

UPPER COASTAL PLAIN RURAL PLANNING ORGANIZATION

RPO Technical Coordinating Committee Agenda (TCC)

January 4, 2022 – 2:00 p.m.
Wilson Operations Center
1800 Herring Ave. - Wilson, NC 27893
252-296-3341

Optional Virtual Attendance

[Join Meeting](#)

<https://us06web.zoom.us/j/83117052284?pwd=NHdPdFM2emhLUjdtZm1lazUwVFpDQT09>

Join by Phone using same Meeting ID and Passcode: **301-715-8592**

Meeting ID: **831 1705 2284**

Passcode: **850108**

1. Welcome & Introductions – James Diggs – TCC Chair
2. Additions or corrections to Agenda
3. Approval of Minutes September 14, 2021
4. Member Updates from around the Region

Decision Items

5. Town of Tarboro CMAQ Application
6. Election of new TCC Chair and Vice Chair

Discussion

7. Prioritization P6 Update – STI Project Scores Released
8. Review Draft Public Participation Plan (PPP)
9. Review Draft Planning Work Program (PWP) for FY2223
10. Neuse River Trail Clayton to Smithfield Feasibility Study Update Nash County Trails Resolution - \$29 million in State Budget for Trails
11. Complete Streets Policy updated Implementation Plan
12. US 264 Receives Interstate Designation as I-587

Reports

13. US 70 Commission
14. Hwy 17/64 Association
15. Legislative Update
16. NCDOT Division 4
17. NCDOT Planning Division

Other Business

18. TCC Member Comments

Public Comment

19. Public Comment

Dates of future meetings:

March 1, 2022

May 3, 2022

July 5, 2022

September 6, 2022

Attachments

TCC September 14, 2021 Minutes

Resolution to support Town of Tarboro CMAQ Application

STI P6.0 Project Scores – No local input to be provided Draft Public Participation Plan (PPP)

Draft Planning Work Program (PWP) for FY2233

Draft Complete Streets Implementation Plan

Nash County Resolution of Support for Triangle Trails

US 264 Receives Interstate Designation as I-587

Infrastructure Law Information from NARC and Strategics

120 W. Washington St., Suite 2110 Nashville, NC 27856
252-462-2646 (Ph) • 252-459-1381 (Fax)

UPPER COASTAL PLAIN
RURAL PLANNING ORGANIZATION
September 14, 2021

RPO Transportation Coordinating Committee Minutes

Attendance

TCC

Wendy Oldham, Wilson's Mills
Mark Helmer Smithfield
James Diggs, Wilson
Delvin Spell, Edgecombe
Adam Tyson Nash
Gronna Jones, City of Wilson

NCDOT

Kevin Bowen, NCDOT-Division 4
Carlos Moya, NCDOT TPD
Grey Keeter, NCDOT
Sam Lawhorn, NCDOT

Other

Neal Davis, JCATS
Stephanie Harmon, Peanut Belt RPO

UCPRPO

James Salmons

Introduction

1. *Welcome & Introductions – James Diggs – TCC Chair*
Mr. James Diggs welcomed everyone and asked everyone to introduce themselves and then called the meeting to order.
2. *Approval of Agenda and July 13, 2021 Minutes*
Mr. Diggs asked if everyone had an opportunity to review the agenda and Minutes for the July 13, 2021, TCC meeting and asked if anyone had any additions to be made to either to the agenda or minutes. There being none and **UPON A MOTION** by Adam Tyson (Nash), second by Dervin Spell (Edgecombe), the agenda and minutes for the July 13, 2021, were unanimously approved as written.
4. *Member Updates*
Each member provided a brief highlight of activities within each member's jurisdiction.

Decision Items

5. *Adopt Resolution of Support to Designate U-70 as I-42 in Johnston County*
Members were provided with a copy of a Resolution of Support for designating US 70 to I-42 from I-40 to US 70 Business in Wilson's Mills. Members were informed that the Town of Wilson's Mills has indicated that they support the redesignation. After a brief discussion and **UPON A MOTION** by Adam Tyson (Nash), second by Catherine Grimm (Tarboro) the Resolution of Support was unanimously adopted and recommended to the TAC for adoption.
6. *Letter of Support for Johnston County Industries FY23 5310 Funding Application*
Members were provided with a copy of a Letter of Support for Johnston County Industries application for FY2023 5310 Funding. After further discussion and **UPON A MOTION** by Adam Tyson (Nash), second by Catherine Grimm (Tarboro) it was unanimously agreed to recommend the TAC adopt the Letter of Support for Johnston County Industries FY2023 5310 Funding.

Discussion

7. *Prioritization P6 Update*
Members were provided with an updated list of available funding for STI P6 based on each funding category. Included were maps and lists of STI projects both committed and uncommitted that are currently in the FY 2020-2029 STIP. Due to the ongoing materials, cost, and R/W cost increases it was reported that the NCDOT Board of Transportation agreed with the STI P6 Workgroup on halting the STI P6 process. The scoring of all P6 projects would continue with the anticipation of being released in September. It was noted that the issues with P6 was not due to lack of funding but more of a programming issue. The department has cash with an average balance holding at around \$2 billion. Members were provided with an updated STI P6 schedule with highlighting that NCDOT anticipates reaching out to MPOs, RPOs, and local communities for public input in the develop of the new FY2023-2032 STIP.
8. *Call for CMAQ projects for Edgecombe, Nash, and Johnston Counties Only November 1, 2021 to February 29, 2022*
Members were informed that the UCPRPO would be accepting CMAQ projects starting in November and ending February 29, 2022. The UCPRPO is allocated \$603,240.00 in funding for CMAQ projects for FY2223.

UPPER COASTAL PLAIN RURAL PLANNING ORGANIZATION

9. *CCX Update – Planned opening in October*

A brief report was provided on the CCX project. The facility was scheduled to have its ribbon cutting in the first or second week of October. However, the ceremonial ribbon cutting was going to be postponed due to the increasing COVID-19 infection rates.

10. *Neuse River Trail Clayton to Smithfield Feasibility Study Update*

Members were informed that John R McAdams had been selected to perform the Neuse River Trail Clayton to Smithfield Feasibility Study. Staff is currently finalizing the detailed scope of the project and negotiating the final estimated cost.

Reports

11. *US 70 Commission*

There was no report on the US 70 Commission since they had not met since the last TCC meeting.

12. *Hwy 17/64 Association*

It was reported that the next Hwy 17/64 Association meeting is scheduled for Wednesday, September 29, 2021, and would be held virtually.

13. *Legislative Update*

An update was provided on the NC budget process. Currently the House and Senate were still working on a compromise budget with an anticipated date of completion later in the fall. Members were provided an additional update on the estimated impact in North Carolina if the US Senate's Transportation Bill moved forward.

14. *NCDOT Division 4*

Sam Lawhorn reported that the I-95 project around Micro was almost complete. The I-95 project around Benson to increase the interstate to 8 lanes is starting to get underway. Installing fiber for internet services along I-95 and US 70 is beginning. There are 6 resurfacing projects ongoing with 2 more getting ready to be let soon. Project W-5600 in Wilson's Mills upgrading US 70 to Interstate is under construction. Grey Keeter reported that there are several ongoing bridge projects. Two ongoing resurfacing projects with one to be let soon. Two box culverts are anticipated to be let later this year. The hope is to finish up the CCX project later this month. Kevin stated there were numerous resurfacing projects in Nash and Wilson project with additional maintenance projects upcoming.

15. *NCDOT Planning Division (TPD)*

There was no TPD report. Carlos Moya stated that there were four positive cases within TPD last week with two having to be hospitalized but they are now back home recovering. Therefore, TPD is back to working remotely. He asked that everyone to please stay safe.

Other Business

16. *TCC Member Comments*

Kevin Bowen reported that Division 4 has hired Jennifer Collins as their new Corridor Engineer.

Public Comment

17. *Public Comment*

There was no public comment.

Upcoming meeting:

The next meeting is tentatively scheduled for November 2, 2021, at 2:00pm.

UPON A MOTION from to adjourn Adam Tyson (Nash) and a second motion was made by Dervin Spell (Edgecombe) and the meeting was adjourned.

Respectfully submitted,

James Diggs, TCC Chair

James M. Salmons, UCPRPO

**UPPER COASTAL PLAIN RURAL PLANNING ORGANIZATION
TRANSPORTATION ADVISORY COMMITTEE (TAC)**

**RESOLUTION TO ALLOCATE CONGESTION MITIGATION AND
AIR QUALITY IMPROVEMENT PROGRAM (CMAQ) FUNDS TO THE
TOWN OF TARBORO**

WHEREAS, the Upper Coastal Plain Rural Planning Organization (UCPRPO) provides transportation planning services for Edgecombe County, Johnston County, Nash County and Wilson County, and

WHEREAS, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) (Public Law 109-59, August 10, 2005) continues the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23U.S.C. §149); and

WHEREAS, CMAQ is a Federal program that funds transportation projects and programs in air quality non-attainment and maintenance areas to help achieve and maintain national standards for pollutants; and

WHEREAS, the North Carolina Department of Transportation (NCDOT) administers the CMAQ program on behalf on non-attainment and maintenance areas within North Carolina; and

WHEREAS, the Upper Coastal Plain RPO is allocated CMAQ funds for FY23 in the amount of \$603,240 with each project requiring a 20% local match to be paid by the Town of Tarboro; and

WHEREAS, Edgecombe County and Nash County are eligible for CMAQ funding based on prior non- attainment conditions but neither jurisdiction has submitted a project for the FY 18 or FY 19 funding cycle; and

WHEREAS, the proposed projects must meet the requirements of CMAQ and the guidelines established by NCDOT to administer the program; and

WHEREAS, the recipient jurisdiction must provide 100% of its project's required matching funds;

NOW THEREFORE, be it resolved that the Transportation Advisory Committee of the Upper Coastal Plain Rural Planning Organization agrees to allocate the sum of its CMAQ funding to the Town of Tarboro for qualifying CMAQ projects, contingent on their approval for funding and that no local matching funds will be required from UCPRPO or its member jurisdictions.

Lu Harvey Lewis, Chair
Transportation Advisory Committee

James Salmons, UCPRPO

UCPRPO STATEWIDE STI P6 HIGHWAY PROJECT SCORES - 11/12/2021

| SPOT ID | TIP | Project Category | Route / Facility Name | From / Cross Street | To | Description | Cost to NCDOT | Statewide Mobility Quantitative Score (Out of 100) | Regional Impact Quantitative Score (Out of 70) | Division Needs Quantitative Score (Out of 50) | County(s) |
|---------|--------|--------------------|-----------------------|--|---|---|----------------|--|--|---|------------------------------|
| H192470 | | Statewide Mobility | I-42, US 70 | SR 1915 (Turnage Road) | US 301 (South Pollock Street) | Upgrade to interstate standard. | \$ 62,100,000 | 73.96 | 43.26 | 21.96 | Johnston |
| H141265 | | Statewide Mobility | I-87, US 64 | NC 58 (West Washington Road) / SR 1250 (Tant Road) | SR 1000 (Thomas Road), Martin County Line | Upgrade US 64 to Interstate Standards. Project consists of two segments on either side of Rocky Mount MPO. | \$ 289,800,000 | 73.87 | 45.28 | 36.76 | Edgecombe, Nash, Franklin |
| H191615 | | Statewide Mobility | I-95 | US 701 | US 70 Business | Widen I-95 from 4 to 8 lanes from Exit 90 US 701 to Exit 95 US 70 Bus. | \$ 99,600,000 | 73.80 | 41.39 | 26.12 | Johnston |
| H191612 | | Statewide Mobility | I-95 | I-40 | US 701 | Widen I-95 from 4 to 8 lanes from I-40 to US 701. | \$ 153,500,000 | 73.73 | 41.55 | 26.62 | Johnston |
| H192931 | | Statewide Mobility | US 70 (Future I-42) | SR 2309 (Creechs Mill Road) | SR 2314 (Pondfield Road) | Upgrade roadway to Interstate Standards. (**See Feasibility Study FS-1604A) | \$ 124,915,000 | 72.95 | 43.64 | 24.91 | Johnston |
| H191794 | | Statewide Mobility | I-587, US 264 | US 64 | I-95 | Upgrade US 264 to interstate standards. | \$ 80,100,000 | 68.90 | 39.00 | 30.75 | Nash, Wilson, Wake, Johnston |
| H192417 | | Statewide Mobility | I-95 | US 64 | NC 4 | Widen I-95 from 4 to 8 lanes with median barrier from US 64 to NC 4. | \$ 118,400,000 | 62.88 | 35.70 | 24.32 | Nash |
| H170647 | I-6061 | Statewide Mobility | I-95 | SR 1003 (Brogden Road) | | Improve interchange to current standards allowing for future widening of I-95 | \$ 22,700,000 | 62.62 | 39.16 | 29.11 | Johnston |
| H192547 | | Statewide Mobility | I-42, US 70 Bypass | I-95 | | Construct full cloverleaf interchange at US 70 BYP and I-95. Project will include relocating a section of I-95 along with other various improvements. See FS-1604A for details. | \$ 72,100,000 | 52.69 | 29.95 | 20.36 | Johnston |
| H170654 | I-6062 | Statewide Mobility | I-95 | SR 2339 (Bagley Road) | | Upgrade interchange to current standards allowing for future widening of I-95 | \$ 41,400,000 | 51.65 | 29.49 | 20.20 | Johnston |
| H170666 | | Statewide Mobility | I-95 | US 301 (North Church Street) | | Improve Interchange allowing for future widening of I-95. | \$ 45,000,000 | 50.60 | 28.96 | 19.88 | Johnston |
| H170115 | | Statewide Mobility | I-87, US 64 | US 64 Alternate, US 258 (Western Blvd) | | Upgrade Interchange to Interstate Standards and provide safe pedestrian facilities across US 64 (Western Blvd) in Tarboro. | \$ 14,800,000 | 42.90 | 25.77 | 15.06 | Edgecombe |

UCPRPO REGION STI P6 HIGHWAY PROJECT SCORES - 11/12/2021

| SPOT ID | TIP | Route / Facility Name | From / Cross Street | To | Description | Cost to NCDOT | Statewide Mobility Quantitative Score (Out of 100) | Regional Impact Quantitative Score (Out of 70) | Division Needs Quantitative Score (Out of 50) | County(s) |
|---------|--------|---|--|---|---|----------------|--|--|---|------------------------------|
| H192619 | | NC 50 (East Main Street), NC 242 | Dunn Street | | Realign North Dunn Street with South Dunn Street at NC 50 removing the offset intersection. | \$ 2,200,000 | N/A | 45.75 | 34.04 | Johnston |
| H141265 | | I-87, US 64 | NC 58 (West Washington Road) / SR 1250 (Tant Road) | SR 1000 (Thomas Road), Martin County Line | Upgrade US 64 to Interstate Standards. Project consists of two segments on either side of Rocky Mount MPO. | \$ 289,800,000 | 73.87 | 45.28 | 36.76 | Edgecombe, Nash, Franklin |
| H192588 | | US 264 Alternate (Raleigh Rd Pkwy West) | NC 42 (Ward Boulevard) | | Upgrade intersection with round about. | \$ 3,600,000 | N/A | 45.00 | 32.90 | Wilson |
| H192931 | | US 70 (Future I-42) | SR 2309 (Creechs Mill Road) | SR 2314 (Pondfield Road) | Upgrade roadway to Interstate Standards. (**See Feasibility Study FS-1604A) | \$ 124,915,000 | 72.95 | 43.64 | 24.91 | Johnston |
| H192470 | | I-42, US 70 | SR 1915 (Turnage Road) | US 301 (South Pollock Street) | Upgrade to interstate standard. | \$ 62,100,000 | 73.96 | 43.26 | 21.96 | Johnston |
| H191612 | | I-95 | I-40 | US 701 | Widen I-95 from 4 to 8 lanes from I-40 to US 701. | \$ 153,500,000 | 73.73 | 41.55 | 26.62 | Johnston |
| H191615 | | I-95 | US 701 | US 70 Business | Widen I-95 from 4 to 8 lanes from Exit 90 US 701 to Exit 95 US 70 Bus. | \$ 99,600,000 | 73.80 | 41.39 | 26.12 | Johnston |
| H170664 | R-5949 | US 258 | SR 1601 (Colonial Road) | US 64 | Widen to a four-lane divided boulevard with sidewalks from SR 1344 to US 64. | \$ 28,200,000 | N/A | 40.04 | 29.41 | Edgecombe |
| H192565 | | US 258 (Western Boulevard) | US 64, I-87 | NC 122 (West Howard Avenue) | Access management, improve intersections and pedestrian facilities - Widen to 4 Lanes | \$ 15,400,000 | N/A | 39.33 | 30.20 | Edgecombe |
| H170647 | I-6061 | I-95 | SR 1003 (Brogden Road) | | Improve interchange to current standards allowing for future widening of I-95 | \$ 22,700,000 | 62.62 | 39.16 | 29.11 | Johnston |
| H191794 | | I-587, US 264 | US 64 | I-95 | Upgrade US 264 to interstate standards. | \$ 80,100,000 | 68.90 | 39.00 | 30.75 | Nash, Wilson, Wake, Johnston |
| H192665 | | US 301 (Brightleaf Boulevard) | SR 1007 (Brogden Road) | | Upgrade intersection. | \$ 3,600,000 | N/A | 38.63 | 27.94 | Johnston |
| H192417 | | I-95 | US 64 | NC 4 | Widen I-95 from 4 to 8 lanes with median barrier from US 64 to NC 4. | \$ 118,400,000 | 62.88 | 35.70 | 24.32 | Nash |
| H170537 | U-3464 | US 301 (South Brightleaf Boulevard), NC 96 (South Brightleaf Boulevard) | SR 1341 (Galilee Road) | SR 1007 (Brogden Road) | SR 1341 (Galilee Road) to SR 1007 (Brogden Road). Widen to Multi-lanes and add greenway to provide safe routes for both the Mountain to Sea Trail and East Coast Greenway. | \$ 44,800,000 | N/A | 34.45 | 27.34 | Johnston |
| H192582 | | NC 210 (NC 210 Highway / Cleveland Road) | SR 1162 (Black Creek Road) | US 70 Business (West Market Street) | Widen highway to four lanes with divided median for access control and provide safe bike and pedestrian facilities. | \$ 58,800,000 | N/A | 32.70 | 25.16 | Johnston |
| H192623 | | US 264 Alternate (Raleigh Road Parkway) | I-95 | SR 1320 (Airport Boulevard) | Convert existing 4 lane divided section to a reduced conflict intersection facility. | \$ 82,300,000 | N/A | 32.28 | 24.87 | Wilson |
| H111268 | | NC 58 | SR 1320 (Airport Blvd) | NC 42 SR 1516 (Ward Boulevard) | Upgrading NC 58 Between Airport Blvd. (SR 1320) and NC 42/Ward Blvd. (SR 1516) to a Four-Lane Divided Boulevard with a Raised 23 - Foot Median with Bicycle and Pedestrian Lanes and Curb and Gutter. | \$ 43,200,000 | N/A | 31.95 | 24.04 | Wilson |
| H192547 | | I-42, US 70 Bypass | I-95 | | Construct full cloverleaf interchange at US 70 BYP and I-95. Project will include relocating a section of I-95 along with other various improvements. See FS-1604A for details. | \$ 72,100,000 | 52.69 | 29.95 | 20.36 | Johnston |
| H170654 | I-6062 | I-95 | SR 2339 (Bagley Road) | | Upgrade interchange to current standards allowing for future widening of I-95 | \$ 41,400,000 | 51.65 | 29.49 | 20.20 | Johnston |
| H192583 | | NC 242 (NC Highway 242 North) | SR 1168 (Tarheel Road) | | Improve Intersection at SR 1168 (Tarheel Rd) | \$ 1,800,000 | N/A | 28.98 | 20.93 | Johnston |
| H170666 | | I-95 | US 301 (North Church Street) | | Improve Interchange allowing for future widening of I-95. | \$ 45,000,000 | 50.60 | 28.96 | 19.88 | Johnston |
| H191664 | | NC 210 | SR 1338 (Lassiter Pond Road) | US 70 Business | Widen from 2 to a 4 lane divided section. | \$ 87,800,000 | N/A | 28.95 | 22.93 | Johnston |
| H170543 | U-3464 | US 301 (South Brightleaf Boulevard), NC 96 (South Brightleaf Boulevard) | I-95 | SR 1341 (Galilee Road) | Widen to Multi-Lanes and provide access management to improve mobility and provide bike and pedestrian facilities. | \$ 45,300,000 | N/A | 26.36 | 22.91 | Johnston |
| H111270 | U-6000 | NC 58 | NC 42, SR 1516 (Ward Boulevard) | SR 1165 (Forest Hills Road) | Widen Roadway to Multi-Lane Facility with Bicycle and Pedestrian Accommodations | \$ 12,200,000 | N/A | 25.78 | 21.84 | Wilson |
| H170115 | | I-87, US 64 | US 64 Alternate, US 258 (Western Blvd) | | Upgrade Interchange to Interstate Standards and provide safe pedestrian facilities across US 64 (Western Blvd) in Tarboro. | \$ 14,800,000 | 42.90 | 25.77 | 15.06 | Edgecombe |
| H111275 | | NC 42 | I-795, US 264 | SR 1165 (Forest Hills Road) | Upgrade This Corridor to a Four-Lane Divided Boulevard with a Raised 23-Foot Median with Bicycle and Pedestrian Lanes and Curb and Gutter. Realignment Is Proposed As Part of This Project at NC 42/ Old Raleigh Rd. (SR 1136) and Airport Blvd. (SR 1158) Due to the Proximity of This intersection to Several Schools in the Area. | \$ 40,200,000 | N/A | 25.52 | 19.38 | Wilson |
| H170663 | R-5761 | NC 242 | SR 1168 (Tarheel Road) | I-40 | Widen to 4 lane highway with median and sidewalks (4E Section). Provide a four lane divided cross section for NC 242 North from its junction with US 301 Hwy to its intersection with Interstate 40. The addition of a median will allow for better controlled access which will provide more mobility as the corridor develops in the near future. Recent development and proposed new development in the near future means an increase in AADT thereby creating the need for controlled access for safe mobility. | \$ 16,000,000 | N/A | 22.08 | 17.19 | Johnston |
| H171618 | | US 258 (Mutual Boulevard) | I-87, US 64 | | Construct US 64 Westbound off-Ramp and upgrade Interchange to Interstate Standards for future I-87. | \$ 12,500,000 | N/A | 16.90 | 12.17 | Edgecombe |

UCPRPO DIVISION STI P6 HIGHWAY PROJECT SCORES - 11/12/2021

| SPOT ID | TIP | Route / Facility Name | From / Cross Street | To | Description | Cost to NCDOT | Division Needs Quantitative Score (Out of 50) | County(s) |
|---------|--------|----------------------------------|--|--|---|---------------|---|-----------|
| H170353 | | New Route | NC 58 (Nash Street) | SR 1323 (Tilghmam Road) | Construct the Wilson Northern Connector; This is phase 1 of 2; 4 lane highway from NC 58 to SR 1323 (Tilghmam Rd). R/W has been reserved but not purchased. | \$ 33,300,000 | 27.09 | Wilson |
| H150646 | R-5950 | SR 1501 (Swift Creek Road) | Airport Industrial Drive | Driveway just north of Johnston County Airport | Widen Swift Creek Rd to add central turn lanes to additional driveways both into the Johnston County Airport and into the neighboring industrial park. | \$ 5,100,000 | 23.00 | Johnston |
| H192664 | | SR 1003 (Buffalo Road) | SR 1934 (Beulah Road) | SR 1939 (Live Oak Church Road) | Widen road to three (3) lanes. | \$ 14,000,000 | 19.32 | Johnston |
| H192668 | | SR 1913 (Wilsons Mills Road) | US 70 Business (West Main Street) | SR 1923 (M Durwood Stephenson Highway / Booker Dairy Road) | Widen roadway with center turn lane with curb and gutter with sidewalks. | \$ 14,500,000 | 18.76 | Johnston |
| H150459 | | SR 1323 (Tilghman Road) | NC 42 (Ward Boulevard) | SR 1332 (Lake Wilson Road) | Widen from two 10' lanes to two 14' lane facility with 11' turn lane curb and gutter and 2' paved shoulders with bike lanes and sidewalks. Section 3B. | \$ 24,400,000 | 17.09 | Wilson |
| H090421 | U-3471 | SR 1606 (Black Creek Road) | US 264 Bypass | US 301/264 Alternate (Ward Boulevard) | US 264 Bypass to US 301/264 Alternate (Ward Boulevard). Widen to Multi-Lanes. | \$ 27,600,000 | 16.91 | Wilson |
| H090891 | | SR 1927 (East Anderson Street) | Webb Road | I-95 | Widen to Three (3) Lanes from I-95 to Webb Street in Johnston County and provide pedestrian facilities to passenger rail station. | \$ 10,000,000 | 15.17 | Johnston |
| H090895 | | SR 1900 (Noble Street) | SR 1003 (Buffalo Road) | US 301 | Expand to Three(3) Lanes from SR 1003 to US 301 and provide bike/pedestrian facilities. | \$ 18,500,000 | 12.75 | Johnston |
| H140772 | | New Route - East Railroad Street | Tobacco Street | Rock Quarry Road | Extend East Railroad Street in Sharpsburg to Rocky Quarry Road approximately 0.5 miles on new location. | \$ 4,300,000 | 11.36 | Wilson |
| H192667 | | SR 1913 (Wilsons Mills Road) | SR 1908 (Fire Department Road) | | Construct a two lane roundabout. | \$ 3,600,000 | 11.01 | Johnston |
| H192662 | | SR 1211 (Howard Avenue) | US 64 Alternate (Western Boulevard) | NC 33 (North Main Street) | Upgrade boulevard with access control with median for complete street boulevard to include bike and pedestrian facilities. | \$ 15,800,000 | 10.86 | Edgecombe |
| H192576 | | New Route - SR 1101 (Cub Road) | West of SR 1102 (Massengill Farm Road) | NC 242 | Construct two lane roadway on new location. | \$ 3,100,000 | 6.74 | Johnston |

UCPRPO DIVISION STI P6 AVIATION PROJECT SCORES - 11/12/2021

| SPOT ID | TIP | Route / Facility Name (Project Name) | From / Cross Street (Location) | To (N/A) | Description | Cost to NCDOT | Division Needs Quantitative Score (Out of 50) | County(ies) |
|---------|---------|--|--|-------------|--|------------------|--|-------------|
| A171642 | AV-5897 | ETC - Tarboro-Edgecombe Airport: Runway Extension to 5000' | Edgecombe County | | Upgrade runway by 1000 ft to a length of 5000 ft. (3771) | \$3,620,000 | 38.74 | Edgecombe |
| A130498 | | JNX - Johnston Regional Airport: Taxiway Widening | The Taxiway runs parallel to the runway, and allows taxiing aircraft to safely get on and off the runway. Our taxiway needs to be widened to safely accommodate larger aircraft and to meet new FAA Design standards. Strong Regional Influence. | | The existing taxiway pavements will be approaching the end of their useful life and require pavement rehabilitation. Assumed design would include a 3" asphalt maintenance overlay. The taxiways will be widened to 50' at this time to conform to C- III standards. (includes Project Request Numbers: 2129) | \$4,100,000 | 32.61 | Johnston |
| A150741 | | ETC - Tarboro-Edgecombe Airport: T- Hangars & Taxilane | This project is located on the west side of the airfield, south of the runway, near the Runway 9 end. The project is located adjacent to the existing aircraft parking apron. The project is shown in light and dark blue on the attached exhibit. The Tarboro-Edgecombe Airport (ETC) primarily serves the Town of Tarboro and Edgecombe County. | | Construction of a 6-unit T-Hangar building and taxilanes for access (3431) | \$ 940,000 | 30.61 | Edgecombe |
| A130499 | AV-5847 | JNX - Johnston Regional Airport: T- Hangars Apron and Corporate Area Site Prep | This is our midfield Corporate Area Project Request that will have strong Regional Influence. | | This project provides for construction of the new corporate area development. It will include the construction of a new t-hangar area and construction of a new apron. Elements of construction will include clearing and grubbing grading and drainage paving and erosion control measures. (includes Project Request Numbers: 2127) | \$8,945,000 | 28.57 | Johnston |
| A130494 | AV-5844 | ETC - Tarboro-Edgecombe Airport: Corporate Apron and Hangar | This project is located on the east side of the airfield, south of the runway, near the Runway 9 end. The project is located near the existing aircraft parking apron, just east of the proposed t-hangars. The project is shown in green and green and yellow on the attached exhibit. The Tarboro-Edgecombe Airport (ETC) primarily serves the Town of Tarboro and Edgecombe County. | | Expand the Corporate Apron by 8,400 SF and construct a 80' X 80' Hangar. (2898) | \$1,190,000 | 26.76 | Edgecombe |

UCPRPO DIVISION STI P6 BIKE-PED PROJECT SCORES - 11/12/2021

| SPOT ID | TIP | Route / Facility Name | From / Cross Street | To | Description | Cost to NCDOT | Division Needs Quantitative Score (Out of 50) | County(ies) |
|---------|-----|---|-----------------------------|---|--|------------------|--|-------------|
| B140926 | | Elm City Sidewalk Project | Elementary School | Middle School | Construct sidewalks along Toisnot St W Main St Parker St Church St and Branch St which connects to Elm City Elem School and Elm City Middle School | \$ 80,500 | 18.61 | Wilson |
| B150570 | | SR 1120 - W Hanes St Middlesex Elementary School | Morgan St | Middlesex Elementary School | Construct sidewalks from down town Middlesex Park to Middlesex Elementary School along W Hanes St. | \$ 86,600 | 12.43 | Nash |
| B170683 | | NC 43 (Red Oak Pedestrian Project) | SR 1603 (Red Oak Boulevard) | SR 1524 (Red Oak Battleboro Road) | Construct sidewalks along Red Oak Boulevard N Old Carriage Rd and Red Oak Battleboro Rd. | \$ 585,000 | 11.05 | Nash |
| B170684 | | NC 43 (E Hamlet Street - Pinetops) | S Sally Jenkins Street | 16th Street to Vidant walking trail | Construct sidewalk along NC 43 (E Hamlet Street) | \$ 105,000 | 16.67 | Edgecombe |
| B171652 | | Micro Pedestrian Facilities along US 301 | Oil Company Rd | Charles St | Construct sidewalks along US 301 through the Town of Micro | \$ 154,000 | 17.02 | Johnston |

UCPRPO DIVISION STI P6 RAIL PROJECT SCORES - 11/12/2021

| SPOT ID | TIP | Route / Facility Name | From / Cross Street (Location) | To (N/A) | Description | Cost to NCDOT | Statewide Mobility Quantitative Score (Out of 100) | Regional Impact Quantitative Score (Out of 70) | Division Needs Quantitative Score (Out of 50) | County(ies) |
|---------|-----|--|--|-------------|--|----------------|---|---|--|---------------------------------------|
| R171628 | | CSX A, CSX SE, NCRH/NS H | This provides passenger rail originating in Fayetteville passing through Harnett County into Selma, then terminating in Raleigh. | | Construction and implementation of Southeastern North Carolina Passenger Rail Service section between Raleigh and Fayetteville. Service to run from Raleigh to Wilmington via Selma and Fayetteville using the NCRH/NS H Line, CSX A Line and CSX SE Line. | \$ 910,400,000 | N/A | 11.02 | 7.18 | Wake, Johnston, Harnett, Cumberland |
| R190466 | | Carolinian Amtrak service from Charlotte to New York Equipment | Carolinian Corridor: NYC to VA/NC border to Charlotte | | Replace Carolinian equipment with new train sets. This serves the New York, NY to Charlotte, NC Amtrak passenger service corridor which is state-supported by NC. | \$ 70,000,000 | N/A | 47.95 | 29.82 | Northampton, Halifax, Edgecombe, Nash |
| R192701 | | NCRH/NS H Line | Extend Piedmont Passenger rail from Raleigh to Selma. | | Infrastructure to facilitate extension of Piedmont service from Raleigh to Selma | \$ 62,000,000 | N/A | 26.74 | 15.81 | Wake, Johnston |
| R192702 | | NCRH/NS H Line | Extend passenger rail service from Raleigh to Selma to Goldsboro | | Infrastructure to facilitate extension of Piedmont service from Raleigh to Goldsboro | \$ 182,000,000 | N/A | 25.15 | 15.76 | Wake, Johnston, Wayne |
| R192703 | | NCRH/NS H Line | SR 1003 (Buffalo Rd) | | Construct grade separation of SR 1003 (Buffalo Road) highway interchange and closure of existing at-grade crossing (Crossing #735 422A) in Selma. | \$ 10,068,835 | 83.92 | 57.98 | 41.11 | Johnston |
| R192705 | | CSX A Line | Interchange of US 70 Bus (E Market St) in Smithfield. | | Replace rail bridge over US 70 Bus (E Market St) in Smithfield and raise grade so that roadway grade under bridge can also be raised to minimize flooding. (Crossing #629 960S) | \$ 23,940,000 | 17.02 | 12.08 | 17.02 | Johnston |
| R192921 | | CSX AA, ABC, AB, A, NCRH/NS H | Imperial Tobacco Site to Raleigh Union Station | | passenger rail services to and from Raleigh. Connection should be made via Rocky Mount Station. Implement a proposed (3) roundtrips a day AM, mid-day and PM. | \$ 400,000,000 | N/A | 5.89 | 6.75 | Wake, Johnston, Wilson, Nash |

UCPRPO DIVISION STI P6 TRANSIT PROJECT SCORES - 11/12/2021

| SPOT ID | TIP | Route / Facility Name (Project Name) | From / Cross Street (Location) | To (N/A) | Description | Cost to NCDOT | Statewide Mobility Quantitative Score (Out of 100) | Regional Impact Quantitative Score (Out of 70) | Division Needs Quantitative Score (Out of 50) | County(ies) |
|---------|---------|---|--|-------------|--|----------------|---|---|--|--------------------------------|
| T170682 | TA-6720 | Johnston County Expansion Vehicle | The area of operation for expansion vehicle will be Johnston County. | | Purchase 5 expansion vehicles to include 1 25' LTV | \$ 369,000 | N/A | N/A | 37.25 | Johnston |
| T130137 | | Wilson co fy16 vehicle expansion | Wilson County | | Project #1 - ADA compliant expansion vehicle | \$ 72,000 | N/A | N/A | 29.50 | Wilson |
| T191475 | | Expansion Buses | City of Rocky Mount, and Nash and Edgecombe County | | Purchase of 2 expansion 30 foot low floor passenger buses. | \$ 900,000 | N/A | N/A | 12.29 | Nash, Edgecombe |
| T171904 | | Mebane to Selma Commuter Rail Service | CRT service from Mebane to Selma serving Hillsborough, Durham, Morrisville, Cary, Raleigh, Garner, Clayton and Selma | | Construct infrastructure and 8-2,8-2 service (8 trains in peak, 2 mid-day, 2-evening) for commuter rail service from Mebane to Selma. Project includes 9 locomotives and 36 coaches. | \$ 285,000,000 | N/A | 25.22 | 15.86 | Wake, Johnston, Durham, Orange |

2021

Public Participation Plan

Upper Coastal Plain RPO

Upper Coastal Plain RPO
120 W. Washington St., Suite 2110
Nashville, NC 27856



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Purpose

Public involvement is a very important component of the rural planning organization input and decision-making processes. Public involvement is synonymous with the term “public participation.” It is specifically identified in the enabling state legislation (NCGS 136-212) as being among the core duties and responsibilities of rural planning organizations in North Carolina. It is also recognized as a necessary element of the transportation planning process in major federal surface transportation legislation and regulations. This federal legislation includes the 2012 Moving Ahead for Progress in the 21st Century Act (MAP-21), the Americans with Disabilities Act of 1990 and the Clean Air Act Amendments of 1990. Public involvement has also been recognized in a 1997 federal executive order pertaining to environmental justice assurances. These assurances protect low-income and minority populations from bearing disproportionate impacts resulting from transportation decisions. Effective public involvement will promote sound decision making and will support the achievement of desirable rural transportation planning goals.

The purpose of the Upper Coastal Plain Rural Transportation Planning Organization (RPO) Public Involvement Plan (Plan) is to provide guidance and policy in engaging the public in the transportation planning process. The Plan has the following objectives:

1. Create a well-informed public that contributes to transportation decision-making in a meaningful way
2. Engage the public early and continuously in the transportation planning process
3. Develop a public education program on Upper Coastal Plain RPO activities
4. Assist the Upper Coastal Plain RPO in developing specific transportation projects that reflect the interests and needs of the community
5. Gain the support and trust of the public
6. Satisfy the requirements of N.C.G.S. § 136-212 regarding duties of a RPO

The Plan is not intended to preempt any public involvement activities conducted by the North Carolina Department of Transportation (NCDOT) or any local governments within the Upper Coastal Plain RPO region.

Forms of Public Involvement

A. Public Outreach

Public Outreach is the process of informing the public about the transportation planning process, specific transportation projects, and activities of the Upper Coastal Plain RPO. Typical public outreach strategies include, but will not be limited to, the following: Open RTCC and RTAC meetings, development of an RPO web site, newsletters, press releases, open houses, and presentations to civic organizations and other interested groups.

One or more of the following specific measures will be used, as appropriate, to meet the needs of the public, the RPO, and NCDOT for a given transportation plan, project, or program:

Notification of Meetings

Notification of Upper Coastal Plain RPO meetings will be posted on the UCPRPO website and may be sent to news media in the region. These notifications will generally be made by electronic means, although other methods may be used as appropriate. UCPRPO staff will maintain an email list for this purpose and will add to the list any media outlet that requests addition. Additionally, UCPRPO staff will provide electronic notification to citizens/stakeholders who request to receive these notifications, or who provide contact information to UCPRPO.

Posting of Draft and final Planning Documents

Copies of draft and final versions of certain planning documents will be posted on the Upper Coastal Plain RPO's website, and may be distributed to Upper Coastal Plain RPO member governments for posting on individual county and town websites.

Copies of draft and final versions of certain planning documents will also be made available for public review on the Upper Coastal Plain RPO's website.

Press Releases

The Upper Coastal Plain RPO may issue press releases from time-to-time detailing significant actions of the RPO. These actions may include:

1. Adoption of Long-Range Regional Transportation Plan
2. Adoption of Highway Project Priority List
3. Adoption of Significant Planning Policies and/or Documents

Open Houses

Open houses may be held to provide information on transportation projects and Upper Coastal Plain RPO activities to the public in an informal setting. Open houses will have no fixed agendas or formal presentations. Planning documents, project maps, and other transportation-related information will be displayed. RPO staff and committee members will be available to provide details and answer questions.

Presentations to Civic Organizations

Presentations will be made to interested civic organizations on Upper Coastal Plain RPO activities, the transportation planning process in general, or specific transportation projects upon request. Presentations will be made by Upper Coastal Plain RPO staff and/or NCDOT staff.

Public Outreach activities will include efforts to involve traditionally underserved groups (i.e., minorities, elderly, low-income persons) in the transportation planning process. These efforts may include, but not be limited to, the following:

1. Identifying areas in the Upper Coastal Plain RPO region with concentrations of minority, elderly, and low-income populations
2. Sending notification of meetings, public hearings, and open houses to County Health Departments, Senior Centers, and/or Community Centers for posting
3. Publishing notification of meetings, public hearings, and open houses in both English and Spanish when feasible

UCPRPO Website

UCPRPO will maintain a website to serve as a primary method for sharing information with the public. The website will contain, at minimum (but not limited to):

- RTCC & RTAC meeting agendas and minutes
- A roster of current RTCC & RTAC members
- Information on Comprehensive Transportation Plans
- Information on project selection and prioritization for the Strategic Transportation Investments (STI) process
- Contact information

The website (www.ucprpo.org) may also include other materials, as needed, to help the public understand the plans and activities underway by UCPRPO and its local/state partners.

B. Public Input

Public Input is the process of gathering the views, opinions, and ideas of interested individuals and groups in the transportation planning process. Opportunities for public input provided by the Upper Coastal Plain RPO may include, but are not limited to, the following:

Public Comment at Upper Coastal Plain RPO Meetings

Upper Coastal Plain RPO meetings are open to the public and provide opportunity for public comment. The UCPRPO will offer virtual meeting capabilities when available.

Public Hearings

Public hearings will be held by the Upper Coastal Plain RPO's Rural Advisory Committee (RTAC) prior to taking formal action on specific planning documents. These actions may include:

1. Endorsement of Long Range Regional Transportation Plan
2. Amendment to Long-Range Regional Transportation Plan
3. Adoption of TIP Candidate Highway Project Priority List

Open Houses

Open houses will be held to provide information on transportation projects to the public in an informal setting. The open houses also provide the public an opportunity to provide comments. Open houses will have no fixed agendas or formal presentations. Planning documents, project maps, and other transportation-related information will be displayed. RPO staff and committee members and/or NCDOT staff will be available to provide details and answer questions.

Surveys

Surveys may be developed to gauge citizen opinion on specific transportation planning issues and/or projects. Survey content, method of distribution, and geographic target area will be dependent on the specific transportation planning issue or project.

Workshops

Workshops will be in the form of small group discussions used to gather views and opinions on a single transportation topic or project. The workshops will provide detailed information on the specific issue and will allow for in-depth discussion by invited key stakeholders, local government officials, and citizens.

Schedule of Public Involvement

A. Regular Public Involvement Opportunities

Planning Documents

All documents, resolutions, meeting minutes, etc. adopted by the Upper Coastal Plain RPO are kept at the Upper Coastal Plain RPO office located within the Nash County office building at 120 W. Washington St. Suite 2110, Nashville, NC. These documents will be made available for public review upon request.

Meetings

Regular meetings of the Upper Coastal Plain RPO's Rural Transportation Coordinating Committee (RTCC) and Rural Transportation Advisory Committee (RTAC) are open to the public. A timely opportunity for public comment on the Draft STI Candidate Project Priority List and the Long Range Regional Transportation Plan will be made available at one RTCC and one RTAC meeting. Notification of the meetings will be posted on the UCRPO's website.

Public Hearings

Public hearings will be scheduled by the UCRPO RTAC and staff prior to taking formal action on certain planning documents. Notification of all public hearings held by the Upper Coastal Plain RPO may be sent to news media in the region and will be posted on the UCRPO website. Public hearings will typically be held at the beginning of a regular RTAC meeting but may also be held as standalone meetings if deemed appropriate by the RTAC. Public hearings will consist of a presentation followed by a period for formal public comments and questions. All comments and questions that are received will become public record and will be considered by the RTAC.

Press Releases

Press releases issued by Upper Coastal Plain RPO may be sent to news media within the region.

B. Public Involvement for Specific Activities

Public involvement strategies will vary depending on the particular issue or project for which public comment is desired. Typical actions for specific activities of the Upper Coastal Plain RPO may include, but are not limited to:

Comprehensive Transportation Plan (CTP)

- Workshops
- Regular Meetings of RTCC and RTAC
- Public Hearing
- Posting of Draft and Final Document
- Presentations to Civic Organizations

Prioritization of Projects for Recommendation to North Carolina's Transportation Improvement Plan (TIP)

- Regular Meetings of RTCC and RTAC
- Posting of Draft and Final Document on UCPRPO website

Specific Projects/ Issues

- Press Releases
- Workshops
- Regular Meetings of RTCC and RTAC
- Presentations to Civic Organizations
- Surveys

C. Outreach to Environmental Justice/Title VI Communities

Public outreach activities will also include efforts to involve traditionally-underserved groups—including minority, elderly, disabled, and low-income persons—in the transportation planning process. These efforts will include, but not be limited to, the following:

- Identifying communities and other areas in the TARPO region with concentrations of underserved populations, based on the mapping of available Census and American Community Survey data including organizations that deal directly with underserved communities on project/plan stakeholder lists or email lists
- Posting notifications of meetings and events in the County Senior Citizen Centers ○ Ensuring that TARPO meetings are held in ADA-accessible facilities and that reasonable accommodations are made for hearing-impaired and visually impaired persons to participate in TARPO activities (with advance notice)
- Ensure that TARPO activities follow Title VI requirements with regard to Limited English Proficiency
- In addition, the UCPRPO will follow the public involvement guidelines in Appendix B.

Response to Public Input

Public involvement may be documented in a variety of ways. Comments received during a meeting of the Upper Coastal Plain RPO's RTCC or RTAC will be included in the meeting minutes. Also, any comments received during a public hearing held by the Upper Coastal Plain RPO's RTAC will be included in the meeting minutes. Written comments received during workshops, open houses, or presentations to civic organizations will be presented to the RTCC and RTAC, and kept on file. Results of surveys will be compiled, summarized, presented to the RTCC and RTAC, and kept on file.

Significant public comments may be included as appendices in formal documents or plans for which they were made.

Appendices

Appendix A: Key Stakeholders

Local Governments

County of Edgecombe
County of Johnston
County of Nash
County of Wilson
Town of Bailey
Town of Benson
Town of Black Creek
Town of Castalia
Town of Clayton
Town of Conetoe
Town of Dortches
Town of Elm City
Town of Four Oaks

Town of Kenly
Town of Leggett
Town of Lucama
Town of Macclesfield
Town of Micro
Town of Middlesex
Town of Momeyer
Town of Pine Level
Town of Pinetops
Town of Princeton
Town of Princeville
Town of Red Oak
Town of Saratoga

Town of Selma
Town of Sharpsburg
Town of Sims
Town of Smithfield
Town of Speed
Town of Spring Hope
Town of Stantonsburg
Town of Tarboro
Town of Whitakers
City of Wilson
Town of Wilson's Mills

Other Governmental

North Carolina Department of Transportation
Edgecombe County Transportation Needs Committee
Johnston County Transportation Advisory Committee
Nash County Transportation Committee
(Wilson County Transportation Committee - TBD)
Rocky Mount MPO
Capital Area MPO
Town of Nashville
City of Rocky Mount

Chambers of Commerce

Tarboro Edgecombe Chamber of Commerce

500 N Main St, Tarboro, NC 27856

Tarboro, NC 27886

Ph: 252-823-7241

Fax: 252-823-1499

<https://www.tarborochamber.com>

Carolina Gateways Partnership

427 Falls Road

Rocky Mount, NC 27804

Ph: 252-442-0114

Fax: 252-442-7315

<https://econdev.org>

Triangle East Chamber of Commerce

1115 Outlet Center Dr

Smithfield, NC 27577

Ph: 919-934-9166

Fax: 919-934-1337

<https://www.triangleeastchamber.com>

Kenly Area Chamber of Commerce

P.O. Box 190

Kenly, NC 27542

Ph: 919-284-5513

Fax: 919-284-1179

kacc@embargmail.com

Economic Development Commissions

Carolina Gateways Partnership

427 Falls Road

Rocky Mount, NC 27804

Ph: 252-442-0114

Fax: 252-442-7315

<https://econdev.org>

Johnston County Economic Development

P.O. Box 1179

Smithfield, NC 27577

Ph: 919-989-5001

Fax: 919-989-5178

<https://www.growwithjoco.com>

Four Oaks Chamber of Commerce

202 N Main St

Four Oaks, NC 27524

Ph: 919-963-4004

Fax: N/A

<https://fouroakschamber.com>

Benson Area Chamber of Commerce

122 E Main St

Benson, NC 27504

Ph: 919-894-3825

Fax: 919-894-1052

<https://www.benson-chamber.com>

Wilson Chamber of Commerce

200 West Nash St.

Wilson, NC 27894

Ph: 252-237-0165

Fax: 252-243-7931

<https://www.wilsonncchamber.com>

Clayton Chamber of Commerce

301 East Main St.

Clayton, NC 27520

Ph: 919-553-6352

Fax: 919-553-1758

chamber@claytonchamber.com

Wilson County Economic Development Council

126 West Nash St.

Wilson, NC 27894

Ph: 252-237-1115

Fax: 252-237-1116

<https://www.wilsonedc.com>

Nash County Economic Development

120 W Washington St

Nashville, NC 27856

Ph: 252-462-2021

<https://selectnashnc.com>

Regional Organizations

Upper Coastal Plain Council of Governments

121 Nash St N
Wilson, NC 27893
Ph: 252-234-5952
Fax: 252-234-5971

<https://www.ucpcog.org>

Triangle J Council of Governments

4307 Emperor Blvd, Suite 110
Durham, NC 27703
Ph: 919-549-0551
Fax: 919-549-9390

<https://www.tjcog.org>

Public Transportation Providers

Tar River Transit

100 Coastline St #315
Rocky Mount, NC 27804
Ph: 252-972-1174
Fax: N/A

<https://www.tarrivertransit.org>

Johnston County Area Transit

1363 W. Market St.
Smithfield, NC 27577
Ph: 919-202-5030
Fax: 919-202-5032
info@jcats.org

Wilson County Transit

2201 Miller Rd. South
Wilson, NC 27893
Ph: 252-399-2817
Fax: 252-399-2770

<https://www.wilson-co.com/departments/transportation>

Wilson Transit System - RIDE

320 E. Nash St.
Wilson, NC 27893
Ph: 252-291-2850
Fax: N/A

<https://www.wilsonnc.org/residents/all-departments/public-works/wilson-transit-ride-wilson-industrial-air-center/ride>

Rocky Mount – Wilson Regional Airport

7265 Air Terminal Dr.
Elm City, NC 27822
Ph: 252-446-7057
Fax: 252-985-3728

<https://krwairport.com>

Wilson Industrial Air Center

4545 Airport Dr.
Wilson, NC 27896
PO Box 10
Wilson, NC 27894
Ph: 252-291-8810 (Airport)
Ph: 252-399-2488 (office)

<https://www.wilsonnc.org/residents/all-departments/public-works/wilson-transit-wilson-industrial-air-center/wilson-industrial-air-center>

Appendix B: Title VI Public Involvement

Effective public involvement is a key element in addressing Title VI in decision-making. This **Public Participation Plan** describes how Upper Coastal Plain Rural Planning Organization (UCPRPO) will disseminate vital agency information and engage the public. We will seek out and consider the input and needs of interested parties and groups traditionally underserved by transportation systems who may face challenges accessing our services, such as minority and limited English proficient (LEP) persons. Underlying these efforts is our commitment to determining the most effective outreach methods for a given project or population.

General public involvement practices will include:

- Expanding traditional outreach methods. Think outside the box: Go to hair salons, barbershops, street fairs, etc.
- Providing for early, frequent and continuous engagement by the public.
- Use of social media and other resources as a way to gain public involvement.
- Coordinating with community- and faith-based organizations such as the Hispanic Liaison, educational institutions, and other entities to implement public engagement strategies that reach out specifically to members of affected minority and/or LEP communities.
- Providing opportunities for public participation through means other than written communication, such as personal interviews or use of audio or video recording devices to capture oral comments.
- Considering radio, television, or newspaper ads on stations and in publications that serve LEP populations. Outreach to LEP persons could also include audio programming available on podcasts.

PUBLIC NOTIFICATION

We will inform people of their rights under Title VI and related authorities with regard to our program. The primary means of achieving this will be posting and disseminating the policy statement and notice. Additional measures may include verbally announcing our obligations and the public's rights at meetings, placing flyers at places frequented by targeted populations, and an equal opportunity tag-on at the end of radio announcements. The method of notification will be determined through an initial screening of the area.

DISSEMINATION OF INFORMATION

Information on Title VI and other programs will be crafted and disseminated to employees, contractors and subrecipients, stakeholders, and the general public. Public dissemination efforts may vary depending on factors present, but will generally include: posting public statements setting forth our nondiscrimination policy in eye-catching designs and locations; placing brochures in public places, such as government offices, transit facilities, and libraries; having nondiscrimination language within contracts; including nondiscrimination notices in meeting announcements and handouts; and displaying our Notice of Nondiscrimination at all our public meetings.

At a minimum, nondiscrimination information will be disseminated on our website and on posters in conspicuous areas at our office(s). Project-related information and our most current Title VI-related information will be maintained online.

MEETINGS AND OUTREACH

There is no one-size-fits-all approach to public involvement. A variety of comprehensive and targeted public participation methods will be used to facilitate meaningful public involvement. Methods for engaging stakeholders and target audiences, including traditionally underserved and excluded populations (i.e., minorities, youth, low-income, the disabled, etc.) will include the following:

Public Relations and Outreach

Public relations and outreach (PRO) strategies aim to conduct well-planned, inclusive, and meaningful public participation events that foster good relations and mutual trust through shared decision-making with the communities we serve.

- We will seek out and facilitate the involvement of those potentially affected.
- Public events will aim to be collaborative, fun, and educational for all, rather than confrontational and prescriptive.
- Media plans will typically involve multiple channels of communication like mailings, radio, TV, and newspaper ads.
- Abstract objectives will be avoided in meeting announcements. Specific “attention-grabbing” reasons to attend will be used, such as “Help us figure out how to relieve congestion on [corridor name]” or “How much should it cost to ride the bus? Let us know on [date].”
- Efforts will be made to show how the input of participants can, or did, influence final decisions.
- We will do our best to form decision-making committees that look like and relate to the populations we serve.
- We will seek out and identify community contacts and partner with local community- and faith-based organizations that can represent, and help us disseminate information to, target constituencies.
- Demographic data will be requested during public meetings, surveys, and from community contacts and committee members.

Public Meetings

“Public meeting” refers to any meeting open to the public, such as hearings, charrettes, open house and board meetings.

- Public meetings will be conducted at times, locations, and facilities that are convenient and accessible.
- Meeting materials will be available in a variety of predetermined formats to serve diverse audiences.
- An assortment of advertising means may be employed to inform the community of public meetings.

- Assistance to persons with disabilities or limited English proficiency will be provided, as required.

Small Group Meetings

A small group meeting is a targeted measure where a meeting is held with a specific group, usually at their request or consent. These are often closed meetings, as they will typically occur on private property at the owner's request.

- If it is determined that a targeted group has not been afforded adequate opportunities to participate, the group will be contacted to inquire about possible participation methods, including a group meeting with them individually.
- Unless unusual circumstances or safety concerns exist, hold the meeting at a location of the target group's choosing.
- Share facilitation duties or relinquish them to members of the target group.
- Small group discussion formats may be integrated into larger group public meetings and workshops. When this occurs, the smaller groups will be as diverse as the participants in the room.

Community Surveying

- Opinion surveys will occasionally be used to obtain input from targeted groups or the general public on their transportation needs, the quality or costs of our services, and feedback on our public outreach efforts.
- Surveys may be conducted via telephone, door-to-door canvassing, at community fairs, by placing drop boxes in ideal locations, or with assistance from other local agencies like social services.
- Surveys will be translated into languages other than English, when appropriate.



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J. ERIC BOYETTE
SECRETARY

December 1, 2021

Mr. James Salmons, Planner
120 West Washington Street, Suite 2110
Nashville, North Carolina 27856

Subject: Upper Coastal Plain Rural Planning Organization FY 2023 allocation

Dear Mr. Salmons:

The North Carolina Department of Transportation has allocated Federal SPR (State Planning and Research) funds as detailed in the chart below:

| FY 2023 Upper Coastal Plain RPO Allocation | | |
|---|-----------------|--|
| 80% Federal SPR funds | 20% local match | Total not-to-exceed work plan Federal + local match |
| \$112,039 | \$28,010 | \$140,048 |

The funds are available on a reimbursable basis according to an 80/20 cost share and are expected to be matched by a minimum 20% local funds.

Reimbursement for planning expenses should be made through the invoice submittal procedure as outlined by the RPO Administrative Procedures. Reimbursements will only be made for transportation planning expenses incurred in executing the work tasks described in your approved FY 2023 PWP, which is due by May 16, 2022.

If you have any questions or concerns, please feel free to contact me at jalavi@ncdot.gov, (919)-707-0901.

Sincerely,

Jamal Alavi

Jamal Alavi, PE
Director
Transportation Planning Division

Cc: Carlos Moya, NCDOT
Scott Walston, PE, NCDOT

FY 2022 (July 1, 2022-June 30, 2023)
PLANNING WORK PROGRAM
ANNUAL FUNDING SOURCES TABLE
Upper Coastal Plain Rural Planning Organization (UCPRPO)

| TASK CODE | WORK CATEGORY | RPO PROGRAM FUNDS | | | |
|--|--|-------------------|-------------|-------------------|-------------------|
| | | LOCAL 20% | State 0% | FEDERAL 80% | TOTAL |
| I. DATA COLLECTION AND ASSESSMENT | | | | | |
| I-1 | DATA COLLECTION AND ASSESSMENT | \$ 1,800 | \$ - | \$ 7,200 | \$ 9,000 |
| I-1.1 | Highway | | | | |
| I-1.2 | Other Modes | | | | |
| I-1.3 | Socioeconomic | | | | |
| I-1.4 | Title VI | | | | |
| II. TRANSPORTATION PLANNING | | | | | |
| II-1 | COMPREHENSIVE TRANSPORTATION PLAN (CTP) DEV | \$ 1,000 | \$ - | \$ 4,000 | \$ 5,000 |
| II-1.1 | Develop CTP Vision | | | | |
| II-1.2 | Conduct CTP Needs Assessment | | | | |
| II-1.3 | Analyze Alternatives and Environmental Screening | | | | |
| II-1.4 | Develop Final Plan | | | | |
| II-1.5 | Adopt Plan | | | | |
| II-2 | PRIORITIZATION | \$ 4,400 | \$ - | \$ 17,600 | \$ 22,000 |
| II-2.1 | Project Prioritization | | | | |
| II-3 | PROGRAM AND PROJECT DEVELOPMENT | \$ 900 | \$ - | \$ 3,600 | \$ 4,500 |
| II-3.1 | STIP Participation | | | | |
| II-3.2 | Merger / Project Development | | | | |
| II-4 | GENERAL TRANSPORTATION PLANNING | \$ 6,000 | \$ - | \$ 24,000 | \$ 30,000 |
| II-4.1 | Regional and Statewide Planning | | | | |
| II-4.2 | Special Studies, Projects and Other Trainings | | | | |
| III. ADMINISTRATION OF TRANSPORTATION PLANNING AND POLICIES | | | | | |
| III-1 | ADMINISTRATIVE ACTIVITIES | \$ 5,200 | \$ - | \$ 20,800 | \$ 26,000 |
| III-1.1 | Administrative Documents | | | | |
| III-1.2 | TCC / TAC Work Facilitation; Ethics Compliance | | | | |
| III-1.3 | Program Administration | | | | |
| IV. DIRECT COSTS | | | | | |
| IV-1 | PROGRAMMATIC DIRECT CHARGES | \$ 4,836 | \$ - | \$ 19,343 | \$ 24,179 |
| IV-1.1 | Program-wide Direct Costs | | | | |
| IV-2 | ADVERTISING | \$ 100 | \$ - | \$ 400 | \$ 500 |
| IV-2.1 | News Media Ads | | | | |
| IV-3 | LODGING, MEALS, INCIDENTALS | \$ 600 | \$ - | \$ 2,400 | \$ 3,000 |
| IV-3.1 | Hotel Costs | | | | |
| IV-3.2 | Meal Costs | | | | |
| IV-3.3 | Incidentals | | | | |
| IV-4 | POSTAGE | \$ 50 | \$ - | \$ 200 | \$ 250 |
| IV-4.1 | Mailings | | | | |
| IV-5 | REGISTRATION / TRAINING | \$ 500 | \$ - | \$ 2,000 | \$ 2,500 |
| IV-5.1 | Conference Registration | | | | |
| IV-5.2 | Meeting / Workshop / Training Fees | | | | |
| IV-6 | TRAVEL | \$ 1,200 | \$ - | \$ 4,800 | \$ 6,000 |
| IV-6.1 | Mileage Reimbursement | | | | |
| IV-6.2 | Car Rental Costs | | | | |
| IV-6.3 | Other Travel Expenses | | | | |
| V. INDIRECT COSTS | | | | | |
| V-1 | INDIRECT COSTS | \$ 1,424 | \$ - | \$ 5,695 | \$ 7,119 |
| V-1.1 | Incurred Indirect Costs | | | | |
| RPO PROGRAM TOTAL | | \$ 28,010 | \$ - | \$ 112,038 | \$ 140,048 |

| TASK CODE | WORK CATEGORY | SPR PROGRAM FUNDS | | | |
|--|--|-------------------|--------------|-------------------|-------------------|
| | | LOCAL 5% | STATE 15% | FEDERAL 80% | TOTAL 100% |
| VI. SPECIAL STATE PLANNING & RESEARCH FUNDS | | | | | |
| VI-1 | SPECIAL SPR ALLOCATION | \$ - | \$ - | \$ - | \$ - |
| VI-1.1 | If applicable, insert name of SPR Special Project here | | | | |
| SPECIAL SPR TOTAL | | \$ - | \$ - | \$ - | \$ - |
| PWP TOTAL | | \$ 28,010 | \$ - | \$ 112,038 | \$ 140,048 |

Approved by the TAC on: _____ 20__

Signature, TAC Chairman

Signature, RPO Secretary

FY 2022 (July 1, 2022-June 30, 2023)

PLANNING WORK PROGRAM

Narrative

Upper Coastal Plain Rural Planning Organization (UCPRPO)

| | | |
|--|---|--------------|
| I. DATA COLLECTION AND ASSESSMENT | | |
| I-1 DATA COLLECTION AND ASSESSMENT | | \$ 9,000.00 |
| I-1.1 Highway | Collect centerline data from member Counties to maintain up to date data inventory. Maintain UCPRPO GIS Data Warehouse. Provide traffic counts upon request. | |
| I-1.2 Other Modes | Collection and mapping of non-highway data, etc. | |
| I-1.3 Socioeconomic | Update Socioeconomic and demographic data for all member counties. Data may include commuting, travel preference, future land use, zoning, employment, etc. | |
| I-1.4 Title VI | Affirm RPO compliance with Title VI and develop Title VI plan. | |
| II. TRANSPORTATION PLANNING | | |
| II-1 COMPREHENSIVE TRANSPORTATION PLAN (CTP) DEVELOPMENT | | \$ 5,000.00 |
| II-1.1 Develop CTP Vision | Meet with members to review current CTP. Completion of Community Understanding Reports and aid in providing public engagement; etc. Upon need for CTP update, work with community member and NCDOT to develop CTPs. | |
| II-1.2 Conduct CTP Needs Assessment | Review County CTP data and transportation deficiencies within current plans. Meet with members to determine CTP update needs. | |
| II-1.3 Analyze Alternatives and Environmental Screening | Review and analyze project and program alternatives against community vision/goals/objectives, natural and human environmental constraints, fiscal reality, funding and maintenance concerns, etc. | |
| II-1.4 Develop Final Plan | Review final graphic, written, and mapping products produced in potential CTP updates. | |
| II-1.5 Adopt Plan | Aid in adoption of potential CTP updates. | |
| II-2 PRIORITIZATION | | \$ 22,000.00 |
| II-2.1 Project Prioritization | Perform duties and responsibilities related to STI and other local prioritization activities (i.e. CMAQ) Review STI projects and evaluate potential need for new projects. Prepare and present to TCC/TAC spreadsheet of Committed, Carryover, Holding Tank and Deleted projects. Update and maintain interactive online STI Project map. Hold meetings in each county to solicit new projects and/or adjustments to STIP. Obtain TCC/TAC approval of projects. Gather data for highway projects and enter highway and non-highway projects into SPOT Online. Discuss Alternative Criteria rates with other RPO/MPOs and Divisions. Attend SPOT training. Update Local Input Methodology as needed. Carryout steps of Methodology. Post information on website as required by Methodology. | |
| II-3 PROGRAM AND PROJECT DEVELOPMENT | | \$ 4,500.00 |
| II-3.1 STIP Participation | Review status of projects in STIP, report to TCC/TAC and perform other duties related to reviewing and commentins on STIP additions, modifications, deletions, and drafts | |
| II-3.2 Merger / Project Development | Attend and participate in MERGER meetings as required. Attend officials and public meetings. | |
| II-4 GENERAL TRANSPORTATION PLANNING | | \$ 30,000.00 |
| II-4.1 Regional and Statewide Planning | Attend NCARPO quarterly meetings and MPO conference. Attend Highway US 70 Commission meetings. Attend Hwy 17/64 Association meetings. Stay up to date on Joint Legislative Transportation Oversight Committee meetings and report to Executive Committee and TCC/TAC. Attend and participate in Eastern North Carolina Freight Study. Attend other transportation planning i.e. Rocky Mount TCC meetings, Tar River Transit TAB, JCATS TAB, East Coast Greenway, Mountains to Sea Trail, Regional Commuter Rail Studies, etc. | |
| II-4.2 Special Studies, Projects and Other Trainings | Participate in Statewide Committees i.e. NC-TIC, etc. Attend various training events i.e. RPO Training, NC GIS Conference, NCAMPO, NCDOT PTD Training, ATLAS Training, Transportation Summit, FOSS 4G Conference, Ongoing Feasibility Studies, etc. Provide planning services to Pinetops for pedestrian plan. Special Studies: Coordinate/manage potential SPR Funded projects i.e. (MST) Neuse River Greenway Feasibility Study between Clayton and Smithfield; Study intersection at Raleigh Rd Pkwy W and Ward Blvd in Wilson. Continue persuing feasibility study for Howard Ave/rail yard/I-95 in Selma. Participate in local transportation or other planning initiatives related to transportation as requested by member communities. Develop application and win SPR funding award for continuing the East Coast Greenway south of Smithfield extending to Four Oaks. Develop greenway efforts to provide greeways within other areas of the UCPRPO (Nash County recently adopted Resolution of Support for Greenways November 2021). | |
| III. ADMINISTRATION OF TRANSPORTATION PLANNING AND POLICIES | | |
| III-1 ADMINISTRATIVE ACTIVITIES | | \$ 26,000.00 |
| III-1.1 Administrative Documents | Prepare, obtain approval, and submit PWP, and needed amendments. Prepare and submit Quarterly Reports and Final Yearly Narrative. Update MOU, LPA, Bylaws, or PIP as needed. | |
| III-1.2 TCC / TAC Work Facilitation; Ethics Compliance | Prepare minutes, agendas, materials, speakers, etc. for and hold TCC and TAC meetings. Inform TAC of Ethics information and deadlines. Assist TAC members with Ethics forms. Maintain membership rosters and meeting schedules. | |
| III-1.3 Program Administration | | |

FY 2022 (July 1, 2022-June 30, 2023)
PLANNING WORK PROGRAM
Narrative
Upper Coastal Plain Rural Planning Organization (UCPRPO)

Providing transportation information and data. Contact NCDOT staff concerning questions from, officials, citizens and TAC /TCC members. Phone calls, emails, and general program administration, etc.

| | | |
|--|--|---------------|
| IV. DIRECT COSTS | | |
| IV-1 PROGRAMMATIC DIRECT CHARGES | | \$ 24,179.00 |
| IV-1.1 Program-wide Direct Costs | | |
| | Regular or direct costs for operation of the RPO program. i.e. printing, dues and subscriptions, equipment, supplies, and professional services. | |
| IV-2 ADVERTISING | | \$ 500.00 |
| IV-2.1 News Media Ads | | |
| | Advertising costs for Public Hearings, workshops, meetings etc. | |
| IV-3 LODGING, MEALS, INCIDENTALS | | \$ 3,000.00 |
| IV-3.1 Hotel Costs | | |
| | Costs for overnight stays at NCARPO quarterly meetings, NCAMPO Conference and NADO Rural Transportation Conference etc. | |
| IV-3.2 Meal Costs | | |
| | Meal Costs while on overnight or extended travel | |
| IV-3.3 Incidentals | | |
| | Hotel parking, tips for over night travel | |
| IV-4 POSTAGE | | \$ 250.00 |
| IV-4.1 Mailings | | |
| | Costs for mailing RPO projects (surveys, notices, etc.) | |
| IV-5 REGISTRATION / TRAINING | | \$ 2,500.00 |
| IV-5.1 Conference Registration | | |
| | Registration fees for NCAMPO Conference, NC Transportation Summit, etc., and other pertinent planning conferences. | |
| IV-5.2 Meeting / Workshop / Training Fees | | |
| | Various training classes and events approved by NCDOT TPD. i.e. NC GIS Conference, NC URISA Conference, GIS classes | |
| IV-6 TRAVEL | | \$ 6,000.00 |
| IV-6.1 Mileage Reimbursement | | |
| | Reimbursement for total miles traveled | |
| IV-6.2 Car Rental Costs | | |
| | Car rental costs | |
| IV-6.3 Other Travel Expenses | | |
| | Parking fee, other | |
| V. INDIRECT COSTS | | |
| V-1 INDIRECT COSTS APPROVED BY COGNIZANT AGENCY | | \$ 7,119.00 |
| V-1.1 Incurred Indirect Costs | | |
| | Indirect costs incurred for the RPO Program charged by Nash County. | |
| RPO PROGRAM TOTAL | | \$ 140,048.00 |
| VI. SPECIAL STATE PLANNING & RESEARCH FUNDS | | |
| VI-1 SPECIAL SPR ALLOCATION | | \$ - |
| VI-1.1 SPR Special Project | | |
| SPECIAL SPR TOTAL | | \$ - |
| PWP TOTAL | | \$ 140,048.00 |

**Upper Coastal Plain RPO
Cost Share FY 2022-2023**

| | |
|--------------------|--------------------------|
| NCDOT Share | \$ 112,038.40 |
| Local Share | \$ 28,009.60 |
| Total | \$ 140,048.00 |

| | 2020 | | |
|--------------|--------------------|-------------------|------------------------|
| | Population* | % of Total | 20% Cost Share |
| Edgecombe | 48900 | 0.11 | \$ 3,122.44 |
| Johnston | 215999 | 0.49 | \$ 13,792.33 |
| Nash | 94970 | 0.22 | \$ 6,064.18 |
| Wilson | 78784 | 0.18 | \$ 5,030.65 |
| | | | |
| Total | 438653 | 1.00 | \$ 28,009.60 |

*North Carolina Office of State Budget and Management - 2020 Census Results

Mr. Zee B. Lamb, County Manager presented for the Board's consideration Triangle Trails Initiative and Resolution.

On motion of Gwen Wilkins seconded by Fred Belfield, Jr. and unanimously passed that the Nash County Board of Commissioners adopt the following resolution:

Nash County



BOARD OF
COMMISSIONERS

ROBBIE B. DAVIS
CHAIRMAN

MARVIN C. ARRINGTON
FRED BELFIELD, JR.
DAN CONE
SUE LEGGETT
J. WAYNE OUTLAW
GWEN WILKINS

ZEE B. LAMB
COUNTY MANAGER
zee.lamb@nashcountync.gov

VINCE DURHAM
ATTORNEY
vdurham@bws.com

JANICE EVANS
CLERK TO BOARD
janice.evans@nashcountync.gov

A RESOLUTION OF THE NASH COUNTY BOARD OF COMMISSIONERS SUPPORTING THE FORMATION OF THE TRIANGLE TRAILS INITIATIVE

Whereas, Nash County, North Carolina is committed to maintaining and enhancing the quality of life for citizens throughout the region and recognizes that the "Triangle Trails Initiative" will contribute to quality of life by weaving together community and regional assets via a network of trails and greenways; and

Whereas, the "Triangle Trails Initiative" recommends linking trails and greenways together, across a multi-county regional landscape, gaining cooperation of public and private sector interests that encourage collaboration; and to create a network that will, in the long term, provide transportation, exercise, leisure, safety, accessibility, recreation, community and economic benefits aimed at enhancing the quality of life; and

Whereas, many communities, agencies, and trail advocates in the region have taken a lead in planning and building local trails and greenways, and those efforts can be greatly enhanced by being connected to a larger regional network of trails; and

Whereas, trails and their green landscape areas help improve the quality of the air we breathe by preserving trees and vegetation, by promoting reduce congestion through non-motorized transportation, and enhance the quality of our water through natural buffers mitigating the impacts of storm water run-off; and

Whereas, trails and greenways are freely accessible community assets offering opportunities for transportation, recreation and exercise to everyone, including children and families, providing safe places for county residents to experience a sense of community, celebrate our history and culture, and create stronger social ties; and

Whereas, trails have significant impact on the health and economic viability of the region encouraging active lifestyles, increased levels of tourism, enhanced property values, added jobs, as well as enhanced ability to attract and retain businesses to the region due to improved quality of life; and

Whereas, the “Triangle Trails Initiative” provides the foundation for a long-term strategy that will continue to grow and to provide an invaluable resource for our children, grandchildren and great grandchildren; and

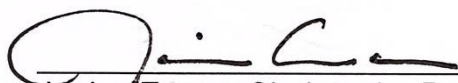
Now, Therefore, Be It Resolved that Nash County, North Carolina supports the concept of working within a regional framework to plan, design, develop and link protected undeveloped landscapes and natural resources by endorsing the “Triangle Trails Initiative.”

This the 15th day of November 2021.



Robbie B. Davis, Chairman
Nash County Board of Commissioners

ATTEST:



Janice Evans, Clerk to the Board



North Carolina Department of Transportation Complete Streets Evaluation Methodology

The North Carolina Department of Transportation (NCDOT) Complete Streets Evaluation Methodology Guidance is provided to aid in the evaluation of highway projects for Complete Streets incidental improvements (Figure 1). This guidance is intended to support Project Leads and Managers throughout the Project Delivery Network (PDN) stages with identified input and decision points, beginning with all five steps in PDN Stage 1 and select steps revisited in PDN Stage 2 with improved and updated project information.

Project Leads and Managers should supplement this process with local conversations, detailed analysis of conditions to design the appropriate facility to meet identified needs, and information provided as part of the Complete Streets Project Sheets. Engineering judgement is an important part of the overall decision-making process. Findings and decisions reached under each step should be documented to support final decision-making. Additionally, this guidance and analysis framework are not intended for any purpose outside of the Complete Streets evaluation process related to the Complete Streets policy.¹

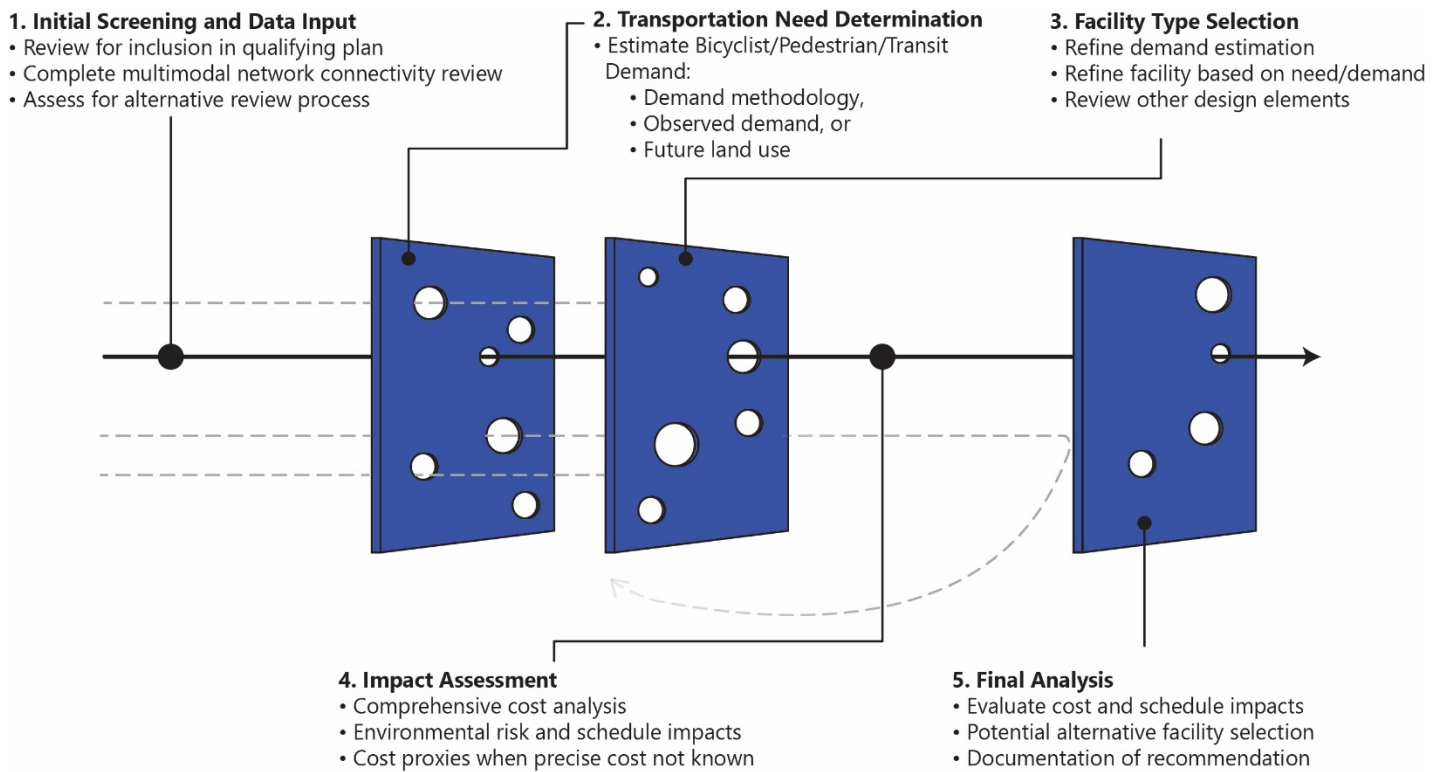
Elements of the Guide

- 1. Initial Screening and Data Input**
- 2. Transportation Need Determination**
- 3. Facility Type Selection**
- 4. Impact Assessment**
- 5. Final Analysis**

This Guide will be updated periodically as processes and procedures are refined and project-specific cost impacts are evaluated. A summary checklist of the data inputs and decisions are included at the end of this guidance document.

¹ Training on this guidance will be provided to Division staff and others charged with completing the evaluation process.

Figure 1 - Complete Streets Evaluation Methodology Process



- **Step 1 – Initial Screening and Data Input**
 - Occurs during PDN Stage 1.
 - Complete a screening of planning documents (i.e. Comprehensive Transportation Plans, locally adopted bicycle and pedestrian plans, small area plans, etc.), multimodal network connectivity review (gap analysis), STIP projects, and compile data regarding existing and anticipated conditions for the transportation project under review.²
 - The thresholds for the gap analysis should be considered as one-half (0.5) mile for pedestrian facilities and three (3) miles for bicycle facilities. Gap analysis should not be constrained by municipal or county boundaries.³
 - Information and analyses developed during the SPOT analysis may support data needs in Steps 1-3.
 - The *NCDOT Complete Streets Implementation Guide* provides additional information on qualifying plans and the application of the Complete Streets policy.⁴

² The *Complete Streets Policy Guidance* applies generally to transportation facilities funded by or through NCDOT including roadway and bridge projects.

³ While the gap analysis considers bicycle and pedestrian facilities within certain distances, this guidance applies only to identifying and selecting facilities to eliminate or reduce the gap within the specific project's footprint.

⁴ Maintenance projects are subject to a different evaluation process, and cost thresholds to determine impact may be different than those identified in Step 5.

- At this step, it may be determined that some project types are not subject to the policy and should proceed through an alternative evaluation process. These may include:
 - Emergency repairs
 - Interstate projects where Y-line roadways/facilities are modified.
 - Safety projects (such as at-grade rail crossing improvements, Highway Safety Improvement Projects, Spot Mobility projects, and High Impact/Low Cost Program projects).
 - Maintenance and HMIP projects (excluding preservation or resurfacing projects that allow for the marking of shoulders as bicycle accommodations). Consult the *NCDOT Complete Streets Resurfacing and Maintenance Activities Implementation Guidance* for direction on this specific alternative evaluation process.
 - MPO or RPO funded projects, though they are required to meet NCDOT design criteria.
- **Step 2 – Transportation Need Determination**
 - Occurs during PDN Stage 1 (may also be verified/revisited during PDN Stage 2).
 - Need is based on current observed or estimated bicyclist/pedestrian/transit user demand.
 - Demand can be estimated using the following recommended methodology:
 - Consult the pedestrian/bicyclist [demand estimation map](#) for the applicable category of demand for the project area. Estimated demand in the map is based on a weighted average of population, employment, and zero-vehicle household (ZVH) densities. See Table 1 and Table 2 for the methodology and thresholds to estimate current demand.
 - For projects located in Medium and High categories, proceed to Step 3.
 - For Intermittent/None and Low demand areas, the Project Lead or Manager should consult with the relevant Metropolitan Planning Organization (MPO) or Rural Planning Organization (RPO) for current land use context and future land use or population growth assumptions or contact Integrated Mobility Division (IMD) to determine if demand in the project area is likely to increase through the project design year.⁵

Note: Table 1 is provided as guidance to describe demand during initial analysis steps, and it should be supplemented with other data and engineering judgement when determining demand level for facility selection described in Step 3.

Table 1

| Est. Demand Level & Land Use | Typical Demand Levels by Variable | | |
|--------------------------------|-----------------------------------|------------------------|-------------------------------------|
| | Population (per sq/mi) | Employment (per sq/mi) | Zero-Vehicle Households (per sq/mi) |
| Intermittent/None (e.g. Rural) | ≤100 | ≤10 | <10 |
| Low (e.g. Rural Town) | >100 to 250 | >10 to 100 | 10 to 214 |
| Medium (e.g. Suburban) | >250 to 750 | >100 to 500 | 215 to 426 |
| High (Urban) | >750 | >500 | >426 |

⁵ The discussion may also address outlier land uses that include populations that do not contribute toward walking and bicycling trips, such as prison populations.

Each Block Group is assigned a value based on the density of population, jobs, and ZVH per square mile as identified in Table 1, and Table 2 displays the equal weighting of the three variables. The combined weighted score is then calculated to determine which of the four demand levels the Block Group falls under.

Table 2

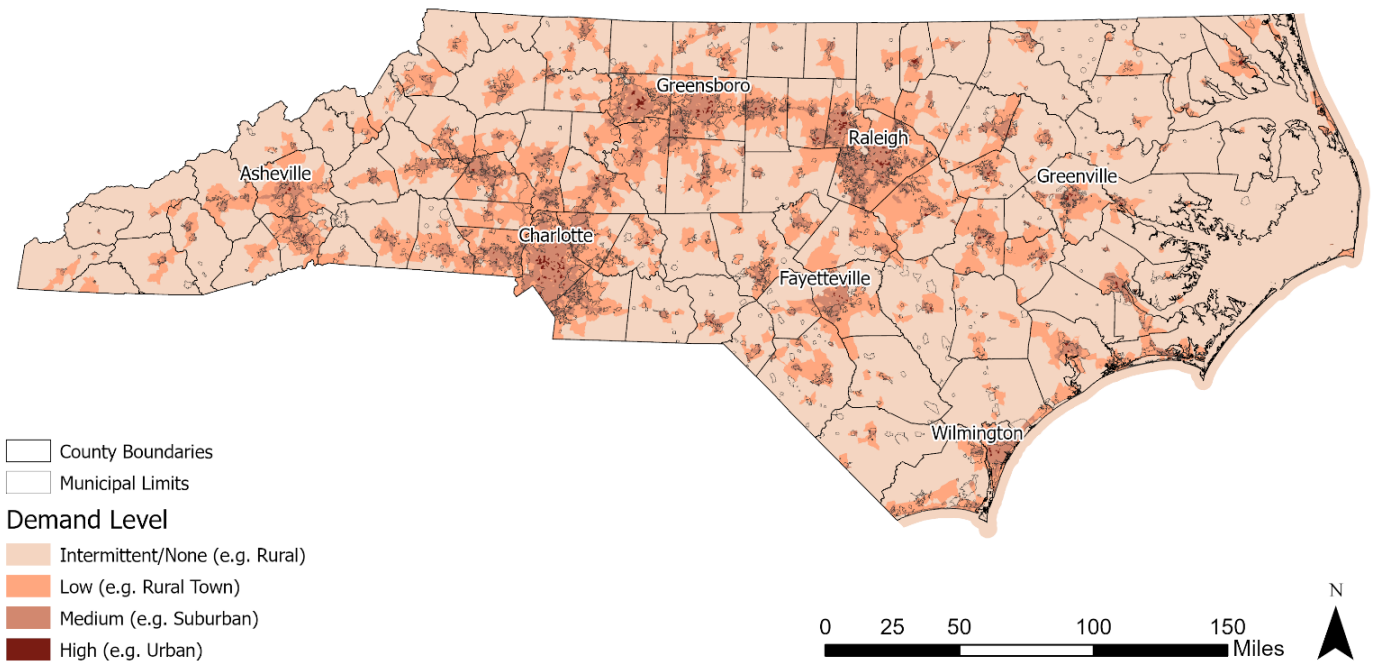
| Weights of Demand Index Inputs | | |
|--------------------------------|-----------------------------|---|
| Population (people per sq/mi) | Employment (jobs per sq/mi) | Zero-Vehicle Households (ZVH per sq/mi) |
| 33% | 33% | 33% |

The following map applies this methodology to show how demand levels vary across the state. The underlying map data will be updated as frequently as new information is available.⁶ The static map is also available as an [interactive AGOL map here >>](#)

- Demand can also be determined based on actual observations of current conditions.
 - Observed worn paths or transit routes may be additional proxy indicators of demand, in lieu of actual counts. A virtual field visit review and local input may substitute for in-person review and counts data.
 - Consistent and recurring pedestrian and bicycle activity should be considered medium or high demand. Observed pedestrian and bicycle activity that is not consistent and recurring should be considered low demand. The Complete Streets Evaluation Methodology may be updated in the future to include volume estimates based on collected data for North Carolina.
 - Transit ridership, presence of fixed-route bus system stops, or pedestrian/bicycle crash history may also be used as surrogates for estimating demand. Consider requesting ridership information from the transit operator within the project area.

⁶ The population and ZVH information is based on U.S. Census Block Groups from the 2015-2019 American Community Survey, and employment location data is based on U.S. Census blocks—aggregated to the block group level—from the U.S. Census Longitudinal Employer-Household Dynamics Survey.

Demand Estimation Map



The demand estimation map may also be viewed in the [AGOL map with PBIN and STIP project data here >>](#) for discussion purposes.

- Additional key Step 2 considerations for Intermittent/None demand areas:
 - If the network gap analysis completed in Step 1 reveals a clear need, the project should still continue through the remaining steps of evaluation.⁷ Network connectivity is an integral component of achieving Complete Streets. Existing pedestrian facilities within one-half (0.5) mile and existing bicycle facilities within three (3) miles of the project should be considered as establishing a gap in the network.
 - ***If the project area is within a municipal boundary but the analysis indicates an Intermittent or No Demand area, such as a rural incorporated town, the project should still proceed through the remaining evaluation steps.⁸ These areas are identified in the Demand Estimation Map as “Rural Incorporated Areas.”***
 - If the project area is in an Intermittent or No demand area, but contains a state or region-wide project like the facilities recommended in the Great Trails State Plan, including the Appalachian Trail, Mountains to Sea Trail, East Coast Greenway, Carolina Thread Trail, and Piedmont Legacy Trails within the project limits, the project should still proceed through the remaining evaluation steps.⁹

⁷ The Pedestrian Bicycle Infrastructure Network (PBIN) may be used as a data layer for review of network completeness and gaps.

⁸ The pedestrian and bicyclist demand methodology incorporates Census Block Group data that does not precisely display the natural clustering of population and Zero-Vehicle Households in exceptionally low population rural areas. Additional review is intended to confirm the desire for network connectivity and demand. Discussion with the local government agency (LGA) is necessary to determine maintenance of separated facilities, as the lack of an agreement will likely affect facility and accommodation selection in Step 3.

⁹ See the *NCDOT Complete Streets Policy – Frequently Asked Questions (FAQs)*.

- **Step 3 – Facility Type Selection**

- Occurs during PDN Stage 1 (may also be verified/revisited during PDN Stage 2).
- Typical or preferred facility type is selected as a factor of anticipated pedestrian/bicyclist demand and risk.
- Anticipated demand methodology – Anticipated demand is estimated by multiplying current observed or estimated demand by the project’s AADT growth rate and number of years until design year (equals design year minus first year of construction, consult the project forecast for growth rates, and contact the Transportation Planning Division for input and clarification as needed).
 - The anticipated demand calculation should be supplemented with a thorough review of future land use assumptions (in areas with adequate data) or in consultation with IMD for supporting analysis of future land use and anticipated growth (in areas without land use models). This may not be necessary in High demand areas and other areas where land uses are not anticipated to undergo changes through the project design year.
 - The ITE Trip Generation Manual may also be utilized to supplement pedestrian and bicycle demand estimates when project area land use plans are known. For the purposes of applying the ITE Trip Generation Manual, fewer than 10 trips (combined bicycle and pedestrian trips) per day from the project area may be considered Intermittent/None, 10 to 25 trips as Low demand, 25 to 100 as Medium demand, and greater than 100 combined trips per day as High demand.
- Facility type selection is based on pedestrian and bicyclist demand and safety risk. Risk is primarily based on number of lanes, vehicle AADT, and design speed. On roadways with higher anticipated demand and higher risk, a more comprehensive pedestrian/bicycle facility or accommodation is needed, such as increased shoulder width, a delineated buffered space, or a separated facility.¹⁰
- The matrix below, Table 3, illustrates the methodology and thresholds, and it provides guidance on the thresholds and corresponding facility type recommendations.
 - Both a preferred and alternative option facility type should be chosen during Step 3. The listed priority facility is evaluated first, followed by the facility options that provide the greatest separation from motor vehicles as listed in Table 3. The preferred facility will be evaluated in Steps 4 and 5, whereas the alternative option(s) will be evaluated in the situations where the preferred options presents considerable costs or schedule impacts.
 - Select the roadway configuration column with the same or higher number of lanes and median presence. Atypical cross sections (i.e. four-lane undivided, imbalanced lane configurations) are not shown in the table.
 - Select the roadway configuration column and facility type based on operating speed. If the operating speed exceeds the listed AADT and cross section, select the higher AADT and lane configuration. For example, if a project has AADT less than 6,000 and a 2 or 3 lane configuration, but operating speeds exceed 35 mph, select next highest AADT category (i.e. ≥6,000 AADT) at the same bicycle and pedestrian demand level.

¹⁰ The FHWA “Bikeway Selection Guide” provides recommendations for increased shoulder width based on roadway speeds and vehicle volumes. The resource is accessible https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwas18077.pdf

- When two priority facility types are shown for a mode, the Project Lead and Manager should review local plans, the roadway and bicycle and pedestrian network, and on-site conditions to select the more appropriate facility.
 - In situations where demand is present or anticipated for both pedestrians and bicyclists, follow the facility selection table to accommodate both user types.
-
- Facility and accommodation specifications and dimensions are located within the NCDOT Roadway Design Manual (RDM).
 - Special considerations for Low and Intermittent/No Demand Areas - Shared roadways and paved shoulders are not considered formal pedestrian or bicycle facilities, and Project Managers and Leads should consult with the local government agency (LGA) and review for safety needs when considering these options.¹¹
 - Paved shoulders are typical improvements on many NCDOT projects, and Project Leads and Managers should consult the RDM to determine if the width is sufficient. Paved shoulder widths typically increase on roadways with higher vehicle volumes and higher speeds.
 - In Low or Intermittent/None demand areas where the project cross section includes curb and gutter, on-road bicycle facilities may substitute for paved shoulders.
 - Project Leads and Managers must also review the project for design elements beyond the typical section, including intersection, transit¹², and mid-block crossing improvements. Consult with IMD staff to assist with review of transit needs. Review the NCDOT Integrated Project Delivery (IPD) for more information about the review process for these elements.

¹¹ See the AASHTO *Guide for the Development of Bicycle Facilities* (2012) for additional information on paved shoulders.

¹² The type, frequency, and placement of transit facilities such as bus pads, landing pads, benches, and shelters are highly dependent on the current or anticipated route ridership, transit design vehicle, and station/stop configurations. Program managers should consult with the local transit system operator to discuss integration of transit facilities into the roadway project. Consult the NACTO *Transit Street Design Guide* and the AASHTO *Guide for Geometric Design of Transit Facilities on Highways and Streets* for additional guidance.

Table 3: Facility and Accommodation Selection Matrix

Sources: FHWA Bikeway Selection Guide; PEDSAFE; (ITE) Designing Walkable Urban Thoroughfares: A Context Sensitive Approach; Other state DOT selection policies

| | | AADT and Roadway Configuration | | | |
|--|---------------------|--|--|--|---|
| Operating Speed | | Operating speed 35 mph or less | Any cross section with designs supporting operating speeds above 35 mph | | |
| | | <6,000 AADT (2 or 3 Lanes) | ≥6,000 AADT (2 or 3 Lanes) | 4 Lane Divided | >4 Lanes |
| Pedestrian and Bicycle Demand | High | P: Wide Sidewalk (2) O: Sidewalk (2) B: Buffered Bicycle Lane O: Bicycle Lane, Shared Lane | | P: Wide Sidewalk (2) O: Sidewalk (2) B: SBL/SUP O: Buffered Bicycle Lane, Bicycle Lane | |
| | Medium | P: Sidewalk (1-2)* B: Buffered Bicycle Lane O: Bicycle Lane, Shared Lane | | P: Sidewalk + Expanded Buffer (1-2)* O: Sidewalk (1-2)* B: SBL/SUP O: Buffered Bicycle Lane, Bicycle Lane | |
| | Low | P: Sidewalk (1) O: Paved Shoulder (width TBD), No Facility/Shared Roadway B: Paved Shoulder (width TBD) O: Shared Roadway/No Facility | P: Sidewalk (1) O: Paved Shoulder (width TBD) B: Paved Shoulder (width TBD) O: Shared Roadway/No Facility | | P: Sidewalk (1) O: Paved Shoulder (width TBD) B: SUP O: Paved Shoulder (width TBD), Shared Roadway/No Facility |
| | Intermittent / None | B: Shared Roadway/No Facility | | | |
| Legend & Notes P - Denotes priority pedestrian facility. The priority pedestrian facility must be analyzed first before consideration of additional facility type options. B - Denotes priority bicycle facility or space to accommodate bicyclists. The priority bicycle selection must be analyzed first before consideration of additional facility type options. O - Denotes alternative facility options for consideration in order of recommended evaluation after the priority facility. Options that provide the greatest separation from motor vehicles must be evaluated before other options. Terms: SBL = Separated Bicycle Lane, SUP = Shared-Use Path, "Shared Lane" may consist of Shared Lane Markings, additional markings, and traffic control devices for bicycle awareness, "Sidewalk+" indicates the presence of sidewalk and expanded buffer/furnishing strip, "Paved Shoulder" may accommodate bicyclists with widths that are to be determined, and "Shared Roadways" may include signage and shoulders per 3R guidance. (#) - Indicates number of sidewalks along a roadway. * - Sidewalk placement dependent on distribution of development along the roadway. For balanced development, consider sidewalks on both sides. Dual Priority Facility Types: When two priority facility types are shown for a mode, the Project Lead and Manager should review local plans, the roadway and bicycle and pedestrian network, and on-site conditions to select the more appropriate facility. Demand for Both Pedestrian and Bicycle Facilities: In situations where demand is present or anticipated for both pedestrians and bicyclists, follow the facility selection table to accommodate both user types. Cross Sections: Select the roadway configuration column with the same or higher number of lanes and median presence. <i>Atypical cross sections (i.e. four-lane undivided, imbalanced lane configurations) are not shown above.</i> Speed: Vehicle operating speed is an overall consideration for selecting facility types for pedestrians and bicyclists. Higher vehicle speeds increase the likelihood of a fatal or severe injury in the event of a pedestrian crash. If the operating speed is expected to be above 35 mph, then separated pedestrian and bicycle facilities are a priority for reducing the risk of severe injury and fatal bicycle and pedestrian crashes. The roadway project should include a network that supports the needs of the design user (considering the most likely type of bicyclist and abilities of the pedestrian population). The roadway should also include design features and measures to help achieve the desired operating speed, based on the surrounding context. If the operating speed exceeds the listed AADT and cross section, select the higher AADT and lane configuration. Shoulders: Paved shoulders are neither a pedestrian nor bicycle facility, and the Project Lead and Manager should consult with the LGA and review for safety needs when considering this option. Paved shoulders are typical improvements on NCDOT projects, and Project Leads and Managers should consult the RDM for standard widths. | | | | | |

- **Step 3, continued...**
 - Engineering judgement may be needed when choosing a preferred or alternative facility type in Step 3. Consult with local stakeholders and the LGA to discuss cost-sharing or facility selection alternatives.
 - If the LGA requests a higher facility type than the decision reached by the Project Lead or Manager through Step 3 of the evaluation process, the LGA-selected facility would be considered a betterment, and the cost differential would be a local responsibility.
 - If the LGA-selected facility is later reduced in Step 5-Final Analysis due to cost or schedule impacts, and the resulting facility or accommodation is the same or lower than the Project Lead or Manager's documented selection in Step 3, the facility or accommodation would not be considered a betterment and would follow the cost share outlined in the *NCDOT Complete Streets Implementation Guide*.
 - Maintenance agreements must be in place for all separated facilities. In the event that an agreement cannot be reached with an LGA for separated facilities, the Project Manager and Lead should evaluate the next highest non-separated facility type for inclusion in the project.
 - Roadway projects subject to resurfacing, restoration, and rehabilitation (3R) improvements and new roadway projects may include paved shoulders based upon factors identified in the NCDOT 3R Guide such as design speed, ADT, functional classification, and lane width.¹³ Project Managers and Leads should consult the RDM for minimum shoulder width and for accommodating bicyclists.
 - Example scenarios where alternative facility selection may need to be considered:
 - The context of the project area is primarily in a non-residential area that produces few bicycle and pedestrian trip volumes per the ITE Trip Generation Manual. This may resemble a high employment industrial complex in a rural area, where the initial recommendation of a shared-use path is downgraded to wide paved shoulders due to lower anticipated demand. See earlier in Step 3 for guidance on the use of the ITE Trip General Manual for evaluating demand.
 - The project area has frequent driveway conflicts or access management issues that create numerous conflict points for bicyclists traveling on separated facilities like separated bicycle lanes or shared-use paths. The alternative design may include buffered bicycle lanes and sidewalks to maintain a level of separation for bicyclists and pedestrians while addressing driveway access.
 - The project area is in an extremely constrained environment where lane widths, berm, medians, and other roadway design elements cannot be reduced beyond design minimums. The alternative design may include changes to design speed and a standard bicycle lane or shared roadway and sidewalks instead of shared-use path.
 - The project area is in a constrained or sensitive area where—after roadway design elements have been reduced to minimum widths—the level of separation for bicycle and pedestrian

¹³ The *NCDOT 3-3-3 Guide*, dated April 2004, is available here: <https://connect.ncdot.gov/projects/Roadway/RoadwayDesignAdministrativeDocuments/RRR%20Guide%20-%20Resurfacing%20Restoration%20and%20Rehabilitation.pdf>

safety is not feasible based on vehicle speed and volumes. The alternative design may include improving viable adjacent parallel routes that allow for a suitable facility type. Other considerations may include implementing speed reduction treatments on a parallel route.

- **Step 4 – Impact Assessment**

- Occurs during PDN Stage 1 and revisited in Stage 2 with updated project information.
- A comprehensive cost analysis is completed that includes anticipated right-of-way, utilities, design, and construction expenses for the typical section and additional enhancements identified in Step 3.
 - The cost analysis is conducted as part of PDN Stage 1 – Express Design with the best available estimates. Estimates may be revised during PDN Stage 2 with improved estimates. Project Leads or Managers may consider using the NCDOT Bicycle/Pedestrian Cost Estimation Tool (BPCE) as an option for cost estimation.¹⁴
 - The Project Lead or Manager may choose to develop two project estimates based on conceptual designs that incorporate and exclude the preferred Complete Streets facility(ies) or accommodation(s); these estimates would inform Step 5 – Final Analysis to determine cost increase impacts, OR;
 - The Project Lead or Manager--when in agreement with the Feasibility Study Unit--may document based on their engineering judgement that incorporating the selected Complete Streets elements is unlikely to both increase project costs in excess of 10% and significantly impact the project schedule, and they may proceed with final documentation in Step 5 without developing multiple project cost estimates and anticipated schedule impacts.
- Environmental risk is considered, and anticipated schedule impacts are calculated.

- **Step 5 – Final Analysis**

- Occurs during PDN Stage 1 and revisited in Stage 2 with updated project information, such as additional analyses to reduce project impacts.¹⁵ The Project Lead or Manager should document discussions with stakeholders and decisions to reduce project impacts.
- Projects that exceed a 10% cost increase for integrating Complete Streets components or result in significant schedule impacts may warrant greater scrutiny and additional analyses to further reduce impacts.¹⁶ The following are additional considerations when assessing cost and schedule impacts:
 - Cost increases beyond 10% may be anticipated for bridge, urban, and constrained project areas.
 - Schedule impacts may not have quantitative thresholds but instead should be reviewed on a case-by-case basis.

¹⁴ The NCDOT BPCE tool is available below:

<https://connect.ncdot.gov/projects/planning/Prioritization%20Data/Forms/AllItems.aspx?RootFolder=%2fprojects%2fplanning%2fPrioritization%20Data%2fPrioritization%206%2e0%2fNEW%20BikePed%20Cost%20Estimation%20Tool&FolderCTID=0x012000CA62F9E9CF9B92488FB244C43A53A538>

¹⁵ If the impacts identified in Step 4 are substantial, the Project Lead or Manager should consider additional analyses to reduce impacts in Step 5.

¹⁶ An analysis of historical NCDOT project let lists has shown that integrating Complete Streets components has increased project costs on average between from 2% to 10% for most projects.

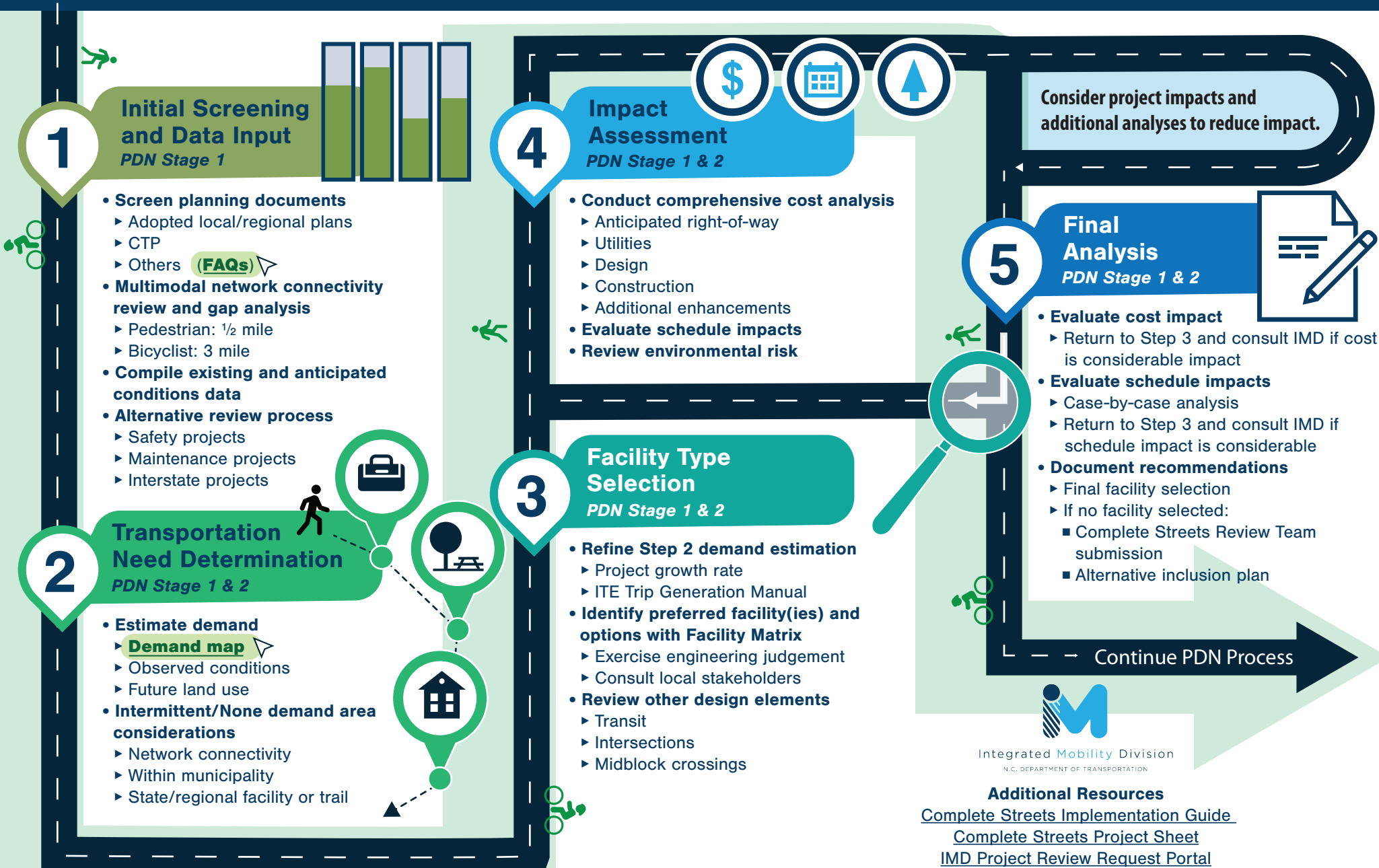
- The cost increase guidance will be updated in future versions of this guidance to aid decision making as data becomes more readily available regarding cost impacts of adding Complete Streets components.
- If additional costs present considerable impacts, Steps 3 and 4 should be repeated with the next best alternative facility type and refined design considerations.
 - Consult with IMD for guidance on consideration of additional alternative facility elements or design concepts in order to reduce cost.¹⁷
 - If schedule is considerably impacted by the addition of Complete Streets enhancements, the Project Lead/Manager may consider, in consultation with IMD, refining the Complete Streets components to reduce impact.
 - If the LGA is not committed to maintaining the separated facility type, then the Project Lead or Manager should review the next highest non-separated facility type or accommodation.
- If review of alternative enhancements still presents considerable costs impacts, NCDOT will lead a discussion with the local entity about an increased cost share as part of the municipal agreement.
- If cost share does not change sufficiently to reduce cost increase and impacts, the project may be submitted to the Complete Streets Review Team with a recommendation not to include Complete Streets enhancement on this project and to address the pedestrian and bicycle needs through other methods or projects.
 - The Complete Streets Review Team will review project information, identified pedestrian and bicycle needs, and anticipated impacts of providing accommodations.
 - The Review Team may request further analysis from the Project Lead or Manager, or request additional details in order to make a determination.
 - The Review Team may recommend proceeding with the Complete Streets accommodations and attempting to reduce impacts to the extent possible, or may recommend not proceeding with the Complete Streets accommodations and instead addressing the pedestrian and bicycle needs through other means or projects.
- Any recommendation to not include Complete Streets components and accommodate non-motorized must include a proposed alternative plan to add the enhancements through other methods or projects (e.g., standalone project, USDOT grant, consideration of Complete Streets components on an adjacent facility, etc.).
 - A recommendation to include accommodations or enhancements on parallel routes to address the need should be limited to inclusion in other STIP projects or situations in which alternative funding not subject to the STI prioritization process may be applicable.

¹⁷ Section 2.3 of the *NCDOT Complete Streets Implementation Guide*, Equal or Better Performance of a Facility, documents the process for evaluating modifications.

Complete Streets Evaluation Methodology Guidance Checklist

| Step Number | Components | Pg. Ref. | Status |
|--|---|----------|--------|
| Step 1 - Initial Screening and Data Input | Project Number | 2 | |
| | Project Description (Improvements and Project Limits) | 2 | |
| | Construction Year | 2 | |
| | NCDOT Division | 2 | |
| | County/Counties | 2 | |
| | Within Municipality (no, partial, yes) | 2 | |
| | Municipality/Municipalities (if applicable) | 2 | |
| | CTP Description (Bike/Ped/Transit facilities) | 2 | |
| | Locally Adopted Plan Description (Bike/Ped/Transit facilities) | 2 | |
| | Gap Analysis (existing bicycle & pedestrian facilities) | 2 | |
| | STIP and Other Projects in Vicinity | 2 | |
| | Existing Conditions (land use, volumes, speeds, etc.) | 2 | |
| | Future Facility Cross Section | 2 | |
| | Future Facility AADT | 2 | |
| | Future Facility Operational Speed | 2 | |
| Alternative Review Process (if applicable): | | 3 | |
| •Emergency repair project | | | |
| •Safety project | | | |
| •Maintenance project | | | |
| •Interstate project (access controlled) | | | |
| •MPO/RPO funded project | | | |
| Step 2 - Transportation Need Determination | Demand Estimation Tool Level (e.g. High, Medium, etc.) | 3 | |
| | Future Land Use Considerations (MPO/RPO discussion) | 3 | |
| | Observed Demand (e.g. goat trails, transit stops or ridership, crash history) | 4 | |
| | Presence of Regional or State-Wide Bike/Pedestrian Project | 5 | |
| Step 3 - Facility Selection | Grow Demand to Design Year | | 6 |
| | •Design year operational speeds and AADT | | |
| | •Bicyclist/pedestrian demand, if different from Demand Tool outcome | | |
| | <i>(Option)</i> Future Land Use Consult with IMD | 6 | |
| | <i>(Option)</i> ITE Trip Generation Process | 6 | |
| | Preferred Facility - Pedestrian | 6 | |
| | Option Facility - Pedestrian | 6 | |
| | Pedestrian Considerations | 9 | |
| | Preferred Facility - Bicycle | 6 | |
| | Option Facility - Bicycle | 6 | |
| | Bicycle Considerations | 9 | |
| | Other Design Elements Review (intersections, crossings, transit, etc.) | 7 | |
| Status of Municipal Agreement for Separated Facilities | 9 | | |
| Outcome of Facility Selection Discussion with LGA | 9 | | |
| Betterment Determination (if applicable) | 9 | | |
| Step 4 - Impact Assessment | Comprehensive Cost Assessment with CS Element(s) | 10 | |
| | Comprehensive Cost Assessment without CS Element(s) | 10 | |
| | <i>(Option)</i> Proceed with CS Element(s) without dual estimates | 10 | |
| | Cost Impact (percent increase and narrative) | 10 | |
| | Schedule and Environmental Risk Impacts (narrative) | 10 | |
| Step 5 - Final Analysis | Facility or Design Modifications to Reduce Impacts (if applicable) | 10 | |
| | LGA Increase Cost Share (if applicable) | 11 | |
| | Final Facility Determination | 11 | |
| | Complete Street Review Team Input and Decision | 11 | |
| | Alternative Inclusion Plan (if applicable) | 11 | |

The Complete Streets Evaluation Methodology process serves as guidance to aid in the evaluation of highway projects for Complete Streets incidental improvements. This guidance is intended to support Project Leads and Managers throughout the PDN stages, beginning with all five steps in PDN Stage 1 and select steps revisited in PDN Stage 2. Project Leads and Managers should supplement this process with local conversations, detailed analysis of conditions, and engineering judgement to design the appropriate facility to meet identified needs.



U.S. 264 in Eastern N.C. Earns Interstate Designation



A stretch of U.S. 264 between Wilson and Greenville will be signed as Interstate 587 next year.

GREENVILLE – A section U.S. 264 in eastern North Carolina recently has received federal approval to become Interstate 587 after the N.C. Department of Transportation made several improvements.

The new interstate runs between I-95/I-795 in Wilson County to N.C. 11/U.S. 264 interchange in Greenville, totaling 37 miles across Wilson, Greene and Pitt counties. The department widened and resurfaced part of the highway to help bring it up to interstate standards. Before this designation, Greenville was one of the largest cities in the U.S. not served by an interstate.

The I-587 designation, which is many years in the making, will make travel easier and should bolster the area's economic development prospects.

"I'm beyond pleased that after 50-plus years without interstate connectivity to Greene and Pitt counties, the day has finally come for us to announce the official addition of I-587 to the United States Interstate Highway program," said Thomas Taft, Jr., who represents this Greenville area for the N.C. Board of

Transportation. "Through the incredible efforts of our DOT staff in Divisions 2 and 4, alongside state leadership, Eastern North Carolina can proudly show its new shield to the world."

The new designation also will boost interstate access around Wilson, said Melvin Mitchell, a member of the N.C. Board of Transportation from nearby Rocky Mount.

"It's important we continue to improve highway access and promote economic development in Eastern North Carolina," Mitchell said.

Work to bring U.S. 264 up to interstate standards began several years ago with the completion of Interstate 795 in Wilson. In 2016, the Federal Highway Administration and American Association of State Highway and Transportation Officials conditionally approved the state's application to add U.S. 264 between Zebulon and Greenville to the future I-587. Once the work to upgrade the highway was completed, NCDOT received full approval for the interstate designation.

The work to upgrade U.S. 264 included widening and resurfacing the highway. Just this year, an 18-mile section, between the Wilson County line and the Stantonsburg Road/Southwest Bypass interchange in Greenville, was [improved and completed six months](#) ahead of schedule.

"Interstate connectivity is one of the most critical economic development tools in our chest and without it, many companies will simply look past all the other amazing attributes our communities can bring to bear.

From this point forward we can expect continued growth for our existing industries and a more competitive outlook for new opportunities that will now be in play simply because of our interstate connection," Taft said.

Greenville Mayor PJ Connelly echoed those sentiments.

"It is very exciting to see Interstate 587 progressing," Connelly said. "This has been an economic development goal of the city of Greenville for quite some time, and we are eagerly awaiting the impact that it will have on our area in terms of economic prosperity and growth."

The department is working to update the signing plans before installing the new I-587 signs next year.

NCDOT

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Introduction

The Senate recently approved historic spending in a \$1.2T bill that will reauthorize the nation's surface transportation and drinking water and wastewater legislation and pour additional billions into new programs in transportation, energy transmission, resilience, broadband, and many others. The Infrastructure Investment and Jobs Act (IIJA, which will be referred to in this paper as the BID – Bipartisan Infrastructure Deal) includes approximately \$550B in new spending, approximately half of which goes to the U.S. Department of Transportation. The result is higher funding levels in existing programs and the creation of many new programs as well.

What follows is a compilation of the most relevant information for Metropolitan Planning Organizations (MPOs), Regional Transportation Planning Organizations (RTPOs), and regions generally in the Senate's bill. This document contains a significant amount of detail; possibly too much detail. This pales in comparison with the detail that the entire bill contains, which is orders of magnitude greater than what is included here. However, if you want more detail than what you find here, including the non-MPO/RTPO specific provisions in the transportation portion of the BID, [here is the link to the section-by-section analysis of the transportation portions of the bill](#).

Wait, you are asking, does this mean that Congress has solved the problems with the Highway Trust Fund? In short, no, dear reader, it does not mean any such thing. Once again, Congress simply kicks the proverbial can (which must be quite dented by now, come to think of it) down the road for another five years by transferring \$118 billion (\$90 billion to the Highway Account and \$28 billion to the Transit Account) from the General Fund to the Highway Trust Fund (HTF), and would bring the total transferred into the HTF to keep it solvent to nearly \$272 billion since 2008. This saves the day for now, of course, but it means in five years the cliff will be that much steeper when we prepare to do this all again.

Funding

In total, the U.S. Department of Transportation (USDOT) will receive \$567.5 billion from the BID. Of that amount, \$293.4B is "baseline" spending (the level of spending from the current reauthorization bill, the FAST Act). That means USDOT will receive \$274.1 billion in new spending authority, which is almost exactly half of the \$550 billion in new spending that the BID contains overall. Of that \$274 billion, \$90 billion is provided as contract authority through the reauthorization bill. The other \$184 billion in new spending is provided in "guaranteed appropriations" – funding that is outside of the HTF funding structure, in some cases to provide additional funding for existing programs and in others to create new programs. Much of this is spelled out in the large chart below.

Funding Types

The BID contains three types of funding:

1. Highway Trust Fund – These are funds taken from either the Highway Account or the Transit Account of the Highway Trust Fund. These funds are provided as Contract Authority over the five years of the bill and act like "real money" that is available to spend.
2. Guaranteed Appropriations – These are funds added by the bipartisan agreement and used to either increase funding for existing programs or create and fund new programs. Most of these funds will also be provided over five years but are "real" funds that do not need any additional action in the future to be made available.
3. General Fund – These are funds that have been "authorized" to be spent but require future action by the Appropriations Committee to be made available. It is likely that most of these funds will end up in the authorized pots, but examples do exist of programs that were authorized but never appropriated.

If you have questions, please contact Erich Zimmermann at erich@narc.org

Funding by Agency and Type

The following chart shows the funding each USDOT agency receives and breaks it out by these different funding types.

Table 1. Funding by USDOT Agency for each type of funding

| Agency | Highway Trust Fund | Guaranteed Appropriations | General Fund (subject to appropriation) |
|-----------------------|---------------------------------------|---------------------------|---|
| FHWA | \$304.0B | \$47.3B | \$14.6B |
| FTA | \$69.9B | \$21.3B | \$15.8B |
| Multimodal | | | \$21.9B |
| FRA | | \$66.0B | \$36.2B |
| FMCSA | \$4.5B | \$0.67B | |
| NHTSA | \$5.0B | \$1.61B | \$2.8B |
| Research/Innovation | | | \$0.6B |
| Hazmat* | | | \$0.6B |
| OST | | \$19.0B | \$1.3B |
| FAA | | \$25.0B | |
| MARAD | | \$2.3B | |
| PHMSA | | \$1.0B | |
| HTF – Highways | | | |
| | \$313.5B | | |
| HTF – Transit | | | |
| | \$69.9B | | |
| Totals | \$383.4B | \$184.2B | \$93.5B |
| | Total “Real” Funding: \$567.5B | | |

The Federal Highway Administration’s (FHWA’s) total funding is \$351.3B, an increase of approximately \$105B. FHWA will receive \$304B in Contract Authority (plus another \$14B from the General Fund, but those funds are subject to appropriation and not included in the total) and an additional \$47.3B in guaranteed appropriations (these amounts are included in totals, because their funding is guaranteed by funds provided in the BID).

The Federal Transit Administration (FTA) will receive \$91.2B through the BID. FTA will receive \$69.9B in Contract Authority (plus \$15.75B from General Funds subject to appropriation, most of which would go to the Capital Investment Program (CIG)) and an additional \$21.3B in guaranteed appropriations. This total includes \$8.0B for the CIG that is provided directly by the BID.

The Federal Railroad Administration (FRA) receives \$66B influx of funding through guaranteed appropriations, a massive amount relative to what it typically receives in a year. The reauthorization bill also contains a rail title, but with no rail trust fund, the entire \$36.2B authorization is from the General Fund and is subject to future appropriations. There is \$21.9B for “multimodal” projects, including \$10B for National Infrastructure Investments and \$7.5B for RAISE (nee BUILD nee TIGER) Grants, but that entire amount is from the General Fund and subject to future appropriations. RAISE receives \$7.5B from guaranteed appropriations as well.

Other funding is for the Federal Motor Carrier Safety Administration (FMCSA), which will receive \$5.1B in the BID (\$4.5B in Contract Authority and \$670M in guaranteed appropriations) and the National Highway Traffic Safety Administration (NHTSA), which will receive \$6.7B (\$5.0B in Contract Authority and \$1.6B in guaranteed appropriations, plus another \$2.75B from General Fund (subject to appropriations), including \$1B for the Safe Streets and Roads for All grant program). Safe Streets receives \$1B in guaranteed appropriations as well. There is also \$550M for Research and Innovation, including

\$500M for the SMART Grant program, but all of that is also from the General Fund. Another \$500M for SMART grants is included in the guaranteed appropriations.

Outside of the reauthorization portion of the bill, the Office of the Secretary of Transportation (OST) receives \$19B in guaranteed appropriations in total in the BID; the FAA receives \$25B; and the Maritime Administration (MARAD) and Pipeline and Hazardous Materials Safety Administration (PHMSA) also receive small amounts.

Funding by Program

This chart is a program-by-program overview of how the BID spends some of the funds in contains. Not all programs within the bill are included in this chart; primarily those most relevant to MPOs and regional organizations.

Table 2. Funding by Program

| Agency | Program | 5-year Funding | Funding Source |
|--------|--|----------------|--|
| FHWA | National Highway Performance Program (NHPP) | \$148.0B | Highway Trust Fund (HTF) |
| FHWA | Surface Transportation Block Grant Program (STBGP) | \$72.0B | HTF |
| FHWA | STBGP Set-Aside (Transportation Alternatives) | \$7.2B | HTF |
| FHWA | Highway Safety Improvement Program (HSIP) | \$15.56B | HTF |
| FHWA | Carbon Reduction Program | \$6.42B | HTF |
| FHWA | Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Grant Program - Formula Funds | \$7.3B | HTF |
| FHWA | PROTECT Discretionary Grants | \$1.4B | HTF <ul style="list-style-type: none"> • \$250,000,000 for FYs 2022-2023 <ul style="list-style-type: none"> ○ \$25M/ year - planning grants ○ \$175M/year - resilience grants ○ \$25M/year - community resilience and evacuation route grants ○ \$25M/ year - at-risk coastal infrastructure grants • \$300,000,000 for FYs 2024-2026 <ul style="list-style-type: none"> ○ \$30M/year - planning grants ○ \$210M/year - resilience grants ○ \$30M/year - community resilience and evacuation route grants ○ \$30M/year - at-risk coastal infrastructure grants |
| FHWA | Rail Grade Crossings (formula) | \$1.23B | HTF |
| FHWA | Congestion Mitigation and Air Quality (CMAQ) | \$13.2B | HTF |
| FHWA | National Freight Program | \$7.15B | HTF |
| FHWA | Metropolitan Planning (highway) | \$2.28B | HTF |
| FHWA | Ferry Boats and Terminals | \$912M | <ul style="list-style-type: none"> • \$570M (HTF) • \$342M (guaranteed appropriations) |
| FHWA | TIFIA | \$1.25B | HTF |
| FHWA | Tribal Transportation Program | \$3.0B | HTF |
| FHWA | Federal Lands Transportation Program | \$2.2B | HTF |
| FHWA | Federal Lands Access Program | \$1.49B | HTF |
| FHWA | Territorial and Puerto Rico Highway Program | \$1.14B | HTF |
| FHWA | INFRA Grants | \$8.0B | <ul style="list-style-type: none"> • \$4.8B (HTF) • \$3.2B (guaranteed appropriations) • \$6.0B (General Fund, subject to appropriation, not included in total) |
| FHWA | Bridge Program (formula) | \$27.5B | Guaranteed Appropriations |
| FHWA | Bridge Investment Program | \$12.5B | <ul style="list-style-type: none"> • \$3.3B (HTF) • \$9.235B (guaranteed appropriations) • \$3.3B (General Fund, subject to appropriation, not included in total) |

| | | | |
|-------|--|----------|--|
| OST | National Infrastructure Project Assistance Grants | \$5.0B | Guaranteed Appropriations |
| OST | RAISE (formerly BUILD formerly TIGER) Grants | \$7.5B | <ul style="list-style-type: none"> • \$7.5B (guaranteed appropriations) • \$7.5B (General Fund, subject to appropriation, not included in total) |
| OST | SMART Grants | \$500M | <ul style="list-style-type: none"> • \$500M (guaranteed appropriations) • \$500M (General Fund, subject to appropriation, not included in total) |
| OST | Safe Streets and Roads for All Grants | \$5.0B | <ul style="list-style-type: none"> • \$5.0B (guaranteed appropriations) • \$5.0B (General Fund, subject to appropriation, not included in total) |
| OST | National Culvert Removal/Replacement | \$1.0B | Guaranteed Appropriations |
| FHWA | Congestion Relief Program | \$250M | HTF |
| FHWA | EV Charging Infrastructure (formula) | \$5.0B | Guaranteed Appropriations |
| FHWA | Charging and Refueling Infrastructure Grants | \$2.5B | HTF |
| FHWA | Rural Surface Transportation Grant Program | \$2.0B | HTF |
| FHWA | Reduction of Truck Emissions at Port Facilities | \$400M | <ul style="list-style-type: none"> • \$250M (HTF) • \$150M (guaranteed appropriations) |
| FHWA | Nationally Significant Federal Lands and Tribal Projects | \$275M | <ul style="list-style-type: none"> • \$275M (HTF) • \$1.5B (General Fund, subject to appropriation, not included in total) |
| FHWA | Tribal High Priority Projects Program | \$150M | General Fund, subject to appropriation |
| FHWA | Healthy Streets Program | \$500M | General Fund, subject to appropriation |
| FHWA | Transportation Resilience and Adaptation Centers of Excellence | \$500M | General Fund, subject to appropriation |
| FHWA | Administrative expenses for FHWA | \$2.55B | HTF |
| FHWA | Appalachian Development Highway System | \$1.25B | Guaranteed Appropriations |
| FRA | Consolidated Rail Infrastructure and Safety Improvements (CRISI) Grants | \$5.0B | Guaranteed Appropriations |
| FRA | Northeast Corridor Grants | \$6.0B | Guaranteed Appropriations |
| FRA | National Network Activities | \$16.0B | Guaranteed Appropriations |
| FRA | Federal-State Partnership for Intercity Passenger Rail | \$36.0B | Guaranteed Appropriations |
| FTA | State of Good Repair Grants | \$4.8B | Guaranteed Appropriations |
| FTA | Low or No Emission Grants | \$5.3B | Guaranteed Appropriations |
| FTA | Enhanced Mobility Formula Grants | \$250M | Guaranteed Appropriations |
| FTA | Capital Investment Grants | \$8.0B | Guaranteed Appropriations |
| FTA | All Stations Accessibility Program | \$1.8B | Guaranteed Appropriations |
| FTA | Electric or Low-Emitting Ferry Program | \$250M | Guaranteed Appropriations |
| FTA | Ferry Service for Rural Communities | \$1.0B | Guaranteed Appropriations |
| MARAD | America's Marine Highway Program | \$25.0B | Guaranteed Appropriations |
| MARAD | Port Infrastructure Development Program | \$2.3B | Guaranteed Appropriations |
| PHMSA | Natural Gas Distribution Infrastructure Safety and Modernization Grant Program | \$1.0B | Guaranteed Appropriations |
| FMCSA | Motor Carrier Safety Operations and Programs | \$50M | Guaranteed Appropriations |
| FMCSA | Motor Carrier Safety Grants | \$622.5M | Guaranteed Appropriations |
| NHTSA | Crash Data | \$750M | Guaranteed Appropriations |
| NHTSA | Vehicle Safety and Behavioral Research Programs | \$548.5 | Guaranteed Appropriations |
| NHTSA | Supplemental Traffic Safety Programs | \$310M | Guaranteed Appropriations |
| NHTSA | Research, Technology, and Education Authorizations | | Guaranteed Appropriations |
| FAA | Facilities and Equipment | \$5.0B | Guaranteed Appropriations |
| FAA | Airport Infrastructure Grants | \$15.0B | Guaranteed Appropriations |
| FAA | Airport Terminal Program | \$5.0B | Guaranteed Appropriations |
| FHWA | Highway Research and Development Program | \$735M | HTF |
| FHWA | Technology and Innovation Deployment Program | \$550M | HTF |
| FHWA | Training and Education | \$127.5M | HTF |
| FHWA | Intelligent Transportation System Program | \$550M | HTF |
| FHWA | University Transportation Centers Program | \$500M | <ul style="list-style-type: none"> • \$405M (HTF) • \$95M (guaranteed appropriations) |
| FHWA | Bureau of Transportation Statistics | \$132.5M | HTF |
| | Pilot Programs | | |
| FHWA | Wildlife Crossings Pilot Program | \$350M | HTF |
| FHWA | Prioritization Process Pilot Program | \$50M | HTF |
| | | | |

| | | | |
|------|--|--------|--|
| FHWA | Reconnection Communities Pilot Program | \$1.0B | <ul style="list-style-type: none"> • \$150M for Planning Grants (HTF) • \$350M for Capital Construction Grants (HTF) • \$500M (guaranteed appropriations) |
| FHWA | Open Challenge and Research Proposal Pilot Program | \$75M | General Fund, subject to appropriation |

Formula vs. Discretionary

Another way to look at this chart is to consider the new programs in light of how each will distribute the available funds. Of the \$154B in USDOT grant funds provided in the BID, approximately one-third are distributed by formula, leaving more than \$100B to be distributed through discretionary grants with the ultimate decisions on who gets funding lying with the USDOT itself. That is a tremendous amount of new resources in competitive grants, and will require significant staffing up by the agency to ensure these funds start rolling out to states and localities in a timely manner. It also raises concerns about how well traditionally underserved communities and others will fare in such a competitive environment for funding.

Table 3. Funding by distribution method.

| Appropriations for USDOT Grants to State/Local Governments in BID | | | |
|---|----------------------------------|-----------------|------------------|
| | | Formula | Competitive |
| OST | Megaprojects | | 5,000.0 |
| OST | RAISE Grants | | 7,500.0 |
| OST | Safe Streets | | 5,000.0 |
| OST | Culverts | | 1,000.0 |
| OST | SMART | | 500.0 |
| FAA | Airport Grants - Airside | 14,900.0 | 100.0 |
| FAA | Airport Grants - Terminals | | 5,000.0 |
| FHWA | Bridge Program | 27,500.0 | 9,235.0 |
| FHWA | EV Charging Infrastructure | 5,000.0 | |
| FHWA | INFRA Grants | | 3,200.0 |
| FHWA | Reduce Truck Emissions in Ports | | 150.0 |
| FHWA | Reconnecting Communities | | 500.0 |
| FHWA | Ferry Boats and Terminals | 342.0 | |
| FHWA | Appalachian Highways | 1,250.0 | |
| FRA | CRISI Grants | | 5,000.0 |
| FRA | Railroad Crossing Elimination | | 3,000.0 |
| FRA | Fed.-State Partnership for IPR | | 36,000.0 |
| FTA | State of Good Repair Grants | 4,750.0 | |
| FTA | Low-No Emission Bus Grants | | 5,250.0 |
| FTA | Capital Investment Grants | | 8,000.0 |
| FTA | ADA Upgrades to Rail Transit | | 1,750.0 |
| FTA | Electric or Low-Emission Ferries | | 250.0 |
| FTA | Rural Passenger Ferry Service | | 1,000.0 |
| MARAD | Port Infrastructure Development | | 2,250.0 |
| PHMSA | Nat. Gas Pipeline Modernization | | 1,000.0 |
| Total, US Department of Transportation | | 53,742.0 | 100,685.0 |

Source: Eno Transportation Weekly

Apportionment

Apportionment describes both how funds are divided (apportioned) between states and how funds are divided between programs within reauthorization. Regarding the latter, the Senate bill makes major changes to how funds are apportioned between programs by adding two new programs to the “core apportionment” programs that appeared in the FAST Act. Each “core apportioned” program gets a set percentage of a portion of the bill, so adding new programs means the programs that already existed get less to accommodate the new arrivals. In this case, Congress added a Carbon Reduction Program and a PROTECT grant program focused on increasing resilience.

Table 4. Core Apportioned Programs

| | STRA 5-year Funding | % Increase | STRA Apportionment* | FAST Apportionment |
|--------------------------|---------------------|------------|---------------------|--------------------|
| NHPP | \$148.0B | 27% | 59.0771195921461% | 63.7% |
| STBGP | \$72.0B | 24% | 28.7402203421251% | 29.3% |
| HSIP | \$15.6B | 34% | 6.70605141316253% | 7.0% |
| Carbon Reduction Program | \$6.42B | n.a. | 2.56266964565637% | -- |
| PROTECT Program | \$7.3B | n.a. | 2.91393900690991% | -- |

* the percentages listed in the bill are really this specific

Table 5. Other Apportioned Programs

| Program | STRA 5-year Funding | % Increase |
|---|---------------------|------------|
| CMAQ | \$13.2B | 10% |
| National Freight Program | \$7.15B | 13% |
| STBGP Set-Aside (Transportation Alternatives) | \$7.2B | 71% |
| Metropolitan Planning (highway) | \$2.28B | 32% |
| Metropolitan Planning (transit) | \$0.8B | 42% |

Other Apportionment Provisions:

- **Guaranteed amounts:** Requires that each states’ apportionment is equal to at least 95% of estimated tax payments paid into the HTF (this language is in existing law) but adds additional language further requiring that a states’ apportionment must be at least 2% higher than the apportionment received for FY2021 and at least 1% greater than the apportionment received for the previous fiscal year.
- Eliminates metropolitan planning set aside within the National Highway Freight Program.
- Strikes section regarding “supplemental funds” – in ATIA (last session’s Senate reauthorization bill) this was used to pump an additional \$1 billion into the National Highway Performance Program (NHPP) without similar increases for other programs.

Program Policy Changes

Surface Transportation Block Grant Program (STBGP) (including Transportation Alternatives Program (TAP))

- STBGP suballocation remains at 55%.
- Modifies the “population bands” within the program, ensuring that funds are spent in urban areas with population of 50K-199,999 in proportion to their share of the overall population within their state. Requires that a state establish a consultation process with all MPOs in these areas and describe how funds allocated for these areas will be allocated equitably among the applicable urbanized areas. Further, states must consult with a Regional Transportation Planning Organization (RTPO) if one exists for areas under 50K.

- Expands eligibility to include:
 - Construction of wildlife crossing structures and other projects and strategies to reduce wildlife-vehicle collisions
 - Installation of EV charging infrastructure and vehicle-to-grid infrastructure
 - Installation and deployment of intelligent transportation technologies
 - Planning and construction of projects that facilitate intermodal connections between emerging transportation technologies such as magnetic levitation (Maglev) and hyperloop
 - Projects that use “natural infrastructure” to enhance resilience
 - Cybersecurity threat protection
 - Rural barge landing and waterfront infrastructure projects (allows a state to use up to 5% of its STBGP apportionment for this purpose)
 - Construction of privately-owned ferry terminal facilities (when determined by the Secretary to provide substantial public transportation benefit)
 - Projects to enhance travel and tourism
- Increases required set-aside for off-system bridges to 20% (15% in current law)
- Transportation Alternatives Program (TAP):
 - Funding is substantially increased; TAP funding level is now 10% of STBGP
 - TAP suballocation is increased to 59% (currently 50%)
 - States may allocate 100% of its funding to “counties and other local transportation entities”
 - Makes MPOs serving an urbanized population of 200,000 or fewer an “eligible entity” to receive TAP funds
 - States may use up to 7% of TAP funds to “improve the ability of applicants to access funding for projects”; and increases flexibility in calculating federal share under TAP

Congestion Mitigation and Air Quality (CMAQ)

- New eligibilities:
 - Diesel replacement (under specific standards as outlined)
 - Shared micromobility
 - Purchase of medium- or heavy-duty zero emission vehicles and related charging equipment
 - Lock and dam modernization and marine highway corridor projects eligible under certain circumstances
 - Allows up to 10% of CMAQ funds to be obligated to these types of projects
- Adds a provision to the performance plan section that allows an MPO to request assistance in tracking progress made in minority or low-income populations.
- Allows CMAQ funds to be used for operating assistance for public transportation projects. There is no time limit using these funds for operating assistance in non-urbanized areas and in urbanized areas with population of 200,000 or fewer.

Transportation Planning (PL)

- Requires MPOs, when first designating officials, to consider “the equitable and proportional representation of the population of the metropolitan planning area.”
- Clarifies language regarding the designation of more than 1 MPO in an urbanized area; requires consistency in data used for planning when there is more than 1 MPO within an urbanized area; and clarifies that there is no requirement that these MPOs perform joint planning (as would have been required under the MPO rule).

- Allows states and MPOs to use social media and other web-based tools to encourage public participation and solicit public feedback.
- [ADDED IN FINAL SENATE BILL]: Requires MPOs to consult with officials responsible for housing, adds housing to the scope of the planning process, encourages MPOs that do scenario development to include assumed distribution of population and housing as a component, and includes affordable housing organizations as interested parties that should have an opportunity to comment on a transportation plan.
- [ADDED IN FINAL SENATE BILL]: Adds a “housing coordination process” for a Transportation Management Area (TMA) where it may address the integration of housing, transportation, and economic development strategies. A TMA may develop a housing coordination plan that includes projects and strategies that may be considered in the Metropolitan Transportation Plan (MTP), including regional goals for the integration of housing, transportation and economic development, identifying the location of existing and planned housing and employment and transportation options to connect housing and employment, and a comparison of transportation plans to land use management plans.

Fiscal Constraint

- Requires USDOT, within one year, to update the Code of Federal Regulations “to ensure that the outer years of a metropolitan transportation planning are defined as ‘beyond the first 4 years.’” This would ease the requirement for fiscal constraint after the 4-year horizon but would not eliminate the requirement altogether.

Report on Air Quality Improvements

- Requires (within three years) a report from the GAO that evaluates the CMAQ program, including reductions of specific emissions resulting from projects under the program; the cost-effectiveness of these reductions; how funds have been invested in minority and low-income communities; the effectiveness of performance measures at helping with attainment for ozone, CO, and particulate matter; whether there are projects that are not eligible under CMAQ that should be; and the extent to which CMAQ projects reduce sulfur dioxide, nitrogen dioxide, and lead.

Travel Demand Data and Modeling

- Within 2 years and every 5 years thereafter, a study will be conducted to gather travel data and travel demand forecasts from a representative sample of states and MPOs to compare forecasts with observed data and uses the results to develop best practices or guidelines to use in forecasting travel demand for future investments, evaluate past investments, and support better forecasting overall.
- Contains a provision for the development of a tool to “evaluate the effect of investments in highway and public transportation projects on the use and conditions of all transportation assets...”

Increasing Safe and Accessible Transportation Options

- Requires states to use no less than 2.5% of state planning and research funds and MPOs to use no less than 2.5% of metropolitan planning (PL) funds to carry out 1 or more activities “to increase safe and accessible options for multiple travel modes for people of all ages and abilities,” which may include development of Complete Streets standards; development of Complete Streets prioritization plan; development of active transportation plans; regional or megaregional planning to consider alternatives to new highway capacity; or development of plans and policies to support transit-oriented development.
- Federal share is 80% unless the Secretary determines that the interests of the program are best served by reducing or eliminating the non-federal share.

- MPOs and states can avoid the set-aside requirement by demonstrating they have Complete Streets standards and policies in place and have developed an up-to-date Complete Streets prioritization plan.

Research and Technology Development and Deployment

- In carrying out the highway research and development program, adds new requirements to engage the public and private entities “to spur advancement of emerging transformative innovations through accelerated market readiness” and consult frequently with public and private entities on new transportation technologies.
- Adds new eligibilities under this program: study of safety measures to reduce wildlife-vehicle collisions and eligible expense; studies on the deployment and revenue potential of energy and broadband deployment in highway rights-of-way; research on non-market-ready technologies in consultation with public and private entities; the evaluation of information from accelerated non-market-ready technologies at Turner-Fairbank; and development by USDOT of interactive modeling tools and databases that track the condition of highway assets, assess transportation options, monitor and model network-level traffic flows, and further understanding of regional connectivity.
- Updates infrastructure investment needs report prepared by USDOT to include conditions and performance of the highway network for freight movement, Intelligent Transportation Systems (ITS), resilience, and backlog of current highway, bridge, and tunnel needs.
- Creates a new study of high-friction surface treatment applications.
- Creates a new program to “promote, implement, deploy, demonstrate, showcase, support, and document the application of advanced digital construction management systems, practices, performance, and benefits” and provides \$20M/year for this effort and requires a new report to Congress on this issue.
- Modifies the “advance transportation technologies deployment” program to become the “advanced transportation technologies and innovative mobility deployment,” adds new eligibilities, creates a rural set-aside of 20%, and makes MPOs of 50-200K population eligible recipients (previously only TMAs were eligible).
- Creates a “Center of Excellence on New Mobility and Automated Vehicles,” including research on impacts on land use, urban design, transportation, real estate, equity, and municipal budgets of AVs, docked and dockless bicycles, docked and dockless electric scooters, and TNCs.
- Creates an “Open Challenge and Research Initiative Pilot Program,” under which eligible entities “may propose open highway challenges and research proposals that are linked to identified or potential research needs.” MPOs are not explicitly listed as eligible, but there is a provision that allows any entity to apply that is determined by USDOT to be appropriate. Federal share is 80%. Funding: \$20M for each of fiscal years 2022-2026.

Study of Impacts on Roads from Self-Driving Vehicles [ADDED IN FINAL SENATE BILL]

- Requires a study on the “existing and future impacts of self-driving vehicles to transportation infrastructure, mobility, the environment, and safety...” and shall include consideration of the impacts on both urban and rural areas.
- Requires consultation with a panel of national experts in both rural and urban transportation, including MPOs and RTPOs.

Amtrak Daily Long-Distance Service Study

- Requires a study to evaluate the restoration of daily intercity rail passenger service along long-distance routes that were discontinued or that occur on a nondaily basis, including exploring options for restoring such service.
- Requires consultation with MPOs and RTPOs when conducting this study.
- Funding: \$15M (\$7.5M for each of fiscal years 2022 and 2023).

Federal-State Partnership for Intercity Passenger Rail Grants (existing program)

- Changes program from “Federal-State partnership for state of good repair” to “Federal-State partnership for intercity rail.”
- Changes the list of eligible projects and project selection criteria.
- Up to 5% can be reserved for Regional Planning Guidance Corridor Planning to “carry out planning and development activities...” including development of service development plans, providing guidance for passenger rail systems planning, and providing funding for the development refinement of passenger rail systems planning analytical tools and models.

New Formula Programs

Carbon Reduction Program

- Creates a new formula program to reduce transportation emissions.
- Formula funds are provided to each state based on their share of the overall base apportionment. Of those funds, 65% are suballocated to areas within the state by population (identical to STBGP requirements, as modified by this legislation). Requires coordination with MPOs in areas with population of 50-200K and consultation with RTPOs for areas with population less than 50K. Requires the commitment of obligation authority for all projects in areas with population of 50K and above.
- Eligible projects include:
 - Establishing or operating a traffic monitoring, management, and control facility
 - Public transportation projects
 - Bicycle and pedestrian facilities
 - Advance transportation and congestion management technologies
 - ITS capital improvements and vehicle-to-infrastructure communications equipment
 - Efficient street lighting and traffic control devices
 - Congestion pricing, mode shift, and transportation demand management (TDM)
 - Projects to reduce environmental and community impacts of freight movement
 - Alternative fuel vehicle deployment support
 - Diesel retrofits
 - Certain CMAQ-eligible projects
 - Port congestion reduction
- Funds can be used for any STBGP-eligible use if a state can demonstrate a reduction in transportation emissions.
- Within 2 years, a state in consultation with any MPOs must develop a carbon reduction strategy, which will support efforts to reduce transportation emissions, identify projects and strategies to reduce transportation emissions, support the achievement of targets for reductions, at state discretion quantify the total carbon emission from the production, transport and use of materials

used in the construction of transportation facilities within the state, be appropriate to the population density and context of the state, and be updated every four years.

- Requires the suballocation of 65% of funds to areas with populations over 200K, 50K-200K, and 5K-50K.
- Requires a state to consult with an RTPO when obligating funds for projects in a rural area.
- Requires obligation authority be made available for the spending of these funds.
- Funding: \$6.4B over five years.

Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Grant Program

- Establishes a new PROTECT grant program to provide grants for resilience improvements.
- Funding distributed both by formula and through competitive grants.
- Formula funds are provided to each state based on their share of the overall base apportionment. Requires that 2% of funds each year be set aside for planning purposes.
- Eligible projects include the use of natural infrastructure or construction or modification of storm surge, flood protection, or aquatic ecosystem restoration elements related to highway projects, public transportation facilities, intercity rail facilities or service, or port facilities.
- Federal share is 80%; other Federal funds may be used for the other 20%. States may not use more than ~~25%~~ 40% [MODIFIED IN FINAL SENATE BILL] for new capacity and not more than 10% for development phase activities.
- MPOs are eligible to receive resilience planning grants, which can be used for developing a resilience improvement plan; resilience planning including scenario development and vulnerability assessments; technical capacity building; or evacuation planning and preparation. Federal share is 100%.
- MPOs are eligible for resilience improvement grants, which can be used for a wide variety of uses to “enable an existing surface transportation infrastructure asset to withstand 1 or more elements of a weather event or natural disaster, or to increase the resilience of surface transportation infrastructure from the impacts of changing conditions, such as sea level rise, flooding, extreme weather events, and other natural disasters.” Federal share is 80%.
- MPOs are eligible for community resilience and evacuation route grants for projects that will strengthen and protect evacuation routes. Priority given to projects with eligible activities that are cost-effective. Federal share is 80%.
- MPOs in coastal states are eligible for at-risk coastal infrastructure grants for “strengthening, stabilizing, hardening, elevating, relocating, or otherwise enhancing the resilience of highway and non-rail infrastructure, including bridges, roads, pedestrian walkways, and bicycle lanes, and associated infrastructure such as culverts and tide gates.” Federal share is 80%.
- For all grants, 25% of funding must be used for projects located in areas outside an urbanized area with population over 200,000 and 2% must be set-aside for grants to Indian Tribes.
- Federal share can be increased by 7% if the recipient state or MPO has developed a resilience improvement plan and prioritized the funded project on that plan.

- Federal share can be increased by 3% for MPOs that have incorporated their resilience improvement plan into the metropolitan transportation plan.
- Resilience improvement plan shall be for immediate and long-range planning activities and investments; demonstrate a systematic approach to transportation system resilience; include risk-based assessment of vulnerabilities of assets; designate evacuation routes; plan for response to anticipated emergencies; describe resilience improvement policies; include an investment plan with priority projects and how funds provided would be invested and matched; use science and data; include a description of how the plan will improve the ability of the MPO to respond promptly to impacts and be prepared for changing conditions; assess the resilience of other community assets; and use a long-term planning period. This document is voluntary and is not required as part of the planning process.
- Funding: \$7.3B over five years by formula; \$1.4B for competitive grants (\$250M for each of fiscal years 2022-2023 and \$300M for 2024-2026).

New Competitive Grant Programs

National Infrastructure Project Assistance Grants

- New competitive grant program to support freight-related projects, including roads and bridges, intermodal facilities, grade separation or elimination, intercity passenger rail, public transportation, or a combination of these.
- MPOs are eligible recipients.
- 50% of the funding is for projects between \$100M and \$500M; 50% is for projects over \$500M.
- Secretary is required to consider geographical diversity and balance between rural and urban communities.
- To be eligible, projects must:
 - Be likely to generate national or regional economic, mobility, or safety benefits;
 - Need significant federal funding;
 - Be cost-effective;
 - Have one or more stable sources of non-federal funding and financing to construct operate and maintain the project and cover any cost increases; and
 - Project applicant must have sufficient legal, financial and technical capacity.
- Evaluation criteria includes:
 - Extent to which the project supports achieving a state of good repair;
 - Level of benefits a project is expected to generate include avoided costs due to closure or reduction of asset use, reductions in maintenance costs, safety benefits, improved person or freight throughput, and environmental and health benefits;
 - Benefit-cost ratio;
 - Number of persons or volume of freight supported by the project; and
 - National and regional economic benefits of the project.
- Other considerations include:
 - How the projects contribute to geographical diversity and balance between rural and urban communities;
 - Multi-state benefit;
 - The extent to which a project uses materials or approaches that reduce greenhouse gases or reduce the need for maintenance of other projects and technologies that will allow for future connectivity and automation;

- Whether the project would benefit a historically disadvantaged community or population or area of persistent poverty;
- Whether the project benefits users of multiple modes of transportation; and
- Whether the project improves connectivity between modes of transportation.
- Has specific criteria for how the Secretary is to rate the project applications.
- Makes provision to provide technical assistance to unsuccessful applicants.
- Requires submission of a plan regarding the collection and analysis of data related to project impacts and forecast accuracy.
- Funds can be used for development-phase activities (including planning, feasibility analysis, revenue forecasting, alternatives analysis, data collection and analysis, environmental review and activities to support environmental review, preliminary engineering and design work, and preparation of the data collection plan) and for construction, reconstruction, rehabilitation, property acquisition, environmental mitigation, and more.
 - Financing costs are also eligible expenses under certain circumstances.
- Federal share is 60%; other grants can be awarded to eligible projects through other programs, but total federal support cannot exceed 80%.
 - Loans or finance repaid with local funds or revenues are part of the local share.
- Outlines the parameters for multi-year grant agreements. Single-year grants are only allowed when all NEPA review for a project has been completed before receipt of program funds.
- Congress can pass a joint resolution disapproving a project selected by the Secretary.
- Funding: \$10B (\$2B per year for 2022-2026).

Bridge Investment Program

- Creates a new competitive “bridge investment program” to encourage bridge repair that will improve safety, efficiency, and reliability of people and freight movement, and leverages non-federal contributions. Allows for bridge bundling and culvert work as well.
- Allows the awarding of grants. Large project (\$100M or more) grants will be \$50M or greater but not more than 50% of the project cost and may be carried out through a multiyear agreement; small project grants will be a minimum of \$2.5M, but not more than 80% of the project cost.
- MPOs with population over 200,000 are eligible to receive grants under this program.
- To be eligible, projects must begin within 18 months after funds are obligated and preliminary engineering must be complete.
- The bill lays out in very specific detail how projects will be evaluated and chosen. Please see the legislative text if you are interested in learning more.
- Eligible projects include development phase activities, construction, and bridge protection (such as seismic retrofits).
- Overall funding: \$3.265B over five years from HTF; \$3.265B over five years from General Fund (subject to appropriations); and \$9.2B over five years from appropriations.

Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program

- New competitive SMART grant program that builds upon the success of the Smart City Challenge "to conduct demonstration projects focused on advanced smart city or community technologies and systems in a variety of communities to improve transportation efficiency and safety."
- MPOs are eligible recipients. Also allows for "regional partnerships" composed of two or more eligible entities located in jurisdictions with a combined population of 50K-400K.
- Selection criteria include:
 - Extent to which the applicant community has a public transportation system or other transit options;
 - Population density;
 - Continuity of committed leadership and functional capacity;
 - Open data commitment;
 - Likelihood of success, including through technical and financial commitments from the public and private sectors;
 - Extent to which the project will use advanced data, technology, and applications to provide significant benefits including congestion reduction; safety of bikes and pedestrians; access to opportunities, especially for underserved or disadvantaged populations; economic competitiveness; system reliability; connectivity between modes; private sector investments; pollution reduction; resilience; and emergency response.
- Priority will be given to projects that would be scalable; encourage data sharing and best practices; encourage innovation; promote a skilled workforce; allow for measurement and validation of cost savings and performance improvements; encourage adoption of smart technologies by other communities; promote industry practices regarding cybersecurity; and safeguarding individual privacy.
- Unsuccessful applicants may request technical assistance and briefings related to the project.
- Projects should demonstrate at least one of: coordinated automation; connected vehicles; intelligent, sensor-based infrastructure; systems integration; commerce delivery and logistics; leveraging use of innovative aviation technology; smart grid; and smart technology traffic signals.
- Eligible uses include development phase and construction phase activities.
- Extensive reporting requirements.
- Up to 40% of funding to large communities (400K+), 30% to rural areas (<50K), and 30% to medium sized communities (50K-400K).
- Funding: \$500M over five years.

Rural Surface Transportation Grant Program

- Creates a new competitive grant program to "improve and expand the surface transportation infrastructure in rural areas." Rural is defined as an area outside an urbanized area with a population of over 200,000.
- Goals are to increase connectivity; improve safety and reliability of people and freight movement; generate economic growth; and improve quality of life.
- RTPOs are eligible recipients.
- Eligible projects include a highway, bridge, or tunnel project also eligible under NHPP, STBGP, Tribal Transportation Program, and freight program; a project on a high-risk rural road; a project

that increases access to a facility that supports the economy of a rural area; or a project to develop, establish, or maintain an integrated mobility management system, TDM system, or on-demand mobility services.

- Funds can be used for development phase activities, construction, reconstruction, rehabilitation, and more.
- Minimum grant size is \$25M and federal share is up to 80%. Certain project categories qualify for 100% federal share.
- Not more than 10% can be set aside for small projects (less than \$25M).
- 25% of funds must be set-aside for use on Appalachian Development Highway System projects.

Grants for Charging and Fueling Infrastructure

- Establishes a new competitive grant program to “strategically deploy publicly accessible electric vehicle charging infrastructure and hydrogen fueling infrastructure, hydrogen fueling infrastructure, propane fueling infrastructure, and natural gas fueling infrastructure along designed alternative fuel corridors or in certain other locations that will be accessible to all drivers...”
- Funds can be used “to contract with a private entity for acquisition and installation of publicly accessible electric vehicle charging infrastructure, hydrogen fueling infrastructure, propane fueling infrastructure, or natural gas fueling infrastructure that is directly related to the charging or fueling of a vehicle.” Funds can be used as operating assistance to the private entity for the first 5 years of operation.
- MPOs are eligible recipients.
- Community Grants: half of funds must be reserved for community grants for projects expected to reduce greenhouse gas emissions and to expand or fill gaps in access to alternative fueling, including development phase activities and acquisition and installation of infrastructure, with priority given to rural areas, low- and moderate-income neighborhoods, and communities with a low ratio of private parking spaces to households or a high ratio of multiunit dwellings to single family homes.
- Maximum grant amount is \$15M at 80% federal share, and up to 1% can be used to provide technical assistance to eligible entities and 5% can be used on educational and community engagement activities.
- Total funding: \$2.5B over five years.

Congestion Relief Program

- Establishes a new competitive congestion relief program to provide discretionary grants to “advance innovative, integrated, and multimodal solutions to congestion relief in the most congested metropolitan areas...”
- Program’s goals are “to reduce highway congestion, reduce economic and environmental costs associated with that congestion, including transportation emissions, and optimize highway capacity and usage of highway and transit systems...” These goals would be accomplished through intermodal integration, shifts in travel patterns (time of day and mode), and pricing.
- Eligible projects include:
 - Integrated congestion management system;
 - HOV toll lanes, cordon price, parking pricing or congestion pricing;

- Mobility services such as commuter buses and vans; and
- Incentive programs to encourage carpooling.
- Priority given to urbanized areas experiencing a high degree of recurrent congestion.
- Minimum grant award is \$10M, federal share is 80%.
- Interstate tolling is allowed as part of a project funded with a grant from this program, under specific conditions and restriction.
- Projects must include analysis of potential effects on low-income drivers and may include mitigation measures to deal with adverse financial effects on low-income drivers.
- MPOs over 1,000,000 population are eligible; states are eligible to obligate funds in urbanized areas under 1M population.
- Funding: \$50M for each of fiscal years 2021-2025.

Healthy Streets Program

- Establishes a new discretionary grant program to expand the use of cool pavement and porous pavement and expand tree cover.
- Goals of the program are to mitigate urban heat islands, improve air quality, and to reduce the extent of impervious surfaces, reduce stormwater run-off and flood risks, and reduce heat impacts to infrastructure and road users.
- MPOs are eligible recipients.
- Federal share is 80% unless a community can prove a hardship that qualifies them for 100%.
- Maximum grant award is \$15M.
- Funding: \$500M over five years.

Active Transportation Infrastructure Investment Program [ADDED IN FINAL SENATE BILL]

- New competitive grant program to construct eligible projects to “provide safe and connected active transportation facilities in an active transportation network or active transportation spine.”
- 30% must go to projects to construct active transportation networks that connect people with public transportation, businesses, workplaces, school, etc. 30% must go to projects that construct active transportation spines.
- \$3M/year shall be set aside for planning and design grants.
- Federal share: 80%; can be 100% for projects in areas with poverty rate over 40%.
- Eligible entities include regional governmental organizations including MPOs and RTPOs.
- Eligible projects are active transportation projects (or groups of projects) that are regional in nature and that cost more than \$15M (or more than \$100K in the case of planning and design costs).
- Funding: Authorizes \$200M/year.

Railroad Crossing Elimination Program

- Creates a new competitive grant program for “highway-rail or pathway-rail grade crossing improvement projects that focus on improving the safety and mobility of people and goods.”
- Goals are to eliminate highway-rail grade crossings frequently blocked by trains; improve the health and safety of communities; reduce the impacts that freight movement have on underserved communities; and improve the mobility of people and goods.
- MPOs are eligible recipients.
- Eligible projects include grade separation, track relocation, improvement or installation of protective features, other safety projects, a group of any of the above projects, and planning and design of eligible projects.
- 20% of funds must be reserved for rural areas or Tribal lands; 5% must be reserved for projects in counties with 20 or fewer residents per square mile; 25% of planning grants must be for projects located in rural areas or Tribal areas.
- Minimum grant size is \$1M except for planning grants. Federal share is 80%.

Corridor Identification and Development Program

- Creates a new competitive grant program to “facilitate the development of intercity passenger rail corridors.”
- Regional transportation planning organizations are eligible recipients.
- Corridors chosen under the program shall have assistance to prepare a service development plan (or update an existing plan).

Safe Streets and Roads for All Grant Program

- Creates a new competitive grant program for "Vision Zero" grants.
- Defines a Comprehensive Safety Action Plan as "a plan aimed at preventing transportation-related fatalities and serious injuries in a locality, commonly referred to as a "Vision Zero" or "Toward Zero Deaths" plan."
- Elements of the plan include goals and timeline for eliminating fatalities and serious injuries; analyses of crash location and community input; data driven approach to identify projects or strategies; and mechanisms for evaluating outcomes and effectiveness.
- MPOs are eligible entities.
- Eligible projects include development of the plan itself; planning, design, and development activities to execute on projects and strategies; or to carry out the projects or strategies themselves.
- Not more than 15 percent may go to a single state in a given fiscal year.
- Not less than 40 must go to planning grants.
- Projects will be chosen based on whether the proposed project:
 - A. Is likely to significantly reduce or eliminate transportation-related fatalities and serious injuries involving various road users, including pedestrians, cyclists, public transportation users, motorists, and commercial operators, within the proposed timeframe;
 - B. Demonstrates engagement with a variety of public and private stakeholders;

- C. Seeks to adopt innovative technologies or strategies to promote safety;
 - D. Employs low-cost, high-impact strategies that improve safety over a wider geographical area;
 - E. Ensures, or will ensure, equitable investment in the safety needs of underserved communities in preventing transportation-related fatalities and injuries;
 - F. Includes evidence-based projects or strategies; and
 - G. Achieves such other conditions as the Secretary considers to be necessary.
- Federal share is 80%.
 - Funding: \$1B over five years.
 - Requires regular reporting to the Secretary and final report that outlines elements of the project carried out by the receiving entity.
 - Secretary is required to publish best practices.

New Pilot Programs

National Motor Vehicle Per-Mile User Fee Pilot

- Establishes a per-mile user fee pilot to test design and implementation of a per-mile user fee, address the need for additional revenue, and provide recommendations relating to adoption and implementation of a per-mile user fee.
- Outlines the parameters, methods, participants and fees related to the pilots.
- Establishes a Federal System Funding Alternatives Advisory Board.
- Creates a public awareness campaign about a notional motor vehicle per-mile user fee.
- Establishes an annual report to Congress regarding the program and its success.
- Funding: \$50M (\$10M each year for 2022-2026) (from funds made available for 23 USC §503(b)).

Wildlife Crossing Safety

- Creates a new “wildlife crossings pilot program” to reduce wildlife-vehicle collisions and improve habitat connectivity.
- MPOs and RTPOs are eligible.
- 60% of funds each year are required to be used on projects in rural areas.
- Funding: \$350M over five years.

Prioritization Process Pilot Program

- New pilot program to “support data-driven approaches to planning that, on completion, can be evaluated for planning benefit.”
- Participants will develop priority objectives and assess and score projects based on the project’s contribution to achieving these objectives, then use the scores in development of the transportation plan and TIP.

- MPOs over 200K are eligible on their own; otherwise, states are eligible and must consult with MPOs under 200K in the development of priority objectives that are used to assess and score projects which then guides the development of the LRTP and TIP.
- In cases where lower scoring projects are chosen, explanation must be documented regarding several items listed in the legislation to help explain the reason for that decision.
- Maximum awards under this program are \$2M.
- Funding: \$50M over five years (\$10M for each of fiscal years 2022-2026).

Reconnecting Communities Pilot Program

- Establishes new pilot program to study the feasibility and impacts of removing an existing transportation facility (including limited access highway, viaduct, and other principal arterial facility) that “creates a barrier to community activity” including mobility, access, economic development, and design factors such as high speeds or grade separations.
- Funds can be used to conduct studies, planning, and construction.
- Planning grants can be awarded (up to \$2M per recipient and federal share of 80%, including to MPOs or other units of local government) to perform the necessary planning functions to establish the feasibility and impacts and conduct public engagement.
- Allows for the provision of technical assistance to build organizational or community capacity for planning and innovative solution development.
- Gives priority consideration to communities that are “economically disadvantaged.”
- Owners of these facilities can also receive capital construction grants, up to \$5M per recipient and federal share of 50%, to remove an eligible facility or replace it in a more context sensitive manner. Funding can be used to create a community advisory board.
- Funding:
 - Planning grants: \$50M over five years;
 - Capital construction grants: \$70M over five years
 - Not more than \$15M for technical assistance.

Strategic Innovation for Revenue Collection

- Creates a new pilot program to “test the feasibility of a road usage fee and other user-based alternative revenue mechanisms to maintain the long-term solvency of the Highway Trust Fund.”
- Designed to utilize pilot projects at state, regional, and national levels.
- Provides for grants to a state or group of states, local governments or a group of local governments, or an MPO or group of MPOs to carry out pilot projects to:
 - Test design, acceptance, equity and implementation including among differing income groups and rural and urban drivers;
 - provide recommendations; quantify administrative costs; test a variety of solutions for collection of data and fees;
 - test solutions to ensure privacy and security of data;
 - conduct public education; and
 - evaluate the ease of compliance and enforcement.

- Federal share is 80% for first time grant recipients and 70% for entities that have received a previous grant.
- Creates a national research program to test an alternate roadway funding mechanism nationwide, including the use of voluntary participation by drivers. Purpose would be to: evaluate cost and feasibility of a nationwide mechanism; evaluate options for deployment; evaluate impacts on transportation revenues, personal mobility, and freight movement and costs; and evaluate options for integrating such a mechanism with state-based revenue collections, toll revenue collection platforms, and TNCs.
- Provides \$75M over five years (from funds made available for 23 USC §503(b)).

Transportation Access Pilot Program

- Establishes a pilot program to develop or procure an accessibility data set and make it available to pilot participants to allow for improved planning by measuring access by different modes to delineated destinations and disaggregating the level of access by a variety of factors.
- Eligible entities include MPOs and RTPOs.
- Requires the establishment of measures that states, MPOs, and RTPOs may choose to adopt to assess the level of safe and convenient access to previously listed destinations.
- 8-year sunset provision.
- Funding: Secretary may use some portion of administrative expenses to fund these grants.

Competitive, Not Really New

Local and regional project assistance

- Codifies RAISE Grants (formerly BUILD Grants and formerly TIGER Grants) Program; program goal is to fund projects that will have significant local or regional impact.
- MPOs and RTPOs are NOT explicitly listed as eligible recipients.
- Eligible projects include:
 - Highway or bridge project eligible under title 23;
 - Public transportation project eligible under chapter 53;
 - Passenger or freight rail transportation project eligible for assistance under chapter 67;
 - Port infrastructure investment;
 - Surface transportation components of airport project eligible under part B of subtitle VII;
 - Project for investment in a surface transportation facility located on Tribal land, the title or maintenance responsibility of which is vested in the Federal Government;
 - Project to replace or rehabilitate a culvert or prevent stormwater runoff for the purpose of improving habitat for aquatic species; and
 - Any other surface transportation infrastructure project that the Secretary considers to be necessary to advance the goal of the program.
- Grants are \$5M or more for urbanized areas; \$1M for rural areas; up to \$25M for any project.
- Not more than 15% of a state's funds can go to a single grant recipient.
- Not less than 1% for projects in historically disadvantaged communities.
- Not less than 5% shall be for planning.

- 80% federal share except in rural areas, historically disadvantaged areas, or areas of persistent poverty.
- Funding: \$7.5B (\$1.5B per year for 2022-2026).

Other Funding in the BID

In addition to the transportation provisions outlined in this document, the BID also contains many billions of dollars for projects other than transportation:

- **Environmental Protection Agency, \$67B** – Much of this goes to capitalize the Clean Water State Revolving Funds and Drinking Water State Revolving Funds. Also includes funding for Superfund and Brownfields cleanup, geographic programs such as the Great Lakes Restoration Initiative, and a Clean School Bus Program.
- **Broadband, \$64B** – Much of this funding is through the Department of Commerce, with the bulk of that for deployment grants, with additional funding for Tribal connectivity, digital equity grants, and “middle mile” deployment. The Federal Communications Commission also receives significant funding to help make broadband more affordable.
- **Energy, \$62.5B** – The largest amounts go to the Office of Clean Energy Demonstrations and to energy efficiency and renewable energy. Significant funding is also provided for electricity programs, nuclear energy, and for fossil energy and carbon management.
- **Army Corps of Engineers/Bureau of Reclamation, \$25B** – The biggest funding here goes to Corps construction and operations projects and Bureau of Reclamation water projects.
- **Department of the Interior, \$20B** – The biggest pieces of this funding goes to abandoned mine reclamation and orphaned well site plugging. Also includes funding for wildland fire management.
- **FEMA, \$7B** – The vast majority goes to National Flood Insurance Fund and disaster recovery funding.
- **Agriculture, \$6B** – Primary for wildfire prevention and recovery.
- **Other, \$23B** – Biggest items include funding for the General Services Administration building fund, for sanitation projects through the Indian Health Service, Indian Water Rights Settlement Completion Fund, the Transmission Facilitation Program, and to the National Oceanic and Atmospheric Administration (NOAA).

Acronyms

AV – Automated Vehicle

BID – Bipartisan Infrastructure Deal

CIG – Capital Investment Program (aka New Starts)

CMAQ – Congestion Mitigation and Air Quality Program

EV – Electric Vehicle

FAST Act – Fixing America’s Surface Transportation Act (current federal transportation authorization legislation)

FHWA – Federal Highway Administration

FRA – Federal Railroad Administration

FTA – Federal Transit Administration

HSIP – Highway Safety Improvement Program

HTF – Highway Trust Fund

IIJA – Infrastructure Investment and Jobs Act

LRTP – Long-Range Transportation Plan

MARAD – Maritime Administration

MPO – Metropolitan Planning Organization

NHPP – National Highway Performance Program

NHTSA – National Highway Traffic Safety Administration

OST – Office of the Secretary of Transportation

PHMSA – Pipeline and Hazardous Materials Safety Administration

PL – Metropolitan Planning

RAISE – Rebuilding American Infrastructure with Sustainability and Equity (formerly BUILD Grants, formerly TIGER Grants)

RTPO – Regional Transportation Planning Organization

SMART - Strengthening Mobility and Revolutionizing Transportation Grant Program

STBGP – Surface Transportation Block Grant Program

TAP – Transportation Alternatives Program (technically called the STBGP Set-Aside)

TDM – Transportation Demand Management

TIP – Transportation Improvement Program

TNC – Transportation Network Company

USDOT – United States Department of Transportation



Turning challenges into achievements.

INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA) OVERVIEW OF FUNDING PROGRAMS

This document created using materials prepared by the National Association of Counties (NACo): <https://www.naco.org/resources/legislative-analysis-counties-infrastructure-investment-jobs-act> and the National Association of Regional Councils (NARC): <https://narc.org/wp-content/uploads/2021/09/Bipartisan-IIJA-Analysis.pdf>. For more information on transportation policy specifically, it is highly recommended that you review the link above for NARC.

For more information on all of the programs described below and how to best prepare for them, contact Leslie Mozingo, (202) 255-5760, leslie@strategics.consulting.

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Turning challenges into achievements.

I. Surface Transportation Reauthorization: Highways, Transit & Rail Programs | FY 22 – 26

A. Highways, Roads & Bridges

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| <p>AUTHORIZES HIGHWAY TRUST FUND (HTF) CONTRACT AUTHORITY FOR HIGHWAYS, ROADS AND BRIDGES FOR FY22-26</p> <p>\$273.15 BILLION OVER FIVE YEARS</p> <ul style="list-style-type: none"> FY 2022: \$52.49 billion FY 2023: \$53.54 billion FY 2024: \$54.61 billion FY 2025: \$55.70 billion FY 2026: \$56.81 billion | <p>Contract authority authorized at the following levels over five fiscal years across nine federal-aid highway formula programs:</p> <table border="1"> <tr> <td>Carbon Reduction Program – NEW</td> </tr> <tr> <td>Congestion Mitigation and Air Quality Improvement Program</td> </tr> <tr> <td>Highway Safety Improvement Program</td> </tr> <tr> <td>Metropolitan Planning</td> </tr> <tr> <td>National Highway Freight Program</td> </tr> <tr> <td>National Highway Performance Program</td> </tr> <tr> <td>Promoting Resilient Operations for Transformative, Efficient and Cost Saving Transportation (PROTECT) Program – NEW</td> </tr> <tr> <td>Railway-Highway Crossing Program</td> </tr> <tr> <td>Surface Transportation Block Grant Program</td> </tr> </table> | Carbon Reduction Program – NEW | Congestion Mitigation and Air Quality Improvement Program | Highway Safety Improvement Program | Metropolitan Planning | National Highway Freight Program | National Highway Performance Program | Promoting Resilient Operations for Transformative, Efficient and Cost Saving Transportation (PROTECT) Program – NEW | Railway-Highway Crossing Program | Surface Transportation Block Grant Program |
| Carbon Reduction Program – NEW | | | | | | | | | | |
| Congestion Mitigation and Air Quality Improvement Program | | | | | | | | | | |
| Highway Safety Improvement Program | | | | | | | | | | |
| Metropolitan Planning | | | | | | | | | | |
| National Highway Freight Program | | | | | | | | | | |
| National Highway Performance Program | | | | | | | | | | |
| Promoting Resilient Operations for Transformative, Efficient and Cost Saving Transportation (PROTECT) Program – NEW | | | | | | | | | | |
| Railway-Highway Crossing Program | | | | | | | | | | |
| Surface Transportation Block Grant Program | | | | | | | | | | |

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| <p>AMENDS THE SURFACE TRANSPORTATION BLOCK GRANT (STBG)</p> <p>\$72 BILLION OVER FIVE YEARS</p> | <ul style="list-style-type: none"> • Increases the off-system bridge set-aside \$5.18 billion over five years 5% increase to 20% of a state's FY09 share of the no-longer-existent Highway Bridge Program, resulting in an increase of \$258 million annually from current law. Low-water crossings eligible. • Establishes a fourth population band for sub-allocations. Creates a fourth population band for communities between 50,000 and 200,000. • Creates new eligibilities. New projects eligible for STBG funds, including the: <ul style="list-style-type: none"> ○ Installation of electric vehicle (EV) charging infrastructure ○ Installation of measures to protect a transportation facility from cyber threats ○ Projects to increase tourism ○ Wildlife collisions mitigation ○ Resiliency improvements • Increases threshold for the STBG Special Rule. Increases the population threshold for eligibility under the STBG Special Rule from 5,000 to 50,000 and make rural minor collectors on rural roads and critical rural freight corridors eligible for funding under the rule. Eligible TAP projects include planning, design and construction of trails, environmental activities to address stormwater management, and the construction of overlooks, among approved uses. • Increases funding for the Transportation Alternatives Program (TAP) \$7.2 billion over five years Increases by becoming 10% of the entire STBGP before other set-asides. The percentage states are required to sub-allocate to local governments based on population increased from 50 to 59%, and an option provided for states to sub-allocate up to 100%. |
| <p>INCREASES THE CAP ON STATE INCENTIVE PAYMENTS TO LOCAL GOVERNMENTS TO ADDRESS AT-GRADE CROSSINGS</p> | <p>Increases the Section 130 program cap from \$7,500 to \$100,000, in addition to the federal cost share to 100% for projects eliminating at-grade rail-highway crossings.</p> |

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| <p>INCREASES INFRA FUNDING</p> <p>\$8 BILLION OVER FIVE YEARS</p> | <p>Appropriates \$3.2 billion over five years and authorizes \$4.8 billion in HTF contract authority. 30% of the funds reserved for small projects in rural areas, and the federal share for those projects increased from 60 to 80%.</p> |
| <p>CREATES NEW COMPETITIVE CONGESTION RELIEF PROGRAM</p> <p>\$200 MILLION OVER FIVE YEARS</p> | <p>Establishes a new competitive congestion relief program to provide discretionary grants to “advance innovative, integrated, and multimodal solutions to congestion relief in the most congested metropolitan areas...”</p> <p>Program’s goals are “to reduce highway congestion, reduce economic and environmental costs associated with that congestion, including transportation emissions, and optimize highway capacity and usage of highway and transit systems...” These goals would be accomplished through intermodal integration, shifts in travel patterns (time of day and mode), and pricing.</p> <p>Eligible projects include:</p> <ul style="list-style-type: none"> o Integrated congestion management system; o HOV toll lanes, cordon price, parking pricing or congestion pricing; o Mobility services such as commuter buses and vans; and o Incentive programs to encourage carpooling. <p>Priority given to urbanized areas experiencing a high degree of recurrent congestion.</p> <p>Minimum grant award is \$10M, federal share is 80%.</p> <p>Interstate tolling is allowed as part of a project funded with a grant from this program, under specific conditions and restriction.</p> <p>Projects must include analysis of potential effects on low-income drivers and may include mitigation measures to deal with adverse financial effects on low-income drivers.</p> <p>MPOs over 1,000,000 population are eligible; states are eligible to obligate funds in urbanized areas under 1M population.</p> |

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| <p>CREATES NEW BRIDGE INVESTMENT PROGRAM (BIP)</p> <p>\$36.74 BILLION OVER FIVE YEARS (\$27.5 BILLION FORMULA \$9.24 BILLION COMPETITIVE) funded by combination of Highway Trust Fund, General Fund (subject to appropriations) and Guaranteed Appropriations (not subject to appropriations)</p> | <p>Local governments (and MPOs with population over 200,000) can apply directly to USDOT for the competitive portion of the BIP to carry out small and large bridge projects. Eligible projects defined as those meeting the following goals, including:</p> <ul style="list-style-type: none"> • Reducing the number of bridges already in poor condition or those that are in fair condition but are at risk of falling into poor condition in the next three years. • Reducing the number of bridges and the amount of individual vehicle miles traveled (VMT) over bridges in poor or vulnerable condition, as well the VMT over bridges that do not meet current design standards or that have weight restrictions. <p>Large project (\$100M or more) grants will be \$50M or greater but not more than 50% of the project cost and may be carried out through a multiyear agreement; small project grants will be a minimum of \$2.5M, but not more than 80% of the project cost.</p> <p>Contains a 15% set aside for off-system bridges in addition to states’ BIP formula funds.</p> <p>Creates a new competitive “bridge investment program” to encourage bridge repair that will improve safety, efficiency, and reliability of people and freight movement, and leverages non-federal contributions. Allows for bridge bundling and culvert work as well.</p> <p>Projects must begin within 18 months after funds are obligated and preliminary engineering must be complete. The bill lays out in very specific detail how projects will be evaluated and chosen. (Please see the legislative text (or call Leslie Mozingo) if you are interested in learning more.)</p> <p>Eligible projects include development phase activities, construction, and bridge protection (such as seismic retrofits).</p> |
| <p>CREATES NEW RECONNECTING COMMUNITIES PILOT PROGRAM</p> <p>\$1 BILLION OVER FIVE YEARS</p> | <p>Establishes new pilot program to study the feasibility and impacts of removing an existing transportation facility (including limited access highway, viaduct, and other principal arterial facility) that “creates a barrier to community activity” including mobility, access, economic development, and design factors such as high speeds or grade separations.</p> <p>Funds can be used to conduct studies, planning, and construction.</p> |

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| | <ul style="list-style-type: none"> • Planning Grants \$150 million over five years. Provides up to \$2M per recipient to conduct feasibility studies on the impact of removing or mitigating physical infrastructure barriers, including within communities, to improve accessibility and facilitate economic development at an 80% federal share. Applications evaluated on criteria including the age of the facility, its impact on accessibility and its current role in meeting traffic demands. • Capital Construction Grants \$350 million over five years. USDOT will make awards, up to \$5M per recipient, to the owner of an eligible facility, including at-grade crossings, limited access highways, viaducts and other principal arterial facilities acting as a barrier. The facility owner can partner with a locality to carry out eligible projects, including the removal, retrofit or mitigation of an eligible facility and the replacement of an existing facility with a new facility that restores connectivity. 50% federal share. <p>Allows, not more than \$15 million, for technical assistance to build organizational or community capacity for planning and innovative solution development. Funding can also be used to create a community advisory board.</p> <p>Gives priority consideration to communities that are “economically disadvantaged.”</p> |
| <p>ESTABLISHES A NEW WILDLIFE CROSSINGS PILOT PROGRAM</p> <p>\$350 MILLION OVER FIVE YEARS</p> | <p>For eligible projects that reduce collisions and/or improve habitat connectivity.</p> <p>60% of funds each year are required to be used on projects in rural areas. MPOS and RTPOs are also eligible.</p> |
| <p>CODIFIES THE RURAL OPPORTUNITIES TO USE TRANSPORTATION FOR ECONOMIC SUCCESS (ROUTES) COUNCIL</p> | <p>Creates a ROUTES Council tasked with providing technical assistance to rural areas for grant applications, researching and developing strategies to resolve rural transportation issues; and gathering information from stakeholders.</p> |

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| <p>ADDRESSES THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD)</p> | <ul style="list-style-type: none"> • Allows localities to determine local roadway design. Updates the MUTCD to remove the requirement that local roads must be built to state standards, allowing for local governments to use the FHWA-approved roadway design of their choice. Also creates new standards to facilitate the rollout of EV charging stations. • Requires USDOT to update the MUTCD. Provides protections for vulnerable road users, testing and integrating automated vehicle technology, and the installation of electronic traffic. Also incorporates pending recommendations from the National Committee on Uniform Traffic Control Devices. |
| <p>ESTABLISHES A NEW RURAL SURFACE TRANSPORTATION GRANT PROGRAM</p> <p>\$2 BILLION OVER FIVE YEARS</p> <ul style="list-style-type: none"> • FY 2022: \$300 million • FY 2023: \$350 million • FY 2024: \$400 million • FY 2025: \$450 million • FY 2026: \$500 million | <p>Creates a new competitive grant program to “improve and expand the surface transportation infrastructure in rural areas.” Rural is defined as an area outside an urbanized area with a population of over 200,000. RTPOs are also eligible recipients.</p> <p>Goals are to increase connectivity; improve safety and reliability of people and freight movement; generate economic growth; and improve quality of life.</p> <p>Eligible projects include a highway, bridge, or tunnel project also eligible under NHPP, STBGP, Tribal Transportation Program, and freight program; a project on a high-risk rural road; a project that increases access to a facility that supports the economy of a rural area; or a project to develop, establish, or maintain an integrated mobility management system, TDM system, or on-demand mobility services.</p> <p>Funds can be used for development phase activities, construction, reconstruction, rehabilitation, and more.</p> <p>Minimum grant size is \$25M and federal share is up to 80%. Certain project categories qualify for 100% federal share.</p> <p>Not more than 10% can be set aside for small projects (less than \$25M).</p> <p>25% of funds must be set-aside for use on Appalachian Development Highway System projects.</p> |

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| <p>ESTABLISHES NEW CRITERIA FOR METROPOLITAN PLANNING ORGANIZATIONS (MPOS) TO CONSIDER WHEN DESIGNATING LOCAL REPRESENTATIVES</p> | <p>Requires MPOs to consider the equitable and proportional representation of the population of the metropolitan area when designating officials or representatives, while enhancing coordination among MPOs in the same area.</p> |
| <p>NEW PRIORITIZATION PROCESS PILOT PROGRAM</p> <p>\$50 MILLION OVER FIVE YEARS</p> | <p>New pilot program to “support data-driven approaches to planning that, on completion, can be evaluated for planning benefit.”</p> <p>Participants will develop priority objectives and assess and score projects based on the project’s contribution to achieving these objectives, then use the scores in development of the transportation plan and TIP.</p> <p>MPOs over 200K are eligible on their own; otherwise, states are eligible and must consult with MPOs under 200K in the development of priority objectives that are used to assess and score projects which then guides the development of the LRTP and TIP.</p> <p>In cases where lower scoring projects are chosen, explanation must be documented regarding several items listed in the legislation to help explain the reason for that decision.</p> <p>Maximum awards under this program are \$2M.</p> |
| <p>NEW STRATEGIC INNOVATION FOR REVENUE COLLECTION PILOT PROGRAM</p> <p>\$75 MILLION OVER FIVE YEARS</p> | <p>Creates a new pilot program to “test the feasibility of a road usage fee and other user-based alternative revenue mechanisms to maintain the long-term solvency of the Highway Trust Fund.”</p> <p>Designed to utilize pilot projects at state, regional, and national levels.</p> <p>Provides for grants to a state or group of states, local governments or a group of local governments, or an MPO or group of MPOs to carry out pilot projects to:</p> <ul style="list-style-type: none"> o Test design, acceptance, equity and implementation including among differing income groups and rural and urban drivers; |

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| | <ul style="list-style-type: none"> o provide recommendations; quantify administrative costs; test a variety of solutions for collection of data and fees; o test solutions to ensure privacy and security of data; o conduct public education; and o evaluate the ease of compliance and enforcement. <p>Federal share is 80% for first time grant recipients and 70% for entities that have received a previous grant.</p> <p>Creates a national research program to test an alternate roadway funding mechanism nationwide, including the use of voluntary participation by drivers. Purpose would be to: evaluate cost and feasibility of a nationwide mechanism; evaluate options for deployment; evaluate impacts on transportation revenues, personal mobility, and freight movement and costs; and evaluate options for integrating such a mechanism with state-based revenue collections, toll revenue collection platforms, and TNCs.</p> |
| NEW TRANSPORTATION ACCESS PILOT PROGRAM | <p>Establishes a pilot program to develop or procure an accessibility data set and make it available to pilot participants to allow for improved planning by measuring access by different modes to delineated destinations and disaggregating the level of access by a variety of factors.</p> <p>Eligible entities include MPOs and RTPOs.</p> <p>Requires the establishment of measures that states, MPOs, and RTPOs may choose to adopt to assess the level of safe and convenient access to previously listed destinations.</p> <p>8-year sunset provision.</p> <p>Funding: Secretary may use some portion of administrative expenses to fund these grants.</p> |
| ADDRESSES THE APPALACHIAN REGIONAL COMMISSION | <p>Increases the number of Appalachian Regional Commission (ARC) counties and the ARC is eligible for new funding initiatives to provide technical assistance, make grants and facilitate projects to deploy broadband and improve energy and economic resilience, including the:</p> |

- **High-Speed Broadband Deployment Initiative | \$100 million over five years**
- **Appalachian Regional Energy Hub Initiative | \$25 million over five years**

B. Permit Streamlining

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| <p>CODIFIES "ONE FEDERAL DECISION" PERMIT STREAMLINING PROVISIONS</p> | <p>New streamlining policies required by USDOT, including:</p> <ul style="list-style-type: none"> • Developing a two-year timeline for completing environmental reviews on major projects—defined as a project requiring multiple reviews, permits or studies • Issuing any related authorizations no later than 90 days following a record of decision issuance • Limiting reviews to 200 pages • Requiring federal agencies to identify existing categorical exclusions that, if also applied by another agency, would have the potential to expedite project delivery • Requiring USDOT to annually report to Congress the time it takes to complete reviews required by the National Environmental Protection Act (NEPA) |
| <p>EXPEDITES EVALUATIONS FOR PROJECTS WITHIN AN OPERATIONAL RIGHT-OF-WAY</p> | <p>Requires federal agencies to provide a preliminary review of applications for projects within an operational right-of-way within 45 days of submission. Other deadlines created and federal agencies not meeting a prescribed timeline are subject to reporting requirements.</p> |
| <p>INCREASES COST THRESHOLDS ELIGIBLE FOR CATEGORICAL EXCLUSIONS</p> | <p>For small projects: a \$5 million to \$6 million increase; for large projects: a \$30 million to \$35 million increase.</p> |

C. Climate

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| <p>NEW CHARGING AND FUELING INFRASTRUCTURE GRANTS</p> <p>\$2.5 BILLION OVER FIVE YEARS</p> | <p>Establishes a new competitive grant program to “strategically deploy publicly accessible electric vehicle charging infrastructure and hydrogen fueling infrastructure, hydrogen fueling infrastructure, propane fueling infrastructure, and natural gas fueling infrastructure along designed alternative fuel corridors or in certain other locations that will be accessible to all drivers...”</p> <p>Funds can be used “to contract with a private entity for acquisition and installation of publicly accessible electric vehicle charging infrastructure, hydrogen fueling infrastructure, propane fueling infrastructure, or natural gas fueling infrastructure that is directly related to the charging or fueling of a vehicle.” Funds can be used as operating assistance to the private entity for the first 5 years of operation.</p> <p>Maximum grant amount is \$15M at 80% federal share, and up to 1% can be used to provide technical assistance to eligible entities and 5% can be used on educational and community engagement activities. MPOs are also eligible recipients.</p> <p>Community Grants: half of funds must be reserved for community grants for projects expected to reduce greenhouse gas emissions and to expand or fill gaps in access to alternative fueling, including development phase activities and acquisition and installation of infrastructure, with priority given to rural areas, low- and moderate-income neighborhoods, and communities with a low ratio of private parking spaces to households or a high ratio of multiunit dwellings to single family homes.</p> |
| <p>REDUCTION OF TRUCK EMISSIONS AT PORT FACILITIES</p> <p>\$250 MILLION OVER FIVE YEARS</p> | <p>Eligible projects include those that reduce port emissions, including the advancement of port electrification at an 80% federal cost share. USDOT must issue a Notice of Funding Opportunity to solicit applications by no later than April 1 each year.</p> |
| <p>CARBON REDUCTION FORMULA PROGRAM</p> <p>\$6.42 BILLION OVER FIVE YEARS</p> | <p>Requires participating states to sub-allocate 65% of apportioned funds on a per-capita basis to local governments in the same way STBGP funds are distributed. Eligible projects include public transit projects, trails and other projects to facilitate non-motorized users of the road, the replacement of</p> |

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| | <p>streetlights with energy-efficient alternatives, purchase or lease of zero-emissions construction equipment, among several others.</p> <p>For areas of 50,000 or more, states are also required to provide obligation authority (OA). When obligation authority is provided alongside contract authority, the entity in receipt of OA is able to obligate – or spend – the funds designated for their area, versus OA remaining with the state and the state retaining control over project selection.</p> |
| <p>NEW PROTECT GRANT PROGRAM</p> <p>\$8.7 BILLION OVER FIVE YEARS (\$7.3 BILLION FORMULA \$1.4 BILLION COMPETITIVE (\$250M FOR EACH OF FY22-FY23 AND \$300M FOR FY24-FY26)</p> | <p>In addition to a formula component, the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) program also provides competitive grants directly through USDOT to enhance the resiliency of infrastructure assets, including projects to improve coastal infrastructure and evacuation routes.</p> <p>The program creates four subgrants to distribute the funds:</p> <ul style="list-style-type: none"> • Planning Grants (\$140 million) -- can be used for developing a resilience improvement plan; resilience planning including scenario development and vulnerability assessments; technical capacity building; or evacuation planning and preparation. Federal share is 100%. • Resilience Improvement Grants (\$980 million) - can be used for a wide variety of uses to “enable an existing surface transportation infrastructure asset to withstand 1 or more elements of a weather event or natural disaster, or to increase the resilience of surface transportation infrastructure from the impacts of changing conditions, such as sea level rise, flooding, extreme weather events, and other natural disasters.” Federal share is 80%. • Community Resilience and Evacuation Route Grants (\$140 million) - for community resilience and evacuation route grants for projects that will strengthen and protect evacuation routes. Priority given to projects with eligible activities that are cost-effective. Federal share is 80%. • At-Risk Coastal Infrastructure Grants (\$140 million) • MPOs in coastal states are eligible for at-risk coastal infrastructure grants for “strengthening, stabilizing, hardening, elevating, relocating, or otherwise enhancing the resilience of highway and non-rail infrastructure, including bridges, roads, pedestrian walkways, and bicycle lanes, and associated infrastructure such as culverts and tide gates.” Federal share is 80%. |

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| | <p>For all grants, 25% of funding must be used for projects located in areas outside an urbanized area with population over 200,000 and 2% must be set-aside for grants to Indian Tribes.</p> <p>Opportunity to increase federal share / reduce local match requirements by meeting a voluntary resiliency planning requirements: (1) Federal share can be increased by 7% if the recipient has developed a resilience improvement plan and prioritized the funded project on that plan. (2) • Federal share can be increased by 3% for MPOs that have incorporated their resilience improvement plan into the metropolitan transportation plan. Other federal funds may also be used for the non-federal 20%. States may not use more than 40% for new capacity and not more than 10% for development phase activities.</p> <p>Formula funds are provided to each state based on their share of the overall base apportionment. Requires that 2% of funds each year be set aside for planning purposes.</p> <p>Eligible projects include the use of natural infrastructure or construction or modification of storm surge, flood protection, or aquatic ecosystem restoration elements related to highway projects, public transportation facilities, intercity rail facilities or service, or port facilities.</p> <p>Resilience improvement plan shall be for immediate and long-range planning activities and investments; demonstrate a systematic approach to transportation system resilience; include risk-based assessment of vulnerabilities of assets; designate evacuation routes; plan for response to anticipated emergencies; describe resilience improvement policies; include an investment plan with priority projects and how funds provided would be invested and matched; use science and data; include a description of how the plan will improve the ability to respond promptly to impacts and be prepared for changing conditions; assess the resilience of other community assets; and use a long-term planning period. This document is voluntary and is not required as part of the planning process.</p> |
| <p>CREATES A NEW HEALTHY STREETS COMPETITIVE GRANT PROGRAM</p> <p>\$500 MILLION OVER FIVE YEARS</p> | <p>Establishes a new discretionary grant program to expand the use of cool pavement and porous pavement and expand tree cover.</p> <p>Emphasis on governments with a disproportionate number of communities of color, defined in the legislation as, in a state, a Census block where the total percentage of residents who identify as nonwhite</p> |

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| | <p>is more than 50%, or USDOT determines it to be eligible for funding under this program. MPOs are eligible.</p> <p>Goals of the program are to mitigate urban heat islands, improve air quality, and to reduce the extent of impervious surfaces, reduce stormwater run-off and flood risks, and reduce heat impacts to infrastructure and road users.</p> <p>Federal share is 80% unless a community can prove a hardship that qualifies them for 100%.</p> <p>Maximum grant award is \$15M.</p> |
| <p>CREATES A NEW ACTIVE TRANSPORTATION INFRASTRUCTURE INVESTMENT COMPETITIVE GRANT PROGRAM</p> <p>\$1 BILLION OVER FIVE YEARS</p> | <p>New competitive grant program to construct eligible projects to “provide safe and connected active transportation facilities in an active transportation network or active transportation spine.”</p> <p>30% must go to projects to construct active transportation networks that connect people with public transportation, businesses, workplaces, school, etc. 30% must go to projects that construct active transportation spines.</p> <p>\$3M/year shall be set aside for planning and design grants.</p> <p>Federal share: 80%; can be 100% for projects in areas with poverty rate over 40%.</p> <p>Eligible entities include regional governmental organizations including MPOs and RTPOs.</p> <p>Eligible projects are active transportation projects (or groups of projects) that are regional in nature and that cost more than \$15M (or more than \$100K in the case of planning and design costs).</p> |
| <p>NATIONAL MOTOR VEHICLE PER-MILE USER FEE PILOT</p> | <p>Establishes a per-mile user fee pilot to test design and implementation of a per-mile user fee, address the need for additional revenue, and provide recommendations relating to adoption and implementation of a per-mile user fee.</p> |

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| <p>\$50 MILLION OVER FIVE YEARS</p> | <p>Outlines the parameters, methods, participants and fees related to the pilots.</p> <p>Establishes a Federal System Funding Alternatives Advisory Board.</p> <p>Creates a public awareness campaign about a notional motor vehicle per-mile user fee.</p> <p>Establishes an annual report to Congress regarding the program and its success.</p> |
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D. Rail

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| <p>ESTABLISHES A NEW NATIONAL INFRASTRUCTURE PROJECT ASSISTANCE COMPETITIVE GRANT PROGRAM</p> <p>\$10 BILLION OVER FIVE YEARS</p> | <p>Supports freight-related projects (freight intermodal or freight rail projects with a public benefit, including ports) including roads and bridges, intermodal facilities, grade separation or elimination, intercity passenger rail, public transportation, or a combination of these.</p> <p>Local governments and MPOs are among eligible recipients.</p> <p>Requires USDOT to ensure geographical diversity and a balance between rural and urban areas in project selections, with 50% of the funding reserved for projects between \$100 million and \$500 million. Has specific criteria for how the Secretary is to rate the project applications. Congress can pass a joint resolution disapproving a project selected by the Secretary. Should a project not be selected, the applicant can request technical assistance.</p> <ul style="list-style-type: none"> • To be eligible, projects must: <ul style="list-style-type: none"> o Be likely to generate national or regional economic, mobility, or safety benefits; o Need significant federal funding; o Be cost-effective; o Have one or more stable sources of non-federal funding and financing to construct operate and maintain the project and cover any cost increases; and o Project applicant must have sufficient legal, financial and technical capacity. • Evaluation criteria includes: |
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- o Extent to which the project supports achieving a state of good repair;
 - o Level of benefits a project is expected to generate include avoided costs due to closure or reduction of asset use, reductions in maintenance costs, safety benefits, improved person or freight throughput, and environmental and health benefits;
 - o Benefit-cost ratio;
 - o Number of persons or volume of freight supported by the project; and
 - o National and regional economic benefits of the project.
- Other considerations include:
 - o How the projects contribute to geographical diversity and balance between rural and urban communities;
 - o Multi-state benefit;
 - o The extent to which a project uses materials or approaches that reduce greenhouse gases or reduce the need for maintenance of other projects and technologies that will allow for future connectivity and automation;
 - o Whether the project would benefit a historically disadvantaged community or population or area of persistent poverty;
 - o Whether the project benefits users of multiple modes of transportation; and
 - o Whether the project improves connectivity between modes of transportation.

Requires submission of a plan regarding the collection and analysis of data related to project impacts and forecast accuracy.

Outlines the parameters for multi-year grant agreements. Single-year grants are only allowed when all NEPA review for a project has been completed before receipt of program funds.

Funds can be used for development-phase activities (including planning, feasibility analysis, revenue forecasting, alternatives analysis, data collection and analysis, environmental review and activities to support environmental review, preliminary engineering and design work, and preparation of the data collection plan) and for construction, reconstruction, rehabilitation, property acquisition, environmental mitigation, and more.

- o Financing costs are also eligible expenses under certain circumstances.

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| | <p>Federal share is 60%; other grants can be awarded to eligible projects through other programs, but total federal support cannot exceed 80%.</p> <ul style="list-style-type: none"> o Loans or finance repaid with local funds or revenues are part of the local share. |
| <p>CREATES A NEW COMPETITIVE GRANT PROGRAM TO ELIMINATE AT-GRADE RAIL-HIGHWAY CROSSINGS</p> <p>\$2.5 BILLION OVER FIVE YEARS</p> | <p>Provides competitive grants with an 80% federal cost share to meet the following goals:</p> <ul style="list-style-type: none"> • Eliminating frequently blocked at-grade crossings • Improving the health and safety of communities • Reducing the impacts of rail operations on underserved communities • Improving mobility and commerce <p>\$500 million annually for eligible projects, including:</p> <ul style="list-style-type: none"> • Closing or separating at-grade crossings • Track relocation • Installing protective devices and other technological solutions that improve safety • Planning, environmental review and design activities related to an eligible project |
| <p>AUTHORIZES THE REBUILDING AMERICAN INFRASTRUCTURE WITH SUSTAINABILITY AND EQUITY (RAISE) GRANT PROGRAM</p> <p>\$7.5 BILLION OVER FIVE YEARS</p> | <p>Codifies RAISE Grants (formerly BUILD Grants and formerly TIGER Grants) Program; program goal is to fund projects that will have significant local or regional impact.</p> <p>MPOs and RTPOs are NOT explicitly listed as eligible recipients.</p> <p>Eligible projects include:</p> <ul style="list-style-type: none"> o Highway or bridge project eligible under title 23; o Public transportation project eligible under chapter 53; o Passenger or freight rail transportation project eligible for assistance under chapter 67; o Port infrastructure investment; o Surface transportation components of airport project eligible under part B of subtitle VII; o Project for investment in a surface transportation facility located on Tribal land, the title or |

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| | <p style="padding-left: 40px;">maintenance responsibility of which is vested in the Federal Government;</p> <ul style="list-style-type: none"> o Project to replace or rehabilitate a culvert or prevent stormwater runoff for the purpose of improving habitat for aquatic species; and o Any other surface transportation infrastructure project that the Secretary considers to be necessary to advance the goal of the program. <p>Grants are \$5M or more for urbanized areas; \$1M for rural areas; up to \$25M for any project.</p> <p>Not more than 15% of a state’s funds can go to a single grant recipient.</p> <p>Not less than 1% for projects in historically disadvantaged communities.</p> <p>Not less than 5% shall be for planning.</p> <p>80% federal share except in rural areas, historically disadvantaged areas, or areas of persistent poverty.</p> |
| <p>ESTABLISHES A NEW CULVERT REMOVAL, REPLACEMENT AND RESTORATION GRANT PROGRAM</p> <p>\$1 BILLION OVER FIVE YEARS</p> | <p>Eligible projects can replace, remove or repair culverts that improve or restore fish passage for certain fish, with a priority given those species who are endangered or at risk of becoming endangered, or projects that address fresh-water runoff that impact certain marine life.</p> <p>Requires USDOT to provide technical assistance to underserved communities, while authorizing \$800 million annually, with a federal share of no more than 80%.</p> |
| <p>AUTHORIZES ADDITIONAL FUNDING FOR THE INFRA PROGRAM</p> <p>\$3 BILLION OVER FIVE YEARS</p> | <p>Awards INFRA grants on a competitive basis.</p> <ul style="list-style-type: none"> • FY 2022: \$1.1 billion • FY 2023: \$1.2 billion • FY 2024: \$1.3 billion • FY 2025: \$1.4 billion • FY 2026: \$1.5 billion |

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| <p>ALLOWS LOCAL PUBLIC AUTHORITIES TO ENTER INTO MULTI-STATE FREIGHT COMPACTS</p> <p>\$25 MILLION OVER FIVE YEARS</p> | <p>Local public authorities, including ports, can enter into multi-state compacts to improve the movement of goods, including assembling rights-of-way and performing capital improvements. A compact can subsequently establish a multi-state advisory freight corridor advisory committee with state departments of transportation and other entities, including local governments.</p> <p>Requires USDOT to establish a grant program to facilitate the efforts of these compacts within the first three years of their inception, authorized at \$5 million annually over the life of the bill with a 50% non-federal match requirement.</p> |
| <p>ESTABLISHES A NEW RURAL ASSISTANCE PROGRAM THROUGH THE BUILD AMERICA BUREAU</p> | <p>Must be located outside of an urbanized area with a population of more than 150,000 to be eligible to apply directly to USDOT for a new Rural and Tribal Assistance Pilot Program. The program provides financial, technical and legal assistance; assistance with development-phase activities; and information on innovative financing practices to rural and Tribal communities. It sunsets after five years.</p> <p>Funding, which comes from "any amount made available to the Secretary to provide credit assistance under an eligible program that is not otherwise obligated," is authorized at no more than the following levels each year:</p> <ul style="list-style-type: none"> • FY 2022: \$1.6 million • FY 2023: \$1.8 million • FY 2024: \$2.0 million • FY 2025: \$2.2 million • FY 2026: \$2.4 million |
| <p>REQUIRES USDOT TO ESTABLISH AN INTERGOVERNMENTAL RESEARCH GROUP FOR FREIGHT</p> | <p>Requires USDOT to create a National Cooperative Freight Transportation Research Program to be administered with the National Academy of Sciences (NAS). NAS required to establish an advisory committee with public and private stakeholders, including local governments and local public authorities, which is tasked with recommending national research agenda for the program and developing a multi-year strategic plan.</p> |

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| <p>REQUIRES CONSULTATION WITH LOCAL GOVERNMENTS TO DEVELOP NEW ROUTES</p> | <p>Requires Amtrak to consult with states, local governments, relevant commuter and regional transportation authorities, host railroads, the FRA and other stakeholders on the development of new state-supported routes.</p> |
| <p>EXPANDS ELIGIBILITIES UNDER THE CONSOLIDATED RAIL INFRASTRUCTURE AND SAFETY IMPROVEMENTS (CRISI) GRANT PROGRAM</p> <p>\$5 BILLION OVER FIVE YEARS</p> | <p>CRISI program eligibilities expanded to include eligibilities for the following:</p> <ul style="list-style-type: none"> • Development and implementation of measures to prevent trespassing • Research and development to advance innovative rail projects • Preparation of emergency plans for communities through which hazardous materials are transported by rail |
| <p>EXTENDS RESTORATION AND ENHANCEMENT GRANT (REG) PROGRAM PROJECT TIMELINES</p> <p>\$250 MILLION OVER FIVE YEARS</p> | <p>Extends from three to six years the amount of time the Restoration and Enhancement grant program can provide funds to support a route.</p> |
| <p>ESTABLISHES A NEW RAILROAD CROSSING ELIMINATION PROGRAM</p> <p>\$3 BILLION OVER FIVE YEARS</p> | <p>Competitive grant program to carry out highway-rail or pathway rail grade crossing improvement projects concerning improving the safety and mobility of people and goods. Eligible projects include:</p> <ul style="list-style-type: none"> • Grade separations or closures • Track relocations • Installment of protective devices • Using intelligent transportation solutions • Planning and design <p>Goals are to eliminate highway-rail grade crossings frequently blocked by trains; improve the health and safety of communities; reduce the impacts that freight movement have on underserved communities; and improve the mobility of people and goods.</p> |

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| | <p>Minimum grant size is \$1M except for planning grants. Federal share is 80%. MPOs are eligible</p> <p>20% of funds must be reserved for rural areas or Tribal lands; 5% must be reserved for projects in counties with 20 or fewer residents per square mile; 25% of planning grants must be for projects located in rural areas or Tribal areas.</p> |
| <p>REFORMS AND RENAMES THE FEDERAL-STATE PARTNERSHIP FOR STATE OF GOOD REPAIR GRANT PROGRAM</p> <p>\$42.5 BILLION OVER FIVE YEARS (\$7.5 BILLION AUTHORIZATION \$36 BILLION APPROPRIATION)</p> | <p>Expands project eligibilities to allow for new capacity, including by:</p> <ul style="list-style-type: none"> • Expanding or establishing new intercity passenger rail service • Improving intercity rail service performance and efficiency • Carrying out planning and environmental studies associated with an eligible project |
| <p>ESTABLISHES A NEW CORRIDOR IDENTIFICATION AND IMPLEMENTATION PROGRAM</p> | <p>Creates a new competitive grant program to “facilitate the development of intercity passenger rail corridors.”</p> <p>Regional transportation planning organizations are also eligible.</p> <p>Corridors chosen under the program shall have assistance to prepare a service development plan (or update an existing plan).</p> |
| <p>REQUIRES AN EVALUATION OF THE RAILWAY-HIGHWAY CROSSINGS PROGRAM</p> | <p>Requires USDOT to evaluate the requirements of the railway-highway crossings program and whether the structure of the program provides sufficient incentives and resources to states and local agencies to make changes at highway-rail grade crossings that are most effective at reducing deaths, among other goals.</p> |

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| <p>ESTABLISHES A BLOCKED CROSSING PORTAL PILOT PROGRAM</p> | <p>Requires FRA to establish a blocked crossing portal to collect information about blocked highway-rail grade crossings from the public in order to identify frequent and long-duration blocked highway-rail grade crossings; conduct outreach to communities, emergency responders and railroads; support collaboration in the prevention of incidents at highway-rail grade crossings, and assess the impacts of blocked crossings. The program will last for three years.</p> |
| <p>ESTABLISHES A NEW SAFE STREETS AND ROADS FOR ALL GRANT PROGRAM</p> <p>\$5 BILLION OVER FIVE YEARS</p> | <p>Creates a new competitive grant program for "Vision Zero" grants.</p> <p>Defines a Comprehensive Safety Action Plan as "a plan aimed at preventing transportation-related fatalities and serious injuries in a locality, commonly referred to as a "Vision Zero" or "Toward Zero Deaths" plan."</p> <p>Elements of the plan include goals and timeline for eliminating fatalities and serious injuries; analyses of crash location and community input; data driven approach to identify projects or strategies; and mechanisms for evaluating outcomes and effectiveness.</p> <p>Eligible projects include development of the plan itself; planning, design, and development activities to execute on projects and strategies; or to carry out the projects or strategies themselves. MPOs are eligible.</p> <p>Not more than 15% may go to a single state in a given fiscal year.</p> <p>Not less than 40% must go to planning grants.</p> <p>Projects will be chosen based on whether the proposed project:</p> <ul style="list-style-type: none"> A. Is likely to significantly reduce or eliminate transportation-related fatalities and serious injuries involving various road users, including pedestrians, cyclists, public transportation users, motorists, and commercial operators, within the proposed timeframe; B. Demonstrates engagement with a variety of public and private stakeholders; C. Seeks to adopt innovative technologies or strategies to promote safety; D. Employs low-cost, high-impact strategies that improve safety over a wider geographical area; E. Ensures, or will ensure, equitable investment in the safety needs of underserved communities in |

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| | <p>preventing transportation-related fatalities and injuries; F. Includes evidence-based projects or strategies; and G. Achieves such other conditions as the Secretary considers to be necessary.</p> <p>Federal share is 80%. Requires regular reporting to the Secretary and final report that outlines elements of the project carried out by the receiving entity. Secretary is required to publish best practices.</p> |
| REQUIRES EVALUATION AND IMPROVEMENT OF LOCAL INFRASTRUCTURE DATA ANALYSIS TOOLS | <p>Directs the Bureau of Transportation Statistics (BTS) to perform outreach to state and local planning and infrastructure decision-making officials to determine the data analysis tools needed to assist local communities in making infrastructure decisions. Then, BTS must create a plan for reviewing and updating existing data analysis tools and developing any new tools necessary to assist local communities in making infrastructure investments.</p> |
| ESTABLISHES A NEW STRENGTHENING MOBILITY AND REVOLUTIONIZING TRANSPORTATION (SMART) GRANT PROGRAM \$500 MILLION OVER FIVE YEARS | <p>Competitive grant to carry out demonstration projects focused on smart city or community technologies and systems to improve transportation efficiency and safety, including those focused on:</p> <ul style="list-style-type: none"> • Coordinated automation • Connected vehicles • Intelligent, sensor-based infrastructure • Systems integration • Commerce delivery and logistics • Drones • Smart grid • Smart technology traffic signals <p>Both development and construction phase activities are eligible costs. Certain restrictions apply, including:</p> <ul style="list-style-type: none"> • No more than 40% of the funds awarded to primarily benefit large communities • No more than 30% awarded to benefit midsized communities • No more than 30% awarded to benefit rural communities |

MPOs are also eligible recipients, as well as regional partnerships composed of two or more eligible entities located in jurisdictions with a combined population of 50K-400K.

Selection criteria include:

- o Extent to which the applicant community has a public transportation system or other transit options;
- o Population density;
- o Continuity of committed leadership and functional capacity;
- o Open data commitment;
- o Likelihood of success, including through technical and financial commitments from the public and private sectors;
- o Extent to which the project will use advanced data, technology, and applications to provide significant benefits including congestion reduction; safety of bikes and pedestrians; access to opportunities, especially for underserved or disadvantaged populations; economic competitiveness; system reliability; connectivity between modes; private sector investments; pollution reduction; resilience; and emergency response.

Priority will be given to projects that:

- o Would be scalable
- o Encourage data sharing and best practices
- o Encourage innovation
- o Promote a skilled workforce
- o Allow for measurement and validation of cost savings and performance improvements
- o Encourage adoption of smart technologies by other communities
- o Promote industry practices regarding cybersecurity safeguarding individual privacy.

Unsuccessful applicants may request technical assistance and briefings related to the project.

Extensive reporting requirements.

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| <p>ESTABLISHES A NEW INTERGOVERNMENTAL WORKING GROUP FOR ELECTRIC VEHICLES (EVS)</p> | <p>USDOT, in conjunction with the U.S. Department of Energy, is required to establish an EV working group tasked with making recommendations regarding the "development, adoption, and integration of light-, medium-, and heavy-duty EVs into the transportation and energy systems of the U.S." An organization representing local governments is among other required members of the group.</p> |
| <p>ESTABLISHES A RISK AND SYSTEM RESILIENCE ASSESSMENT INTERGOVERNMENTAL PROCESS</p> | <p>USDOT is required to work with federal, state and local agencies to develop a process for quantifying annual risk in order to increase system resilience within the nation's surface transportation system. USDOT is instructed to provide guidance and technical assistance to state and local agencies on the process.</p> |
| <p>AUTHORIZES THE USE OF LOCAL HIRING PREFERENCE IN FEDERALLY FUNDED INFRASTRUCTURE PROJECTS</p> | <p>Federal transportation grant recipients are authorized to implement a local hiring preference, including through pre-hire agreements.</p> |

E. Public Transit

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| <p>AUTHORIZES HTF CONTRACT AUTHORITY FOR MASS TRANSIT FOR FY22-26</p> <p>\$69.9 BILLION OVER FIVE YEARS</p> | <p>Contract authority authorized at the following levels over five fiscal years:</p> <ul style="list-style-type: none"> • FY 2022: \$13.36 billion • FY 2023: \$13.63 billion • FY 2024: \$13.99 billion • FY 2025: \$14.28 billion • FY 2026: \$14.64 billion |
| <p>MAKES CHANGES TO THE CAPITAL INVESTMENT GRANT (CIG) PROGRAM</p> | <ul style="list-style-type: none"> • Raises the threshold for federal assistance from \$100 million to \$150 million and total project cost from \$300 million to \$400 million for Small Starts projects • Requires New Starts, Small Starts and core capacity improvement project applicants to make progress toward meeting the performance targets set in section 5326(c)(2) in order to receive a grant |

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| | <ul style="list-style-type: none"> • Requires core capacity improvement projects be located in a corridor that is projected to be at or over capacity within the next ten years, rather than the next five years, before moving into the engineering phase • Allows applicants to bundle multiple projects that meet certain requirements and restrictions • Requires USDOT to establish a CIG Dashboard displaying information on each project seeking a grant agreement |
| INCREASES RURAL SET-ASIDE FOR BUS GRANTS | <p>Raises the Buses and Bus Facilities competitive grant set aside for rural projects from 10 to 15%. The bill also requires that 25% of the competitive funding go to projects related to the acquisition of low or no emission buses or bus facilities rather than zero-emission vehicles and facilities. Further, it requires that recipients of grants related to zero-emissions vehicles or related infrastructure use at least 5% of their award to fund workforce development training to address the impact of the transition to zero-emission vehicles.</p> |
| CREATES NEW REQUIREMENTS FOR FEDERAL TRANSIT FUND RECIPIENTS | <p>URBANIZED AREA FORMULA GRANTS (5307) The bill requires that section 5307 recipients serving an urbanized area with a population of 200,000 or more include in their comprehensive agency safety plan a risk reduction program for transit operations to improve safety by reducing the number and rates of accidents, injuries, and assaults on transit workers. It also requires that a joint labor-management safety committee be formed to approve the safety plan.</p> <p>Establishes a new safety set aside. Recipients must allocate at least 75% of their funds to safety-related projects eligible under section 5307. If the recipient fails to meet the performance targets for risk reduction established by the safety committee, it is required to use the set-aside for projects reasonably likely to meet help meet those targets.</p> <p>PUBLIC TRANSPORTATION EMERGENCY RELIEF (PTER) Requires PTER applicants to demonstrate proof of all necessary and required insurance coverage prior to receiving a grant.</p> <p>TRANSIT SAFETY Requires recipients of federal funding provided by the FTA to report additional data for inclusion in the National Transit Database, including data on assaults of transit workers and bus-related fatalities.</p> |

F. Funding & Financing

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| <p>AUTHORIZES GENERAL FUND TRANSFER TO BAIL OUT THE HTF</p> | <p>Allocates \$118 billion to the HTF from the general fund: \$90 billion for highways and \$28 billion mass transit.</p> |
| <p>RAISES THE CAP ON PRIVATE ACTIVITY BONDS</p> | <p>Increases the cap from \$15 billion to \$30 billion.</p> |
| <p>MAKES AMENDMENTS TO THE TIFIA PROGRAM</p> | <ul style="list-style-type: none"> • Lifts the requirement that borrowers prepay their loans with excess revenues if those revenues are used for surface transportation • Increases the threshold for TIFIA projects from \$75 million to \$150 million • Adds new eligibilities, including infrastructure projects located near transportation facilities, airport-related projects, and the acquisition of plant and wildlife habitats to mitigate any project-related environmental impacts |
| <p>MAKES LOCAL GOVERNMENTS ELIGIBLE FOR THE SURFACE TRANSPORTATION SYSTEM FUNDING ALTERNATIVES PROGRAM</p> | <p>Competitive grant to carry out eligible activities, including testing the design and equity of implementing an alternative user fee among income groups and rural and urban drivers and other activities associated with transitioning away from the federal gas tax. The federal cost share is 80% for entities who have not received a previous grant under the program and 70% for those who have.</p> |

G. Airports

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| <p>FUNDS THE AIRPORT IMPROVEMENT PROGRAM</p> <p>\$15 BILLION OVER FIVE YEARS</p> | <p>Provides \$3 billion annually over FY22-26 from the general fund and remains available for the following three years after the year in which it is provided. Funding is distributed annually in the following ways:</p> <ul style="list-style-type: none"> • No more than \$2.4 billion through formulas to primary airports • No more than \$500 million apportioned for general aviation and commercial service airports • \$20 million for recipients of contract tower program competitive awards |
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| | No AIP funds may go toward debt service. |
| <p>CREATES NEW "GROUNDSIDE" COMPETITIVE GRANT PROGRAM FOR AIRPORT IMPROVEMENTS</p> <p>\$5 BILLION OVER FIVE YEARS</p> | <p>Provides \$1 billion annually for competitive awards to carry out eligible projects to improve the aging infrastructure of airport terminals, which are confined to:</p> <ul style="list-style-type: none"> • On-airport rail access projects • Relocating, reconstructing, repairing or improving an airport-owned traffic control tower <p>No more than 55% for large hubs, 15% for medium hubs; 20% for small hubs; and 10% for nonprimary airports can be awarded annually. The federal share is 80% for large and medium-size airports and 95% for small and nonprimary airports. Projects that increase access and capacity are prioritized.</p> |

H. Ports

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| <p>INCREASES FUNDING FOR THE PORT INFRASTRUCTURE DEVELOPMENT PROGRAM</p> <p>\$2.25 BILLION OVER FIVE YEARS</p> | <p>\$450 million annually from FY22-26 from the general fund and remains available for the following ten years after the year in which it is provided. Newly eligible projects include:</p> <ul style="list-style-type: none"> • Improvements to address sea-level rise, flooding and/or extreme weather • Port electrification • Procuring new equipment • Installing electric vehicle/alternative refueling infrastructure |
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II. Energy & Environment

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| <p>CREATES A NEW COMPETITIVE GRANT PROGRAM TO ENHANCE THE RESILIENCE OF THE ELECTRIC GRID</p> <p>\$5 BILLION OVER FIVE YEARS</p> | <p>Governments that serve as the local electric grid operator, electric storage operator, electric generator, transmission owner or operator, distribution provider or fuel supplier are eligible to apply for the program. USDOE will make competitive awards to carry out a variety of eligible activities to reduce the likelihood and consequence of impacts to the electric grid due to extreme weather, wildfire and natural disaster.</p> |
| <p>AUTHORIZES FUNDING FOR THE WEATHERIZATION ASSISTANCE PROGRAM</p> <p>\$3.5 BILLION IN FY 2022</p> | <p>Funds will remain available until expended for eligible projects that reduce energy costs for low-income households by improving energy efficiency.</p> |
| <p>CREATES A NEW CARBON UTILIZATION GRANT PROGRAM</p> <p>\$310.14 MILLION OVER FIVE YEARS</p> | <p>State and local governments would be eligible for new grants to procure and use products derived from captured carbon oxides. It expands the U.S. Department of Energy (USDOE) Carbon Utilization Program objectives to include developing standards and certifications to support the commercialization of carbon oxide products. Funding authorized at the following levels:</p> <ul style="list-style-type: none"> • FY 2022: \$41.00 million • FY 2023: \$65.25 million • FY 2024: \$66.56 million • FY 2025: \$67.94 million • FY 2026: \$69.39 million |

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| <p>CREATES A NEW COMPETITIVE GRANT PROGRAM FOR MODERNIZING ENERGY INFRASTRUCTURE</p> <p>\$3 BILLION OVER FIVE YEARS</p> | <p>Funds projects focusing on advancing smart community technologies. Selection criteria include the extent to which an entity has:</p> <ul style="list-style-type: none"> • A public transportation system capable of integration with other systems to improve mobility • A population density and needs that will be suitable for a demonstration project under this program • A community with the capacity and leadership to carry out the proposed project transparently and who is likely to be successful • Access to advanced data and technology • USDOE required to ensure geographic diversity in making awards <p>Eligible projects include:</p> <ul style="list-style-type: none"> • Planning activities and environmental reviews • Pre-engineering and design work • Procurement of real property • Construction phase activities <p>Certain projects prioritized. At the request of an applicant, USDOE will provide technical assistance. Finally, a successful applicant is required to submit to USDOE two years after the date of award a report containing a benefit-cost analysis assessing the cost of deploying the project to the compared benefits, as well as the data supporting how an entity is meeting the project goals.</p> |
| <p>ESTABLISHES A CARBON DIOXIDE TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION (CIFIA) PROGRAM</p> <p>\$2.1 BILLION OVER FIVE YEARS</p> | <p>\$600 million authorized annually in FY22 and FY23 and \$300 million in each FY24 through FY26 to establish a CIFIA loan program that provides flexible, low-interest loans for carbon dioxide transportation infrastructure projects and grants for new infrastructure to facilitate future growth.</p> |

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| <p>ADDRESSES NEEDS OF TRANSMISSIONS LINES</p> | <p>NEW REVOLVING LOAN FUND \$2.5 BILLION OVER FIVE YEARS USDOE can issue loans to or enter into public-private partnerships with eligible entities to carry out replacement or enhancement projects on eligible transmission lines.</p> <p>NEW TRANSMISSION FACILITATION PROGRAM \$50 MILLION OVER FIVE YEARS Competitive funds under USDOE to carry out eligible projects, including:</p> <ul style="list-style-type: none"> • Constructing or replacing an electric power transmission line • Increasing transmission capacities • Connecting an isolated microgrid to an existing infrastructure corridor |
| <p>MAKES GRANTS TO STATE AND LOCAL GOVERNMENTS FOR BATTERY PROCESSING</p> <p>\$3 BILLION OVER FIVE YEARS</p> | <p>DOE competitive grant funds that will remain available until expended to carry out eligible projects, including:</p> <ul style="list-style-type: none"> • Demonstration projects for advanced battery component manufacturing and recycling (no less than \$50 million) • Construction of one or more new commercial-scale advanced battery component manufacturing or recycling facility (no more than \$100 million) • Retooling, retrofitting or expanding existing battery processing facilities (no more than \$50 million) |
| <p>ENHANCES ENERGY EFFICIENCY IN PUBLIC SCHOOLS</p> <p>\$500 MILLION OVER FIVE YEARS</p> | <p>Local education agencies and public schools eligible to apply to DOE for competitive grants to carry out eligible activities, including:</p> <ul style="list-style-type: none"> • Improvements, repairs or renovations to schools that directly decrease energy costs • Improvements teacher and student health • Installation of alternative fueling infrastructure on school grounds for buses or the public • Procurement of alternative fueled vehicles for bus fleets and other school-related operations <p>A successful application is required to, upon request of DOE, submit a report describing how the funds were used, estimated cost-saving, metrics and other requirements outlined in the IJA.</p> |

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| <p>EXPANDS ENERGY EFFICIENCY AND CONSERVATION BLOCK GRANT PROGRAM ELIGIBILITIES</p> <p>\$550 MILLION IN FY 2022</p> | <p>Funds remain available until expended. New eligibilities include:</p> <ul style="list-style-type: none"> • Programs for financing energy efficiency, renewable energy, and zero-emission transportation • Capital investments • Projects and programs that leverage public-private partnerships • Programs allowing rebates, grants or other incentives for the purchase and installation of renewable energy technologies |
| <p>PROVIDES RESOURCES FOR LOCALLY-OWNED OR -OPERATED HYDROELECTRIC FACILITIES</p> <p>\$628.6 MILLION IN FY 2022</p> | <p>Hydroelectric efficiency improvement incentives: \$75 million authorized in FY22 for hydroelectric efficiency improvement incentives. Local governments that own or operate a turbine or other generating device, which generates hydroelectric energy for sale that will be added to an existing dam or conduit, are eligible for these funds.</p> <p>Hydroelectric capital improvement incentives: \$553.6 million authorized in FY22 for incentive payments to the owners and operators of hydroelectric facilities for capital improvements related to maintaining and enhancing hydroelectricity generation by improvising grid resiliency, improving dam safety, and environmental improvements. Owners or operators of hydroelectric facilities at existing dams are eligible for these payments to make the capital improvements.</p> |
| <p>FUNDS BROWNFIELDS RESTORATION PROJECTS</p> <p>\$1.2 BILLION OVER FIVE YEARS</p> | <p>Funds can be used to carry out Brownfields projects authorized under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). This CERCLA funding is available in grants, interagency agreements and associated program support costs.</p> <p>Multipurpose grants, assessment grants, revolving loan fund grants, cleanup and job training grants, technical assistant, training and research grants under CERCLA.</p> |

III. Public Lands

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| <p>EXTENDS THE SECURE RURAL SCHOOLS (SRS) PROGRAM FOR THREE YEARS</p> | <p>Ends the annual 5% funding reduction and funding is increased for the next three years to FY17 levels, resulting in an increase of approximately \$60 million per year compared to FY20 payments. Recipients can decide whether to accept SRS payments or federal timber harvest receipts for FY22 and FY23.</p> <p>The bill creates a new Resource Advisory Committee (RAC) appointment pilot program that allows the U.S. Forest Service Chief or the Bureau of Land Management (BLM) Director to present the Secretaries of Agriculture or Interior with recommended RAC members. The Secretaries have 30 days to confirm or reject the appointees, who will be automatically appointed if no action is taken within that 30-day period.</p> <p>Title III funds can be used for expanding broadband access in schools, which will be key to improving educational quality in rural areas.</p> |
| <p>PROVIDES RESOURCES FOR WILDFIRE RISK MITIGATION</p> <p>\$5.5 BILLION OVER FIVE YEARS</p> | <p>Directs \$3.4 billion to the U.S. Forest Service and the U.S. Department of the Interior to reduce the threat of wildfire on federal lands through mechanical thinning, timber harvests, prescribed burns, community wildfire protection grants and collaborative led projects. Agencies have to come up with a plan to treat 10 million acres of forestland by 2027 for wildfire risk reduction within the Wildland-Urban Interface and near critical drinking water sources.</p> <p>Creates a categorical exclusion for forest management activities to establish fuel breaks to protect critical infrastructure from wildfire, including roads, water infrastructure, pipelines and transmission lines.</p> <p>Provides an additional \$2.1 billion for ecosystem restoration through Good Neighbor Agreements, invasive species eradication, cross-boundary management projects and stewardship contracts.</p> <p>USDA may determine when an emergency situation exists on the national forests, which allows for expanded forest management activities, such as harvesting dead or dying trees and post-fire reforestation, to be conducted on the National Forest System to meet the emergency threat.</p> |

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| <p>ADDRESSES U.S. FOREST SERVICE LEGACY ROADS AND TRAILS</p> <p>\$250 MILLION OVER FIVE YEARS</p> | <p>Creates the Forest Service Legacy Roads and Trails program to prioritize maintenance of authorized roads and trails within the National Forest System.</p> <p>The Forest Service may decommission existing and previously closed roads and trails after proposed closures have undergone public comment, and the agency ensures closures do not impede resource, recreational or emergency access. The Forest Service also able to close some unauthorized user-created roads and trails not identified on agency maps, which may create conflict with users, local governments and other interested parties.</p> |
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IV. Drinking Water & Wastewater

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| <p>AMENDS STATE REVOLVING LOAN FUNDS FOR WATER</p> <p>\$29.3 BILLION OVER FIVE YEARS</p> | <p>Eligibility for grants under both state revolving funds (SRFs). Investments levels for both the drinking water and clean water SRFs authorized at the following levels:</p> <ul style="list-style-type: none"> • FY 2022: \$2.40 billion • FY 2023: \$2.75 billion • FY 2024: \$3.00 billion • FY 2025: \$3.25 billion • FY 2026: \$3.25 billion <p>Drinking Water State Revolving Fund: At least 12% of funds must go to disadvantaged communities, up from 6%. Buy America requirements apply to any upgrades made with these funds.</p> <p>Clean Water State Revolving Fund (CWSRF): To the extent there are sufficient applications, a state is required to use a minimum of 10% of CWSRF for grants, negative interest loans, and loan forgiveness, or to buy, refinance or restructure debt for disadvantaged communities as determined by the state. The amount for additional subsidies cannot exceed 30%.</p> |
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| <p>ADDRESSES WATER CONTAMINANTS</p> | <p>Capitalization grants \$15 billion over five years 49% of funds provided to states for capitalization grants are available through grants to local governments to address lead in drinking water by replacing service lines and carrying out associated activities that are directly connected to identifying, planning, designing, and replacing lead service lines.</p> <p>Emerging contaminants \$1 billion over five years Funding to address emerging contaminants will be deposited into the state revolving fund and provided to eligible recipients as loans with 100% forgiveness or as grants.</p> <p>PFAS \$4 billion over five years Additional funding provided to further address emerging contaminants in drinking water, with a focus on perfluoroalkyl and polyfluoroalkyl substances (PFAS). This funding is provided to eligible recipients as loans with 100% forgiveness or as loans.</p> |
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V. Broadband

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| <p>MAKES GRANTS TO STATES FOR BROADBAND DEPLOYMENT</p> <p>\$42.45 BILLION IN FY 2022</p> | <p>Allocates \$42.45 billion to the Broadband Equity, Access and Deployment Program, which will make grants to states. If a state fails to apply for funding, a local government can apply on their behalf.</p> |
| <p>CREATES NEW "MIDDLE MILE" COMPETITIVE GRANTS TO FACILITATE BROADBAND DEPLOYMENT</p> <p>\$1 BILLION OVER FIVE YEARS</p> | <p>National Telecommunications and Information Administration (NTIA) grants to construct, improve or acquire middle-mile infrastructure. Applications that connect middle mile and last mile networks or plan to provide service in unserved areas, among other criteria will be prioritized.</p> |

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| <p>EXTENDS THE EMERGENCY BROADBAND BENEFIT PROGRAM</p> | <p>Renamed the "Affordable Connectivity Program," and the monthly benefit reduced from \$50 to \$30 for consumers.</p> |
| <p>CREATES A NEW COMPETITIVE GRANT PROGRAM FOR BROADBAND</p> <p>\$1.25 BILLION OVER FIVE YEARS</p> | <p>Establishes a new State Digital Equity Capacity Grant Program providing grants to do the following:</p> <ul style="list-style-type: none"> • Act as the recipient and administrator of awarded funds • Develop and implement a State Digital Equity Plan • Make subgrants to eligible entities • Serve as an advocate for digital equity and inclusion and repository of best practices |

VI. Cybersecurity

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| <p>CREATES A NEW COMPETITIVE GRANT PROGRAM FOR CYBERSECURITY</p> <p>\$250 MILLION OVER FIVE YEARS</p> | <p>A rural electric cooperative or locally-owned utility can apply directly to the DOE for competitive grants and technical assistance, as well as to enter into cooperative agreements with other eligible entities to meet the program's goal of protecting and responding to cyber threats against electric utility systems.</p> |
| <p>ESTABLISHES A NEW STATE AND LOCAL CYBERSECURITY GRANT PROGRAM</p> <p>\$1.3 BILLION OVER FOUR YEARS</p> | <p>Makes local governments eligible for these funds as subgrantees of states following apportionments made to states by the U.S. Department of Homeland Security based on total population and rural population figures.</p> <p>No later than 45 days after a state received its apportionment, it is required to obligate no less than 80% of grant funds to local governments. If a state fails to obligate the funds, a local government can petition DHS for direct funding.</p> <p>25% of the obligated funds are reserved for rural areas. DHS is required to consult with local representatives in carrying out this program, which sunsets in FY25.</p> |

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| REQUIRES USDOT TO CREATE A CYBERSECURITY TOOL FOR STATE AND LOCAL PUBLIC TRANSPORTATION AUTHORITIES | USDOT required to develop a tool and an office within the Department to assist public transportation agencies, an owner or operator of a highway, and manufacturers producing transportation-related products to protect against cyber incidents within two years of the bill's enactment. |
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VII. Resilience

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| AMENDS THE STAFFORD ACT | Expands eligibilities within the Hazard Mitigation Grant Program (HMGP) to include the replacement or installation of wildfire resilient electrical transmissions or utility poles. HMGP provides vital funding following major disaster declarations to make resilience improvements. |
| ESTABLISHES INTERGOVERNMENTAL COMMISSION ON WILDFIRE MITIGATION AND PREVENTION | Comprised of representatives from the Bureau of Land Management, FEMA, National Park Service, Fish and Wildlife Service and the Forest Service – to study and make recommendations to improve federal policies relating to the prevention, mitigation, suppression and management of wildland fires across the U.S. Local governments one of 18 non-federal stakeholders that will hold a place on the Commission. |
| FULLY FUNDS THE SAFEGUARDING TOMORROW THROUGH ONGOING RISK MITIGATION (STORM) ACT \$500 MILLION OVER FIVE YEARS | Provides state and local governments with the ability to create resilience revolving loan funds for infrastructure projects. |

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| <p>FUNDS THE BUILDING RESILIENT INFRASTRUCTURE AND COMMUNITIES (BRIC) PROGRAM</p> <p>\$1 BILLION OVER FIVE YEARS</p> | <p>BRIC, which replaced the FEMA Pre-Disaster Mitigation Program, provides funding to states and local governments to strengthen the resilience of critical infrastructure, such as transportation, energy, water supply and communications.</p> |
| <p>FUNDS FLOOD MITIGATION ASSISTANCE GRANTS (COMPETITIVE)</p> <p>\$3.5 BILLION OVER FIVE YEARS</p> | <p>Provides funding to state and local governments for projects that reduce or eliminate the risk of repetitive flood damage to buildings insured by the National Flood Insurance Program.</p> |