

North Dakota Department of Transportation

I-29 Cross-Median Crash Elimination Project

Project Budget

FY 2023/24 Multimodal Project Discretionary Grant (MPDG) Program

Project Name	I-29 Cross-Median Crash Elimination Project
Project Type	INFRA/Rural Project
Future Eligible Project Costs	\$ 22.50 million
FY 2023/24 MPDG Funds Requested	\$ 11.25 million

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Supporting Information can be found at: <https://www.srfconsulting.com/nddot-i-29-mpdg/>

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Project Budget

Project Costs

Total Project Cost: \$22.50 million

FY 2023/2024 MPDG Request: \$11.25 million (50 percent of total project cost)

Availability and commitment of funding sources:

Total construction costs for the I-29 HTMCG Project are approximately \$22,500,000. FY 2023/2024 MPDG funds of \$11,250,000 would be used for construction and construction administration of the Project. NDDOT has committed \$1,450,000 to the Project for preliminary engineering, environmental documentation, and final design. [Preliminary engineering](#) and [environmental documentation](#) for the project are complete. Future eligible Project costs are based on 90 percent final design. Table 1 below shows the breakout of project costs.

Figure 1 Project Funding Breakdown

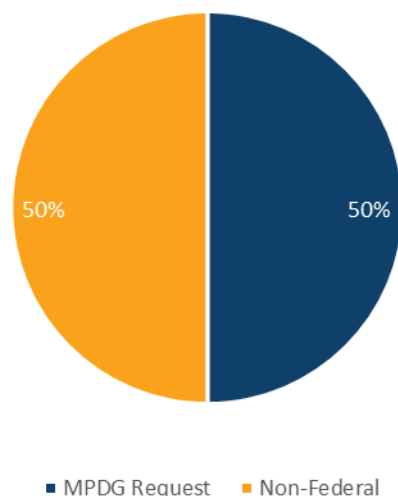


Table 1. Funding Breakdown of Project Costs

Project Element		Project Funding				Total Cost Estimate	
		Federal		NDDOT			
		MPDG		Other Funds (A)			
		Dollars	Project Percentage	Dollars	Project Percentage		
Future Eligible Cost	PE, NEPA, & Final Design (B)	\$0	0%	\$1,450,000		\$1,450,000	
	Construction Cost	\$10,250,000	43%	\$10,250,000	43%	\$20,500,000	
	Right-of-Way Acquisition	\$0	0%	\$0	0%	\$0	
	Utility Agreements	\$0	0%	\$50,000	0%	\$50,000	
	Construction Engineering	\$1,000,000	4%	\$1,000,000	0%	\$2,000,000	
	Total Future Costs	\$11,250,000	47%	\$12,750,000	53%	24,000,000	
	MPDG Participation Maximum (Infra: 60/40, Rural: 80/20))				Total Project Costs		\$24,000,000
		MPDG Request	\$11,250,000				
		Other Funding	\$12,750,000				
Total Future Eligible Project Costs	\$ 22,500,000						

- (A) NDDOT Other Funds come from State grant matching funds appropriated by the Governor and North Dakota State Legislature in the latest biennium legislative session (Flexible Transportation Fund).
- (B) Previously incurred costs (non-participating).

The Project is Rural, however a small portion (0.86-miles) of the Project is within the Fargo, North Dakota Urbanized Area (UZA) which has a 2020 Decennial Census population estimate of 216,214. Project cost breakdown for Rural and Urban is shown in Table 2.

Table 2. Rural vs. Urban Project - Eligible Costs

Area Type	Project Costs per Area Type
Rural	\$ 22,212,481
Urban	\$ 287,519
Total Eligible Project Cost: \$22,500,000	

Furthermore, Table 3 breaks down Project cost by Census Tract. Approximately 1.3 percent of eligible Project costs will be spent in Cass County Census Tract 3, a designated [Area of Persistent Poverty](#).

Table 3. Project Cost by Census Tracts

Census Tract(s)	2020 FIPS Code	Project Costs per Census Tract
3 (Cass) [APP]	38017000300	\$ 287,519
408 (Cass)	38017040800	\$ 2,214,000
402 (Cass)	38017040200	\$4,722,750
9703 (Traill)	38097970300	\$5,983,395
9704 (Traill)	38097970400	\$254,086
9701 (Traill)	38097970100	\$4,079,250
117.02 (Grand Forks)	38035011702	\$4,959,000
		Total Eligible Project Cost: \$22,500,000

Non-Federal Funding Source

Applicant Funding

NDDOT will provide the 50 percent state share (\$11.25 million) of the total eligible project cost (\$22.5 million). The entire state's share comes from reliable grant matching funds made available by the Governor and North Dakota State Legislature in the latest biennium legislative session. [Senate Bill 2113](#) established and [House Bill 1012](#) appropriated the Flexible Transportation Fund, providing State match for Federal transportation dollars.

MPDG Funding Need

NDDOT believes MPDG funding is necessary to deliver the safety performance travelers know and expect from I-29 in the Project area. Receiving an MPDG for the Project will uphold NDDOT's continued innovation to deliver safe, reliable, and cost-effective transportation infrastructure.

An MPDG award will allow NDDOT to connect critical HTMCG infrastructure on I-29 and forward goals for increased safety and reliability in the Project area. NDDOT is committed to reaching zero traffic-related fatalities across the State. As the agency moves to meet the goal of zero deaths on North Dakota roads, more demand is being put on existing roadway safety

funding sources available to the State. If MPDG funding is not awarded to NDDOT for the Project, the agency will continue to program HSIP and other transportation safety funding sources. However, the Vision Zero initiative is a critical priority for the State and NDDOT is urgently pursuing all available resources to forward traffic safety. The agency believes every traffic fatality is one too many and is working hard to make an impact as soon as possible. Even with tactical and efficient infrastructure investments in the form of HTMCG, the MPDG funding is necessary to advance the Project as soon as possible. Without the funding for installation of HTMCG on a critical segment of I-29, the Project may see reduced scope or delayed project delivery. Delayed delivery of the Project would put travelers at higher risk of incapacitating injury and fatal crashes. The absence of funding would adversely impact the safety and reliability of I-29 in the Project area, across North Dakota, and beyond.

Funding Documentation

Links to funding documents are included as follows:

NDDOT – <https://projects.srfconsulting.com/mpdg/nddot-i-29/Funding-Commitments.pdf>

All supporting documents and the MPDG grant application narrative are also available to view at the following webpage:

<https://www.srfconsulting.com/nddot-i-29-mpdg/>