

528th Transportation Technical Committee Fargo-Moorhead Metropolitan Council of Governments THURSDAY, April 14, 2022 – 10:00 a.m.

AGENDA

- | | |
|--|------------------|
| 1. Call to Order and Introductions | |
| 2. Approve the Agenda | Action Item |
| 3. Consider Minutes of the March 10, 2022 TTC Meeting | Action Item |
| 4. Public Input Opportunity | Public Input |
| 5. 2022-2025 Transportation Improvement Program Amendment #3 | Action Item |
| 6. TMA Transition: Projects and Funding | Action Item |
| 7. 2021 Traffic Count Map | Information Item |
| 8. Future Planning Study Project List | Discussion Item |
| 9. Summary of MPO/NDDOT Meeting | Information Item |
| 10. Agency Updates | Discussion Item |
| a. City of Fargo | |
| b. City of Moorhead | |
| c. City of West Fargo | |
| d. City of Dilworth | |
| e. City of Horace | |
| f. Cass County | |
| g. Clay County | |
| h. Other Member Jurisdictions | |
| 11. Additional Business | Information Item |
| 12. Adjourn | |

REMINDER: The next TTC meeting will be held **Thursday, May 12, 2022** at 10:00 a.m.

Due to ongoing public health concerns related to COVID-19, Metro COG is encouraging citizens to provide their comments on agenda items via email to leach@fmmetrocog.org. To ensure your comments are received prior to the meeting, please submit them by 8:00 a.m. on the day of the meeting and reference which agenda item your comments address. If you would like to appear via video or audio link for comments or questions on a regular agenda or public hearing item, please provide your e-mail address and contact information to the above e-mail at least one business day before the meeting.

For Public Participation, please REGISTER with the following link:

https://us02web.zoom.us/webinar/register/WN_VPNIDUnzQJW3pbNu00_ILA

Red Action Items require roll call votes.

NOTE: Full Agenda packets can be found on the Metro COG Web Site at <http://www.fmmetrocog.org> – Committees

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**527th Meeting of the
FM Metro COG Transportation Technical Committee
Thursday, March 10, 2022 – 10:00 am
Metro COG Conference Room**

Members Present:

Jonathan	Atkins	City of Moorhead Traffic Engineering
Jason	Benson	Cass County Highway Engineering
Julie	Bommelman	City of Fargo, MATBUS
Nicole	Crutchfield	City of Fargo Planning
Jeremy	Gorden	City of Fargo Transportation Engineering
Cindy	Gray	Metro COG
Robin	Huston	City of Moorhead Planning
Matthew	Jacobson	Clay County Planning
Peyton	Mastera	City of Dilworth Admin (alternate for Don Lorsung)
Aaron	Nelson	West Fargo City Planning
Seth	Pfeifer	Clay County Engineering (alternate for Justin Sorum)
Grace	Puppe	Cass County Planning
Mary	Safgren	MnDOT – District 4
Russ	Sahr	City of Horace Planning
Mark	Wolter	Freight Representative, Midnite Express
Andrew	Wrucke	City of West Fargo Engineering
Wayne	Zacher	NDDOT – Local Government Division

Members Absent:

Don	Lorsung	City of Dilworth (alternate present)
Joe	Raso	GFMEDC
Justin	Sorum	Clay County Engineering (alternate present)
Brit	Stevens	NDSU – Transportation Manager
Lori	Van Beek	City of Moorhead, MATBUS

Others Present:

Adam	Altenburg	Metro COG
Dan	Bergerson	HDR
Angie	Bolstad	Stantec
Jaron	Capps	Metro COG
Luke	Champa	Metro COG
Jim	Dahlman	City of Horace/Interstate Engineering
Ari	Del Rosario	Metro COG
Sean	Dickinson	PPG
Dan	Farnsworth	Metro COG
Sharijad	Hasan	ATAC/UGPTI
Matthew	Huettl	HDR
Will	Kerns	Ulteig
Savanna	Leach	Metro COG
Michael	Maddox	Metro COG
Scott	Middaugh	KLJ
Emily	Peterson	SRF
Anna	Pierce	MnDOT
Tom	Soucy	Cass County Highway Engineering
Kristen	Sperry	FHWA
Steve	Strack	Houston Engineering
Ranae	Tunison	FTA

1. CALL TO ORDER AND INTRODUCTIONS

The meeting was called to order at 10:00 am, on March 10, 2022 by Chair Gray. A quorum was present.

2. Approve the 527 TTC Meeting Agenda

Chair Gray asked if there were any questions or changes to the 527 TTC Meeting Agenda.

**Motion: Approve the 527 TTC Meeting Agenda.
Mr. Sahr moved, seconded by Mr. Atkins
MOTION, PASSED.
Motion carried unanimously.**

3. APPROVE February 10, 2022 TTC MEETING MINUTES

Chair Gray asked if there were any questions or changes to the February 10, 2022 TTC Meeting Minutes.

**Motion: Approve the February 10, 2022 TTC Minutes.
Mr. Atkins moved, seconded by Ms. Safgren
MOTION, PASSED
Motion carried unanimously.**

4. Public Comment Opportunity

No public comments were made or received.

5. Bicycle and Pedestrian Count Report

Mr. Farnsworth presented the 2022 Bicycle and Pedestrian Count Report. Mr. Atkins asked how an automated counter could be added. Mr. Farnsworth said that another would need to be purchased and then it depends on if a loop is warranted for the location as well. Pricing could range anywhere from \$5,000 to \$15,000 depending on counter model and installation. Mr. Atkins said that a potential location to consider for the future would be Fargo/Moorhead NP/Center Ave bridge for cross-river bicycle and pedestrian counts.

6. 2022-2025 Transportation Improvement Program Amendment #2

Mr. Champa presented amendment #2 to the 2022-2025 Transportation Improvement Program (TIP). The proposed amendment to the 2022-2025 TIP is as follows:

1. Addition of Project 3222001: City of West Fargo rehabilitation project on 9th St E from 13th Ave E to Main Ave (2022). The total project cost is \$584,000 of which \$386,710 (66%) is Federal Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funds and \$197,290 (34%) is local funds.
2. Addition of Project 9222002: NDDOT Transportation Management Center (TMC) and Smart Corridor (ITS) planning project on I-29 from the SD Border to the Canadian Border (2022). The total project cost is \$1,100,000 of which \$550,000 (50%) is Federal Rebuilding American

Infrastructure with Sustainability and Equity (RAISE) grant funds and \$550,000 is state funds.

A public notice was published in the Forum of Fargo-Moorhead on Wednesday, March 2, 2022, advertising the public hearing, how to request more information, and detailed public comment information such as where to access the information on Metro COG's website and where to send written comments regarding the proposed amendment. The public notice advertised that public comments will be accepted until 12:00 p.m. (noon) on Thursday, March 17, 2022. No written comments have been received.

Motion: Recommend approval of Amendment #2 to the 2022-2025 Transportation Improvement Program to the Policy Board.

Mr. Sahr moved, seconded by Ms. Crutchfield

MOTION, PASSED

Motion carried unanimously.

7. Veterans Boulevard Corridor Extension Study and Network Implementation Analysis Amendment

Mr. Farnsworth presented Mr. Middaugh as the project engineer from the consulting team at KLJ. Mr. Middaugh presented the finalized amendment to the Veterans Boulevard Corridor Extension Study. An amendment to the project was added in August of 2021 to analyze phasing implementation of a Veterans Boulevard extension as well as analysis and phasing other corridor improvements in the vicinity of Veterans Boulevard. The final report, including the work included in the amended scope of work, documents the study of a corridor vision, suggested improvements to the existing corridor, extension alignment and corridor alternatives, connection to Deer Creek from Veterans Boulevard and 64th Avenue S, integration of active transportation, as well as public input and key stakeholder engagement.

The Fargo City Commission, Horace City Council, and Cass County Commission all approved the study at their respective meetings.

Motion: Recommend Policy Board approval of the Veterans Boulevard Corridor Extension Study and Network Implementation Analysis Amendment

Mr. Gorden moved, seconded by Mr. Benson

MOTION, PASSED

Motion carried unanimously.

8. Future Planning Study Areas

Ms. Gray asked the participating jurisdictions for projects to be programmed into the 2023 budget and the 2023-2024 Unified Planning Work Program (UPWP), as the draft budget is in progress and usually finalized in May/June. The projects will need to address and incorporate the IJJA Planning Emphasis Areas. The planning emphasis areas of the IJJA include:

- Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning
- Complete Streets

- Public Involvement
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environment Linkages (PEL) (*MnDOT ONLY)
- Data in Transportation Planning

In addition to the 2050 MTP Update, which is a required project, needs identified so far include the Clay County Heartland Trail Alignment Analysis, TDM Review Study, Regional Traffic Signal System Master Plan, Electric Vehicle Readiness Study, Traffic Calming Alternatives Study, East Dilworth/Moorhead North/South Arterial Corridor, and Vehicular Bridge Crossing Feasibility Study. Other projects also brought forward a one-way pair corridor study for 4th and 5th, as well as 11th and 14th streets in south Moorhead. As well as a Traffic Calming study for 40th Avenue South in Moorhead. An East Dilworth/Moorhead North/South Arterial Corridor Study, Rails to Trails Study – Moorhead to Kragnes, 15th Street/I-94/Sheyenne Diversion Overpass Study, Regional Pavement Management Study, Access to Downtown from Interstate Highways, CSAH 52 – Bike/Ped path over I-94, and the 20th Street S/I-94 Interchange.

Mr. Gorden asked if 32nd Avenue North Fargo has been studied as a Red River crossing in the past, and the feasibility of a river crossing into Moorhead there, versus the rebuild on North Broadway. Ms. Gray responded that she did not believe so, and Mr. Atkins said that idea could be looked into.

Mr. Atkins and Ms. Huston asked that the one-way pair studies be discussed internally at Moorhead before moving forward. They requested that the traffic calming study for 40th Avenue South be removed, as well as the Kragnes Rails to Trails Study, which had been added in the past, but now the rail road tracks are being used again.

Several other questions and comments were raised, and Ms. Gray stated she would not bring this list forward to the Policy Board this month, and would instead visit with individual jurisdictions who have raised the most question and concerns about future project needs and suggestions, and bring this back to the TTC in April.

With reference to the IJJA Planning Emphasis Areas, Mr. Zacher noted that NDDOT does not currently have a Planning and Environment Linkages (PEL) process in place, but MnDOT does.

9. **Agency Updates**

Fargo- 32nd Avenue Construction update – bids were high and the project will be rebid.

Fargo/NDDOC (commerce) – Upcoming HUD meeting

Ms. Gray noted that Mr. Wolter was unable to be here today and that he recently retired. As such, has indicated he will likely resign from the TTC as the freight representative, and Metro COG will initiate a process to seek out another freight representative.

10. Additional Business

Ms. Safgren asked the committee to take the MnDOT District 4 Freight Plan survey, and to share the survey with other interested parties.

11. Adjourn

The 527 Regular Meeting of the TTC was adjourned on March 10, 2022 at 12:10 p.m.

THE NEXT FM METRO COG TRANSPORTATION TECHNICAL COMMITTEE MEETING WILL BE HELD April 14, 2022, 10:00 A.M.

Respectfully Submitted,

Savanna Leach
Executive Assistant

To: Transportation Technical Committee
From: Luke Champa, Associate Transportation Planner
Date: 04/08/2022
Re: **2022-2025 Transportation Improvement Program (TIP) Amendment #3**

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) will hold a virtual public hearing via Zoom Video Communications on Thursday, April 21, 2022 at 4:00 p.m. to consider public comments regarding a proposed amendment to the 2022-2025 Transportation Improvement Program (TIP) for the FM Metropolitan Area. The proposed amendment to the 2022-2025 TIP reflects new federally funded projects within the Metropolitan Planning Area (MPA).

A public notice was published in the Forum of Fargo-Moorhead on Wednesday, April 6, 2022, advertising the public hearing, how to request more information, and detailed public comment information such as where to send written comments regarding the proposed amendment. The public notice advertised that public comments will be accepted until 12:00 p.m. (noon) on Thursday, April 21, 2022. As of the writing of this memo, no written comments have been received.

The proposed amendment to the 2022-2025 TIP is as follows:

- Addition of Project 4220027:** Fargo Transit capital project for upgrades to the Metro Transit Garage (2022). 'Illustrative' designation was dropped. The total project cost is \$100,000 of which Federal (FTA) Section 5339 funds are \$80,000 (80%), and local funds are \$20,000 (20%). *This is a shared project with Moorhead Transit project #5220030, costs reflect Fargo's share which is 2/3 of the total project cost.
- Addition of Project 4220029:** Fargo Transit capital project for shop truck replacement (2022). 'Illustrative' designation was dropped. The total project cost is \$66,667 of which Federal (FTA) Section 5339 funds are \$53,333 (80%), and local funds are \$13,334 (20%). *This is a shared project with Moorhead Transit project #5220001, costs reflect Fargo's share which is 2/3 of the total project cost.
- Addition of Project 4223001:** Fargo Transit capital project for replacement of bus shelters (2022). The total project cost is \$50,000 of which Federal (FTA) Section 5339 funds are \$40,000 (80%), and local funds are \$10,000 (20%).
- Modification of Project 4190003:** Fargo reconstruction project on 32nd Ave S from 32nd St to 25th St (2022). The total project cost increased 54% from \$10,400,000 to \$16,000,000 of which the Federal Surface Transportation Block Grant Program-Urban (STBGP-U) funds increased 52% from \$4,700,000 to \$7,130,000, Federal Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) remained \$808,620, and local funds increased 65% from \$4,891,380 to \$8,061,380.

5. **Modification of Project 9220034:** NDDOT rehabilitation project on I-94 from Near W Fargo E (RP 342.414) to Horace Rd (RP 345.607) (2022). The total project cost increased 69% from \$681,000 to \$1,152,000 of which the Federal Interstate Maintenance (IM) funds increased 69% from \$612,900 to \$1,036,800 and state funds increased 69% from \$68,100 to \$115,200.
6. **Modification of Project 9190028:** NDDOT structure rehabilitation project on I-29 3 miles south of Harwood, year changed from 2023 to 2022. The total project cost remained \$281,000 of which the Federal Interstate Maintenance (IM) funding remained \$253,000, and the state funding remained \$28,000.
7. **Modification of Project 9190029:** NDDOT structure rehabilitation project on I-29 7 miles north of US 10 near Argusville City Limits, year changed from 2023 to 2022. The total project cost remained \$281,000 of which the Federal Interstate Maintenance (IM) funding remained \$253,000, and the state funding remained \$28,000.
8. **Modification of Project 9190030:** NDDOT structure rehabilitation project on I-29 2 miles north of Harwood interchange, year changed from 2023 to 2022. The total project cost remained \$281,000 of which the Federal Interstate Maintenance (IM) funding remained \$253,000, and the state funding remained \$28,000.

See **Attachment 1** for more detailed project information.

Requested Action: Recommend approval of Amendment #3 of the Metro COG 2022-2025 Transportation Improvement Program (TIP) to the Policy Board.

UPDATED Agenda Item 5, Attachment 1

Lead Agency	Metro COG ID State Number	Project Year	Project Location	Length	Project Limits		Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Other Revenue Source	Revenue
					From	To						
AMENDMENT 3 - 2022-2025 METRO COG TIP												
Moorhead Transit												
Fargo Transit												
Fargo Transit	4220027	2022	Transit				Miscellaneous Support Equipment (Upgrades to the Metro Transit Garage) (Project Shared with Moorhead, Fargo Share is Shown) (1/3-Moorhead, 2/3-Fargo) ***Illustrative*** FTA 5339 funds are being pursued	Transit Capital	\$ 100,000	FTA 5339 (FTA 5339) Illustrative	Local	\$ 80,000 \$ 20,000
Fargo Transit	4220029	2022	Transit				Shop Truck Replacement (Project Shared with Moorhead) (Fargo Share is Shown) (1/3-Moorhead, 2/3-Fargo) ***Illustrative*** FTA 5339 funds are being pursued	Transit Capital	\$ 66,667	FTA 5339 (FTA 5339) Illustrative	Local	\$ 53,333 \$ 13,334
Fargo Transit	4223001	2022	Transit				Miscellaneous Equipment: Replacement of Bus Shelters	Transit Capital	\$ 50,000	FTA 5339	Local	\$ 40,000 \$ 10,000
City of Fargo												
City of Fargo	4190003 22826 8011	2022	32nd Ave S		32nd St	25th St	Reconstruction of 32nd Ave S	Reconstruction	\$ 16,000,000 \$ 10,400,000	STBGP-U CRRSAA	Local	\$ 7,130,000 \$ 4,700,000 \$ 808,620 \$ 8,061,380 \$ 4,891,380
City of Moorhead												
City of West Fargo												
North Dakota Department of Transportation												
NDDOT	9220034 23320	2022	I-94	3.2	Near W Fargo E RP 342.414	Horace Rd RP 345.607	Median Cross-Overs, Ramp Connection	Rehabilitation	\$ 1,152,000 \$ 681,000	IM	State	\$ 1,036,800 \$ 612,900 \$ 115,200 \$ 68,100
NDDOT	9190028 22643 8116	2022 2023	I-29N		3.0 South of Harwood		Structure Paint	Rehabilitation	\$ 281,000	IM	State	\$ 253,000 \$ 28,000
NDDOT	9190029 22643 8117	2022 2023	I-29N		7.0 N of US 10 Near Argusville City Limits		Structure Paint	Rehabilitation	\$ 281,000	IM	State	\$ 253,000 \$ 28,000
NDDOT	9190030 22643 8118	2022 2023	I-29N		2.0 N of Harwood Interchange		Structure Paint	Rehabilitation	\$ 281,000	IM	State	\$ 253,000 \$ 28,000

To: Transportation Technical Committee
From: Cindy Gray, Executive Director
Date: April 8, 2022
Re: **Transportation Management Area (TMA) Transition: Projects and Funding**

Background

Metro COG is expected to transition into a TMA form of Metropolitan Planning Organization (MPO) at the beginning of Federal Fiscal Year 2023, which is October 1, 2022. Several milestones involving 2020 US Census designations are expected to occur between now and then, including the identification of updated urbanized areas. Metro COG has been working with NDDOT and FHWA on this transition, and what it means for our agency in terms of responsibilities and funding availability.

On March 25th, 2022, I received correspondence from NDDOT (Attachment 1) outlining anticipated sub-allocation amounts for the North Dakota side of the urbanized area (UZA). The sub-allocations will consist of:

- Surface Transportation Block Grant – Urban (STBG-U) funds,
- Transportation Alternative funds, and
- Carbon Reduction funds.

Over the past few months, Metro COG has asked how the TMA designation would affect NDDOT's use of NHPP funds on the NHS in our urbanized area, and although the response did not seem like a final answer, we were told that NDDOT may choose not to use NHPP funds on our non-interstate NHS roadways. This left some ambiguity as far as how reconstruction and rehabilitation of those roadways would be paid for, due to the limitations of the STBG-U sub-allocation. As a result, NDDOT has proposed an approach where approximately 1% of the State's NHPP funding would be designated to the UZA and allowed to be used as if it were STBG-U funds, providing greater flexibility. The 1% is stated to be based on the percentage of the NHS in the UZA.

2026 Project Solicitation

NDDOT selected projects for funding in 2023-2025 based on applications from local jurisdictions, prioritized through review by the TTC and Policy Board. We were required to go through the solicitation process in the fall/winter of 2021, but NDDOT has now asked if Metro COG and the local jurisdictions wish to carry out our own project selection. This seems to make the most sense, and Metro COG has informed NDDOT that we do wish to make our own 2026 project selections. This needs to be done prior to the completion of the draft TIP. We anticipate carrying this out at the May TTC and Policy Board meetings.

In the meantime, it is important to revisit the 2023-2025 projects in light of anticipated funding amounts and funding limitations.

Relationship Between 2023-2025 TIP Projects and Anticipated Funding

The anticipated funding amounts, based on the March 25th communication from NDDOT are shown below in Table 1.

Table 1

North Dakota STBG Apportionment with Obligation Authority Ratio Estimated at 90 Percent				
Year	2023	2024	2025	2026
Surface Transportation Block Grant (STBG)	\$8,716,724	\$8,891,058	\$9,068,879	\$9,250,257
National Highway Preservation Program (NHPP) - share proportional at % of National Highway System (NHS)*	\$1,857,890	\$1,895,047	\$1,932,948	\$1,971,607
Yearly Estimated Total	\$10,574,614	\$10,786,105	\$11,001,827	\$11,221,864

*NDDOT has indicated NHPP funds can be used as STBG.

North Dakota TA Apportionment with Obligation Authority Ratio Estimated at 90 Percent				
Year	2023	2024	2025	2026
Transportation Alternatives (TA)	\$725,159	\$742,285	\$759,753	\$777,571

North Dakota Carbon Reduction Apportionment with Obligation Authority Ratio Estimated at 90 Percent				
Year	2023	2024	2025	2026
Carbon Reduction	\$1,023,139	\$1,043,602	\$1,064,474	\$1,085,763

STBG Projects

Projects programmed in the TIP from 2022-2025 are shown in Table 2 (Attachment 2). Prioritized projects submitted to NDDOT for consideration in 2026 are also shown in Table 2. NDDOT has requested that Metro COG verify that the identified 2022-2025 projects are still the priority of the MPO. The answer to this question involves reviewing the project costs and comparing them to the dollars available, and determining:

- a) the anticipated ability to complete project development and bidding in time to meet the year designated in the TIP, and
- b) the availability of local funding for costs not covered by federal or other funding sources.

Furthermore, it is possible that the authorization amount is somewhat higher or lower than the estimate using 90 percent authorization. It is important that we are able to absorb whatever variation results from somewhat different authorization levels.

Please note that any project added to the TIP to receive Federal funding must go through project development in a manner that makes it eligible for federal funding, and must be selected through a competitive process administered by Metro COG.

2022 – Not a TMA; no changes

2023 – It appears, based on estimates, that a funding surplus of approximately \$980,000 will be available. Does the City of Fargo and NDDOT believe that the cost of the Main Avenue project will increase and absorb this amount?

2024 – Based on project estimates, the amount of funding anticipated would not be sufficient to cover project cost estimates. Higher project costs than estimated could

result in one of these projects needing to slide, potentially leaving an opening for a different project. When reviewing this information, the following questions arise:

- Is the cost estimate of the Main Avenue Slide Repair a reliable estimate? If not, would the State's participation increase to cover the anticipated cost of the Main Avenue Slide Repair near the Sheyenne River? Would West Fargo's anticipated local share need to increase?
- Is the cost estimate of the 32nd Avenue S project a reliable estimate? Would Fargo's local share need to increase for the 32nd Avenue project?

2025 – It appears, based on current estimates, that a funding surplus of \$2.6 million could occur, potentially opening up an opportunity for funds to be used on a different project. This could open up opportunities for a 2024 project to use advanced construction if costs are higher than expected.

2026 – Metro COG will need to initiate a competitive selection process for 2026. We have already prioritized projects, based on a combination of technical review and a comparison of project groupings with the anticipated amount of Federal funding. However, since we are now taking on the selection of projects, we believe we need to revisit this. Furthermore, we need to program another \$3.3 million.

Question: Does the TTC wish to move forward with the projects already identified for 2023-2025, or are changes desired?

Transportation Alternatives

The Bicycle and Pedestrian Committee has already discussed the 2023-2024 projects in the TIP as compared to the TMA funding estimates. A competitive selection process for 2025 and 2026 needs to be carried out before the draft TIP is completed to identify additional projects, since our anticipated funding exceeds the anticipated use of Federal funds for TA projects selected through the NDDOT solicitation process. Attachment 3 is the memo that was presented to the Bicycle and Pedestrian Committee.

Carbon Reduction Program

This is a new program created as part of the Infrastructure Investment and Jobs Act (IIJA). Both FHWA and NDDOT state that they are still learning more about eligible uses for the funds. An abbreviated and incomplete list of eligible projects from the IIJA legislation is as follows, to provide some idea of how these funds can be used:

- Establishing or operating a **traffic monitoring, management and control facility** or program, including advanced truck stop electrification systems,
- Construction, planning and design of **on-road and off-road trail facilities** for pedestrians, bicyclists and other non-motorized forms of transportation,
- A **public transportation** project that is eligible for assistance under 23 CFR, Section 142 (transit, HOV lanes, park and ride facilities, electric vehicle charging stations, access between intercity and rural bus service, bus lanes or bus rapid transit corridors, traffic signal prioritization systems, on-street stations, fare collection systems, information and wayfinding systems, depots, etc.),

- Advanced transportation and congestion management technologies,
- ITS (vehicle to infrastructure communication systems and cellular vehicle-to-everything technology),
- Replacement of street lights and traffic control devices with energy-efficient alternatives,
- Development of a carbon reduction strategy
- A project or strategy designed to support congestion pricing, shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including travel demand strategies and programs and electronic toll collection,
- Efforts to reduce the environmental and community impacts of freight movement,
- Supporting deployment of alternative fuel vehicles (electric vehicle charging infrastructure or hydrogen, natural gas, or propane vehicle fueling infrastructure, purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction or leasing of required supporting facilities)

In our metro area, there are many potentially eligible uses of carbon reduction funds, but in the short term, the most likely uses include transit-related projects and bicycle and pedestrian facilities. For example:

- In 2023, the funds could be used toward:
 - the purchase of an electric or hybrid bus, freeing up \$1M in STBG funds for the Main Avenue project, or
 - pedestrian improvements on the Main Avenue project, combined with installation of efficient street lighting, or
 - an additional bicycle and pedestrian project.

Proposals for how to use these funds need to be determined in the near future for 2023-2026 and will be solicited for review and selection by the TTC and Policy Board in May, 2022.

Requested Action: Recommend to the Policy Board, the approval of the 2023, 2024, and 2025 projects currently in the TIP with the understanding that

- a) Metro COG will follow up by initiating a competitive solicitation for 2026 urban roads projects,**
- b) Metro COG will follow up by initiating a competitive solicitation for unprogrammed TA funds for 2023-2025, and**
- c) Metro COG will follow up by initiating a competitive solicitation for unprogrammed Carbon Reduction funds for 2023-2026.**

NORTH
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March 25, 2022

Ms. Cindy Gray
 Executive Director
 Fargo-Moorhead Metro COG
 Case Plaza Suite 232
 One 2nd Street North
 Fargo, ND 58102

FARGO-MOORHEAD METROPOLITAN COUNCIL OF GOVERNMENTS (FMCOG)
 TMA PROJECT PROGRAMMING PRIORITIES 2023-2025

The North Dakota Department of Transportation (NDDOT) and FMCOG have been working together to identify upcoming process changes as FMCOG transitions to TMA status in fiscal year 2023. As a TMA, FMCOG will have responsibilities for selecting projects and programming funds. NDDOT, with assistance from FHWA-ND, prepared an estimate of funds for suballocation to the TMA. This estimate, shown below, is provided for planning purposes and is subject to change as final information is made available at the federal level.

Apportionment/OA ratio at 90%				
	2023	2024	2025	2026
STBG	\$8,716,724	\$8,891,058	\$9,068,879	\$9,250,257
TA	\$725,159	\$742,285	\$759,753	\$777,571
Carbon Reduction	\$1,023,139	\$1,043,602	\$1,064,474	\$1,085,763
NHPP (share proportional at % of NHS System)	\$1,857,890	\$1,895,047	\$1,932,948	\$1,971,607

To date, FMCOG and NDDOT have worked together to identify Urban and TA project priorities for the TIP/STIP for the fiscal years 2023-2025. Below is a list of the programmed projects and the recently submitted TA applications for 2025:

- Urban Roads/Regional Programmed Projects
- 2022P Fargo 52nd Ave S (63rd St to Sheyenne)
- 2022P Fargo Transit Capital Bus Purchase
- 2023 Fargo 42nd St/I-94 Separation Structure Rehabilitation
- 2023P Fargo Main Ave (University to 25th St)
- 2023P Fargo Transit Capital Bus Purchase

2024 West Fargo Main Ave near Sheyenne River Slide Repair
2024P Fargo 32nd Ave S (25th St to University)
2025 West Fargo 9th St E (Main Ave to 12th Ave N)
2025P Fargo 12th Ave N & BNRR Bridge – Structure Items, Structural Steel Zone Painting
2025P Fargo 36th St S at Rose Coulee – Deck overlay, rail retrofit, reset approach guardrail

TA Programmed Projects

2023 Fargo Bison Village/10th St N
2023 Horace County Rd 17 Shared Use Path
2023 Horace Center Ave Improvements
2024 West Fargo Eaglewood – The Lights Bike Path

TA Applications Received

2025 Fargo Milwaukee Trail to Drain 53 Shared Use Path
2025 West Fargo Soccer Complex – Elmwood Park Bike Path
2025 Horace County Road 17 Shared Use Path Phase 4

As you know, the project development process takes time, and as such, it is crucial to ensure that all jurisdictions are working on projects intended to be funded through the TMA. FMCOG should review the estimate of funds and the list of projects to determine adjustments that may be needed, such as adding projects or adjusting funding years. It is through this letter that NDDOT is asking FMCOG to confirm that the projects listed above continue to be the urban and TA programming priorities for the TMA. Please sign and return this letter to confirm the priorities. If you have any questions regarding this request, please contact me at 328-2217 or Stacey Hanson at 328-4469.



PAUL M. BENNING, P.E., LOCAL GOVERNMENT ENGINEER

38/smh

I confirm that the listed projects continue to be the Urban and TA programming priorities.

Cindy Gray, Executive Director

Date

Table 2: ND Portion of UZA Programmed STBG-U Projects, 2022-2025

2022 - PRE-TMA	Total	STBG-U	CRRSAA	State	Local
Fargo					
32nd Ave S (32nd St to 25th St)	\$16,000,000	\$7,130,000	\$808,620	\$0	\$8,061,380
52nd Ave S (63rd St to Sheyenne) - Pending	\$7,000,000	\$5,000,000	\$0	\$0	\$2,000,000
Transit Capital Bus Purchase - Pending	\$1,250,000	\$1,000,000	\$0	\$0	\$250,000
West Fargo					
9th St E (13th Ave E to Main Ave)	\$584,000	\$0	\$386,710	\$0	\$197,290
Total of Federally Funded STBG-U Projects	\$24,834,000	\$13,130,000	\$1,195,330	\$0	\$10,508,670

2023 - TMA	Total	STBG-U	Other	State	Local
Fargo					
42nd St/I-94 Separation Structure Rehab	\$275,680	\$223,108	\$0	\$0	\$52,572
Transit Capital Bus Purchase - Pending	\$1,250,000	\$1,000,000	\$0	\$0	\$250,000
NDDOT					
Main Ave (Univ. to 25th St) - Pending	\$15,412,522	\$8,369,948	\$0	\$1,226,416	\$5,816,158
Total of Federally Funded STBG-U Projects	\$16,938,202	\$9,593,056	\$0	\$1,226,416	\$6,118,730
Estimated STBG Apportionment		\$10,574,614			
Surplus or shortfall of funding info provided:		\$981,558			

2024 - TMA	Total	STBG-U	NHS-U	State	Local
Fargo					
32nd Ave S (25th St to Univ) - Pending	\$11,080,000	\$7,680,000	\$0	\$0	\$3,400,000
NDDOT					
Main Ave Slide Repair (US 10 at Sheyenne River)	\$5,001,000	\$0	\$4,047,000	\$454,000	\$500,000
Total of Federally Funded STBG-U & NHS-U Projects	\$16,081,000	\$7,680,000	\$4,047,000	\$454,000	\$3,900,000
Total of STBG-U + NHS-U		\$11,727,000			
Estimated STBG Apportionment		\$10,786,105			
Surplus or shortfall of funding info provided:		-\$940,895			

2025 - TMA	Total	STBG-U	NHS-U	State	Local
Fargo					
36th St S at Rose Coulee - Pending	\$380,000	\$307,534	\$0	\$0	\$72,466
West Fargo					
9th St E (Main Ave to 12th Ave N) - Pending	\$9,400,000	\$7,520,000	\$0	\$0	\$1,880,000
NDDOT					
12th Ave N at BNRR Bridge - Pending	\$644,606	\$521,680	\$0	\$58,465	\$64,461
Total of Federally Funded STBG-U Projects	\$10,424,606	\$8,349,214	\$0	\$58,465	\$2,016,927
Estimated STBG Apportionment		\$11,001,827			
Surplus or shortfall of funding info provided:		\$2,652,613			

2026 - TMA - Projects to be Selected Locally, as previously prioritized	Total	STBG-U	Other (Clay Co, Moorhead)	State	Local
Fargo					
1. Broadway Bridge Reconstruction	\$7,500,000	\$4,200,000	\$2,250,000	\$0	\$1,050,000
2. 40th Ave S Bike Ped Bridge at Bluestem	\$4,000,000	\$1,760,000	\$1,800,000	\$0	\$440,000
3. Drain 27 and River Dr S Shared Use Paths	\$2,400,000	\$1,920,000	\$0	\$0	\$480,000
Total of Prioritized Projects	\$13,900,000	\$7,880,000	\$4,050,000	\$0	\$1,970,000
Estimated STBG Apportionment		\$11,221,864			
Surplus or shortfall of funding info provided		\$3,341,864			

Additional Project Submittals for 2026	Total	STBG-U	Other	State	Local
Fargo					
4. Transit Capital Bus Purchase	\$1,250,000	\$1,000,000	\$0	\$0	\$250,000
West Fargo					
5. Sheyenne St Reconstruction (40th to 52nd Ave E)	\$18,000,000	\$14,400,000	\$0	\$0	\$3,600,000
Fargo					
6. 45th Street Rehab (16th Ave N to I-94 Ramp)	\$10,800,000	\$8,640,000	\$0	\$0	\$2,160,000
NDDOT Bridge Projects					
No Submittals Thus Far	\$0	\$0	\$0	\$0	\$0
Total of Additional Project Submittals	\$30,050,000	\$24,040,000	\$0	\$0	\$6,010,000

Agenda Item 6

Attachment 3

To: Metropolitan Bicycle and Pedestrian Committee
From: Dan Farnsworth, Metro COG
Date: March 25, 2022
Subject: **New Transportation Alternatives funding amounts**

With the Fargo-Moorhead area's urbanized population over 200,000 per the 2020 census, Metro COG's status is in the process of transitioning to a Transportation Management Area (TMA). As a TMA, Federal funding is allocated differently than before. This includes funding for the Transportation Alternatives (TA) grant program. This agenda item will only focus on funding for the North Dakota side of our planning area since details, albeit tentative, have been provided by NDDOT. Meanwhile funding amounts have not yet been provided by MnDOT.

Averaging the past five years, Metro COG's urbanized jurisdictions (Fargo, Horace, and West Fargo) have been awarded \$272,500 in TA funds per year. Tentative numbers provided by NDDOT indicate that Metro COG's urbanized area will receive the following TA amounts per year:

- 2023 - \$725,159
- 2024 - \$742,285
- 2025 - \$759,753
- 2026 - \$777,571

It is Metro COG's understanding that these amounts will be for projects located within Metro COG's urbanized area. As for projects located outside of Metro COG's urbanized area (Mapleton, Casselton, etc.), it's our understanding that the same process will apply as before – applicants will apply through Metro COG with project selection occurring by a NDDOT committee. These applications would fall under NDDOT's *Rural* category and would be awarded a maximum of \$200,000 per project as before.

In the future a new process for urban applicants will be set up and the selection of projects will be done by Metro COG rather than NDDOT. This Committee will likely play a key role in the selection of awarded projects.

With sizeable funding amounts quickly approaching for project construction in 2023 and 2024, it is important to discuss and ensure that projects are shovel-ready so that no funding is gone unused. That will be the key discussion of this agenda item. We will also discuss which additional projects should receive 2023 and 2024 funding based on recent TA application submittals.

To: Transportation Technical Committee (TTC)
From: Dan Farnsworth
Date: April 8, 2022
Re: **2021 Traffic Count Maps**

In 2021 Metro COG retained consulting firm GHA to conduct traffic counts at 465 locations within Metro COG's planning area. The counts were conducted from April through October of 2021. Counts also included vehicle classification (truck) counts at 108 of the locations.

Metro COG conducts metro area-wide traffic counts every five years for use in Metro COG's Travel Demand Model. The counts are also useful to the public, elected officials, developers, technical staff, studies and more. Prior to these counts, the most recent Metro COG area-wide counts were conducted in 2015.

In addition NDDOT conducted 2021 traffic counts at over 700 locations within our planning area. Vehicle classification (truck) counts were also conducted at many of these locations. Likewise, MnDOT did 2021 traffic counts within our planning area, however MnDOT's counts are not anticipated to be available until this summer.

Upon completion of Metro COG's and NDDOT counts, Metro COG has developed a series of maps to display the 2021 traffic counts. Due to the size of the maps, they are not attached. Rather they can be found at www.fmmetrocog.org > Resources > Traffic Counts. The maps include the following:

- [Urban Area AADT Counts – direct link](#)
- [Rural Area AADT Counts – direct link](#)
- [Urban Area Truck Counts – direct link](#)
- [Rural Area Truck Counts – direct link](#)

Once MnDOT's counts become available, Metro COG will revise the maps to include the additional counts and will update the maps on the website.

To request the raw count data or GIS shapefiles, feel free to reach out to Dan Farnsworth at farnsworth@fmmetrocog.org or 701-532-5106.

2022 Solicitation for Future Transportation Planning Project Needs in the Fargo-Moorhead Metropolitan Planning Area								
								
Suggested Year	Project Name	Location	Description	Juris-dictions	Probable Cost Range	Relevant IJJA 2021 Planning Emphasis Areas	Metro COG Plan or Policy Support from:	Suggested By:
Not Programmed								
2023-2024	Metropolitan Transportation Plan - 2050	Metro Area	The 2050 update of the Metropolitan Transportation Plan	All	\$350,000	All	Federally Required	Metro COG
2023-24	Electric Vehicle Readiness Study	Metro Area	Outline steps the region can take to support and encourage electric vehicle adoption, including electrification of the transit fleet, to better position our metro area to apply for and receive funds for charging stations or other related infrastructure. This would involve participation from Xcel, Cass County Electric, MPS and other applicable electricity providers. Review of zoning ordinances and subdivision regulations would be needed to identify local requirements, if any, for electric vehicle charging stations. Coordination with HBA would also be needed to identify needs within homes and electrical service within neighborhoods to meet the demands of charge vehicles.	Metro COG	\$100,000	Tackling the Climate Crisis - transition to a clean energy, resilient future	MTP Goals re. Emerging Transportation Trends, Environmental Sustainability, and Economic Development & Transportation Decisions	Metro COG
2023-24	20th Street S / I-94 Interchange (Moorhead #1 priority)	Interchange and surrounding area	Drawing from the 2008 study and other more recent work, this project would study the potential for updated interchange alternatives that would allow for interstate access to/from the east and study impact of that on adjacent interchanges in Moorhead. Scope would be similar to that of the downtown railroad underpass - to do as much analysis of environmental issues associated with alternatives as possible. Modeling, layouts, impacts. Level of work needed to secure funding.	Moorhead	\$150,000 - \$200,000	To a limited extent - Planning & Environment Linkages (PEL), Data in Transportation Planning	MTP Goal re. travel efficiency & reliability; also supported by the 2008 corridor study, which identified alternatives	Moorhead
2023 (or sooner)	CSAH 52 - bike/ped path over I-94	I-94	Study feasibility of new concept for side path. Refine what was in the Metro-Wide Bicycle Gap Study to provide more information for Moorhead to use in a funding application. The concept is similar to what was done along 8th St with the underpasses under the ramps.	Moorhead	Could be done internally at Metro COG	Complete Streets, Equity and Justice40 in Transportation Planning	MTP Goal re. walking and biking; this study would pursue an idea that has arisen since the Metro Bike Gap Study was completed.	Moorhead
2023-2024	Clay County Heartland Trail Alignment Analysis	Moorhead to Hawley	The Clay Co Heartland Trail Task for has been working on planning of the Heartland Trail since 2014. With a planned trail alignment already proposed, the next step is to conduct in-depth analysis of the planned alignment in order to (a) determine any obstacles associated with the alignment, (b) determine efforts to overcome the obstacles, and (c) determine easements needed to construct the trail. This study would analyze the trail between Moorhead/Dilworth and Hawley.	Clay County, Moorhead, Dilworth, Glyndon, Hawley	\$100,000 to \$200,000, depending upon extent of study	Complete Streets, Tackling the Climate Crisis	Bike and Ped Plan and Years-Long Coordination with the Heartland Trail Committee. Also Clay County Comp Plan and GO2030	Metro COG
2023	Traffic Calming Toolkit and Applicability	Metro Area	Internal project in which Metro COG modifies the study done for West Fargo to include examples and toolkit material applicable to all jurisdictions	Metro Area	Could be done internally at Metro COG	Complete Streets	MTP goal re. safety and balancing livability with mobility	Fargo
2023-24	15th Avenue N Corridor Study	Moorhead and Dilworth	Study the evolving future needs and characteristics of the 15th Avenue N Corridor between the Red River and Highway 336.	Moorhead, Dilworth, Clay County	\$150,000 - 200,000	Complete Streets, Tackling the Climate Crisis, Equity and Justice40 in Transportation Planning	MTP Goad - travel efficiency & reliability; balancing livability with mobility, walking & biking	Dilworth

2023-24	Update of the Dilworth Comprehensive Plan	Dilworth	Update the Comprehensive Plan completed by Metro COG in 2017-2018	Dilworth	Internal project	Complete Streets, Tackling the Climate Crisis, Equity and Justice40 in Transportation Planning	Land use/Transportation relationship, balancing livability with mobility	Dilworth
2024	Vehicular Bridge Crossing Feasibility Study	Metro Area	Building on work completed over 20 years ago, conduct a feasibility study of additional vehicular bridge crossings between 100th Ave S (Fargo) to 76th Ave N/Cass Co 22 to determine regional priorities, impacts, current opportunities and constraints, and planning level cost estimates associated with various crossing alignments in developed and currently undeveloped areas. A study of this nature should also look at regional connectivity to existing or planned corridors.	Fargo, Cass and Clay Counties	Cost range needed.	Complete Streets, Tackling the Climate Crisis	MTP Goal - travel efficiency & reliability; also supported by 76th Ave. Corridor Study and other past corridor and sub-area studies	Metro COG
2024	Microsimulation or sub-area model	Downtown Fargo and Moorhead	Improve the core city's capability of modeling impacts of development and/or roadway modifications to the downtown network over and above what's currently available in the regional model.	Fargo and Moorhead	Depends on whether done by ATAC or a consultant	Complete Streets, Tackling the Climate Crisis	MTP Goal - economic development, walking & biking, travel efficiency & reliability	Fargo, Moorhead, Metro COG
2024 or 2025	Sunday transit service feasibility and implementation study	Metro Area	In-depth review of the operational changes that would be needed to initiate Sunday transit service and identification of the specifics of that service.	Metro COG	Cost range needed.	Equity and Justice40 in Transportation Planning	MTP Goal - transit access; also supported by recently completed TDP	Metro COG
2024 or 2025	15th Street / I-94 / Sheyenne Diversion Overpass Study	West Fargo / Cass County	The purpose of this study would be to study the costs, benefits, impacts, implementation, and other attributes associated with an overpass that would span I-94 and the Sheyenne Diversion just west of West Fargo. Per the 13th Avenue Corridor Study, this overpass would be located in the vicinity of 13th Ave W and CR 28 (15th St NW). This study could also look at roadway connectivity and a future roadway network on the southwest side of I-94/Sheyenne Diversion.	West Fargo, Cass County, NDDOT	\$150,000 - \$200,000	To a limited extent - Planning & Environment Linkages (PEL), Data in Transportation Planning	MTP Goal - travel efficiency & reliability, economic development, system safety	West Fargo
2025-26	One-Way Pair Alternatives Study (Moorhead #2 priority)	Moorhead - 4th Street and 5th Street one-way pair and the 11th Street and 14th Street one-way pair	The purpose of this study would be to review traffic calming alternatives along two one-way pairs in Moorhead - 4th Street S and 5th Street S in Moorhead, and possibly 11th Street and 14th Street. The roadways currently have a varied cross section width, which encourages faster vehicular speeds on the northerly blocks just south of Main Avenue. Alternatives would look at pedestrian mobility, safety, reducing the need for enforcement, safety improvements, two-way traffic flow, bicycle accommodations, and potential for transit improvements. Citizens met a few years ago during a meeting organized by walkability advocates to discuss these roadways and potential future configurations. May be beneficial to wait and study after completion of 11th Street RR grade separation.	Moorhead 2nd priority	\$200,000 - \$300,000	Complete Streets, Equity and Justice40 in Transportation Planning	Policy from MTP - Balance Mobility with Livability; Safety goals could be relevant	Metro COG and Moorhead
2025-26	East Dilworth / Moorhead N/S Arterial Corridor	I-94 to Clay Co Rd. 83	Planning Study to review alignment for north/south corridor between Highway 336 and 14th Street. Includes need and feasibility of RR grade separation and I-94 connection. Study alternatives, feasibility, cost, and other traffic and land use related implications of having a railroad grade separation on 14th Street at the BNSF railroad lines south of US Highway 10. This may include the closure of the at-grade crossing at Main Street in Dilworth.	Dilworth, Moorhead, Clay Co, MNDOT	\$200,000	To a limited extent - Planning & Environment Linkages (PEL), Data in Transportation Planning	MTP Goal - travel efficiency & reliability, economic development, system safety	Metro COG
2025	TDM Review Study	Metro Area	If needed, consider a peer review of the TDM by a consultant. At this time, HDR is working with ATAC to refine the model for the Interstate Operations Analysis. With the new SE data that Metro COG is going to develop, and some of the External to External and External to Internal trip adjustments being made through the availability of StreetLight data, it is Metro COG's opinion that the need for this can be reexamined in 2025.	Metro COG	Cost range needed.	Data in Transportation Planning	MTP Goal - emerging transportation trends, travel efficiency & reliability	Metro COG

2025-26	Moorhead 1st Ave N Corridor Study (Moorhead #3 priority)	Red River to US Highway 10	Study the 1st Avenue N corridor in preparation for a future project, considering the 11th Street railroad grade separation, redevelopment, and other changing conditions.	Moorhead	\$150,000 - \$175,000	Complete Streets, Equity and Justice40 in Transportation Planning	MTP Goal - maintain transportation infrastructure, economic development	Moorhead
Placeholder for future reference	Regional Pavement Management Study	Interested jurisdictions (if any)	Can we go as in-depth as we would need to in order to get a valuable product? Consider what Bismarck-Mandan did (sent to engineers). Moorhead is already doing this. They don't have a desire to change the way they're currently doing this.	Could be any or all cities	varies, depending upon area studied		MTP Goal - maintain transportation infrastructure	Metro COG
Placeholder for future reference	Access to Downtown from Interstate Highways	From I-94 and I-29	Planning study to examine alternatives for improved way-finding from Interstate Highway system to downtown(s). Emphasis on way-finding rather than access. <i>Could Metro COG do this internally to avoid a QBS process for what is anticipated to be a low cost study?</i>	Fargo, Moorhead, West Fargo, NDDOT	Estimate this to be low cost. Difficult for a QBS process.		MTP Goal - economic development	Metro COG
Could include multiple years. Placeholder for future reference	Expanded Study of Diversion Recreation Plan Features	Along Red River Diversion	More expanded study of various components of the Diversion Recreation Plan in an effort to include elements of the plan into the project, either while the channel is being constructed, or immediately following channel construction.	Diversion Authority, local entities	Variable	Tackling the Climate Crisis - transition to a clean energy, resilient future	MTP Goal - economic development, walking & biking	Diversion Authority

Recently Programmed or Under Contract

2020-21	Veterans Blvd Corridor Study Programmed for 2020. In 2021, project scope expanded to study at Sheyenne Street and 64th Ave S.	Veterans Blvd south of 40th Avenue S. Sheyenne Street south of 40th Avenue S. and 64th Avenue S from Sheyenne Street to 45th Street S	The purpose of this study would be to take a more detailed look at the transportation needs along the Veterans Blvd section line as it extends south of 52nd Avenue S and into Fargo's future growth area. Some of the unique challenges along this corridor include a drain crossing, future regional stormwater pond, and potential joint jurisdiction with Horace south of 64th Avenue S. We anticipate development pressures in this area in the not too distant future, and this may be an area that warrants some additional attention at some point.	City of Fargo, City of Horace, Cass County, West Fargo	\$150,000 - \$200,000 \$60,000	A, D, E, G		Fargo Planning Department
2021-2022	Red River Greenway Study - scoped for 2021-2022	Fargo	Drawing upon the results of the Bike Gap Study, and based on significant ped/bike input as part of the MTP, study and plan wayfinding, public improvements along the river including extensions of the existing trail, improved connectivity both within the greenway and to nearby neighborhoods and attractions, access to open space, and connectedness to nature and potential sites for human restoration and recreation.	Fargo	\$155,000 + \$15,000 from Fargo Park District	A, E, F, J		Metro COG (based on Fargo's request in 2018)
2021	TH 10 - Scheduled for 2022	34th St through Dilworth	Planning Study in preparation for reconstruct in 2027.	Dilworth, MNDOT	\$160,000	A, D, E, G		MNDOT
2021-22-23	Metro Bike and Ped Plan Update - Under contract for 2021	Metro Wide	The metropolitan area bike and ped plan was last completed inhouse in 2016 and will be due for an update in 2021. We could consider hiring a consultant for all or portions of the update.	All	\$175,000	A, B, D, E, F, H, J		Metro COG

2021	Interstate Operations Study (Update to 2011)	I-94 and I-29 throughout Metro Area	Study and provide detailed recommendations for short-term and long-term improvement needs (capacity, system management, etc.) on the Interstate system. Potentially could include some TSMO strategies. MNDOT has expressed concern for I-94 lane configuration through Moorhead. 2028-2029 Reconstruction in Minnesota. Include study of ring route (reliever route) around outside of FM Diversion in Cass County.	NDDOT, MndOT, Fargo, Moorhead, West Fargo	\$400,000	A, B, C, D, E, F, G, H, I		NDDOT, MndOT, HDR (MTP Consultant)
2021-22	Fargo Transportation Plan - under contract for 2021	Within City and ETA	Deep dive into future transportation network, focusing on policy and planning for an efficient, connected and continuous network of transportation facilities for all modes of transportation. This could be done as part of an overall comp plan update for the City of Fargo.	City of Fargo	\$200,000	A, D, E, F, I, J		Fargo Engineering
2022-23	US-81 Corridor Study (University Drive & 10th Street)	Fargo	Study and provide detailed recommendations for short-, mid-, and long-term improvement needs (capacity, system management, etc.) primarily on the one-way pair system. Could include feasible network design alternatives.	Fargo	\$275,000	A, B, C, D, E, F, G, [(?)]		Metro COG
2024	25th Street S Corridor Study	32nd Ave S to 58th Ave S	25th St S from 32nd Ave S to 58th Ave S - The health of the asphalt section will need major work in the near future and peak hour capacity issues are occurring.	City of Fargo	\$150,000 - 200,000	A, B, D, E, G		Fargo Engineering

IJA Planning Emphasis Areas

- Tackling the Climate Crisis - Transition to a Clean Energy, Resilient Future
- Equity and Justice40 in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environmental Linkages (PEL)
- Data in Transportation Planning

FAST Act Planning Factors

- A. support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- B. increase the safety of the transportation system for motorized and nonmotorized users;
- C. increase the security of the transportation system for motorized and nonmotorized users;
- D. increase the accessibility and mobility of people and for freight;
- E. protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and
- F. enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- G. promote efficient system management and operation;
- H. emphasize the preservation of the existing transportation system;
- I. improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- J. enhance travel and tourism.

To: Transportation Technical Committee
From: Cindy Gray, Executive Director
Date: April 8, 2022
Re: **2022 1st Quarter ND MPO Directors Meeting with NDDOT, FTA and FHWA**

On Thursday, March 24, the ND MPO Directors had a quarterly meeting with NDDOT, FHWA and FTA. The agenda is attached (Attachment 1). At the TTC meeting, I will go over the highlights of the meeting.

One of the major components of the meeting was a presentation by FHWA regarding discretionary grant programs of the IJA. Portions of a USDOT/FHWA power point regarding the major components of the IJA was used for the presentation. The power point, which can be found online, was amended to delete a number of the slides. Those that include information about the discretionary grant programs were retained, and are attached (Attachment 2).

Requested Action: None. Informational item only.

Case Plaza Suite 232
One 2nd Street North
Fargo, ND 58102
Phone: 701-232-3242

255 North 4th Street
Grand Forks, ND 58206
Phone: 701-746-2660

221 North 5th Street
Bismarck, ND 58506
Phone: 701-355-1840

Agenda
North Dakota MPO Directors and NDDOT 1st Quarter Meeting
1:00 PM, Thursday, March 24, 2022

Microsoft Teams meeting

Join on your computer or mobile app

[Click here to join the meeting](#)

Or call in (audio only)

[+1 701-328-0950#](tel:+17013280950) United States, Fargo

Phone Conference ID: 287 479 241#

1. Welcome and Introductions
2. MPO updates – Wayne Zacher
 - a. BisMan MPO – Rachel Drewlow
 - b. The Forks MPO – Teri Kouba
 - c. Metro COG – Cindy Gray
3. Proposed ND PM2 and PM3 Targets – Jack Smith
4. IIJA/BIL Programs aimed at non-traditional recipients (i.e. MPOs, local governments, etc.) – Sandy Zimmer, Kristen Sperry
5. 2020 Census Outcomes – Wayne Zacher
 - a. Timeframes for updates to urbanized areas and UZA boundaries
 - i. Minot status
 - b. LEP Updates
6. Consolidated Planning Grant – Wayne Zacher
 - a. 2020 balances
 - b. 2021 balances
 - c. Opening of 2022 grant and amounts
 - d. The TMA factor – is Metro COG’s transition to a TMA likely to affect CPG funding?
 - e. NDDOT matches or state funding toward MPO planning efforts

7. TIP/STIP Reconciliation – Teri Kouba
 - a. TIPs include operating and Capital projects, but STIP only includes the federal formula funding for the 5307 transit providers
 - b. Managing information from NDDOT regarding progress of State projects in MPO areas – What is NDDOT’s expectation of the MPOs as far as how to use this information? Not all of the changes need to become amendments in our TIP.

8. Round Robin – Updates from NDDOT to the Group
 - a. State Freight and Rail Plan
 - b. Functional Class Updates

9. FHWA and FTA Updates
 - a. Kristen Sperry – FHWA
 - b. Ranae Tunison – FTA

10. Additional Business – Wayne Zacher

BIPARTISAN INFRASTRUCTURE LAW (BIL)*

ABBREVIATED VERSION
(SOME SLIDES DELETED)

Overview of Highway Provisions



U.S. Department
of Transportation

**Federal Highway
Administration**

*Also known as the “Infrastructure Investment and Jobs Act”

Changes to National Highway Performance Program (NHPP)

Topic	Changes
Program purpose	<p>Adds as an additional program purpose:</p> <ul style="list-style-type: none">• providing support for activities to increase the resiliency of the NHS to mitigate the cost of damages from sea level rise, extreme weather events, flooding, wildfires, or other natural disasters
Eligible projects	<p>Adds new eligible projects:</p> <ul style="list-style-type: none">• undergrounding public utility infrastructure carried out in conjunction with an otherwise eligible project• resiliency improvements (including protective features) on the NHS• activities to protect NHS segments from cybersecurity threats.• protective features (related to mitigating risk of recurring damage or the cost of future repairs from extreme weather events, flooding, or other natural disasters) on Federal-aid highways/bridges off the NHS ($\leq 15\%$ of NHPP funds)
Asset management plans	<ul style="list-style-type: none">• Requires consideration of extreme weather and resilience in lifecycle cost and risk management analyses

Changes to Surface Transportation Block Grant Program (STBG)

Topics	Changes
Eligible projects	Adds several new types of eligible projects, including: <ul style="list-style-type: none"> • EV charging infrastructure • protective features to enhance resilience • wildlife crossing projects
Off-system bridges	<ul style="list-style-type: none"> • Increases off-system bridge set-aside • Adds eligibility to include replacing a low water crossing with a bridge
Sub-allocation	<ul style="list-style-type: none"> • Population categories for sub-allocation split into smaller ranges: <ul style="list-style-type: none"> ○ < 5,000 ○ [NEW] 5,000 – 49,999 ○ [NEW] 50,000 – 200,000 ○ >200,000 • Requires States to consult with RTPOs and MPOs for urbanized areas with 50,000-200,000 pop. before using certain suballocated funding
Rural areas	<ul style="list-style-type: none"> • Permits States to use up to 15% of funds for eligible projects or maintenance on non-Federal aid highways in rural areas, and up to 5% for certain barge landing, dock and waterfront infrastructure projects

Changes to Transportation Alternatives (TA) Set-aside from STBG

Topic	Changes
Funding	<ul style="list-style-type: none">• Increases funding, setting it at 10% of total STBG funds each FY• Increases from 50% to 59% the portion of TA funds that must be suballocated to areas of the State based on population• Continues to permit States to transfer up to 50% of TA funds to any other apportioned program but establishes new conditions• Allows States to use up to 5% of available funds (after suballocation) to fund staff to administer the TA program and assist applicants
Eligible projects	<ul style="list-style-type: none">• Reaffirms eligibility for safe routes to school projects and activities• Adds activities relating to vulnerable road user safety assessments
Eligible entities	<ul style="list-style-type: none">• Adds as eligible entities MPOs representing a pop. $\leq 200,000$, any nonprofit entities, and States at the request of another eligible entity
Federal share	<p>Subject to certain requirements:</p> <ul style="list-style-type: none">• provides for a Federal share up to 100%• allows HSIP funds to be used toward the non-Federal share• allows non-Federal share requirements to be met on an aggregate basis instead of by project

Changes to Highway Safety Improvement Program (HSIP)

Topic	Changes
Eligible projects	<ul style="list-style-type: none">• Adds eligibility ($\leq 10\%$ of HSIP funds) for specified safety projects (including non-infrastructure safety projects related to education, research, enforcement, emergency services, and safe routes to school)• Modifies the HSIP definition of highway safety improvement project by adding or clarifying some project types. Some examples include:<ul style="list-style-type: none">○ railway-highway crossing grade separation projects;○ traffic control devices for pedestrians and bicyclists; and○ roadway improvements that separate motor vehicles from bicycles or pedestrians
Vulnerable road users	<ul style="list-style-type: none">• Requires States to complete vulnerable road user (VRU) safety assessments, taking into consideration a Safe System approach• Adds new special rule for States with total annual VRU fatalities comprising $\geq 15\%$ of total annual crash fatalities in State

Changes to Railway-Highway Crossings Program (RHCP)

Topic	Changes
Eligible projects	<ul style="list-style-type: none">• Clarifies funds are eligible for projects to reduce pedestrian fatalities and injuries from trespassing at grade crossings (ped safety improvements at crossings are already an eligible activity)
Uses of funding	<ul style="list-style-type: none">• Eliminates the 50% set-aside for “protective devices”• Increases the maximum incentive payment that a State may pay a local government for closing a public at-grade railway-highway crossing from \$7,500 to \$100,000, subject to certain conditions• Increases from 2% to 8% the amount a State may use for data compilation and analysis in support of its annual RHCP report
Federal share	<ul style="list-style-type: none">• Increases the Federal share for projects financed with funds set aside for this program from 90% to 100%
Reports	<ul style="list-style-type: none">• Requires FRA to summarize highway-rail grade crossing action plans and evaluate each State railway-highway crossing program and submit report to Congress on the results (§22401)• Requires FRA, in consultation with FHWA, to update the report based on State annual reports required under the program and submit it to Congress (§22403)

Changes to Congestion Mitigation and Air Quality Improvement Program (CMAQ)

Topic	Changes
Eligible projects	<ul style="list-style-type: none">• Adds eligibilities for—<ul style="list-style-type: none">○ shared micromobility (e.g., bikeshare, shared e-scooters)○ purchase of diesel replacements○ purchase of medium/heavy-duty zero emission vehicles and related charging equipment○ modernization/rehab of a lock and dam or a marine highway corridor, connector, or crossing, if certain criteria are met ($\leq 10\%$ of CMAQ funds)
Rail/transit operating assistance	<ul style="list-style-type: none">• CMAQ funds may be used for rail/transit operating assistance (w/o time limitation) in association with certain CMAQ projects located in certain areas
Equity	<ul style="list-style-type: none">• Requires, to the maximum extent practicable, prioritizing disadvantaged communities or low-income populations when obligating funds to reduce PM_{2.5} emissions

Changes to National Highway Freight Program (NHFP)

Topic	Changes
Freight intermodal/ freight rail projects	<ul style="list-style-type: none">• State may use ≤30% (vs. 10% under current law) of NHFP funding on freight intermodal or freight rail projects, subject to certain restrictions
Locks, dams, marine highways	<ul style="list-style-type: none">• Adds eligibility for modernization/rehab of a lock and dam or a marine highway corridor, connector, or crossing (including an inland waterway corridor, connector, or crossing) that are:<ul style="list-style-type: none">○ functionally connected to the National Highway Freight Network; and○ likely to reduce on-road mobile source emissions
Critical freight corridors	<ul style="list-style-type: none">• Allows the designation of more miles as critical rural freight corridors and critical urban freight corridors

SAFETY

- Highway Safety Improvement Program (highlighted earlier)
- Railway-Highway Crossings Program (highlighted earlier)
- Safe Streets and Roads for All
- Wildlife Crossings Pilot Program
- Other Safety-related Provisions

[NEW] Safe Streets and Roads for All (discretionary)

Purpose	Support local initiatives to prevent transportation-related death and serious injury on roads and streets (commonly referred to as “Vision Zero” or “Toward Zero Deaths” initiatives).
Funding	\$5.0B (FY 22-26) in advance appropriations from the GF
Eligible entities	<ul style="list-style-type: none">• MPO• Political subdivision of a State (e.g., local governments)• Tribal government
Eligible projects	<ul style="list-style-type: none">• Comprehensive safety action plan (planning grant)• Planning, design, and development activities for infrastructure projects and other strategies identified in a comprehensive safety action plan
Other key provisions	<ul style="list-style-type: none">• Sets aside not less than 40% of total funding each FY for planning grants.• Requires considering, among other factors, the likelihood of a project significantly reducing or eliminating fatalities and serious injuries involving various road users, including pedestrians, bicyclists, public transportation users, motorists, and commercial operators.

[NEW] Wildlife Crossings Pilot Program (discretionary)

Purpose	Support projects that seek to reduce the number of wildlife-vehicle collisions, and in carrying out that purpose, improve habitat connectivity
Funding	<ul style="list-style-type: none"> • \$350 M (FY 22-26) in Contract Authority from the HTF
Eligible entities	<ul style="list-style-type: none"> • State highway agency (or equivalent) • MPO • Local government • Regional transportation authority • Special purpose district or public authority with a transportation function • Indian Tribe • Federal land management agency
Eligible projects	<ul style="list-style-type: none"> • Projects to reduce wildlife-vehicle collisions
Other key provisions	<ul style="list-style-type: none"> • Sets aside not less than 60% of grant funds for projects in rural areas • Provision related to pilot program requires: <ul style="list-style-type: none"> ○ study of methods to reduce wildlife-vehicle collisions; ○ workforce development and technical training courses with; ○ standardized methodology for collecting and reporting spatially accurate wildlife collision and carcass data for the NHS; and ○ guidance on evaluating highways for potential mitigation measures to reduce wildlife-vehicle collisions and increase habitat connectivity.

Other Safety-related Provisions

Program/topic	Provisions in the new law
Increasing Safe and Accessible Transportation Options (§11206)	<ul style="list-style-type: none"> • Defines Complete Streets standards and policies • Requires each State and MPO to carry out transportation planning activities related to complete streets or multimodal travel using— <ul style="list-style-type: none"> ○ State: at least 2.5% of its State Planning and Research (SPR) funds ○ MPO: at least 2.5% of its Metropolitan Planning (PL) funds
Manual on Uniform Traffic Control Devices (MUTCD) (§§11129, 11135)	<ul style="list-style-type: none"> • Adds to MUTCD purposes inclusion and mobility for all users • Requires MUTCD update within 18 months, every 4 years thereafter • Requires first update to provide for protection of vulnerable road users to the greatest extent possible, among other specified elements

CLIMATE AND RESILIENCE

- Carbon Reduction Program
- PROTECT Grants (formula and discretionary)
- Charging and Fueling Infrastructure
- National Electric Vehicle Formula Program
- Congestion Relief Program
- Other Climate and Resilience Provisions

[NEW] Carbon Reduction Program (formula)

Purpose	Provide funding for projects to reduce transportation emissions or the development of carbon reduction strategies.
Funding	\$6.4 B (FY 22-26) in Contract Authority from the HTF
Recipients	<ul style="list-style-type: none">• States (including DC)
Distribution formula	<ul style="list-style-type: none">• Apportioned to States by formula• 65% of funds are suballocated (reserved for use in certain areas of the State, based on population)
Other key provisions	<ul style="list-style-type: none">• Requires State, in consultation with MPOs, to develop (and update at least every 4 years) a carbon reduction strategy and submit it to DOT for approval.• DOT must certify that a State's strategy meets the statutory requirements.

[NEW] PROTECT* Formula Program

Purpose	Planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure
Funding	\$7.3 B (FY 22-26) in Contract Authority from the HTF
Recipients	<ul style="list-style-type: none"> States (including DC)
Distribution formula	<ul style="list-style-type: none"> Apportioned to States by formula
Other key provisions	<ul style="list-style-type: none"> Highway, transit, and certain port projects are eligible Higher Federal share if the State develops a resilience improvement plan and incorporates it into its long-range transportation plan Of the amounts apportioned to a State for a fiscal year, the State may use: <ul style="list-style-type: none"> not more than 40% for construction of new capacity not more than 10% for development phase activities

** The full name of the program is Promoting, Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) program.*

[NEW] PROTECT Grants (discretionary)

Purpose	Planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure
Funding	\$1.4 B (FY 22-26) in Contract Authority from the HTF
Eligible entities	<ul style="list-style-type: none"> • State (or political subdivision of a State) • MPO • Local government • Special purpose district or public authority with a transportation function • Indian Tribe • Federal land management agency (applying jointly with State(s)) • <i>Different eligibilities apply for at-risk coastal infrastructure grants</i>
Eligible projects	<ul style="list-style-type: none"> • Highway, transit, intercity passenger rail, and port facilities • Resilience planning activities, including resilience improvement plans, evacuation planning and preparation, and capacity-building • Construction activities (oriented toward resilience) • Construction of (or improvement to) evacuation routes
Other key provisions	<ul style="list-style-type: none"> • Higher Federal share if the eligible entity develops a resilience improvement plan (or is in a State or area served by MPO that does) and the State or MPO incorporates it into its long-range transportation plan • May only use up to 40% of the grant for construction of new capacity

[NEW] Charging and Fueling Infrastructure (discretionary)

Purpose	Deploy electric vehicle (EV) charging and hydrogen/propane/natural gas fueling infrastructure along designated alternative fuel corridors and in communities
Funding	\$2.5 B (FY 22-26) in Contract Authority from the HTF
Eligible entities	<ul style="list-style-type: none"> • State or political subdivision of a State • MPO • Local government • Special purpose district or public authority with a transportation function • Indian Tribe • Territory
Eligible projects	<ul style="list-style-type: none"> • Acquisition and installation of publicly accessible EV charging or alternative fueling infrastructure • Operating assistance (for the first 5 years after installation) • Acquisition and installation of traffic control devices
Other key provisions	<ul style="list-style-type: none"> • Requirement to redesignate alternative fuel corridors and establish a process to regularly redesignate these corridors • Set-aside (50%) to install EV charging and alternative fueling infrastructure on public roads or in other publicly accessible locations, such as parking facilities at public buildings, schools, and parks

[NEW] National Electric Vehicle Formula Program (formula and discretionary*)

Purpose	Strategically deploy electric vehicle (EV) charging infrastructure and establish an interconnected network to facilitate data collection, access, and reliability
Funding	\$5 B (FY 22-26) in advance appropriations from the GF
Recipients	<ul style="list-style-type: none"> States (including DC and Puerto Rico)
Distribution formula	<ul style="list-style-type: none"> Same shares as Federal-aid highway apportionments
Other key provisions	<ul style="list-style-type: none"> Funded projects must be located along designated alt fuel corridors Sets aside 10% of funding for discretionary grants to State and local governments that require additional assistance to strategically deploy EV charging infrastructure State must submit plan to DOT describing planned use of funds If State doesn't submit plan (or carry it out), DOT may withhold or withdraw funds and redistribute within the State, or to other States Establishes DOT-DOE Joint Office of Energy and Transportation Requires DOT to designate national EV charging corridors to support freight and goods movement

* Program sets aside funds for discretionary technical assistance grants; also if DOT withholds or withdraws funding from a State, DOT may award funds to local governments in the same State.

[NEW] Congestion Relief Program (discretionary)

Purpose	Advance innovative, integrated, and multimodal solutions to reduce congestion and the related economic and environmental costs in the most congested metropolitan areas with an urbanized area population of 1M+.
Funding	\$250 M (FY 22-26) in Contract Authority from the HTF
Eligible entities	<ul style="list-style-type: none">• State• MPO• City or municipality
Eligible projects	<ul style="list-style-type: none">• Planning, design, implementation, and construction activities to achieve the program goals, including:<ul style="list-style-type: none">○ deployment and operation of integrated congestion management systems, systems that implement or enforce HOV toll lanes or pricing strategies, or mobility services; and○ incentive programs that encourage carpooling, nonhighway travel during peak periods, or travel during nonpeak periods.• Subject to certain requirements and approval by the Secretary, provides for tolling on the Interstate System as part of a project carried out with a grant under the program

Other Climate and Resilience Provisions

Program/topic	Provisions in the new law
Standards for EV charging stations (§11129)	<ul style="list-style-type: none">• Requires electric vehicle charging infrastructure installed using title 23 funds to provide for non-proprietary charging connectors that meet industry safety standards and payment methods available to all members of the public
Report on emerging alternative fuel vehicles and infrastructure (§11511)	<ul style="list-style-type: none">• Requires the Secretary to prepare a report on emerging alternative fuel vehicles and infrastructure which includes an evaluation of emerging alternative fuel vehicles, identification of areas where emerging alternative fuel infrastructure will be needed, estimates the future need for emerging alternative fueling infrastructure, and includes a tool for States to evaluate different adoption and use scenarios.
Conditions and performance (C&P) report (§13006)	<ul style="list-style-type: none">• Requires the C&P report to address resilience needs

BRIDGES

- Bridge Formula Program
- Bridge Investment Program
- Other Bridge-related Provisions

[NEW] Bridge Formula Program

Purpose	Replace, rehabilitate, preserve, protect, and construct bridges on public roads
Funding	\$27.5 B (FY 22-26) in advance appropriations from the GF
Recipients	<ul style="list-style-type: none">• States (including DC and Puerto Rico)
Distribution formula	<ul style="list-style-type: none">• 75% based on relative costs of replacing State's poor condition bridges• 25% based on relative costs of rehabilitating State's fair condition bridges• ...but each State receives at least \$45M per FY (22-26)
Other key provisions	<ul style="list-style-type: none">• Benefits for "off-system" (non-Federal-aid highway) bridge projects<ul style="list-style-type: none">◦ 15% of funds reserved for such projects◦ 100% Federal share if owned by a local agency or Federally-recognized Tribe• Sets aside 3% of the funds appropriated for the program for Tribal transportation facility bridges, which shall be administered as if made available under the Tribal Transportation Program

[NEW] Bridge Investment Program (discretionary)

Purpose	Improve bridge (and culvert) condition, safety, efficiency, and reliability
Funding	<p>\$12.5 B (FY 22-26), including—</p> <ul style="list-style-type: none"> • \$3.3 B (FY 22-26) in Contract Authority from the HTF; and • \$9.2 B (FY 22-26) in advance appropriations from the GF
Eligible entities	<ul style="list-style-type: none"> • State • MPO (w/ pop. >200K) • Local government • Special purpose district or public authority with a transportation function • Federal land management agency • Tribal government
Eligible projects	<ul style="list-style-type: none"> • Project to replace, rehabilitate, preserve or protect one or more bridges on the National Bridge Inventory • Project to replace or rehabilitate culverts to improve flood control and improve habitat connectivity for aquatic species
Other key provisions	<ul style="list-style-type: none"> • At least 50% of funding reserved for certain large projects; option for multi-year funding agreements • Different process for funding projects ≤\$100 M cost • Sets aside average of \$40M per FY for Tribal transportation bridges

Other Bridge-related Provisions

Program/topic	Provisions in the new law
Accommodation of bicycles and pedestrians on bridges (§11133)	<ul style="list-style-type: none"> • Modifies an existing requirement for highway bridge deck replacement and rehabilitation to provide for safe accommodation of bicycles to also include pedestrians
Bridge terminology (§11524)	<ul style="list-style-type: none"> • Updates bridge terminology, replacing “structurally deficient” with “in poor condition”
Wildlife habitat connectivity (§11123)	<ul style="list-style-type: none"> • Requires the Secretary to determine whether bridge or tunnel replacement or rehabilitation projects should include measures to enable safe and unimpeded movement for terrestrial and aquatic species • Requires bridge and tunnel inspection training be updated to include techniques to assess passage of aquatic and terrestrial species and habitat restoration potential
National culvert removal, replacement, and restoration grants (§21203)	<ul style="list-style-type: none"> • New discretionary grant program for projects that would improve or restore passage for anadromous fish • \$1.0 B (FY 22-26) in advance appropriations from the GF • Eligible entities include States, local governments and Indian Tribes

EQUITY

- Reconnecting Communities Pilot Program
- Rural Surface Transportation Grants

[NEW] Reconnecting Communities Pilot Program (discretionary)

Purpose	Restore community connectivity by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development
Funding	<p>\$1 B (FY 22-26), including—</p> <ul style="list-style-type: none"> • \$500 M (FY 22-26) in Contract Authority from the HTF; and • \$500 M (FY 22-26) in advance appropriations from the GF
Eligible entities	<p><u>Planning grants:</u></p> <ul style="list-style-type: none"> • State • MPO • Local government • Tribal government • Nonprofit organization <p><u>Capital construction grants:</u> Owner of an eligible facility (may partner with any of the eligible entities for a planning grant)</p>
Eligible activities	<ul style="list-style-type: none"> • Planning grants (\leq\$2M) • Grants ($\geq$\$5M) for capital construction projects, including the removal and replacement of eligible facilities

[NEW] Rural Surface Transportation Grants (discretionary)

Purpose	Improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life.
Funding	\$2 B (FY 22-26) in Contract Authority from the HTF
Eligible entities	<ul style="list-style-type: none"> • State • Regional transportation planning organization (RTPO) • Local government • Tribal government
Eligible projects	<ul style="list-style-type: none"> • Highway, bridge, or tunnel projects eligible under NHPP, STBG or the Tribal Transportation Program • Highway freight project eligible under NHFP • Highway safety improvement project • Project on a publicly-owned highway or bridge improving access to certain facilities that support the economy of a rural area • Integrated mobility management system, transportation demand management system, or on-demand mobility services
Other key provisions	<ul style="list-style-type: none"> • Sets aside each FY: ≤10% for grants to small projects (<\$25M); 25% for designated routes of the ADHS; and 15% for projects in States with higher than average rural roadway lane departure fatalities

SIGNIFICANT INFRASTRUCTURE PROGRAMS AND FREIGHT

- National Infrastructure Project Assistance Program (Mega-projects)
- Local and Regional Project Assistance Program
- Changes to INFRA Program
- Reductions of Truck Emissions at Port Facilities Program
- Other Freight Provisions

[NEW] National Infrastructure Project Assistance Program (“Mega-projects”) (discretionary)

Purpose	Provide funding through single-year or multiyear grant agreements for eligible surface transportation projects
Funding	\$5 B (FY 22-26) in advance appropriations from the GF
Eligible entities	<ul style="list-style-type: none"> • State • MPO • Local government • Special purpose district or public authority with transportation function • Tribal governments • Partnership between Amtrak and one or more other eligible entities
Eligible projects	<ul style="list-style-type: none"> • Highway/bridge projects on National Multimodal Freight Network, NHFN, or NHS • Freight intermodal or freight rail projects that provide a public benefit • Railway-highway grade separation or elimination projects • Intercity passenger rail projects • Certain public transportation projects
Other key provisions	<ul style="list-style-type: none"> • Sets aside 50% of grant funding for projects costing more than \$100 M but less than \$500 M, and 50% for projects costing \$500 M or more

[NEW] Local and Regional Project Assistance Program* (discretionary)

Purpose	Projects with a significant local or regional impact that improve transportation infrastructure
Funding	\$7.5 B (FY 22-26) in advance appropriations from the GF
Eligible entities	<ul style="list-style-type: none"> • State (and DC) • Territory • Local government • Public agency or publicly chartered authorities established by one or more States • Special purpose district or public authority with transportation function • Federally-recognized Indian Tribe • Transit agency
Eligible projects	<ul style="list-style-type: none"> • Highway/bridge projects eligible under title 23 • Public transportation projects • Passenger or freight rail projects • Port infrastructure investments • Surface transportation components of an airport • Projects for investment in surface transportation facilities on Tribal land • Projects to replace or rehabilitate a culvert or certain projects to prevent stormwater runoff • Any other surface transportation projects considered necessary to advance program goals

* Codifies the existing Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program previously established through appropriations acts (and formerly known as TIGER and BUILD).

Changes to INFRA Program (discretionary)

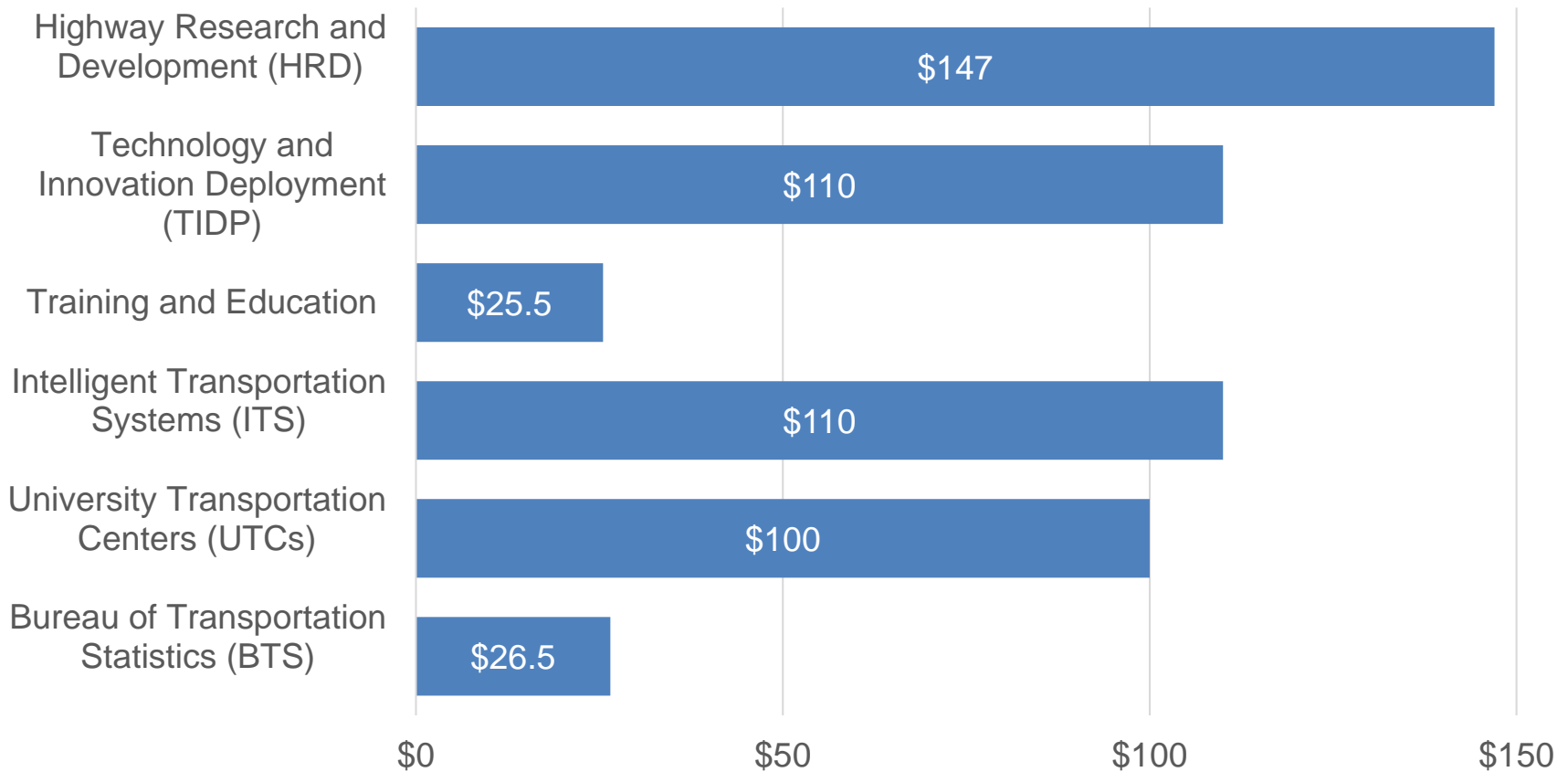
Purpose	Multimodal freight and highway projects of national or regional significance
Funding	<p>\$8 B (FY 22-26), including:</p> <ul style="list-style-type: none"> • \$4.8 B (FY 22-26) in Contract Authority from the HTF; and • \$3.2 B (FY 22-26) in advance appropriations from the GF
Eligible entities	<p>Adds eligibility for:</p> <ul style="list-style-type: none"> • Multistate corridor organizations
Eligible projects	<p>Adds eligibility for:</p> <ul style="list-style-type: none"> • A highway, bridge, or freight project on the National Multimodal Freight Network • Marine highway corridor projects functionally connected to NMFN and likely to reduce on-road emissions; • Wildlife crossing projects; and • Surface transportation projects within the boundaries of or functionally connected to an international border crossing area;
Other key provisions	<ul style="list-style-type: none"> • Increases flexibility to use INFRA funds (up to 30% per FY) on non-highway freight projects • Sets aside $\geq 15\%$ (instead of 10%) of grant funding for small projects and at least 30% of the set-aside amount for projects in rural areas

RESEARCH, DEVELOPMENT, TECHNOLOGY AND EDUCATION (RDT&E)

- RDT&E Funding
- Highway Research Set-asides
- Strategic Innovation for Revenue Collection
- Advanced Transportation Technologies and Innovative Mobility Deployment Program

RDT&E Funding

Avg. annual BIL funding (\$M) for major highway-related research, development, technology, and education programs



Advanced Transportation Technologies and Innovative Mobility Deployment Program (ATTIMD)

Topic	Changes
Program name	<ul style="list-style-type: none">Changes name of existing Advanced Transportation and Congestion Management Technologies Deployment Program (ATCMTD)
Program focus	<ul style="list-style-type: none">Focuses on deployment and operation of technologies
Eligible entities	<ul style="list-style-type: none">Broadens eligibility to include all MPOs
Rural set-aside	<ul style="list-style-type: none">Reserves 20% of program funds for projects serving rural areas

PLANNING AND PROJECT DELIVERY

- Changes to the Metropolitan Planning Program
- Prioritization Process Pilot Program
- Transportation Access Pilot Program
- Accelerating Project Delivery

Changes to Metropolitan Planning Program

Topic	Changes
MPO representation	<ul style="list-style-type: none">• Requirement to consider equitable and proportional representation of population of metropolitan planning area when MPO designates officials or representatives for the first time
Consistency of planning data	<ul style="list-style-type: none">• When more than one MPO is designated within an urbanized area, requires the MPOs to ensure consistency of planning data to the maximum extent practicable
Public participation	<ul style="list-style-type: none">• Encouragement for MPOs to use social media and web-based tools to foster public participation and to solicit public feedback during the transportation planning process
Travel demand data and modeling	<ul style="list-style-type: none">• Requirements for DOT to support State/MPO travel demand data and modeling, including a study, data, and an evaluation tool (§11205)
Safe and accessible transportation options	<ul style="list-style-type: none">• Requirement that each MPO use $\geq 2.5\%$ of funds apportioned for Metropolitan Planning (PL) on one or more activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities (§11206)

[NEW] Prioritization Process Pilot Program (discretionary)

Purpose	Pilot program to support data-driven approaches to planning that can be evaluated for public benefit.
Funding	\$50 M (FY 22-26) in Contract Authority from the HTF
Eligible entities	<ul style="list-style-type: none">• State• MPO serving an urbanized area with a population of >200,000
Other key provisions	<ul style="list-style-type: none">• Grants of up to \$2M to develop and implement a publicly accessible, transparent prioritization process for the selection of projects for inclusion in the Statewide or metropolitan transportation plan• Recipients that have met funding requirements may use remaining funds for any transportation planning purpose

[NEW] Transportation Access Pilot Program

Purpose	<p>Pilot program to:</p> <ul style="list-style-type: none">• develop or acquire an open-source accessibility data set with measures of the level of access by multiple transportation modes to jobs, education, various services, and other important destinations;• provide the data to participating States, MPOs, and rural transportation planning organizations; and• use the data to help those entities improve their transportation planning by measuring the level of access to important destinations for different demographic groups or freight commodities, then assessing the change in accessibility that would result from new transportation investments.
Funding	<ul style="list-style-type: none">• Requires DOT to fund the pilot program from amounts made available for DOT administrative expenses
Eligible entities	<ul style="list-style-type: none">• State (including DC and Puerto Rico)• MPO• Regional transportation planning organization (RTPO)
Other key provisions	<ul style="list-style-type: none">• Requires FHWA to report to Congress on the results of the program, including the feasibility of periodically providing accessibility data sets for all States, regions, and localities

Accelerating Project Delivery (1 of 2)

Program/topic	Provisions in the new law
Environmental process requirements (§11301)	<ul style="list-style-type: none"> • Limits environmental impact statement (EIS) documents to ≤200 pages, to maximum extent practicable • Establishes new environmental process requirements for major projects (as defined in this section*), including: <ul style="list-style-type: none"> ○ Develop schedule for average completion of process in ≤2 years, to the maximum extent practicable ○ Make authorization decisions ≤90 days of record of decision (ROD) issuance ○ Cooperating agency must submit a report for failing to meet a deadline that has been extended
Categorical exclusions	<ul style="list-style-type: none"> • Promotes use of FHWA categorical exclusions (CEs) by other Federal agencies (§11301) • Increases threshold for CEs for projects receiving limited Federal assistance (§11317)

* “Major project” is defined differently in § 11301 than the term is used in 23 U.S.C. 106(h).

Accelerating Project Delivery (2 of 2)

Program/topic	Provisions in the new law
Reporting	<ul style="list-style-type: none"> • Requires DOT to establish a program to report annually on CEs, environmental assessments (EAs), and EISs (§11312) • Requires the Secretary to submit an annual report on projects that are >5 years behind schedule or with projects costs ≥\$1 billion over the original cost estimate (§11319)
State assumption of NEPA/CE responsibility (§§ 11313, 11314)	<ul style="list-style-type: none"> • Updates requirements for State assumption of NEPA/CE responsibility, extending term of memoranda of understanding for States that have participated for ≥10 years
Early utility relocation (§11315)	<ul style="list-style-type: none"> • Allows for reimbursement with Federal funds for early utility relocation projects that occur before completion of the environmental review process for the transportation project for which the early utility relocation occurred
Section 4(f) reviews (§11316)	<ul style="list-style-type: none"> • Accelerates project delivery by including a deadline for interagency consultation for section 4(f) evaluations

OTHER HIGHWAY PROVISIONS

- Changes to Emergency Relief Program
- Other Highway Provisions

FOR MORE INFORMATION

- Please visit:
[fhwa.dot.gov/bipartisan-infrastructure-law](https://www.fhwa.dot.gov/bipartisan-infrastructure-law)