HOW DID FREIGHT STACK UP IN FASTLANE'S INAUGURAL YEAR?

CAGTC
Coalition for America's Gateways & Trade Corridors
15 years

CAGTC Member FASTLANE Applications

Map Number	Project Name	State	Total Project Cost	Grant Request	Project Description	Project Benefits
1	Portland Marine Terminal Freight and Jobs Access Project	Oregon	$19,803,959	$7,329,000	FASTLANE funds would alleviate a major freight bottleneck on the National Highway System by constructing a grade separation over a busy maritime terminal rail lead and reconfigure roadways and intersections to better accommodate truck turning movements.	Traffic backups at the North Rivergate Boulevard at-grade rail crossing can occur up to four hours per day, limiting access to 100 businesses, according to the Port of Portland. A completed project will improve safety for Rivergate employees, who walk 1.5 miles from the nearest transit hub, maximize the $432.2 million in leveraged investments to the surrounding neighborhood, and improve on-time freight deliveries and the efficiency of rail operations serving Terminal 5 and South Rivergate manufacturing businesses.
1	Interstate 205 (I-205): Abernethy Bridge Freight Reliability and Seismic Enhancement	Oregon	$150,000,000	$50,000,000	FASTLANE funds would be used to expand the I-205 Abernethy Bridge and create a lane for the direct connection between OR 43 and OR 99E, while maintaining the bridge's through capacity, to help separate through and local traffic.	Once completed, this project will ease congestion and move freight more efficiently through a critical Northwest freight corridor, according to ODOT. The project's seismic upgrades have the potential to help maintain the bridge as a critical lifeline in the Pacific Northwest's infrastructure in the event of a Cascadia Subduction Zone earthquake.
2	Interstate 84 Ladd Creek to Stockhoff Interchange Climbing Lane Project	Oregon	$19,100,000	$5,600,000	FASTLANE funds would be used to construct a two mile truck climbing lane through Ladd Canyon, allowing trucks to travel at a safe speed up the incline while limiting traffic congestion.	Each year, an estimated $9.2 million is lost due to commercial vehicle related crashes on this grade, according to ODOT. Construction of a two mile truck climbing lane will improve mobility and aid interstate commerce by reducing the need for trucks to slow to speeds as low as 10 miles an hour while climbing the east-bound grade.
3	Interstate 5 Kuebler-Delaney Project	Oregon	$48,000,000	$20,000,000	FASTLANE funds would use funds to widen I-5 to six lanes between Kuebler Boulevard and Delaney Road, just south of Salem.	I-5 has been designated a High Priority Corridor, a Corridor of the Future, and a part of the National Highway Freight Network and is considered to be a critical link for moving goods produced in Oregon to regional, domestic, and international markets, according to Oregon DOT. This improvement will complement previous investments in the South Salem area to relieve congestion, improve safety, and enhance the mobility of both freight and people.
4	Ground Operations at the Port of Oakland: Roads, Rails, and Technology (GoPort!)	California	$235,000,000	$140,000,000	FASTLANE funds would improve truck and rail access to the nation's fifth busiest marine port. Improvements include the 7th Street Grade Separation (eliminating truck-rail and rail-rail conflicts), Middle Harbor Road and Maritime Street Improvements (improving major last-mile access roads), and ITS technologies (to manage truck arrivals).	Among the project benefits, the project would 1) Improve global competitiveness for the Port of Oakland as a full-service logistics hub; 2) enhance access to world markets; 3) improve intermodal efficiency; 4) improve safety, efficiency, and flexibility of rail access; 5) alleviate congestion on three National Primary Freight Network routes; 6) eliminate significant truck queues; 7) enable innovate technology strategies for managing truck arrivals; 8) support workforce development; and 9) improve resilience and reduce stormwater run-off.
4	US-101 Marin-Sonoma Narrows (MSN), Segments C2 and B2 Phase 2	California	$122,000,000	$73,000,000	FASTLANE funds would add approximately 8 miles of both southbound and northbound HOV lanes to US-101 from the Marin/Sonoma County line to the Corona Road Overcrossing in Sonoma County. The project includes median and outside widening to accommodate the HOV lanes, ramp improvements, and bridge widenings and improvements.	The project would relieve congestion for both northbound and southbound commuters and freight. It will connect to an existing 22 miles of HOV to create 30 miles of continuous HOV lanes through Sonoma County. The project will improve safety by improving sight distance and providing standard shoulders.
5	I-80/680 Interchange Improvements	California	$207,000,000	$124,000,000	FASTLANE funds would improve the interchange at I-80/680/12 in Solano County, including construction of I-680/Red Top Road Interchange, and construction of a connector from I-80 Westbound to I-680 Southbound.	The project would yield congestion relief, resulting in an average increase of 57% vehicle throughput in both AM and PM peak periods, and an average of 67% reduction in vehicle delay. The interchange accident rates at this location are above statewide average, and safety improvements as a result of the proposed project will reduce accident rates to below the statewide average.

CAGTC Member FASTLANE Applications

6	Port of Hueneme South Terminal Cargo Handling & Processing Enhancements	California	$8,400,000	$5,000,000	FASTLANE funds would go towards the reconfiguration of terminal traffic circulation, electrical system upgrades for reefers, installation of reefer racks, reconfiguration of the gate and related controls, and the relocation of Building 141.	The Port of Hueneme achieved record cargo volumes in 2015 and needs to increase handling and processing capacity within its current operating footprint to accommodate additional growth. A finished project, according to the Port, will promote more efficient movement of freight, increase network capacity, create ladders of opportunity that grow jobs, increase the port's cargo handling capabilities and enhance terminal capacity.
7	Port of Los Angeles On-Dock Rail Improvements	California	$98,800,000	$35,100,000	FASTLANE funds would be used to expand Port of Los Angeles' existing AMP Terminal (AMPT) on-dock railyard capacity by 80 percent, thereby increasing the terminal's efficiency and maximizing the number of containers moved via rail. Additionally, AMPT will purchase and install eight electrified zero emission RMG cranes.	Benefit-cost ratio of 10.3; reduction of 2,900 truck trips and 31,000 truck-miles traveled per day on Primary Highway Freight System routes project will also significantly reduce emissions, decrease logistics costs, and improve reliability at a container terminal serving 6 percent of the nation's international container traffic valued at $50 billion. Additionally, the POLA estimates the project will create 761 direct new construction jobs in an "Economically Distressed Area" with 13 percent unemployment.
7	Port of Long Beach Middle Harbor Upgrades and Expansion	California	$1,300,000,000	$90,000,000	FASTLANE funds would be used to construct a technologically advanced, zero emission container terminal with upgraded wharves and container yards and an expanded on-dock rail yard.	Once completed, the Port of Long Beach estimates this project will reduce truck trips and increase rail use, leading to lower emissions, less congestion and vehicle-miles traveled, improved air quality, and 14,000 permanent jobs in the Southern California region. The project is expected to eliminate nearly 876,700 truck trips from local roadways in 2040.
7	Port of Long Beach Terminal Island Wye Track Realignment	California	$23,100,000	$13,800,000	FASTLANE funds would be used to build approximately 12,000 feet of additional track through the south leg of the high-traffic Terminal Island Wye, where only a single track currently exists.	The project will eliminate nearly 435,000 truck trips from local roadways in 2035 by facilitating several critical rail operations, including building trains, managing intermodal block-swaps, and switching locomotives and trains. Additionally, the project improves rail safety by *pulling* trains onto Terminal Island rather than *shoving* , an operation known to have higher incidence of accidents.
8	I-110/I-405 Capacity/Interchange Improvements	California	$37,000,000	$15,000,000	FASTLANE funds would be used to increase capacity of the I-110 mainline and provide an auxiliary lane for the NB I-405 to SB I-110 connector.	Once completed, this project will increase the capacity of the I-110 mainline & provide an auxiliary lane for NB I-405 to SB I-110 connector.
8	I-710 Freight Advanced Traveler Information System (FRATIS)/ITS Connected Vehicles	California	$23,000,000	$13,800,000	FASTLANE funds would be used to deploy connected vehicle, ITS, and integrated corridor management strategies on the I-710. I-710 serves as a vital transportation artery, linking the ports of Long Beach and Los Angeles to major Southern California distribution centers and intermodal rail facilities.	Once completed, this project will help determine the effectiveness of FRATIS in improving intermodal truck utilization, improving and automating the process by which containers are transferred between marine terminals and drayage companies, and achieve improvements in regional freight mobility and air quality.
9	The San Diego Freeway/Interstate 405 (I405) Improvement Project in Orange County, California	California	$1,700,000,000	$32,000,000	This 16 mile project, along the National Highway Freight Network, which connects Orange and Los Angeles Counties and the San Diego/U.S Mexican border region with the Ports of Los Angeles and Long Beach, will fix deficiencies along the most heavily congested freeway corridor in the Nation at 379,000AADT, which includes 17,000 to 22,000 trucks per day.	The project has a cost benefit ratio of4.8, creating 42,000 jobs.
10	SR-71 Capacity Expansion	California	$175,000,000	$40,000,000	FASTLANE funds would be used to upgrade SR-71 from a 4-lane expressway to an 8-lane freeway with HOV lanes from Mission Blvd to SR-60.	Once completed, this project will reduce congestion and improve operations and level of service at the interchange.

CAGTC Member FASTLANE Applications

10	SR-57/60 Convergence	California	$215,200,000	$30,000,000	FASTLANE funds would be used to complete freeway mainline improvements and by-pass connectors at the 57/60 Confluence, which is ranked by the American Transportation Research Institute as the ninth worst bottleneck in the Nation. The location carries 90,000 vehicles per day, 12 percent of which are trucks, and has the second highest number of truck collisions in the entire state of California.	The completed project will reduce the need for truck drivers to make multiple lane weaves in short distances along this critical regional route for the movement of goods from the Southern California ports. The State of California estimates that, once completed, the 57/60 Confluence Improvement will generate approximately 5,148 jobs and result in the reduction of at least 162 accidents per year, as well as reduce the daily vehicle hours traveled by 5,690 hours and vehicle miles traveled by 26, 057 miles. A completed project has s benefit-cost ratio of 3.8.
10	I-10 Logistics Corridor	California	$1,600,000,000	$35,000,000	FASTLANE funds would be used to build managed lanes on the I-10 freeway through San Bernardino County. This portion of the I-10 serves as a vital link in the distribution chain between the ports of Long Beach and Los Angeles and one of the nation's largest distribution, warehousing and logistics ecosystems.	More than 700,000 California state residents enjoy gainful employment through logistics jobs, many of which are located in Riverside and San Bernardino counties and are immediately adjacent to I-10. The improvements to managed lanes and interchanges along the I-10 corridor will improve congestion and air quality and are considered key to maximizing the efficiency of surrounding distribution centers.
10	SR-60 General Purpose Lanes and Interchange Upgrades	California	$210,900,000	$97,200,000	FASTLANE funds would be used to widen SR-60 from 2 to 3 lanes in each direction from Redlands to Gilmore spring and various interchange improvements	Once completed, this project will reduce congestion and improve operations and level of service at the interchange.
10	ACE Construction Authority Grade Separation at Durfee Rd	California	$78,400,000	$25,000,000	FASTLANE funds would support the Durfee Avenue Grade Separation Project, which will separate the roadway and the railroad tracks on Durfee Avenue in the City of Pico Rivera. Plans call for constructing a roadway underpass on Durfee Avenue between Beverly Road and Whittier Boulevard under the Union Pacific railroad tracks with retaining walls and a new railroad bridge.	Once completed, ACE Construction Authority estimates the Durfee Avenue Grade Separation Project will reduce crossing-related delays, currently estimated at 15.3 vehicle-hours each day and growing. 49 trains a day travel across Durfee Avenue; by 2025, that number is expected to rise to 91 trains. Meanwhile, Durfee Avenue carries 13,600 vehicles per day; by 2025, that number is expected to increase to 14,300 vehicles. The project would eliminate delays for emergency responders, crossing collisions and locomotive horn noise and reduce emissions.
10	ACE Construction Authority Grade Separation at Montebello/ Maple	California	$142,000,000	$35,000,000	FASTLANE funds would support the construction of roadway underpasses and railroad bridges at the railroad crossings on Montebello Boulevard and Maple Avenue and installation of safety improvements, including quad crossing gates for enhanced safety at the crossings on Greenwood and Vail Avenues.	According to ACE Construction Authority, 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 crossing delay at each of the four crossings as measured by total vehicle hours of daily delay.
10	Caltrans Grade Separation at Rosecrans	California	$137,200,000	$25,000,000	FASTLANE funds would support a grade separation at the intersection of Rosecrans and Marquardt Avenues from the BNSF Railway mainline tracks located in Santa Fe Springs in Los Angeles County.	The California Public Utilities Commission considers this intersection to be the highest priority railroad grade crossing in California. A completed project will address safety concerns, as well as nationally and regionally significant freight and passenger rail operational capacity issues, according to CALTRANS.
10	I-10 Freight Interchange and Riverside/Corridor Project	California	$72,400,000	$29,500,000	FASTLANE funds would be used for the I-10 Freight Interchange and Riverside/Corridor Project.	The project would relieve freight congestion and reduce truck traffic which is significantly driven by adjacent warehousing establishments and a BNSF intermodal freight facility by increasing capacity through the addition of general purpose lanes on interchange ramps and turn and through lanes on the area bridge.

CAGTC Member FASTLANE Applications

11	Los Angeles – San Diego – San Luis Obispo Rail Corridor (LOSSAN) Elvira to Moreno Double Track Project.	California	$170,466,000	$62,000,000	FASTLANE funds would be used to add 2.6-miles of second main track from State Route 52 to just south of Balboa Avenue.A completed project will provide on-time performance benefits and improve trip times for the Union Pacific and BNSF Railway freight rail services, as well as reduce maintenance costs in curved alignments and create additional operational flexibility along the corridor, according to OCTA.	This project benefits freight transport in two ways. One is a time savings for reducing delays for freight trains. The other is benefits that come from reducing truck freight. These benefits are estimated to result in $178,000 average annual savings, $3.6 million over 20 years at a 3% discount rate. Using 7%, the freight benefits are $113,000 annual average, and $2.3 million over 20 years. Another quantifiable impact of this project is the creation of jobs and economic activity from the investment expenditures themselves. The $170 million for construction of this project results in cumulative economic impacts that are expected to create approximately 1,650 full-time equivalent job-years in direct on-site jobs, indirect jobs in supplier industries, and induced jobs through worker expenditures. The expenditures in the region generate an increase in Gross Regional Product of $279.6 million.
11	San Diego North Coast Corridor	California	$228,000,000	$50,000,000	FASTLANE funds would used to construct 14.2 lane-miles new capacity on Interstate 5 (I-5), including the replacement and lengthening of an aging highway bridge; provide unprecedented bicycle and pedestrian access along the coast; and restore and protect sensitive environmental areas from potential goods movement impacts.	According to SANDAG, a completed project will strengthen one of the key freight transportation systems in California by increasing capacity on San Diego's only viable rail link to the national network and relieving congestion on one of the nation's busiest highways. By reducing congestion and increasing truck travel speeds, I-5 NCC improvements will result in transportation cost savings in the movement of freight, which in turn will generate benefits to the region's shippers, consumers, and households. As a component of the North Coast Corridor Program, this project would help to support the following projected economic benefits to the San Diego region through 2040: à $1.3 billion in cumulative economic benefits from improved freight mobility, with over 95% of these benefits attributed to the I-5 improvements; $950 million from enhanced tourism access; and 8,000 to 16,000 direct and indirect jobs.
12	Calexico East Port of Entry Expansion	California	$64,700,000	$30,000,000	FASTLANE funds would be used to increase capacity at the existing commercial Port of Entry and allow larger volumes of commercial vehicles to enter and exit more efficiently. Specifically, funds would be directed towards widening and improving Sr-98, from SR-111 to SR-7, as well as building additional commerce vehicle lanes for vehicles traveling northbound into the U.S.	SCAG cites reports that show the U.S. and Mexican economies lose $7.2 billion in gross output and 62,000 jobs annually due to long delays at the border. Investment in the Calexico Gateway will improve safety, provide for additional traffic, and improve the movement of goods, trade and commerce.
13	Interstate 84, Northside Boulevard to Franklin Boulevard Interstate and Interchange Improvements	Idaho	$98,700,000	$58,968,000	This project, on a nationally significant freight corridor, is the number one priority of all unfunded projects in the region. The project expands a one-mile section of I-84 that currently experiences bottlenecks daily and frequent crashes. Improvements include mill and inlay of existing lanes, widening to three lanes, replacement/expansion of a canal structure and two bridges over a railroad and canal, and ramp expansions at both interchanges.	Improvements to the interstate and interchange ramps would allow more heavy freight and goods movements on the interstate and improve the flow of commerce into and through the region; $80.3 billion of freight passes through I-84 every year. This section of I-84 is very narrow; adding a third lane each direction and increasing shoulder widths would greatly enhance safety, preventing over 120 crashes each year, saving an estimated $1.1 million annually. Over 700 jobs would be created during and as a result of this construction project, essential for accommodating the rapid population growth in the immediate area, which is five times the national rate. This project would also significantly reduce travel times and emissions; without it, speeds at peak hour are expected to drop to 13 miles per hour by 2040.

CAGTC Member FASTLANE Applications

14	US-78/SR-4/Lamar Avenue Corridor Improvements	Tennessee	$300,000,000	$180,000,000	FASTLANE funds would be used to support critical roadway improvements along US-78/SR-4/Lamar Avenue (Lamar Corridor), a nationally and regionally significant multimodal freight corridor averaging over 40,000 vehicles per day, 1/3 of which is truck volume, and linking interstate highways, airports, maritime ports, and rail. The Lamar Corridor is a conduit for freight movement in the Southeast, supporting freight and goods movements to 490 truck terminals, 19 freight intermodal terminals, 4 rail intermodal yards, and 3 air and truck terminals including providing direct, last-mile access to air and rail intermodal hubs. The project would increase capacity from four to six lanes and add new interchanges to three congested intersections, as well as improve employment access for underserved communities within the area.	A completed project will increase the capacity along the corridor by 50 percent, reduce total Vehicle Hours of Delay along the corridor by 20-25 percent during peak periods of travel, result in 1,950 fewer crashes, and would yield an additional $570 million Gross State Product due to cost savings derived from reduced travel and freight delivery times. The project would create 488 short-term construction jobs and 3,680 permanent jobs in a region that currently has an above average unemployment rate.
15	CREATE's Belt Railway of Chicago at Archer Avenue, Belt Railway of Chicago at Columbus Avenue, and Union Pacific at 95th Street	Illinois	$191,000,000	$110,100,000	FASTLANE funds would go towards the construction of a coordinated set of three grade crossing separations: Belt Railway of Chicago at Archer Avenue, Belt Railway of Chicago at Columbus Avenue, and Union Pacific at 95th Street. These projects bookend major freight rail corridors leading to and from the most congested stretch of freight rail tracks in the region. The routes are highly trafficked, leading into and out of the Clearing Yard, which sorts more than 8,000 rail cars per day and is the largest freight classification yard in Chicago.	CREATE estimates that the economic benefits from the three projects combined is more than $172 million. Eliminating delays for trucks and other vehicles at the grade separations will contribute environmental benefits totaling $503,000 over the next 30 years, and completed projects will improve safety at designated “911 Critical Crossings” and incentivize development in economically distressed project-adjacent neighborhoods.
16	Wharf Revitalization and Improvement Project at the Port Newark Container Terminal (PNCT)	New Jersey	$112,000,000	$31,000,000	FASTLANE funds would used to accelerate the reconstruction of a decommissioned and unusable 48-year old 1,200-foot berth at Port Newark Container Terminal (PNCT) and upgrade an adjoining substandard 1,200-foot berth to accommodate three ultra-large container vessels (ULCVs) and three coastal ATV-type barges at a time that will be arriving at the Port Authority of New York & New Jersey following completion of the raising of the Bayonne Bridge.	According to PNCT, once completed, this project will create 305 long-term operating jobs, retain 125 jobs that would otherwise be at risk if multiple ULCVs cannot be accommodated at PNCT, and generate 1,040 construction jobs and would add capacity of 300,000 additional containers annually at PNCT.
17	Blue Ridge Road Grade Separation and Intersection Improvements	NC	$29,000,000	$16,000,000	FASTLANE funds would grade separate CSX and NS rail lines from high-traffic roadways in Raleigh, NC. The project would eliminate conflicts between 14 daily freight trains, 8 daily intercity Amtrak trains, and 30,000 daily vehicles, as well as up to 15,000 pedestrians on event days at adjacent state fairgrounds.	Once finished, the project would minimize the impacts of growing freight rail and passenger rail demand on the economic development and vitality of west Raleigh. Rail operations would better coexist with the surrounding community by reducing travel delay, avoiding accidents, and reducing emissions and fuel costs. According to NCDOT, estimates show that over a 30 year period, a completed project would eliminate 1.6 million hours of truck delays, 23 million hours of passenger delays, and avoid 69,000 tons of carbon emissions.

CAGTC Member FASTLANE Applications

18	Port-Wide Intermodal Roadway Improvements	FLORIDA	$26,678,161	$15,235,605	Canaveral Port Authority has identified several roads on the north and south side of the Port as strategic roadways for intermodal cargo transfers that are in need of reconstruction. A full depth reconstruction and restoration of sound sub-grade, pavement section on existing roads, as well as road extensions to connect port activity centers to the major port connectors (Highway A1A and State Route 528).	Currently there is only one access road to connect the port to these highways. This needed infrastructure built will support heavy loading equipment and trucks, relieve congestion, improve safety, and expand the efficiency and capacity of existing roads. In addition, this project will generate new jobs, increase revenue, positive mobility, safety, community and environmental outcomes. The results of the benefit-cost analysis show that the project demonstrates net positive benefits resulting in a benefit-cost ratio of 1.0 using a seven percent discount rate, and 1.2 using a three percent discount rate. Therefore the project will generate $1 in long-term benefits per dollar spent over the 15 year analysis period, assuming a seven percent discount rate.
18	North Cargo Berths Improvement	FLORIDA	$172,427,825	$98,471,631	This project consists of improvements to and expansion of four cargo berths namely: North Cargo Berth (NCB) 3, NCB4, NCB5 and NCB8. NCB3&4 are dated and have deteriorated beyond their useful life and need rehabilitation. The existing crane rail system at NCB6 needs to be extended to NCB5 to increase flexibility and maximize the crane usage for the port's expanding container operation. NCB8 is currently underdeveloped and does not have a seawall/bulkhead for berthing. NCB8 will be a multimodal/intermodal berth that will provide additional choices for moving people and freight.	These projects will increase the capacity for freight movement, relieve congestion and will have a profound impact on the local businesses in Brevard County and all of Central Florida and the Florida east coast by generating new jobs and increase revenue. The results of the benefit-cost analysis show that the project demonstrates net positive benefits resulting in a benefit-cost ratio of 4.2 using a seven percent discount rate, and 6.5 using a three percent discount rate. Therefore the project will generate $4.20 in long-term benefits per dollar spent over the 30 year analysis period, assuming a seven percent discount rate.

2016 FASTLANE Awards

Map #	Project Name	Applicant Organization	State	Project Size	FASTLANE Proposed Award	Total Project Cost	Multimodal Funds
19	South Lander Street Grade Separation and Railroad Safety	City of Seattle	WA	Large	$45,000,000	$140,000,000	
19	Strander Boulevard Extension and Grade Separation Phase 3	City of Tukwila	WA	Small	$5,000,000	$38,000,000	
20	U.S 95 North Corridor Access Improvement Project	U.S. 95 North Corridor Access Improvement Project	ID	Small	$5,100,000	$8,500,000	
21	Coos Bay Rail Line - Tunnel Rehabilitation Project	Oregon Interational Port of Coos Bay	OR	Small	$11,000,000	$19,555,000	$11,000,000
22	SR-11 Segment 2 and Southbound	California DOT	CA	Large	$49,280,000	$172,200,000	
23	Interstate 10 Phoenix to Tucson Corridor Improvements	Arizona DOT	AZ	Large	$54,000,000	$157,500,000	
24	US 69/75 Bryan County	Oklahoma DOT	OK	Large	$62,000,000	$120,625,000	
25	Cedar Rapids Logistics Park	Iowa DOT	IA	Small	$25,650,000	$46,500,000	$25,650,000
26	I-39/90 Corridor Project	Wisconsin DOT	WI	Large	$40,000,000	$1,195,300,000	
27	I-10 Freight CoRE	Louisiana DOT	LA	Large	$60,000,000	$193,508,409	
28	Truck Parking Availability System	Florida DOT	FL	Small	$10,778,237	$23,983,850	
29	Port of Savannah International Multi-Modal Connector	Georgia Ports Authority	GA	Large	$44,000,000	$126,700,000	$32,000,000
30	Atlantic Gateway: Partnering to Unlock the I-95 Corridor	Virginia DOT	VA	Large	$165,000,000	$905,000,000	$45,000,000
30	Arlington Memorial Bridge Reconstruction Project	National Park Service	DC	Large	$90,000,000	$166,000,000	
31	I-390/I-490/Route 31 Interchange, Lyell Avenue Corridor Project	New York State DOT	NY	Large	$32,000,000	$162,900,000	
32	Cross Harbor Freight Program (Rail)	Port of Authority of New	NY	Small	$10,672,590	$17,787,650	$10,672,590
33	Conley Terminal Intermodal Improvements and Modernization	Massachusetts Port Authority	MA	Large	$42,000,000	$102,890,000	$42,000,000
34	Maine Intermodal Port Productivity Project	Maine DOT	ME	Small	$7,719,173	$15,438,347	$7,122,485
					$759,200,000	$0	$173,445,075

Import/Export Gateways Reflected on Inaugural FASTLANE Award Map			
Gateway	**Export Total**	**Import Total**	**Grand Total**
Port of LA and Port of LB	79.9	313.8	393.7
JFK and New York, NY	148.8	242.9	391.6
Houston, TX (Land and Water)	102.7	88.3	191
Laredo, TX	82.9	91.7	174.6
Detroit, MI	64	59.3	123.4
Chicago, IL	38.9	83.3	122.2
New Orleans, LA (Air and Water)	50.3	57.2	107.5
Los Angeles International Airport, CA	41.8	45.8	87.6
Port Huron, MI	40.2	41.6	81.8
Buffalo-Niagara Falls, NY	43.5	38.2	81.6
Miami International Airport, FL	39.6	32.6	72.2
Norfolk, VA	33.8	37.5	71.3
Savannah, GA	27.8	43.3	71.1
El Paso, TX	30.4	36.1	66.5
Charleston, SC	24.4	40.7	65.2
Baltimore, MD	20.9	31.8	52.7
Tacoma, WA	11.6	39.4	51
Cleveland, OH	25.7	21.9	47.7
Oakland, CA	19.9	27.5	47.4
San Francisco International Airport, CA	28.1	18.1	46.2
Dallas-Fort Worth, TX	17.4	27.8	45.2
Atlanta, GA	12.8	31.5	44.3
New Orleans, LA (Water)	24	15.3	39.3
Otay Mesa, CA	13.1	22.9	36.1
Nogales, AZ	10.3	17.4	27.7
Pembina, ND	17	10.2	27.2
Seattle, WA	7.4	19.6	27
Miami, FL	11.1	14.7	25.8
Port Everglades, FL	13.5	10.4	23.9
Jacksonville, FL	12.3	11.2	23.5
Blaine, WA	13	8	21
Philadelphia, PA	2.8	17	19.8

Portal, ND	12.3	7.1	19.4
Santa Teresa, NM	8.7	10.2	18.9