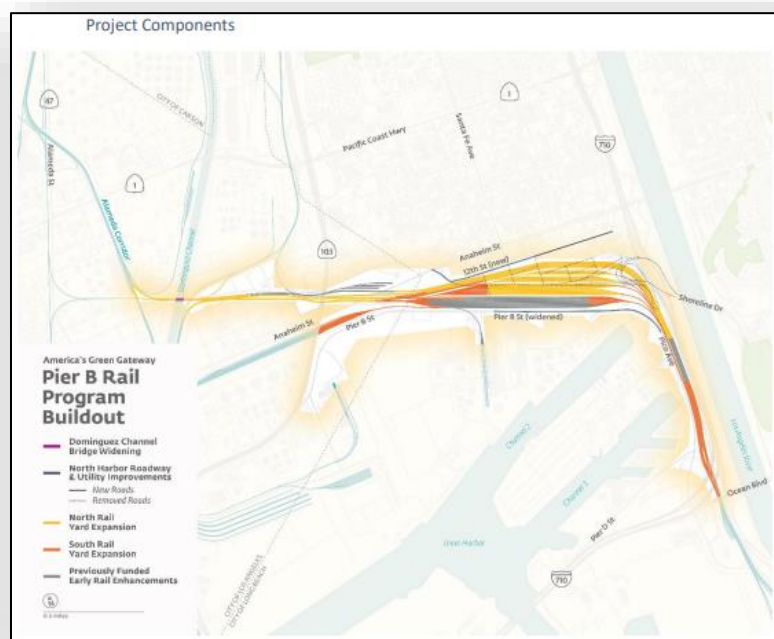
Mega Award: \$283,375,812

Long Beach, California

Applicant: City of Long Beach

Project Description:

The project will complete the Pier B On-Dock Rail support Facility Program by completing the North Rail Yard Expansion and the South Rail Yard Expansion. The North Rail Yard Expansion will construct two new mainline tracks, five new 10,000-foot receiving and departure tracks extending from west of the Dominguez Channel to the Pico Avenue rail corridor, and 26 new storage tracks north of the existing Pier B Yard. It also includes active at-grade warning devices and railroad pre-emption with a new traffic signal at Pier B Street. The South Rail Yard Expansion will add seven new 3,000-foot storage tracks, lengthen and rehabilitate seven existing 3,000-foot storage tracks, construct two new tracks in the Pico Avenue Rail Corridor, reconfigure tracks near Pier D Street, and construct a new compressed air facility.



Project Benefits:

The project addresses Safety; State of Good Repair; Climate Change, Resiliency, and the Environment and Equity, Multimodal Options, and Quality of Life. It will significantly enhance container-on-rail service to and from the ports of Long Beach and Los Angeles, facilitating 20 percent of container throughput at the ports that moves exclusively by rail. It will also improve the connections between the ports and the BNSF and Union Pacific networks. The project also applies a Port-Wide Project Labor Agreement (PLA) that the Port of Long Beach executed with the Los Angeles/Orange Counties Building and Construction Trades Council and the Signatory Craft Councils and Local Unions.

St. Lucie River Railroad Bridge Replacement Project

Mega Award: \$130,500,000

Stuart, Florida

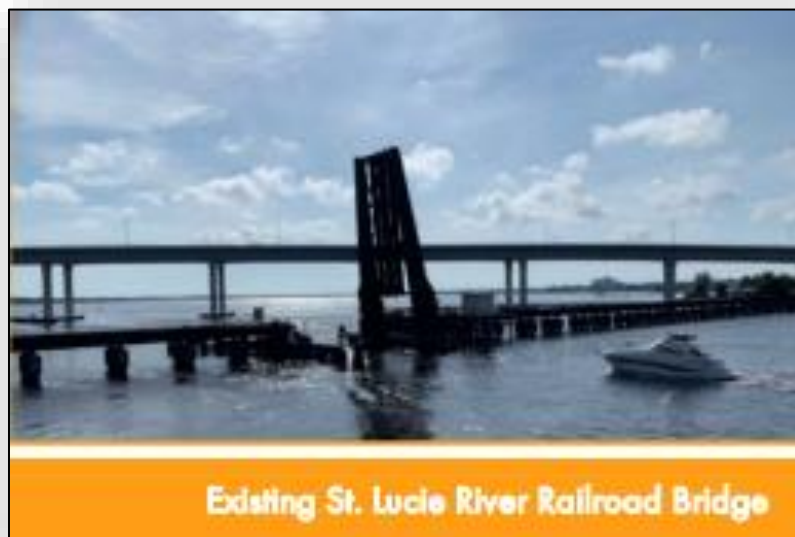
Applicant: City of Stuart

Project Description:

The project will replace the existing 100-year-old St. Lucie River Railroad Bridge with a new double-track structure with significantly improved vertical and horizontal navigational clearances.

Project Benefits:

The project is strong in Safety; State of Good Repair; and Economic Impacts, Freight Movement and Job Creation. By diverting freight traffic to rail, the project will increase safety for marine traffic, decrease the potential for blocked grade crossings and vehicle collisions, and shift single occupancy vehicles to safer passenger rail travel. Additionally, the replacement of the 100-year-old existing bridge with a new modernized structure will result in lower operations and maintenance costs.



Existing St. Lucie River Railroad Bridge

80/94 FlexRoad Project

Mega Award: \$127,484,669

Gary, Indiana to Munster & Lansing, Illinois

Applicant: Indiana Department of Transportation

Project Description:

This project will improve 19 miles of interstate within the Chicago urbanized area, from the I-65 interchange in Indiana to the I-294/I-80 and I-94 interchange in Illinois by implementing eight Transportation Systems

Management and Operations (TSMO) strategies. TSMO strategies include ramp metering, dynamic shoulder lanes, variable speed limits, queue warning signs, event management, improved signage, improvements to the Broadway/I-65 interchange, and dynamic lane control.



Project Benefits:

The project is strong in Safety; Economic Impacts, Freight Movement and Job Creation; and Innovation. This corridor is a major bi-state connection between Illinois and Indiana and the time savings that will result from this project are significant. Located on one of the most significant national freight corridors, the project area carries more than 200,000 vehicles per day, approximately one third of which are trucks. The TSMO strategies will help to reduce congestion and increase efficiency of the highway without expanding the highway footprint.

Louisiana International Terminal Project

Mega Award: \$73,779,805

St. Bernard Parish, Louisiana

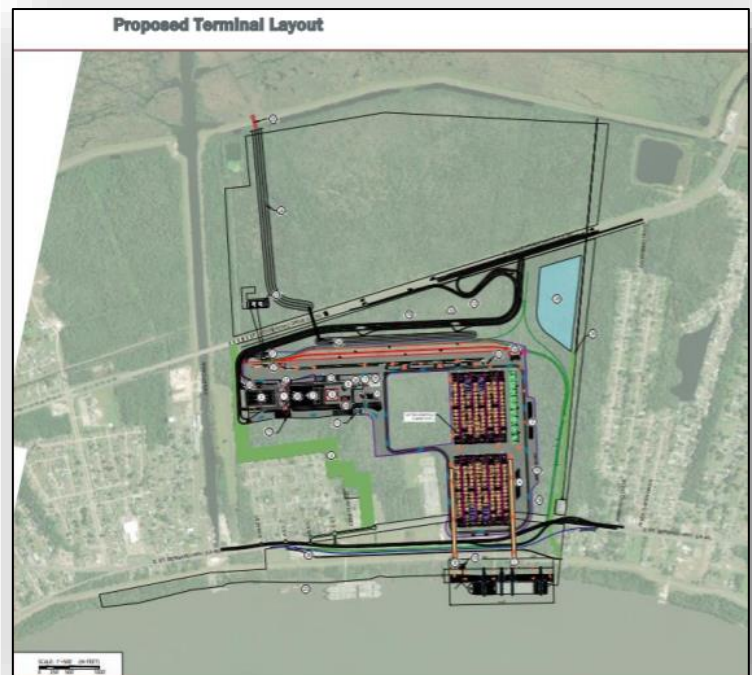
Applicant: Port of New Orleans

Project Description:

The project will construct a new container terminal on the Gulf Coast for the Port of New Orleans that is not air-draft restricted. The project will include approximately 1,700- feet of wharf, two ramps to connect the wharf to the container yard, an automated stacking crane yard, utilities, storm drainage, all necessary buildings for operations, entry and exit gates, intermodal rail yard, realignment of the Norfolk Southern rail and realignment of St Bernard Highway. This project will also receive funding from the INFRA Grant Program for a full MPDG award amount.

Project Benefits:

The project is strong in Economic Impacts, Freight Movements and Job Creation. The new terminal is a competitive international terminal alternative to air-draft restricted terminals located farther inland on the Mississippi River, as it can accommodate larger vessels. For this reason, the project has notable support from Midwestern inland ports. The project will create approximately 4,300 new jobs in the Violet community of St. Bernard Parish, an area of persistent poverty and historic disadvantage, in addition to coordinating transit connections to facilitate workforce training and the new facility. As a new terminal, it will also incorporate the most advanced and modern terminal technology and equipment and will incorporate climate resiliency in its design. The project will be delivered through a public-private partnership.



I-895 Baltimore Harbor Tunnel at Frankfurst Avenue Interchange Improvements Project

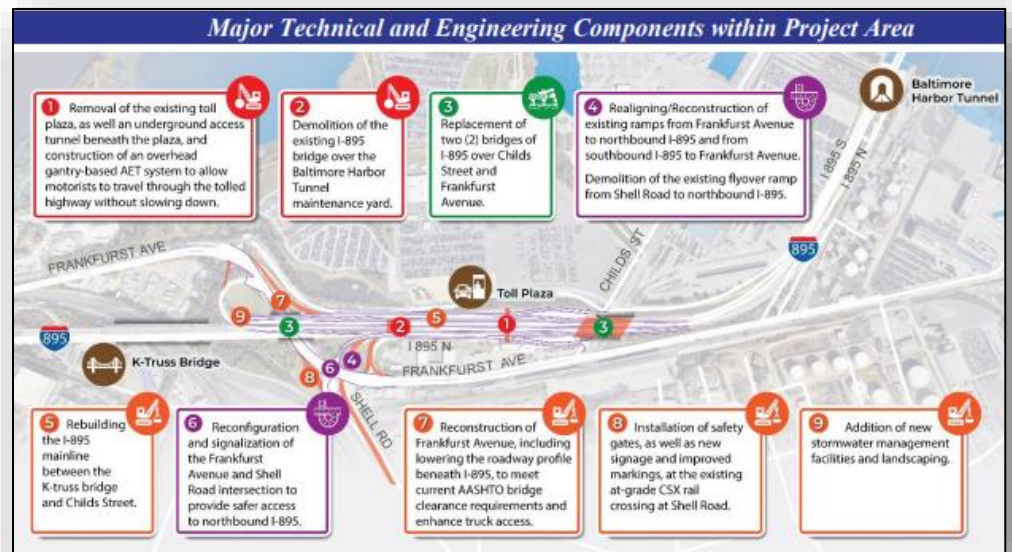
MEGA Award: \$80,000,000

Baltimore, Maryland

Applicant: Maryland Transportation Authority

Project Description:

The project will demolish the existing toll plaza and incorporate overhead gantries to facilitate automatic electronic tolling (AET) at highway speeds. The project will also replace two aging bridges, reconstruct Frankfurst Avenue, realign and reconstruct interchanges, rebuild a section of the I-895 mainline, and improve an at-grade rail crossing. The scope also includes the addition of new stormwater management facilities and landscaping.



Project Benefits:

The project is strong in Safety; State of Good Repair; Economic Impacts, Freight Movements and Job Creation; Climate Change, Resiliency, and the Environment; and Equity, Multimodal Options, and Quality of Life. The project will improve safety and reduce emissions by installing overhead gantries that will eliminate the need for traffic to stop at the toll plaza and reduce abrupt speed changes. Increasing the bridge clearance of I-895 over Frankfurst Avenue, realigning ramps that are heavily utilized by truck traffic, and adding Over-Height Detection System notification points will reduce bridge strikes and increase safety, with overall crashes expected to fall below state-wide averages. The project will eliminate recurring bottlenecks during rush hour, avoid further deterioration of bridges and interchanges (and associated costly maintenance), and reduce congestion-related pollution that harms the nearby communities of Brooklyn and Curtis Bay.

National Infrastructure Project Assistance (Mega) Program



U.S. Department
of Transportation

Sagamore Bridge Project

Mega Award: \$371,870,542

Cape Cod, Massachusetts

Applicant: Massachusetts Department of Transportation

Project Description:

The project includes the design and construction of the Sagamore Bridge and approaches, improvements to the local roadway connections, and major utility relocation. This award also includes FY 2025 and FY 2026 Mega funding.



Project Benefits:

The project is strong in Safety; State of Good Repair; Economic Impacts, Freight Movements and Job Creation; Equity, Multimodal Options, and Quality of Life; and Innovation. The project will bring the bridge into a state of good repair by restoring and modernizing the nearly 90-year-old Sagamore Bridge that is considered functionally obsolete and structurally deficient. Replacing the bridge will ensure the infrastructure meets modern structural design criteria, including the consideration of site-specific wind loads, effects due to climate change, seismic resilience, and use of redundant load paths to create a resilient structure without fracture-critical elements. In addition, the project will result in safety benefits by addressing the geometric deficiencies of the cross sections of the Bridges.

Mineral County I-90 Improvement Project

Mega Award: \$31,977,319

Mineral County, Montana

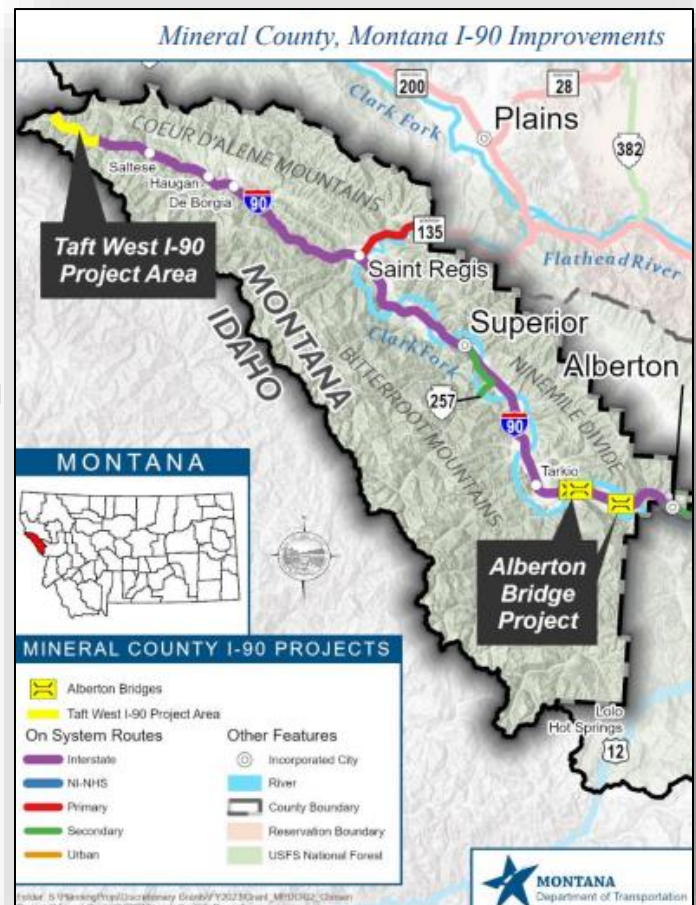
Applicant: Montana Department of Transportation

Project Description:

This project will replace and rehabilitate aging infrastructure on I-90 between the Idaho-Montana state border and the town of Alberton, Montana. The project consists of two smaller projects: Taft-West Reconstruction and Alberton Bridge Replacement. The Taft-West Project will reconstruct approximately 5.7 miles of eastbound and westbound I-90 to bring the roadway up to current Montana DOT pavement standards for harsh weather conditions, and will provide drainage, environmental, traffic, and safety improvements as well as new wildlife crossings. The Alberton Bridge Project will replace structures on westbound I-90 at Old Highway 10, Clark Fork River, and Cyr. This project will also receive funding from the INFRA Grant Program for a full MPDG award amount.

Project Benefits:

The project is strong in State of Good Repair; and Economic Impacts, Freight Movement and Job Creation. In addition to providing critical access for freight and a resilient natural disaster evacuation route between Montana and Idaho, the project will help improve access to public lands and recreation areas, including the Lookout Pass Ski Area, NorPac trail, and the Route of the Hiawatha trail. The project includes Permanent Erosion and Sediment Control (PESC) features and wildlife crossings. At both the Clark Fork River and Cyr bridge sites, fencing tied into the grade separation of the structures will be used to direct animals under the bridge spans.



Cross Bronx Expressway – Multimodal Community Connector

Mega Award: \$150,000,000

New York, New York

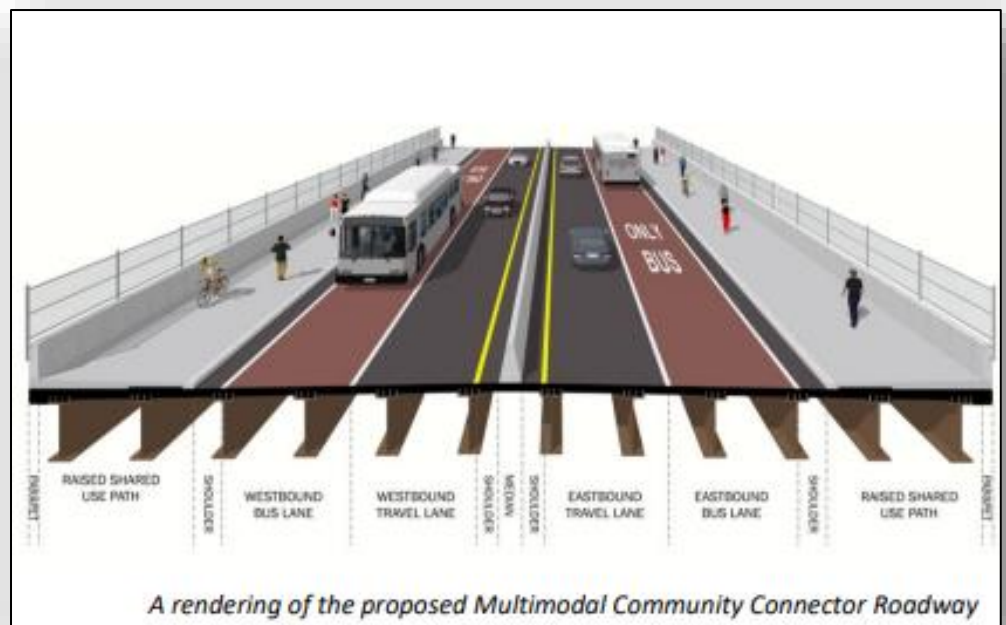
Applicant: New York State Department of Transportation

Project Description:

The project will construct a new Multimodal Community Connector Roadway (MCCR), which will include dedicated bus lanes and bicycle/pedestrian paths, providing multimodal connections between neighborhoods on both sides of the Bronx River.

Project Benefits:

The project is strong in Safety; State of Good Repair; and Equity, Multimodal Options, and Quality of Life. The project will reconnect communities between the Harlem River and Hutchinson River Parkway that were divided by the expressway when it was constructed between 1948 and 1972. The project will make a significant reduction in serious injuries and crashes by improving geometric designs, stopping and sight distances, weaving/merging lengths, and lengthening acceleration and deceleration lanes. The installation of new multiuse paths will separate the non-vehicular and vehicular traffic.



National Infrastructure Project Assistance (Mega) Program



U.S. Department of Transportation

Eastern Pittsburgh Multimodal Corridor Project

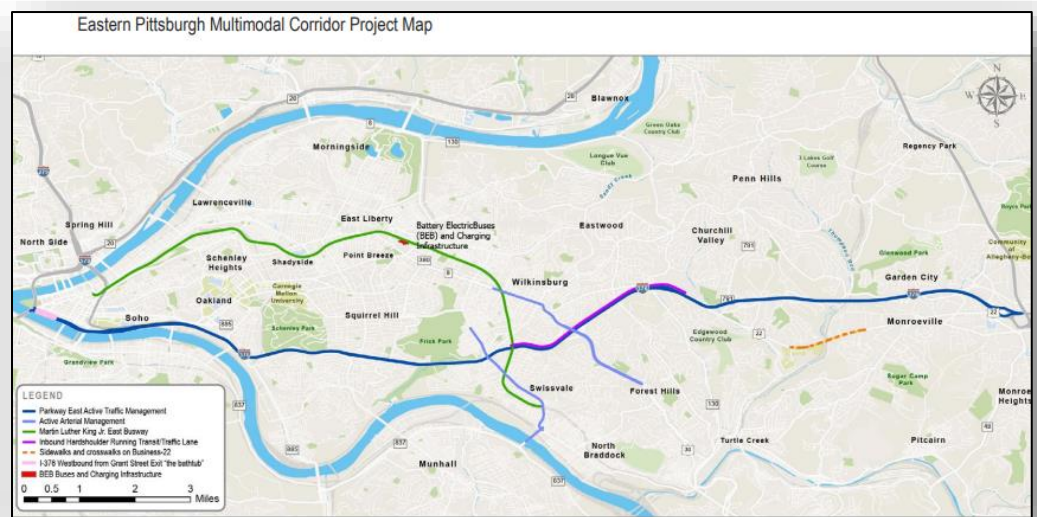
Mega Award: \$142,342,200

Pittsburgh, Pennsylvania

Applicant: Southwestern Pennsylvania Commission

Project Description:

The project will make multimodal improvements in the I-376 (Parkway East) corridor of Pittsburgh, including rehabilitation of 10 bridges, Active Traffic Management improvements from Monroeville to downtown Pittsburgh, the I-376 Floodwall Mitigation in Downtown Pittsburgh, associated improvements along South Braddock Avenue and Route 30/Lincoln Highway/Ardmore Boulevard, bus infrastructure improvements and slope protection, a hard shoulder running inbound on I-376, and approximately 5000 feet of sidewalk to fill gaps along Business 22 in the municipalities of Wilkins and Monroeville.



Project Benefits:

The project is strong in Climate Change, Resiliency, and the Environment. The project will also address State of Good Repair; Economic Impacts, Freight Movement, and Job Creation; and Equity, Multimodal Options, and Quality of Life. The Active Traffic Management components include dynamic lane use, dynamic speed limits, wrong way vehicle detection, and queue warning systems that are expected to reduce the higher-than-average crashes on the Parkway East in the project area. The project will also make resiliency improvements and reduce costly recurring maintenance through flood and landslide mitigation efforts in the "Bathtub" segment of the project area, which is prone to unplanned road closures. The multimodal project improvements are aligned with the 2021 Pennsylvania Climate Action Plan and the City of Pittsburgh Climate Action Plan.

National Infrastructure Project Assistance (Mega) Program



U.S. Department of Transportation

Interstate Bridge Replacement Program

Mega Award: \$600,000,000

Portland, Oregon and Vancouver, Washington

Applicant: Washington State Department of Transportation, in partnership with the Oregon Department of Transportation

Project Description:

The project will update Interstate 5 with a seismically resilient replacement of the I-5 bridge over the Columbia River, connecting Vancouver, Washington to Portland, Oregon. The new bridge will include transit improvements such as additional light-rail transit service, enhanced zero-emission express bus service, and the expansion of active transportation networks. This award also includes FY 2025 Mega funding

Project Benefits:

The project is strong in State of Good Repair; Economic Impacts, Freight Movement and Job Creation; Climate Change, Resiliency, and Equity; Multimodal Options, and Quality of Life; and Innovation. The project will address vulnerabilities to make the bridge more resilient and better handle future challenges including correcting structural weaknesses, seismic risks, congestion issues. The bridge is expected to have specialized lanes for heavy trucks, rail connections, and shipping. Additionally, the new bridge will offer affordable transportation options such as bus lanes, pedestrian walkways, bike lanes, and a light rail system to promote sustainable transportation.



I-79 Chaplin Hill Gateway

Mega Award: \$54,320,000

Monongalia County, West Virginia

Applicant: Monongalia County Commission

Project Description:

The project has multiple components including replacing I-79 bridges over Chaplin Hill Road, reconstructing exit 155 interchange, WB I-79 flyover reconstruction, and a pedestrian and bicycle connection between the Star City bridge and the regional rail-to-trail network.

Project Benefits:

The project is strong in Safety; State of Good Repair; and Economic Impacts, Freight Movement, and Job Creation. The project will improve an area with a higher than average crash rate, addresses a freight bottleneck, improves access to a job training center for individuals with disabilities, while reconnecting communities separated by I-79 just outside of Morgantown. The project also provides a new connection to the 48-mile rail-to-trail network that serves the region.

