

Rural Surface Transportation Grant AWARDS FY 2025-26



Rural 2025-2026 AWARDS FACT SHEETS TABLE OF CONTENTS

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St. Bernard Bridge Replacement Project

Award: \$20,390,010

City of Cullman, Alabama

Applicant: City of Cullman

Project Description:

The project will replace and relocate the existing two-lane St. Bernard Bridge on US Hwy 278 / SR 69 which crosses Eight Mile Creek. US Hwy 278 will be widened from 4th Avenue to just past St. Bernard Drive to make the adjoining roadway and approach congruent with the new bridge as part of this project.

Project Benefits:

The project is strong in State of Good Repair and Equity, Multimodal Options, and Quality of Life. The project includes new walking and bicycle infrastructure, reduces automobile dependence, and improves access for people with disabilities by proactively incorporating universal design.



Corral Hollow Road Corridor Project

Award: \$41,349,000

City of Tracy, California

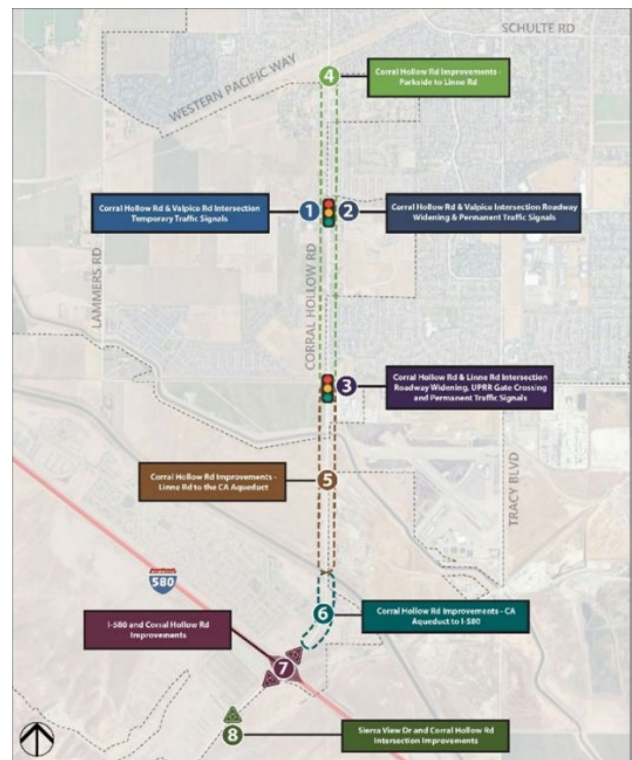
Applicant: City of Tracy

Project Description:

The project includes three elements: 1) I-580/Corral Hollow Road Interchange improvements constructing two roundabouts at the freeway ramp intersections, widening the overcrossing at I-580, and installing a Class I path; 2) Corral Hollow Road Improvements widening the two-lane roadway to a divided four-lane roadway with multimodal facilities and replacing the bridges over the California Aqueduct and Delta Mendota Canal; 3) Corral Hollow Road/Linne Road intersection improvements with a new traffic signal, turn lanes, and improving the at-grade crossing.

Project Benefits:

The project is strong in Economic Impacts, Freight Movement, and Job Creation, and Equity, Multimodal Options, and Quality of Life. The project provides a more direct and efficient route to access I-580 that will reduce congestion and delays. The project area is a major contributor to the growth in the transportation and warehousing industry and this project directly supports development of new logistics and distribution centers. The multimodal nature of the project, which includes facilities for bicycling and walking, will reduce congestion and related emissions while increasing access to affordable homes and employment opportunities.



Plumas Lake Blvd / SR 70 Interchange - Phase 2

Award: \$35,515,000

Yuba County, California

Applicant: Yuba County

Project Description:

The project will extend Plumas Lake Boulevard eastward, over SR 70, using two bridges, one spanning the Union Pacific Railroad (UPRR) and one spanning the Western Pacific Interceptor Canal (WPIC), to connect easterly to Plumas-Arboga Road. The project will eliminate an existing at-grade UPRR crossing on Plumas-Arboga Road. The extension will also serve the proposed location for a new North Valley Rail Stop.

Project Benefits:

The project is strong in State of Good Repair and Economic Impacts, Freight Movement, and Job Creation. The project will upgrade access to SR 70 and improve both local traffic circulation and tourist traffic across the UPRR and WPIC, and eliminate the need for traffic to detour through residential neighborhoods. Projected traffic volumes will exceed the

current capacity of the existing at-grade intersection on SR 70 and Plumas-Arboga Road. The new interchange will modernize the existing infrastructure and the project will also rehab existing pavement along Plumas-Arboga Road, resulting in lower long-term maintenance costs. Additionally, this project will directly link the residential neighborhoods to the new "Sports and Entertainment Zone" development that lies immediately East of SR70. Lastly, the project will allow for a future North Valley Rail Stop that will extend passenger rail service from Natomas to Plumas Lake, Yuba City, Gridley, and Chico, further linking residents with employment opportunities and attracting new development.



Mobility Enhancements for Regional Growth and Equity (MERGE)

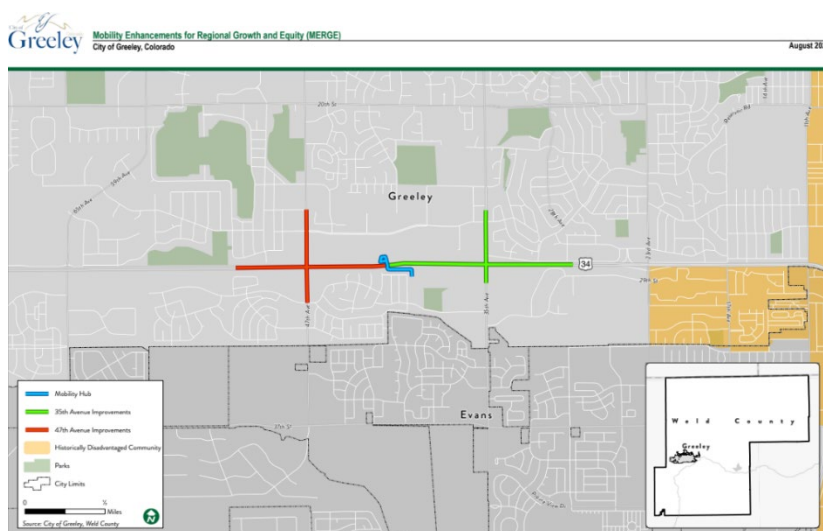
Award: \$29,439,944

City of Greeley, Colorado

Applicant: City of Greeley

Project Description:

The project will convert at-grade intersections with US 34 and 35th Avenue and US 34 and 47th Avenue into grade-separated interchanges. Both interchanges include the addition of auxiliary lanes in both directions. US 34 and 35th Avenue includes the construction of a tight diamond configuration with a partial cloverleaf on-ramp in the southwest quadrant of the interchange. US 34 and 47th Avenue includes the construction of a diverging diamond interchange. The project also includes a shared-use underpass of US 34 that supports regional trail connectivity in all directions and provides access to the regional transit station.



Project Benefits:

The project is strong in Safety, State of Good Repair, Economic Impacts, Freight Movement, and Job Creation and Equity, Multimodal Options, and Quality of Life. The project is expected to have significant positive impacts on the regional economy by increasing mobility, offering more affordable options, improving regional transit services to areas like Fort Collins and Denver, and enhancing system-wide traffic operations reducing travel times for all modes. The improved traffic and safety operations will remove supply chain bottlenecks, reducing business costs and improving connectivity to the global economy. The new mobility hub will allow the City of Greeley to reconfigure its local transit systems to be more responsive and flexible, including new micro-transit options. The project will also improve traffic operations and safety on US 34, 35th, and 47th Avenues, benefiting freight operations by increasing travel time reliability and managing travel demand.

US 50 SHIFT Project

Award: \$40,500,000

Otero County, Colorado

Applicant: Otero County

Project Description:

The project will install twelve individual passing lanes across five segments of the US 50 High Plains Freight Corridor between the urban center of Pueblo and the Kansas state line. Ten of the passing lanes are paired bidirectionally (eastbound/westbound) along the same stretch of US 50; two are 'independent' in that passing lanes will be installed in only one direction.



Project Benefits:

The project is strong in Safety, State of Good Repair, Economic Impacts, Freight Movement, and Job Creation and Equity, Multimodal Options, and Quality of Life. The project will significantly reduce fatalities and serious injuries by addressing inadequate and unsafe conditions for drivers to pass slow moving vehicles. The project will also widen road shoulders for crash avoidance and emergency vehicle access.

Dairy Farms and Dirt Roads: Bringing Supply Chain Infrastructure to Southwest Kansas

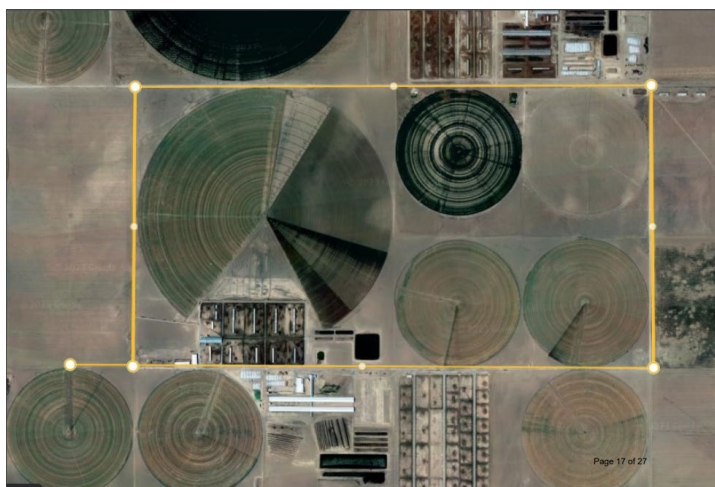
Award: \$26,698,000

Hamilton and Edwards County, Kansas

Applicant: Kansas Department of Transportation

Project Description:

The project will replace dirt roads serving major dairy facilities in Southwest Kansas with paved, modern roads and stormwater infrastructure. This project includes 6.3 miles of road in Hamilton County and 8.5 miles of road in Edwards County. The Hamilton County project will add concrete surfacing to the existing dirt low maintenance graded road starting at the junction of Road 32 and Road C, one mile north on Road C, two miles east on Road 31, one mile south on road E and 2.3 miles west on Road 32 to form a loop connecting to an existing paved road. The Edwards County project will run east to west along O Road between 200th Avenue and 210th Avenue, and south along 200th Avenue from its intersection of O Road. It will also upgrade pavement on 180th Avenue and 210th Avenue connecting the Blue Sky Dairy to Highway 50.



Project Benefits:

The project is strong in State of Good Repair and Economic Impacts, Freight Movement, and Job Creation. The project improves the dairy supply chain in the region by paving the existing dirt roads with concrete and adding stormwater facilities and shoulders. KDOT predicts traffic will double on these roads when a new dairy is fully operational, as the local roads are used for hauling milk to the cheese farm, hauling feed and commodities to the dairy, hauling manure from dairy to farmland, hauling cattle to and from the dairy, and supporting more than 100 new full-time employees. The project will also enhance safety for the increased truck traffic by addressing narrow shoulders and poor sight distances. Improvements will provide resiliency, as the roads in Edwards County are currently lower than the adjacent fields and serving as the drainage ditch during rain events.

County Road 388 Reconstruction

Award: \$3,508,800

Menominee County, Michigan

Applicant: Menominee County Road Commission

Project Description:

The project will reconstruct a stretch of County Road 388 to meet all-season standards by repaving approximately 9.4 miles of roadway from CR 577 to US-2 in Meyer Township. The project will also: 1) Widen the paved area for each traveling lane from 11 feet to 12 feet; 2) Install new 3-foot shoulders, permanent pavement markings, corrugated centerline rumble strips, and superelevation corrections throughout the entire corridor; and 3) Build a modernized culvert for a stream crossing, two new pedestrian crosswalks, and a new pedestrian at-grade rail crossing between Main St and N-4 Ln.



Project Benefits:

The project is strong in State of Good Repair. The project will reconstruct and repave infrastructure currently rated as poor condition, bringing it up to modern standard, and removing the seasonal weight restrictions, allowing the road to meet all-season standards. Additionally, the project will add new safety element, including pedestrian at-grade crosswalks and wider paved shoulders, improved markings, and culverts. These improvements will enhance roadway safety, increase freight efficiency, and lower long-term maintenance costs.

Highway 5 Improvement Project

Award: \$25,000,000

Carver County, Minnesota

Applicant: Carver County

Project Description:

The project will address a two-lane gap on Highway 5 in Chanhassen and Victoria. The project includes three-and-a-quarter miles of Highway 5 from 80th Street in downtown Victoria to Century Boulevard just east of the Highway 41 intersection in Chanhassen. The project also includes approximately one mile of County State Aid Highway 13 (CSAH 13) from 78th Street to Fribourg Court in Victoria.



Project Benefits:

The project is strong in Safety, Climate Change, Resiliency, and the Environment, Equity, Multimodal Options, and Quality of Life. The project will address a known safety issue by expanding Highway 5 from two to four lanes and adding trail and sidewalk improvements along the project area, significantly reducing the crash rate in the project area by 51% and reducing fatal and serious injury crash rate by 90% in specific areas. The project will also replace the existing bridge with one that reconnects the previously separated wetland waters of Lake Minnewashta, helping revitalize the currently endangered rusty-patch bumble bee species in the project area. It will also significantly improve bike and pedestrian connectivity by constructing multi-use trails, grade-separated crossings, and ADA-accessible infrastructure to help access key destinations in the area.

Minnesota Trunk Highway 19 Reconstruction Project

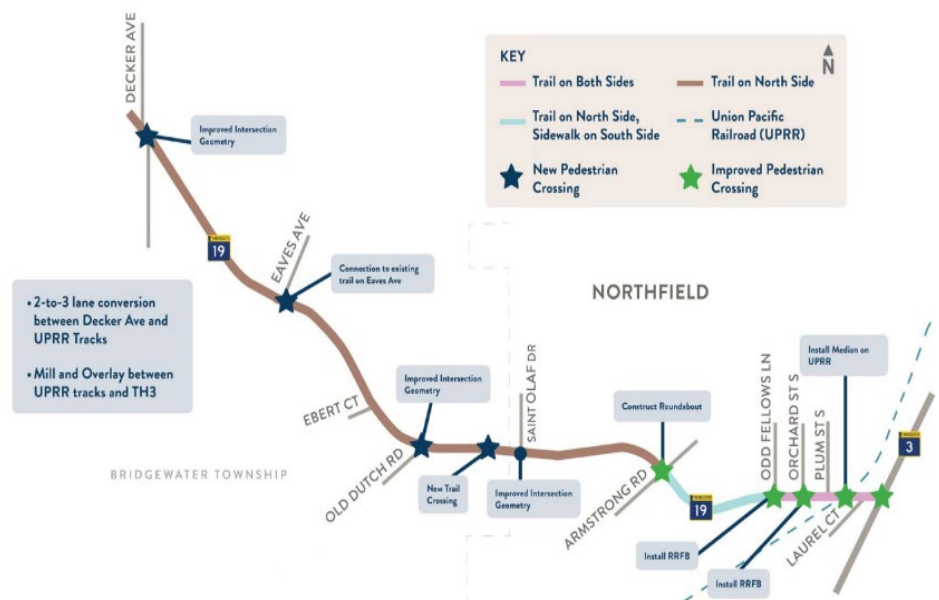
Award: \$25,490,000

Rice County, Minnesota

Applicant: Minnesota Department of Transportation

Project Description:

The project will reconstruct Trunk Highway (TH) 19 from Decker Ave to the Union Pacific Railroad (UPRR) as a three-lane section. The scope includes resurfacing TH 19 from UPRR to TH 3; constructing a new single-lane roundabout at Armstrong Rd; addressing intersection geometry at several locations; installing a snow fence at Decker Ave; installing new/reconstructed trails and sidewalks along TH 19 from Decker Ave to TH 3; improving crossings at several locations including installation of two rectangular rapid flashing beacons (RRFBs); and reconstructing curb ramps.



Project Benefits:

The project is strong in State of Good Repair and Economic Impacts, Freight Movement, and Job Creation. The project will utilize a complete streets approach to the design and implementation of repaving and widening the street, adding new bike paths, upgrading the sidewalks, constructing roundabouts, and restoring existing infrastructure, resulting in lower long-term maintenance costs. The new and improved pedestrian and cycling infrastructure will incorporate universal design standards that encompass accessibility improvements, providing direct access to active transportation to the center of Northfield serving St. Olaf College students.

Russell Street Regional Connector (RSRC)

Award: \$59,534,504

Missoula County, Montana

Applicant: City of Missoula

Project Description:

The project will reconstruct Russell Street from Dakota Street to Mount Avenue and West Broadway Street from Mullan Road to Cowper Street, making approximately 1.5 miles of complete street improvements and improving crossings of regional trails.

Project Benefits:

The project is strong in Safety, State of Good Repair, Economic Impacts, Freight Movement, and Job Creation, and Equity, Multimodal Options, and Quality of Life. The project will address known safety risks by making crosswalk visibility enhancements, constructing continuous sidewalks and bike lanes, reducing lane drops, and adding median/refuge islands. The project will also improve freight movement capacity in the project corridor with additional traffic lanes, reducing bottlenecks and congestion. The project will enhance access from Downtown Missoula to Federal lands such as Bitterroot National Forest and Lolo National Forrest.



Missouri River Bridge Replacement at Fort Benton

Award: \$25,611,454

Chouteau County, Montana

Applicant: Montana Department of Transportation

Project Description:

The project will replace the existing two-girder, fracture-critical bridge at Fort Benton with a four span continuous steel plate girder structure that extends 730 feet across the Missouri River. The new bridge features two 12-foot travel lanes, 6-foot shoulders, higher curbs, MASH (Manual for Assessing Safety Hardware)-compliant open bridge rails, and a reduced number of piers within the river channel. Connecting roadway shoulders will also be widened to 5 feet.



Project Benefits:

The project is strong in Safety, State of Good Repair, Economic Impacts, Freight Movement, and Job Creation, Climate Change, Resiliency, and the Environment, Equity, Multimodal Options, and Quality of Life. The project will address a known safety issue by widening the shoulder on MT-80 and the Missouri River bridge, as well as upgrading the bridge rails to reduce crashes in the Fort Benton area by 18% annually. The poor condition of the current bridge would require costly maintenance and if not addressed, may result in bridge closure forcing users to take a 90-mile detour. The project is an important connector to the Camino Real Corridor and will create greater access to tourism and recreational areas. The applicant will offer apprenticeship training programs to encourage underrepresented groups to pursue careers in transportation.

I-26 Interchange and Connector project

Award: \$29,500,000

Buncombe County, North Carolina

Applicant: North Carolina Department of Transportation

Project Description:

The project will construct a new I-26 interchange (future Exit 36) and half-mile connector road six miles south of Asheville. The interchange will be constructed as a half diverging-diamond interchange leading from I-26 to East Frederick Law Olmstead Way.

Project Benefits:

The project is strong in Safety and Economic Impacts, Freight Movement, and Job Creation. The project improves safety by improving the flow of traffic, reducing vehicle-to-vehicle conflict points, eliminating left turns against oncoming traffic, and reducing the need for last minute lane changes. The project provides direct access to a new manufacturing facility that is projected to add 800 jobs to the surrounding area. Additionally, the surrounding 450 acres around the project area has been rezoned to a dedicated mix-used zoning to increase public-private investments.



Mesa Grande Drive Extension

Award: \$61,817,600

Dona Ana County, New Mexico

Applicant: City of Las Cruces

Project Description:

The project will construct a north-south principal arterial road that will provide a new connection between US Route 70 to Interstate Highways 25 and 10. The project includes new east-west connections at Northrise Drive, Calle Jitas Boulevard, Sedona Hills Parkway, Sonora Springs Boulevard, Sonoma Springs Avenue, and Lohman Avenue. The roadway includes a four-lane boulevard, sidewalks, protected bike lanes, high frequency transit accommodations.

Project Benefits:

This project is strong in Safety. The project will address a known safety problem and significantly reduce fatalities while protecting non-motorized roadway users around US-70 and Lohman Ave. The project will construct multimodal facilities like sidewalks and protected bike lanes, while also instituting several safety countermeasures like roundabouts to help minimize congestion and manage speeds along the route.



NM 128: Improving Safety and Economic Strength

Award: \$36,123,000

Eddy and Lea Counties, New Mexico

Applicant: New Mexico Department of Transportation

Project Description:

The project includes reconstruction of two segments on the NM 128 mainline and three major intersections at WIPP Road, Buck Jackson, and Orla Roads. Reconstruction of all intersections includes the addition of left-turn and right-turn lanes and deceleration and acceleration lanes for traffic entering and exiting the highway. “High-T” intersection configurations will also be constructed at each intersection to separate turning traffic from through traffic. Improvements to NM 128 include widening the existing two-lane highway to a four-lane section with a 60-foot depressed median, including ten-foot outside shoulders, and six-foot inside shoulders.



Project Benefits:

This project is strong in Innovation as well as Economic Impact, Freight Movement, and Job Creation. WIPP Road provides access to the US Department of Energy’s Waste Isolation Pilot Plant (WIPP), and this project will facilitate truck access to the facility. Overall, the corridor is important for safely moving products and employees to and from energy industry facilities. Project delivery is expected to be accelerated through the use of a Construction Manager General Contractor (CMGC) delivery method.

Hochatown Community Access and Pedestrian Safety Project

Award: \$30,000,000

Hochatown, Oklahoma

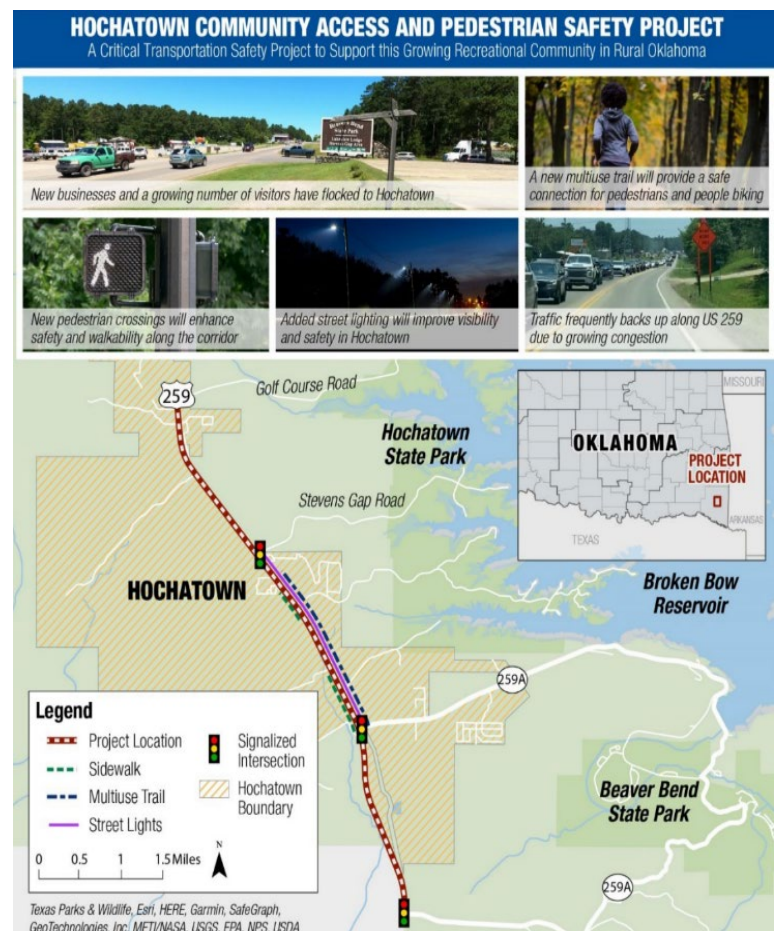
Applicant: Oklahoma Department of Transportation

Project Description:

The project will reconstruct US-259 through Hochatown, to accommodate two lanes in each direction, complemented by a center turn lane. The project will also install one mile of new sidewalk, approximately 1.8 miles of shared use trails, and about two miles of new street lighting

Project Benefits:

The project is strong in Safety, Economic Impacts, Freight Movement, and Job Creation, Climate Change, Resiliency, and the Environment, and Equity, Multimodal Options, and Quality of life. The project will make safety improvements in an area experiencing a high number of severe crashes from high speeds and congestion. The project will also include a multi-use bicycle and pedestrian trail to promote safety and mobility. The project area is experiencing a boom in tourism, demonstrated by a 145% increase in travel spending in the area compared with 2019. This is expected to continue with a new resort development that will create more than 2000 jobs, adjacent to the project. The improvements from this project are expected to further facilitate this economic growth with reduced travel times and increased reliability.



MidAmerica Connectivity Project

Award: \$38,729,700

Mayes County, Oklahoma

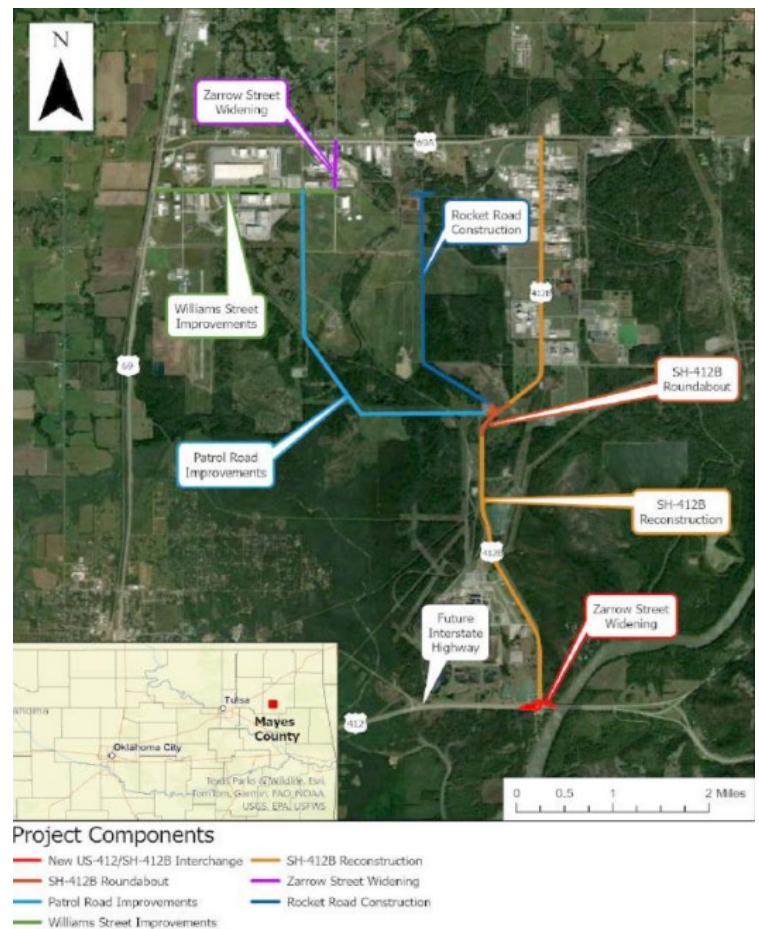
Applicant: Oklahoma Department of Transportation

Project Description:

The project encompasses seven components: New US-412/SH-412B Interchange, SH-412B Roundabout, Patrol Road Improvements, Williams Street Improvements, SH-412B Reconstruction, Zarrow Street Widening, and Rocket Road Construction. The Patrol Road improvements include a new alignment for approximately 2.35 miles with two 12-foot lanes with 4-foot shoulders. A 10-foot multiuse sidewalk path for recreation and commuters will be installed adjacent to Patrol Road. Rocket Road will be reconstructed from a dirt path to two 12-foot lanes with 4-foot shoulders for the entire 1.58-mile road, including a parallel 10-foot multiuse path.

Project Benefits:

The project is strong in Safety, State of Good Repair, and Economic Impacts, Freight Movement, and Job Creation. The project addresses a known safety issue by improving the road network and roadway geometry across the seven project components, the project will mitigate congestion, thereby reducing collision risks within the industrial park and the adjacent areas and facilitating freight movement.



OR126: Huston Road to Lakeside Drive Project

Award: \$30,259,024

Veneta, Oregon

Applicant: Oregon Department of Transportation

Project Description:

The project will make improvements along a 1.9-mile segment of road on OR 126 near the rural communities of Veneta and Elmira. The project will construct dual-lane roundabouts at Huston Road and Ellmaker Road and widen the road between these intersections from two to four lanes. The project will construct wider shoulders and a separated shared-use path along the project limits, a left-turn lane at Lakeside Drive and railroad crossing improvements at the Huston Road intersection.

Project Benefits:

The project is strong in Safety and Equity, Multimodal Options, and Quality of life. The installation of roundabouts and left turn lanes will address a known safety issue and could reduce fatal and injury accidents up to 80%. OR 126 connects foothill areas with the Eugene-Springfield area, providing a critical connection to health care services. The route also provides an important regional connection for recreational users to access Fern Ridge Reservoir and tributary rivers and creeks for boating, wildlife viewing, hunting, and fishing. This project has strong support from the cycling community, as it will establish a footprint for a separated bicycle facility in accordance with ODOT's recently updated multimodal guidance for highway design.



North Central PA Local Bridge Replacement/Rehabilitation Bundle

Award: \$8,552,175

North Central Pennsylvania

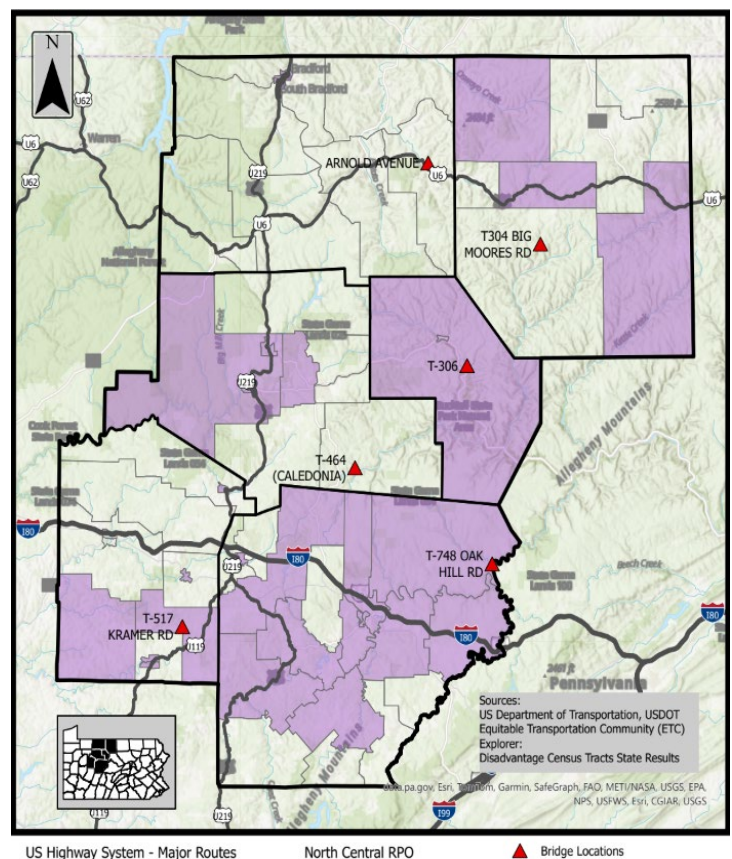
Applicant: North Central Pennsylvania Regional Planning and Development Commission

Project Description:

The project includes the replacement of five critical bridges and the rehabilitation of the Kramer Road Bridge in North Central Pennsylvania. Kramer Road Bridge will have a new superstructure with new rolled steel, galvanized, I-Beams and modern concrete deck measuring 60 feet in length and 29.8 feet in width. The Steam Mill Road Bridge, T-748 Mosquito Creek Bridge, Caledonia Pike Bridge, Arnold Avenue Bridge, and Big Moore's Run Bridge will be replaced.

Project Benefits:

The project has benefits in Safety; State of Good Repair; and Economic Impacts, Freight Movement, and Job Creation. The bridge replacement and rehabilitation will introduce modern designs that can accommodate heavier loads while improving safety. The bridge modernization is also expected to lower future maintenance costs. Additionally, the project will improve accessibility for freight operations, reduce travel distances for heavy trucks, and support manufacturing centers adjacent to the project area.



Veterans Parkway and Arrowhead Parkway Intersection

Award: \$13,403,184

Sioux Falls, South Dakota

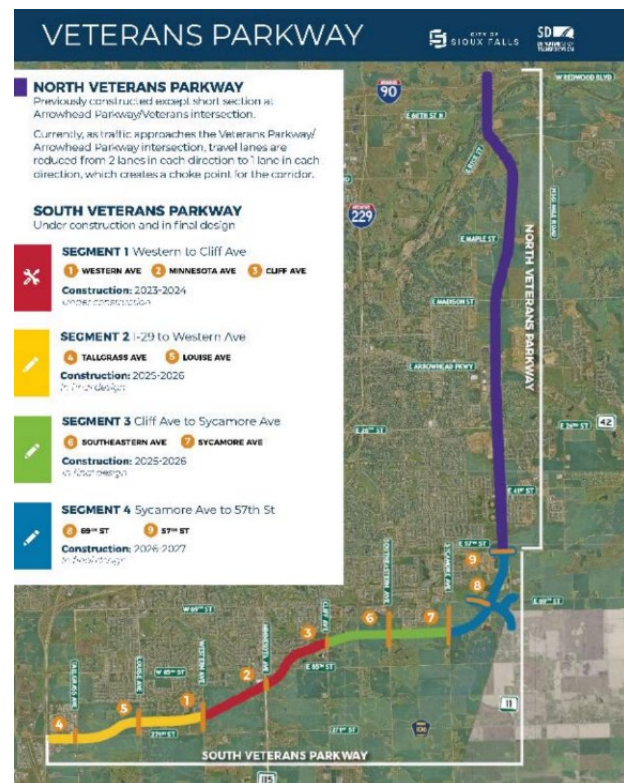
Applicant: City of Sioux Falls

Project Description:

The project will reconstruct the Arrowhead Parkway and Veterans Parkway intersection and includes the reconstruction/realignment of approximately 3,850 feet of Arrowhead Parkway and 1,800 feet of Veterans Parkway. The intersection will consist of two through lanes, dual left-turn lanes, and a dedicated right-turn lane on each leg. Additionally, three pedestrian underpasses will be constructed with sidewalk/trail improvements, and new signals and lighting will be installed. The project also includes a new storm sewer draining detention pond and relocating/expanding an existing pond, and the replacement of old water main and sanitary sewer.

Project Benefits:

The project is strong in Safety; State of Good Repair; Equity, Multimodal Options, and Quality of Life; and Innovation. The project will include sidewalks, three pedestrian underpasses, and other features to provide safe transportation options for non-motorized users, proactively incorporates Universal Design, and will greatly improve the movement of people through a busy interchange that is expected to see significant growth. Additionally, project improves existing pavement, that was not designed for heavy loads which have been increasing due to large vehicles and equipment utilizing this route to support agricultural activities, job growth, and mining and mineral extraction facilities. Lastly, the project enhances the environment for automated and connected vehicles to improve the mitigation of safety risks and using congestion management to facilitate accelerated project delivery, and the project has also utilized congestion management strategies by identifying, enhancing, and upgrading detour routes that will be used for construction in advance of actual construction.



Pine Ridge Indian Reservation Pavement Resiliency and Restoration Project

Award: \$37,581,600

Pine Ridge Indian Reservation, South Dakota

Applicant: Oglala Sioux Tribe

Project Description:

The project will restore, resurface, and improve approximately 103 miles of highway connecting Tribal communities within the Pine Ridge Indian Reservation, encompassing BIA Routes 2, 14, 25, 28, 33, and 41. Additionally, the project will ensure year-round access for visitors of the Badlands National Park and improve routes included in the Tribally designated Crazy Horse Scenic Byway.

Project Benefits:

The project is strong in Safety; State of Good Repair; Economic Impacts, Freight Movement, and Job Creation; Equity, Multimodal Options, and Quality of Life; and Innovation. The project will significantly reduce Overturn/Rollover and Runoff Road crashes through the installation of guardrails, widened shoulders, increased pavement friction, and other construction methods. Additionally, the project will result in lower long-term maintenance costs and will increase accessibility for visitors to the South Unit of Badlands National Park, which is currently less visited due to the road conditions.

The project is in an Area of Persistent Poverty and Historically Disadvantaged Community and will significantly benefit the population in that area, as the current road conditions pose both safety risks and travel inconveniences to residents when traveling to jobs, daily destinations, and other essential services. Finally, the project will utilize low-carbon materials through recycling asphalt and accelerate project delivery through advanced NEPA actions and project design.



Enhancing Truck Parking for Houston

Award: \$22,253,040

Brazoria County, Texas

Applicant: Texas Department of Transportation

Project Description:

The project will construct two freight intermodal facilities that include truck parking for short-term/drayage and long-term owner/operator needs while also providing electric vehicle charging stations for freight and passenger vehicles. The project will also construct vanpool/carpool parking and a transit center to improve multimodal options. Both sites will include accessible sidewalks and shared use paths.

Project Benefits:

The project is strong in State of Good Repair; Economic Impacts, Freight Movement, and Job Creation; Climate Change, Resiliency, and the Environment; Equity, Multimodal Options, and Quality of Life; and Innovation. The project will enhance two existing facilities, creating parking that can accommodate freight and EVs, safer pedestrian access, and constructing a building that provides restrooms and a visitor's center. The project's benefits enhance recreational opportunities, improve intermodal freight efficiency, supports the development of coastal ports, and results in high-quality job creation. The project will significantly reduce greenhouse gas emissions, support the shift to electric zero-emission transportation, and incorporate nature-based solutions; and the project has been listed in TxDOT's Texas Statewide Carbon Reduction Strategy. Both facilities are located in rural areas in historically disadvantaged communities and are in areas of persistent poverty or adjacent to one. The facilities are expected to reduce the freight congestion and illegal parking in those areas, provide better access to park and ride, carpooling and vanpooling, and transit, and enhance pedestrian and bicycle access to the area. The project also plans to incorporate dynamic message signs showing available parking spaces in the facilities.



US-40 Wildlife Safety Corridor - Phase 1

Award: \$9,608,800

Uintah and Ouray Indian Reservation, Utah

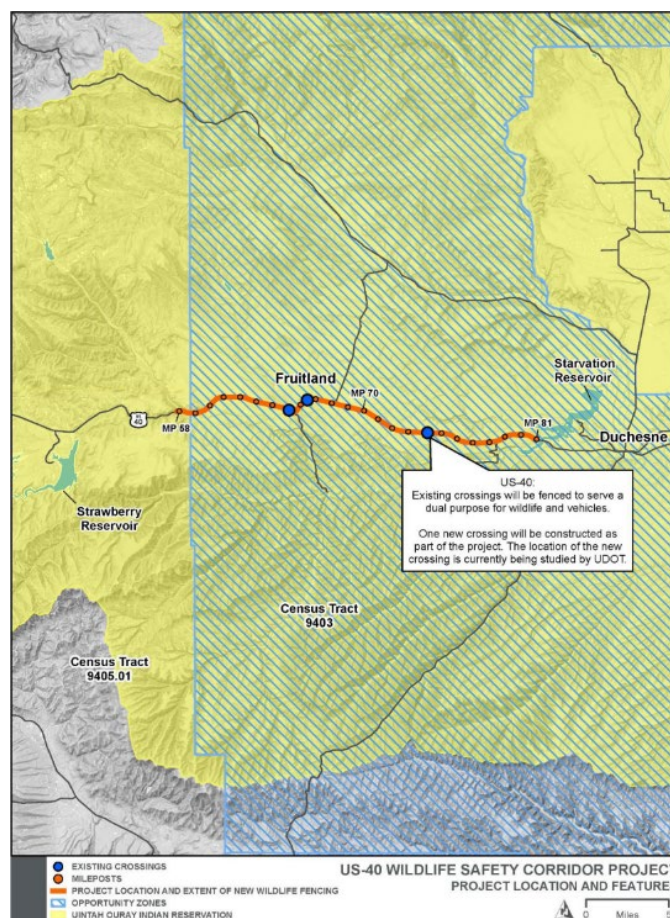
Applicant: Utah Department of Transportation

Project Description:

The project will restore big-game migration corridors, reconnect critical winter ranges, and reduce the number of wildlife-vehicle collisions (WVCs) on a rural highway by creating a protected path from Fruitland to Starvation Reservoir by installing about 23 miles of fencing along US-40 and constructing a new wildlife-only crossing. In addition, the existing underpasses would be fenced, and the dirt paths under the underpasses would be smoothed.

Project Benefits:

The project is strong in Safety. The project will build wildlife fencing, escape ramps, and a wildlife underpass in a section of US-40 that has a high frequency of wildlife-vehicle collisions and the improvements have the potential to reduce these by 90%. Fencing the underpasses and smoothing the dirt paths would guide animals to the crossings and encourage more use. The project elements would result in safer local and regional travel for vehicles and trucks in this rural and disadvantaged area. The reduction in wildlife collisions will increase freight reliability while providing safer access to nearby recreation areas like the Flaming Gorge National Recreation Area, Red Fleet State Park, and Starvation State Park.



Deerfield River Bridge Replacement

Award: \$25,800,000

Readsboro, Vermont

Applicant: Vermont Agency of Transportation

Project Description:

The project will replace Bridge 25. The project will incorporate complete streets enhancements, accessible sidewalks, drainage enhancements and safety improvements along a quarter mile of road at the heart of Readsboro.

Project Benefits:

The project is strong in Safety; State of Good Repair; Economic Impacts, Freight Movement, and Job Creation; Climate Change, Resiliency, and the Environment; and Equity, Multimodal Options, and Quality of Life. Replacing Bridge 25 is vital for maintaining emergency services and access to daily destinations for the Town of Readsboro and surrounding areas. The project will protect non-motorized users by replacing the existing sidewalk and guide rail, and improve vehicular safety by bringing roadway geometry up to current standards and updating the signing, striping, and lighting. The new bridge will also include design elements that preserve the historic visible character of the original bridge, but with safer structural components that are less costly to maintain. This project will directly create job opportunities for the impacted community by hosting the VTrans on the job training program. The bridge is also a vital link in the Safe Routes to School Program and will also ensure the ability to maintain public transit services through Southeast Vermont Transit lines, which has a route through Readsboro over Bridge 25.



US 12 Phase 8 Corridor Completion Project

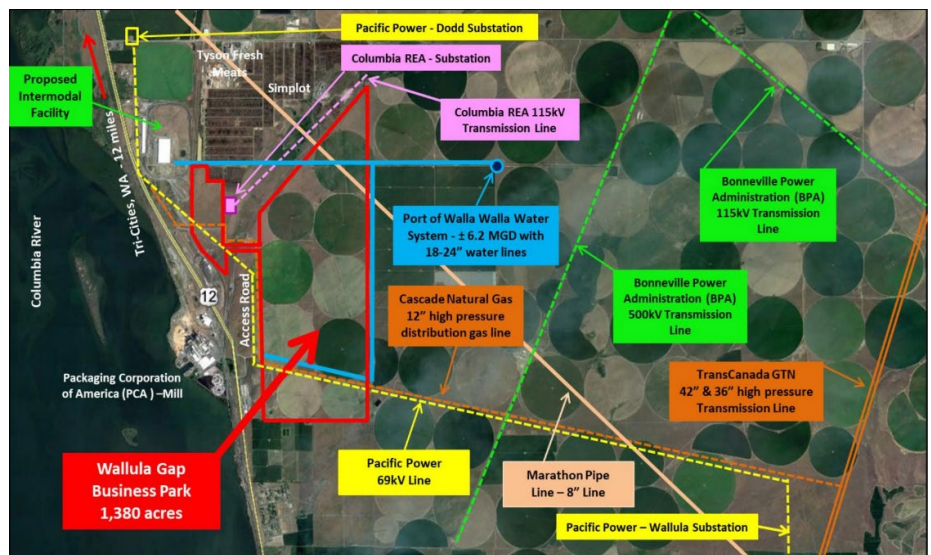
Award: \$108,547,980

Walla Walla, Washington

Applicant: County of Walla Walla

Project Description:

This project will complete the final section of the US 12 four lane highway from Wallula to Nine Mile Hill. The project will replace the current two-lane undivided highway with a four-lane divided freeway segment. The expanded four lane road will include the construction of four-foot shoulders and a 42-foot median and improve access control through consolidation of access points and incorporating auxiliary lanes at major intersections. Additionally, roadside safety features such as guardrails and crash cushions will be installed, and intersection and roadway geometry will be improved to meet current standards.



Project Benefits:

The project is strong in Economic Impacts, Freight Movement, and Job Creation. The new four-lane highway will connect Walla Walla to the western ports and enhance mobility within the region and state. The increased capacity will accommodate a higher volume of traffic and allow for smoother and more efficient transportation of goods to major economic centers in the state such as Walla Walla, Tri-Cities Intermodal Facility, and ports in Spokane and Seattle. The improved highway infrastructure will provide a more efficient and direct route for both residents and businesses to connect with other major cities, transportation hubs, and markets in the region. This enhanced connectivity will facilitate trade, tourism, and business activities, creating new opportunities for economic growth.