

**Annual Report on Funding Recommendation
Fiscal Year 2024 Bridge Investment Program Large Bridge Projects**

Report of the Secretary of Transportation to the United States Congress
Pursuant to Section 11118 of the Bipartisan Infrastructure Law (Pub. L. No. 117-58, Nov. 15,
2021), codified at 23 U.S.C. 124

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Prepared by:
Federal Highway Administration

Available from:
Office of Bridges and Structures
1200 New Jersey Avenue, SE
Washington, DC 20590

<https://www.fhwa.dot.gov/bridge/bip/>

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Introduction

This *Annual Report on Funding Recommendations* is issued by the United States Secretary of Transportation (Secretary) pursuant to 23 U.S.C. 124(g)(6) to help inform the appropriations process for the upcoming fiscal year (FY) by providing information on project applications that have been submitted to the Federal Highway Administration (FHWA) under the Bridge Investment Program (BIP) in consideration for a Large Bridge Project grant award. This is the first report being issued; awards previously made under this program followed a process for the first year of funding with executed funding agreements as allowed per 23 U.S.C. 124 (g)(4) & (6)(C). Please note that the funding recommendations are provided pursuant to the statutory provisions in order to help inform the appropriations process only. Should appropriated funding not be provided as recommended, the projects will be considered for funding by the FHWA in the next competitive cycle. Should the application be considered for competitive funding, the funding recommendations will depend on the Secretary's evaluation of applications in the next competitive pool based on available funding and may not necessarily be in the amounts recommended in this report.

No new appropriations are recommended in this report. Projects recommended for awards can be fully funded by existing contract authority and advance appropriations provided by the BIL, including for Fiscal Year (FY) 2025.

The Bridge Investment Program -- Large Bridge Project Grants

The BIP is a new program established under Bipartisan Infrastructure Law (BIL). As authorized under Section 11118 of the BIL, enacted as the Infrastructure Investment and Jobs Act (Pub. L. 117-58, Nov. 15, 2021, codified at Title 23, United States Code (U.S.C.), Section 124), BIP provides grants, on a competitive basis to improve bridge condition and the safety, efficiency, and reliability of the movement of people and freight over bridges. Projects are funded to replace, rehabilitate, preserve, and protect bridges on the National Bridge Inventory (NBI) under 23 U.S.C. 144(b). The BIP provides grants under three funding categories: (1) Large Bridge Project; (2) Bridge Project; and (3) Planning Project. Large Bridge Project Grants under the BIP are available for projects with total eligible project costs over \$100 million, with minimum grant awards of \$50 million, and maximum grant awards of 50 percent of the total eligible project costs [23 U.S.C. 124(a); 23 U.S.C. 124(c)].

The Notice of Funding Opportunity (NOFO) for Fiscal Year (FY) 2023 through FY 2026 BIP, Large Bridge Project grants solicits applications for Large Bridge Project grant awards under the BIP. This notice establishes a process for such projects for the remaining available amounts of the BIP funding provided by the BIL for FY 2023 through FY 2026, which total up to \$9.62 billion. Large bridge project funds are awarded in a competitive basis. The law requires FHWA to evaluate and rate all BIP Large Bridge Project applications on a set of Statutory Required Evaluation Requirements and Statutory Secretarial Considerations. These evaluations are incorporated into ratings in the following 3 areas: Merit Criteria, Economic Analysis Rating, and Project Readiness Rating. Projects must receive no less than a "Medium" rating for each of Merit Criteria, Economic Analysis Rating and Project Readiness Rating to be eligible for BIP Large Bridge Project grant award.

More information on the BIP Large Bridge Project grants can be found on FHWA's Website at <https://www.fhwa.dot.gov/bridge/bip/> .

General Funding Recommendation and Funding Commitment Guidelines for Bridge Investment Program Large Bridge Project Grants

- DOT awards BIP Large Bridge Project grants based on an evaluation of the Merit Criteria, the Economic Analysis Rating, and the Project Readiness Rating including an evaluation of the Statutory Evaluation Requirements, Statutory Secretarial Considerations, and Statutorily Required Project Selection criteria included in 23 U.S.C. 124.
 - **Merit Criteria:** There are six criteria, 1) State of Good Repair; 2) Safety and Mobility; 3) Economic Competitiveness and Opportunity; 4) Climate Change, Sustainability, Resilience, and the Environment; 5) Equity and Quality of Life; and 6) Innovation. They are used to evaluate and rate the responsiveness of an application to the Statutory Required Evaluation Requirements and Statutory Secretarial Considerations. DOT also uses the Merit Criteria to assess how a project will advance DOT policy areas of safety, reduction in surface transportation greenhouse emissions, increased resilience to climate change, equitable transportation options and access, promoting competitiveness of the US economy, improving job opportunities, and accommodating new or emerging technologies.
 - **Economic Analysis Rating:** DOT considers the project's benefits as compared to its costs to determine whether the project is cost effective and assign an Economic Analysis Rating. To the extent possible, DOT relies on quantitative, evidence-based, and data-supported analysis in this assessment. Benefit Cost Analysis (BCA) is used as the tool to assist the rating.
 - **Project Readiness Rating:** This rating considers an evaluation of Environmental Risk Assessment, Technical Assessment, and Financial Completeness Assessment
 - DOT assigns each eligible project an overall Application Rating, which could be:
 - **Highly Recommended:** A project that meets all of the eligibility requirements; and received no less than a Medium-High rating for each of Merit Criteria, Economic Analysis Rating, and Project Readiness Rating
 - **Recommended:** A project that meets all of the eligibility requirements; and received no less than a Medium rating for each of Merit Criteria, Economic Analysis Rating, and Project Readiness Rating
 - **Not Recommended:** A project that does not meet one or more of eligibility requirements; or received a Medium-Low or Low rating on any of the Merit Criteria, Economic Analysis Rating, or Project Readiness Rating; or is not otherwise assigned a "Highly Recommended: or "Recommended" rating.

To be eligible to receive a recommendation for funding in this report, a project must receive not less than a Recommended rating, pursuant to 23 U.S.C. 124(g)(5)(B).

- In selecting a Large Bridge Project to receive a BIP grant award, pursuant to 23 U.S.C. 124 (c)(5)(A), the Secretary considers: the average daily person and freight throughput; the

number and percentage of bridges that are in poor condition within the same State; any cost savings by bundling multiple bridge projects into a single project; reduction of a Federal liability or Federal infrastructure maintenance backlog for an eligible project of a Federal Land Management Agency (FLMA); geographic diversity; and if without the assistance: 1) the bridge will be at risk of falling into or remaining in poor or fair condition and at risk of falling into poor condition within the next 3 years, 2) does not meet current geometric design standards based on the current use of the bridge, or load and traffic requirements typical of the regional corridor or local network in which the bridge is located, or 3) does not meet current seismic design standards.

- In selecting a Large Bridge Project for a BIP grant award, pursuant to 23 U.S.C. 124 (c)(5)(B) the Secretary shall,
 - Give priority to an application for an eligible project that is located within a State for which:
 - Two or more applications for eligible projects within the State were submitted for the current fiscal year;
 - An average of two or more applications for eligible projects within the State were submitted in prior fiscal years of the program; and
 - Fewer than two grants have been awarded from the BIP for eligible projects within the State; and
 - During the period of FYs 2022 through 2026, for each State described above, select:
 - Not fewer than 1 Large Bridge Project that is determined to be justified; or
 - Two eligible Bridge Projects that are not Large Bridge Projects that are determined to be justified; and
 - Not be required to award a grant for an eligible project that the Secretary does not determine is justified under an evaluation.
- Among projects of similar merit, DOT prioritizes a Large Bridge Project that:
 - Plans to improve the condition of a bridge or bundle of bridges in poor condition or in fair condition and at risk of falling into poor condition within the next 3 years.
 - Demonstrates but for a BIP grant the project sponsor(s) will be unable to complete the Large Bridge Project.

If both of these two considerations are met, DOT prioritizes a project that has one or more of ten characteristics:

- 1) The geometric design standards used for the construction of the bridge met the applicable standards at that time but no longer meets the current geometric design standards.
- 2) The total future eligible project costs are no less than \$1 billion.
- 3) The application demonstrated a need for a BIP grant of not less than \$100 million.
- 4) The project readiness evaluation demonstrates that the project can distribute a BIP grant of not less than \$100 million over a multiple year period if a multi-year grant is awarded to the project.
- 5) The application is from an FLMA that owns the bridge, and a State provides

evidence that upon completion of the project, the bridge will be divested from FLMA.

- 6) The project is or will be ready to proceed to the next stage of project delivery within 12 months of a Categorical Exclusion (CE), Finding of No Significant Impact (FONSI), or Record of Decision (ROD);
- 7) The project includes accommodation for transit such as the inclusion of bus rapid lanes on the bridge.
- 8) The project has national or regional economic significance.
- 9) The project considers Workforce Development, Job Quality and Wealth Creation such as the creation of good-paying jobs directly related to the project, that may result in equitable access to those jobs, with a free and fair choice to join a union, expand training programs, and incorporates strong labor standards and includes strategies such as targeted hiring preferences for bringing in and retention of historically underrepresented workers into the workforce.
- 10) Without a BIP grant, construction of the project is unlikely to commence before September 30 of the fiscal year plus 3 years (September 30, 2026, for FY 2023 funds, September 30, 2027, for FY 2024 funds, September 30, 2028, for FY 2025 funds, and September 30, 2029, for FY 2026 funds.)

In the first round of grant awards, FHWA awarded four Large Bridge Project grants from FY 2022 funds in the amount of \$2,087,150,000:

- Golden Gate Suspension Bridge Seismic Retrofit (\$400,000,000)
- Gold Star Memorial Bridge Northbound Structure Rehabilitation (\$158,150,000)
- Illinois International Port – Calumet River Bridges (\$144,000,000)
- Brent Spence Bridge Corridor Project (\$1,385,000,000)

Three of the project grants have been fully funded with funding from a single fiscal year. The Brent Spence Bridge Corridor project award is a multi-year grant with funding allocated from FY 2022 in the amount of \$533,192,000 and future amounts as detailed later in this report on available funding, \$1,235,342,000 of FY 2022 BIP funding was allocated for the four aforementioned projects. Remaining funding is needed from FY 2023, FY 2024, and FY 2025 to fully fund the Brent Spence Bridge Corridor project grant.

FY 2024 Funding Allocations and Recommendations

Currently available BIP funding for Large Bridge Project grants: approximately \$5 billion; \$500 million will be reserved for BIP Bridge Project grants):

- FY 2022 HIP GF - \$781,156,287
- FY 2023 HTF - \$546,116,000
- FY 2023 HIP GF - \$1,727,487,000
- FY 2024 HTF - \$546,840,000
- FY 2024 HIP GF - \$1,379,295,000

Funding made available through Advanced Appropriations and expected through authorized Contract Authority (Total: \$4.5 billion):

- FY 2025 HTF - \$653,000,000
- FY 2025 HIP GF - \$1,379,295,000
- FY 2026 HTF - \$676,000,000
- FY 2026 HIP GF - \$1,779,295,000

FHWA previously awarded four BIP Large Bridge Project grants from FY 2022 funds. One of the four is a multi-year grant (a total of \$851,808,000 is needed from FY 2023, FY 2024, and FY 2025 to fully fund the award). Thirteen new projects are recommended for award in FY 2024. In making recommendations, awards were first considered for States with Priority Status, and then States that do not have Priority. In instances where a State submitted 2 projects or more projects under consideration for an award, the project that met more DOT Priority Considerations was recommended. This resulted in selection of the Interstate Bridge Replacement Project as a “Recommended” project from a Priority State is recommended over Hood River-White Salmon Bridge Replacement as a “Highly Recommended” project as Interstate Bridge Replacement Project meets the DOT priority consideration requirements and will support nine of the ten DOT priority considerations, compared to Hood River-White Salmon Bridge Replacement which only supports seven of the ten DOT priority considerations. Lastly, considerations accounting for awards from other discretionary Federal grant programs were used to support final selections.

The thirteen projects recommended for an award in this round are (award size in millions):

- I-10 Mobile River Bridge Replacement and Bayway Multimodal Project, AL, (\$550)
- Venetian Causeway Bridge Replacement, FL (\$101)
- 18th Street Bridge Replacement Project, KS, (\$63)
- Sagamore Bridge Replacement Project, MA (\$993)¹
- Cape Fear Bridge Replacement Project, NC (\$242)
- Nogal Canyon Bridge Replacement Project, NM (\$71)
- Roosevelt Memorial Bridge Replacement Project, OK (\$124)
- Interstate Bridge Replacement Program, OR/WA (\$1,499)²
- I-83 South Bridge Replacement Project. PA (\$500)

¹ Multi-year grant award with amounts in millions broken per Fiscal Year as follows: FY24 - \$747, FY25 - \$100, and FY26 -\$146.

² Multi-year grant award with amounts in millions broken per Fiscal Year as follows: FY24 - \$1,177, FY25 - \$100, and FY26 -\$222.

- I-95 15: Infrastructure for Tomorrow's Economy, RI (\$251)
- I-95 over Lake Marion Bridge Replacement Project, SC (\$175)
- I-55 Over MS River (America's River Crossing) Bridge Replacement Project, TN/AR (\$394)
- Market Street Bridge Replacement Project, WV/OH (\$88)

Table 1. FY 2024 Funding Recommendations for Bridge Investment Program – Large Bridge Projects

Project Name	State	Total Project Cost	BIP Requests ³	Total BIP Awards	Total BIP Awards Fiscal Year (FY) 2022, FY 2023, and FY 2024	Remaining BIP Awards Needed after FY 2024	FY 2025 President's Budget Proposal ⁴
Existing BIP Large Bridge Project Grants							
Golden Gate Suspension Bridge Seismic Retrofit	CA	\$ 906,400,000		\$ 400,000,000	\$ 400,000,000	\$ -	\$ -
Gold Star Memorial Bridge Northbound Structure Rehabilitation	CT	\$ 327,400,000		\$ 158,150,000	\$ 158,150,000	\$ -	\$ -
Illinois International Port – Calumet River Bridges	IL	\$ 302,000,000		\$ 144,000,000	\$ 144,000,000	\$ -	\$ -
Brent Spence Bridge Corridor Project	KY- OH	\$ 2,961,200,000		\$ 1,385,000,000	\$ 985,000,000	\$ 400,000,000	\$ 400,000,000
New BIP Large Bridge Project Grants Recommended for Award in FY 2024							
I-10 Mobile River Bridge and Bayway Multimodal Project	AL	\$ 2,670,000,000		\$ 550,000,000	\$ 550,000,000	\$ -	\$ -
Venetian Causeway	FL	\$ 201,094,080		\$ 100,547,040	\$ 100,547,040	\$ -	\$ -
18th Street Bridge Replacement Project	KS	\$ 137,941,469		\$ 62,630,734	\$ 62,630,734	\$ -	\$ -
Sagamore Bridge Project	MA	\$ 2,143,741,084		\$ 993,122,325	\$ 746,840,000	\$ 246,282,325	\$ 100,000,000
Replacement of the Cape Fear Memorial Bridge	NC	\$ 486,450,000		\$ 242,150,000	\$ 242,150,000	\$ -	\$ -
Nogal Canyon Bridge Replacement	NM	\$ 142,526,324		\$ 71,250,000	\$ 71,250,000	\$ -	\$ -
Roosevelt Memorial Bridge Investment Project	OK	\$ 250,633,846		\$ 123,850,000	\$ 123,850,000	\$ -	\$ -

³ Blacked out cells indicate a project received a BIP award and is no longer eligible for a BIP Request.

⁴ BIL Authorized \$1.847 billion to be available via advanced appropriations annually from FY 2022 to FY 2026. The FY 2025 President's Budget reflects the \$1.847 billion of advanced appropriations for FY 2025 which will be utilized to fund the identified projects and future requests.

Project Name	State	Total Project Cost	BIP Requests ³	Total BIP Awards	Total BIP Awards Fiscal Year (FY) 2022, FY 2023, and FY 2024	Remaining BIP Awards Needed after FY 2024	FY 2025 President's Budget Proposal ⁴
Interstate Bridge Replacement Program	OR-WA	\$ 5,791,912,034		\$ 1,499,000,000	\$ 1,177,128,553	\$ 321,871,447	\$ 100,000,000
I-83 South Bridge Replacement Project	PA	\$ 1,271,500,000		\$ 500,000,000	\$ 500,000,000	\$ -	\$ -
I-95 15: Repairing Yesterday's Infrastructure for Tomorrow's Economy	RI	\$ 502,309,346		\$ 251,150,000	\$ 251,150,000	\$ -	\$ -
Replacement of I-95 over Lake Marion	SC	\$ 352,638,856		\$ 175,000,000	\$ 175,000,000	\$ -	\$ -
America's River Crossing	TN	\$ 787,500,000		\$ 393,750,000	\$ 393,750,000	\$ -	\$ -
Market Street Bridge	WV-OH	\$ 175,000,000		\$ 87,500,000	\$ 87,500,000	\$ -	\$ -
New BIP Large Bridge Project Grants Receiving as Least a Minimum Rating under 23 U.S.C. 124 (g)(5)(B)							
I Street Bridge Replacement	CA	\$ 310,780,000	\$ 75,340,000	\$ -		\$ 75,340,000	\$ -
SFOBB West Span Revitalization & Innovation Project	CA	\$ 368,804,418	\$ 167,400,000	\$ -		\$ 167,400,000	\$ -
SR5/US1 Overseas Highway Long Key Bridge Replacement	FL	\$ 280,864,881	\$ 62,061,064	\$ -		\$ 62,061,064	\$ -
I-65 Bridge Bundling Project	KY	\$ 487,352,000	\$ 242,676,000	\$ -		\$ 242,676,000	\$ -
American Legion Bridge + I-270 Multimodal Improvements	MD-VA	\$ 1,949,074,000	\$ 864,037,000	\$ -		\$ 864,037,000	\$ -
Blatnik Bridge	MN-WI	\$ 1,815,207,842	\$ 369,768,073	\$ -		\$ 369,768,073	\$ -
The BRITE Bridges: Bridging Resources for Infrastructure and Thriving Economies Project	NC	\$ 158,082,863	\$ 79,041,431	\$ -		\$ 79,041,431	\$ -
Cross Bronx Expressway	NY	\$ 699,589,694	\$ 342,294,847	\$ -		\$ 342,294,847	\$ -
Hood River-White Salmon Bridge Replacement	OR-WA	\$ 520,000,000	\$ 150,000,000	\$ -		\$ 150,000,000	\$ -

Project Evaluation and Ratings

The BIP Large Bridge Project evaluation and ratings included in this report are based on the process specified in the BIP – Large Bridge Project Guidelines for Evaluation of Applications and the FY 2023 through FY 2026 Large Bridge Project Grants NOFO.

DOT conducted an intake and eligibility review by screening applications based on the statutory eligibility criteria. Only an eligible project was evaluated for the Merit Criteria, Economic Analysis Rating, and Project Readiness Rating, and received an Overall Application Rating. The BIP Large Bridge Project eligible application evaluation process consisted of the following: 1) Technical review; 2) a Technical Review Management Team review; 3) an FHWA Senior Review Team (SRT) review; and 4) Office of the Secretary (OST) review of applications recommended for award by the FHWA Administrator, and 5) Secretary selection of projects for award.

The Merit Criteria, Economic Analysis Rating, Project Readiness Rating, and Overall Application Ratings of all 33 Eligible applications received for FY 2024 BIP Large Bridge Project grants are provided in Table 2.

Table 2. Summary of Bridge Investment Program FY 2024 Large Bridge Project Applications

Project Name	State	Total Project Cost (millions)	Future Eligible Project Cost (millions)	Eligible BIP Amount Request (millions)	Eligibility Determination	Merit Criteria	Economic Analysis	Project Readiness	Overall Rating	Priority Status⁵
Johnson River and Gerstel River Bundled Replacement Bridges	AK	\$220.0	\$217.5	\$108.8	Eligible	Medium	Medium-Low	High	Not Recommended	Non-Priority
I-10 Mobile River Bridge and Bayway Multimodal Project	AL	\$2,670.0	\$1,108.0	\$550.0	Eligible	High	Medium-High	Medium-High	Highly Recommended	Non-Priority
I Street Bridge Replacement	CA	\$310.8	\$278.4	\$75.3	Eligible	High	Medium-High	High	Highly Recommended	Not Applicable
SFOBB West Span Revitalization & Innovation Project	CA	\$368.8	\$358.0	\$167.4	Eligible	High	High	High	Highly Recommended	Not Applicable
Shoemaker Bridge Replacement Project	CA	\$832.6	\$802.6	\$401.3	Eligible	High	Low	Medium-High	Not Recommended	Not Applicable
Stockton Channel Viaduct	CA	\$998.0	\$984.5	\$400.0	Eligible	High	Medium-Low	High	Not Recommended	Not Applicable
I-270 Critical Corridor Improvements: Bridge Bundle	CO	\$305.0	\$305.0	\$152.5	Eligible	Medium-High	Low	Medium-High	Not Recommended	Priority
Myrtle Avenue Historic Bridge Improvements	FL	\$378.3	\$372.0	\$182.0	Eligible	Medium	Medium-Low	High	Not Recommended	Priority
SR5/US1 Overseas Highway Long Key Bridge Replacement	FL	\$280.9	\$254.8	\$62.1	Eligible	High	High	High	Highly Recommended	Priority

⁵ Priority Status are assigned one of three categories: Priority are States which meet the Priority Status Requirements, Non-Priority are States which do not meet the Priority Status Requirements and have not received 1 Large Bridge Project or 2 Bridge Project awards, Not Applicable are States which have received one Large Bridge Project or two Bridge Project awards and are no longer eligible for Priority Status consideration.

Project Name	State	Total Project Cost (millions)	Future Eligible Project Cost (millions)	Eligible BIP Amount Request (millions)	Eligibility Determination	Merit Criteria	Economic Analysis	Project Readiness	Overall Rating	Priority Status⁵
Venetian Causeway	FL	\$201.1	\$201.1	\$100.5	Eligible	High	High	High	Highly Recommended	Priority
18th Street Bridge Replacement Project	KS	\$137.9	\$125.3	\$62.6	Eligible	High	High	High	Highly Recommended	Non-Priority
I-65 Bridge Bundling Project	KY	\$487.4	\$485.5	\$242.7	Eligible	Medium	High	High	Recommended	Not Applicable
Sagamore Bridge Project	MA	\$2,143.7	\$2,131.4	\$933.1	Eligible	High	High	Medium-High	Highly Recommended	Non-Priority
American Legion Bridge + I-270 Multimodal Improvements	MD-VA	\$1,949.1	\$1,728.1	\$864.0	Eligible	Medium-High	Medium	Medium-High	Recommended	Priority
Blatnik Bridge	MN-WI	\$1,815.2	\$1,785.2	\$369.8	Eligible	Medium-High	High	High	Highly Recommended	Priority
The BRITE Bridges: Bridging Resources for Infrastructure and Thriving Economies Project	NC	\$158.1	\$158.1	\$79.0	Eligible	Medium-High	Medium-High	High	Highly Recommended	Non-Priority
Replacement of the Cape Fear Memorial Bridge	NC	\$486.5	\$484.3	\$242.2	Eligible	High	High	Medium-High	Highly Recommended	Non-Priority
Nogal Canyon Bridge Replacement	NM	\$142.5	\$142.5	\$71.3	Eligible	Medium-High	Medium	High	Recommended	Priority
I-80 Verdi Bridge Replacement	NV	\$292.7	\$272.7	\$136.3	Eligible	Low	Low	High	Not Recommended	Non-Priority
Cross Bronx Expressway	NY	\$699.6	\$684.6	\$342.3	Eligible	High	Medium	High	Recommended	Priority

Project Name	State	Total Project Cost (millions)	Future Eligible Project Cost (millions)	Eligible BIP Amount Request (millions)	Eligibility Determination	Merit Criteria	Economic Analysis	Project Readiness	Overall Rating	Priority Status⁵
I-83 South Bridge Replacement Project	PA	\$1,271.5	\$1,238.0	\$500.0	Eligible	High	Medium	High	Recommended	Priority
Bridging the Gap: Multimodal Connections on I-35 over the Oklahoma River	OK	\$171.2	\$163.9	\$81.0	Eligible	Medium	Low	High	Not Recommended	Priority
Crossroads of America: Replacing Bridges on I-35/I-240 in Oklahoma City	OK	\$122.5	\$122.5	\$61.3	Eligible	Medium-High	Low	High	Not Recommended	Priority
Roosevelt Memorial Bridge Investment Project	OK	\$250.6	\$247.7	\$123.9	Eligible	High	Medium	Medium	Recommended	Priority
Earthquake Ready Burnside Bridge Project	OR	\$895.0	\$895.0	\$447.0	Eligible	Medium-High	Medium-Low	Medium-High	Not Recommended	Priority
Hood River - White Salmon Bridge Replacement	OR-WA	\$520.0	\$510.6	\$150.0	Eligible	High	High	Medium-High	Highly Recommended	Priority
Interstate Bridge Replacement Program	OR-WA	\$5,791.9	\$5,791.9	\$1,499.0	Eligible	High	Medium-High	Medium	Recommended	Priority
I-95 15: Repairing Yesterday's Infrastructure for Tomorrow's Economy	RI	\$502.3	\$502.3	\$251.2	Eligible	Medium	High	High	Recommended	Non-Priority
Replacement of I-95 over Lake Marion	SC	\$352.6	\$350.0	\$175.0	Eligible	High	High	High	Highly Recommended	Non-Priority

Project Name	State	Total Project Cost (millions)	Future Eligible Project Cost (millions)	Eligible BIP Amount Request (millions)	Eligibility Determination	Merit Criteria	Economic Analysis	Project Readiness	Overall Rating	Priority Status⁵
SD44 Platte-Winner Bridge	SD	\$246.3	\$237.8	\$118.9	Eligible	Medium-High	Low	High	Not Recommended	Non-Priority
America's River Crossing	TN-AR	\$787.5	\$787.5	\$393.8	Eligible	High	Medium	Medium-High	Recommended	Priority
Patrick Street and Dunbar Toll Bridges	WV	\$275.0	\$275.0	\$137.5	Eligible	Medium-Low	Low	Medium	Not Recommended	Priority
Market Street Bridge	WV-OH	\$175.0	\$175.0	\$87.5	Eligible	Medium	Medium-High	Medium	Recommended	Priority