



Greater Buffalo Niagara Regional Transportation Council
438 Main St, Suite 503 | Buffalo, NY 14202 | 716-856-2026 | www.gbnrtc.org

Transportation Projects Subcommittee (TPS) Meeting

Wednesday, April 19, 2023 9:00 AM

Agenda

1. Approval of March 15, 2023 TPS Meeting Summary
 2. 2023-2027 TIP – Action Requests
 3. Old Business
 - a. Safe Streets for All (SS4A) – Update
 4. New Business
 - a. RPPM Action Report
 - b. USDOT Wildlife Crossings Pilot Program
 - c. TIP Change Control Guidelines Update
 - d. Coordinated Human Services Transportation Plan
 - e. Bridge Investment Program (BIP) – Non-Large Bridge Award Announcement
 5. Next Meeting – Wednesday May 17, 2023, 9:00 AM
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TRANSPORTATION PROJECTS SUBCOMMITTEE (TPS) MEETING SUMMARY

Wednesday, March 15, 2023
9:00 A.M. via Zoom Meeting

Attendees: D. Hill, K. Stilwell, N. Skipper, A. Weymouth, J. Boser, W. Keenan, D. Svilokos, D. Kempner, K. Smith, N. Allen, and R. Guarino.

1. Approval of February 15, 2023 TPS Meeting Summary – *Motion for approval: Hill/Skipper. Approved.*
2. 2020-2024 TIP Discussion
 - a. PIN 5268.54 NY 240 (Orchard Park Road) @ Fisher Rd Intersection Improvements – This is a NYSDOT request to modify an existing project. Additional funds are needed for outside design so \$446K will be transferred from PIN 5B20.06 HSIP/NHPP State Safety Block Program and added to the Preliminary Design phase. Fiscal constraint is maintained and let date is unchanged at 12/2023. *Motion to approve as Administrative Modification #16: Hill/Svilokos. Approved.*
 - b. PIN 5763.36 William St; Transit Rd to Bowen Rd – This is an Erie County request to modify an existing project. The Construction and Construction Inspection phases will be delayed from 12/2024 (FFY 25) to 4/2026 (FFY 26). The project includes sidewalks and requires the right of way for the road be widened which translates into a significant number of right of way acquisitions. There will be no change in funding source or amounts and fiscal constraint is maintained. *Motion to approve as Administrative Modification #17: Svilokos/Allen. Approved.*
 - c. PIN 5051.15 N Grand Island Bridge Underpass OHVD Systems – This is a NYSDOT request to modify an existing project. A total of \$639K C&CI of State Discretionary Funds will be replaced with \$639K HSIP (Statewide Funded). As these are new statewide federal HSIP funds to the region, fiscal constraint is maintained. C&CI totals and let date are unchanged. This change will require a TIP Amendment (Change Control 2d). *Motion to initiate a 20-day public review: Hill/Skipper. Approved.*
 - d. PIN 5764.27 Hunt St Bridge/Bergholtz Creek – This is a Niagara County request to modify an existing project. Niagara County completed Design Phases I-IV with local funds. The total project cost increases by \$113K to reflect NC Local Design contribution (now \$1.223M). Federal funds originally programmed for this work will be transferred to C&CI Phases of the project. The let date will be advanced from 10/2024 (FFY25) to 10/2023 (FFY24). *Motion to approve as Administrative Modification #18: Allen/Svilokos. Approved.*
3. Old Business
 - a. BRIDGE NY Update – The bridge application deadline was Friday January 20, 2023. NYSDOT received 18 applications for the MPO area. Twelve were from Erie County municipalities (\$34.3M requested/\$21.2M available) and six were from Niagara County municipalities (\$13.2M requested/\$5.7M available). Two BRIDGE NY application review teams were comprised of a GBNRTC employee, an employee from Erie and Niagara Counties DPW (one for each county), and a member of the Town and County Highway Superintendents Association (one for each county). There is a two-step review process. The data driven initial ranking process using Local Bridge Priority Index Database (LBPI) is complete. The second step using unique and qualitative factors is underway.
 - b. MTP Update Briefing
 - The update maintains the 2050 planning horizon, reaffirming key elements and concepts of the 2018 Plan.
 - Discusses the impacts of the Covid-19 pandemic on regional travel patterns.
 - Updates demographic, land use and transportation conditions to reflect the most current data available.
 - Updates performance measures to better align with federal performance measures.
 - Milestones to Date
 - April 20, 2022: MTP update process/approach and schedule presented at TPS and PCC.
 - July 20, 2022: Review and reaffirm MTP vision, goals, objectives and strategies at TPS.
 - September 21, 2022: Draft financial forecasts and assumptions presented at TPS.
 - January 18, 2023: Draft constrained/illustrative project listing and cost estimates presented at TPS (Individual meetings held with member agencies to discuss transportation needs, projects and cost estimates).
 - January 31 - February 15, 2023: FHWA and FTA review of MTP financial forecasts completed.
 - Upcoming Milestones:
 - March 15, 2023: Constrained project list submitted to ICG for air quality conformity.
 - March 29, 2023: MTP update draft document available for member agency review and comment.
 - April 5, 2023: GBNRTC staff to present overview of MTP update at PCC and request to initiate 30-day public review and comment period.
 - April 5 - May 4, 2023: Public comment period and agency consultation (to include public meeting(s)).

- May 3, 2023: PCC to recommend to Policy for approval contingent upon no further public comments.
 - May 2023: GBNRTC Policy approval of MTP update.
- c. National Highway Freight Program Update
- Program purpose is to improve the efficient movement of freight on the National Highway Freight Network (NHFN).
 - Program supports several goals:
 - Investing in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity.
 - Improving the safety, security, efficiency, and resiliency of freight transportation.
 - Improving the state of good repair of the NHFN.
 - Using innovation and advanced technology to improve NHFN safety, efficiency, and reliability.
 - Improving the efficiency and productivity of the NHFN.
 - Improving State flexibility to support multi-State corridor planning and address highway freight connectivity.
 - Reducing the environmental impacts of freight movement on the NHFN.
 - BIL made several changes to the program:
 - State Freight Plans:
 - Adds 10 new required elements for State Freight Plans.
 - Modifies the length of the update cycle from 5 years to 4 years.
 - Assigns the new Multimodal Freight Office responsibility to oversee and provide guidance/best practices relating to the development and updating of State Freight Plans.
 - State Freight Advisory Committees:
 - Updates the list of representatives that should be included among the membership of State Freight Advisory Committees.
 - Adds a subsection noting the qualifications that State Freight Advisory Committee members should have.
 - Although it is not mandated that States establish State Freight Advisory Committees—these committees are still encouraged.
 - Seven new elements added:
 1. Motor vehicle parking facilities assessment.
 2. The most recent supply chain cargo flows in the State, expressed by mode.
 3. An inventory of commercial ports in the State.
 4. If applicable, consideration of the findings or recommendations made by any multi-State freight compact to which the State is a party.
 5. The impacts of e-commerce on freight infrastructure in the State.
 6. Considerations of military freight.
 7. Strategies and goals to decrease:
 - The severity of impacts of extreme weather and natural disasters on freight mobility.
 - The impacts of freight movement on local air pollution.
 - The impacts of freight movement on flooding and storm water runoff.
 - The impacts of freight movement on wildlife habitat loss.
 - Eligibility Changes:
 - May use up to 30 percent of NHFP funding on freight intermodal or freight rail projects (increased from 10 percent under the FAST Act).
 - Added eligibility for modernization/rehabilitation of a lock and dam or a marine highway corridor, connector, or crossing designated by the Secretary.
4. New Business
- a. RPPM Change Report – 1. PIN 5051.18 US 62 (Niagara Falls Blvd) @ I-190 Interchange Diverging Diamond: Advanced Preliminary Design FFY from 2024 to 2023. Approved on 3/2/2023. 2. PIN 5764.75 Clarence; Sheridan Dr; Main St to Transit Rd; Sidewalks: Advanced DDES Obligation Date from FFY 24 to FFY 23. Approved on 3/7/2023. 3. PIN 5086.29 Rt 324 (Sheridan Dr) Road Diet; Sheridan Park to Tonawanda Rail Trail: Increased ROW INC by \$0.004M. \$0.004M offset transferred from ROW ACQ. Approved on 3/14/2023
5. Adjourn: The next TPS meeting will be held at 9 a.m. Wednesday April 19, 2023 – Format will continue to follow the hybrid model (Live and Zoom options). *Motion to adjourn: Svilkos/Hill. Approved.*

Transportation Projects Subcommittee

April 19, 2023



Greater Buffalo Niagara Regional Transportation Council

1. Approval of 3-15-23 Minutes

2. Action Items

3. Old Business

A) Safe Streets and Roads for All (SS4A)

- SS4A is a discretionary program in the IIJA
 - Total funding \$5-6 B over 5 years
 - \$800M awarded in first round
 - Second round of applications is open
 - due July 10, 2023
- Eligible applicants
 - MPOs
 - Political subdivision of a State, incl Transit agencies created under state law
 - States and State agencies are NOT eligible



A) Safe Streets and Roads for All (SS4A)

- Eligible projects
 - Develop a Comprehensive Safety Action Plan
 - Scope of Round 1 grant award
 - Supplemental planning of existing Comprehensive Safety Action Plan
 - Topical safety subplans, i.e. speed management, vulnerable road users, ADA transition plans, etc.
 - Road safety audits
 - Other roadway safety planning activities that enhance an Action Plan
 - Demonstration Projects *New in 2023*
 - Feasibility studies using quick-build strategies
 - MUTCD Engineering studies
 - Pilot programs that demonstrate safety benefits of technologies not yet adopted in the community
 - Implementation Projects
 - Must be identified in a Comprehensive Safety Action Plan

A) Safe Streets and Roads for All (SS4A)

- GBNRTC received a SS4A grant in Feb 2023
 - Grant scope: Prepare a Roadway Safety Action Plan for ALL roads in Erie & Niagara County
 - Grant award: \$450,00 Federal; \$125,000 cash match by members; \$12,500 in-kind match by members staff time
 - Work scoped to be done by consultant
- GBNRTC discussed developing an Action Plan in house
 - Compressed time frame
 - Impact to grant award
 - Liability concerns



A) Safe Streets and Roads for All (SS4A)

- Liability Concerns

- “Plan exposes roadway owners”
 - FHWA shared that Federal statute keeps plans developed under HSIP program out of discovery in State and Federal court
 - Cornell Local Roads Plan Liability webinar
 - Expressed argument that plans are important to develop and organize a rationale for prioritizing improvements
 - Data based prioritization

Example Recommendation: Indianapolis MPO

Project Name	Project Time Range for Deployment	Project Jurisdiction & Agencies	Tier/Prioritization
W 38th St Multi-use and IMS Path	Mid	Indianapolis	1
46th St and Mitthoeffer Rd Intersection Improvement	Long	Indianapolis	1
E 38th St. Multi-Use Path	Long	Indianapolis	1
10th St between Raceway and Porto Alegre	Short	IndyGo	2
Carmel Connecting Pathways	Short	Carmel	2
E 21st St. Multi-use Path from Sherman to Post Rd.	Short	Indianapolis	2
Emergency Vehicle Preemption/Opticom	Short	Indianapolis Fire Department, Wayne Township Fire Dept; Pike, Hamilton, Decatur, and Hendricks County Fire Dept.	2
Franklin & Davis Intersection Improvement	Short	Greenfield	2
Merchants Square Mobility Improvements	Short	Carmel	2

- “Recommendations by others being made on my agencies road”
 - Final recommendation is a ranking of priority based on committee developed system
 - “Strategies” to be high level based on safe systems approach
 - All projects will require further engineering analysis to develop specific design approach

A) Safe Streets and Roads for All (SS4A)

- Liability Concerns

- “What are we being asked to commit to”
 - Final plan must be adopted by Policy
 - Disclaimers in the plan and the resolution are anticipated
- “Our lawyers might not like this”
 - Let’s start talking now
- “Will the MPO be sued?”
 - Consultant developed plan
 - Disclaimers

- Next Steps

- Action plan with grant funds or in-house?
- 2nd Round grant applications for supplement planning/demonstration projects?
- Committee formation
- Further liability discussions



Image credit: Pix4free.org

4. New Business

a. RPPM Action Report

1. PIN 581553 Broadway & Church St Traffic Signal Replacement
 - Increase Prelim Design and reduce Detailed Design by \$50K
 - **Approved 3/30/23**
2. PIN 504528 NY 93 @ NY 104, Molyneaux Corners, Intersection Imp
 - \$50K HSIP added to preliminary design (PDES) phase
 - **Approved 4/18/23**

b. USDOT Wildlife Crossings Pilot Program

- There are more than 1M Wildlife Vehicle Collisions (WVCs) annually which present a danger to human safety and wildlife survival, cost over \$8 billion, and result in approximately tens of thousands of serious injuries and hundreds of fatalities on U.S. roadways.
- The Wildlife Crossings Pilot Program is a competitive grant program with the goal of reducing Wildlife Vehicle Collisions while improving habitat connectivity for terrestrial and aquatic species.
- The Bipartisan Infrastructure Law (BIL) authorized \$350 million total in Federal-aid contract authority funding for Federal Fiscal Years (FY) 2022 through 2026 to be awarded through the Federal Highway Administration (FHWA), for the Wildlife Crossings Program.



b. USDOT Wildlife Crossings Pilot Program

- Eligible entities for program include:
 - State Departments of Transportation
 - Metropolitan Planning Organizations
 - Units of local government
 - Regional transportation authorities
 - Special purpose districts or public authorities with a transportation function
 - Indian tribes
 - Federal Land Management Agencies
 - A group of any of the above entities



b. USDOT Wildlife Crossings Pilot Program

- All projects should seek to protect motorists and wildlife by reducing the number of WVCs and improve habitat connectivity for terrestrial and aquatic species.
- The Wildlife Crossing Program provides funding for construction and non-construction projects.
 - Construction Projects include engineering, design, permitting, right-of-way acquisition, and other activities related to the construction of infrastructure improvements, such as the building of a wildlife crossing overpass or underpass.
 - Non-Construction projects include planning, research, and educational activities that are not directly related to construction of infrastructure improvements, such as a hot spot analysis of WVCs.



b. USDOT Wildlife Crossings Pilot Program

- The call for applications is NOW OPEN.
- NOFO and application checklist was sent in meeting package and is also available on the FHWA website
- Applications must be submitted electronically via Grants.gov no later than 11:59 p.m., Eastern Time, on August 1, 2023.
- Program webinars and information on how to participate will soon be scheduled.
- Webinars will be recorded and posted on the FHWA website.



c. Updated TIP Change Control Guidelines

- TIP/STIP projects may need to be modified for one or more of the following reasons:
 - Addition of new projects
 - Deletion of existing projects
 - Cost change
 - Scope/work element change
 - Location changes
 - Funding source changes
 - Scheduling changes
 - Phase additions or deletions
- Change controls govern the procedures and governing body approvals required to make any of these changes to the TIP.
- Change controls are reviewed every 2 years.



Change Control Guidelines for Potential Tip Actions (Approved 5/17/21)

	RESPONSIBILITY				
	RPPM ¹	TPS ²	PCC ³	PCC	POLICY
	Administrative Modification (AdMod) ⁴			Amendment ⁵	
I. Cost⁶ or Scope: Existing Project⁷ Phases⁸					
(a) Under \$150K	Approve	INFO ⁹			
(b) \$150K - \$500K	Recommend	Approve	INFO		
(c) Over \$500K	Recommend	Recommend	Approve		
(d) Minor scope change ¹⁰		Recommend	Approve		
(e) Significant scope changes ¹¹		Recommend		Approve	
II. Fund Source Change: Existing Projects					
(a) Change between federal fund sources ¹²	Approve	INFO			
(b) Federal to non-federal fund	Recommend	Approve	INFO		
(c) Non-federal to federal fund (<= \$150K)		Recommend	Approve		
(d) Non-federal to federal fund (>\$150K)		Recommend		Approve	
III. Schedule Change: Existing Project					
(a) Obligation date change of construction and/or construction inspection phase to another Federal Fiscal Year (FFY)	Recommend	Approve	INFO		
(b) Obligation date change of any other project phase to another Federal Fiscal Year (FFY)	Approve	INFO			
IV. Addition or Deletion: Phase or Project					
(a) Addition of a new federally funded phase	Recommend	Approve	INFO		
(b) Deletion of an existing federally funded phase	Recommend	Approve	INFO		
(c) Merger or phasing of existing projects ¹³	Recommend	Approve	INFO		
(d) Addition of a new federally funded project using funds outside of regional funding targets		Recommend		Approve	
(e) Addition of new federally funded project(s) from existing funding block		Recommend		Approve	
(f) Addition of new federally funded project(s) from project split/separation (non-block)		Recommend		Approve	
(g) Addition of a new regionally funded project		Recommend		Recommend	Approve
(h) Deletion of an existing project		Recommend		Recommend	Approve

¹ NYS DOT Regional Planning and Program Manager

² GBNRTC Transportation Projects Subcommittee

³ GBNRTC Planning and Coordinating Committee

⁴ An *Administrative Modification* includes minor changes to project/project phase costs, minor changes to funding sources of previously-approved projects, and minor changes to project/project phase initiation dates. An administrative modification requires a project change form that includes a demonstration of fiscal constraint.

⁵ An *Amendment* includes the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes). Amendments require an Initial Project Proposal (IPP) form, a determination of fiscal constraint, a location map, a public review period and a resolution to be processed.

⁶ Cost is defined as the currently approved STIP cost.

⁷ A project is defined as any project currently approved on the latest TIP.

⁸ A project phase is a work element of the project such as Design (scoping, preliminary design and/or detailed design), Right-of-Way (acquisition and/or incidentals), Construction or Construction Inspection.

⁹ *INFO* is defined as a verbal report of the approved action.

¹⁰ A minor scope change is defined as a small alteration to the project termini, type or original project intent. Betterments that use 100% local funds are included.

¹¹ A significant scope change is defined as a substantial alteration to the project termini, type or original project intent.

¹² Change from a capital fund source to Metropolitan Planning Funds (PL) requires a UPWP amendment by the GBNRTC Policy Committee.

¹³ Merged or phased projects must have no change to the original project work scopes or fiscal constraint. Projects that are merged with another existing project do not need to undergo the project deletion process.

c. Updated TIP Change Control Guidelines

- Need to carefully balance efficiency with transparency.
 - Amendments require public review and a resolution
 - Policy Committee meets twice per year
 - Smallest changes do not require paperwork or MPO board approvals but are reported out at PCC.
- Proposed change federal to non-federal fund source changes (II.c. and II.d.)
 - Currently
 - Under \$150K requires AdMod (PCC Approve)
 - Over \$150K requires Amendment (PCC Approve)
 - Proposed
 - Under \$150K requires RPPM (reported at TPS)
 - Over \$150K requires AdMod (approved by TPS and reported at PCC)



Change Control Guidelines for Potential Tip Actions (Approved 5/17/21)

	RESPONSIBILITY				
	RPPM ¹	TPS ²	PCC ³	PCC	POLICY
	Administrative Modification (AdMod) ⁴			Amendment ⁵	
I. Cost⁶ or Scope: Existing Project⁷ Phases⁸					
(a) Under \$150K	Approve	INFO ⁹			
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(c) Over \$500K	Recommend	Recommend	Approve		
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II. Fund Source Change: Existing Projects					
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IV. Addition or Deletion: Phase or Project					
(a) Addition of a new federally funded phase	Recommend	Approve	INFO		
(b) Deletion of an existing federally funded phase	Recommend	Approve	INFO		
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(d) Addition of a new federally funded project using funds outside of regional funding targets		Recommend		Approve	
(e) Addition of new federally funded project(s) from existing funding block		Recommend		Approve	
(f) Addition of new federally funded project(s) from project split/separation (non-block)		Recommend		Approve	
(g) Addition of a new regionally funded project		Recommend		Recommend	Approve
(h) Deletion of an existing project		Recommend		Recommend	Approve

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⁶ Cost is defined as the currently approved STIP cost.

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d. 2023 Coordinated Human Services Transportation Plan Update



COORDINATED HUMAN SERVICES TRANSPORTATION PLAN

d. 2023 Coordinated Human Services Transportation Plan Update

What is the Coordinated Transportation Plan?

- Provides the framework for improving transportation services for persons with disabilities, older adults, individuals with lower incomes.
- Strives for communities to coordinate transportation resources provided through various sources.

d. 2023 Coordinated Human Services Transportation Plan Update

- Serves as a mechanism to assist in project selection for Section 5310 – Enhanced Mobility for Seniors and Individual w/Disabilities Grant Program.

d. 2023 Coordinated Human Services Transportation Plan Update

About the Coordinated Transportation Plan

- Per federal requirements, the update will include:
 - An assessment of transportation needs for individuals with disabilities, older adults, and persons with limited means;
 - Strategies to address identified needs and gaps in service, achieve efficiencies in service delivery and eliminate or reduce duplication in services for more efficient utilization of resources;
 - Priorities and/or projects based on resources, time, and feasibility for implementing the specific strategies/activities identified;
 - An inventory of available services that identifies current transportation providers from the public, private, and nonprofit sectors.

d. 2023 Coordinated Human Services Transportation Plan Update

Process for the Plan Update

- Spring 2023
 - Review of 2019 plan to determine changes in services, network of providers, and demographics (using updated 2020 Census and building off the MTP demographics).
- Spring/Summer 2023
 - Reconvene human service stakeholders, human service providers and transportation providers, conduct public outreach and engagement with the purpose of soliciting input concerning transportation needs, gaps and potential strategies and/or priority projects.

d. 2023 Coordinated Human Services Transportation Plan Update

Process for the Plan Update

- Summer 2023
 - Reconfirm and/or develop strategies/potential projects to address unmet needs.
- Fall 2023
 - Establish the public review period.
 - Endorse the updated plan through GBNRTC Policy Committee Resolution in November 2023.

d. 2023 Coordinated Human Services Transportation Plan Update

Process for the Plan Update

- Engagement and Input from:
- Health & Human Service Coalitions
- County Depts. of Senior Services
- NFTA and other transportation providers
- Individual employers & job development agencies
- Health & Human Service Non-Profit Agencies and others

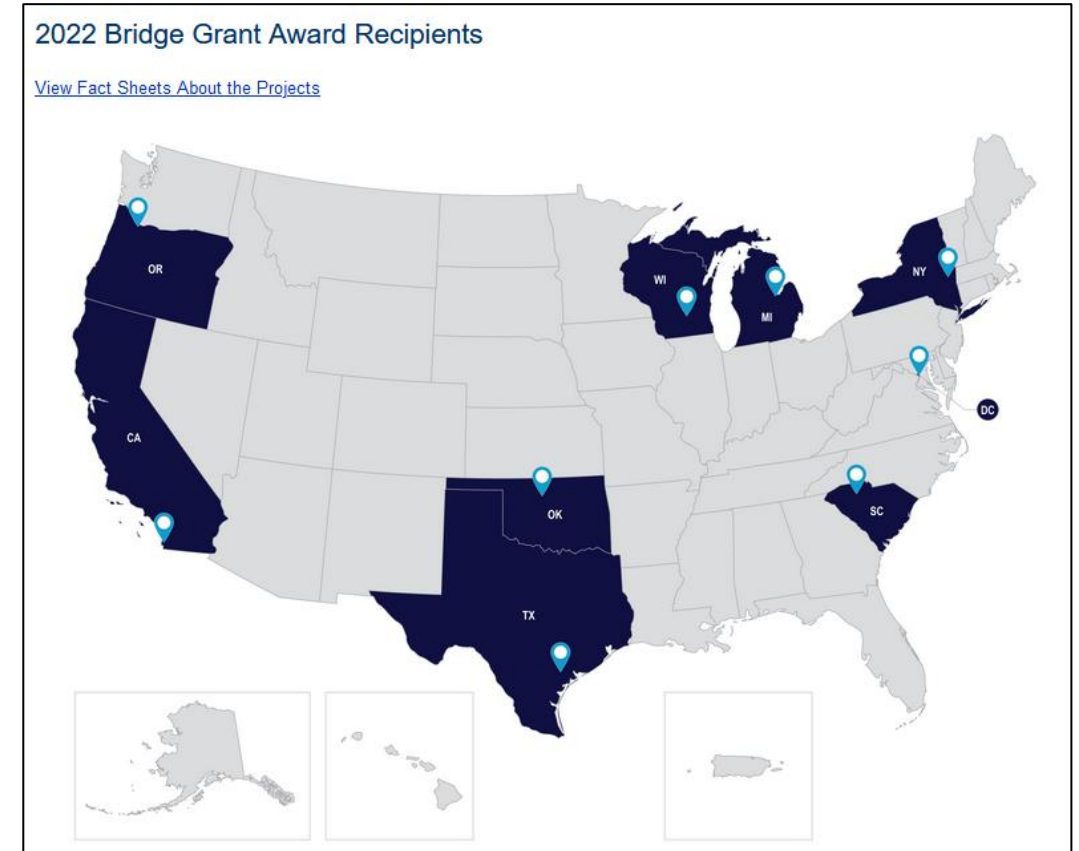
Questions



Please reach out Kelly Dixon at
or
(716) 856-2026, ext. 314

e. Bridge Investment Program: FFY 22 Non-Large (up to \$100K) Bridge Awards

Project Name	State	Project Description	Grant Award
Bridge Rehab, Safety, and Mobility Project at Palm Avenue/I-805	CA	The project will rehabilitate and modernize the Palm Avenue overcrossing bridge in San Diego to relieve traffic congestion and increase resiliency against earthquakes.	\$24,000,000
I-395 Northbound Bridge Over the Potomac River Rehabilitation Project	DC	The project will rehabilitate the Arland D. Williams Jr. Memorial Bridge, a nearly half-mile, four-lane bridge that carries people and goods from Arlington, Virginia over the Potomac River to Washington, D.C.	\$72,000,000
One Bridge, Many Connections: Reinventing the Lafayette Bascule Bridge	MI	The project will replace an existing bascule bridge over the Saginaw River in Bay City with a new bascule bridge that will be safer and more reliable for use by vehicles, pedestrians, and bicyclists.	\$73,000,000
Restoring the Castleton-on-Hudson Bridge	NY	The project will rehabilitate and strengthen the eastbound superstructure of the Castleton-on-Hudson Bridge on the Berkshire Spur off the New York Thruway in Albany and Rensselaer counties.	\$21,000,000
Improving Rural Bridges in Northwest Oklahoma	OK	The project will replace seven deficient bridges to restore safe crossings on rural roadways in northwest Oklahoma.	\$11,505,044
Burgard Bridge Resiliency and Multimodal Enhancements Project	OR	The project will replace a more than 90-year-old viaduct over the Union Pacific Railroad, which provides an integral transportation link through the North Portland peninsula to other areas of Portland, Oregon.	\$13,895,277
Investing in South Carolina's Rural Bridges	SC	The project will replace and improve six rural bridges in Union County in northwest South Carolina near the Appalachian Mountains.	\$51,185,909
Goliad County US 59 San Antonio River Bridge Replacement Project	TX	The project will replace and widen a bridge over the San Antonio River to make traveling on the bridge safer, including for wide-load vehicles.	\$14,037,887
Replacement of John Nolen Drive Bridges in Madison, Wisconsin	WI	This project will replace six off-system bridges along the John Nolen Drive causeway, a major artery across Lake Monona into downtown Madison.	\$15,124,596
Total			\$295,748,713



- The NOFO for FFY23 funding is scheduled to be announced this spring
- Go to <https://www.fhwa.dot.gov/bridge/bip/bridgegrants2022/> for fact sheets on all awarded bridges

Next Scheduled TPS Meeting

- Wednesday May 17 @ 9:00 AM