Freight Can’t Wait
Third Edition

A list of America’s most critical infrastructure projects

About the Coalition The Coalition for America’s Gateways and Trade Corridors (CAGTC) is a diverse coalition of more than 60 public and private organizations dedicated to increasing federal investment in America’s multimodal freight infrastructure. In contrast to single mode interests, CAGTC’s main mission is to promote a seamless goods movement transportation system across all modes to enhance capacity and economic growth. For more information on the Coalition for America’s Gateways and Trade Corridors, please visit www.tradecorridors.org.
Freight Can’t Wait.

Freight transportation is the backbone of America’s commerce. It is an economic engine, producing millions of jobs and a higher standard of living for our population. Without the ability to quickly and cost effectively move goods, American businesses struggle to remain competitive and the overall health of the economy suffers. A campaign of strategic investment to expand capacity and increase efficiency is needed to maintain – and grow – U.S. productivity and global competitiveness.

This book contains a snapshot of freight projects that stand to benefit from federal partnership and investment. Federal support, in the form of a freight-specific competitive grant program, can incentivize states and localities to finance creatively and make use of public-private partnerships. Direct federal investment can leverage the state, local and private dollar, serving as the final piece in a funding package, and make projects like those in Freight Can’t Wait a reality.
West
Alameda Corridor-East Project
Montebello Boulevard Grade Separation Project

Benefits
The project would eliminate crossing collisions, queuing and congestion and reduce vehicle emissions at the underpass while the corridor improvements would improve safety at all four crossings in Montebello. Five collisions have been recorded at Montebello’s at-grade crossings over the past 20 years, with one pedestrian killed and injuries to one pedestrian and one motorist. By 2025, rail traffic through Montebello is projected to nearly double from 49 trains to 91 trains per day. Without the project, growing train and vehicle traffic will result in an approximate doubling of vehicle-hours of delay at the busiest crossing, Montebello Boulevard, which carries an average of 21,000 vehicles a day.

Cost
$133.3 million

Website
http://www.theaceproject.org/

Background
The Montebello Boulevard Grade Separation is a planned high-priority project to grade separate the most hazardous freight rail-roadway crossing in Los Angeles County along the Union Pacific Railroad route of the Alameda Corridor-East (ACE) Trade Corridor. The ACE Trade Corridor, designated by Congress as a nationally and regionally significant freight rail corridor in Southern California, accommodates approximately 16 percent of all U.S. ocean-going container traffic. The project calls for constructing a roadway underpass and railroad bridge at the railroad crossing on Montebello Boulevard in the City of Montebello, California with separate safety improvements at nearby crossings that will remain at-grade. Completion of the corridor improvements could result in eligibility for a “Quiet Zone” restriction on locomotive horn-blowing. The project is in the final design stage, with construction scheduled to begin in winter 2020 and to be completed in three years.
Alameda Corridor-East Project

Turnbull Canyon Road Grade Separation Project

Benefits
The project is the final grade separation project in the ACE Program and would eliminate the 30th most crash-prone Union Pacific Railroad crossing in Los Angeles County (out of 1,006 crossings). The project would reduce an estimated 89 minutes of delay each day at the crossing. By 2025, rail traffic through the crossing is projected to nearly double from 49 trains to 91 trains per day. Turnbull Canyon Road carries 13,654 vehicles per day which is projected to increase to 15,110 vehicles by 2025. The project will eliminate delays for emergency responders and crossing collisions. Emissions would be reduced and locomotive horn noise eliminated. The Federal Railroad Administration has recorded three collisions at the crossing in the past 10 years, resulting in one fatality.

Cost
$86.2 million

Website
http://www.theaceproject.org/

Background
The Turnbull Canyon Road Grade Separation is a planned high-priority project to grade separate a hazardous and congested freight rail-roadway crossing in Los Angeles County along the Alameda Corridor-East (ACE) Trade Corridor. The ACE Trade Corridor, designated by Congress as a nationally and regionally significant freight rail corridor in Southern California, accommodates approximately 16 percent of all U.S. ocean-going container traffic. The project calls for constructing a roadway overpass at the railroad crossing on Turnbull Canyon Road in the City of Industry, California and unincorporated Los Angeles County. The project is in the final design stage, with construction scheduled to begin in winter 2020 and to be completed in three years.
Caltrans D-11 & Imperial County Transportation Commission

Calexico / Mexicali Gateway and Port of Entry Improvements

Background

These projects will address inadequate infrastructure at the Port of Entry’s (POEs) along the California/Baja California border in Imperial County. Studies show that the U.S. and Mexican economies lose $7.2 billion in gross output and 62,000 jobs annually due to long delays. The POE portion of these projects will increase cross-border capacity and decrease wait times (currently ranging from 1.5-3+ hours) at the border. A decrease in wait times will increase daily throughput of goods thereby saving time and costs and reducing air pollution associated with these delays. Combined crossings for these two POEs, Calexico East and Calexico West, are over 8 million personal vehicles per year (2018), with northbound truck crossings at Calexico East over 380,000 trucks annually. The value of import goods processed at this POE was over $10.2 billion in 2018; with the total import/ export value over $17 billion. Pedestrians at these two POEs combine to over 4.3 million annually.

State Route 98 Widening (Dogwood Road to Rockwood Ave.): Caltrans proposes to widen State Route 98 (SR-98) from two to four lanes from Dogwood Road to west of Ollie Avenue, and from four to six lanes from Ollie Avenue to State Route 111. Project limits were extended to the west as required from traffic studies that took into account planned growth in the area. Construction will include widening and signalizing a half-dozen intersections. The estimated total cost of the project is $73.1 million.

Calexico West POE: The Calexico West Land Port of Entry Modernization and Expansion project (Calexico West) has renovated and expanded the third busiest land POE in California, which links the agriculturally rich Imperial Valley to Mexicali, the state of Baja California’s capital with a population of over 1 million people. To increase capacity, General Services Administration (GSA) has proposed improvements for privately-owned vehicle (POV) inspection facilities and administrative space. Phase 1 of the project was completed in Sept. 2018. Phase 2 has been partially funded. The project is estimated at $275 million, and includes additional site work, demolition of the existing port building, a new pedestrian processing facility, administrative offices, five southbound POV inspection lanes, and six additional northbound POV inspection lanes.

Calexico East POE Bridge Expansion: The project proposes to widen the off-system bridge over the All-American Canal at the U.S./Mexico border approximately 0.7 miles south of State Route 7 (SR-7). This includes widening the existing structure by adding two lanes, providing an eight-foot outside shoulder on both the east and west sides of the bridge, and new barriers and the installation of a security fence in each direction. The bridge expansion project was awarded $3 million dollars for project approval and environmental document (PA/ED), through the SB 1 TCEP program in Jan. 2018. Caltrans District 11 is leading the design of the bridge expansion by working cooperatively with all involved stakeholders at the local, state and federal levels. In the summer of 2018, the Imperial County Transportation Commission (ICTC) in partnership with Caltrans and U.S. Customs Border Protection (CBP), submitted a grant application for the Calexico East POE bridge expansion under the BUILD Transportation Grant Program for $25 million. In December of 2018, the U.S. Department of Transportation awarded ICTC and its partners $20 million dollars in funding towards the bridge expansion.

Website
http://www.dot.ca.gov/d11/projects/
City of Fife
Interstate 5 - Northwest Seaport Alliance Interchange Improvement

Background
This project will provide road, intersection, and interchange improvements of great value to the Port of Tacoma (POT), the surrounding industrial area, and businesses in the Cities of Fife and Tacoma. The project is a multi-phased plan to improve the Port of Tacoma Road/Interstate 5 interchange, Pacific Highway East and the Port of Tacoma Road. The Port of Tacoma indirectly accounts for more than 42,000 jobs and generates $2.8 billion in annual wages in Pierce County. Design, value engineering and traffic modeling studies have confirmed the need for the improvements and identified an alternative configuration for the interchange and the I-5/POT road ramps. The interchange reconstruction will improve level of service for trucks traveling to and from the Port of Tacoma.

Goals
- Improves Access to Port of Tacoma
- Improves Safety
- Improves I-5 Main Line Operation

Cost
$89 million

Website
Fife I-5 POT Interchange
City of Industry & Los Angeles County Metropolitan Transportation Authority

SR 57/60 Confluence Chokepoint Relief Program

Background
State Routes (SR) 57 and 60 rank among the most heavily-traveled freight corridors in Southern California due to their strategic connections to seaports, warehousing clusters, intermodal facilities, and the National Highway Freight Network. At the regional level, SR 57 is a major north-south freeway connecting Los Angeles and Orange Counties, and SR 60 is a major east-west freeway connecting Los Angeles, Riverside, and San Bernardino Counties. These two freight highways merge and share an alignment for a two-mile segment, creating heavy congestion and unsafe weaving conflicts between heavy truck traffic and passenger vehicles.

Trucks currently experience 675 hours of travel delay during peak periods in the eastbound (EB) direction due to congestion at this interchange, which currently stands as the fourth-most congested freight chokepoint in the nation according to the American Transportation Research Institute, and the second-highest truck accident location in Southern California. The confluence supports regional economic vitality, as 25 percent of the trucks passing through the SR 57/60 chokepoint carry goods originating from the Ports of Los Angeles and Long Beach.

Benefits
The project will construct an additional SR 57 travel lane, a new eastbound (EB) SR 60 bypass off-ramp to Grand Avenue, new EB on-ramps from Grand Avenue, and reconstruct the Grand Avenue Interchange with a new wider bridge over SR 60.

These improvements will eliminate the conflicting weaves in the EB direction of SR 60 and separate the interchange traffic from the mainline freeway weaves, which is estimated to reduce fatalities and accidents along the two-mile chokepoint by 25%. Additionally, the project will provide operational flexibility to the two merged freeways, and improve the Level of Service (LOS) in 57/60 Confluence from an “F” to a “C” and better, increasing afternoon peak hour speeds from 36 mph to 60 mph. These improvements are critical to supporting the passenger and freight volume passing through this chokepoint, and maintaining the competitive nature of the goods movement system in Southern California.

Project Costs
$420 million for INFRA project

Website
https://www.metro.net/
Los Angeles County Metropolitan Transportation Authority

I-710 Port Connection

Background

Interstate 710 (I-710) serves Southern California as a major north-south connector from the Ports of Los Angeles and Long Beach to the Los Angeles Central Business District, intermodal yards, industrial and manufacturing facilities, and other origins and destinations beyond the region. The I-710 corridor carries high truck volumes, with 37% of all goods coming into the United States entering through the connecting ports, as well as high passenger volumes created by commuters and students. Interactions between cars and trucks create serious congestion and safety issues, which will continue to become exacerbated due to population growth and increased economic activity.

There are three major parallel efforts underway for the I-710 Corridor: the final Environmental Document, an Early Action Program (EAP), and additional parallel activities, including studies, policy proposals, and initiation of working groups.

The preparation of the Project Report and the Environmental Document for this project is funded by six Funding Partners which include: Caltrans, Metro, Port of Long Beach, Port of Los Angeles, I-5 Joint Powers Authority, and Gateway Cities Council of Governments (GCCOG). With Metro as the lead, contributions total $30 million. Southern California Association of Governments is also involved.

Goals

The project aims to address escalating demand, design deficiencies, improve traffic safety, provide congestion relief, and improve air quality and public health for communities located near the I-710.

In the near future, the EAP prioritizes local interchanges and arterial road upgrades, new pedestrian and bike crossings, and support in identifying funds for purchase of near-zero and zero emission trucks, until funds for larger corridor improvements become available. The EAP aims to provide safety, mobility, and health benefits sooner than would a project involving the corridor as a whole.

Cost

Up to $7 billion

Website

https://www.metro.net/projects/i-710-corridor-project/
Los Angeles County Metropolitan Transportation Authority

I-5 Golden State Chokepoint Relief

Background
Interstate 5 (I-5) is one of the most critically important freight corridors in the nation, and serves as the sole major north-south link between the agricultural areas and logistics centers of the Central Valley and the seaports, manufacturing clusters, intermodal facilities, and population centers of the Los Angeles Basin.

As a vital international trade corridor stretching nearly 1,400 miles from Mexico to Canada and through the entire length of California, it serves trade within California, between California and other states, and between the United States and foreign trading partners. It is essential to supporting California’s critical industries, including import-export trade and agricultural production.

Background Continued
Metro, Caltrans, and local partners have long recognized that this chokepoint, if left unaddressed, makes California and the West Coast vulnerable to paralyzing supply chain disruptions along the entirety of I-5. The Chokepoint accommodates more than 200,000 vehicles per day, and the interactions between trucks and passenger vehicles create serious safety hazards. The I-5 Golden State Chokepoint Relief Project aims to fix congestion, improve safety, and enhance freight movement and transportation mobility along 13.6 miles of the 43 mile chokepoint.

Goals
The project adds new freeway capacity along the 13.6 miles of the project area, in the form of truck lanes, HOV lanes, auxiliary lanes, and related development and construction activities. These improvements are designed to provide significant and critically needed improvements to the capacity, safety, reliability, workforce accessibility, and overall performance of this segment of the I-5 corridor.

Specifically, the project is expected to save 2.2 million hours of truck travel time valued at $35 million over the first 20 years of operation, and increase speeds by 11 mph in mixed-flow lanes. Additionally, over 20 years, this project is expected to avoid 12.1 fatalities, 514 injuries, and 1,327 property damage only accidents.

Cost
$539 million
Received $47 million in 2018 INFRA program

Website
https://www.metro.net/projects/i-5-enhancements/
Los Angeles County Metropolitan Transportation Authority
I-605/SR-91 Interchange Improvement: Gateway Cities Freight Crossroads Project

Background
In 2013, Metro and the Gateway Cities Council of Government (GCCOG) partnered to conduct the SR-91/I-605/I-405 Congestion Hot Spots Feasibility Study to understand and address operational deficiencies along the I-605 Corridor. This resulted in the I-605 Corridor “Hot Spots” Program, created to advance individual congestion “hot spots” in the corridor, of which I-605/SR-91 was selected as one of the early action projects.

Background Continued
At the junction of I-605 and SR-91, which is part of both the state's Tier 1 Highway Freight Network and National Highway Freight Network, the Project is in the heart of an international trade corridor network, connecting the Ports of Los Angeles and Long Beach to the region and the rest of the nation. SR-91 is the closest true east-west corridor to the two Ports, providing direct access to many major clusters of warehousing and distribution centers in the region, and connecting Los Angeles, Orange, and Riverside counties. The project corridor currently experiences significant congestion and freight traffic demand is forecast to increase 30-40% by 2040, which will deteriorate the system performance in the absence of physical operational improvements.

Benefits
The project will provide an additional freeway mainline capacity leading to WB SR-91 connector ramp to the NB I-605, improvements to freeway entrance and exit ramps on WB SR-91, and operational improvements by creating a two-lane connector for the NB I-605 at the Alondra Boulevard off-ramp.

By constructing these improvements, the project will improve overall mobility and safety of the corridor, and provide mitigations to negative freight impacts to the surrounding communities by:
1. Providing additional freeway mainline capacity leading to the westbound SR-91 connector ramp to the northbound and southbound I-605
2. Improving freeway entrance and exit ramps
3. Improving operation from westbound SR-91 to northbound I-605 at the Alondra Boulevard Off-Ramp
4. Reducing the impact of truck bypass traffic on local communities

Cost
$187.8 million

Website
https://www.metro.net/projects/wb-sr-91/
Background
Connecting Orange and Los Angeles counties, a segment of the northbound SR-57 from Lambert Road in Orange County to just across the Los Angeles County line, experiences tremendous congestion and delays resulting from the high volume of trucks in addition to a long climbing grade. Studies have shown this corridor is one of the most freight-congested in Orange and Los Angeles counties. A simulation study revealed that northbound traffic on the SR-57 traveled at an average of 10 miles per hour during evening peak hour. By 2020 it is estimated that peak hour volume northbound within the project limits will reach 12,720 vehicles per hour. With a significant amount of traffic volume and delays, the entire northbound corridor is heavily impacted by this choke point.

Goals
The SR-57 Northbound Truck Climbing Lane Widening Project is intended to alleviate some of the high congestion resulting from the increasing volume of vehicles. The widening of lanes will allow for decreased traffic delays northbound from Orange County and into neighboring Los Angeles County.

Cost
$167.55 million

Website
http://www.octa.net/pdf/SR_57TruckClimbingLane.pdf
**Background**
This Project relieves a bottleneck in the Port of Long Beach, between the national freight rail network and three of the country’s largest intermodal marine terminals – Middle Harbor operated by the Long Beach Container Terminal (LBCT), Pier G operated by International Transportation Service (ITS), and Pier J operated by Pacific Container Terminal (PCT). Middle Harbor, Pier G, and Pier J are collectively a major center of operations for the San Pedro Bay Ports—the nation’s largest port complex by cargo volume—representing 25 percent of the container terminal capacity and over 29 percent of the on-dock intermodal capacity. Currently, there are four tracks in the northern portion of the project site, transitioning to three tracks at Ocean Boulevard, and then back to four tracks. The Fourth Track at Ocean Boulevard project will add a 3,000-foot railroad track, realign the existing lead track, and reconfigure crossovers and turnouts to eliminate a bottleneck at the Ocean Boulevard Overcrossing. The Project facilitates the use of on-dock rail service, allowing cargo to be loaded directly between cargo ships and rail, thus avoiding a drayage truck trip between marine terminals and off-dock railyards up to 27 miles away.

**Benefits**
The Project will add 3,000-feet of new weatherized steel tracks to streamline train movements between the Port of Long Beach, the Alameda Corridor, and Class I railyards in downtown Los Angeles. The Project will reduce delays and congestion on the San Pedro Bay Ports’ freight rail network, improve on-dock rail yard operations, and improve the efficiency and safety of those operations. The Project is expected to increase on-dock use (and decrease off-dock use) by 1.13 million TEUs/year at project buildout. This translates to reductions in travel times, idling and fuel consumption for port trucks and other motorists; these benefits are valued at $100 million. Furthermore, reductions in operation and maintenance costs and added value to property is estimated to be at $54 million.

**Cost**
$25 million

**Website**
http://www.polb.com
Gerald Desmond/I-710 Gateway Project

**Background**

The Gerald Desmond Bridge/I-710 Gateway 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% and 10% of all U.S. waterborne containers, respectively. While the recently opened Alameda Corridor can be thought of as the trade “railway” gateway to the Nation, the I-710/Gerald Desmond Gateway is the de facto trade “highway” gateway to the Nation.

The Port of Long Beach and Port of Los Angeles, combined, are the largest port in the U.S. and among the top 10 busiest ports in the world. The Gerald Desmond Bridge/I-710 Gateway serves the ports, which provide over 1.2 million jobs regionally and contribute a combined $4.9 billion in local, state and federal taxes.

The Gerald Desmond bridge will replace the existing (Gerald Desmond) Bridge, and the I-710 Corridor Project will add capacity to the existing freeway. Both projects comprise the Gerald Desmond/I-710 Gateway program which will provide adequate infrastructure for goods movement related travel planned for 2035.

The Gerald Desmond Bridge will be constructed via a Design/Build Contract, while an environmental document is being prepared for the I-710 Corridor. The I-710 Project proposes to add capacity via adding a general purpose lane to the existing facility OR by creating a separate 4 lane (truck only) freight corridor/facility, parallel to the existing freeway.

**Goals**

The Bridge Replacement is the first project to be constructed within the overall I-710 Corridor/Gerald Desmond Bridge Gateway Program. This program is a formal, regional program established as a comprehensive, strategic approach to addressing congestion, air quality, and safety issues in the Corridor.

As the de facto trade “highway” gateway to the nation and the primary link to off-dock intermodal railyards and other critical freeways, the Corridor serves a national trade market with nearly half of the containers having destinations/origins east of the Rockies.

Approximately 60,600 truck trips/day move to/from the Ports with I-710 carrying 50% and the Bridge carrying 35% of these trips. By 2030, the number of daily truck trips is forecast to increase to nearly 145,625, even with the increase in containers carried by railroads as a result of the Alameda Corridor and on-dock railyards at the Ports. The proposed project, which entails additional lanes, safety shoulders, and grade reductions, will improve traffic operating conditions and reduce delays, Vehicle Miles of Travel, Vehicle Hours of Travel and emissions.

**Website**


**Cost**

$1.29 billion
Port of Long Beach
Pier B On-Dock Rail Support Facility

Background
The Pier B On-Dock Rail Support Facility Project enhances rail operations and improves efficiency at the Port of Long Beach (POLB), the second busiest seaport in the U.S.

Currently, the existing Pier B Rail Yard’s function is to support POLB on-dock rail yards by providing railcar staging, which enables the on-dock yards to function more efficiently. The Pier B Street Realignment (Phase I) of the Project will realign the existing Pier B Street and Pico Avenue to accommodate future plans for the enhancement of the Pier B Rail Facility, and will enhance the traffic flow characteristics of the roadway.

The expanded rail yard (Phases II and III) will allow 10,000-foot long inbound and outbound intermodal trains to be staged at Pier B and will provide vital storage tracks for empty rail cars required to support the Port’s on-dock intermodal operations. In addition, the project will include on-site locomotive fueling tracks, an on-site railcar repair facility and rail crossing improvements.

Benefits
The Pier B On-Dock Rail Support Facility Project will improve the flow of goods, and reduce local and regional impacts associated with freight movement through the Southern California region, to and from the rest of the state and nation.

Development of on-dock facilities and the rail network will improve intermodal efficiencies and reduce local and regional truck traffic and associated congestion and diesel emissions.

The Port’s Rail Enhancement Program, which includes the Pier B On-Dock Rail Support Facility Project, is expected to reduce daily Vehicle Miles of Travel for Port trucks by about 64,500 miles; and reduce daily Vehicle Hours of Travel for Port trucks by about 2,300 hours.

Cost
$870 million

Website
http://www.polb.com/
Port of Long Beach
Terminal Island Wye

Background
Terminal Island is a major center of operations for the San Pedro Bay Ports—the nation’s largest port complex by cargo volume and value—representing 50 percent of the container terminal capacity and over 60 percent of the on-dock intermodal capacity. Terminal Island is home to the Port of Long Beach’s busiest marine terminal—Total Terminals International (TTI), located at Pier T—and, as such, efficient operations rely heavily on this critical rail network and its supporting infrastructure. TTI spans 385 acres, and includes over 100,000 linear feet of track with daily train service to both Class I railroads, Union Pacific (UPRR) and Burlington Northern Santa Fe (BNSF). Currently, TTI must share the use of a single track with multiple terminals in Los Angeles and Long Beach, thus creating a bottleneck.

Benefits
The Project adds an important second track, longer-lasting cement ties, and additional sidings to support and improve the following operations: simultaneous train movements for building trains at Pier T and Terminal Island; intermodal block-swapping; commodity and unit train deliveries; and building additional capacity for trains at Pier S and future Port of Long Beach developments. The Project will involve demolition of the existing Pier T East lead track, site preparation, and installation of approximately 10,000 feet of track with remote-controlled switches and signals. Additional rail track will increase on-dock use/decrease off-dock use by 300,000 TEUs/year (at project buildout). The Project reduces travel time, idling time and fuel consumption for port trucks and other motorists; these benefits are valued at $125 million. Additionally, reductions in operation and maintenance costs and added value to property are estimated to be valued at $4 million.

Cost
$40 million

Website
http://www.polb.com
Port of Los Angeles

National Multimodal Freight Network & Primary Highway Freight System Improvement Program

Background
As the largest container port in the Western Hemisphere, the Port of Los Angeles (POLA) handled 9.46 million twenty-foot equivalent units (TEUs) in 2018. By 2035, the POLA is projected to handle over 18 million TEUs. This growth in cargo translates to huge growth in trucks, autos, and trains on the most important highway and rail line segments of the federally designated National Multimodal Freight Network (NMFN), including the Primary Highway Freight System (PHFS). These NMFN highway/rail lines serve about 35% of all waterborne containers in and out of the U.S. To safely and efficiently accommodate this growth, the POLA has developed a comprehensive freight transportation improvement program, which consists of the following.

Program Elements
1. SR 47/Front St. Interchange - $50 million (PHFS)
2. SR 47/ Navy Way Interchange - $50 million (PHFS)
3. Truck Trip Reduction/Rail Efficiency Program - $440 million (rail lines/railyards; NMFN)
4. Container Terminal Efficiency Program - $560 million (berth deepening, wharf/gate/yard improvements, IT systems; NMFN)

Benefits
These projects address: 23 USC 150 national transportation system; FAST Act goals; and INFRA merit criteria. These projects improve safety and reduce: truck trips, truck-miles traveled, vehicle-hours traveled, roadway congestion/delay, train delays, and air pollution.

Total Cost
$1.1 billion

Website
http://www.portoflosangeles.org

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Port of Oakland
Oakland Global Trade and Logistics Center

Background
The former Oakland Army Base is being developed into the Oakland Global Trade and Logistics Center, transforming it into a world-class gateway for trans-Pacific trade. Expected to be completed in several phases during the next decade, the program will deliver the following key projects:

- Dry bulk marine terminal creating a new gateway for agricultural and mineral exports
- 225-acre logistics park for:
  - Trans-loading bulk exports from railcar into containers
  - Topping off exports with additional cargo within the Port overweight container corridor
  - Re-packing imported freight into larger U.S. 53-ft containers
  - De-consolidating imported consumer products arriving from multiple foreign origins for distribution across the country
- New intermodal container transfer facility
- Grade-separated rail connection at 7th Street, linking rail facilities north and south of 7th Street and accommodating longer, more efficient trains to serve the Port
- Upgraded rail, road and utility infrastructure
- Maritime-related truck parking and ancillary support services

Goals
- Reduce regional truck trips
- Creates up to 1,500 new jobs
- Add nearly $300 million in annual regional employee income
- Supports President Obama's National Export Initiative

Cost
- $500 million for infrastructure, warehouse & logistics park, bulk terminal and enhanced rail support and access
- In Design and Planning: $700 million for additional logistics park development, intermodal facility and road-rail grade separation.

Website
http://www.portofoakland.com/maritime/oab.aspx
San Diego Association of Governments
North Coast Corridor Program

Background
The 27-mile North Coast Corridor (NCC) plays a key role in the San Diego region’s economic and transportation vitality. Housing 16% of the region’s population (525,000 people) and 20% of its employment (278,000 jobs), the NCC is a thriving sub-region that contributes significantly to the San Diego economy.

Larger in area than both Rhode Island and Delaware combined, and home to more people than 20 of the 50 states, San Diego County—also known as the San Diego region—contributes significantly to the economic, political, social, recreational and environmental well-being of California and the U.S.

The region’s location in the southwest corner of the U.S. makes it the front door to the state and nation from the land ports of entry at the Mexican border as well as the seaport in San Diego Bay.

The planned transportation improvements in the NCC will ensure that reliable access to, and through, the corridor is maintained and enhanced for residents, visitors and businesses, including the movement of vital freight.

Cost
$6 billion+

Website
KeepSanDiegoMoving.com/NCC

Goals
The North Coast Corridor (NCC) includes upgrades to Interstate 5 and a 60-mile San Diego Segment of the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor.

These improvements will add capacity and enhance the safety and reliability of both the Interstate and rail system for passengers and freight. About 90% of the surface freight moving in and through the NCC corridor is by truck. The remainder is by freight rail through the LOSSAN rail corridor.

It is important to note that the region only has one major rail artery that must be shared by both passenger and freight operations. The LOSSAN Corridor is the second busiest intercity passenger rail corridor in the United States. Freight is only allowed to operate in a narrow window of off-peak passenger operations.

For more information:
KeepSanDiegoMoving.com/NCC
@SANDAG | @SDCaltrans
SANDAGregion | SANDAGregion
San Diego Association of Governments  
SR 11/ Otay Mesa East

Background  
Border congestion in the San Diego-Baja California region costs the United States and Mexico a combined $7.2 billion in annual economic output and more than 62,000 jobs each year. Bottlenecks at the Otay Mesa Port of Entry (POE), the region’s commercial border crossing, and the San Ysidro POE, the busiest land border crossing in the Western Hemisphere, constrict the flow of people and freight, choking off economic opportunities. The San Ysidro POE does not process commercial vehicles. There remains a pressing need for a new commercial POE to accommodate the $43 billion in trade carried by trucks in 2017 - the Otay Mesa POE cannot handle the demands alone.

Cost  
Estimated to be approximately $800 million

Website  
SANDAG.org/SR11

Goals  
The State Route 11/ Otay Mesa East POE Project will provide fast, predictable, secure crossings via tolled approach roads that connect directly to a new state-of-the-art POE serving both personal and commercial vehicles. The goal is to operate the new POE with an average 20-minute border wait time. Efficiencies will be achieved through a host of innovations and technologies, including:

- An integrated approach to providing advanced traveler information for the region’s major ports of entry, giving border crossers the information they need to make educated decisions on when and how to travel
- A new border wait time detection system that fees advanced traveler alert capabilities
- The use of electronic variable toll rates as a demand management strategy at the new POE
- Partnership approaches to designing and financing value-added amenities

Recent improvements to the San Ysidro POE have reduced wait times for pedestrians and passenger vehicles, leading to an increase at crossings. As a result, wait times are creeping back up. Since the San Ysidro POE does not process commercial traffic, a pressing need remains for a new commercial POE to accommodate the billions of dollars in trade carried by trucks.
Southern California Association of Governments

East West Freight Corridor

Background

The proposed project is part of the Regional Clean Freight Corridor System with dedicated truck-only lanes. The East West Freight Corridor (EWFC) would connect to the north end of the I-710 and then run eastward along the State Route (SR) 60, connecting to I-15 in San Bernardino County, and continue north along I-15 up to I-10.

The EWFC offers the opportunity for a high capacity corridor that serves key goods movement markets and industries along routes that have the highest volumes of truck activity in the region. Approximately 50 percent of the region’s warehousing and 27 percent of the regional manufacturing employment lie within five miles of the SR-60 alignment.

The EWFC would effectively serve international, inter-regional, and local markets for the region’s manufacturers and logistics industries. Further evaluation of initial project segments, including safety and operational improvements, are underway. Additionally, financial capacity analysis is being conducted along with private procurement industry outreach in screening for project delivery options.

Goals

The East-West Freight Corridor will provide major benefits that would improve performance of the Federal-aid highway system nationally, and regionally. Based on Southern California Association of Governments (SCAG)’s recently completed Comprehensive Regional Goods Movement Plan and Implementation Strategy, the major project benefits include:

- **Mitigation of Future Truck Traffic**: The construction of the East-West Freight Corridor would increase capacity to accommodate the projected growth in truck activity. The corridor’s traffic mitigation impacts would be significant, especially considering that some segments of the East-West Freight Corridor are forecast to carry between 58,000 and 78,000 trucks per day in 2035.

- **Reduction in Regional Delay**: The East West Freight Corridor is projected to result in substantial delay reduction for both trucks and autos. Within the identified influence area, all traffic is expected to experience a reduction of approximately 4.3%, with heavy-duty trucks seeing a about 11% decrease.

- **Impact on Parallel Routes**: The East-West Freight Corridor is projected to draw significant volumes of truck traffic away from parallel routes, easing congestion and creating capacity for other vehicles on general purpose lanes. Estimates indicate that the East-West Freight Corridor could reduce daily traffic on portions of SR-60 (between 42–82%), I-10 (up to 33%), SR-91 (up to 19%), I-210 (up to 17%), and major regional arterials (up to 21%).

Website

http://www.scag.ca.gov/
Background
This is a comprehensive strategy to improve access to the Ventura County Route 101 Corridor encompassing numerous technology firms, as well as the Port of Hueneme.

The scope includes: (1) on the Route 101 Freeway, Bus/High Occupancy Vehicle and Auxiliary lanes from Route 23 in Thousand Oaks to Route 33 in Ventura; and (2) on Rice Avenue and Hueneme Road (the primary route connecting the Port of Hueneme to Route 101. Improvements include a road/railroad grade separation, widening of the remaining 2-lane sections to 4 lanes, and roadway reconstruction to accommodate anticipated loadings.

The project will increase the speed of the existing express bus service accessing multiple employment centers in the Route 101 corridor, while reducing congestion and increasing safety for all traffic and trucks accessing the Port and the Corridor employers.

Goals
The project will increase the capacity of a congested portion of Route 101, which serves as the primary California coastal route, and also the alternative route between northern and southern California when Interstate 5 is closed due to snow north of Los Angeles, a fairly common occurrence during the winter months. The Rice Avenue Grade crossing, scene of a recent Metrolink / truck crash, would be eliminated.

Cost
$765 million

Website
http://www.scag.ca.gov/
Background
The Puget Sound Gateway Program will complete the long-planned State Route 167 and 509 corridors. These corridors are vital to the continued economic vibrancy and growth of our seaports in Tacoma and Seattle and the Sea-Tac International Airport. To complete these critical missing links in the network, the Washington State Legislature and local governments have funded 95% of the Gateway Program. WSDOT is seeking federal grants to fill the remaining funding gap.

Goals
Completing SR 509 and SR 167 will reduce congestion, increase mobility between urban and manufacturing/industrial centers, and allow for faster and more efficient freight movement, particularly to and from the ports of Seattle and Tacoma, operating jointly as the Northwest Seaport Alliance.

Completing these projects will provide essential connections for goods exported through Puget Sound ports from around the U.S. The ports – the fourth largest gateway for containerized cargo in the U.S. – will connect with the Kent, Puyallup and Sumner valleys; home to the second largest distribution center on the West Coast. The Program will also connect the ports to agricultural and manufacturing producers in rural areas of eastern Washington and norther tier states. The ports support more than 58,000 jobs, generate more than $12.4 billion in business output and produce over $4 billion in labor income. Creating direct access to our ports through the completion of SR 509 and SR 167 is essential to the health of our economy and region.

Cost
$1.95 billion

Website
http://www.wsdot.wa.gov/projects/gateway/
Central
Chicago Department of Aviation

O’HARE 21 PROGRAM AND AIR CARGO DEVELOPMENT

Background
O’Hare 21 is the City of Chicago’s current $8.5 billion capital improvement program in conjunction with its airline partners to realize O’Hare Airport’s biggest terminal expansion ever, adding 25% more gate capacity, modernizing terminals, and improving passenger experience. As the world’s #1 airport in operations, the plan will further enhance O’Hare’s connectivity and efficiency while ensuring the future success of Chicago’s most important economic engine and creating over 60,000 jobs for the Chicago metropolitan area. O’Hare 21 follows the O’Hare Modernization Program (OMP), which over several years has transformed O’Hare’s old intersecting runways into a streamlined system of six parallel east-west runways, with two additional diagonal runways remaining for varying weather conditions, along with other associated infrastructure upgrades throughout the airfield. The fourth of four new runways under OMP, Runway 9C/27C, will be completed in 2020 just as O’Hare 21 begins to reshape the airport’s terminal area footprint over the coming decade.

Cost
$8.5 billion

Websites
www.ohare21.com
www.flychicago.com

Air Cargo Growth
O’Hare Airport is a nexus of the U.S. National Airspace System and a global hub for both passenger and cargo air traffic. Consistently ranked as one of the top 20 largest cargo airports in the world, today O’Hare is processing record-breaking cargo volume at approximately 1.9 million metric tons annually. Further, O’Hare is the #1 airport in the Americas by trade value, with over $200 billion in freight moving through the airfield each year. The airport has been able to handle cargo growth with its state-of-the-art Northeast Cargo Center which opened in 2016. A second phase opened in 2017, and a third phase is planned to open by 2021. This new cargo campus adds substantially more airside cargo capacity to the airfield, which translates to over 900,000 additional square feet of facility space and 13 additional parking spaces for B747-8F aircrafts.
The CREATE Program  
(Chicago Department of Transportation; Cook County; Illinois Department of Transportation; Association of American Railroads)

75th Street Corridor Improvement  
(CREATE Projects P2, P3, EW2, & GS19)

Background
Chicago is the nation’s rail hub with nearly 1,300 trains daily, over 500 of which - with over 37,500 railcars - carry freight. One quarter of the all freight rail traffic in the country is handled in Chicago with the volume of shipments expected to increase by 150% by 2040. Rail lines in the area, built more than a century ago, were not configured for the current volume and types of freight, causing delay and congestion. Completing all of CREATE’s freight rail improvements will provide great benefit to the national economy by making cross-country shipping more efficient. The estimated overall nation-wide annual economic benefit of completing CREATE is 28,000 job years and $3.6 billion in increased economic activity – 75% of which will accrue outside of the Midwest.

Goals
The 75th Street Corridor Improvement Project (CIP) consists of four component projects that will improve mobility and safety for rail passengers, freight, and roadway users. The project will:

- Eliminate rail-rail conflicts at 3 junctions resulting in a 20% reduction in fuel consumption in the study area.
- Improve commuter rail transit service reliability by providing a second Metra track along Columbus Avenue and by eliminating the rail line at-grade conflicts at existing junctions.
- Improve average travel times through the study area between 37% and 82% for freight rail traffic.
- Create additional capacity at Chicago Union Station by re-routing the Metra’s Southwest Service to LaSalle Street Station. This will allow for future expansion of Metra, Amtrak, and higher speed rail services terminating at Union Station.
- Allow the 75th Street CIP rail corridor to accommodate ~21% more freight trains and 23% more freight cars per day through the study area.
- Remove a major highway-rail grade crossing.
- Improve local mobility and general infrastructure conditions by making neighborhood scale capital improvements at 36 viaducts and other locations within the study area.

Total Project Cost: $952 million
In June 2018, the CREATE Program partners were awarded a $132 million federal INFRA grant for the first two 75th St. CIP projects (P3 and GS19) and the closely related Argo Connections project (B9). This will support significant public and private funding commitments and close the funding gap to begin fixing the most complex and congested segment of railroad in North America. Future funding will be needed to complete construction on the two remaining 75th St. CIP projects (P2 and EW2).

Website
http://www.createprogram.org/  
www.75thcip.org/
The CREATE Program
(Chicago Department of Transportation; Cook County; Illinois Department of Transportation; Association of American Railroads)

Grade Separation of 95th Street and Union Pacific Railroad Chicago (CREATE Project GS21A)

**Cost**
$60 million

**Website**

**Background**
Chicago is the nation’s rail hub with nearly 1,300 trains daily, over 500 of which - with over 37,500 railcars - carry freight. One quarter of the all freight rail traffic in the country is handled in Chicago with the volume of shipments expected to increase by 150% by 2040. Rail lines in the area, built more than a century ago, were not configured for the current volume and types of freight, causing delay and congestion.

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**Benefits**
Removing this existing at-grade rail crossing, used by more than 26 freight and passenger trains per day, will eliminate nearly 44,000 hours of annual motorist delay impacting 3,800 vehicles daily and improve safety for the 27,500 vehicles and 885 CTA/Pace buses which utilize this crossing each day. Additionally, it will eliminate pedestrian and bicycle exposure to rail conflict thereby increasing safety and encouraging the use of these sustainable modes of transport.
The CREATE Program
(Chicago Department of Transportation; Cook County; Illinois Department of Transportation; Association of American Railroads)

Grade Separation of Archer Avenue and Belt Railway of Chicago, Chicago
(CREATE Project GS9)

Cost
$60 million

Website
www.archerbrc.com

Background
The project will eliminate the at-grade crossing of Archer Avenue by two Belt Railway of Chicago (BRC) tracks. This will be accomplished by creating either an overpass or underpass for vehicles using Archer Avenue at this location. Daily, 18,600 vehicles and 259 CTA buses pass through the crossing. This project will improve air quality by reducing vehicle idling, reduce roadway congestion, and improve safety for all road users.

The grade crossing separation will eliminate delay to more than 2,700 vehicles daily, resulting in alleviation of nearly 59,600 annual motorist hours of delay. It will also eliminate the potential for collisions between vehicles and trains. This location is designated a “911 Critical Crossing.” This is a critical location for emergency services to access communities that have a high frequency of train movements or delays. The grade separation will eliminate this issue.
Illinois Department of Transportation
I-80 Reconstruction and Mobility Improvements

Background
I-80 in the southern part of the Chicago region has heavy truck volumes and is in critical need of improvement. Preliminary engineering is nearly complete for reconstructing a short stretch of pavement, rehabilitating or replacing several bridges, and adding auxiliary lanes along the 16-mile western segment of I-80 from Ridge Road to US 30 in Will County, which has failing pavement and poor bridge conditions. However, this is a short-term fix, and additional improvements are required from the western edge of the Chicago area to I-294. Full reconstruction of the roadway and additional travel lanes are needed. The most significant issue is to replace the Des Plaines River bridges, which are structurally deficient and rated as being in critical (west bound) and serious (east bound) condition. Approximately 85,300 vehicles travel over these bridges each day, about one in five of them heavy trucks. According to the Illinois Department of Transportation, traffic over these bridges is expected to grow about 70% by 2032. These bridges serve as a major thoroughfare for freight movement that supports the regional, state, and national economies.

This is a priority project in the Will County Community Friendly Freight Mobility Plan and the ON TO 2050 long-range plan of the regional metropolitan planning organization, the Chicago Metropolitan Agency for Planning (CMAP).

Benefits
Addition or extension of auxiliary lanes will allow operational improvements in the form of smoother, more efficient vehicle movements through interchanges, resulting in fewer backups. Reconstructed bridges on new alignments will provide drivers with improved sightlines and safer merges. Improved pavement will reduce the need for lane closures associated with pavement repairs. Ultimately, added capacity at full buildout, potentially including truck-only lanes, will result in significant congestion reduction. The table shows travel speed and congestion reduction benefits for a portion of the project area.

CMAP Travel Model Forecasts – With and Without I-80 Improvements (Full Build-out)

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<th>Existing Traffic</th>
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<td>Truck Lanes</td>
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<td>Daily Congested Vehicle Miles Traveled</td>
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<td>Eastbound I-80 – Joliet (Larkin to IL 53)</td>
<td>Morning Peak-Period Speed</td>
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<td>46</td>
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<td></td>
<td>Daily Congested Vehicle Miles Traveled</td>
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<td>12,000</td>
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Website
http://i-80will.com/

Cost
$4.2 billion at full build-out
Coordinated closures are scheduled for 2019, 2020, and 2023, bringing $117 million to address the most critical needs. The nominal necessary investment in these systems would provide significant economic value at the local, state, regional and national levels while also supporting national security. Waterway carriers and shipper will benefit from improvement in system reliability. Over $102 billion in annual wages and over 111,000 commercial enterprises nationally rely on these assets. Critical water supply for municipalities, irrigation, industry and utilities, beside recreation, tourism and ecological values will also benefit from investment. We must improve the existing system before new assets can be committed to expand the system.

The Inland Waterway User Board in 2014 highlighted that it “continues to believe that it is imperative that adequate O&M funding be provided to keep the system functioning in an efficient and reliable manner. As the system continues to age, this need for adequate O&M funding can only be expected to increase.” The system has aged; the cost needs have risen: work expected to cost $530 million in 2012 will now cost at least $700 million.

Goals
Applying funds toward improvements to ensure an OCA level of B would achieve an optimized benefit cost level of service. In a 3-to-5 year period, sequencing project maintenance and repairs should bring the system to the “B” level of readiness. Dam gates and valves, lock gates, walls and machinery all need to be upgraded. Original materials and operating fixtures were built in 1923, now well beyond 50-year engineered design life. Critical custom components must be fully replaced to ensure reliability for the next half century or more. Application of new technologies, materials, as well as modern maintenance, and repair sequencing can help to mitigate future cost escalation. Best-in-class construction techniques and project management practices during O&M helps contain costs and accelerate project delivery for system improvement across the eight lock and dam sites. Investment will support jobs, improve quality of life and sustain natural resources.

Website
http://www.BuildIWW.com

(There should be no leaks, this is a lock gate) Lockport, IL

Background, continued
Eight locks and dams step the Illinois Waterway down 160’ in elevation between Chicago and St. Louis. The U.S. Army Corps of Engineers (USACE) shoulders responsibilities for ownership and operation of the locks and dams. These federal assets are in need of comprehensive maintenance and repair to effectively operate this reliable, resilient and robust supply chain corridor for users of the waterway. Recent USACE analysis defined investment needs for the locks and dams based on the amount of the backlog of deferred maintenance that arose due to long term inadequate congressional funding appropriations. The facilities on the Illinois Waterway operate as a system that serves USACE’s multiple beneficiaries for flood risk management, ecosystem management and sustainability, as well as for navigation. They cannot be improved optimally through piecemeal efforts.

Cost
The investment required to bring the system up to a level of 95% capacity reliability, known as Operational Condition Assessment “B,” or OCA-B, is calculated at $778 million. Broken down more specifically, to buy down the risks of failures the needs are:

$ 88 Million La Grange Lock and Dam at Mile Marker (MM) 80.2 on the Illinois River
$ 86 Million Peoria Lock and Dam at MM 157.7
$ 98 Million Starved Rock Lock and Dam at MM 231.0
$106 Million Marseilles Lock and Dam at MM 247.0
$ 98 Million Dresden Island Lock and Dam at MM 271.5
$135 Million Brandon Road Lock and Dam at MM 286.0
$ 96 Million Lockport Lock and Dam at MM 291.0
$ 71 Million TJ O’Brien Lock and Dam at MM 326 on the Calumet River
Illinois Tollway
Elgin O’Hare
Western Access
Project
I-490 TOLLWAY AND ILLINOIS ROUTE 390 TOLLWAY

Background
The Elgin O’Hare Western Access (EOWA) Project is designed to accommodate access into the O’Hare International Airport via two new cashless Tollways that include 17 miles of new roads with 15 new or improved interchanges.

The new Illinois Route 390 Tollway, completed in November 2017, carries east-west traffic and the new I-490 Tollway will be built to carry north-south traffic around the western border of O’Hare and provide access to the airport.

The I-490 Tollway, coupled with the new Illinois Route 390 Tollway, will connect businesses and communities with one of the nation’s busiest airports, transit facilities, major freight transportation hubs, distribution centers and multiple interstate highways including the Jane Addams Memorial Tollway (I-90) and the Central Tri-State Tollway (I-294).

Due to the overall magnitude and potential to dramatically improve mobility and freight connectivity while enhancing the national and regional economies, the corridor is designated as a “Project of National and Regional Significance” by federal transportation legislation.

Background, continued
The projects are part of a regional transportation solution resulting from bipartisan consensus among local communities, business, labor, public finance and regional planning and transportation experts.

The projects include:
- Providing direct access to O’Hare International Airport property
- Constructing new roadways to provide access from I-294 to Franklin Avenue/Green Street
- Constructing a new partial interchange on I-294 at County Line Road/North Avenue (Illinois Route 64)
- Constructing Touhy Avenue improvements

Cost: $3.4 billion
As part of its Move Illinois Program, the Illinois Tollway has committed $3.1 billion toward the $3.4 billion needed for building the EOWA Project. Funding sources to close the $300 million gap are currently being pursued by DuPage and Cook Counties and local officials. To date, more than $170 million of the $300 million funding gap has been identified.

Website
Michigan
Blue Water Bridge Plaza Expansion Project

Background
The Blue Water Bridge (BWB) Plaza Expansion Project occurs at a major international border crossing for cars and trucks between the United States and Canada. The bridge connects Port Huron, Michigan, and Port Edward, Ontario, Canada. The BWB consists of two bridge spans over the St. Clair River; one for traffic to Canada and one for traffic to the United States (US). The bridges are jointly owned by Michigan Department of Transportation (MDOT) and the Blue Water Bridge Canada, managed by the Federal Bridge Corporation Limited. The Blue Water Bridge is the third busiest crossing between the United States and Canada, and the second busiest truck crossing between the two countries.

The existing BWB plaza facilities are inadequate to deal with forecasted traffic and have many deficiencies for accommodation of existing volumes. Lengthy backups of commercial and passenger vehicles interfere with local traffic using Highway 402 in Canada. The plaza has inadequate parking for trucks in secondary inspection and often make unsafe maneuvers to find parking. Plaza improvements are needed to accommodate several new inspection procedures and technologies and additional space is needed to house improvements and increased staff. Improvements are needed to correct an undesirable weave situation on the Blue Water Bridge, as well as weave movements and traffic conflicts on the plaza and freeway exit ramps. This project will provide a more efficient plaza which will support the significant amount of national, international and regional trade that uses the BWB plaza.

Cost
The overall project cost is estimated at $307 million

Website
http://www.michigan.gov/mdot/0,4616,7-151-9618_11070---,00.html
Background

The Detroit Intermodal Freight Terminal (DIFT) project is a public/private partnership between government and four Class I railroads (Canadian National, Canadian Pacific, CSX Transportation, and Norfolk Southern) that currently provide intermodal rail service to southeast Michigan. This project will consolidate rail load transfer operations in one location, improve several railroad interlockings, and improve roadway access to terminals, all of which will increase the efficiency and safety for rail operations and nearby local streets.

Intermodal traffic is forecast to grow significantly by 2030 and the existing terminal capacity is inadequate to accommodate this growth. In addition, the connectivity between intermodal terminals is poor and train routings in the area suffer because of inadequate rail connectors (interlockers), which limit the efficient movement of trains in the area. The DIFT project will address these problems. In addition to expanding terminal capacities to meet future business needs and eliminating the major chokepoints in the rail lines, the project will provide improved access between the terminal and major interstate highways.

Background, continued

Project benefits include a reduced long-haul truck traffic serving southeastern Michigan markets, creation of 4,500 permanent jobs along with 620 construction jobs, reduced local roadway delays at railroad grade crossings, and increased government revenue from increased business activity.

The West Detroit portion of this project was completed in 2018. This connection separates passenger rail traffic from freight rail traffic and provides a faster, more direct route to midtown Detroit. In addition, improvements to the Delray Interlocking will begin in 2019. Remaining project components await funding before proceeding.

Cost

Total project cost remaining is $539 million, with an approximate 60% / 40% split between government/railroads.

Website

https://www.michigan.gov/mdot/0,4616,7-151-9621_11058_26215---,00.html
Background
The New Soo Lock Project will provide critical redundancy to an essential economic shipping route which handles over 70 million tons of cargo and 3,000 vessel passages annually. The project consists of construction of a second large lock and will replace two World War I-era locks that are functionally obsolete and permanently closed. The new lock will have the same dimensions as the existing 50-year old Poe Lock and will allow for the rehabilitation of the Poe Lock.

Background, continued
Should the locks become inoperable due to mechanical failures, impacts will be felt throughout the United States. A Homeland Security Study found that a six-month closure of the Poe Lock would result in a complete shutdown of Great Lakes steel production. This would lead to 75% of U.S. integrated steel production ceasing, as well as 80% of U.S. iron ore mining. Auto and transportation equipment production would essentially end in North America, with 11 million job losses and $1.1 trillion decrease in GDP.

The locks are owned and operated by the U.S. Army Corps of Engineers. Construction of the new lock was originally authorized by Congress in 1986 and reauthorized in 2007. A new economic validation study was completed in June 2018, which resulted in an updated benefit/cost ratio of 2.42, allowing the project to move forward toward Congressional funding. Congress reauthorized construction of the new lock in October 2018.

While the new lock is authorized by Congress with full federal funding, the State of Michigan provided $52 million in December 2018. This helped to advance the project and allow it to rank more highly among national infrastructure needs. The Corps of Engineers has received $32.4 million in federal funds which will allow for construction to begin on the first phase of the project in 2019.

Congress needs to continue providing funding for the project. If adequate and timely funding is made available, the new lock could be completed in 2027.

Cost
The overall project cost is estimated at $922 million.

Website
https://www.lre.usace.army.mil/About/Highlighted-Projects/New_Soo_Lock/
Ohio-Kentucky-Indiana Regional Council of Governments

New Brent Spence Bridge

Background
The Brent Spence Bridge (BSB), built to carry 80,000 vehicles, now carries 160,000 vehicles from Interstates 71 and 75 across the Ohio River between Cincinnati, Ohio and Covington, Kentucky.

Nationally, it is the lynchpin on the I-75 trade corridor, stretching from Michigan to Miami. It has been judged to have the seventh most truck-congested spot in the nation.

Safety deficiencies plague the bridge. Its emergency shoulders were eliminated and lanes were narrowed to 11 feet. The Brent Spence Bridge is labeled functionally obsolete by the U.S. Department of Transportation. Wrecks are three to five times more likely along the corridor than on other portions of the interstate systems in Ohio, Kentucky or Indiana.

This mega-transportation project includes construction of a new bridge, rehabilitation of the existing BSB and reconstruction of 7.8 mile segment on both sides of the bridge in Ohio and Kentucky. Currently $400 billion in freight crosses the BSB annually and that is expected to double by 2040.

Goals
• Brent Spence Bridge and related projects will improve safety and traffic flow along with reducing traffic congestion
• Ensure the future of the 600,000 jobs located near the Brent Spence Bridge
• Improve the flow of the $400 billion in freight that crosses the bridge, annually

Cost
$2.7 billion

Website
www.oki.org/brentspencebridge
Background
Cincinnati’s gateway to the West Side, the Western Hills Viaduct, is a half-mile, double-decked bridge spanning the Queen City rail yard, connecting several major roadways and has a water main built into it.

Built in 1932, it is a major commuter route for residents of the west side connecting it to downtown and uptown, the region’s largest job centers. It is a part of the region’s multimodal, integrated transportation system and any future update will accommodate Bus Rapid Transit. The viaduct is used by over 55,000 vehicles a day.

- The viaduct is considered the most decrepit bridge in the region with Federal inspectors declaring it structurally deficient
- Its sufficiency rating is 29.6, any bridge rated 45 or worse, needs a major overhaul or replacement (2015 National Bridge Inventory)
- Last rehab was in 1977
- Top 10 most-traveled structurally deficient bridge in Ohio (American Road & Transportation Builders Association)
- Concrete is deteriorating, exposing reinforced steel which is rusting
- Oversized loads are banned
- Bike and pedestrian accommodations are dangerous

Cost
$335 million

Website
www.cincinnati-oh.gov/dote/dote-projects/western-hills-viaduct
Port Houston
Bayport and Barbours Cut Container Terminal Expansion

Background
The Bayport and Barbours Cut container terminals at Port Houston handled more than 2,500,000 TEUs in 2018, making Port Houston the 6th busiest container terminal in the nation in terms of loaded boxes. Port Houston’s central location on the Gulf Coast and ready connection to nearly half of the U.S. population is spurring growth on both the Pacific and Atlantic trade lanes and increasing demand for greater terminal and intermodal capacities.

Cost
$1.177 billion

Website
www.porthouston.com

Goals
Port Houston is seeing ever larger vessels calling at its container terminals with the expansion of the Panama Canal and growing trade volumes on Asia, Europe, Mediterranean and South America trade lanes. Expansions of these terminals increase the number of post-panamax ship to shore cranes to serve the larger vessels, build container yard capacities, and improve intermodal rail connectivity and service. Between the two terminals, the expansion adds 3 berths, 23 neopanamax shore cranes, and 145 acres of container yard space.
Port Houston
Bayport Intermodal Logistics Center

Background
Port Houston is rapidly emerging as a key national gateway for consumer imports and industrial exports, and demand is expanding for logistic facilities with transloading and intermodal capacities. The Bayport Intermodal Trade & Logistics Center provides transloading and warehousing capabilities adjacent to the Bayport container terminal and intermodal railyard, providing both import and export supply chains with essential logistics support facilities, essential to efficient supply chains and overall competitiveness of the Houston Gateway.

Goals
The Intermodal Trade & Logistics Center will provide nearly 1 million sq. ft. of 40 ft. clear height, rail serviced transloading and warehouse space. Importers and exporters are driving demand for near port logistics facilities to enhance the efficiency of their supply chains and to increase the velocity of shipments. The intermodal capabilities of the Logistics Center will work to reduce dray vehicle miles traveled (VMT) and thereby reduce overall emissions associated with port operations.

Cost
$200 million

Website
www.porthouston.com
Port Houston
Wharfs 33 & 34

**Background**
The Turning Basin docks at Port Houston have been serving the needs of international and domestic customers since the opening of the Houston Ship Channel in 1914. Each of the forty or so existing public and private docks comprising the general and project cargo. Turning Basin Terminal is uniquely designed to handle a wide range of cargo types and customer needs; from grain to steel to heavy lift project cargoes to wind turbines and blades. Houston is the national leader for breakbulk cargo in part due to the large laydown areas located adjacent to the general cargo and heavy lift docks.

The existing Wharf 32 is situated immediately to the east of the I-610 Sidney Sherman Bridge on the northside of the Houston Ship Channel, with 145 acres of upland area, immediate access to the I-610, and rail service. Wharf 32 has the highest utilization rate of 80% within the Turning Basin Terminal.

**Goals**
Wharfs 33 & 34 abut Wharf 32 and extend the wharf face by 1,600 lin ft to the east and will extend rail service to the wharfs.

**Benefits**
Wharfs 33 & 34 will provide much needed general and project cargo wharf capacity to the Turning Basin Terminal, and, being to the east of the I-610 bridge (airdraft of 135’), these wharfs eliminate the bridge navigation concerns of the larger vessels calling at the Turning Basin wharfs. Moreover, a number of the existing Turning Basin wharfs were constructed decades ago and were designed to handle the cargo weights of yesteryear. Wharfs 33 & 34 are designed to handle the modern heavy lift cargoes needed to sustain and grow the burgeoning oil and gas production in west Texas and the growing petrochemical facilities in the Houston Gateway.

**Cost**
$82 million

**Website**
www.porthouston.com
**Background**

The project constructs a new berth at the Dames Point Marine Terminal (DPMT) to allow additional auto processing capabilities. JAXPORT is the second largest auto processing port in the United States and expects a record year in 2019 with more than 700,000 automobiles processed. A new Roll-On/Roll-Off (RO/RO) berth at DPMT will allow simultaneous operations for both automobile operations and cruise ship operations. Until a new berth is constructed, vessels must share one berth for cruise operations and RO/RO operations, which limits operations and capacities.

**Cost**

$28.5 million

The project total cost is estimated at $28.5 M to include the design, permitting and construction. The work also includes the necessary dredging from the federal navigational channel to the proposed berth. The design is expected to take 9-12 months, with construction following immediately after design completion.

**Website**

www.JAXPORT.com
**Maryland Department of Transportation**

**Howard Street Tunnel Project**

**Background**
Height-clearance restrictions in Maryland, Delaware and Pennsylvania prevent the use of double-stack rail services on the CSX freight rail lines that parallel I-95. This makes the I-95 Corridor the last major underdeveloped intermodal rail-freight corridor in the U.S. Despite efforts to create a double-stack-cleared route through Baltimore, there has been little success due primarily to the Howard Street Tunnel, a 124-year-old, 1.7-mile-long railroad passage under Baltimore. Increasing the Howard Street Tunnel’s vertical clearance was previously considered too complex and too expensive. However, advances in engineering technology have significantly reduced the complexity and therefore the cost of clearing the tunnel. The State of Maryland and CSX, the owner of the tunnel, have joined forces to resolve the Howard Street Tunnel as well as 22 other obstructions to gain clearance to enable passage of double-stack intermodal trains.

**Cost**
Total Cost: $466 million
- $147 million from the State of Maryland,
- $91 million from CSX, remaining through an INFRA grant request.

**Project Benefits**
Because the Howard Street Tunnel has been such an obstacle to the I-95 Corridor, little consideration has been given to highway/rail overpasses north of the tunnel. This project will address obstructions in both the Tunnel and on the additional highway/rail overpasses. This will remove a long-standing bottleneck on the national freight rail network and allow CSX to run double-stack intermodal traffic through Baltimore on the most direct, lowest mileage route between the Southwestern, Northeastern, and Midwestern U.S.

Over 30 years:
- more than 2.5 million loaded units will be converted from long-haul trucking to rail;
- the U.S. will avoid about 1.2 billion truck vehicle miles traveled;
- fuel consumption will be decreased by about 137 million gallons;
- around 16 fatal crashes, 585 injury crashes, and 1,561 damage crashes will be avoided;
- $532 million in benefits will accrue, about 57 percent of which will occur outside of the project states; and
- around 68,000 net new jobs will be created by or linked to this project.

Additionally, the ability to move double-stack trains along the I-95 Corridor will improve the competitiveness of the Port of Baltimore. The Port currently has a deep water channel, a deep water docking berth, and modern equipment to handle Super-Post-Panamax Cranes but their lack of ability to ship and receive containers via double-stack rail is an impediment to their success.
Background
Port Canaveral’s North Cargo Berth 8 (NCB8) will provide the infrastructure and capabilities to handle a growing portfolio of heavy and oversized cargo, including commercial spacecraft components. NCB8 is designed and engineered as a multimodal/intermodal berth that will provide flexible capacity and capability to accommodate more diverse commerce at the Port. The development of NCB8 – the Port’s last remaining undeveloped waterfront parcel– will ensure Port Canaveral can meet the increased demand for diversified cargo-handling capabilities, while keeping the Port well-positioned for the future. The 900-foot seawall and planned 100-foot pier extension will be capable of handling an 850-foot ship. NCB8 will be constructed with a 2,000 lbs.-per-square-foot capacity, a necessary requirement for handling aerospace cargo, and other heavy project cargo. The berth will be dredged to a depth of -35 ft (Mean Lower Low Water).

Goals
Benefits gained from funding this project –
• Multimodal/intermodal berth will provide “flexible” capacity and capability to handle cargo and cruise vessels
• Will create necessary capacity improvements to accommodate more diverse commerce, subsequently providing a competitive advantage for existing and new business development
• Pier extension will allow for larger vessels to berth
• Uplands improvements will support handling heavy cargo, including spent booster rockets

Cost
$33.2 million

Website
https://www.portcanaveral.com/Cargo-Trade
Port Canaveral
Northside Roadway Improvements

Goals

- This needed infrastructure will support heavy loading equipment and trucks, relieve congestion, improve safety and expand capacity of roadways
- Northside terminal roadways will add road lanes, new signaling, a new emergency access roadway, and improved commercial parking
- Wayfinding and new directional and electronic signage throughout the Port and along State Roads 528, 401 and A1A will improve traffic navigation to cruise terminals and cargo piers.

Background

Wider roads, improved traffic signals and a new “wayfinding” system around the Port are necessary to accommodate increased vehicle traffic generated by the Port’s operations growth. The roadway upgrades will improve traffic flow due to growing cargo operations and promote traffic safety around the Port’s northside cargo and cruise terminals. The Northside Roadway Project is part of a comprehensive port-wide intermodal road improvements plan to revamp Port Canaveral’s roadway infrastructure to support heavy loading equipment and increased truck volume, relieve traffic congestion around terminals, improve traffic safety and expand efficiency and capacity of Port roadways.

Port Canaveral’s roadway network connects and intersects with Florida State Highways SR 528 – the east-west connector from Port Canaveral to interstate highways I-95 and I-4 – and, SR 401, which borders Port Canaveral’s west and north boundaries and is the only roadway linking the Port’s north and southside cruise and cargo operations. Port operations, cruise guests and visitors share SR 401 with the U.S. Air Force, Cape Canaveral Air Force Station, Kennedy Space Center, the U.S. Navy Ordnance Test Unit, the U.S. Coast Guard, U.S. Customs and Border Protection, Brevard County Sheriff’s Office and Canaveral Fire Rescue Department.

Cost

$15.4 million

Website

https://www.portcanaveral.com/Cargo-Trade
Port Everglades Intermodal Freight Connector Project

Background
Broward County’s Port Everglades Intermodal Freight Connector Project is a nationally significant freight transportation and logistics project. Additional dock space and low-profile super Post-Panamax gantry cranes are critically needed to transfer cargo intermodally from ship to shore for distribution throughout the United States by truck and rail. Port Everglades has handled Post-Panamax cargo ships for several years prior to the Panama Canal expansion, and continues to handle increasingly larger ships. These ships must be lightly loaded due to depth constraints. Timing for this project is essential as older fleets are being replaced with much larger ships that have deeper drafts and the Panama Canal has been expanded to accommodate these larger ships. This essential project consists of:
- Lengthen the existing Southport Turning Notch from 900 feet to 2,400 feet and create up to 5 additional berths
- Purchase of 3 super post-Panamax Cranes
- Upgrades to crane rail infrastructure, 1,900’ of new crane rail girders for new container cranes with 120’ gauge
- 1,500’ of new crane rail girders for upgraded cranes with 100’ gauge
- Excavation of an existing cargo yard built over existing landfill
- Approximately 3,250 linear feet of new bulkhead & approximately 1,600 linear feet of new environmentally friendly bulkhead

This Project will ensure that Port Everglades is able to provide the infrastructure and capacity necessary to fulfill its role as a nationally significant global gateway and provide goods and services to Southeast and Central Florida’s over 8.8 million residents and seasonal 80 million tourists.

Goals
- The ability of Port Everglades to retain/attract and handle waterborne trade for Florida’s regional and United States markets.
- Reduce future truck vehicle miles traveled (VMT) on the nation’s highways by bringing cargo through a global gateway closer to the actual point of consumption.

Website
www.porteverglades.net

Cost
$480 million
Port Everglades
Slip 1 - New Bulkhead at Berths 9 & 10

Background
Port Everglades is the #2 Petroleum Port in Florida (in volume), bringing in 123.4 million barrels or 5.1 billion gallons in FY2018. Gas stations in 12 South Florida counties receive fuel that is brought in through Port Everglades. Three international airports -- Fort Lauderdale-Hollywood, Miami and Palm Beach -- receive jet fuel through Port Everglades. About one-third of Florida's fuel needs are met by petroleum stored/distributed by companies at Port Everglades.

As part of the Slip 1 project, Berths 9/10 (primarily petroleum berths) structural bulkhead and marine infrastructure within Slip 1 will be relocated approximately 150 feet south of its present location in order to widen the Slip from its existing 300 feet to a total of approximately 450 feet.

The project team is coordinating with South Florida Petroleum Service, LLC, (SFPS), who owns and operates the offloading equipment on the site, prior to construction. All equipment, consisting of offloading arms, manifolds, valves and piping, will be relocated by SFPS at their expense.

Currently, the 300-foot wide slip can only accommodate two Handymax-sized vessels simultaneously; however, the reconfigured berths with a width of 450 feet will have the ability to accommodate Aframax-sized petroleum tankers and vessels resulting in increased safety, additional capacity, and potential throughput from the petroleum industry.

Goals
The anticipated $94.8 million cost of the project is expected to generate 1,595 total construction jobs. The estimated direct income generated by these jobs is approximately $65.4 million. State and local taxes generated by the construction activity are expected to reach $6.1 million.

The annual petroleum activity at Berths 9/10 generates 594 direct jobs, 419 induced jobs that are supported as the result of the purchases of the 594 direct job holders, while another 216 indirect jobs are supported in local industries that supply services and goods while vessels are in Port. It is estimated that the 594 direct job holders receive $26.2 million of direct wages and salaries. As the result of the purchases made locally with this income, an additional $51.5 million of local income and consumption expenditures are created. The 216 indirectly employed workers are paid approximately $9.2 million. Local businesses receive $58.5 million of sales revenue from providing services to the ocean cargo activity.

Website
www.porteverglades.net

Cost
$94.8 million
Port Newark Container Terminal Expansion and Improvement Project

Background
In 2011, Port Newark Container Terminal (PNCT) began undergoing one of the largest privately-funded transportation projects ever undertaken in the State of New Jersey. To date, PNCT, a multimodal container shipping facility, has made significant progress, already investing $322 million of a terminal lease requiring $500 million in investment by 2029, which will enable PNCT to occupy the facility until 2050.

PNCT is the highest-utilized terminal per acre in the Port of New York and New Jersey (PONYNJ), handling more than 1.5-million twenty-foot-equivalent container units (TEU) annually and supporting nearly 10,000 jobs throughout the State of New Jersey. PNCT provides seamless freight movement capacity to access interior U.S. markets and more than 45 international destinations through its multimodal container terminal.

Background
The terminal maintains highly efficient truck access and a modern on-dock rail yard, which moves 25 percent of its container volume by rail. This rate is the highest level of rail utilization of any terminal in the PONYNJ.

Additionally, PNCT’s current Wharf Revitalization and Improvement Project will rebuild and upgrade an unstable, decommissioned wharf as well as upgrade an adjacent wharf that presently cannot accommodate ultra large container vessels (ULCV). The project will enable PNCT to handle two 14,000-TEU ULCVs at the same time. These improvements make PNCT a stronger competitor in the post-Panamax market.

By the end of 2018, improvements at PNCT including the recently unveiled new state-of-the-art truck gate system and four super-post-Panamax cranes have increased the terminal’s capacity from 1.5 million TEU to 2 million TEU. Taking into account additional planned improvements, PNCT predicts that its capacity will increase to 2.3 million TEU by the end of 2019. In addition, PNCT will expand its terminal footprint by 17 percent to 309 acres and improve its electrical, global positioning, WiFi, and cargo handling equipment.

As a tenant of the PONYNJ, PNCT serves the population and economic center of North America, with over 21 percent of American retail sales located within a day’s truck drive.

Cost
$500+ million

Website
www.PNCT.net
Background

The Port of New York and New Jersey (PONYNJ) is a premier national gateway. It is the largest port on the East Coast of North America, third largest in the nation and a major generator of jobs and economic activity. The Port Authority of New York and New Jersey has invested approximately $4B to support increased capacity and the continued growth of global competitiveness. These investments include harbor deepening to provide superior ocean carrier access, raising the Bayonne Bridge to improve navigational clearance and expanding intermodal rail to enhance connectivity to additional markets.

Governmental partnerships supporting investment in primary connector and access infrastructure are essential to keep goods efficiently flowing through this national gateway. Roadway priorities have been identified to ensure the ongoing efficient movement of goods to a market of 23 million consumers locally and 100 million more within a 36-hour reach. Marine Terminal Access Improvements at Port Newark, Elizabeth Port Authority Marine Terminal, Howland Hook and Port Jersey will enhance safety, productivity and capacity by removing bottlenecks at entry points, improving safety for trucks accessing port terminals, and reducing the impact of port traffic on regional roadways and local communities. These additional priorities will help the PONYNJ maintain its competitive edge enabling improved service to the largest population and economic center on the East Coast with an approximate 30% market share.

Cost

$800 million

Website

http://www.panynj.gov/port/
Port of Palm Beach
Berth 1 Reconstruction

**Background**
The Berth 1 Reconstruction Project consists of the reconstruction of the dock area at the northern end of the Port, adjacent to Slip #1. This berth was last updated in 1972. The reconstruction will place 450 feet of new sheet pile in front of the existing structure.

**Goals**
To install 450 feet of new sheet pile in front of the existing structure. New manatee friendly fenders will be installed. Upland area construction would consist of new higher capacity bollards, replacing and upgrading electrical and potable water systems and replacing pavement as required. The project is scheduled to begin construction on May 1, 2019 and will be completed December 2019.

**Cost**
Estimated cost of this project is $6.76 million. Funding for this project is provided by several different grants from Florida Department of Transportation and Port funds, in a 50/50% and 75/25% match (FDOT/Port) and 100% Port funds.

**Website**
http://www.portofpalmbeach.com
Port of Palm Beach
On Port Intermodal Rail Expansion

Background
The Port of Palm Beach has used rail from its beginning. In 1928, when the Port’s first warehouse was constructed adjacent to the newly constructed Slip 1, the lumber was delivered by train, on rail laid between the Slip and warehouse. In the 1950’s a rail cargo ferry departed for Cuba every other day. Today, the Port is responsible for 6.2 miles of track and operates its own locomotive. Switching over 20,000 rail cars in 2018, the Port’s rail infrastructure is heavily used and requires updating.

Goals
Replace the existing heavily used 90 and 110-pound rail, mounted to wooden ties, with 136-pound rail on concrete ties. This is the same standard as used by Florida East Coast Railway, which provides service to the Port six days a week. In addition to replacing the existing old rail with new, rail will be expanded into new locations in the Port. This will result in the need to demolish obsolete structures, improve/replace existing infrastructure and the creation of a new intermodal transfer facility. All of this must be accomplished with minimal disruption to the existing operations.

Cost
The Port received $7.7 million in grant funds from Florida Department of Transportation (FDOT) for this project. These funds were at a 50/50% match requirement. A combined $1.2 million has already been spent to replace the most heavily used sections at the Port’s rail entrance. A study is underway to determine how the existing rail can be reconfigured to meet future needs.

Website
http://www.portofpalmbeach.com
Background
The Port of Palm Beach is the leading provider of food to the island nations in the Caribbean, shipping almost 28,000 TEU's of refrigerated containers of food products each year.

Goals
The Waterside Refrigerated Container Terminal Expansion Project will redevelop 3.5 acres of Port property by demolishing an existing obsolete office building and adjacent parking lot. The land will be redeveloped as a refrigerated container laydown area. The initial construction phase will provide for 171 refrigerated slots, stacked three high. The second phase of construction, which consolidates an existing refrigerated container yard into this area, will result in a total of 375 available slots.

Based on the capacity percentage increase and historical business percentages, Florida-based companies should see their food based commodity business increase from at least $300 million to $738 million. Nationwide, the commodity value should increase from $550 million to $1.3 billion. Data Source: PIERS

This project is under construction as of October 2018.

Cost
Estimated cost of this project is $4.8 million. Funding for this project is a 50/50% combination of Florida Department of Transportation grants and Port funds.

Website
http://www.portofpalmbeach.com
Port Tampa Bay
US 41 Separated Grade Crossing of CSX Rail Line

Benefits
US 41 is a primary freight corridor connecting port facilities with I-4, I-75, and the I-4/Selmon Connector, the primary regional gateways for moving freight from and to the port. It also serves as major commuter corridor. Preserving freight mobility in this corridor is critical to the continued and future success of the Port. US 41 carries over 2,500 truck trips daily, ~10% of the total traffic on the facility. It connects major port terminals at Port Redwing, Pendola Point, and Port Sutton to the regional roadway network.

With high traffic levels and a large number of truck movements, the portion of US 41 between I-4 and Pendola Point operates in congested conditions for over ten hours a day. Grade crossing conflicts between truck and CSX rail movements impact the ability of US 41 to fulfill its role as a major freight connector. One of the busiest crossings is at SR 45/US 41, with an average of 18 trains traversing US 41 daily at a maximum speed of 15 mph. Resolving the delay at this crossing has long been a priority for Port Tampa Bay, FDOT and the Hillsborough County Metropolitan Planning Organization. The grade separation project would relieve traffic queues currently reaching almost one mile in length, improve freight transit times and reduce delay for both trucks and passenger vehicles. It will support the safe movement of freight, and enhance connectivity among bicyclists and pedestrians. Between 2012 and 2016 there were 10 crashes involving bicyclists or pedestrians, resulting in three fatalities, as well as five injuries. As serious as current conditions are, forecasts paint a grim picture. Anticipated year 2030 traffic is expected to amount to nearly 43,000 daily, including 4,500 trucks.

FDOT has begun its PD&E re-evaluation, to update the original evaluation done in 1994. FDOT has collected data and expects to complete the environmental and engineering analysis in 2019.

Background
Port Tampa Bay is a major transportation gateway to West Central Florida, a region that is expected to grow at a faster rate than any other in the State in the next 15 years. The Port has a $17.2 billion annual economic impact on the region resulting primarily from the direct and indirect jobs associated with its cargo, shipbuilding and repair, and passenger cruise lines of business. In fiscal year 2018, the public and private berths at the Port handled more than 34 million tons of cargo serving local and international markets. The expected growth in cargo handled through the Port and its ventures into real estate development present challenges in preserving mobility for people and freight accessing the diverse land uses of Port Tampa Bay. An efficient land-side transportation network, including roadway and rail infrastructure, is crucial to the Port’s operations, quality of service and its competitiveness.

Cost
$180 million

Website
https://www.tampaport.com/
Benefits

- Connectivity – I-40 serves as a primary East-West connection in the United States. Not only do vehicles travel between vital markets along this route, but Tennessee is an important point of convergence for other locations that intersect with I-40.
- Mobility – Expansion of I-40 will help reduce congestion and provide more capacity to accommodate an estimated 32 percent increase in vehicle trips per day by 2040.
- Freight Movement – Expansion of I-40 will ensure that trucks will be able to transport goods through this important corridor for moving freight, especially the stretch from Nashville to eastern markets and connecting to I-65, I-75, I-81, I-77, and I-95.
- Safety – Innovative construction practices will limit work zone impacts, improving safety and reducing delays. Replacing all bridges over the Caney Fork River at one time provides necessary, prudent safety benefits for years to come over this winding, natural resource in Middle Tennessee.
- Environmental Impacts – Innovative construction practices will help mitigate environmental and recreational impacts surrounding the Caney Fork River.

Cost

$282,487,800

Website

https://www.tdot.tn.gov/projectneeds/spot#/

Background

I-40 in Smith County Tennessee represents a critical freight connection between the Nashville MSA and the Cumberland Plateau region and eastern markets along I-75, I-81, I-77, and I-95. The project corridor is about ten miles, four lanes, and includes 18 bridges. All 18 bridges were constructed when I-40 opened to the motoring public, have deteriorated at approximately the same rate, and will be candidates for replacement. Because of the winding nature of the Caney Fork River along the I-40 project corridor, the 18 bridges are in close proximity. Given this proximity, TDOT proposes to replace all 18 bridges simultaneously to avoid prolonged sequence of construction zone and significant user delay costs. TDOT proposes to construct nine new bridges, a single new bridge at each crossing, while widening the corridor from four lanes to six lanes; three bifurcated sections would be eliminated, relocating one side to be directly next to the other that has the preferred alignment. This proposal would replace bridges in need and increase roadway capacity while keeping all traffic lanes open during construction to eliminate user delay costs and safely moving traffic with current lane configuration.

Additionally, TDOT proposes 100 bi-directional truck parking spaces at the Smith County I-40 Rest Area, increasing the number of spaces in Tennessee by 10%.
Tennessee Department of Transportation
I-65 Corridor, Northern Tennessee

Background

I-65 is both a regionally and nationally significant corridor, linking the Gulf Coast’s ports to the Great Lakes, while connecting major cities such as Birmingham, Nashville, Louisville, Indianapolis, and Chicago. It also provides critical connections to I-24 and I-75, expanding this network to Atlanta, Florida, and other major freight hubs. Improvements to these segments of I-65 include increasing existing capacity from four to six lanes, beginning near Rivergate Parkway in northern Davidson County and continuing north to SR-109 in Sumner and Robertson Counties. Twelve foot paved inside and outside shoulders will also be constructed. Widening these segments of I-65 will tie into existing six lane segments south of the project area, and provide consistent capacity to the Kentucky state line. The widening of I-65 will have positive long-term regional impacts on freight movement, tourism, economic development, and recreation for decades to come. As a critical national freight corridor, it is essential that projected increases in traffic and truck volumes are preemptively addressed.

Goals

- Mitigate the impacts of projected increases in congestion and truck volumes along this segment of the I-65 Corridor
- Ensure that approximately 41,000 trucks can continue to efficiently transport goods through this corridor
- Provide additional capacity along a vital regional corridor
- Reduce traffic fatalities and serious injuries
- Spur economic growth and diversity by connecting residents to employment within rural communities
- Strengthen regional connections to Midwestern and Southern economic generators

Cost

$297,480,300

Website

https://www.tn.gov/tdot/government/g/planning-studies/interstate-65-multimodal-corridor-study.html
I-69 will connect Northwest Tennessee with potentially 10 other interstates, give freight providers easier and quicker transport from Canada to Mexico, and link the area along a vital corridor that includes the Midwest Heartland and the Texas Triangle. Additionally, the diversion of traffic from local roads to the I-69 corridor would increase the efficiency and safety of the local and regional transportation systems.

Communities in the project area do not have a direct connection to the Interstate Highway System. This lack of a direct connection to the Interstate Highway System could impede the evacuation of area citizens in the event of any major natural disaster. I-69 would likely improve the evacuation of area residents should the need arise. In addition, it will spur some tourism with easier access to recreational outdoor parks and recreational facilities, as well as, Discovery Park.

I-69 is proposed to connect with I-40 in Memphis. The I-40 corridor is one of a few corridors that have an Average Daily Truck Traffic (ADTT) count of approximately 8,500 trucks per day and is the third most traveled corridor for freight movement tonnage. I-69 is forecasted to provide a north-south connection for freight movement that would improve the delivery of people and goods both internationally (Mexico and Canada) and nationally (Southwest, Southeast and Midwest sections of U.S.).

**Cost**

The total cost of the I-69 Corridor through the State of Tennessee is estimated at $1.5 to $2 billion. The cost to complete the section of I-69 in Dyer and Obion Counties is estimated at $243 million.

**Website**