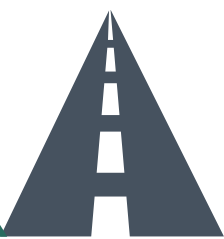




U.S. Department of Transportation

INFRA 



US 67 Corridor Improvements (Future I-57)

Arkansas Department of Transportation
Pulaski and Lonoke Counties, Arkansas

Proposed Award: \$40,000,000

Estimated Future Eligible Project Costs: \$246,899,901

Estimated Minimum Non-Federal Funding: \$137,631,901

Urban-Rural Designation: Urban

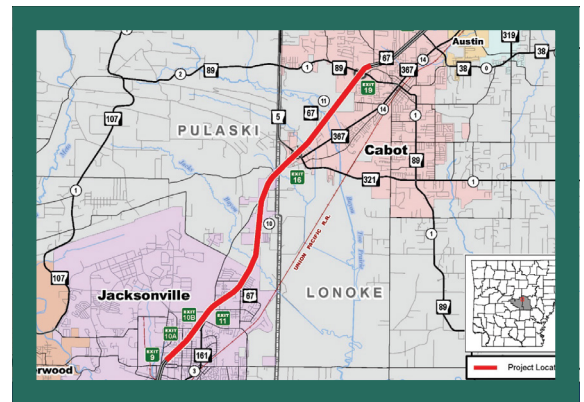
Project Description

The Arkansas Department of Transportation will be awarded \$40 million to reconstruct and improve two sections of U.S. Highway 67 northeast of Little Rock. The project will widen US 67 from four to six lanes, construct an overpass, convert frontage roads to one-way operation, and reconstruct two interchanges.

Project Benefits

The project supports economic vitality by reducing travel times, alleviating congestion, and addressing safety hazards posed by the current obsolete design of US 67 and adjacent frontage roads. Widening U.S. Highway 67 between Cabot and Jacksonville will accommodate the heavy peak-period traffic flows while converting the frontage roads to one-way operation, and eliminating stop- and yield-controlled slip ramps between the freeway and frontage roads

will further reduce crashes in the corridor. The Arkansas Department of Transportation will deliver the project using Cost-Plus-Time bidding and is exploring employing innovative construction techniques and using high-performance materials to minimize maintenance costs.



I-70 Vail Pass Safety and Operations Improvements

Colorado Department of Transportation

Eagle County, Colorado

Proposed Award: \$60,700,000

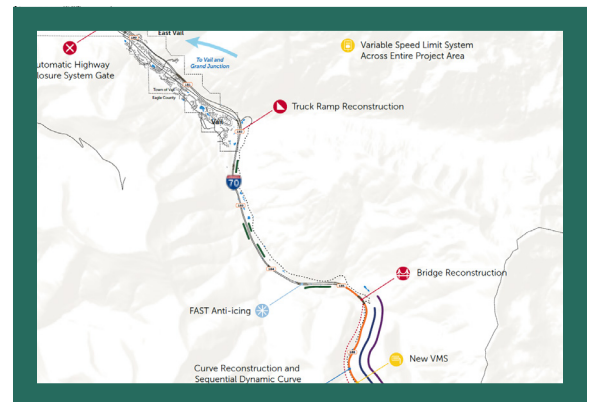
Estimated Future Eligible Project Costs: \$140,400,000

Estimated Minimum Non-Federal Funding: \$75,200,000

Urban-Rural Designation: Rural

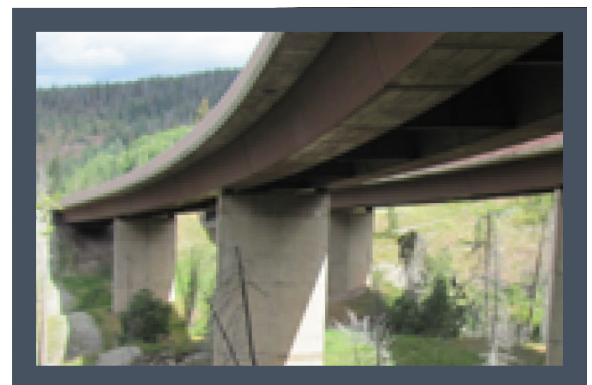
Project Description

The Colorado Department of Transportation will be awarded \$60.7 million to implement a series of improvements to I-70 between mile post 180 and 190 in Eagle County. The project includes the construction of an eastbound auxiliary lane, reconstruction of the eastbound bridge over Polk Creek, shoulder widening, westbound curve modifications, and the reconstruction of the truck ramp at milepost 182. The project also incorporates multiple improvements aimed at enhanced operations, including dynamic message signs, a variable speed limit system, automated highway closure, and automated anti-icing technologies.



Project Benefits

The project supports economic vitality by increasing the safety for cars and trucks traveling on I70. By improving multiple compound curves and providing wider shoulders, the project will reduce crash rates year-round, while operational improvements like variable speed limit systems and automated anti-icing technology will enhance traveler safety during inclement weather. In addition to incorporating innovative technology, Colorado DOT will procure the project using a Construction Manager/General Contractor approach, and will use information gathered to inform future project proposals. The project has multiple sources of state and local funding to ensure the project's full life-cycle costs will be accounted for.



I-95 and SR 896 Interchange

Delaware Department of Transportation

Newark, Delaware

Proposed Award: **\$56,807,160**

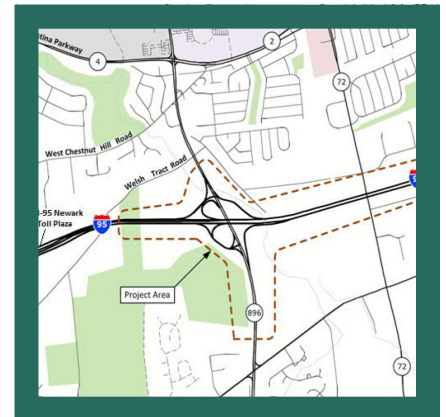
Estimated Future Eligible Project Costs: **\$153,955,320**

Estimated Minimum Non-Federal Funding: **\$74,579,360**

Urban-Rural Designation: **Urban**

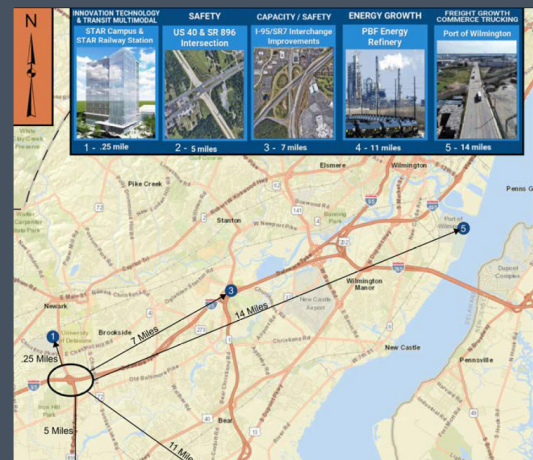
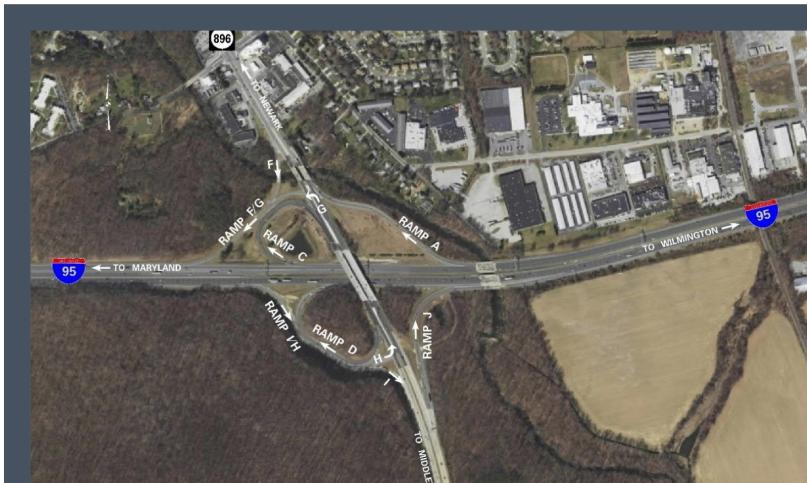
Project Description

The Delaware Department of Transportation will be awarded \$56,807,160 to construct a redesigned interchange at I-95 and State Route 896 in New Castle County. The new interchange will add two flyovers, realign existing ramps, and address other deficiencies with the current roadway geometry. The project also includes the completion of a bicycle and pedestrian pathway along SR 896 through the interchange.



Project Benefits

The project supports economic vitality by reducing congestion and addressing safety risks posed by queuing traffic during peak periods. The flyovers will eliminate weaving on southbound SR 896 overpass for vehicles entering and exiting I-95, while also providing more space for merging and diverging vehicles on I-95. The project will incorporate innovative project delivery approaches, such as using accelerated bridge construction techniques, to minimize impacts during the construction period.



Mountain Parkway Expansion

Kentucky Transportation Cabinet

Wolfe County, Kentucky

Proposed Award: \$55,150,000

Estimated Future Eligible Project Costs: \$110,300,000

Estimated Minimum Non-Federal Funding: \$27,575,000

Urban-Rural Designation: Rural

Project Description

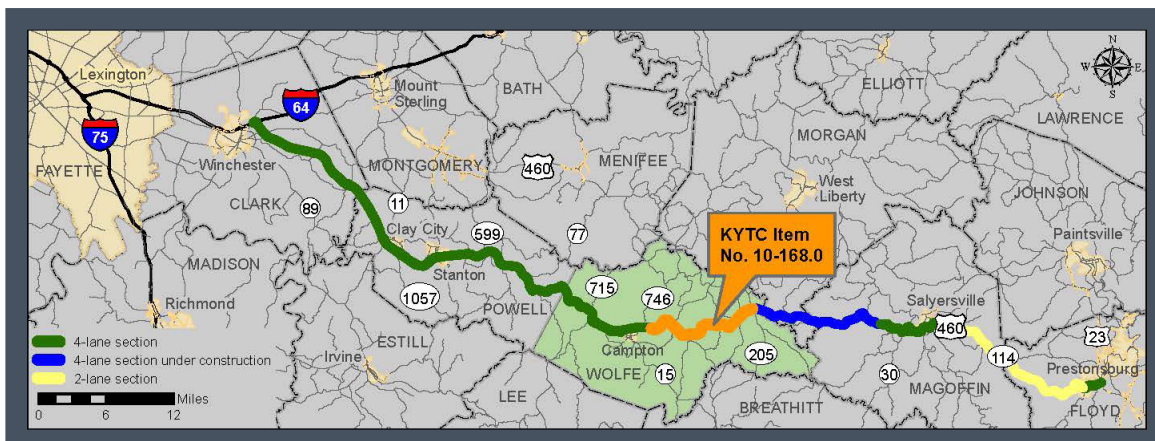
The Kentucky Transportation Cabinet will be awarded \$55.15 million to widen 11 miles of the Mountain Parkway from two to four lanes between the KY 191 overpass and the KY 205 interchange. The project will improve horizontal curves, enhance clear zones, and modernize existing interchanges along the corridor. Along with other segments currently under construction, the INFRA-funded segment will complete the expansion of the entire 75-mile parkway from I-64 near Lexington to US 460 in Salyersville.



Project Benefits

The project supports economic vitality by providing a safer, more efficient route for cars and trucks traveling between I-64 and rural eastern Kentucky. Expanding to a four-lane facility with improved curves and enhanced clear zones will reduce the probability of fatal crashes. The project is also expected to reduce travel time. The project supports innovation through the use of Smart Work Zone technology during the construction period, and the project is under review for whether its construction could support possible expansion of broadband

fiber-optic cable through the Kentucky Wired initiative.



LA 1 Improvement Project Phase 2

Louisiana Department of Transportation and Development
Lafourche Parish, Louisiana

Proposed Award: \$135,000,000

Estimated Future Eligible Project Costs: \$445,000,000

Estimated Minimum Non-Federal Funding: \$310,000,000

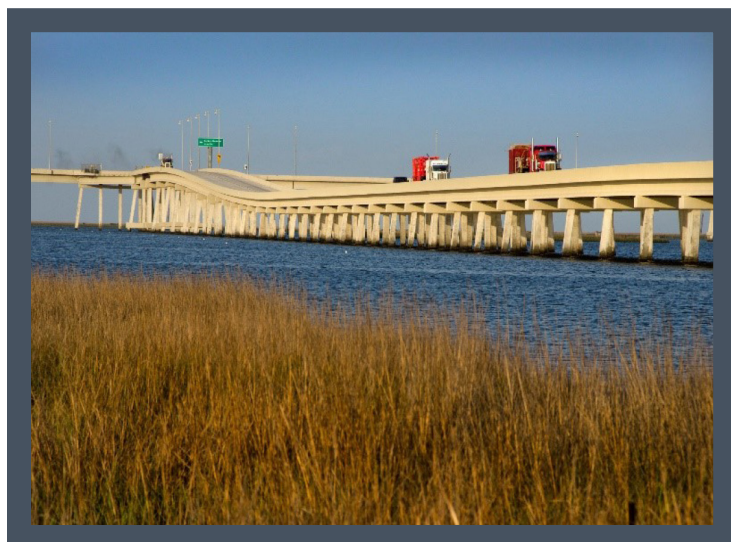
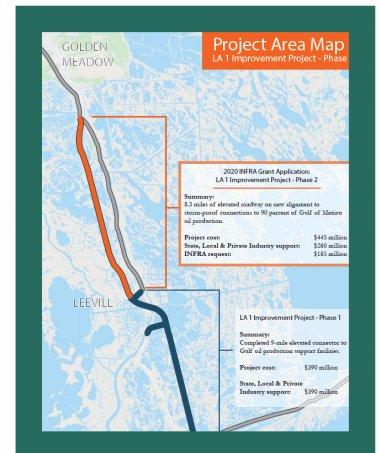
Urban-Rural Designation: Rural

Project Description

The Louisiana Department of Transportation and Development will be awarded \$135 million to construct 8.3 miles of elevated highway from Leeville Bridge to Golden Meadow. The project constitutes the second phase of the 19-mile LA 1 Improvement Project, providing an elevated and therefore flooding-resilient access road to the energy industry cluster at Port Fourchon, Louisiana.

Project Benefits

The project supports economic vitality by providing a faster, more direct route for vehicles accessing the energy production industries located at Port Fourchon. At present, LA 1 is inundated and subject to closure up to 10 days per year, and that is likely to increase in the coming years. The project will elevate LA 1 to 22 feet above the surrounding bodies of water, eliminating the flooding threat. LADOTD has committed to deploying 5G broadband to the project corridor, supporting the use of sensors to monitor weather and bridge condition, and to using innovative construction techniques, such as Accelerated Bridge Construction.



LADOTD agreed to an accountability measure: if it does not start construction by September 2024 and complete construction by December 2028, the project will be subject to forfeit or return of up to \$10 million.

Freight Reliability Actions for Maine (FRAME) Project

Maine Department of Transportation

Kennebec, Oxford, Penobscot, and Somerset Counties, Maine

Proposed Award: \$38,146,500

Estimated Future Eligible Project Costs: \$63,577,500

Estimated Minimum Non-Federal Funding: \$12,175,000

Urban-Rural Designation: Rural

Project Description

The Maine Department of Transportation will be awarded \$38,146,500 to replace seven structurally deficient bridges and make related improvements in five locations in four counties. The selected bridges include two structures which carry I-95 over Webb Road in Waterville, an I-95 bridge near Bangor, Main Street bridge in Solon, Red Bridge in Rumford, and two bridges in Old Town. Each of the bridges are functionally obsolete, having been continually repaired over 90 years in some cases, and are critical mobility links in their community.

Project Benefits

The project supports economic vitality by restoring multiple critical connections to a state of good repair. If these bridges were allowed to continue to deteriorate, they would become subject to weight restrictions and eventually closure, resulting in substantial detours across several communities in Maine. The project sponsor

is advancing innovation with this project, taking advantage of multiple programmatic agreements with FHWA to advance the environmental review and permitting process in an expeditious manner.



Blue Water Bridge Plaza Expansion

Michigan Department of Transportation

Port Huron, Michigan

Proposed Award: **\$25,000,000**

Estimated Future Eligible Project Costs: **\$298,700,000**

Estimated Minimum Non-Federal Funding: **\$273,200,000**

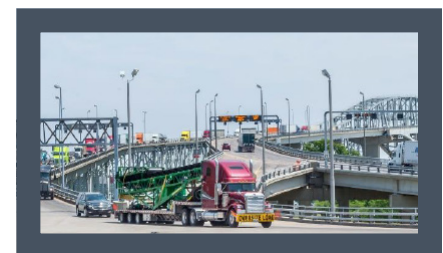
Urban-Rural Designation: **Rural**

Project Description

The Michigan Department of Transportation will be awarded \$25 million to replace and expand an existing land port of entry at the U.S.-Canada border. The project will improve security and operations at the nation's third busiest U.S. Canadian border crossing. The project will expand the existing plaza from 18 to 33 acres, providing more space for vehicle inspection and processing.

Project Benefits

The project supports economic vitality by providing more commercial vehicle inspection space, reducing delays and congestion for freight and passengers entering the United States. As the U.S.-Canada border crossing with the second-highest volume of trucks, reduced transit time generates substantial economic and mobility benefits. MDOT is helping to fund the project using innovative financing sources such as bridge tolls and lease payments from commercial and government tenants on the plaza.



MDOT agreed to an accountability measure: if the project does not start construction by May 2023 and reach substantial completion by December 2025, the project will be subject to forfeit or return of up to 10% of the awarded funds.

Ramsey Gateway (US Highway 10/169) Project

Anoka County

Ramsey, Minnesota

Proposed Award: \$40,000,000

Estimated Future Eligible Project Costs: \$138,000,000

Estimated Minimum Non-Federal Funding: \$73,000,000

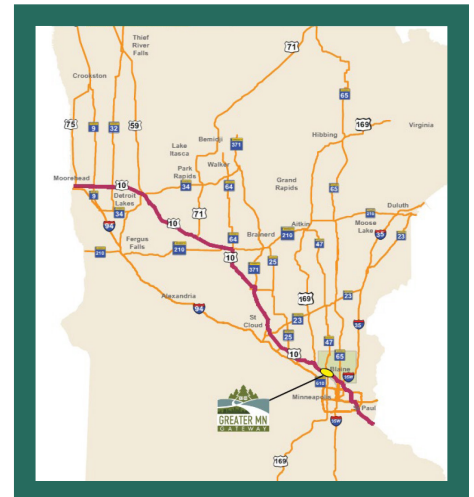
Urban-Rural Designation: Urban

Project Description

Anoka County, Minnesota will be awarded \$40 million to construct two new grade-separated county highway overpasses of US Highway 10/169 and the parallel freight and commuter rail line. The project, which addresses the Ramsey Boulevard and Sunfish Lake Boulevard intersections, also includes new local frontage road connections and is being pursued in sequence with several other grade-separation projects along the corridor to achieve maximal benefits.

Project Benefits

The project supports economic vitality by converting two signalized intersections on US Highway 10/169 to grade separated interchanges, addressing queueing and congestion on this heavily traveled commuter corridor. In addition to reducing commuter travel time, the project generates safety benefits by eliminating two at-grade railway/highway crossings where Ramsey Boulevard and Sunfish Lake Boulevard intersect with a rail line that carries 57-81 freight trains and 14 passenger trains per day.



Greenville Bypass Freight Corridor Improvement Project

Mississippi Department of Transportation

Washington County, Mississippi

Proposed Award: \$71,460,000

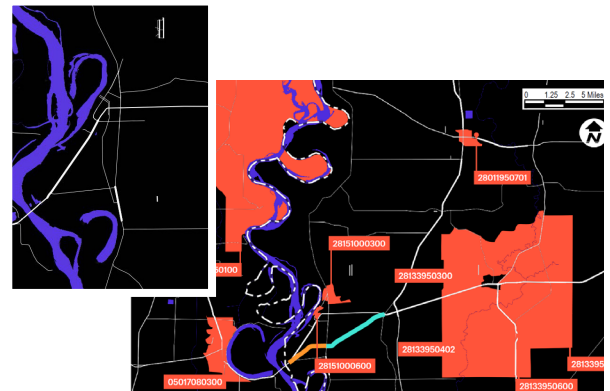
Estimated Future Eligible Project Costs: \$144,100,000

Estimated Minimum Non-Federal Funding: \$28,820,000

Urban-Rural Designation: Rural

Project Description

The Mississippi Department of Transportation (DOT) will be awarded \$71,460,000 to complete the construction of the 15.6-mile Greenville Bypass, which will carry US 82 from near the Greenville Bridge over the Mississippi River to the town of Leland, east of Greenville. The project builds on work initiated by Mississippi DOT to grade, drain, and bridge 6.2 miles from the Mississippi River bridge to the future interchange with MS 1, completing construction on that segment, and extending the bypass a further 9.4 miles east.



Project Benefits

The project supports economic vitality by reducing travel times for freight and personal vehicles traveling through western Mississippi on US 82, which is currently routed through 12 signalized intersections in downtown Greenville. These vehicles will have a more direct and faster east-west route through the region. The project supports innovative project delivery through the incorporation of multiple Every Day Counts initiative innovations, including conducting a data-driven safety analysis, allowing warm mix asphalt during construction, and implementing rumble striping and a safety edge on the side of the highway.



I-15 and Tropicana Interchange Improvements Project

Nevada Department of Transportation

Paradise, Nevada

Proposed Award: \$50,000,000

Estimated Future Eligible Project Costs: \$192,980,000

Estimated Minimum Non-Federal Funding: \$142,980,000

Urban-Rural Designation: Urban

Project Description

The Nevada Department of Transportation will be awarded \$50 million to reconstruct the Tropicana Avenue and I-15 interchange with a longer and wider overpass over I-15, and construct high-occupancy-vehicle ramp at Harmon Avenue approximately ½ mile to the north. The new interchange will provide double the number of exit ramp lanes while also increasing the length and number of turning lanes from Tropicana onto I-15. The project will also extend the collector-distributor entrance lane on northbound I-15. The project also includes upgrades to pedestrian access and pedestrian safety on both the north and south sides of Tropicana.



Project Benefits

The project supports economic vitality by increasing capacity, addressing routine back-ups onto I-15, reducing congestion, and generating safety benefits. The current interchange handles more than 87,000 vehicles per day, and is a major chokepoint for traffic serving the south Las Vegas strip and businesses west of I-15. In addition to addressing the congestion and safety hazards posed by the current interchange, by improving pedestrian access, the project design supports changes in surrounding land use to increase density. The project will incorporate several innovative technologies supporting efficient operation, including dynamic signal timing, conflict detection and mitigation technologies, and active traffic management systems.

US 74 Corridor Opportunities for Rural Efficiency and Safety Improvement Project

North Carolina Department of Transportation

Cleveland, Columbus, and Robeson Counties, North Carolina

Proposed Award: \$25,000,000

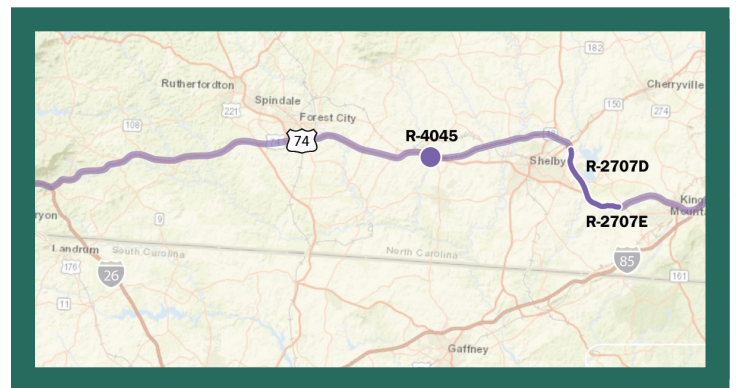
Estimated Future Eligible Project Costs: \$237,381,000

Estimated Minimum Non-Federal Funding: \$212,381,000

Urban-Rural Designation: Rural

Project Description

The North Carolina Department of Transportation will be awarded \$25 million to complete a series of highway improvements on the US 74 corridor in southern North Carolina between Asheville and I-40 near Wilmington. The project includes a series of intersection-to-interchange upgrades, and the completion of a major bypass around Shelby. The project will complete the conversion of the Lattimore intersection to a grade-separated interchange in Mooresboro, creating a freeway facility between Asheville and Charlotte. The project also includes the conversion of four signalized intersections on US 74 (at NC 72/NC 130, Boardman Road, Chauncey Town Road, and Old Lake Road), between I-95 and I-140 in Robeson and Columbus counties.



Project Benefits

The project supports economic vitality by providing a faster, more efficient route for the freight and automobile traffic traveling the US 74 corridor. The project is also expected to generate safety benefits by reducing the likelihood of crashes by converting at-grade signalized intersections to grade separated interchanges and removing conflicts between intercity and local traffic. The project serves a broad geographic area, contributing to regional mobility benefits.



The State agreed to an accountability measure: for each project component, if the State does not complete and open that component to traffic by a specific date, the State will forfeit or return the lesser of \$10 million or 10 percent of that component's costs.

Reconstructing the Rhode to Innovation: Safety and Congestion Improvements on RI-146

Rhode Island Department of Transportation

Lincoln, North Smithfield, and Providence, Rhode Island

Proposed Award: \$65,000,000

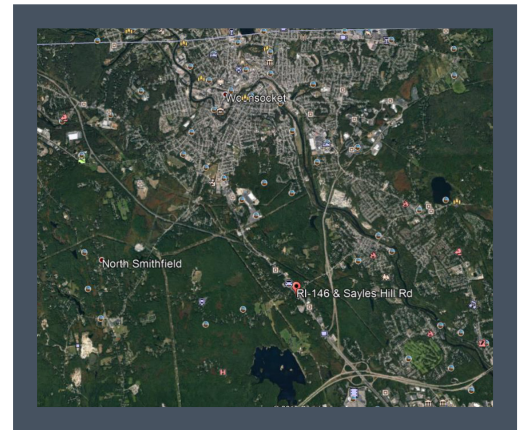
Estimated Future Eligible Project Costs: \$150,000,000

Estimated Minimum Non-Federal Funding: \$35,000,000

Urban-Rural Designation: Urban

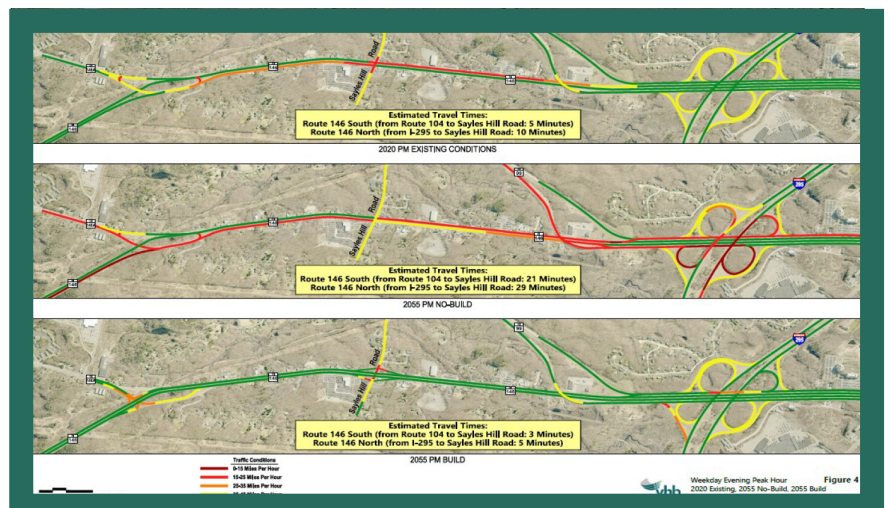
Project Description

The Rhode Island Department of Transportation (DOT) will be awarded \$65 million to complete multiple improvements to the RI-146 corridor. The project includes reconfiguring the interchange at Sayles Hill Road, eliminating a weave at the intersection with Route 99, and replacing a U-turn ramp at the intersection of RI-146 and RI-146A with a diverging diamond interchange. The project will also repave approximately 8 miles of RI 146 between I-295 and the Massachusetts State line, replace three highway bridges, and add a bus on shoulder lane along the southern limits RI-146 into Providence.



Project Benefits

The project supports economic vitality by generating substantial safety and mobility benefits for people and goods moving between Providence and Worcester, Massachusetts. The project's improvements are targeted at addressing safety hazards while also reducing travel times and sources of congestion. Restoring the bridges and ramps to a state of good repair will also reduce long-term maintenance costs for drivers and the State DOT. The project incorporates innovative technology, including embedding new fiber optic cables to support active traffic management.



Barbours Cut Restoration and Upgrade Project

Port of Houston Authority

Harris County, Texas

Proposed Award: \$79,472,000

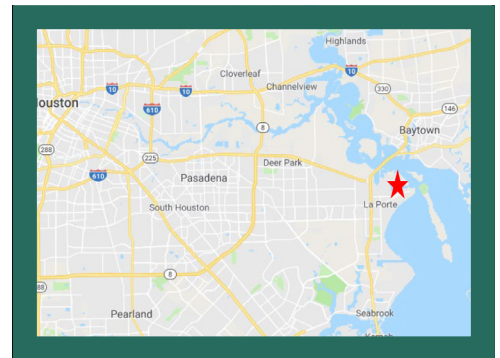
Estimated Future Eligible Project Costs: \$198,680,000

Estimated Minimum Non-Federal Funding: \$119,208,000

Urban-Rural Designation: Urban

Project Description

The Port of Houston Authority will be awarded \$79,472,000 to restore and strengthen approximately 2,700 linear feet of wharf and upgrade approximately 84 acres of yard space at the Barbours Cut Container Terminal. The project builds on other investments being made to expand the capacity and enhance the efficiency of the terminal, including rehabilitation of the north side container yards, rehabilitation of wharf three, and expansion of the truck gate to add 15 lanes and renovate the existing 14 lanes with new technology to speed through-put.



Project Benefits

The project supports economic vitality by expanding the capacity and increasing the efficiency of container operations at the Port of Houston. The project will generate economic benefits by reducing ship delay by providing additional berthing capacity. Restoring the yard space to a state of good repair will decrease truck turn times, increasing productivity and reducing negative environmental impacts from idling and congestion. The project incorporates the use of innovative fiber-reinforced polymer jackets around the existing concrete piles to extend their useful life.



Puget Sound Gateway Program

Washington State Department of Transportation

King and Pierce Counties, Washington

Proposed Award: \$73,664,340

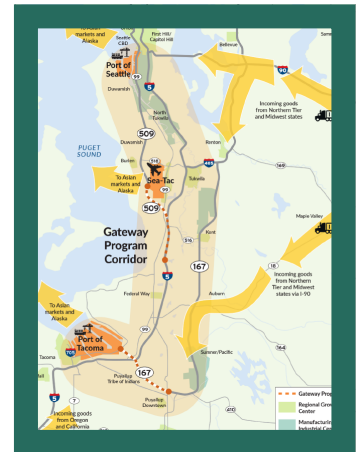
Estimated Future Eligible Project Costs: \$1,909,000,000

Estimated Minimum Non-Federal Funding: \$1,794,600,000

Urban-Rural Designation: Urban

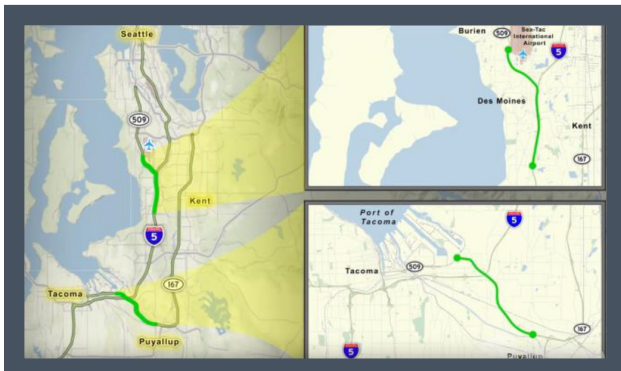
Project Description

The Washington State Department of Transportation will be awarded \$73,664,340 to complete 12 miles of highway projects in the Puget Sound region, including the SR 509 completion project, the SR 167 completion project, improvements to I-5, and improved connectivity to I-90. The SR 167 project will construct the remaining 4 miles of SR 167 between I-5 and its current terminus at SR 161, as well as a new 2-mile connection from I-5 to the Port of Tacoma, with 3 new interchanges at 54th Avenue, Valley Avenue, and SR 161. The SR 509 project will extend SR 509 for two miles from S. 188th Street to I-5, construct a new interchange at 24th Avenue South, and improve 4 miles of I-5.



Project Benefits

The project supports economic vitality by completing the several “missing links” in the primary highway freight system accessing the Sea-Tac International Airport and the Ports of Seattle and Tacoma, providing more direct and efficient connections for trucks and other traffic. The project is expected to reduce congestion on I-5 through direct improvements while also providing parallel north-south options for commuters. The project is being supported through innovative financing, including the use of direct project user fees to help finance the new segments that will be constructed.



The State agreed to two accountability measures: if (1) the State does not begin and complete construction for each of two separate construction components by dates specified in the application or (2) the improved facilities do not, by specific dates in the application, achieve freight speed performance of at least 45 mph 90 percent of the time, then the project will be subject to forfeit or return of up to 10% of the awarded funds.

Port Tampa Bay Container Berth 214 and Cargo Yard

Tampa Port Authority

Tampa, Florida

Proposed Award: \$19,862,930

Estimated Future Eligible Project Costs: \$55,000,000

Estimated Minimum Non-Federal Funding: \$35,137,070

Urban-Rural Designation: Urban

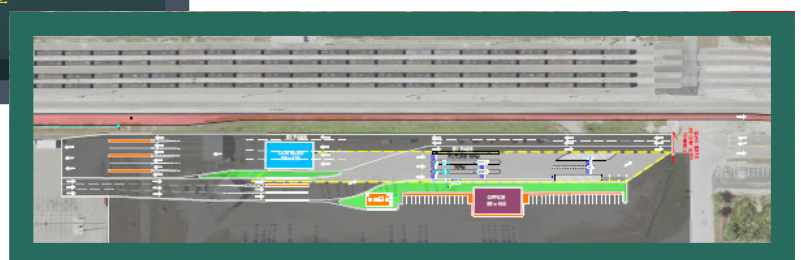
Project Description

Port Tampa Bay will be awarded \$19,862,930 to improve capacity at Port Tampa Bay's Hooker's Point container facility to accommodate an additional 150,000 twenty-foot equivalent units (TEUs) annually. The project will construct Berth 214 and an adjacent yard, and includes a gantry crane rail extension, dredging along the dock to enable berthing of post-Panamax vessels, utility and stormwater improvements, and a new container gate.



Project Benefits

The project generates economic vitality and mobility benefits by increasing port capacity and improving the efficiency of goods movement in West Central Florida. By allowing the simultaneous berthing of up to three deep-draft, post-Panamax vessels, expanding cargo-handling capacity, and more efficiently processing container flow, the project decreases shipping costs and improves access to international markets for producers, manufacturers, and distribution centers. The project also generates regional safety benefits associated with fewer truck miles, including crash and emission reductions.



Rural Industrial Park Rail Switching Enhancement Project

City of Tulsa-Rogers County Port Authority

Rogers County, Oklahoma

Proposed Award: \$6,189,327

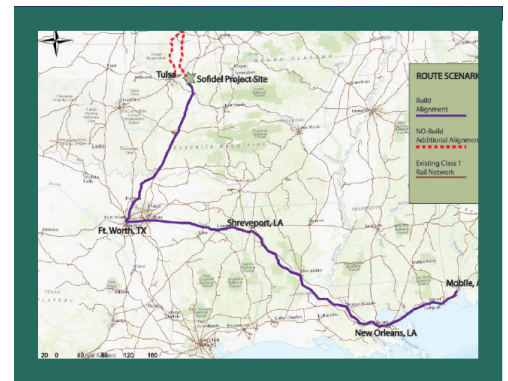
Estimated Future Eligible Project Costs: \$11,135,910

Estimated Minimum Non-Federal Funding: \$4,946,582

Urban-Rural Designation: Rural

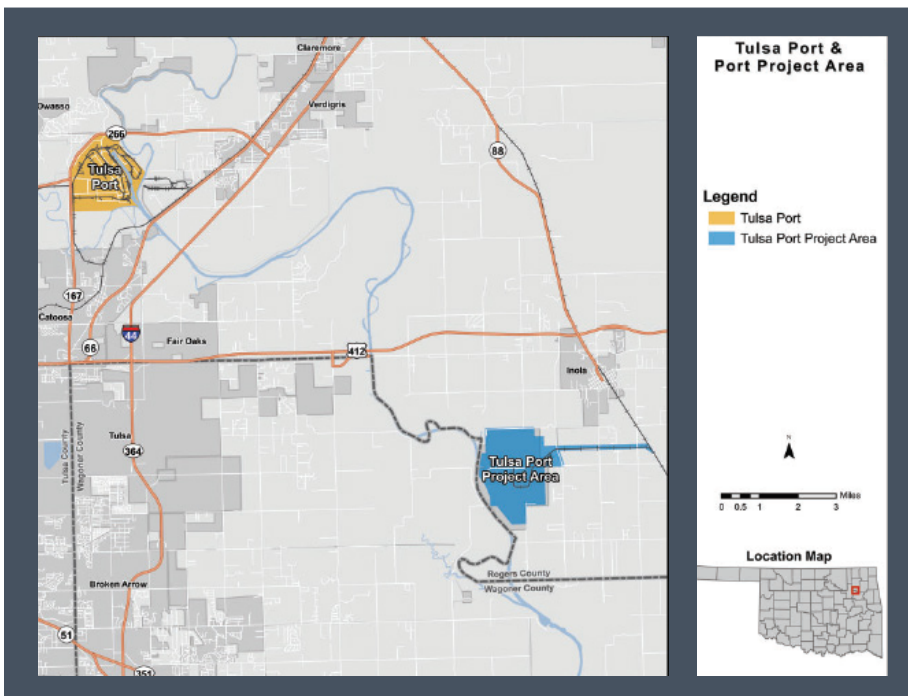
Project Description

The City of Tulsa-Rogers County Port Authority will be awarded \$6,189,327 to upgrade an industrial park in Inola, Oklahoma with new structures and rail and construct a three-mile rail spur connecting the park to the freight mainline. The project includes adding new drop-pull tracks, installing power switches, building a new northbound wye track, constructing a new clear track loop, and safety improvements at three at-grade crossings.



Project Benefits

The project supports economic vitality by serving the transportation needs of industries at the Inola River-Rail Park and ensuring mainline freight rail access for the park. The project also generates moderate safety benefits by avoiding truck shipments that would be necessary to deliver raw materials to the industrial site if the rail spur were not in a state of good repair. The project incorporates innovative rail switching technologies and expedited environmental permitting efforts.



I-77, New Exit 81 Interchange

South Carolina Department of Transportation

Rock Hill, South Carolina

Proposed Award: **\$34,597,743**

Estimated Future Eligible Project Costs: **\$88,150,000**

Estimated Minimum Non-Federal Funding: **\$53,552,257**

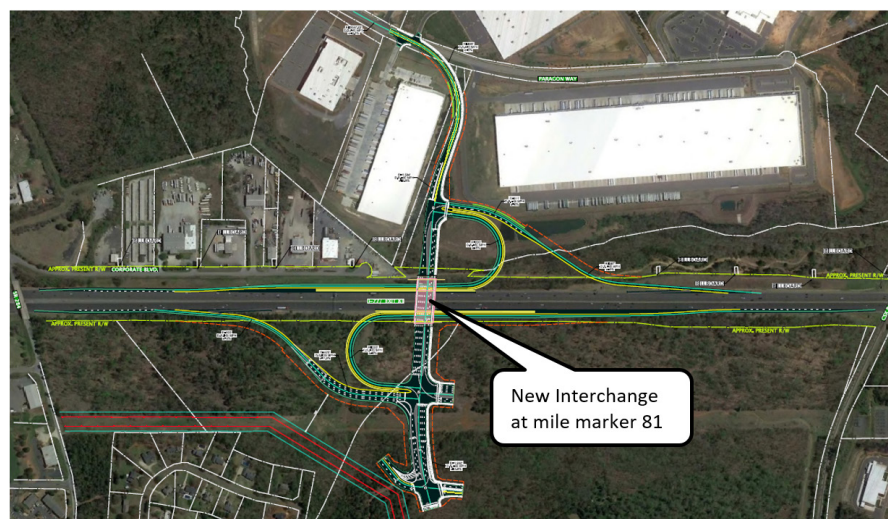
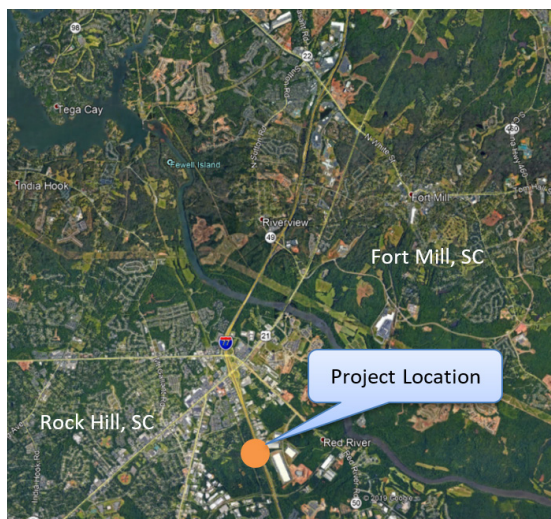
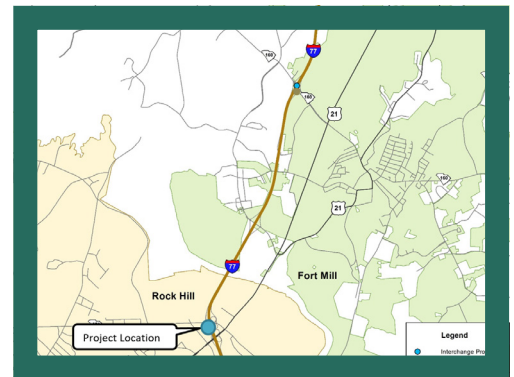
Urban-Rural Designation: **Rural**

Project Description

The South Carolina Department of Transportation will be awarded \$34,597,743 to construct a new interchange on I-77 near mile marker 81 to facilitate access to a 234-acre development site.

Project Benefits

The project supports economic vitality by providing direct interstate access to the business development. Given current and projected congestion on I-77 and local roads, this direct connection between I-77 and the business development will reduce travel times for people and freight accessing the development and lessen congestion on local roads. The project demonstrates high innovation through a design-build delivery method and the local adoption of dedicated sales tax for transportation infrastructure in York County.



I-40 Smart Fiber: Memphis to Nashville

Tennessee Department of Transportation

Fayette, Haywood, Madison, Henderson, Carroll, Decatur, Benton, Humphreys, Hickman, and Dickson Counties

Proposed Award: \$11,200,000

Estimated Future Eligible Project Costs: \$32,000,000

Estimated Minimum Non-Federal Funding: \$9,000,000

Urban-Rural Designation: Rural

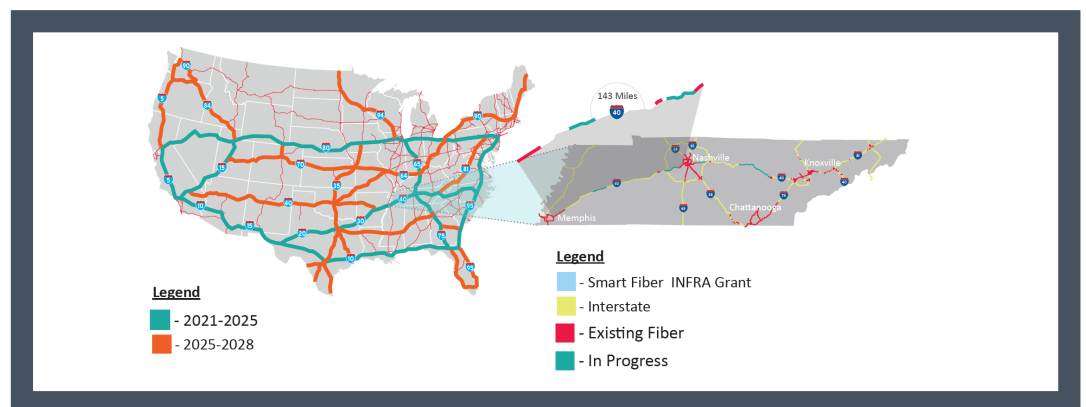
Project Description

The Tennessee Department of Transportation (DOT) will be awarded \$11.2 million to install approximately 143 miles of fiber optic communications and deploy ITS devices on I-40 between Memphis and Nashville. The ITS devices include CCTV Cameras, dynamic message signs, road weather sensors, and connected vehicle roadside units.



Project Benefits

The introduction of ITS equipment along I-40 will reduce crashes by assisting with incident detection and management; better informing the traveling public on routing information, weather conditions, and travel times; and helping the DOT actively manage traffic conditions. The ITS equipment also improves travel reliability by increasing situational awareness and improving operations and traffic management and reduces shipping costs by helping freight traffic better predict and avoid accidents and congestion. ITS deployment demonstrates high innovation by building a regional portion of the national digital infrastructure for connected and automated vehicle readiness and using realtime performance information to better manage the I-40 corridor.



Corridor H - Segment 5 (Kerens to Parsons)

West Virginia Department of Transportation

Tucker County, West Virginia

Proposed Award: \$12,000,000

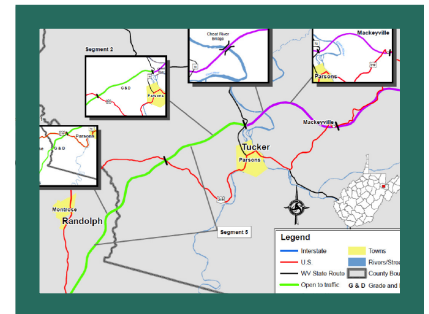
Estimated Future Eligible Project Costs: \$60,600,000

Estimated Minimum Non-Federal Funding: \$28,000,000

Urban-Rural Designation: Rural

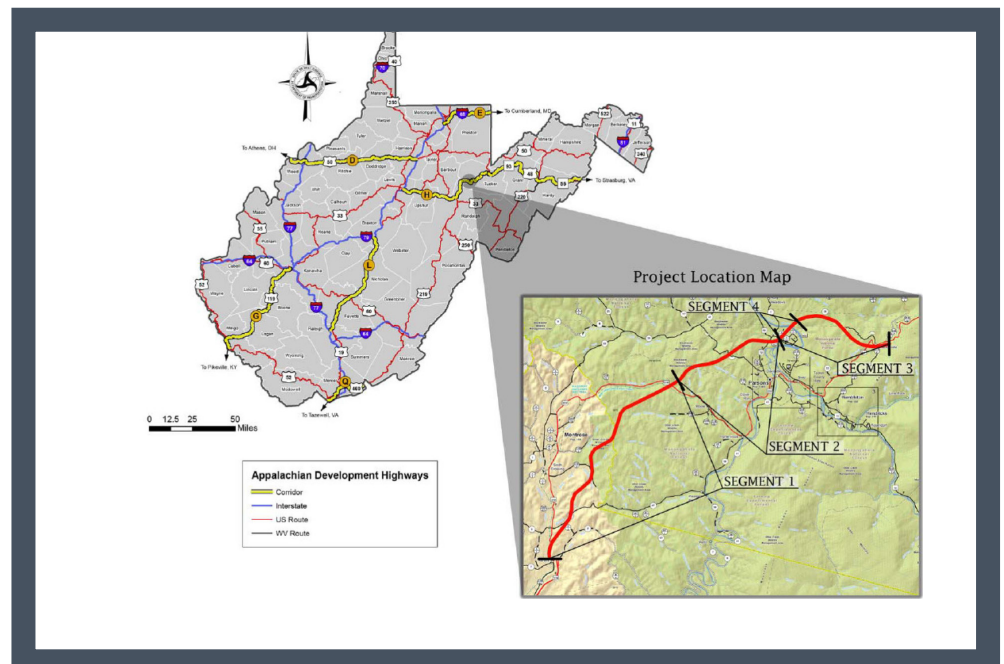
Project Description

The West Virginia Department of Transportation will be awarded \$12 million to construct 3.1 miles of grade and drain pavement improvements on Corridor H from US 219 to the WV 72 interchange. The project will complete Segment 5 of the 15.5-mile Kerens to Parsons segment of the Appalachian Development Highway System's Corridor H. Segment 5 includes this 3.1-mile segment and a BUILD-funded 7.5-mile segment to create a 10.6 mile 4-lane expressway in Tucker County.



Project Benefits

The project supports economic vitality by reducing travel times and creating a more direct route from Kerens to Parsons, West Virginia, which facilitates greater access to the Appalachian region. The project demonstrates innovation through design-build project delivery and statewide approval for general obligation bonds to finance road and bridge improvements.



Merrimac Bridge Rehabilitation and Span Replacement

Wisconsin Department of Transportation

Sauk and Columbia Counties, Wisconsin

Proposed Award: \$6,750,000

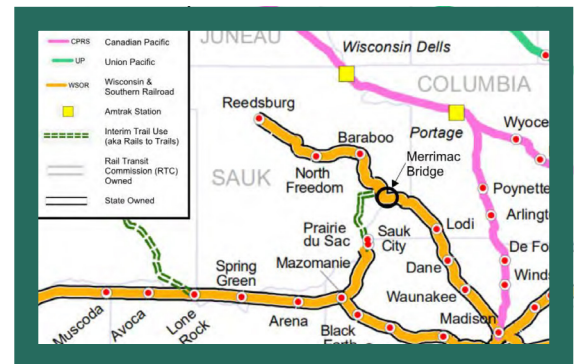
Estimated Future Eligible Project Costs: \$13,500,000

Estimated Minimum Non-Federal Funding: \$6,750,000

Urban-Rural Designation: Rural

Project Description

The Wisconsin Department of Transportation (DOT) will be awarded \$6.75 million to complete the last phase of Merrimac Bridge rehabilitation to accommodate 286,000 lbs. railcars at 25 miles per hour on the Wisconsin and Southern Railroad's freight rail bridge over Lake Wisconsin. This project includes replacing 13 bridge spans, replacing approximately 1,400 linear feet of bridge deck, conducting masonry repairs on 5 piers along with minor repairs of bearings, pedestals and concrete surfaces.



Project Benefits

The project supports economic vitality by preserving freight rail service for bulk goods movement in Sauk County and facilitating more efficient and less costly freight rail service. The project also generates regional safety benefits by maintaining rail market share and avoiding increased truck trips, crashes, and emissions associated with bridge closures.

The project sponsors, the Wisconsin DOT, the Wisconsin River Rail Transit Commission, and the Wisconsin and Southern Railroad, agreed to an accountability measure: if construction is not started by January 2021 and completed by December 2023, the project will be subject to forfeit or return up to 10 percent of awarded funds.

