

Exhibit 3: 40 Proposed U.S. Transportation and Water Infrastructure Projects of Major Economic Significance

#	Project	Type	Region	Analysis Period (years)	Net Economic Benefits ⁽¹⁾ \$M	Benefit-Cost Ratio
Planning/ Implementation Underway						
1	I-10 Program	Highway	South	25	> \$236,000	> 10.0
2	National Traffic Signal Coordination	Highway	National	35	> \$3,900	> 10.0
3	California High Speed Rail	Railway	West	50	\$195,450	4.0 – 7.0
4	Next Generation Air Traffic Control System	Air	National	18	\$87,000	4.0 – 7.0
5	Positive Train Control	Railway	National	20	\$40,600	4.0 – 7.0
6	Hampton Roads Crossing	Highway	South	35	\$28,500	4.0 – 7.0
7	Chicago CREATE	Railway	Midwest	30	\$16,800	4.0 – 7.0
8	Rural Water Supply Program	Water	West	40	\$8,350	4.0 – 7.0
9	Northeast Corridor Improvements	Railway	Northeast	35	\$150,000	2.0 – 4.0
10	Southeast High Speed Rail	Railway	South	30	\$8,550	2.0 – 4.0
11	I-70 Missouri	Highway	Midwest	30	\$7,750	2.0 – 4.0
Planning Underway						
1	I-70 East	Highway	West	35	> \$15,700	> 10.0
2	Texas Freight Shuttle System	Railway	South	20	> \$9,400	> 10.0
3	New Orleans Rail Gateway	Railway	South	20	> \$5,500	> 10.0
4	Mississippi River Crossing	Highway	South	35	> \$5,000	> 10.0
5	Medium Diversion at White Ditch	Water	South	50	> \$3,500	> 10.0
6	Medium Diversion at Myrtle Grove	Water	South	50	> \$2,500	> 10.0
7	Brent Spence Bridge	Highway	Midwest	20	\$18,600	7.0 – 10.0
8	Savannah Harbor Expansion	Ports-IW	South	50	\$4,750	7.0 – 10.0
9	Houston-Galveston Grade Crossing Improvements	Railway	South	20	\$3,000	7.0 – 10.0
10	Atchafalaya River/Navigation	Water	South	50	\$2,250	7.0 – 10.0
11	Boston Harbor Dredging	Ports-IW	Northeast	50	\$2,200	7.0 – 10.0
12	I-35 Trade Corridor	Highway	Midwest	35	\$61,650	4.0 – 7.0
13	MTC Managed Lanes	Highway	West	35	\$7,200	4.0 – 7.0
14	2nd Avenue Subway - Phase 2	Railway	Northeast	35	\$22,150	2.0 – 4.0
15	I-11 Corridor	Highway	West	30	\$19,400	2.0 – 4.0
16	Morganza to the Gulf	Water	South	50	\$18,350	2.0 – 4.0
17	I-69 Extension	Highway	South	30	\$13,550	2.0 – 4.0
18	Puget Sound Gateway - Phase 2	Highway	West	30	\$5,250	2.0 – 4.0
19	I-5 Columbia River Crossing	Highway	West	33	\$5,000	2.0 – 4.0
20	Fargo-Moorhead Metro	Water	Midwest	50	\$3,350	2.0 – 4.0
21	Sabine Neches Waterway	Ports-IW	South	50	\$2,350	2.0 – 4.0
22	Watershed Rehabilitation Program	Water	National	100	\$2,200	2.0 – 4.0
23	Sutter Basin	Water	West	50	\$1,250	2.0 – 4.0
24	Jacksonville Harbor Dredging	Ports-IW	South	50	\$1,200	2.0 – 4.0
25	Soo Locks Modernization	Ports-IW	Midwest	50	\$1,150	2.0 – 4.0
26	Long Bridge	Railway	South	20	\$1,000	2.0 – 4.0
27	Heartland Expressway	Highway	Midwest	40	\$800	2.0 – 4.0
28	Corpus Christi Ship Channel Implementation	Ports-IW	South	50	\$650	2.0 – 4.0
29	Truckee River	Water	West	50	\$610	2.0 – 4.0

(1) To recognize the natural uncertainty in any estimate of economic benefits and costs, a range of net benefits was generated. The net economic benefits were estimated as the midpoint of the range of (1) the product of the discounted project costs and the upper bound of the benefit-cost ratio range less the value of discounted costs and (2) the product of the discounted project costs and the lower bound of the benefit-cost ratio range less the value of discounted costs, except where there is no upper bound (i.e. > 10), in which case only the lower bound figure is reported.

Notes:

- Net economic benefits are total benefits less total capital costs on a net present value basis. All benefits expressed in millions of 2015 dollars discounted at a three percent rate.
- All selected projects have a capital cost of \$300 million or more.
- IW is the abbreviation for Inland Waterway.
- One of the largest differences across project assessments was the length of the analysis period—the time over which benefits were accrued to the project. As this is an important difference across assessments and one that the project team could not adjust, we included the length of the assessment period in the table for the reader's use in reviewing the list.