THE SECRETARY OF TRANSPORTATION
WASHINGTON, DC 20590

July 1, 2016

The Honorable Bill Shuster
Chairman
Committee on Transportation and Infrastructure
U.S. House of Representatives
Washington, DC 20515

Dear Mr. Chairman:

I am pleased to submit this notification to Congress, prepared in accordance with Section 1105 of the Fixing America's Surface Transportation (FAST) Act, with proposed Fiscal Year 2016 Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) grants, authorized by the FAST Act's Nationally Significant Freight and Highway Projects program. The FAST Act 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. This notification includes an evaluation and justification for each project and the amount of the proposed grant award.

I have sent a similar letter to the Ranking Member of the House Committee on Transportation and Infrastructure and to the Chairman and Ranking Member of Senate Committee on Environment and Public Works.

If I can provide further information or assistance, please feel free to call me.

Sincerely,

Anthony R. Foxx

Enclosure

FASTLANE FY 2016 Proposed Awards

Pursuant to Section 1105 of the FAST Act, the Department is providing this list of proposed awards to the authorizing committees of jurisdiction. The list must remain with the committees for 60 days before issuing the awards.

The U.S. Department of Transportation conducted a thorough and fully documented review process to choose projects that will have significant regional and national impacts by reducing congestion, expanding capacity, using innovative technology, improving safety, or moving freight more efficiently.

This list of proposed Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) grant awards is the culmination of a thorough technical assessment of 212 applications requesting a total of $9.8 billion, more than 10 times the available amount. Due to funding limitations, we were only able to fund a small percentage of the excellent, eligible applications.

Interstate 10 Phoenix to Tucson Improvements

Arizona Department of Transportation
Pinal County, Arizona, Rural

Proposed Grant Amount: $54,000,000

Project Justification

The Arizona Department of Transportation will be awarded $54,000,000 of a $157,500,000 project to make improvements along I-10 between Phoenix and Tucson. The corridor has three bottleneck areas where I-10 is only two lanes in each direction. Additionally, two interchanges within the corridor have substandard geometric features such as narrow lane widths and inadequate acceleration and deceleration lanes. In the summer and fall, dust storms create hazardous conditions for motorists and pose a public safety risk because they are quick-moving and hard to predict. The project will 1) Realign and widen approximately four miles of I-10 from two to three lanes in each direction near Picacho, including utility relocation, two new bridges, drainage, traffic signals, and lighting; 2) Widen approximately three miles of I-10 near milepost 196 from two to three lanes in each direction, including two bridges and construction of auxiliary lanes; and 3) Install dust storm early warning technology along I-10. The application included a fourth improvement, preliminary engineering and planning for widening I-10 from milepost 160 to milepost 187 but this is not included in the proposed award.

Project Evaluation

Between Tucson and Phoenix, I-10 carries as many as 120,000 vehicles per day and as many as 30 percent of the vehicles are trucks. The corridor averages 10,000 units (165,000 tons) of freight per day. By addressing geometric deficiencies along the corridor, including narrow ramp width, short acceleration/deceleration lengths, and insufficient design speeds, the project is expected to reduce traffic fatalities and serious injuries, generating safety outcomes. Additionally, implementation of the Intelligent Transportation System (ITS) dust storm warning system is expected to significantly reduce the frequency and severity of accidents due to dust storms. Since 2000, eight fatalities and more than 50 crashes occurred in the section of roadway slated for the dust early warning technology. The crash rate is estimated to reduce by half as a result of system construction, improving safety outcomes. By reducing delay and allowing for more efficient through speeds, the project is expected to generate time travel savings, which generates significant mobility benefits.

SR-11 Segment 2 and Southbound Connectors

California Department of Transportation and San Diego Association of Governments
San Diego County, California, Urban

Proposed Grant Amount: $49,280,000

Project Justification
The California Department of Transportation, in partnership with the San Diego Association of Governments, will be awarded $49,280,000 in funding to construct SR-11 Segment 2 and Southbound Connectors project. International trade by value has grown by 115 percent since 2003 at the Otay Mesa Port of Entry (POE). Trucks using the Otay Mesa crossing must rely on local roads to access SR-905 and points beyond. The project will construct the final segment of a new freeway (California SR-11) to the future Otay Mesa East Port of Entry, as well as southbound connectors linking SR-125 to both southbound SR-905 (which leads to the existing Otay Mesa POE) and eastbound SR-11. The total project cost is $172,200,000.

Project Evaluation
The Otay Mesa POE is the second busiest commercial border crossing on the U.S.-Mexico border by number of crossings, and the busiest commercial crossing in California. The project is expected to produce significant travel time for cars and trucks traveling across the border at the existing Otay Mesa POE and at the future Otay Mesa East POE. The project will provide substantial mobility and economic benefits to thousands of trucks and cars diverted to a more direct and efficient highway to travel across the border. The project will also expand overall cross-border capacity, reducing congestion and wait times at other San Diego area crossings, which collectively handle 100,000 vehicles and 5,500 trucks daily.

Arlington Memorial Bridge Reconstruction Project

National Park Service and District of Columbia Department of Transportation
District of Columbia, Urban

Proposed Grant Amount: $90,000,000

Project Justification
The National Park Service, jointly with the District Department of Transportation, will be awarded $90,000,000 toward Phase 1 of the reconstruction of the Arlington Memorial Bridge. The Memorial Bridge, which was originally built in 1932, has exceeded its 75-year design life and is structurally deficient, having never undergone a major rehabilitation. It is currently posted with a 10-ton load limit and buses are prohibited from crossing. Without a major overhaul, the project will be closed to vehicular traffic in 2021. Phase 1 will focus on the approach spans, which are the most in need of repairs, at a total cost of $166,000,000. Completion of Phase 1 will allow the bridge to remain open until 2030 while additional actions are taken to complete Phase 2, the reconstruction of main bascule span.

Project Evaluation
The Memorial Bridge currently carries approximately 68,000 vehicles and thousands of pedestrians and bicyclists daily across the Potomac River. As one of six Potomac bridges in the congested Washington metro area, it is a critical link in the region's transportation network. As such, extending the useful life of the bridge contributes significant mobility benefits. If the bridge were closed to vehicular traffic, it would cause approximately 15,000 hours of vehicle delay per day on the regional transportation network. The additional congestion caused by closure of the bridge is predicted to discourage more than 4,000 total

crossings of the Potomac River, reducing regional economic activity. Phase 1 of the project will forestall these negative economic outcomes for at least nine years and allow the project sponsor to pursue funding to complete Phase 2.

Port of Savannah International Multi-Modal Connector
Georgia Ports Authority
Savannah, Georgia, Urban

Proposed Grant Amount: $44,000,000

Project Justification
The Georgia Ports Authority will be awarded $44,000,000 of a $126,700,000 project to reconfigure the Port of Savannah's on-dock intermodal container transfer facilities to bring rail switching activities inside the Port. Current switching on existing rail infrastructure causes traffic backups on two state highways, and prevents all of the containers that are loaded onto railcars one day from leaving the Port that same day. The current inefficient yard arrangement is the port's largest productivity chokepoint. The project includes the following improvements: 1) building two arrival/departure tracks and extending the track east from Chatham Yard to new arrival/departure tracks; 2) rebuilding a bridge over new yard tracks, Pipemakers Canal; 3) extending Chatham Yard arrival/departure tracks into Mason Yard as working tracks as well as two additional arrival/departure tracks; 4) building two new work tracks at Mason Yard, adding high-capacity cranes, and building new storage tracks; and 5) relocating the Norfolk Southern Foundation Lead track parallel to arrival/departure tracks between Mason Yard and Chatham Yard. We estimate approximately $32,000,000 of this project will count toward the five-year $500 million limit for freight rail, port, and intermodal projects, as established in 23 U.S.C. 117(d)(2).

Project Evaluation
In 2015, the Port of Savannah handled more containers than it ever had before, reaching its forecasted 2017 levels. The project will eliminate the current bottleneck, improving the way containerized cargo is transported between the port and cities across the United States, and add enough capacity to handle the port's growth projections well into the next decade. The project will reduce the long wait times for motorists currently associated with the at-grade crossings while trains maneuver in and out of the port.

By bringing rail switching activities inside the port and away from the surrounding community and neighborhoods, the project will reduce highway collisions and related driver injuries and fatalities by reducing potential rail-vehicle grade-crossing collisions and reducing truck traffic on roadways. The project will result in a decrease in the number of times a day that trains cross SR-25 from the 26 to 39 daily occurrences that happen today to just 8 per day. The reduction in risk associated with potential rail-vehicle grade-crossing collisions will also be significant on State Roads (SR) 25 and 21, over which 42,000 vehicles travel daily, and which are designated emergency vehicle access roads for first responders. The project will also build rail capacity at the port and speed service, generating freight mobility and economic outcomes through more direct and efficient movement of containerized freight.

I-10 Freight Corridor Rehabilitation and Expansion (CoRE)
Louisiana Department of Transportation and Development
Lafayette, Louisiana, Rural

Proposed Grant Amount: $60,000,000

Project Justification
The Louisiana Department of Transportation and Development (DOTD) will be awarded $60,000,000 of a $193,508,409 project to replace pavement and add an additional lane on I-10 in Lafayette, Louisiana between the I-10/I-49 interchange and the Atchafalaya Floodway Bridge. Much of this corridor was last paved in the 1960s, resulting in poor pavement condition. This project will include the approximately seven mile west segment and approximately three mile east segment of the corridor; DOTD will complete the middle segment, approximately five miles, as part of a second phase.

Project Evaluation
Interstate 10 from Lafayette to the Atchafalaya Basin has two-lanes in each direction and carried 120 million tons of freight worth $204 billion in 2015. The west segment has an annual average daily traffic (AADT) of 74,591 and the east segment an AADT of 52,240, approximately one-third of which are trucks. Truck traffic is projected to grow from 33 percent to 55 percent by 2038 along this corridor. Repaving and widening I-10 to a three-lane interstate configuration with excellent pavement conditions will add capacity to accommodate that projected traffic growth and improve speeds and travel efficiencies as a result of smoother roadway surfaces. Travel time savings from improved operating network speeds and decreased vehicle operating costs, particularly for freight, generate economic and mobility outcomes.

Conley Terminal Intermodal Improvements and Modernization

Massachusetts Port Authority (MASSPORT)
Boston, Massachusetts, Urban

Proposed Grant Amount: $42,000,000

Project Justification
The Massachusetts Port Authority will be awarded $42,000,000 of a $102,890,000 project to improve the facilities and structures of the Paul W. Conley Terminal in the Port of Boston. Elements of the project include: 1) deepening, strengthening and repairs to Berth 11; 2) constructing Berth 12 fender improvements and backland pavement; 3) implementing refrigerated container storage improvements; and 4) building new gate facilities. These improvements are needed to accommodate larger vessels visiting the port as a result of worldwide expansion of freight movement and ocean carriers maximizing the efficiency of their trade routes. We estimate approximately $42,000,000 of this project will count toward the five-year $500 million limit for freight rail, port, and intermodal projects, as established in 23 U.S.C. 117(d)(2).

Project Evaluation
Over the past several years, the size of the container vessels calling upon the Port of Boston has grown from 2100-5100 TEU vessels to vessels carrying over 8000 TEUs. Because these larger vessels require more substantial berthing facilities, the Conley terminal is undergoing greater stress with each vessel visit. The current facility has outlived its useful life and is in need of total refurbishment. It is expected that vessels visiting the terminal will increase in size more than 150 percent between now and 2019.

The Conley Terminal Project will generate economic and mobility outcomes throughout the region. It will improve the movement of goods by enhancing the state of good repair for existing port infrastructure, eliminating unnecessary trips on severely congested sections of I-95, and enhancing the resiliency of the largest container terminal in New England. The deepening of the berths will improve safety for the vessels in the port and provide the required margin of safety for operation without the risk of grounding.

Optimizing current and future freight movements will help Conley serve as a viable resource for global container shipments, positively affecting traffic congestion and emissions throughout the Northeast.

I-390/I-490/Route 31 Interchange, Lyell Avenue Corridor Project
New York State Department of Transportation
Town of Gates, New York, Urban

Proposed Grant Amount: $32,000,000

Project Justification
The New York State Department of Transportation will be awarded $32,000,000 of a $162,900,000 project to reconstruct the I490/390/NY 390 and the NY 390 and NY 31 (Lyell Avenue) interchanges in the Town of Gates, west of Rochester, New York. The interstate interchange is the busiest in the Rochester/Finger Lakes Region, supporting 200,000 vehicles per day on the combined routes, with trucks accounting for a significant percentage of daily traffic on some ramps. The current configuration results in bottlenecks and crashes due to short multi-lane weaving sections and unsafe merging maneuvers. The project will: 1) replace the NY 31/Lyell Avenue bridge over NY 390; 2) construct northbound I-390/NY 390 ramp improvements; 3) construct southbound I-390/NY 390 ramp improvements; and 4) realign the I-390 eastbound/I-490 westbound interchange ramp to NY 31 to eliminate an offset intersection.

Project Evaluation
By providing two unimpeded I-390 north and south bound through lanes with isolated exit movements, isolating I-490 ramp movements from mainline flow, and realigning the I490/390/NY 390 interchange, the project will improve geometric deficiencies and traffic flow. The standardized movements will reduce accidents and generate safety improvements. The project will eliminate a major regional bottleneck, resulting in time travel savings and mobility outcomes.

US 69/75 Bryan County
Oklahoma Department of Transportation
Calera, Oklahoma, Rural

Proposed Grant Amount: $62,000,000

Project Justification
The Oklahoma DOT (ODOT) will be awarded $62,000,000 of a $120,625,000 project to improve safety and efficiency of high volume freight traffic along the US 69/75 corridor in southern Oklahoma (Calera, Bryan County). The project will upgrade an existing arterial highway with numerous access points and three signalized intersections to make it a fully controlled access facility with grade separations and functional frontage roads. The project also includes a roadway/rail grade separation in the town of Calera to facilitate east-west movements through the town.

Project Evaluation
US Route 69/75 is a bi-national freight corridor connecting the border crossing at Laredo, Texas to Dallas, St. Louis, and the Canadian border. Removing three traffic signals along US 69/75, eliminating two at-grade railroad/local street crossing conflicts, and increasing the speed limit from 55 to 70 miles per hour generates mobility and economic outcomes through improved safety and freight movement for both rail and commercial vehicles. Reducing congestion facilitates travel time and fuel-cost savings. The project's grade separations will generate positive safety outcomes, including crash prevention and increased safety for non-motorized vehicles and pedestrians. The project also promotes community

outcomes through increased connections and access from the new overpasses to link a community divided by rail and road facilities.

Atlantic Gateway: Partnering to Unlock the I-95 Corridor

Virginia Department of Transportation
Commonwealth of Virginia, Urban

Proposed Grant Amount: $165,000,000

Project Justification
The Virginia Department of Transportation will be awarded $165,000,000 to support the Atlantic Gateway project, a corridor approach to improving mobility across the Eastern seaboard. The total Atlantic Gateway project is $905,000,000. The FASTLANE award will be combined with other public and private funding from multiple partners to invest in rail and highway capacity, including constructing approximately six miles of a fourth mainline from the South bank of the Potomac River to Alexandria, extending the express lanes on I-395 north to the Pentagon and on I-95 south to Fredericksburg, and improving general purpose lanes on segments of I-395 to add capacity and improve safety. Other elements of the Atlantic Gateway project include constructing a third main rail line between Franconia and Occoquan, expanding I-95 southbound capacity across the Rappahannock River, rest area reconstruction, and truck parking. We estimate approximately $45,000,000 of this project will count toward the five-year $500 million limit for freight rail, port, and intermodal projects, as established in 23 U.S.C. 117(d)(2).

Project Evaluation
The project will generate substantial time savings for travelers across the corridor. The expanded express lanes will provide a congestion-free option for drivers traveling on I-395 between the Beltway and the Pentagon, on their way to or from Washington, DC. Truck freight movement will also benefit from reduced congestion on I-95 and I-395. CSX freight trains will benefit from additional operational flexibility provided by the new mainline track. For riders on Amtrak and the Virginia Railway Express, the improvements add capacity, which will be critical to future expansions of intercity passenger and commuter rail service. The additional rail capacity for both freight and passenger traffic helps to unlock the benefits of the highway improvements, and vice-versa. The components of the project work together to improve mobility for people and goods throughout the region.

South Lander Street Grade Separation and Railroad Safety Project

City of Seattle
Seattle, Washington, Urban

Proposed Grant Amount: $45,000,000

Project Justification
The City of Seattle will be awarded $45,000,000 of a $140,000,000 project to grade separate South Lander Street over the north/south BNSF rail line. Located south of downtown Seattle, South Lander Street currently intersects with a major freight rail line, near the port, with more than 3,200 rail cars traversing the line per day. In addition to freight trains, there are eight passenger trains and twenty commuter trains per day. These trains result in hours of daily delay for the 12,900 vehicles that cross the at-grade crossing. More than 1,500 people a day use South Lander Street to cross on foot or by bike. The project supports access between Port of Seattle terminals, intermodal facilities, and the state highway system.

Project Evaluation
The South Lander Street Project will reduce delay and establish a reliable corridor for all users, generating significant mobility outcomes. The project also generates significant safety outcomes for passenger and freight vehicles, pedestrians, and bikers. Between 2011 and 2015, the crossing experienced seven serious injuries involving bikers and six accidents involving pedestrians, including two rail-related fatalities. In this same period, the crossing was the site of 85 vehicle collisions, 42 of which resulted in injuries. This grade separation will generate mobility, reliability, connectivity, and safety benefits for the pedestrians, bikers, vehicles, trucks, rail traffic, and port traffic that cross this intersection.

I/39/90 Corridor Project

Wisconsin Department of Transportation
Janesville, Wisconsin, Rural

Proposed Grant Amount: $40,000,000

Project Justification
The Wisconsin Department of Transportation (WisDOT) will be awarded $40,000,000 toward the construction of several components of the I-39/90 Corridor Expansion project, including the approximately four-mile Janesville segment and two other components. Lack of capacity along the corridor creates major delays with travel times increased by 58 to 82 percent during peak periods. The average annual daily traffic volume for this segment is estimated to be between 55,000 and 59,000 vehicles with approximately 28 percent truck traffic. This section of roadway exceeds the statewide averages of truck-related crashes and fatalities. The project is part of a 45-mile corridor project costing $1,195,300,000. The project will reconstruct the roadway to expand a four-lane divided highway into an eight-lane divided highway with a separated concrete median barrier. The project includes eight new bridges and the widening, re-decking, or both of approximately four bridges. Noise walls will be constructed on both sides of the interstate for the residential properties bordering the highway. All signage will be replaced, including approximately three new overhead sign structures. The current interstate grade will be raised to meet standard vertical clearances at the four local streets that pass underneath the mainline. The interchange at Avalon Road will be reconstructed into the first Diverging Diamond Interchange configuration in the State, which increases capacity more than conventional designs while decreasing the opportunities for collision as much as 50 percent from diamond interchanges.

Project Evaluation
In 2013, 67 million tons of freight moved through this segment of I-39/90 and growth projections estimate the annual total will exceed 130 million tons by 2040. By eliminating a highway bottleneck, the project produces travel time savings and increases the capacity and volume of the corridor, generating mobility benefits. The project also generates safety outcomes through the construction of a median barrier wall, which is anticipated to reduce the number of crashes on this segment. Overall community benefits include time savings, noise reduction from noise walls, and better access to community facilities and tourist destinations.

Truck Parking Availability Systems
Florida Department of Transportation
State of Florida, Rural (Small Project)

Proposed Grant Amount: $10,778,237

Project Justification
The Florida Department of Transportation (FDOT) will be awarded $10,778,237 for the $23,983,850 Truck Parking Availability System (TPAS) project. The project will install an Intelligent Transportation System (ITS) to detect available truck parking at approximately 74 public facilities across the entire Interstate System in Florida. In addition, the project will collect information on some private locations. This information will be communicated to truckers via dynamic messaging, 511, website and mobile applications, as well as onboard technology in partnership with WAZE and HERE. This will allow truckers to plan their routes to comply with Federal safety regulations, minimize the time spent looking for parking, and prevent parking in unsafe locations. The project will also allow FDOT and private suppliers to maximize usage of existing truck parking facilities.

Project Evaluation
Florida moves 762 million tons of freight annually, approximately 77 percent of which moves by truck. As the movement of freight by truck increases, so does the demand for truck parking. The project will improve the efficiency of regional freight movement by decreasing the amount of time truckers look for parking at the end of their shifts. This will decrease congestion on the highway system and reduce associated emissions, decrease driver fatigue and associated accidents, and decrease wasted travel time. By providing real-time truck parking information, the project will decrease travel time for commercial vehicles, generating economic outcomes through increased efficiency of truck movements. The project also will generate safety outcomes by decreasing travel time and facilitating hours-of-service compliance. The project features strong partnership activity across the public and private sectors, with anticipated innovation and partnership outcomes in interoperability with other regional truck parking information technologies.

Cedar Rapids Logistics Park
Iowa Department of Transportation
Cedar Rapids, Iowa, Rural (Small Project)

Proposed Grant Amount: $25,650,000

Project Justification
The Iowa Department of Transportation (I-DOT) will be awarded $25,650,000 of a $46,500,000 project to build a full service intermodal facility in Cedar Rapids. Cedar Rapids is located between Chicago, Kansas City, and Minneapolis, yet lacks the intermodal capabilities of many other cities of similar size. The project will construct integrated facilities for a container intermodal terminal; a rail-to-truck transload facility for bulk commodities; and a cross-dock facility for consolidating and redistributing truck loads, as well as loading and unloading containers. We estimate approximately $25,650,000 of this project will count toward the five-year $500 million limit for freight rail, port, and intermodal projects, as established in 23 U.S.C. 117(d)(2).

Project Evaluation
The intermodal facility is designed to optimize the freight transportation network to: minimize cost and travel time and improve supply chain efficiency; establish new truck cross-docking operations to enable greater opportunities to consolidate truck freight for Iowa shippers; and establish new rail container intermodal and bulk transload facilities to enable access to lower-cost rail services for Iowa businesses.

The project will improve the efficiency and reliability of the regional and national movement of intermodal freight. The proposed project will provide Iowa and surrounding states with access to a high capacity, efficient, and cost-competitive facility to move goods from truck to rail and vice versa, generating economic and mobility outcomes. The project is also projected to generate significant safety benefits through avoided crashes and environmental benefits because efficient freight rail movement will reduce emissions.

U.S. 95 North Corridor Access Improvement Project

Idaho Department of Transportation
Kootenai County, Idaho, Rural (Small Project)

Proposed Grant Amount: $5,100,000

Project Justification

The Idaho Transportation Department (ITD) will receive $5,100,000 of an $8,500,000 project for operational improvements along approximately nine miles of US 95 in Kootenai County, Idaho between Interstate 90 and the US 95 intersection with Idaho State Highway 53. The project will correct traffic signal spacing, implement adaptive signal timing, close vehicle-median crossings at non-signalized locations to reduce the number of crossing conflict points throughout the corridor, and provide better connectivity to adjacent local roads and businesses in the corridor.

Project Evaluation

This project will provide operational improvements to eliminate bottlenecks and congestion caused by inefficient traffic signal spacing and access conflict points with adjacent local roads. With this project's improvements to the corridor, travel times are expected to improve over current conditions, generating mobility benefits. Reducing the number of crossing conflicts with mainline traffic movement, will reduce merge-related accidents, generating safety improvements.

Maine Intermodal Port Productivity Project

Maine Department of Transportation
Portland, Maine, Rural (Small Project)

Proposed Grant Amount: $7,719,173

Project Justification
The Maine Department of Transportation will be awarded $7,719,173 towards a $15,438,347 project to provide infrastructure improvements, equipment, and technology investments for the Port of Portland. Currently, cargo is offloaded at Canadian ports and transshipped to the U.S. via truck, causing highway congestion. Improvements to the Port of Portland consist of: 1) removing existing maintenance facility and infill of the wharf; 2) installing new mobile harbor crane and other cargo handling equipment; 3) constructing a highway and rail crossing upgrade; and 4) building a terminal operations and maintenance

center. We estimate approximately $7,122,485 of this project will count toward the five-year $500 million limit for freight rail, port, and intermodal projects, as established in 23 U.S.C. 117(d)(2).

Project Evaluation
By addressing the capacity and infrastructure needs at the Port of Portland, the project will improve freight mobility and relieve highway congestion between Portland and Canadian Ports. Containers brought directly to Portland for U.S. consumption will minimize interstate highway miles and reduce congestion at border crossings. This project will reduce traffic on I-95, highway maintenance requirements, and possible truck-crash related injuries. Capacity and state of good repair improvements for the railroads at the port and the rail line serving the port allow for expansion of intermodal service by rail.

Cross Harbor Freight Program

Port Authority of New York and New Jersey
Jersey City, New Jersey and New York, New York, Urban (Small Project)

Proposed Grant Amount: $10,672,590

Project Justification
The Port Authority of New York and New Jersey will be awarded $10,672,590 of a $17,787,650 project for intermodal rail improvements to help optimize the Port Authority's railcar float system and thus reduce significant existing highway truck traffic in the area. The project includes two components. First, as part of the 65th Street Yard Improvements, the project will extend the existing transloading dock, (increasing its capacity from 3 to 12 railcars), cover the transloading dock with a canopy to protect sensitive cargo from the elements, pave certain areas in the Yard for easier transloading, and install other improvements, including a truck weigh station. Second, as part of the Port Jersey Division Second Track improvements, the project will double-track a portion of the Port Jersey Division of New York New Jersey Rail, LLC ("NYNJR"), currently a single-track freight line (known as the Port Jersey Lead Track) serving a series of local warehouses and distribution centers adjacent to Greenville Yard, build a second track along NYNJR's Port Jersey Division, and shift the interchange of railcars for that line between Conrail and NYNJR out of Greenville Yard and onto the new second track. The application included a Tier II Environmental Review and Preliminary Engineering component consisting of an environmental assessment for Enhanced Carfloat Service and an environmental impact statement for a Rail Tunnel Alternative, but the proposed award does not include funding for that planning component. We estimate approximately $10,672,590 of this project will count toward the five-year $500 million limit for freight rail, port, and intermodal projects, as established in 23 U.S.C. 117(d)(2).

Project Evaluation
In 2008, the Port Authority purchased NYNJR, operator of the last railcar float system in New York Harbor. This system moves freight in loaded railcars, via marine rail barge (carfloat), from Greenville Yard in Jersey City, New Jersey, to 65th Street Yard in Brooklyn, New York, and vice versa. The system has grown from less than 1,000 revenue cars annually to nearly 4,000.

The improved transloading facilities will facilitate more efficient carfloat service, making it more attractive to both shippers and receivers and generating economic outcomes through improved freight mobility. Adding a second track will reduce rail congestion within Greenville Yard. This project is expected to generate economic and mobility outcomes through reductions in highway truck traffic, resulting in travel time savings for highway users in and around the New York/New Jersey area.

Coos Bay Rail Line – Tunnel Rehabilitation Project
Oregon International Port of Coos Bay
Lane, Douglas, and Coos Counties, Oregon, Rural (Small Project)

Proposed Grant Amount: $11,000,000

Project Justification
The Oregon International Port of Coos Bay will be awarded $11,000,000 of a $19,555,000 project to rehabilitate tunnel infrastructure on the Coos Bay Rail Line (CBRL), as current structural, track, and drainage conditions could pose risks to continued operations on the line. The project will improve nine tunnels between a connection with the Union Pacific Railroad near Eugene, Oregon, and rail shippers in the western Lane, Douglas and Coos Counties region of southwest Oregon. We estimate approximately $11,000,000 of this project will count toward the five-year $500 million limit for freight rail, port, and intermodal projects, as established in 23 U.S.C. 117(d)(2).

Project Evaluation
The project will help the port maintain long-term, low-cost rail transportation service to freight rail users served by the CBRL, and to the Port of Coos Bay itself. The project will ensure that structural, track, and drainage conditions in the tunnels do not pose a safety or reliability risk to continued operations on the line, generating economic and mobility outcomes by allowing for efficient traffic flow on the rail line and helping alleviate congestion on US Highway 101, and Oregon State Highways 126, 38 and 42.

Strander Boulevard Extension and Grade Separation Phase 3
City of Tukwila, Washington
City of Tukwila, Washington, Urban (Small Project)

Proposed Grant Amount: $5,000,000

Project Justification
The City of Tukwila, Washington will be awarded $5,000,000 of a $38,000,000 project to construct a grade separated crossing under a freight rail line and an approximately 1,250 liner foot arterial from SR 181 to SW 27th Street, turn lanes, and related facilities in the Green River Valley. Green River Valley's northern portion lacks an east-west corridor, which restricts freight circulation and causes the freeways to be used as connecting arterials. Additionally, Stander Boulevard is currently closed at the freight rail tracks due to the unsafe nature of the grade crossing.

Project Evaluation
The project generates safety outcomes by providing a grade-separated crossing between vehicular traffic and freight and passenger trains and excessive turn movements at key intersections. The project also creates a new east-west link in the Green River Valley, increasing capacity and improving freight mobility by providing an alternate truck route within a quarter mile of I-405 and eliminating delay on other north-south freight corridors. The project removes a freight bottleneck that constrains system performance and capacity, creating travel time savings for roadway users.