



U.S. Department of Transportation
Federal Highway Administration

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Survey on Projects of National and Regional Significance (PNRS)

Introduction

OFFICE OF MANAGEMENT AND BUDGET (OMB) BURDEN STATEMENT

This collection of information is voluntary and will be used in combination with other research in a Report to Congress. Public reporting burden is estimated to average 80 hours per State department of transportation response, 40 hours per transit agency response, 10 hours per tribal government response and 20 hours per multi-state or multi-jurisdictional group response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Please note that an agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless it displays a valid OMB control number. The OMB control number for this collection is 2125-0642. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to: Information Collection Clearance Officer, Federal Highway Administration, 1200 New Jersey Avenue, SE, Washington, DC 20590.

BACKGROUND

Section 1301 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) (Pub. L. 109-59; 119 Stat. 1144) established a program to provide grants to States for Projects of National and Regional Significance (PNRS) to improve the safe, secure, and efficient movement of people and goods throughout the United States and to improve the health and welfare of the national economy.

The PNRS program was amended under the Moving Ahead for Progress in the 21st Century Act (MAP-21), Section 1120 as follows:

- Expands eligible applicants to include a tribal government or consortium of tribal governments, a transit agency; or a multi-State or multi-jurisdictional group in addition to State Departments of Transportation (DOT).
- Reduces the floor on total project costs to \$500m or 50 percent of the state's apportionment (previously 75 percent).
- Adds evaluation criteria to consider if a project improves roadways vital to national energy security and removes criteria related to technology.
- Requires USDOT to develop a Report to Congress regarding PNRS. The purpose of the report is to identify projects of national and regional significance that:
 - Will significantly improve the performance of the Federal-aid highway system, nationally or regionally;
 - Generate national economic benefits that reasonably exceed the costs of the projects, including increased access to jobs, labor, and other critical economic inputs;
 - Reduce long-term congestion, including impacts in the State, region, and the United States, and increase speed, reliability, and accessibility of the movement of people or freight;
 - Improve transportation safety, including reducing transportation accidents, and serious injuries and fatalities; and
 - Can be supported by an acceptable degree of non-Federal financial commitments.

Under the provisions of MAP-21, \$500,000,000 was authorized to be appropriated to carry out PNRS in fiscal year 2013. While no funds were appropriated in FY13, Section 1120 of MAP-21 requires the Secretary to submit a report to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on

Environment and Public Works of the Senate regarding PNRS, not later than 2 years after the date of enactment of the MAP-21. The report will contain a comprehensive list of each project of national and regional significance that has been compiled through this survey of State departments of transportation; transit agencies, tribal governments, and multi-state or multi-jurisdictional groups. The comprehensive list will enable the Secretary to classify projects of regional or national significance and to develop recommendations on financing for eligible project costs.

HOW WILL THE SURVEY RESULTS BE USED

This information will be used by the USDOT to conduct an analysis to classify projects as regionally or nationally significant and to make recommendations in the report to Congress on financing for eligible project costs. The US DOT/FHWA is not able to verify information submitted by the states/respondents. The US DOT will summarize information submitted by the respondents based on an assessment of the likelihood that a project will:

- Significantly improve the performance of the Federal-aid highway system, nationally or regionally; Generate national economic benefits that reasonably exceed the costs of the projects, including increased access to jobs, labor, and other critical economic inputs;
- Reduce long-term congestion, including impacts in the State, region, and the United States, and increase speed, reliability, and accessibility of the movement of people or freight; Improve transportation safety, including reducing transportation accidents, and
- Can be supported by an acceptable degree of non-Federal financial commitments.

The output of the review and analysis process will result in project responses being categorized in the TIERS described below. It is anticipated that all three tiers will be discussed in the report to Congress.

- **TIER 1** – Projects in this tier meet the basic eligibility for the PNRS program. For purposes of this survey, basic eligibility refers to SAFETEA-LU Section 1301 (c) and (d). In addition, projects in this tier will also be supported with quantitative data that includes, but is not be limited to: benefit and cost data; information from preliminary studies and design documents that supports how the project will reduce congestion and improve safety and demonstration of non-federal financial commitments.
- **TIER 2** - Projects in this tier meet basic eligibility and may be classified as PNRS subject to additional documentation.
- **TIER 3** – Projects in this tier do not meet basic eligibility.

DEFINITIONS

- **Eligible Project** - Eligible projects are any surface transportation project or set of integrated surface transportation projects closely related in the function they perform, which are eligible to receive Federal assistance under title 23, United States Code (U.S.C.). (Section 1301 of SAFETEA-LU). Additionally, a project's total cost must be at least \$500 million or 50 percent of the amount of Federal highway assistance funds apportioned to the State in which the project is located. (Section 1120 of MAP-21). A list of each State's apportionments can be found at http://www.ops.fhwa.dot.gov/freight/infrastructure/nat_reg_sig/index.htm. In addition to traditional highway and transit infrastructure projects, other examples of eligible PNRS projects may include public or private rail facilities providing benefits to highway users; surface transportation infrastructure modifications to facilitate intermodal interchange, transfer, and access into and out of ports; and other activities eligible under title 23, U.S.C. In general, projects eligible for the Transportation Infrastructure Finance and Innovation Act (TIFIA) program are eligible for the PNRS program.
- **Eligible Applicants** – Eligible applicants include a State department of transportation or a group of State departments of transportation; a tribal government or consortium of tribal governments; a transit agency; or a multi-State or multi-jurisdictional group of the previously mentioned agency types. Entities that are not among those groups may respond directly to the survey or work with State DOTs, transit agencies, or tribal governments to submit responses to the survey. Such entities could include metropolitan planning organizations, seaport authorities, railroads, cities, counties, coalitions or joint power authorities of local governments, or economic development organizations which have responsibility for planning and/or implementing infrastructure projects.

ADDITIONAL INFORMATION AND REFERENCE MATERIALS

- [PNRS Program Information](#) - This page includes links to the PNRS legislation, a list of projects designated in prior legislation, and links to PNRS Reports to Congress.
- [MAP-21 Legislation](#)

INSTRUCTIONS

Please answer the survey questions to the best of your abilities and complete the survey by **November 17, 2014**, and to the maximum extent possible, conform to the OMB burden hours.

You may [download a copy of the survey](#) if you'd like to review the questions prior to submitting your responses.

For those who have already responded to the original PNRS survey (fielded from May 29 - June 14, 2014), the re-opening of the survey does not affect your previously submitted responses and the survey questions have not changed. However, DOT strongly encourages those who participated in the original survey to review their prior submissions to determine if those submissions should be augmented with additional information. You are not required to submit any new information to the re-opened survey. Although you cannot edit your previously submitted survey, you may submit new information and supporting documentation with minimal effort. To add new information to a previous submission, please enter the online survey tool, start a new survey, and then provide the new information where appropriate. Please note that you must re-enter all information for questions 1-6. However, if a response to an open-ended question has not changed, please enter "no new information." Please contact PNRSSurvey@dot.gov if you have a question about a previously submitted survey.

- **Survey Length** - There are approximately 20 items in this survey. Your progression through the survey will be tracked by a bar at the bottom of the screen indicating percent complete.
- **Required Responses** - All questions require a response, with the exception of the last question regarding the uploading of supporting documents. If you are unsure of a response to a particular question, please indicate that in your response. If you are submitting a survey for a previously submitted project you do not have to re-enter responses for the open-ended questions if they have not changed from the previous submission. In this case, please enter "no new information".
- **Moving Within the Survey** - Where it is allowable, you will be able to move back and forth within the survey. Please use the "back" and "next" buttons within the survey itself. Do not use the browser "back" and "forward" buttons as you may lose your responses.
- **Completing or Saving the Survey** – You can exit your browser and return to the survey at any time prior to the close of the survey. The survey will automatically save your responses. However, you must use the same computer and browser each time and you must have cookies enabled on your browser. Please visit <http://www.wikihow.com>

/Enable-Cookies-in-Your-Internet-Web-Browser for more information on enabling cookies. When you get to the last page of the survey (you will be notified that you are on the last page) do not click Next until you are completely finished with the survey. Once you click the Next button on the last page you will be unable to change your responses.

- **Submitting Multiple Projects** – You may submit multiple projects but you must complete the survey for one project before you can begin to take it again for another project.
- **Forwarding the Survey** - If you determine that another person within your agency has the responsibility for completing the survey on behalf of your agency, please forward that individual a link to the survey.

QUESTIONS

For questions about this survey contact FHWA's Office of Freight Management and Operations at 202-366-2976 or send an email to PNRSSurvey@dot.gov. This survey is being administered by an independent contractor. For technical assistance in completing the survey, you may contact their representative via email at symounj@leidos.com or by phone at 703-318-4267.

Are you submitting a new project or is this a resubmittal of a project that was previously submitted?

- New project
- Resubmittal of previously submitted project. If you are resubmitting a previously submitted project you do not have to re-enter responses for the open-ended questions if they have not changed from the previous submission. Instead, please enter "no new information."

Default Question Block

1. In order to respond to this survey, you must have the authority to respond on behalf of your agency. Please check with the appropriate agency personnel to determine if you may respond to this survey.

Do you have the authority to respond on behalf of your agency?

- Yes
- No

Block 2

In order to respond to this survey, you must have the authority to respond on behalf of your agency. Please check with the appropriate agency personnel to determine if you may respond to this survey.

Block 1

2. What type of agency do you represent?

Respondent types are based on eligible applicants as defined in SAFETEA-LU Section 1301 as amended by MAP-21 Section 1120.

- (A) State department of transportation or a group of State departments of transportation
- (B) Tribal government or consortium of tribal governments
- (C) Transit agency
- (D) Multi-State or multi-jurisdictional group of the agencies described in sub-paragraphs (A) through (C)
- (E) Other (please provide agency type)

3. Please list the name, city, and state of the agency you represent.

Agency Name

Agency Location

4. In what state(s) or U.S. territory is the project located? (Select all that apply in the case of multistate or multijurisdictional projects.)

- | | | | |
|---|--|---|---|
| <input type="checkbox"/> Alabama | <input type="checkbox"/> Illinois | <input type="checkbox"/> Montana | <input type="checkbox"/> Puerto Rico |
| <input type="checkbox"/> Alaska | <input type="checkbox"/> Indiana | <input type="checkbox"/> Nebraska | <input type="checkbox"/> Rhode Island |
| <input type="checkbox"/> Arizona | <input type="checkbox"/> Iowa | <input type="checkbox"/> Nevada | <input type="checkbox"/> South Carolina |
| <input type="checkbox"/> Arkansas | <input type="checkbox"/> Kansas | <input type="checkbox"/> New Hampshire | <input type="checkbox"/> South Dakota |
| <input type="checkbox"/> California | <input type="checkbox"/> Kentucky | <input type="checkbox"/> New Jersey | <input type="checkbox"/> Tennessee |
| <input type="checkbox"/> Colorado | <input type="checkbox"/> Louisiana | <input type="checkbox"/> New Mexico | <input type="checkbox"/> Texas |
| <input type="checkbox"/> Connecticut | <input type="checkbox"/> Maine | <input type="checkbox"/> New York | <input type="checkbox"/> Utah |
| <input type="checkbox"/> Delaware | <input type="checkbox"/> Maryland | <input type="checkbox"/> North Carolina | <input type="checkbox"/> Vermont |
| <input type="checkbox"/> District of Columbia | <input type="checkbox"/> Massachusetts | <input type="checkbox"/> North Dakota | <input type="checkbox"/> Virginia |
| <input type="checkbox"/> Florida | <input type="checkbox"/> Michigan | <input type="checkbox"/> Ohio | <input type="checkbox"/> Washington |
| <input type="checkbox"/> Georgia | <input type="checkbox"/> Minnesota | <input type="checkbox"/> Oklahoma | <input type="checkbox"/> West Virginia |
| <input type="checkbox"/> Hawaii | <input type="checkbox"/> Mississippi | <input type="checkbox"/> Oregon | <input type="checkbox"/> Wisconsin |
| <input type="checkbox"/> Idaho | <input type="checkbox"/> Missouri | <input type="checkbox"/> Pennsylvania | <input type="checkbox"/> Wyoming |

4a. In what county(s) is the project located?

5. Based on your knowledge of the project and the following definition, is the project being submitted an eligible project? (Answering "No" to this question will result in your project being placed in TIER 3.)

Eligible project means any surface transportation project or set of integrated surface transportation projects closely related in the function they perform, eligible for Federal assistance under title 23, United States Code. Projects may include: public or private rail facilities providing benefits to highway users; surface transportation infrastructure modifications to facilitate intermodal interchange, transfer, and access into and out of ports; and other activities eligible under such title.

- Yes
- No

WARNING: You have indicated that your project is not an eligible project. You may continue with the survey but your project will automatically be placed in TIER 3. Please click on the Back button if you'd like to change your response to "Yes".

6. Project Title

7. Project Description (limited to 1500 characters including spaces)

Please make sure the project description includes how the project is nationally or regionally significant, as required in MAP-21.

Please indicate "no new information" if resubmitting a previously submitted project and the description has not changed.

For the following questions, you must describe the project's national or regional significance. (limited to 1500 characters including spaces)

Please provide information in all relevant areas and if available, provide quantifiable information such as that obtained through preliminary engineering, benefit and cost analysis, etc. To be classified as a TIER 1 PNRS, information must be provided for Questions 8-14. Respondents will be given the opportunity to upload supporting documentation at the end the survey.

Please indicate "no new information" if resubmitting a previously submitted project and the information has not changed.

8. Briefly describe how the project will significantly improve performance of the Federal-aid highway system nationally, or regionally. (limited to 1500 characters including spaces)

To the extent possible, please provide specific evidence or information about the ways this project (which may include non-highway projects) will positively change any performance-related features of the Federal-aid highway system - and the extent of that impact. Quantitative information is preferred.

Please indicate "no new information" if resubmitting a previously submitted project and the information has not changed.

9. Briefly describe how the project will generate national economic benefits that reasonably exceed the costs of the project, including increased access to jobs, labor, and other critical economic inputs. (limited to 1500 characters including spaces)

To the extent possible, please provide specific citations or evidence linking the completion of this particular project (regardless of whether it is part of a larger facility or non-highway project) to positive changes in the national economy. Quantitative information is preferred.

Please indicate "no new information" if resubmitting a previously submitted project and the information has not changed.

10. Briefly describe how the project will reduce long-term congestion, including impacts in the State, region, and the United States, and increase speed, reliability, and accessibility of the movement of people or freight. (limited to 1500 characters including spaces)

To the extent possible, please provide specific citations or evidence linking the completion of this particular project (regardless of whether it is part of a larger facility) to positive changes in current or expected congestion, such as reduced demand on the Federal-aid highway system due to improvement of modal alternatives including transit service and intercity passenger rail, or increased use of intelligent transportation systems, and the extent of that impact. Quantitative information is preferred. If congestion is not an issue this project will address, please indicate that, as well as any related level of service issues (e.g., reliability, accessibility) that may be affected positively by this project.

Please indicate "no new information" if resubmitting a previously submitted project and the information has not changed.

11. Briefly describe how the project will improve transportation safety, including reducing transportation accidents, and serious injuries and fatalities. (limited to 1500 characters including spaces)

To the extent possible, please provide specific citations or evidence linking the completion of this particular project (regardless of whether it is part of a larger facility) to positive changes in safety for the region or nation. Quantitative information is preferred.

Please indicate "no new information" if resubmitting a previously submitted project and the information has not changed.

12. What percentage of this project will be funded by non-Federal funds? (please only enter a number, DO NOT enter the percent sign)

Please indicate "no new information" if resubmitting a previously submitted project and the information has not changed.

13. Please describe the level of non-Federal funding sources to construct, maintain, and operate the infrastructure facility. Include a description of key stakeholders you anticipate providing financial support for this project. (limited to 1500 characters including spaces)

Please indicate "no new information" if resubmitting a previously submitted project and the information has not changed.

14. What is the estimated total project cost? (Please only enter a number, DO NOT enter a dollar sign)

To be considered a PNRs-eligible project, the total project cost must be at least \$500M or 50 percent of the amount of Federal highway assistance funds apportioned to the State in which the project is located. See PNRs Table for a listing of the amount of Federal highway assistance funds per state.

Please indicate "no new information" if resubmitting a previously submitted project and the information has not changed.

15. Please provide your contact information.Name Agency Phone Email **16. Please upload any information that would help to support your survey response. If you have multiple files please combine them into one zip file. All common file types (i.e., PDF, Word, Excel, PPT) are accepted. The maximum file size that can be uploaded is 16MB.**

If the supporting documents are not able to be loaded into survey tool, send directly to: PNRSSurvey@dot.gov. Documents sent by email must have the same project title as listed in question six on the survey. Any project-related video offered to satisfy the questions in this survey must have hard copy documentation to support the video.

Please do not upload any files if you are resubmitting a previously submitted project and you do not have any new supporting files to add.

 No file selected.

In order for a project to be classified as TIER 1 or 2, it is strongly recommended that you upload supporting information.

Please **click on the back button** to upload supporting information.

If you plan to upload information at a later time you can close your browser window now and return to this question at a later time, as long as you are using the same computer and have cookies enabled on your browser. Please visit <http://www.wikihow.com/Enable-Cookies-in-Your-Internet-Web-Browser> for more information on enabling cookies.

Thank you for completing this survey on Projects of National and Regional Significance.

Please DO NOT click on the Next button until you are sure you are done with this survey. Once you click on the Next button you will no longer be able to return to your survey and change your responses. If you DO NOT intend to make any changes please click on the Next button below and you will be taken to a summary of your survey responses. **Please note that once you click on this button you WILL NOT be able to return to your survey and change your responses. If you click on the Next button you will be given a summary of your responses. If you'd like to print this summary, you must print it before you close your browser. You will not be able to return to the summary of responses after you close your browser.**

If you intend to come back and possibly change some of your answers you may close your browser window now and your responses will be automatically saved. You can return at any time as long as you use the same computer and browser that you are using right now. You must have cookies enabled on your browser. Please visit <http://www.wikihow.com/Enable-Cookies-in-Your-Internet-Web-Browser> for more information on enabling cookies.

