



THE SECRETARY OF TRANSPORTATION
WASHINGTON, DC 20590

July 10, 2014

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 send you the 2014 Report to Congress on Projects of National and Regional Significance (PNRS), as required by Section 1301(k) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). This annual report to the House Committee on Transportation and Infrastructure and the Senate Committee on Environment and Public Works includes a funding table that shows the amounts allocated to finance grants under Section 1301(k).

Section 1301(m) of SAFETEA-LU required the Secretary of Transportation to allocate amounts in this section from Fiscal Year (FY) 2005-2009 for grants to carry out the 26 projects designated in the table of "Projects of National and Regional Significance" incorporated under Section 1301. As of October 2013, eight years after the funding was authorized, of the \$1.612 billion in funds allocated for projects in the program, \$1.363 billion has been obligated (approximately 85 percent), and \$1.023 billion has been spent (approximately 63 percent of allocated funds). Section 1120 of the Moving Ahead for Progress in the 21st Century Act amended Section 1301 of SAFETEA-LU by authorizing an amount of \$500 million for FY 2013 to carry out this program and to remain available until expended. However, these funds were not appropriated in FY 2013.

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

Sincerely,

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Anthony R. Foxx

Enclosure



THE SECRETARY OF TRANSPORTATION
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July 10, 2014

The Honorable Nick J. Rahall, II
Ranking Member
Committee on Transportation and Infrastructure
U.S. House of Representatives
Washington, DC 20515

Dear Congressman Rahall:

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THE SECRETARY OF TRANSPORTATION

WASHINGTON, DC 20590

July 10, 2014

The Honorable Barbara Boxer
Chairman
Committee on Environment and Public Works
United States Senate
Washington, DC 20510

Dear Chairman Boxer:

I am pleased to send you the 2014 Report to Congress on Projects of National and Regional Significance (PNRS), as required by Section 1301(k) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). This annual report to the House Committee on Transportation and Infrastructure and the Senate Committee on Environment and Public Works includes a funding table that shows the amounts allocated to finance grants under Section 1301(k).

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THE SECRETARY OF TRANSPORTATION
WASHINGTON, DC 20590

July 10, 2014

The Honorable David Vitter
Ranking Member
Committee on Environment and Public Works
United States Senate
Washington, DC 20510

Dear Senator Vitter:

I am pleased to send you the 2014 Report to Congress on Projects of National and Regional Significance (PNRS), as required by Section 1301(k) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). This annual report to the House Committee on Transportation and Infrastructure and the Senate Committee on Environment and Public Works includes a funding table that shows the amounts allocated to finance grants under Section 1301(k).

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**Projects of National and Regional Significance
2014 Report to Congress
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**United States Department of Transportation
Federal Highway Administration**

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MAP-21 Amendments: New Reporting Requirements

Section 1120 of the Moving Ahead for Progress in the 21st Century Act (MAP-21), Public Law 112-141, covers Projects of National and Regional Significance (PNRS). This section includes several amendments to Section 1301 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Section 1120 requires that no later than 30 days after the date on which the Secretary selects a project for funding under this section, the Secretary shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Environment and Public Works of the Senate a report that describes the reasons for selecting the project, based on the criteria described in Section 1301(f) of SAFETEA-LU. Because no funds were appropriated in Fiscal Year (FY) 2013, this report is not required.

Also, no later than 2 years after the date of enactment of MAP-21, the Secretary shall submit a report to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Environment and Public Works of the Senate regarding PNRS. The purpose of the report issued under this subsection shall be to identify PNRS that;—

- will significantly improve the performance of the Federal-aid highway system, nationally or regionally;
- are able to generate national economic benefits that reasonably exceed the costs of the projects, including increased access to jobs, labor, and other critical economic inputs;
- reduce long-term congestion, including impacts in the State, region, and the United States (U.S.), and increase speed, reliability, and accessibility of the movement of people or freight;
- improve transportation safety, including reducing transportation accidents, and serious injuries and fatalities; and
- can be supported by an acceptable degree of non-Federal financial commitments.

The report issued shall include a comprehensive list of each project of national and regional significance that has been compiled through a survey of State departments of transportation and has been classified by the Secretary as a PNRS in accordance with this section along with an analysis of the information collected including a discussion of the factors supporting each classification of a project as a PNRS; and recommendations on financing for eligible project costs. This report is currently under development.

Project Status

As of October 2013, the Federal Highway Administration (FHWA) has received project descriptions and provided funding allocation for all 26 projects designated under SAFETEA-LU, Section 1301(m). The following tables summarize the status and funding of the 26 projects.

The FHWA developed implementing guidance for PNRs SAFETEA-LU grantees and posted it on the Internet in early 2006. All grant recipients for projects designated under PNRs were asked to submit project descriptions to FHWA in order to initiate the release of designated funds. The project descriptions, which included information on project purpose, scope, cost, planning, and finance, were submitted to the FHWA Division Office through the State departments of transportation where the projects are located. (Only one project description is required to be submitted for the 5 years of funding authorized by SAFETEA-LU).

The FHWA Division Office reviews and comments on the project description and forwards the description to the FHWA Headquarters where U.S. Department of Transportation (DOT) staff from the relevant modal agencies, along with the Office of the Secretary, review the proposal. This review is to ensure that the proposed work is aligned with the congressionally designated project and to determine where and how DOT could assist in project implementation.

As of October 2013, all 26 projects designated in the legislation, with a total authorized funding of \$1.779 billion, have submitted information describing the project and funds have been allocated to each project. Of the \$1.612 billion in funds allocated for projects in the program, \$1.363 billion has been obligated (approximately 85 percent), and \$1.023 billion has been spent (approximately 63 percent) as of October 2013.

Section 1120 of MAP-21 amends Section 1301 of SAFETEA-LU by authorizing an amount of \$500 million for FY 2013 to carry out this program and to remain available until expended. No funds authorized under MAP-21 were appropriated in FY 2013.

This report informs Congress on progress made in funding the designated projects and progress made in establishing the regulatory framework called for in Section 1301(f)(6). However, since Section 1301(m) designated all of the FY 2005-2009 funding for the program to specific projects, and none of the funds authorized under MAP-21 for FY 2013 were appropriated upon the completion of this report, the report does not contain any discussion of proposals to allocate the funding, nor any recommendations regarding projects planned for use of such funding.

SAFETEA-LU Projects of National and Regional Significance Status as of October 2013			
State	Project	5-Year Authorized Amount	Status
CA	Bakersfield Beltway System	\$140 m	FY 05-FY 09 Funding Allocated
	Inland Empire Goods Movement (Norton AFB)	\$55 m	FY 05-FY 09 Funding Allocated
	Alameda Corridor East	\$125 m	FY 05-FY 09 Funding Allocated
	Transbay Terminal	\$27 m	FY 05-FY 09 Funding Allocated
	Gerald Desmond/I-710 Gateway Project	\$100 m	FY 05-FY 09 Funding Allocated
	Sacramento Intermodal Station	\$3 m	FY 05-FY 09 Funding Allocated
CO	Union Station (Denver)	\$50 m	FY 05-FY 09 Funding Allocated
IL	O'Hare Bypass	\$140 m	FY 05-FY 09 Funding Allocated
	CREATE	\$100 m	FY 05-FY 09 Funding Allocated
	Mississippi River Bridge	\$150 m	FY 05-FY 09 Funding Allocated
MI	Blue Water Bridge Border Plaza (Port Huron)	\$7.4 m	FY 05-FY 09 Funding Allocated
MI	NAFTA Rail	\$12.6 m	FY 05-FY 09 Funding Allocated
MN	Union Depot Multimodal Transit Facility	\$50 m	FY 05-FY 09 Funding Allocated
NJ	Liberty Corridor	\$100 m	FY 05-FY 09 Funding Allocated
NM	Relocate El Paso, TX Rail Yard to Santa Teresa	\$14 m	FY 05-FY 09 Funding Allocated
NY	Cross Harbor Freight Movement Project	\$100 m	FY 05-FY 09 Funding Allocated
OR	I-5 Bridge Repair	\$160 m	FY 05-FY 09 Funding Allocated
PA	US 422 Widening and Interchange Improvements (Montgomery County)	\$20 m	FY 05-FY 09 Funding Allocated
	Route 28 Widening and Improvements (Allegheny County)	\$15 m	FY 05-FY 09 Funding Allocated
	I-80 Improvements (Monroe County)	\$15 m	FY 05-FY 09 Funding Allocated
SC	I-73 Construction (Myrtle Beach to NC State Line)	\$40 m	FY 05-FY 09 Funding Allocated
VA	Portsmouth Rail Relocation	\$15 m	FY 05-FY 09 Funding Allocated
WA	Alaska Way Viaduct and Seawall Replacement	\$100 m	FY 05-FY 09 Funding Allocated
	Replacement of Alaskan Way Viaduct and Seawall (Seattle)	\$120 m	FY 05-FY 09 Funding Allocated
WI	Marquette Interchange Reconstruction (Milwaukee)	\$30 m	FY 05-FY 09 Funding Allocated
VA,WV, OH,[KY]	Heartland Corridor	\$90 m	FY 05-FY 09 Funding Allocated

Funding Info - Projects of National and Regional Significance (Sec. 1301)

State	Demo ID	Project List	Total Authorized Funding*	Estimated Total Project Cost	Total Distribution FY05-FY09	Amount Obligated as of October 2013**	Amount Expended as of October 2013	Percent Obligated as of October 2013	Percent Expended as of October 2013
CA	CA743	Bakersfield Beltway	\$140,000,000	\$336,454,000	\$126,824,454	\$29,326,173	\$11,720,049	23%	9%
CA	CA744	Inland Empire Goods Movement (Norton AFB)	\$55,000,000	\$598,914,000	\$49,823,893	\$28,459,643	\$10,620,520	57%	21%
CA	CA745	Alameda Corridor East	\$125,000,000	\$4,600,000,000	\$113,236,120	\$108,605,046	\$35,772,275	96%	32%
CA	CA746	Transbay Terminal	\$27,000,000	\$982,839,000	\$24,459,002	\$24,459,002	\$13,497,376	100%	55%
CA	CA747	Gerald Desmond Bridge/I-710	\$100,000,000	\$721,400,000	\$90,588,897	\$88,412,162	\$54,845,859	98%	61%
CA	CA748	Sacramento Intermodal	\$3,000,000	\$54,852,300	\$2,717,667	\$2,717,667	\$2,717,667	100%	100%
CO	C0112	Union Station (Denver)	\$50,000,000	\$434,474,000	\$45,294,448	\$45,294,448	\$44,035,021	100%	97%
IL	IL524	O'Hare Bypass	\$140,000,000	\$2,171,000,000	\$126,824,454	\$66,637,325	\$52,851,108	53%	42%
IL	IL525	CREATE	\$100,000,000	\$1,500,000,000	\$90,588,897	\$86,578,226	\$76,411,452	96%	84%
IL	IL526	Miss River Bridge	\$150,000,000	\$910,000,000	\$135,883,344	\$135,883,344	\$133,561,630	100%	98%
MI	MI274	Blue Water Bridge Border Plaza (Port Huron)	\$7,400,000	\$553,374,000	\$6,703,578	\$6,703,578	\$5,864,541	100%	87%
MI	MI310	NAFTA Rail	\$12,600,000	\$15,912,557	\$11,414,201	\$10,404,957	\$7,084,924	91%	62%
MN	MN238	Union Depot Multimodal Transit Facility	\$50,000,000	\$237,500,000	\$45,294,448	\$45,294,448	\$45,294,448	100%	100%
NJ	NJ272	Liberty Corridor	\$100,000,000	\$601,480,000	\$90,588,897	\$56,494,078	\$38,921,249	62%	43%
NM	NM077	Relocate El Paso, TX Rail Yard to Santa Teresa	\$14,000,000	\$13,466,000	\$12,682,446	\$10,851,935	\$9,073,201	86%	72%
NY	NY693/PY001	Cross Harbor Freight Movement Project	\$100,000,000	\$125,000,000	\$90,588,897	\$90,588,897	\$3,547,192	100%	4%
OR	OR174	I-5 Bridge Repair	\$160,000,000	\$863,479,000	\$144,942,234	\$142,913,320	\$125,684,478	99%	87%
PA	PA672	US422 Widening and Interchange Improvements (Montgomery County)	\$20,000,000	\$168,950,000	\$18,117,779	\$11,253,000	\$10,291,918	62%	57%
PA	PA673	Rte 28 Widening and Improvements (Allegheny County)	\$15,000,000	\$120,000,000	\$13,588,335	\$13,588,335	\$13,588,335	100%	100%
PA	PA674	I-80 Improvements (Monroe County)	\$15,000,000	\$18,750,000	\$13,588,335	\$960,000	\$60,425	7%	0%
SC	SC120	I-73 Construction (Myrtle Beach to NC State Line)	\$40,000,000	\$2,525,500,000	\$36,235,559	\$36,235,559	\$6,207,774	100%	17%
VA	VA239	Portsmouth Rail Relocation	\$15,000,000	\$59,600,000	\$13,588,335	\$13,588,335	\$13,588,335	100%	100%
WA	WA270	Alaska Way Viaduct and Seawall Replacement	\$100,000,000	\$2,800,000,000	\$90,588,897	\$90,588,897	\$90,588,897	100%	100%
WA	WA271	Replacement of Alaskan Way Viaduct and Seawall (Seattle)	\$120,000,000	See Above	\$108,706,675	\$108,706,675	\$108,706,674	100%	100%
WI	WI140	Marquette Interchange Reconstruction (Milwaukee)	\$30,000,000	\$890,000,000	\$27,176,669	\$27,176,669	\$27,176,669	100%	100%
VA, WV, OH, [KY]	N/A	Heartland Corridor	\$90,000,000	\$150,000,000	\$81,530,007	\$81,531,468	\$81,531,468	100%	100%
Total			\$1,779,000,000		\$1,611,576,468	\$1,363,253,188	\$1,023,243,487	85%	63%

* The total authorization funding levels in this table equal the totals authorized in SAFETEA-LU sections 1301, however the funding is subject to obligation limitation and other "take-downs" designated in the Appropriation Acts.

** Some of the participants of this program reported de-obligated projects funds due to project inactivity. The obligated amounts of funds as of October 2013 reflect these new funding levels.

Project Descriptions

The following summarizes project information submitted to DOT as part of project descriptions. This summary only contains projects that have completed the review process and received funding allocations. There are a total of 25 PNRS descriptions with 26 funding allocations (there are two allocations for the Alaskan Way Viaduct and Seawall project in Seattle, Washington).

Alameda Corridor East (CA)

Summary: In 2001, the Alameda Corridor East (ACE) Construction Authority, San Bernardino Associated Governments, Orange County Transportation Authority/City of Placentia, and the Riverside County Transportation Commission developed the comprehensive ACE Trade Corridor Plan. The ACE Trade Corridor Improvement Plan proposes highway/rail grade separations at 131 crossings, plus 61 additional crossing improvements. The ACE Trade Corridor extends the public infrastructure necessary to connect the Ports of Los Angeles and Long Beach and the Alameda Corridor to the transcontinental rail network through the Nation's second largest metropolitan area.

Eliminating vehicle conflicts at the 131 highest volume crossings will improve rail system reliability, significantly reduce the frequency of crossing accidents and railroad liability exposure, and further enhance the competitive position of southern California in attracting international trade.

By 2020, almost 13,000 vehicle hours of delay would be eliminated with these improvements, as would an estimated 370 accidents per year. In 2010, the congestion avoided by the 131 grade separations will eliminate approximately 288 tons per year of combined reactive organic gas, nitrogen oxides, and carbon monoxide annually.

The estimated cost of the total improvement program is \$4.6 billion. Currently the 4 counties have 25 projects funded and 7 projects completed. At least 10 projects will be funded by the PNRS funds.

Bakersfield Beltway System (CA)

Summary: The proposed Bakersfield Beltway System consists of the following three limited access expressway or freeway facilities on three different alignments:

- West Beltway—extends north-south from SR 58 to SR 119 along the western part of the metropolitan Bakersfield area.
- South Beltway—extends east-west from SR 58 to I-5 along the southern part of the metropolitan Bakersfield area.
- North Beltway—extends east-west from SR 99 to SR 43 along the northern part of the metropolitan Bakersfield area.

The proposed Beltway System will ultimately provide direct connections to I-5, SR 43, SR 99, and SR 119, thereby bypassing the metropolitan Bakersfield area. The PNRS funding will be used for conducting environmental studies, planning, preliminary engineering, design, right-of-way acquisition, and construction for various segments.

Gerald Desmond/I-710 Gateway Project (CA)

Summary: This project involves replacement of the Gerald Desmond Bridge which is a key component of the I-710 Corridor/Gerald Desmond Bridge Gateway Program. The I-710/Desmond Program is a comprehensive, strategic approach to addressing the congestion, air quality, and safety issues in the Corridor between the Ports of Long Beach/Los Angeles and SR 60. The Gerald Desmond Bridge is the westerly extension of the I-710 Corridor and is currently designated part of SR 710. The bridge replacement project entails demolition and replacement of the existing bridge with a six-lane cable-stayed bridge, and reconstruction of the Terminal Island East and I-710 Freeway/Desmond Bridge interchanges.

The I-710 Corridor/Gerald Desmond Bridge Gateway Program is a crucial transportation facility serving the Ports of Long Beach/Los Angeles, the region, State, and Nation. The I-710 Corridor and Gerald Desmond Bridge carry approximately 15 percent and 10 percent of all U.S. waterborne container volume, respectively. While the recently opened Alameda Corridor can be thought of as the trade "railway" gateway to the Nation, the I-710 Desmond Gateway is the de facto trade "highway" gateway to the Nation. The I-710/Desmond Gateway is presently experiencing serious performance problems due to a number of interrelated reasons, including traffic congestion and safety.

The Desmond Bridge is a National Highway System Intermodal Connector Route and part of the Federal Strategic Highway Network (National Defense Highway System). Additionally, the Port of Long Beach is designated as a strategic military out-load port by the DOT Maritime Administration (MARAD). The Gerald Desmond Bridge also provides access to MARAD's Ready Reserve vessels on Terminal Island.

Project benefits include the following:

Environmental Benefits—By replacing the existing four-lane bridge with a six-lane bridge, and by reducing the grade from 6 percent to 5 percent, air pollution resulting from traffic congestion (particularly diesel emissions from slow truck speeds and from idling) would decrease significantly.

Congestion Mitigation Benefits—Traffic operating conditions would improve from an unacceptable level of service F to an acceptable level of service D. Delays will be significantly reduced. By 2025, the replacement of the Gerald Desmond Bridge would reduce vehicle hours and vehicle miles traveled per day in the Corridor by about 5,115 vehicle hours traveled and 28,245 vehicle miles traveled, respectively.

Safety Benefits—The existing Gerald Desmond Bridge is not wide enough to enable the efficient and safe clearing of incidents/accidents. At present, there are various design deficiencies that contribute to the high accident rates on the I-710 Corridor and on the Gerald Desmond Bridge. Truck accidents occur frequently on the bridge, often times blocking both travel lanes, limiting emergency access and trapping vehicles on the bridge until the disabled truck is removed. The new bridge will eliminate this safety hazard by providing an additional travel lane, and standard inside/outside shoulders in each direction.

Roadway improvements in and around the former Norton Air Force Base as part of the Inland Empire Goods Movement Gateway Project (IEGMG) (CA)

Summary: The IEGMG project is a regional effort to facilitate goods movement through the county of San Bernardino, particularly in and around the former Norton Air Force Base (NAFB). This project includes several transportation improvement projects that will enhance mobility throughout the region and help speed the flow of commerce. The area in and around the former NAFB in San Bernardino is becoming a major distribution center for goods movement from the Los Angeles and Long Beach port areas and transcontinental freeways which go through the area. Reconstruction and improvements to these freeways will contribute to enhanced goods movement. There are two subprojects in the IEGMG which comprise this PNRS application: the I-215 corridor reconstruction and the I-10/Tippecanoe interchange reconstruction.

The I-215 corridor is one of two freeway corridors in the immediate area, both of which are currently at, or near, capacity. The I-215 corridor connects to I-15, a major north-south cross-country corridor, which then intersects with I-40 and I-70, major east-west cross-country freeway corridors. Millions of tons of maritime cargo are shipped by truck along these cross country corridors. This project will reconstruct I-215 by adding a high-occupancy vehicle lane and mixed-flow lane in each direction on the corridor and other operational improvements. Tippecanoe Avenue in San Bernardino is one of the main arterials connecting the distribution center area around the former NAFB and the I-10 transcontinental corridor. The I-10 corridor extends from Los Angeles to Florida with connections to other transcontinental freeway corridors along the way. The existing I-10 access to and from Tippecanoe interchange needs improvement due to four closely spaced signalized intersections around the interchange that cause queuing problems on the streets and onto the mainline. This project will construct an added auxiliary lane in the eastbound direction, widen streets and ramps, and reconfigure a westbound ramp to eliminate a signalized intersection.

Sacramento Intermodal Station (CA)

Summary: Developed in three phases, the Sacramento Intermodal Transportation Facility would encompass a realignment of existing mainline rail tracks (Phase 1), improvements to the existing Sacramento Valley Station (Phase 2), and eventual transformation of the station into a multimodal transportation center (Phase 3).

The scope of work activities to be funded by PNRS grant will be in Phase 1—Track Relocation and will include project development, preliminary engineering, environmental review,

preliminary site acquisition support, final design, and construction. If funds remain after completion of the design phase, these funds would be used in subsequent approved project delivery phases, such as construction.

Transbay Terminal (CA)

Summary: The Project consists of three primary components: (1) A new, multimodal Transbay Transit Center on the site of the present 65-year old terminal in downtown San Francisco, California, with approximately 40 off-street bus bays and direct bus ramps to and from the San Francisco-Oakland Bay Bridge; (2) Extension of the Caltrain Commuter Rail system 1.3 miles to downtown San Francisco, which would close the gap that now exists between the train's current terminus and the largest employment center of the region; and (3) Redevelopment of underutilized property in the Transbay Transit Center area, designed using transit-oriented development principals and including approximately 3,400 new residential units. The Transbay Transit Center will provide transportation links to seven northern California counties as well as connections to the entire State.

The PNRS funds will cover design and engineering of the above ground portion of the Transbay Transit Center building, the rail foundation, bus ramps, bus storage, temporary terminal, and design of the full below ground rail level component of the Transit Center. Activities include, but are not limited to, architectural design and engineering, site evaluation, utility engineering, interface with rail alignment, preliminary design, etc. Direct project management, consultant supported project management and program control, and administrative costs are included as well.

Denver's Union Station (CO)

Summary: This project proposes to transform the historic Denver Union Station (DUS) into a multimodal transportation center servicing the Metro Denver Region, the State of Colorado and beyond. The DUS is the hub of a comprehensive set of transportation improvements underway that are intended to promote travel on alternative modes, resulting in reduced vehicle miles traveled, congestion, and air quality impacts. At completion, DUS improvements will bring together the many different means of transportation planned in the region into one place, provide safe and convenient transfers, and include transit-oriented development.

The DUS project will utilize PNRS funds, along with other sources of local and State funds it will leverage, to complete a variety of preconstruction, construction, and transit infrastructure improvement activities.

Construction of O'Hare Bypass/Elgin O'Hare Extension (IL)

Summary: This project is comprised of: (1) the Elgin-O'Hare Expressway Extension (including the reconstruction and upgrade of Thorndale Avenue) and investigation of a western access interchange at the proposed Western O'Hare Bypass to access the O'Hare International Airport and (2) construction of an access controlled facility around the western and southern boundaries of O'Hare International Airport from I-294 to I-90 (including investigation of interchange access

at cross routes). This project will result in improved mobility for motorists in the Chicago metropolitan area.

Chicago Region Environmental and Transportation Efficiency (CREATE) Program (IL)

Summary: The CREATE Program involves improvements to both railroad infrastructure and the local road system in Chicago. This project will invest \$1.5 billion in capital projects to reduce train delays and congestion throughout the Chicago area along five rail corridors. Private and public contributions will fund the program, with the six railroad partners providing \$212 million (an amount equal to the potential economic benefits of the improvements to the rail industry). The remaining funds will come from Federal, State, and local governments. The key projects are as follows:

- Grade separation of six railroad-railroad crossings (rail-rail “flyovers”), to eliminate train interference and associated delay, primarily between passenger and freight trains.
- Grade separation of 25 highway-rail crossings, to reduce motorist delay, improve safety, eliminate crossing accidents, decrease energy consumption, and reduce air pollution.
- Additional rail connections, crossovers, trackage, and other improvements to expedite train movements in five rail corridors traversing the Chicago region.

The CREATE Program is a first-of-its-kind, public-private partnership that provides a multimodal program (freight rail, passenger rail and highway) that capitalizes on a spirit of collaboration among competitors to provide significant benefits to the Chicago region and the Nation. The FHWA Illinois Division Office, in cooperation with the Illinois Department of Transportation and Chicago Department of Transportation, developed the Systematic, Project Expediting, Environmental Decisionmaking (SPEED) Strategy to address the CREATE Program in total. The SPEED Strategy supports systematic decisionmaking, provides an expeditious method of moving low-risk component projects forward, and assesses potential environmental impacts in a proportional, graduated way.

- In all, CREATE will bring benefits to the Chicago region valued at:
 - \$595 million related to safety improvements and reduced delays for motorists and rail passengers,
 - \$1.1 billion related to air quality improvements, and
 - \$2.2 billion related to construction.
- During its construction period, CREATE will generate an annual average of more than 2,700 full-time, construction-related jobs and \$365 million in purchases of materials and services.
- By decreasing shipping times, CREATE will boost the competitiveness of manufacturers and businesses and encourage long-term job growth in Illinois and nationwide. Shippers will save an estimated \$40 million annually in reduced inventory costs.
- Reductions in highway needs and user costs will yield more than \$10 billion in savings for the Nation over 20 years.
- For area residents, CREATE means reduced traffic congestion, shorter commuting times, better air quality, and increased public safety.

Mississippi River Bridge and related roads (IL)

Summary: The New Mississippi River Crossing project includes a new eight-lane river bridge, the relocation of I-70 on a new alignment from east of IL 203 in Illinois to existing I-70 north of downtown St. Louis, and the partial construction of Relocated I-70/I-64 interchange.

The bridge location will facilitate national east-west traffic and assist in the north-south goods movement important to the North American Free Trade Agreement trade relations, which support 27 percent of U.S. agricultural exports. Construction of this project will greatly improve traffic efficiency and access in Illinois and Missouri by correcting the existing transportation bottleneck that relies on a single crossing for three vital Interstates.

Planning, Design, and Construction of a New American Border Plaza at the Blue Water Bridge in or near Port Huron (MI)

Summary: The project is the replacement of the Plaza, improvements to the I-94 and I-69 corridors including several interchanges and the connections to the Bridge, replacement of the Black River Bridge, and replacement of the International Welcome Center. This project has national significance for security, commerce and enhancement to the national transportation system. Improvements are needed to provide safe, efficient and secure movement of people and goods across the United States-Canadian border to support the economies of both Nations, and to support the mobility and security needs associated with national and civil defense. This grant will be used to fund a portion of the design and/or right-of-way acquisition phases.

Integrated Highway Realignment and Grade Separations at Port Huron to Eliminate Road Blockages from NAFTA Rail Traffic (MI)

Summary: The Canadian National Railroad and the St. Clair County Road Commission have developed a project to eliminate the delays to traffic caused by trains. The overall project will construct two grade separations and provide connecting roads to allow traffic to cross the tracks despite the presence of any trains waiting for inbound or outbound “slots” through the St. Clair River tunnel. The project will substantially enhance motorist and pedestrian safety and permit full mobility and access for emergency medical and fire vehicles. It will eliminate the hazardous environment of the at-grade highway rail crossings, and alleviate the economic and environmental impact of idling motor vehicular traffic resulting from blocked crossings. Most significantly, the project will enhance the national transportation system by providing the necessary time for train inspection to ensure full compliance with U.S. customs and homeland security requirements.

Union Depot Multimodal Transit Facility (MN)

Summary: The general concept proposed for the reuse of Union Depot is to reestablish the former track level located between Kellogg Boulevard and Warner Road as the location for passenger railroad tracks and platforms, and to add to them tracks for Central Corridor light rail transit, and platforms and access for Metro Transit buses and intercity buses (Greyhound and Jefferson Lines).

The first phase of the project would involve new passenger tracks and platforms used to relocate existing Amtrak intercity operations from their Midway location; Metro Transit buses, intercity buses, and Central Corridor light rail. In the future, Red Rock Corridor and Rush Line Corridor platforms, trackage and commuter trains would be added, as would the proposed Midwest high speed trains to and from Chicago. The Concourse, the structure above the track level, would be rehabilitated and reconnected to the neoclassical headhouse (lobby area) facing Fourth Street. The Concourse would be used for ticketing, baggage checking, and as a waiting room, with access to the train and bus platforms below by escalator, elevator and stairs. The headhouse would stay in private ownership and its present uses for restaurants and housing would continue.

Approximately \$13.3 million of the PNRS funding will go toward right-of-way payments to the U.S. Postal Service. The remaining PNRS funds will go toward construction.

Liberty Corridor (NJ)

Summary: The Liberty Corridor currently encompasses 8 counties (Bergen, Essex, Hudson, Mercer, Middlesex, Monmouth, Passaic and Union), with 232 municipalities. It contains 9 of the State's 10 largest cities and towns. The Liberty Corridor takes a comprehensive look at the transportation issues facing the region and improves the transportation system connecting the largest seaport on the east coast and the 13th largest airport in the Nation to the national and global economy and the trans-continental rail network. The Liberty Corridor Phase I proposal includes 10 projects (6 highway, 2 freight rail, and 2 public transit projects). These projects include the following:

- (1) Wittpenn Bridge Replacement - replaces the existing Wittpenn Bridge with a new vertical-lift bridge on a new alignment.
- (2) North Jersey Railroad Doublestack Clearance/National Docks - improves vertical clearances on two tunnels on the Conrail railroad route between the Port of New York and New Jersey and the CSX mainline serving the U.S. rail network. The Bergen and Waldo tunnels currently limit the height of intermodal container trains to 19 feet 2 inches. The improvements will allow passage of industry standard intermodal container trains of 20 feet 2 inches in height.
- (3) Port Reading Junction - addresses a major choke point in the region's rail system by reconfiguring the Port Reading Junction to provide double track train operations between CSX - West Trenton line and Norfolk Southern - Lehigh line. This improves the efficiency of train operation, and optimizes the current Lehigh line double tracking project.
- (4) Tremley Point Connector Road - provides access from the New Jersey Turnpike Interchange 12 through Carteret, New Jersey, over the Rahway River, and into Tremley Point in Linden, New Jersey.
- (5) North Avenue Corridor Project – Phase I - separates truck traffic for the Port and Airport from passenger traffic for retail, hotel, and other land uses in the area.
- (6) SR 35/36 Eatontown - improves access to Fort Monmouth and other locations via SR 35/36.
- (7) Route 1, Section 6V, North of Ryders Lane to South of Milltown Road - improves access by replacing a deficient bridge, road improvements, and additional signals.

- (8) SR 18/I-287 Connection - upgrades access via Hoes Lane from I-287 to the Busch Campus of Rutgers University. Hoes Lane will be upgraded to be part of SR 18, with four lanes, pavement replacement, signal replacement, and various pedestrian safety improvements (including sidewalks, multiuse paths and two new pedestrian bridges).
- (9) Liberty Corridor Bus Rapid Transit Service - creates a bus rapid transit line connecting Newark's neighborhoods and workforce to the downtown employers at the Port of Newark/Elizabeth, Newark Liberty International Airport, the Newark Innovation Zone, and University Heights Science Park.
- (10) New Brunswick/Northeast Corridor Transit Connection Initiative - develops a direct connection from the westbound station platform to the University Research Tower, and provides access to the North East Corridor and Newark Liberty International Airport.

Phase I projects are intended to achieve the following:

- Clear chokepoints in the surface transportation system, which will assist the competitiveness of one of the Nation's largest ports as an efficient and effective means of moving goods internationally, nationally, and regionally.
- Make critical connections and separate traffic flows, enabling underutilized and brownfield properties to be brought back to productive use.
- Separate freight and passenger traffic to allow diverse land uses, such as ports, warehouses, retail complexes, and hotels, to coexist and thrive.
- Enhance access to sites of innovation, assisting research institutions and firms focused on emerging technologies to attract workers and develop products that both benefit the U.S. and can be exported to the global marketplace.

The Liberty Corridor is fully integrated into the State, New Jersey Department of Transportation, New Jersey Transit, Port Authority of New York and New Jersey, and New Jersey Turnpike Authority's planning, and all of these entities have embraced the Liberty Corridor's concept and project selection. Given the larger planning context, more than 20 public and private organizations have come together to agree on the Liberty Corridor's priorities. The \$100 million Liberty Corridor funds will be leveraged to produce \$601 million in transportation projects.

Construction and Other Related Transportation Improvements Associated with the Rail Yard Relocation in the Vicinity of Santa Teresa (NM)

Summary: This project is located around El Paso, Texas, which is midway between the west coast of the U.S. and the eastern limits of the Union Pacific Railroad's southern tier mainline. El Paso is a major railroad service center and crew change location. The Union Pacific's mainline is the railroad's primary east-west route for intermodal containers from southern California, serving both the Mid-West (Chicago) and the South-Central (Houston/Dallas) markets. The city also is served by the Burlington Northern Santa Fe Railway line that connects to its major east-west mainline at Belen Junction, south of Albuquerque, New Mexico.

Based on data from the U.S. Public Waybill, approximately \$55.6 billion in commodities passed through El Paso by rail in 2001, with origins and destinations in more than 16 States, as well as Mexico. This represents approximately 13 percent of the total value of all goods transported by

rail in the U.S. Nearly 17 percent of the entire 9 million U.S. intermodal rail shipments transited through the City of El Paso during the same period to origins and destinations throughout the Nation.

The goal of this project is to improve rail operations and regional transportation systems by constructing, improving, and relocating infrastructure in the vicinity of Santa Teresa, New Mexico, and El Paso, Texas. This project will plan, design, and construct the necessary transportation improvements. The project will provide mutual benefits to the citizens of the region by enhancing the national transportation system, the environment, and national security.

The project will promote international trade and create a more efficient, higher capacity rail system to expedite the movement of cargo to and from western ports. National security would be enhanced with new, state-of-the-art rail security screening and inspection devices. The project is also intended to enhance the quality of life in the City of El Paso's metropolitan area by relocating railroad industrial-type operations away from the City's central business district. The goal is to reduce truck trip lengths and queuing in residential and commercial neighborhoods resulting in a reduction of noise and exhaust emissions.

The PNRS funding will be used for an access road to the facilities. The project will consist of roadway construction to connect State highway NM-136 to the Union Pacific facilities, and will include intersection improvements. The rail line relocation and yards will be constructed independently by Union Pacific.

Cross Harbor Freight Movement Project, New York (NY)

Summary: The Cross Harbor Freight Movement Project (the Cross Harbor Project) proposes the near-term rehabilitation and the long-term improvement of the currently underutilized rail freight network connecting the New York and New England markets to national markets west of the Hudson River.

Currently, in order to cross the New York Harbor, barges carry railcars from Greenville Yard, New Jersey, which have arrived via the national rail network, across the harbor to float bridges located at 51st Street in Brooklyn, New York. From these yards, the railcars are transported via the Bay Ridge Line to points further east and north. The only other rail link across the Hudson River is operated by CSX and located 100 miles to the north near Albany, New York. This circuitous routing adds over 200 miles for rail freight goods traveling to and from the south and west and hinders any potential shift from truck to rail for goods emanating from these areas.

The advancement of the Cross Harbor Project is seen as strengthening the economic vitality of the entire region, opening access to the region for other Class I and short-line railroads, and enhancing the efficiency and capacity of the Nation's transportation network by encouraging and supporting a shift from truck to rail for goods transport.

The Port Authority of New York and New Jersey will take on the near-term and long-term issues that are demanded by the current state of the Cross Harbor rail network. If the rail network that supplies goods to the Nation's largest consumer market is not maintained in the near-term, the

window of opportunity to create long-term improvements that benefit the national movement of goods by rail will close. Thus, it is the Port Authority's intention to utilize the PNRs funding to return the existing rail network to a state-of-good-repair in keeping with the intent of the No Action Alternative as defined in the existing Draft Environmental Impact Statement. Parallel to this activity, and in coordination with its project partners, the Port Authority will work to identify a preferred alternative for continuing the national rail service across the New York Harbor into the east of the Hudson River region by supplementing the existing Draft Environmental Impact Statement and completing a Final Environmental Impact Statement.

I-5 Bridge repair, replacement, and associated improvements in the I-5 corridor (OR)

Summary: This project makes a large number of individual improvements to bridges in the I-5 corridor. In all, a total of 25 bridges have been identified for improvement. The State's recommended allocation of the available funding is proposed as follows: widening of bridges, replacing bridges, reconstruction of interchanges around bridges, and modification of bridges with limited vertical clearance.

Interstate 5 is one of the Nation's high priority corridors. It is the third most heavily traveled truck corridor in the Nation, and directly connects the United States to Canada and Mexico. This corridor carries a large portion of the freight traffic in and through the State. Oregon's existing transportation system is struggling to provide viable freight routes due to vertical clearance pinch points. In particular, the movement of mobile homes, construction material, construction equipment, and many other types of freight critical to Oregon's economy are greatly restricted due to insufficient vertical clearance on many routes. The PNRs project provides for the elimination of 13 vertical clearance obstructions that currently impede successful transport within the State of Oregon and between the western States, Canada, and Mexico. Improving vertical clearance on freight routes is essential to the economic health of the State.

Additionally, several of the bridges identified require widening in anticipation of the need for additional travel lanes on the Interstate over the next 20 years due to increasing traffic volumes. In particular, the Oregon Department of Transportation identified 2 mainline segments of I-5 (Albany-Columbia River and Creswell-Coburg), 10 interchanges, and 4 climbing-lane segments that were forecast to be congested or extremely congested by 2020. The PNRs project will help fund the widening of six bridges (or bridge pairs) that will help alleviate future congestion, without increasing future costs, by providing sufficient structure width in bridges currently being replaced to accommodate a 20-year forecast of congestion conditions.

SR 23/US 422 Interchange modernization and Route 363/US 422 interchange Improvement Project and US 422 widening, Montgomery County (PA)

Summary: This project involves improvements to US 422 in Montgomery County, Pennsylvania, around Valley Forge National Historical Park. The project's aim is to provide safety and operational improvements to US 422 and the surrounding area. The funds will be used for an early action project that will add a third auxiliary lane along US 422 West between the SR 23 and SR 363 interchanges. The funding will also be used for three additional projects along US 422.

SR 28 Widening and Improvements, Allegheny County (PA)

Summary: This project is located along SR 28 from the connection with I-279 and I-579 to the Millvale Interchange in the City of Pittsburgh and the Borough of Millvale. The scope of work includes widening of the road to provide four standard lanes, construction of a median barrier, grade separations of roads, channelization, and signal improvement. To accommodate the proposed improvements, right-of-way acquisition, railroad relocation, and utility relocation will also be included in the project. This project will result in improved mobility and safety for motorists in the Pittsburgh metropolitan area.

Redesign and reconstruction of interchanges 298 and 299 of I-80 and accompanying improvements to any other public roads in the vicinity, Monroe County (PA)

Summary: This project's scope of work includes: (a) construction of additional lanes at the I-80/SR 0715 Interchange 299, (b) installation of traffic signals on SR 0715 at the I-80 Interchange 299 ramp junctions, and (c) construction of additional lanes at the I-80/SR 0611 Interchange 298. The project is intended to enhance safety and eliminate congestion at Exits 298 (Route 715) and 299 (Route 611) on I-80 and the surrounding roadway network. These two interchanges are at the heart of the Tannersville area, which is the home to Camelback Ski and Water Park Resort, Great Wolf Lodge (Indoor Water Park), Mount Airy Casino, and the Crossings Premium Shopping Outlets—in addition to at least six proposed high volume tourist/shopping destinations. The existing conditions routinely produce traffic back-ups that have vehicles extended onto the I-80 mainline while waiting to utilize these two interchanges. These improvements are expected to improve traffic flow, reduce or alleviate queuing and prevent back-ups onto the I-80 mainline.

I-73, Construction of I-73 from Myrtle Beach, SC, to I-95, ending at the North Carolina State line (SC)

Summary: This project proposes to improve national and regional connectivity to the Grand Strand area of South Carolina by providing a direct link from North Carolina to the Grand Strand area located along the Atlantic Ocean. Interstate 73 will provide Interstate highway access to the Grand Strand and assist in keeping this area of the State competitive with other tourist destinations along the coast. The project will also facilitate a more effective evacuation of the Grand Strand population during emergencies such as hurricanes. The scope of work will include all items that are considered part of new highway project development such as, preliminary engineering, environmental review, design, mitigation, right-of-way acquisition, and construction.

Alaskan Way Viaduct and Seawall Replacement/Replacement of the Alaskan Way Viaduct and Seawall in Seattle (WA)

Summary: This project proposes to improve the existing SR 99 corridor now served by the Alaskan Way Viaduct in Seattle, Washington. The Viaduct and the Seattle Seawall are at risk of failure from earthquakes or irreversible loss of use from age and deterioration. The project will

provide facilities with improved earthquake resistance that maintains or improves mobility for people and goods along the existing SR 99 corridor. The project would also improve the Alaskan Way Seawall, which supports surface streets and the Viaduct's foundations. Specifically, a six-lane facility between Spokane Street and the Battery Street Tunnel will be constructed to replace the existing viaduct and seawall and reconnect the city street grid over SR 99 north of the Battery Street Tunnel.

The SR 99 Alaskan Way Viaduct, along with I-5, is the primary north-south limited access routes through downtown Seattle. One-quarter of all north-south traffic through Seattle (103,000 vehicles) uses the Viaduct every day. Closure of the Viaduct following the 2001 Nisqually Earthquake resulted in extreme congestion on I-5 and in the downtown city street grid. The Washington State Department of Transportation (WSDOT) estimates that if the Viaduct is no longer usable, travel time through the downtown Seattle area will double. The WSDOT also believes that if the Viaduct were to collapse, container traffic through the International Port of Seattle, (\$32 billion worth of goods each year), would grind to a halt, cutting off container traffic between Seattle and the Midwest. This makes the Alaskan Way Viaduct a vital link in the region's highway and freight mobility system, and critical to the region's economy.

Reconstruction of the Marquette Interchange, Milwaukee (WI)

Summary: This project involves rebuilding the Marquette Interchange and adjacent sections of I-94, I-43, and I-794. The Marquette Interchange and the Zoo Interchange are the linchpins of the southeastern Wisconsin freeway system. The freeway system affects a significant portion of the State's residents. Besides serving the transportation needs of individuals and businesses in the Milwaukee area, approximately 62 percent of the State's jobs are influenced by the southeastern Wisconsin freeway system. Additionally, almost two-thirds of all goods shipped from the Fox Valley area travel on the southeastern Wisconsin freeway system. With its connections to major markets, the freeway system also serves as a gateway for tourists to Wisconsin, fueling an \$11.7 billion industry statewide.

Rail Relocation to SR 164/I-664 rail corridor, Portsmouth (VA)

Summary: The Portsmouth rail relocation to the SR 164 (Western Freeway) and I-664 median (Median Rail Project) is a project to relocate the existing Commonwealth Railway rail line that runs through the cities of Portsmouth and Chesapeake with a new rail line that will run through the medians of the existing Western Freeway. The Median Rail Corridor will extend approximately 4.5 miles and will link the APM Marine Terminal, currently under construction, (as well as the future Virginia Port Authority (VPA) Craney Island Marine Terminal) with the Commonwealth Railway main rail line at a point near Bowers Hill.

The Median Rail Project will be a component of the Heartland Corridor. The Heartland Corridor defines improvements necessary to permit the safe and efficient rail handling of increasing volumes of imported container shipments from the Virginia port facilities into the Midwest region. The Median Rail Project will allow for efficiency and safety improvements, as well as a significant increase in intermodal rail traffic, in the new APM/Maersk facility and the proposed Craney Island Marine Terminal. The new APM/Maersk Marine Terminal is a \$600 million

project that opened in July 2007. The VPA is planning a \$2.4 billion marine terminal adjacent to APM/Maersk (to be opened in 2017). Together this \$3 billion investment in the national marine transportation system is planned to handle nearly 5 million, 20-foot equivalent units. Both terminals will be served by the proposed Median Rail line.

With adequate capacity in the system, over 30 percent, (nearly 1 million containers), of this cargo is planned to move by rail. The Median Rail Project will provide the ability to keep 1 million trucks off the highways while also removing 14 at-grade crossings from the urban areas of Portsmouth and Chesapeake.

Heartland Corridor Project including multiple intermodal facility improvements and improvements to facilitate the movement of intermodal freight from VA to OH (VA, WV, OH)

Summary: This project is designed to create an efficient intermodal rail route that will start at the Port of Virginia, cross West Virginia and terminate in Columbus, Ohio. In Columbus, Heartland Corridor trains will link up with western rail networks and/or the existing Norfolk Southern network that is double-stack cleared to Chicago. The funds will be used to link existing rail systems, build new rail lines where needed, and raise tunnel and bridge heights to allow for passage of Norfolk Southern's double-stack trains.

The Heartland Corridor Project provides the opportunity to open up a significant portion of Appalachia currently excluded from international intermodal markets, connecting to a center of existing domestic and international distribution in the Midwest, thereby strengthening the economic vitality of the entire region, and enhancing the efficiency and capacity of the Nation's transportation network. The Heartland Corridor Project will result in opportunities for shippers throughout the Midwest, from central Ohio through the Chicago and Detroit regions, to move their inbound and outbound product more effectively via rail. Provisions of the Heartland Corridor Project will also allow for the future development of intermodal facilities along the corridor, which will enable areas like western Virginia, West Virginia, northeast Kentucky, or southern Ohio to benefit from intermodal rail.

To the extent that this project is able to attract freight from highways to rail, there will be benefits through greater mobility for both motorists and those trucks which will continue to carry goods over the road. Current rail service, connecting Midwest points to maritime port facilities in Portsmouth, Virginia, or Norfolk, Virginia, is restricted to single-stack trains reducing the volume of freight that can move within a given time. To use double-stack trains, freight must either travel via Harrisburg, Pennsylvania, and then south, or via Danville, Kentucky, and Knoxville, Tennessee, and then east. The provision for double-stack via the Heartland Corridor will reduce the rail mileage for those containers moving from port terminals in Virginia to the Midwest by over 200 miles, making rail service more efficient and effective (increasing the volume of freight moved), and making rail a more attractive option for shippers. This project can result in a number of public benefits including, but not limited to: (1) contributing to the reduction of congestion, (2) improving public safety, and (3) enabling States to stretch their highway dollars further.

Promulgation of Project Evaluation and Rating Regulations

Section 1301 of SAFETEA-LU requires the Secretary of Transportation to establish regulations on the manner in which the proposed projects under the PNRS program will be evaluated and rated, in order to determine which projects shall receive grant funding. On October 24, 2008, FHWA published in the Federal Register at 73 FR 63362 a final rule establishing the required evaluation and rating guidelines for proposed projects. Under this rule, a proposed project would be eligible for funding under the PNRS program only if the Secretary finds that the project meets the eligibility requirements of the rule. The Secretary will then evaluate and rate each project as “highly recommended,” “recommended,” or “not recommended,” based on the results of preliminary engineering, the project justification criteria, and the degree of non-Federal financial commitment.

Section 1120(m) of MAP-21 includes an amendment to Section 1301 of SAFETEA-LU under which there is an authorized amount of \$500 million to carry out this program in FY 2013 and to remain available until expended. None of the funds authorized under MAP-21 were appropriated FY 2013, thus there was no solicitation for PNRS projects.