Freight Can't Wait

Fourth Edition

CAGTC

Coalition For America's
Gateways & Trade Corridors

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.

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Coalition for America's Gateways & Trade Corridors
www.tradecorridors.org | 202.828.9100

65th & Harlem Avenue Grade Separation (CREATE Program, GS1)

Chicago Metropolitan Agency for Planning | City of Chicago

Background

Daily, 9,850 vehicles and 185 CTA and Pace buses (#165, #307 and #386) pass through the 65th Street crossing, which is on a state-designated truck route. An additional 17,500 vehicles pass through the adjacent intersection on Harlem Avenue at 63rd Street. These grade crossings are located in close proximity to BRC's Clearing Yard, one of the busiest in the City of Chicago. Every train passing through these grade crossings are either entering or exiting this yard, and must move at very slow speeds (10-25 mph) in this area. Trains may also be delayed due to servicing of rail customers along the same line.

The project will eliminate the at-grade crossing of 65th Street and two Belt Railway of Chicago tracks about 100 feet east of Harlem Avenue. This will be accomplished by creating either an overpass or underpass for vehicles using 65th Street at this location. Additional traffic safety improvements will also be made to the nearby intersection of 63rd Street and Harlem Avenue, where the same railroad tracks cross 63rd Street east of the intersection. This is a longstanding priority project for the region with its location at the largest railroad switching facility in the country that dispatches more than 8,400 railcars daily.

Benefits

This project will reduce roadway congestion and improve safety at this location. The 65th Street grade crossing separation will eliminate delays for over 1,100 vehicles daily, resulting in alleviation of 644 daily motorist hours of delay. It will also eliminate the potential for collisions between vehicles and trains.

The crossing at 63rd St. 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 at 65th Street and additional safety improvements at 63rd St. will improve emergency responder travel times throughout the area.

Website

www.cmap.illinois.gov/documents/10180/1445766/IIJA_Priority_Projects_Booklet.pdf

Bayport East End Expansion

Port Houston, Texas

Background
Port Houston handles approximately two thirds of the containerized cargo on the U.S. Gulf Coast and is the fastest growing amongst the top ten container ports in the nation. Over the last four years, container volume has grown over fifty percent and demand forecasts demonstrate the need for expanded terminal capacity to accommodate increasing container volumes.

The Bayport Container Terminal has used the benefits from federal funds to build capacity and optimize operations ahead of demand. This project would provide new wharves to accompany the new container yards.

Benefits
This project would design and construct approximately 4,700 linear feet of wharf and dredge berth areas to accommodate increased vessel size that would increase freight volume while reducing the number of calls to the terminal. The project would also include a dual-purpose breakwater that would protect moored vessels from wave action and serve as a layberth area for vessels waiting to dock, reducing the need for extra transits and related emissions.

In addition, Port Houston is committed to a netzero greenhouse gas footprint by 2050, and sustainable and resilient operations and infrastructure are part of its carbon neutral action plan. Port Houston is working toward its goal through technology upgrades, using alternative energy sources, and transitioning its fleet of vehicles and cargo handling equipment to hybrid or electric. Port Houston is also partnering and supporting various sustainability initiatives led by other agencies.

Cost
$809 million estimated

Website
www.porthouston.com

Burnham Avenue Grade Separation (Cook County)

Chicago Metropolitan Agency for Planning

Background

The Burnham Avenue Grade Separation project is located in the Village of Burnham and is adjacent to the Hegewisch neighborhood in the City of Chicago. Burnham Avenue is the primary roadway that links these two communities and is used by motorists, transit users, pedestrians, and bicyclists to commute and for recreational purposes. The at-grade crossing at this location intersects with five railroad tracks, experiencing 14,200 vehicles per day and over three hours of downed gate time.

The railroads at the crossing are the Chicago South Shore and South Bend Railroad (CS&S), which Northern Indiana Commuter Transportation District (NICTD) operates on, the CSX Transportation (CSX), and the Norfolk Southern Railway (NS). All railroad crossings are located in the Village of Burnham.

In 2019, the Chicago Metropolitan Agency for Planning (CMAP) identified this as a priority location as part of the Northeastern Illinois Priority Grade Crossings due to road and pedestrian safety concerns with potential rail operations. The purpose of the Burnham Avenue Grade Separation project is to evaluate several alternatives that will resolve these issues and improve the quality of life for the community.

Benefits

This project will improve safety and mobility where five railroad tracks (NS, NICTD, CSX) cross Burnham Ave, which carries 14,200 vehicles per day, resulting in over three hours of downed gate time daily. Safety will be improved by eliminating the need for vehicles, pedestrians, and bicyclists to intersect with freight, passenger, and commuter trains. Congestion will be reduced by eliminating the need for vehicles to wait at downed railroad gates. This project will also reduce the need for vehicles to travel one mile west to Torrence Avenue where a grade separation exists. The environment will be improved by decreasing carbon emissions that are produced from idling cars at downed gates.

Website

www.cmap.illinois.gov/documents/10180/1445766/IIJA_Priority_Projects_Booklet.pdf

Calexico East Port of Entry (POE) Improvements

Caltrans | County of Imperial | Southern California Association of Governments | Imperial County Transportation Commission

Background
With over 6.5 million commercial trucks traveling north and south bound annually, the Calexico East Port of Entry is one of the busiest commercial crossings in the U.S. The Calexico/Mexicali Gateway and East Port of Entry Improvement projects will serve as major connectors from the POE to industrial facilities and other origins such as SR-98, SR-7, I-8, SR-111 and major shipping ports in southern California. These projects have been identified in the 2024 Regional Transportation Plan/Sustainable Communities Strategy, Southern California Association of Government's Critical Rural Freight Corridors and currently Imperial County Transportation Commission's Long Range Transportation Plan.

- Menvielle Road Project- Menvielle Road widening from 2 to 4 lanes between Carr Road to SR-98. | Project Cost: $6 million
- SR-98 Widening and operational improvements from Rockwood Avenue to SR-7.
- SR-115 construction of a four-lane express lane from SR-7/I-8 junction to SR-115/Evan Hewes Highway.
- Port of Entry Pilot Program- This program will streamline commercial vehicle operations for reducing wait time at the East POE.
- Intelligent Transportation Systems (ITS) Implementation at Calexico East POE- Install border wait-time monitoring systems, radio frequency identification (RFID) / Bluetooth technology, and advance traveler information systems. | Project Cost: $3 million

Benefits
These projects aim to address escalating demands, improve traffic safety, provide congestion relief, and improve air quality and facilitate goods movements along the border and the entire region.

Cost
Varies by project

Website
https://ictc-lrtp2023.org/

East Port Expansion: New Berth 151 and Southbay Development

Port Tampa Bay, Florida

Background
There are very few undeveloped large-scale industrial waterfront sites in the US. One is East Port and Port Tampa Bay is carefully developing it in a multi-phased, mixed-use approach to maximize benefits for the community. The needs of the rapidly growing population of west central Florida will be best served by developing the site to support construction materials and solar/alternative energy projects.

Benefits
This stage of the project will extend the existing East Port berth and expand uplands to accommodate larger vessels and cargo laydown. It will serve as a hub for solar industry construction materials, operating supplies, and general breakbulk construction materials. It will support the region's construction boom and attract new cargo to the state. And, it will position solar industry and construction cargoes as close as possible to their final destination, reducing overall miles of truck travel, with all the associated environmental, operational, safety and economic benefits. Future stages of the project will maximize capacity of this largely developed waterfront property, and spur growth in multiple industries.

Cost
$26 million (this phase only)

Website
www.tampaport.com

East West Freight Corridor

Southern California Association of Governments

Background
East-West Freight Corridor (EWFC), as part of the Regional Clean Freight Corridor System, serves as a critical freight transportation corridor in the region connecting I-710, State Route (SR) 60, I-15, and 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 freight 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, is underway.

Benefits
The East-West Freight Corridor will provide major benefits that would improve performance of the federal-aid highway system nationally, and regionally. The major project benefits include:

- Reduction in Regional Delay: The East-West Freight Corridor is projected to result in substantial delay reduction for both trucks and autos.
- 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 improving safety for other vehicles on general purpose lanes.
- Explore innovative technologies: The East-West Freight Corridor may also consider pilot projects for the use of near-zero and zero emission truck technologies to improve air quality for communities near the corridor and throughout the region. The Corridor will also look for innovative alternative conveyance systems and opportunities where feasible and appropriate.

Website
www.scag.ca.gov

ExpressRail Elizabeth Southbound Connector

Port Authority of New York and New Jersey

Background
The Port Authority of New York and New Jersey has been working in partnership with key stakeholders to add a southbound tie-in track from its largest on-dock rail facility to Conrail's mainline serving the Port of New York and New Jersey. Currently, rail departing Port Newark and Elizabeth is only able to exit north and must turn around for southbound routes and delivery. The Port Authority's Port Master Plan identifies rail improvements as a necessary investment to ensure continued freight capacity improvements Port-wide. Southbound Connector is an important part of the larger regional goal to increase freight rail utilization and reduce truck traffic emissions on congested roadways.

Benefits
The Southbound Connector will improve rail efficiency at the Port's ExpressRail Elizabeth facility by allowing the simultaneous arrival and departure of trains and increasing staging capacity. The project would provide ExpressRail Elizabeth with an annual capacity increase of 75 percent, and simulations conducted with the Southbound Connector in place have shown average train delays reduced by one-third. The Southbound Connector will afford significant modal connectivity at the Port of New York and New Jersey by allowing two Class 1 railroad operators to depart trains directly from ExpressRail Elizabeth. Southbound cargo departing ExpressRail Elizabeth would be able to depart directly south due to this project. This project will help grow regional Port rail volumes, improve cargo fluidity, increase efficiency, reduce environmental impacts, and reduce truck traffic from Port and regional roadways.

Cost
$26.9 million

Website
www.panynj.gov

Forrester Road Improvements / Westmorland Bypass

Caltrans | Southern California Association of Governments | Imperial County Transportation Commission

Background
Forrester Road is on Imperial County's most traveled off-system (or non-state highway routes) and a vital north-south arterial running parallel to State Route 86 and State Route 111. Forrester Road provides a key linkage to Riverside County (via SR78/86), San Diego County (via I-8), and Mexico (via Interstate 8 and SR98). These roadways are vital to the thriving agricultural sector, local economy, and international trade within the Imperial Valley region and beyond. Although Forrester Road's traditional function is to facilitate agriculture traffic, its purpose has evolved to include accommodating international cross-border trade traffic. Forrester Road plays a significant role in freight movement in Imperial County and roadway safety is a major concern for the entire region.

Since 2009, Imperial County Transportation Commission and Caltrans District 11 have worked diligently in making this project a priority due to its significant regional impact. A Project Study Report (PSR) by Caltrans District 11 on behalf of ICTC will analyze safety and operation improvements along Forrester Road between I-8 and SR86/SR78. Other improvements include the Westmorland bypass and four-lane expressway expansion. Overall, the project strives to improve the safety, mobility, and connectivity of the region while minimizing impacts on the right of way, environment, and community.

Benefits
The project aims to address limited north-south bound regional access in Imperial County. Increases in cross traffic have led to signalization of various intersections on SR86 and SR111. SR 86 is also impacted by the increases in driveways and other points of access. This can affect vehicle throughput for north-south traffic and is leading to increased usage of other N-S routes in the area. Increased land uses along SR86 have led to traffic increases on Forrester Road and its use as a bypass to SR86. Thus, operational and safety improvements to Forrester Road have become a priority to Imperial County's freight network.

Cost
$349 million

Website
https://www.imperialctc.org/projects/forrester-road-improvements

Grand Gateway Grade Separation (Cook County)

Chicago Metropolitan Agency for Planning

Background
In Elmwood Park, public safety has been one of the highest concerns for many years, particularly where Grand Avenue crosses the Metra/CP, limiting access and causing long traffic delays and dangerous vehicle and pedestrian conditions. The National Transportation Safety Board labeled this atgrade rail crossing "inherently dangerous" in 2008. They also mandated a grade separation to improve safety where more than 25,000 vehicles and 128 passenger freight trains pass daily.

The Grand Gateway Project will provide grade separation options for a new intersection where vehicle, bicycle and pedestrian traffic will be separated from train traffic, improving the experience for everyone. These improvements aim to alleviate the current transportation and safety challenges at this crossing.

Benefits
The Village of Elmwood Park, in conjunction with the Illinois Department of Transportation (IDOT) and Cook County Department of Transportation and Highways (CCDOTH), are committed to resolving the safety and mobility issues at this crossing and have initiated a Planning and Environmental Linkages (PEL) study that will inform a Phase I Preliminary Engineering study. Ultimately, these studies, along with input from the Elmwood Park community, will determine the best possible plan for separating rail, vehicle, and pedestrian traffic.

The Grand Gateway Project has many benefits including increased safety, improved access throughout the community, and a renewed central business district. In addition, it will also improve mobility for the entire region.

Cost
$121 million

Website
www.cmap.illinois.gov/documents/10180/1445766/IIJA_Priority_Projects_Booklet.pdf
www.grandgatewayep.com

Harbor Deepening Channel Improvements

Port Authority of New York and New Jersey

Background
Continued growth in vessel sizes calling the Port of New York and New Jersey (Port of NY & NJ) has resulted in the Port receiving vessel calls larger than the vessels that the 50' channels that support the Port were designed for. The fleet of container vessels regularly calling on the Port of NY & NJ includes vessels that experience maneuverability inefficiencies at the existing channel depth and width. This has a significant adverse effect on Port operations and capacity by restricting which berths certain vessels can access. The Port Authority of NY & NJ secured authorization in the 2022 Water Resources Development Act (WRDA) to deepen these channels, which must now advance to the first Pre-Construction Engineering and Design (PED) Phase.

Benefits
Deepening the navigational channels to 55' will allow the Port of NY & NJ to accommodate larger neo-Panamax vessels carrying up to 18,000 TEU. Deepening these channels is also critical to maintaining Port safety. Current safety concerns have resulted in the implementation of restrictions and operational constraints placed on vessel transits. Deepening the navigational channels will ease these restrictions, which will improve the Port's operations and ease the cost of doing business. This deepening is critical to maintaining the Port's status as a gateway port. 46.3 million people can be reached within four hours of the Port. Allowing for larger ships carrying more cargo will distribute goods that will go beyond the immediate region more efficiently. It can be argued that with ocean carriers calling multiple U.S. East Coast ports on a single voyage, the benefits of the federal investments in other East Coast ports, will not be realized until the safety and navigational constraints are addressed in the Port of NY & NJ. As the Port of NY & NJ is responsible for servicing nearly 35 percent of the containerized cargo moving through U.S. East Coast ports, it is systemically important to the Nation's supply chain.

Cost
$6.5 billion

Website
www.panynj.gov

Harbor Drive 2.0 Port Access Improvements Project

San Diego Association of Governments | Port of San Diego | Caltrans

Background
Harbor Drive is a critical intermodal freight corridor supporting national defense and domestic and international trade. The corridor is home to the region's largest employer, Naval Base San Diego, and to the Port of San Diego's Tenth Avenue and National City Marine Terminals. The adjacent I-5 and SR 15 freeways and railyards accommodate freight vessels, trains, and trucks. Congestion, emissions, noise, and diverted freight traffic onto residential streets are among key safety concerns for members of the Portside communities. As a result, area residents historically suffer from high levels of asthma and other respiratory issues. To address this problem, the California Air Resources Board designated the Portside neighborhoods for participation under the AB 617 Community Air Protection Program.

Benefits
The Harbor Drive 2.0 Port Access Improvements Project includes two major components: (1) truck-only lanes, queue jumps, freight signal priority, and other ITS technologies along Harbor Drive, and (2) a new bridge on Vesta Street over Harbor Drive and railroads to connect Naval Base San Diego. Together, these components will enable freight traffic to move efficiently from marine terminals to the I-5 and SR 15 freeways. This will reduce instances of queuing, improve real-time communications and signaling, and divert Naval Base San Diego employee traffic away from congested truck routes. The improvements are anticipated to decrease average travel time per truck trip by 8 percent and increase truck throughput by 26.2 percent (251,882 trucks per year). Additionally, the project introduces charging infrastructure to support commercial near-zero and zero-emission vehicle charging stations, which will help the region achieve goals set by the Port of San Diego's Maritime Clean Air Strategy.

The project focuses on improving transportation equity and quality of life by addressing long-standing concerns about the impact of freight on the Portside Environmental Justice neighborhoods. The project includes a suite of ITS technologies—such as enhanced wayfinding, geofencing, and truck reservation systems—to better enforce travel on designated routes and away from residential streets.

Cost
$131 million

Harbor Scenic Drive Roadway Improvements

Port of Long Beach, California

Background
Harbor Scenic Drive is a major arterial connecting to I-710, which provides access to all terminals south of Ocean Blvd, including shipping terminals and recreational/commercial uses in Pier H. The Harbor Scenic Drive Roadway and Infrastructure Improvements Project will provide roadway improvements to mitigate traffic congestion and improve roadway conditions for traffic safety.

This project is in the preliminary design phase, which will be completed at the end of 2023. The initial study for environment clearance will begin during Spring 2023. Construction is scheduled to commence in Fall 2025 and be completed by early 2027.

Benefits
The Harbor Scenic Drive Roadway Improvements Project will provide safety enhancements by increasing turning radii for various sections of the roadway, installing LED street lights for improved visibility, installing protection for bridge columns to minimize vehicle collision damage, adding new ADA ramps as necessary, and updating signage along the roadway. Traffic flow will be improved by widening existing on- and off-ramps to improve safety and truck throughput. The project will also include sustainability enhancements, such as the installation of bioswale to treat stormwater, drought tolerant landscaping, and smart irrigation systems. Pollution will be reduced by utilizing catch basin inserts and stormwater separators, and existing asphalt roadway will be recycled after demolition. Economic benefits will be derived from improvements to the Port's infrastructure providing efficient movement of people and goods, thereby enhancing access, productivity and output, and beautification of this section of roadway will increase tourism to the Queen Mary, adjacent businesses and restaurants.

Cost
$40 million

Website
www.polb.com

Hooker's Point Container Expansion

Port Tampa Bay, Florida

Background
West central Florida is one of America's fastest growing regions. There is a need for more container port capacity as close to the population as possible to minimize truck miles and carbon footprint and to support consumer demand. This facility provides viable local shipping options for the importers, exporters, and forwarders of west central Florida.

Benefits
The project aims to enhance vessel capacity, minimize container dwell times, enhance truck and rail access and egress, and increase storage capacity by constructing Berth 214, additional container yard space, crane rails, and new gate and upland improvements. It includes a heavy loading cargo yard and new stormwater treatment, which is very important for the region's subtropical weather, turning basin expansion, maintenance dredging, and warehousing.

Cost
$100 million

Website
www.tampaport.com

Husky Terminal Expansion

The Northwest Seaport Alliance

Background
The Husky Terminal Expansion will increase operational efficiency and throughput on the NWSA's largest Tacoma Harbor international container terminal. Over the course of several phases, the project will expand and reconfigure the upland areas to align with the capacity of the modernized berths, increasing the terminal's overall throughput capacity from 900,000 TEUs to 1.3 million TEUs. Part one of the expansion project consists of three components: 1) reconfiguring the container yard/decking area; 2) increasing the power supply to the terminal and installing reefer racks; and 3) relocating the North Intermodal Yard Tower and other terminal support structures to support the terminal reconfiguration. This phase of the project will increase operational efficiency by 6 percent and more than triple the terminal's refrigerated export capacity.

Previous modernization projects at Husky Terminal reconfigured and modernized the wharf and added new, larger cranes, enabling the terminal to handle multiple ultra-large container vessels simultaneously. This project will enhance the competitiveness of refrigerated U.S. exports by providing additional capacity and flexibility for the businesses that depend on them and helping ensure that goods imported into the U.S. are handled by U.S. seaports and organized U.S. labor.

Additional phases of expansion and improvements at Husky Terminal will follow, including replacing up to 160 pieces of diesel-operated cargo handling equipment with hybrid or electric zero-emission models. The NWSA will also explore expanding the terminal's footprint and constructing a new gate to improve traffic flow.

In future years, the NWSA will also deepen the berth at Husky and its neighbor Washington United Terminal, in conjunction with the Blair Waterway deepening project led by USACE to enable more modern, larger vessels to call the Tacoma Harbor without tidal transit restrictions. Deepening these berths in alignment with the federal channel will maximize the impact of the USACE's investment in this important international trade corridor.

Cost
$460 million

Website
www.nwseaportalliance.com

Interstate 5 - Northwest Seaport Alliance Interchange Improvement

Northwest Seaport Alliance | City of Fife, Washington

Background
This project will provide road, intersection, and interchange improvements of great value to the Port of Tacoma, 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.

Benefits
The interchange reconstruction will improve level of service for trucks traveling to and from the Port of Tacoma. The project will improve the operation of the I-5 mainline and all streets and intersections in the project vicinity. Traffic analysis indicates that the entire area would be in gridlock conditions in 2040 if anticipated growth occurred without project construction. With project construction, every intersection in the project vicinity will operate at level of service "D" or better and queue lengths will be reduced from thousands of feet to hundreds. Proposed construction of the SR 167 freeway extension will substantially improve access to the east portion of the Port of Tacoma but this project is still necessary in order to provide access to the west portion of the Port.

Cost
$89 million

Website
https://cityoffife.org/451/I5---Port-of-Tacoma-Interchange-Improvem

I-605/SR-91 Interchange Improvement: Gateway Cities Freight Crossroads Project

Los Angeles County Metropolitan Transportation Authority

Background
In 2013, Metro and the Gateway Cities Council of Government (GCCOG) partnered to conduct the SR91/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.

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 forecasted to increase 30-40 percent by 2040, which will deteriorate the system performance in the absence of physical operational improvements.

Benefits
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, and increasing the weaving distance
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
$199.85 million

Website
www.metro.net/projects

Interstate 710 Integrated Corridor Management

Los Angeles County Metropolitan Transportation Authority

Background
Interstate 710 (I-710) is a north-south corridor that directly serves the Ports of Los Angeles and Long Beach and is one of the most heavily used goods movement routes in Los Angeles County. It carries a significant amount of international, interstate, interregional, and intraregional travel consisting of people and goods. Significant growth in cargo volume at the ports over the past decade, population and traffic volumes, and aging infrastructure have collectively contributed to severe congestion and delays on the I-710.

The project will actively manage truck and passenger vehicle traffic during non-recurring congestion caused by incidents on a 12-mile section of the I-710 corridor, including adjacent arterials. The project will achieve this by integrating and optimizing real-time traveler information and ITS technologies currently managed by 12 local agencies and Caltrans.

The project will enhance operational efficiency for all modes along the I-710 corridor, which is part of the State's critical supply chain network. The project's multimodal focus on freight traffic, passenger traffic, and transit during non-recurring congestion supports much-needed system redundancy that enhances supply chain network resiliency as envisioned by the Biden-Harris Administration and Governor Newsom.

Benefits
The project aligns with the goals of the National Highway Freight Program, the California Freight Mobility Plan, and the California Sustainable Freight Action Plan. The improvements will enable infrastructure and systems to communicate during non-recurring conditions that cause congestion on the nation's most vital goods movement freeway by helping manage congestion that spills onto local arterials and facilitating vehicles back on the freeway during an incident, thereby enabling to maintain truck and passenger vehicle travel speed during incidents and minimizing secondary impacts of I-710 on local arterial network. The improvements in the corridor-wide operational efficiency will result in, over 20 years, 14,920 tons of GHG emission reductions, accident cost savings of $95.3 million, and travel time savings of $91 million. The project is estimated to result in $236.4 million of monetized benefits.

Cost
$40.15 million

Website
www.metro.net/projects

Website
http://www.theaceproject.org/

Interstate 710 South Zero Emission Truck Program

Los Angeles County Metropolitan Transportation Authority

Background
Interstate 710 (I-710) is an 18-mile north-south nationally significant freight corridor that directly serves the largest container port complex in the Western Hemisphere. Most of the international trade volumes through the Ports of Los Angeles and Long Beach (the SPB Ports) are moved by heavy-duty diesel trucks, creating long-standing community impacts due to traffic congestion, safety, air quality, public health, noise, blight, local street deterioration, and other concerns. Furthermore, the majority of residents within the I-710 Corridor are low-income/minority and suffer from higher-than-average rates of respiratory illness and other health concerns due to disproportionate exposure to diesel emissions.

To accelerate the deployment of zero-emission (ZE) heavy-duty truck technology in the corridor and improve local communities' public health and air quality, the Metro Board of Directors authorized $50 million in seed funding to develop a $200 million program designed to invest in ZE infrastructure and related programs to support these goals.

Scope
The project limits cover the portion of the I-710 Corridor from Ocean Blvd. in Long Beach near the Ports of Long Beach and Los Angeles to SR-60 near intermodal rail yards that serve national destinations. Metro is collaborating with community leaders from the corridor area and regional stakeholders, including the freight industry, SPB Ports, State agencies (Caltrans, California Air Resources Board, and California Energy Commission), and South Coast Air Quality Management District to develop regionally significant ZE charging infrastructure for heavy-duty trucks that will be implemented in the corridor. The final program scope, funding opportunities, and legislative platform will be developed by a collaborative working group for Metro Board approval in 2023.

Cost
$200 million

Website
www.metro.net/projects

I-80 Westbound Cordelia Commercial Vehicle Enforcement Facility Project

Caltrans | Metropolitan Transportation Commission

Background
The project would replace the westbound I-80 Cordelia Commercial Vehicle Enforcement Facility with a modernized facility approximately one mile east of its current location in Solano County, California. It will accommodate growing truck traffic, provide the California Highway Patrol with increased enforcement capacity, improve travel times, reduce collisions, facilitate zero-emission freight fueling, and lessen the environmental impacts of freight movement on the community. The project is included in various state and regional freight mobility plans.

The current facility accommodates just 500-700 trucks per day. Current peak period truck demands exceed the capacity, leading to truck queues overflowing onto the freeway, temporary facility closure, and a halt in weighing and other critical safety inspections. Truck queues onto the mainline increase risk for rear-end collisions for all vehicles. Once completed, the project will accommodate up to 1,000 trucks per hour. This key benefit, along with revised freeway ramp configurations, implementation of new truck scales and sorting technologies, and installation of electric charging infrastructure for trucks and CHP vehicles make this project ideal for grant funding.

Benefits
Modernized on- and off- ramps will decrease congestion and collisions, reducing 30 percent of safety incidents and saving 12 million hours of travel time over the project's lifetime. Planning, design, and construction support an estimated 3,159 direct, indirect, and induced jobs. State-of-the-art technology will reduce collisions, infrastructure damage, and freight delays while improving fleet management. Increased throughput will reduce over 100,000 tons of CO2 annually. Installation of electric charging infrastructure facilitates California's transition to zero-emission transportation.

Cost
$214 million

Website
sta.ca.gov/project/solano-i-80-truck-scales-project/westbound-truck-scales/

I-90 Widening: Washington State Line to 15th Street

Idaho Transportation Department| Kootenai MPO

Background
This 15-mile corridor of I-90 plays a key role in North Idaho's economic and transportation vitality, with freight accounting for approximately 12 percent of the 65,000 daily users on the system. It also provides a crucial connection to US-95 as freight moves north to and from the Canadian border as well south to the most inland port on the west coast, the Port of Lewiston.

With traffic conditions congested now and volumes expected to double by 2045, ITD is studying the I-90 corridor to identify improvements to modernize the roadway system. Preliminary engineering is underway for reconstructing and widening the pavement, adding auxiliary lanes, reconfiguring interchanges, and making improvements on adjacent pedestrian pathways and local roads.

The department is also evaluating the relocation of the Huetter Port of Entry to separate it from the public rest area and boat inspection services that all reside at the same location. The current location forces trucks stopping at the POE to stay in the right lane through a busy on-ramp, causing congestion. Relocating the POE closer to the state line would make it safer for trucks to stop and easier for drivers to merge.

Benefits
The project will provide additional interstate mainline capacity, add auxiliary lanes, and upgrade interchanges to result in smoother, more efficient freight and vehicle movements through interchanges, resulting in fewer backups. Reconstructing ramps on the interstate will provide drivers with improved sightlines and safer merges, particularly in areas with grades requiring trucks more time to get up to speed and merge into the mainline. Widened pavement will reduce the need for lane closures associated with pavement repair and provide emergency services to respond to incidences without shutting down the corridor.

Cost
$1 billion - $1.2 billion

Website
https://itdprojects.org/i90corridor

I-65 Widening

Tennessee Department of Transportation

Background
The 9.68-mile project for Interstate 65, from near State Route 25 to near State Route 109 in Robertson County, consists of widening the roadway to six total lanes, replacing 10 bridges and four overpasses, building 17 retaining walls, adding ITS throughout the corridor, and converting the northbound weigh station into truck parking. The planned improvements are designed to improve the capacity and operation of I-65. This $160 million project is the largest in TDOT history.

Benefits
The project will:

- Improve the capacity and operation of the I-65 corridor
- Improve drainage and stabilize subsurface issues
- Replace deficient bridges
- Repair damaged concrete pavement on ramps
- Increase deceleration lanes for off ramps
- Provide truck parking
- Provide additional clearance for potential future widening of I-65

Cost
$160 million

Website
www.tn.gov/tdot/projects/region-3/interstate-65-widening.html

I-75 Interchange at I-24 Phase II

Tennessee Department of Transportation

Background
The planned improvements for Phase II of the interchange at Interstate 75 and Interstate 24 in Hamilton County will consist of the following modifications:

- Interstate 24 from Germantown Road to Spring Creek Road will be widened, and entrance and exit ramps to North and South Terrace will be reconfigured.
- Interstate 75 from west of the CSX Railroad overpass to the East Brainerd Road interchange will be widened to five lanes.
- The interchange ramps, which were reconstructed during Phase I, will be resurfaced and restriped to create additional travel lanes.
- The improvements will increase the safety, efficiency, and operation of the interstate while providing congestion relief and addressing the deficiencies of the existing interchange.

Benefits
The existing I-75/I-24 interchange is a heavily traveled corridor serving Tennessee and Georgia. Both I-75 and I-24 provide a direct connection to downtown Chattanooga, Lookout Mountain, and other area attractions, while I-24 also serves as a direct link between I-75 and I-59.

Continued growth and increased traffic volumes along the I-75 and I-24 corridors have increased concerns for the safety of the interchange. A review of the project area revealed ramp geometry and merging distances as operational deficiencies.

Interchange modifications are necessary to increase capacity, correct merge points, and enhance ramp function. The planned design will improve the safety and operation of the interchange while providing a facility that meets traffic demands.

Website
www.tn.gov/tdot/projects/region-2/i-75-interchange-at-i-24-phase2.html

Interstate Bridge Replacement (IBR) Program

Oregon DOT |Washington State DOT | Port of Vancouver USA

Background
The Interstate Bridge is a critical connection linking Oregon and Washington across the Columbia River on the internationally significant I-5 freeway. Now at 106 years old, it is at risk for collapse in the event of a major earthquake and no longer satisfies the needs of modern commerce and travel. Replacing the aging bridge with a modern, seismically resilient, multimodal structure that provides improved mobility for people, goods, and services is a high priority for Oregon and Washington.

I-5 is part of the National Truck Network and is the most important freight highway on the West Coast, linking regional, national, and international markets in Canada, Mexico, and the Pacific Rim with destinations throughout the western United States. The existing Interstate Bridge is ranked as the worst truck bottleneck in Washington and the second worst truck bottleneck in Oregon. In 2017, the daily cost of congestion on I-5 in the Portland Metropolitan Area was nearly $750,000, and the Interstate Bridge is a major contributor to congestion on this important freight route.

Benefits
The replacement bridge will be a multimodal solution that meets modern-day seismic standards. It will include safety shoulders and ramp-to-ramp connections, known as auxiliary lanes, to optimize traffic flow and improve safety. High-capacity light rail transit will be on a dedicated guideway across the bridge, separate from vehicle traffic, and bus-onshoulder operations for the express bus service will better connect existing transit systems and provide more reliable travel through the corridor. A new shared-use path will be much wider than the existing one and improve low-stress connectivity for people walking, biking, or rolling across the bridge.

Cost
$5B - $7.5B

Website
www.interstatebridge.org

Laraway Road Improvement (US 52 to South Spencer Road)

Will County, Illinois

Background
Laraway Road is a predominant east-west roadway located in New Lenox Township that goes through the Village of New Lenox, Village of Joliet, and Will County, Illinois. Laraway Road sees an existing traffic count of 11,070 vehicles per day. This roadway is under the jurisdiction of and maintained by the Will County Division of Transportation.

Laraway Road is critical to the regional economy as it links two industrial superclusters and intermodal facilities, totaling over 70 million square feet and connecting I-57 and I-80. Laraway is more than just a key freight corridor, it also provides improved access to the Norfolk Southern/Metra Southwest service and the Transit Oriented Development (TOD) near the Laraway Metra Station. In addition, this segment of Laraway directly serves Census Tract 8831, which has been identified as a Historically Disadvantaged Community. Additional benefits include improved emergency response through decreased congestion, as well as the reduction of idling time and fuel usage.

Laraway Road provides access to the intermodal and multi-modal facilities to the west of the project. While this corridor is longer than a mile, it can be considered one of the last-mile routes to these facilities. Freight has been included in the traffic analysis, and the project was designed to ensure freight can move efficiently through the corridor in alignment with the Will County Complete Streets Policy.

Benefits
The Laraway Road proposed improvements will provide increased safety through the realignment of the roadway. These improvements allow for additional travel lanes in each direction, which will decrease idling times and improve vehicle movements throughout the area. Furthermore, the designed improvements include key pedestrian connectivity to encourage non-vehicular movements.

Cost
$63.2 million

Website
https://www.larawayroadcorridor.com/

Lithium Valley Infrastructure Improvements

Southern California Association of Governments | Caltrans
Imperial County Transportation Commission | County of Imperial

Background
On June 30, 2022, Governor Gavin Newsom signed into law Senate Bill (SB) 125, authorizing the state to assist in developing Imperial County's lithium resource in an area that is a part of the Salton Sea Known Geothermal Resource Area, known as Lithium Valley. Among other provisions, SB 125 appropriated funding to develop a Lithium Valley Specific Plan and Programmatic Environmental Impact Report (PEIR) and to distribute grants to local community-based organizations to conduct engagement related to the Specific Plan and PEIR. The Lithium Valley Specific Plan and PEIR are intended to map out and expedite the development and permitting of additional power plants, mineral recovery, lithium battery manufacturing, and other renewable industries within an approximately 51,786-acre area adjacent to the Salton Sea. A major goal is to encourage renewable energy industry investment that provides quality local jobs while minimizing adverse effects on the environment and public health. This project will be a pivotal step for Imperial Valley and the nation toward a more sustainable and localized economy.

To meet the freight demands generated by Lithium Valley, Imperial County must meet the infrastructure demands of this industry. Public and private partnerships will be instrumental in meeting the demands. Imperial County will need increased investment in roadways such as SR-111, SR-115, SR-86, and SR-78, among many other county arterial and major collectors. Improvement details will be determined by Imperial County's Infrastructure Assessment Planning document scheduled to be completed fall 2024.

Benefits
These projects aim to address escalating demands, improve traffic safety, provide congestion relief, improve air quality, and facilitate goods movements generated by the lithium industry and social and economic impacts.

Cost
Varies by project

Website
lithiumvalley.imperialcounty.org/

Louisiana International Terminal

Port of New Orleans | Terminal Investments Limited | Ports America

Background
The Louisiana International Terminal (LIT) is a $1.8 billion state-of-the-art container facility located on the Lower Mississippi River in Violet, Louisiana. At full build-out, LIT will be able to handle 2 million TEUs (twenty-foot equivalent units) annually, taking advantage of the deeper 50-foot Lower Mississippi River Ship Channel and avoiding height restrictions from Mississippi River bridges further up the river. This new terminal will also strengthen Louisiana's ability to attract distribution centers, logistics services, and value-added services through Port NOLA's multimodal connectivity.

LIT will be equipped with shore power, allowing vessels to connect to onshore electricity and turn off diesel engines at the dock. Shore power can eliminate up to 98 percent of ship-related emissions, vastly reducing the environmental footprint of a maritime terminal. Additionally, the terminal will be designed to grow container-on-barge services, which move containers up and down the river by barge rather than road or rail.

In December 2022, Governor John Bel Edwards announced a historic public-private partnership between the State of Louisiana, the Port of New Orleans, and two global maritime industry leaders to build and operate LIT. New Jersey-based Ports America, North America's largest marine terminal operator, and Geneva, Switzerland-based Mediterranean Shipping Company, through its terminal development and investment arm Terminal Investment Limited (TiL), committed $800 million toward the project. The joint venture will also operate the terminal once construction is complete.

Benefits
The facility will serve larger vessels coming online in the container industry, dramatically increasing Louisiana's import and export capacity and stimulating the creation of more than 32,000 jobs and $10.6 billion in new taxes nationwide; 18,000 new jobs and $1 billion in new taxes in Louisiana; and 4,300 new jobs and $760 million in new taxes in St. Bernard Parish by 2050.

Cost
$1.8 billion

Website
www.louisianainternationalterminal.com

Montebello Boulevard Grade Separation Project

Alameda Corridor - East Project | San Gabriel Valley Council of Governments

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.

This 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 Montebello Boulevard Grade Separation Project and the At-Grade Safety Improvements are in the final engineering and design phase. A construction contract is anticipated to be awarded in early summer 2023, and construction is scheduled to begin late summer 2023 and be completed and opened to traffic by summer 2027.

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. Ten collisions have been recorded at Montebello's crossings, resulting in three fatalities and two injuries. 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
$190.8 million

Website
www.theaceproject.org/

National Multimodal Freight Network Improvement Program

Port of Los Angeles, California

Background
Port congestion occurring since fall 2020 has been caused by a variety of factors, primarily due to the COVID-19 pandemic. Currently, about 80 percent of containers moving to/from the Port of Los Angeles/ Port of Long Beach travel by truck to at least its first point of rest.Hence, although the recent supply chain problems have been primarily attributable to the supply chain itself (e.g., logistics facilities capacity), removal of infrastructure bottlenecks is critical.

As the largest container port in the Western Hemisphere, the Port of Los Angeles handled 9.9 million twenty-foot equivalent units (TEUs) in 2022. By 2035, the Port of Los Angeles 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. These NMFN highway/ rail lines serve about 35 percent 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: grade separations (both rail on rail and rail on road); rail system improvements (on-dock railyard and mainline); and container terminal efficiency improvements, including new and upgraded wharves; and zero emission/ electrical power infrastructure.

Benefits
These projects address 23 USC 150 national transportation system and Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Law goals by: reducing emissions in federally designated "Areas of Persistent Poverty" and "Historically Disadvantaged Communities;" improving vehicular safety via rail-roadway grade separation, SR 47 grade separation, reduced truck trips/vehicle-miles traveled (VMT) on NHFN, and reduced in-terminal truck VMT; improving worker safety via reduced container/chassis handling in terminals and off-dock railyards; improving all vehicular mobility via reduced vehicular delays/hours of travel on NHFN; improving rail safety via rail-roadway grade separation, reduced train-hours delay, and added tracks; and improving cargo velocity to reduce shipper costs and consumer prices.

Cost
$1.61 billion

Website
www.portoflosangeles.org

Net Zero Resiliency Supply Chain Program

PortMiami | Florida Ports Council

Background
Investments will expand PortMiami's land-constrained capacity to transport cargo while also meeting the goal of becoming carbon neutral. The project proposes the reorganization, reconstruction, and expansion of two existing cargo yards through the demolition and relocation of existing building structures and the relocation of two cargo gates with the inception of port gate operating systems enhancements to expedite cargo processing times. The consolidation of surface parking into a parking structure provides an additional land area for container processing at another cargo yard. The project will take place mainly at Port Miami, covering most of its cargo infrastructure on-port, but additional segments of the project will be inland ports in Miami-Dade County and Central Florida.

Benefits
The NetZero project will invest in sustainable infrastructure to allow PortMiami to handle its ever-growing cargo volumes as the region grows in population and consumption. Investments will address sustainability and environmental protection as the remade or new infrastructure and equipment will be electric, eliminating emissions. The NetZero project also has an expansion component, as we will build two inland ports to expand cargo capacity. One inland port within Miami-Dade County will service our local market and facilitate cargo operations. Another inland port in central Florida will extend our market to Central and North Florida, allowing more Florida companies to have PortMiami services and benefits at their reach. Both inland ports would be serviced by direct rail services that connect to PortMiami, alleviating congestion on Florida roads and additional emissions in our region. The NetZero project will enhance the logistical capabilities of PortMiami and South Florida to accommodate for significant growth in trade to address nearshoring and perishable imports from Latin America and the Caribbean while also spearheading shifts toward intermodal rail and ocean transport for a reduction in emissions and environmental protection.

Cost
$444 million

Website
www.miamidade.gov/portmiami/

North Cargo Berth 4 Rehabilitation Expansion

Canaveral Port Authority, Florida

Background
Roughly 50 miles east of Orlando, Canaveral Port Authority is in the center of Florida's Atlantic Coast and provides the national and international shipping industry a premier location to reach markets across the state and Southeast U.S. Port Canaveral's North Cargo Berth 4 was built in 1974 with a 30-year design life. It served an additional ten years and has been out of service since 2014. Additionally, the current berth design cannot accommodate a vessel with a beam wider than 72 feet without impeding safe navigation of the federal channel.

This Project includes the construction of 880 feet of deep wall berth to replace the current over-the-water pier and replace the existing deteriorated sheet pile wall. Situated between two adjacent berths, the design will be more resilient and match adjacent berth elevations, thereby increasing efficiency. With additional dredging completed to allow for 43 mean lower low water (MLLW), this new berth will accommodate today's and tomorrow's larger cargo ships, allowing greater efficiencies for shipping in the region. Design upgrades include site lighting, security cameras, and new shore power connection for a mobile harbor crane. Lighting will be light-emitting diode (LED) fixtures and full cut-off. Lighting upgrades are aligned with CPA Exterior Light Management Plan approved by Florida Fish and Wildlife Conservation Commission to protect our local sea turtles, birds, and manatees.

Benefits
With ever-increasing cargo demands to serve Florida, the fastest growing state in the country, Port Canaveral has the capacity to expand and enhance operational capabilities to serve these high-growth markets. The reconstruction of North Cargo Berth 4 will provide increased berth capacity while directly reducing shipping costs, travel time, and environmental impacts. Moreover, the increased capacity will lead to more direct shipping routes and foster more efficient trucking hauls. Industries servicing the port provide thousands of jobs across the state at all levels and keep Florida's economy fruitful while providing a high quality of life.

Cost
$57.5 million

Website
www.portcanaveral.com

North Coast Corridor Program

San Diego Association of Governments

Background
San Diego County is larger in area than Rhode Island and Delaware combined, and it is home to more people than 20 of the 50 states. 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 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. However, its fortuitous location also provides limited connections between San Diego and the rest of California and the nation, resulting in significant congestion along Interstate 5 from La Jolla to Oceanside, known as the North Coast Corridor (NCC).

The NCC Program is a balanced set of transportation projects designed to reduce congestion along this vital corridor and create a stronger local and regional economy. The planned transportation improvements in the NCC will ensure that reliable access to and through the corridor is maintained and enhanced for residents, visitors, businesses, and the movement of freight.

Benefits
The NCC Program includes upgrades to I-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 percent of the surface freight moving in and through the NCC corridor travels by truck. The remainder moves 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 U.S., and it carries approximately $1 billion in freight annually. Freight trains are only allowed to operate in a narrow window of off-peak passenger operations.

Cost
$6 billion

Website
KeepSanDiegoMoving.com/NCC

Pico Avenue Street Improvements

Port of Long Beach, California

Background
Pico Avenue is a major arterial in the Port, serving truck traffic between I-710 and major container terminals at Piers D, E, F, J, and G. The Pico Avenue Street Improvement Project will widen and reconstruct Pico Avenue from Pier D Avenue to Pier E Street to maximize traffic throughput.

Preliminary design for this project is scheduled to begin in fall 2025. Construction is expected to commence in early 2027 and be completed by spring 2028.

Benefits
The Pico Avenue Street Improvements Project will provide necessary roadway repairs due to increased truck traffic and implement additional turning lanes to improve safety and traffic throughput. The project will also improve truck traffic turning radii and modernize the Port's infrastructure, allowing for efficient movement of goods, thereby enhancing productivity and output.

Cost
$10.8 million

Website
www.polb.com

Pier B On-Dock Rail Support Facility

Port of Long Beach, California

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

The existing Pier B rail facility serves as a storage and staging area for trains and is a critical juncture in the Port's rail network. The new Pier B On-Dock Rail Support Facility will enhance on-dock rail capacity at the Port's shipping terminals, speeding the movement of cargo and strengthening the Port's competitiveness. The project will reconfigure, expand, and enhance the existing Pier B Rail yard and directly connect to on-dock rail facilities and the Alameda Corridor Railway. The Pier B Street Realignment portion of the project will realign the existing Pier B Street and Pico Avenue, permanently close the at-grade railroad crossing at 9th Street to accommodate future plans for the enhancement of the Pier B Rail Facility, and enhance the traffic flow characteristics of the roadway.

The expanded rail yard will allow 10,000-foot-long inbound and outbound intermodal trains to be staged at Pier B and provide vital storage tracks for empty rail cars required to support on-dock intermodal operations. The project will also include on-site locomotive fueling tracks, an on-site railcar repair facility, and rail crossing improvements.

Benefits
By allowing longer trains to be assembled with greater frequency, the new facility will dramatically streamline rail operations and minimize the increase in truck trips as cargo volume grows. 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. The expansion of on-dock rail capacity will greatly improve rail operations throughout the San Pedro Bay ports complex and allow more cargo to move with less environmental impact, easing roadway traffic congestion and improving air quality.

Cost
$1.5 billion

Website
https://polb.com/port-info/projects/#pier-b-on-dock-support-facility

Pier D Street Realignment Project

Port of Long Beach, California

Background
The Pier D Street Realignment Project was initiated to provide roadway safety and geometric improvements. Pier D Street is a local street connecting Pico Avenue to the Pier D Terminal area. The existing Pier D Street is a two-lane roadway (one lane each in the eastbound and westbound directions). It serves as sole ingress and egress for the Pier D terminal area. In order to accommodate the anticipated increase in exiting truck traffic from the Long Beach Container Terminal while maintaining existing traffic flow capacity based on the latest traffic flow study, Pier D Street requires roadway enhancements to meet the demand. In addition, the project will address the reported seasonal flooding of the street, which remains a traffic hazard and aggravates traffic congestion.

The Pier D Street Realignment Project is in the preliminary design phase, which will be completed at the end of 2023. The initial study for environmental clearance will begin in spring 2023. Construction is scheduled to commence in fall 2026 and be completed by fall 2028.

Benefits
The Pier D Street Realignment Project will improve horizontal and vertical sight distances and provide sufficient truck turning radii for driveways along the north side of the street.

The project will widen the roadway and add a center-turn lane for safety. It will also add capacity for anticipated increases in truck volumes, which will minimize queuing and improve access for port maintenance vehicles. Additionally, the project will provide better emergency access and redundant routes through Pier D Street to accommodate future expansion and expand driveway access for local tenants and eliminate roadway flooding.

The Pier D Street Realignment Project will contribute to the modernization of the port's infrastructure, allowing for more efficient movement of goods, thereby enhancing productivity and output.

Cost
$44.5 million

Website
www.polb.com

Pier Wind: Offshore Wind Staging and Integration Facility

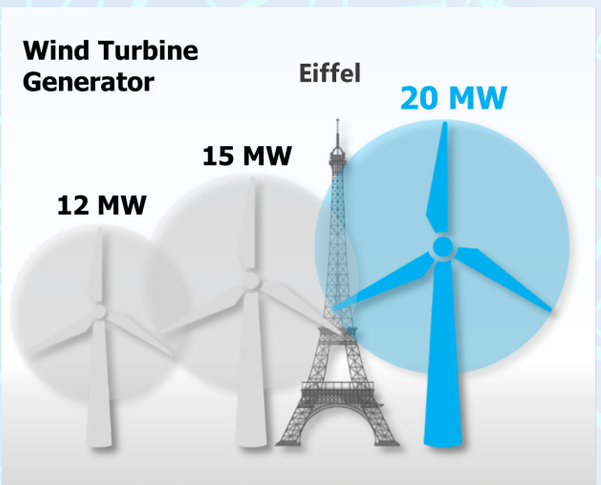
Port of Long Beach, California

Background
The Port of Long Beach's proposed Floating Offshore Wind (OSW) Staging and Integration facility, "Pier Wind," is positioned to become the largest purpose-built OSW port facility in the U.S. designed to accommodate the biggest floating offshore wind turbine generator (WTG) components and floating foundations being developed.

Pier Wind will entail creating an up to 400-acre new terminal within a protected harbor located on an existing federal navigation channel (76-80 ft of water depth) with no air draft restrictions. It will be situated at the center of the U.S. supply chain with access to the state's largest manufacturing base and construction workforce and connected to the nation's most robust water, rail, and roadway networks.

Benefits
Pier Wind is designed to accommodate the staging and integration of the largest wind turbines (20 MW and above) in an efficient assembly-line production environment. This facility will help achieve California's target of 25 GW of offshore wind power by 2045 and put the state in a position to develop even more ambitious offshore wind deployment targets. The creation of this terminal will maximize the total potential GWs produced in California offshore wind lease areas and lower the cost per megawatts produced, enabling reliable large-scale offshore wind throughout California and the West Coast.

Website
www.polb.com



Port of Oakland Green Power Microgrid Project

Port of Oakland | Caltrans | Metropolitan Transportation Commission

Background
The proposed project would enable the Port of Oakland to support a high number of electric vehicles, increase the renewable energy mix available to the Port and surrounding communities, increase the Port's current zero-emission vehicle (ZEV) capacity from 50 pieces of equipment to approximately 1,000 pieces of equipment, support grid optimization through load shifting and better demand management, support the local community by providing power during periods of excess solar generation, modernize onsite and local grid connections, provide back-up renewable shore power to vessels berthed at the Port, significantly increase the Port's capacity to support grid-connected refrigerated containers, improve air quality and health outcomes in neighboring communities, and support critical climate objectives.

Benefits
Providing the electrical infrastructure improvements in the Green Power Microgrid Project to support zero-emissions equipment and operations is essential to decarbonizing the third-busiest container port complex in the state and delivering related air quality, community health, and job benefits. The project will support the region and state's efforts to achieve emission reduction, air quality, and climate goals. It will also provide backup power and climate resilience to insulate the Port of Oakland from the impacts of unreliable electric power supply. Additionally, excess power produced by the Port could be fed back to surrounding communities.

Project components include: 145 heavy-duty/Class 8 electric vehicle chargers at seven locations for yard, dockside, and transit vehicle use; increasing the number of ZEVs that can be supported from 50 to 1,000; solar generation infrastructure for increased capacity for electric vehicles, other facilities, and equipment; battery storage capacity at six locations for clean energy storage, charging for vehicles during rolling blackouts or other electric grid power supply problems, and capacity expansion for electric vehicles; and six substation upgrades for electric grid modernization to support the Port's transition to zero-emissions, and accommodate future ZEV needs, as well as Port and potential community resiliency.

Cost
$59 million

Website
www.portofoakland.com/tcep/

Port Redwing/ Southbay Expansion: New Berth 301 and Southbay Development

Port Tampa Bay, Florida

Background
Not all cargo moves in containers. To best serve one of the nation's fastest growing regions, the development of supply chain infrastructure for construction and bulk cargo is critical. Marine terminal capacity, as well as near-terminal storage and value-added facilities, are maxing out on Florida's central Gulf Coast.

Benefits
This project aims to provide room for a third large ship at the port's fast-growing southernmost facility at Port Redwing and support multiple heavy industries and cargoes, including bauxite, fly ash, cement, gypsum, prilled sulfur, and grain, as well as heavy machinery and project cargo. It expects to eliminate nearly 3 million truck miles annually, thereby cutting emissions, enhancing roadway safety, improving truck operations, and enhancing economic benefits. The project will construct a new Berth 301, connecting two existing berths in a cost-effective manner and encourage tenants to diversify operations and invest private funds in port infrastructure in this important port satellite facility.
The budget includes site improvements for Southbay, the adjacent uplands.

Cost
$30 million

Website
www.tampaport.com

Port Street Corridor Improvements

Port Authority of New York and New Jersey

Background
Work will begin in July 2023 to improve the Port Street Corridor at Port Newark. The Port Authority received an INFRA grant to improve safety and reliability throughout the Port Street Corridor, the primary northern entry point at Port Newark and the site of many accidents. These improvements will also include re-grading the Port Street lead railroad track, relocating overhead sign structures, and railroad crossing warning equipment to support rail usage for auto importing and exporting port businesses.

Benefits
Improving the Port Street Corridor will enhance vehicle safety throughout Port Newark. The area targeted for the improvement is the only northern roadway access point at the port and has been the site of hundreds of accidents over 15 years. Conducting these repairs will more than double the emergency bypass capacity at the northern egress, vastly reducing congestion and improving the efficient flow of interstate cargo. The PANYNJ anticipates that, when completed, this enhanced roadway network will reduce vehicle travel time by 700,000 hours annually – leading to reduced fuel consumption and avoided air pollution.

Cost
$176 million

Website
www.panynj.gov

Port Tampa Bay US 41 Seperated Grade Crossing of CSX Rail Line

Port Tampa Bay, Florida

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 over the next 15 years. 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 a 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, approximately 10 percent 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.

Benefits
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 delays 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 and five injuries. As serious as current conditions are, forecasts paint a grim picture. Anticipated traffic in 2030 is expected to amount to nearly 43,000 daily, including 4,500 trucks. FDOT has begun its PD&E re-evaluation in order to update the original evaluation done in 1994.

Cost
$180 million

Website
www.tampaport.com

Puget Sound Gateway Program

Northwest Seaport Alliance | Washington State DOT

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 percent of the Gateway Program. Federal grants are needed to fill the remaining funding gap.

Benefits
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 northern 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
$2.38 billion

Website
wsdot.wa.gov/construction-planning/major-projects/puget-sound-gateway-program

Slip 1 Expansion – New Bulkheads at Berths 9 & 10

Port Everglades | Florida Ports Council

Background
Port Everglades is the #2 Petroleum Port in Florida (in volume), bringing in 126 million barrels or 5.3 billion gallons in FY2022. Gas stations in 12 South Florida counties receive fuel 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.

Benefits
The anticipated $174 million cost of the project is expected to generate 2,487 total construction jobs. The estimated direct income generated by these jobs is approximately $111.6 million. State and local taxes generated by the construction activity are expected to reach $10.4 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 a 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.

Cost
$174 million

Website
www.porteverglades.net

South Coast Rail Infrastructure Project

Orange County Transportation Authority | Metrolink | Caltrans

Background
OCTA is seeking to address the long-term rail infrastructure needs on an eleven-mile stretch of the Los Angeles - San Diego - San Luis Obispo (LOSSAN) railroad corridor in south Orange County between San Juan Capistrano and San Onofre State Beach. Over the past several years, storm surges, combined with several other environmental factors, have caused damage to the LOSSAN Rail Corridor and adjacent infrastructure. This damage has required increased maintenance and emergency repair measures to stabilize the infrastructure, which has resulted in service disruptions and delays to passenger and freight travel.

Benefits
Relocating the LOSSAN Rail Corridor inland will eliminate the climate-related risks that are impacting the current coastal alignment. This will provide for safer and more reliable long-term rail operations that benefit goods movement as well as passenger travel.

Cost
$5 - $10 billion, anticipated

Website
octa.net/programs-projects/projects/rail-projects/track-stabilization-project/overview/

Southport Container Yard (Phase IX-A)

Port Everglades | Florida Ports Council

Background
This project involves the development of an approximately 25-acre container cargo terminal yard along the east side of McIntosh Road in Southport, just south of Eller Drive, replacing the Port's Foreign Trade Zone (FTZ) No. 25, which was relocated to another area within the Port. Implementation of this project is needed to replace a portion of an existing container cargo terminal yard operation in Southport that will be displaced from its current location due to the proposed expansion of the Southport Turning Notch (STN). The STN project is being implemented to expand the existing Turning Notch, from its current 900 feet in length to 2,400 feet in length, initially at its existing depth of 42 feet. This project will create up to five additional cargo berths in Southport.

Benefits
It is anticipated that Port Everglades will be able to continue to capture a greater portion of the expanding Far East cargo market for which it competes with other U.S. East Coast Ports, such as Charleston and Savannah. As such, the Southport Phase IX Container Yard project will enable the Port to expand its overall throughput capacity from a containerized cargo standpoint.

Cost
$18.5 million

Website
www.porteverglades.net

Southport Turning Notch Expansion

Port Everglades | Florida Ports Council

Background
Broward County's Port Everglades Southport Turning Notch Expansion 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 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: lengthening the existing Southport Turning Notch from 900 feet to 2,400 feet; creating up to five additional berths; purchasing three Super Post-Panamax Cranes; upgrading 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 120' gauge; excavating of an existing cargo yard built over an existing landfill; approximately 3,250 linear feet of new bulkhead and approximately 1,600 linear feet of new environmentally friendly bulkhead.

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.

Cost
$480 million

Website
www.porteverglades.net

SR 57/60 Confluence Chokepoint Relief Program

City of Industry | Los Angeles County Metropolitan Transportation Authority

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 seventh-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 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.

Cost
$442 million

Website
www.metro.net

State Route 11 (SR 11)/ Otay Mesa East Port of Entry (POE)

San Diego Association of Governments

Background
Congestion at existing California-Baja California ports of entry (POEs) have resulted in travel delays affecting 2.8 million trucks, 62.7 million cars, and 43.6 million pedestrians each year. This border congestion costs the United States $3.4 billion in annual economic output and more than 80,000 jobs each year. Bottlenecks at the Otay Mesa 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. A new commercial POE is needed to accommodate the nearly $46 billion in trade carried across the border by truck (based on 2019 statistics).

The SR 11/Otay Mesa East POE project, supported by the U.S.-Mexico-Canada Agreement, will alleviate a bottleneck that impedes commerce and induces chronic delays for 4,000 trucks per day. The project and its accompanying use of intelligent transportation systems will enable the management of all regional POEs as a system and alleviate congestion.

Benefits
The SR 11/ Otay Mesa East POE project will provide fast, predictable, and secure crossings via tolled approach roads that connect directly to a new state-of-the-art POE serving both private and commercial vehicles. The new POE will improve mobility and efficiency, reduce greenhouse gas emissions, foster innovative technology solutions, bolster the binational economy, and support regional security and safety. The goal is to operate the new POE with an average 20-to-30-minute border wait time.

The project will improve freight throughput by providing a relief valve for existing POEs, including operational innovations that maximize efficiencies and support integrated border management. Currently, trucks carrying freight across the border face lengthy delays of over three hours during peak periods. A pressing need remains for a new commercial POE to accommodate the billions of dollars in trade carried by trucks.

Cost
$1.2 billion

Website
SANDAG.org/SR11

State Route 4 (US 78) Lamar Avenue

Tennessee Department of Transportation

Background
State Route 4 (US 78), widely known as Lamar Avenue, is a heavily-traveled corridor beginning southeast of downtown Memphis and running to the Tennessee/Mississippi state line in Shelby County. The route supports a mix of freight and commute-oriented traffic within a highly dense local network of freight, trucking, and industrial development. The project for Lamar Avenue includes widening the roadway for approximately 5.1 miles.

Proposed improvements include widening Lamar Avenue from four to six lanes and construction of three new interchanges at Holmes Road, Shelby Drive, and Winchester Road, as well as modifications to the existing interchanges at Raines Road/Perkins Road and Getwell Road. The project will also address pavement deficiencies along existing lanes of travel. Additionally, improvements will include complementary technology investments to support active traffic management of the corridor to improve travel reliability.

Benefits
Lamar Avenue is an urban arterial roadway on the National Highway System. It is a nationally and regionally significant multimodal corridor linking interstate highways, airports, maritime ports, and rail. It connects Memphis, Birmingham, Atlanta, and other major metropolitan cities in the southeast. The corridor faces crippling congestion, severely impacting the operations of freight facilities, as well as warehouse and distribution centers.

The proposed improvements are intended to address congestion and improve safety. Improvements will also enhance the efficient delivery of products to both domestic and international markets and will promote economic investment and job growth in the region.

Cost
$258 million

Website
https://www.tn.gov/tdot/projects/region-4/lamar-avenue.html

State Route 46 Antelope Grade Corridor Improvements Project

Caltrans | San Luis Obispo Council of Governments

Background
The State Route 46 Antelope Grade Corridor Improvements Project will complete the final 3.9-mile section of the overall SR 46 improvement strategy. The overall project has been a decades long effort to convert a two-lane conventional highway to a four-lane divided expressway along a 63-mile corridor connecting US 101 on the Central Coast to Interstate 5 in the Central Valley. Truck traffic comprises 28.8 percent of total volumes, which is the highest percentage of truck traffic observed in the Central Coast region. The improvement will address increasing freight demands associated with the highway's role in connecting two of the state's largest and most productive agricultural regions. The Central Coast and the Central Valley are significant trading partners for agricultural and other products, and SR 46 helps facilitate the movement of $7 billion of goods annually. Products originating in the Central Coast rely on the SR 46 connection to I-5, Union Pacific, and BNSF located in the Central Valley to reach other regions throughout the state, nation, Mexico, Canada, and overseas.

Benefits
This expressway conversion project will reduce truck congestion, enhance safety, provide safe passing opportunities by building a 62-foot-wide center median, reduce driver frustration associated with speed differentials between passenger vehicles and trucks, improve the facilitation and reliability of goods movement, reduce the number of animal-vehicle hits by including wildlife crossings, and provide system resiliency by enhancing an east-west highway connector that is critical to the countrywide freight system. Each year over 3.1 million tons of goods are estimated to move through the Antelope Grade segment, according to the FHWA Freight Analysis Framework. The Project will directly support the State's objectives relating to equity and economic prosperity by supporting jobs in multiple industries relating to goods movement, including jobs in and near disadvantaged communities throughout the Central Coast and Central Valley regions.

Cost
$101.3 million

Website
https://dot.ca.gov/caltrans-near-me/district-5

State Route 57 - Northbound Truck Climbing Lane Widening

Orange County Transportation Authority | Caltrans

Background
The State Route 57 (SR-57) from Lambert Road to Tonner Canyon Road is an important truck route and an integral part of Southern California's freeway network. Slow moving heavy trucks reduce overall freeway throughput and cause upstream congestion on SR-57 corridor north of Lambert Road interchange. The bottleneck is due to a long climbing grade and high percentage of truck traffic (12% to 18%) during peak periods.

Benefits
The SR-57 Truck Climbing Lane project will widen Northbound SR-57 to add a climbing lane for heavy trucks between Lambert Road and just north of Orange County/Los Angeles County line in the City of Brea. This improvement will remove heavy truck traffic from the mainline to reduce backup and delay and enhance freeway operations and regional circulation of goods and services along northbound SR-57. By improving the freeway Level of Service, enhancing the operational performance, and reducing potential safety hazards for motorists using this stretch of the roadway, this project will improve mobility along this key intercounty corridor.

Cost
$167.5 million

Website
https://octa.net/programs-projects/projects/freeway-projects/sr-57-northbound-project-lambert-road-to-tonner-canyon-road/

State Route 58 Truck Climbing Lane

Caltrans | Kern Council of Governments

Background
The Truck Climbing Lane (TCL) Project proposes to construct an eastbound three-mile truck climbing lane on SR 58 along the Tehachapi Pass between the San Joaquin Valley and SR 14 near Mojave.

SR 58 performs as a westerly extension of Interstate 40 (I-40) and provides a connection between US Route 101, near Santa Margarita, and both I-40 and I-15 near Barstow. SR 58 crosses the Tehachapi Mountains (Tehachapi Pass) south of the Sierra Nevada, allowing motorists to travel between the San Joaquin Valley east to Nevada, Arizona, and Texas. Origin and destination analysis of trips on the East Kern SR 58 corridor section shows 50-60% trips are interregional, 20% trips begin and end in East Kern County, and 25% trips are between East Kern and Bakersfield.

The SR 58 Truck Climbing Lane Project will support local, regional, state, and federal goals by removing a significant freight capacity bottleneck that otherwise diminishes the public benefits and deters growth. This project is aligned with state policies and strategies, such as the Climate Action Plan for Transportation Infrastructure (CAPTI) and the Caltrans Strategic Investment Strategy (CSIS).

Benefits
Improves transit services | Safer conditions for the traveling public | Improves access to county services, medical services, education, and employment centers | Improves freight movement | Reduces railroad freight congestion through the Tehachapi Pass | Increases emergency climate evacuation capacity | Reduction in wildlife mobility barriers and resultant improvement in historic connectivity | Reduces GHGs & improves air quality

Cost
$66 million

Website
https://dot.ca.gov/caltrans-near-me/district-9/district-9-projects-list/state-route-58-truck-climbing-lane

State Route 91 (SR-57 to SR-55) Improvement Project

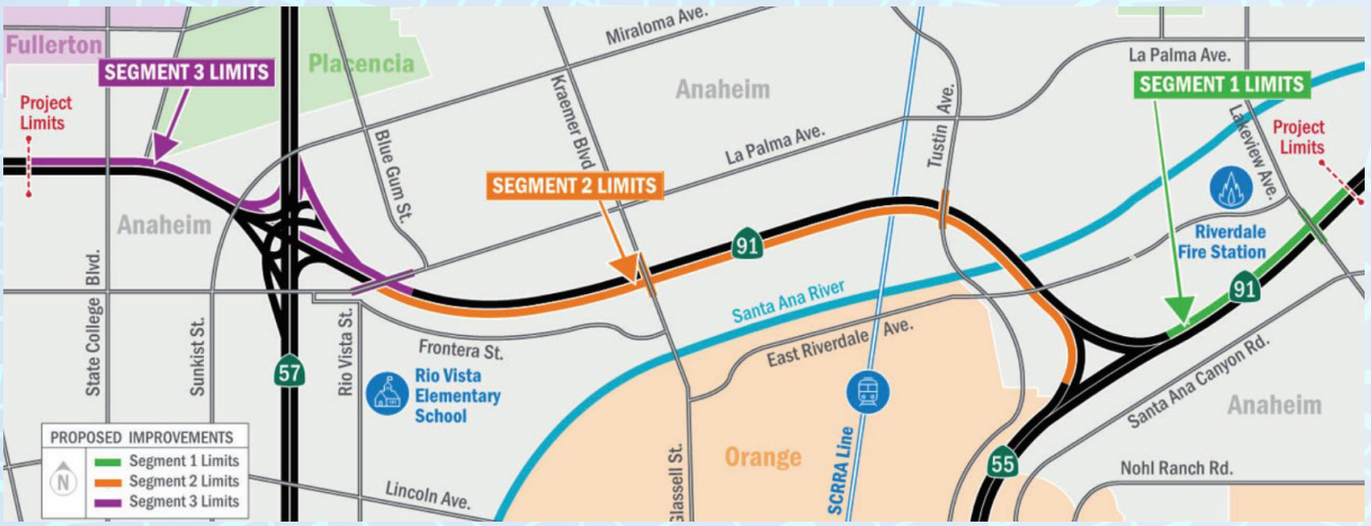
Orange County Transportation Authority | Caltrans

Background
State Route 91 (SR-91) is a major east-west transportation corridor providing goods movement in and out of the Ports of Los Angeles and Long Beach (POLA/POLB) where more than 30 percent of imported goods enter the United States. The Project Study found that SR-91 experiences significant congestion, which is forecast to worsen in the absence of physical and operational improvements.

Benefits
Implementation of this project on SR-91 will reduce congestion and improve mobility throughout the corridor, reduce weaving and merging between ramps, and improve on- and off-ramps. The project will add one general purpose land and make operational improvements, including reconstructing ramps, bridges, and connectors.

Cost
$347 million

Website
octa.net/programs-projects/projects/freeway-projects/sr-91-sr-57-to-sr-55-improvement-project/overview/?frm=9972



State Route 91 (SR-241 to SR-71) Lane Addition Project

Orange County Transportation Authority | Caltrans | Riverside County Transportation Commission

Background
State Route 91 (SR-91) connects Orange County and Riverside County and is one of the busiest corridors in the region. The SR-91 corridor lacks sufficient capacity during the peak period which creates a bottleneck condition. Orange County Transportation Authority is coordinating with Riverside County Transportation Commission (RCTC) to implement this project.

Benefits
The project will add one general-purpose lane each direction on SR-91 between SR-241 and the Orange County/Riverside County line. Implementation of the project will alleviate a bottleneck issue occurring between two counties and reduce congestion and delays by providing additional capacity.

Cost
$300 million

Website
octa.net/programs-projects/projects/freeway-projects/sr-91-lane-addition-project-sr-241-to-i-15/

Terminal 18 Shore Power

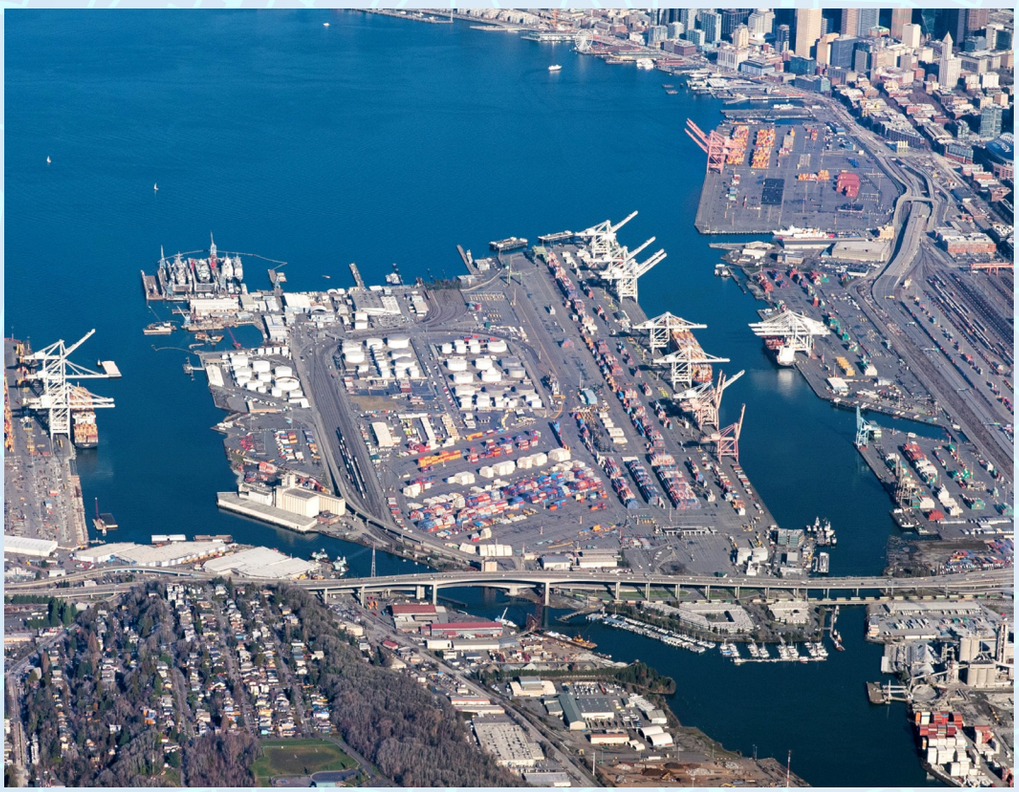
The Northwest Seaport Alliance

Background
Terminal 18 in Seattle, Washington is the largest container facility in the Pacific Northwest, with a 196-acre yard and three containership berths serviced by 10 ship-to-shore cranes. The Northwest Seaport Alliance is working aggressively towards installing shore power at each of its international container terminals by 2030 as part of our transition to zero emissions by 2050. Shore power is a critical element of the Northwest Ports Clean Air Strategy (NWPCAS). The NWPCAS is a collaboration between the NWSA and the ports of Seattle, Tacoma, and Vancouver, British Columbia to voluntarily reduce seaport-related emissions that contribute to climate change and to air pollution in the shared Puget Sound-Georgia Basin Airshed.

Benefits
On average, Terminal 18 is the NWSA's top terminal by acreage, cargo volumes, and ship calls. Thus, enabling ships to plug into our clean power grid while at berth at T18 will prove a major step forward in reducing emissions from ocean-going vessels serving the Pacific Northwest. Near-port communities will also benefit from cleaner air with less emissions from ships at berth. This project is currently in the design phase and the NWSA will soon be seeking federal financial support.

Cost
$29 million

Website
www.nwseaportalliance.com/environment/clean-air



Terminal 3

Port Houston, Texas

Background
As a major international gateway, Port Houston's container terminal operations support the growth of regional, state, and national economies. Port Houston's Barbours Cut and Bayport container terminals have experienced record growth in recent years and projects are underway to build capacity and stay ahead of market demand. However, growth forecasts indicate that both container terminals may reach full capacity within the next decade, which necessitates the planning and development of the next container terminal.

This project is for a container terminal with direct waterfront access and connection to the Houston Ship Channel and Galveston Bay deep draft navigation channel system. A site selection study is currently underway. Design and construction of the terminal would be subsequent projects.

Benefits
This project supports Port Houston's ability to continue to meet future demand for containerized cargo and serve the economic needs of the Houston region, the State of Texas, and the nation.

Cost
$3 - $4 billion (estimated)

Website
www.porthouston.com

Turnbull Canyon Road Grade Separation Project

Alameda Corridor - East Project | San Gabriel Valley Council of Governments

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 early 2024 and to be completed in three years.

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
$98 million

Website
www.theaceproject.org

Turning Basin Terminal Redevelopment

Port Houston, Texas

Background
Port Houston is a national leader in breakbulk, steel, and project cargo. Port Houston's six multipurpose facilities are uniquely designed to handle a wide range of cargo types and customer needs. The Turning Basin terminal is the largest of these multipurpose facilities, with approximately 1,000 acres along the Houston Ship Channel.

The Turning Basin Terminal has been providing steadfast cargo handing opportunities for over a century. With long-range forecasts indicating sufficient capacity to handle cargo volumes through 2040, Port Houston is evaluating opportunities to optimize this terminal's utilization and operational flexibility.

This project includes alternative terminal configurations and operational scenarios with consideration for flexible terminal operating areas, multipurpose logistics and business park areas, access and traffic flow, channel improvements, wharf rehabilitation and additions, port services and outreach facilities, and connections to the community.

Benefits
This project would support the efficient movement of goods through optimized operations and provide operational flexibility to adapt to market needs. Safety and security would be enhanced by improving traffic flow and utility infrastructure. This project could also provide an opportunity to identify synergies with community development initiatives to support a more resilient and sustainable future.

Cost
$1 billion

Website
www.porthouston.com

US 101 / Woodside Road Interchange and Port Access

Caltrans | Metropolitan Transportation Commission | City of Redwood City

Background
The existing US 101/Woodside Road interchange was built in 1959 and is well past its useful life. Single lane off-ramps and traffic conflicts at foot-of-ramp streets and intersections create extensive daytime congestion, resulting in queues back to the freeway. This constrains truck access at the Port of Redwood City and nearby industrial businesses, and impedes all vehicle, transit, pedestrian, and bicycle movements in the area, which includes disadvantaged communities, mobile home communities, residential neighborhoods, and employment centers. Safety issues are substantial, with multiple freeway and ramp segments exhibiting collision rates above State averages.

To reduce delay and improve operations, the project will: reconstruct the US 101/Woodside Road interchange to replace all ramps; widen Woodside Road to three lanes per direction between Bay Road and the northbound US 101 off-ramp at Seaport Boulevard; lower Woodside Road to increase the vertical clearance at US 101 for improved freight safety and access to the Port of Redwood City; eliminate the 5-leg intersection at Broadway/Woodside Road; signalize ramp intersections; add turn lanes with longer pocket lengths; construct direct-connect flyover ramps between Veterans Boulevard and US 101; add new sidewalks; add signals and gates at the Union Pacific Railroad at-grade crossing at Veterans Boulevard and Blomquist Street; add two protected intersections; and add bikeways.

Benefits
A reconstructed interchange with several miles of new pedestrian and bicycle facilities will generate dramatic outcomes, including congestion reduction for Port and freight industry truck movements, increased vertical clearance for trucks, reduction in GHG emissions, new pedestrian and bicycle connections to the bayfront area, and decreased risk of collisions and associated injuries and fatalities.

Cost
$231 million

Website
https://www.redwoodcity.org/departments/community-development-department/engineering-transportation/transportation-parking/101-woodside-interchange

US 101 HOV Lanes/ Port of Hueneme Access Corridor

Ventura County Transportation Commission | Southern California Association of Governments

Background
This is a comprehensive strategy to improve access to the Ventura County U.S. Highway 101 through Ventura County, which provides access to the Port of Hueneme, Naval Base Ventura County, and numerous technology and biomedical firms, and connects California's Central Coast to the Los Angeles metropolitan area.

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 U.S. Highway 101 corridor, while reducing congestion and increasing safety for all traffic and trucks accessing the Port and the Corridor employers.

Benefits
The project will increase capacity on a congested portion of U.S. Highway 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 in winter months. The Rice Avenue Grade crossing, scene of a recent Metrolink / truck crash, would be replaced with a grade separation.

Cost
$805 million

Website
www.ourfuture101.org
www.goventura.org/vcfreight

Wharf Investment Program

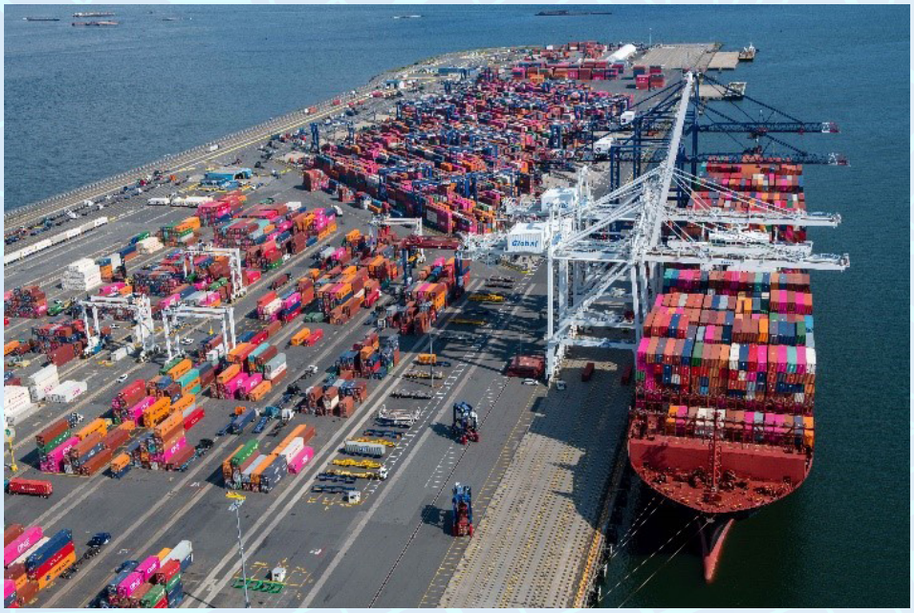
Port Authority of New York and New Jersey

Background
The Port Authority of New York and New Jersey is launching a 30-year, $14 billion Wharf Investment Program that will reconstruct approximately 90 berths to support growing freight volumes. In 2022, the Port of New York and New Jersey facilitated record container volumes not planned for until 2030, maintaining aging infrastructure to meet supply chain needs. The Port's wharves are timber pile supported structures that require significant maintenance and rehabilitation costs due to damaging marine borer activity. The Wharf Investment Program will replace existing structures with steel pipe pile supported concrete structure that will increase the structural capacity of the wharf up to four times its current load, ensuring the Port will maintain its position as a leading Port for the nation.

Benefits
The modernized wharf facilities will address immediate safety and reliability needs, enable strategic land use decisions, and support long term resilience efforts for the Port. The program will improve safety at the Port by replacing wharves that are at the end of their intended service life and providing longshore workers with structurally sound facilities. The strengthened capacity of the wharf facilities ensures that the Port can expand uses like containerized cargo and efficiently locate bulk uses. In addition to following PANYNJ Sustainable Infrastructure Guidelines which encourages sustainable practices in construction of infrastructure, the Port Authority will build the modernized wharf to allow for the future raising of the structure by up to three feet to account for sea level rise.

Cost
$14 billion across 90+ Berths

Website
http://www.panynj.gov/



Zero Emission, Energy Resilient Operations (ZEERO) Policy Implementation

Port of Long Beach, California

Background
The Port of Long Beach ZEERO Policy, adopted by the Board of Harbor Commissioners in 2023, is an ambitious and far-reaching policy that seeks to build upon the Port's existing efforts to transition its operations to zero emissions and its energy programs in pursuit of decarbonization. A cornerstone of our clean air efforts is the 2017 San Pedro Bay Ports Clean Air Action Plan (CAAP) Update, which established goals for zero emission cargo handling equipment by 2030 and for zero emission heavy-duty trucks by 2035, as well as GHG emission reduction goals. The CAAP targets pollution from all five mobile sources associated with cargo movement at the Port – ships, harbor craft, locomotives, cargo handling equipment, and trucks – and includes strategies to secure emissions benefits. The ZEERO policy reaches further than the CAAP by establishing a comprehensive Zero Emissions Infrastructure and Power Systems Capital Improvement Program to support major investments in infrastructure, vessels, vehicles, and resiliency measures including energy assets. Program implementation will include support for the development and supply of renewable energy, including offshore wind and renewable hydrogen, achievement of carbon neutrality for Harbor Department administrative operations by 2040, and measures to accelerate deployment of the lowest carbon emission alternatives for ocean-going vessels through incentives and adequate availability of clean fuel bunkering facilities.

Benefits
The proposed investments under the ZEERO Policy in advanced technologies, clean fuels, infrastructure, renewable energy, controls, and energy storage, will be critical to eliminating criteria pollutants and greenhouse gases from Port operations. Further, these projects will increase reliability, resiliency, and economic competitiveness for the Port and its marine terminals. Implementation of the ZEERO Policy will promote equitable economic opportunities and public health benefits for the community through technology and innovation, education, and workforce development.

Cost
$1 billion

Website
https://polb.com/environment

Freight Can't Wait.

This booklet was developed with submissions CAGTC received from project sponsors across the country. We thank the following organizations for their contributions:

Kootenai MPO

PORT AUTHORITY NY NJ
AIR LAND RAIL SEA

ALAMEDA CORRIDOR-EAST ACE PROJECT

THE NORTHWEST SEAPORT ALLIANCE

THE PORT OF LOS ANGELES

IMPERIAL COUNTY CALIFORNIA 1907

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PORT HOUSTON℠
THE INTERNATIONAL PORT OF TEXAS

CANAVERAL PORT AUTHORITY

IMPERIAL COUNTY TRANSPORTATION COMMISSION

Redwood City | California Founded 1867

OCTA

Port of Vancouver USA

Chicago Metropolitan
Agency for Planning