

## The 656<sup>th</sup> Policy Board Meeting Fargo-Moorhead Metropolitan Council of Governments THURSDAY, June 18, 2026 – 4:00 PM AGENDA

1. Call to Order and Introductions
  - a. Introductions & Roll Call
  - b. Approve Order and Contents of the Overall Agenda Action Item
  - c. Approve Meeting Minutes of April 16, 2026 Action Item
  - d. Approve Meeting Minutes of May 21, 2026 Action Item
  - e. Approve June 2026 Accounts Payable (bills list) Action Item
2. Consent Agenda **Action Item**
  - a. April 2026 End-of-Month Report
  - b. Establish Cash Reserve Fund
  - c. May 2026 End of Month Report
  - d. Letter of Support for Transportation Bills
  - e. Executive Director's Performance Evaluation
3. Regular Agenda
  - a. Public Comment Opportunity Public Input
  - b. 2026-2029 TIP Amendment 4 **Action Item**
  - c. 2026-2029 TIP Amendment 5 **Action Item**
  - d. Federal Functional Classification Update for 2026 (ND) **Action Item**
  - e. Review Draft 2027-2028 UPWP & Budget **Action Item**
4. Additional Business Information Item
5. Adjourn

REMINDER: The next Metro COG Policy Board Meeting will be held  
**Thursday, July 16, 2026 at 4:00 PM.**

Metro COG is encouraging citizens to provide their comments on agenda items via email to Angela Brumbaugh at [brumbaugh@fmmetrocog.org](mailto:brumbaugh@fmmetrocog.org). To ensure your comments are received prior to the meeting, please submit them by 8:00 AM on the day of the meeting and reference which agenda item your comments address. If you would like to appear via video or audio link for comments or questions on a regular agenda or public hearing item, please provide your e-mail address and contact information to the above e-mail at least one business day before the meeting. Any virtual attendees who refuse to identify themselves will be disconnected.

**Please use the following link to join this meeting online:**

<https://us02web.zoom.us/j/89719103440?pwd=5joY7ACfXW8cnJgll8tgT3YaQEK1Mv.1>

**Bolded** Action Items require roll call votes.

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

NOTE: Given the participation of Fargo City Commissioners at Policy Board meetings, such meetings may constitute open public meetings of the City of Fargo.

Metro COG is committed to ensuring all individuals, regardless of race, color, sex, age, national origin, disability/handicap, sexual orientation, and/or income status have access to Metro COG's programs and services. Meeting facilities will be accessible to mobility impaired individuals. Metro COG will make a good faith effort to accommodate requests for translation services for meeting proceedings and related materials. Please contact Angela Brumbaugh at 701-532-5100 at least five days in advance of the meeting if any special accommodations are required for any member of the public to be able to participate in the meeting.

**654<sup>th</sup> Policy Board Meeting**  
**Fargo-Moorhead Metropolitan Council of Governments**  
**Thursday, April 16, 2026 – 4:00 PM**

**Members Present:**

Duane	Breitling	Cass County Commission
Chuck	Hendrickson	Moorhead City Council
Stephanie	Landstrom	Horace City Council
Nicole	Mattson	Moorhead City Council
Sebastian	McDougall	Moorhead City Council
Jenny	Mongeau	Clay County Commission
Brad	Olson	West Fargo City Commission
Dave	Piepkorn	Fargo City Commission
Mike	Reitz	MATBUS Representative
Dave	Steichen	Dilworth City Council
John	Strand	Fargo City Commission

**Members Absent:**

Rory	Jorgensen	West Fargo City Commission
Denise	Kolpack	Fargo City Commission
Art	Rosenberg	Fargo Planning Commission
Thomas	Schmidt	Fargo Planning Commission
Maranda	Tasa	Fargo Planning Commission
Michelle	Turnberg	Fargo City Commission
Aaron	Murra	NDDOT Fargo District Engineer ( <i>ex-officio</i> )
Shiloh	Wahl	MnDOT District 4 Engineer ( <i>ex-officio</i> )

**Others Present:**

Adam	Altenburg	Metro COG
Karissa	Beierle Pavek	Metro COG
Ben	Griffith	Metro COG
Aiden	Jung	Metro COG
Michael	Maddox	Metro COG
Linghao	Zhang	Metro COG
Will	Hutchings	NDDOT - Local Government Division

**1a. MEETING CALLED TO ORDER, WELCOME, AND INTRODUCTIONS, convened**

The meeting was called to order at 4:00 PM, on April 16, 2026 by Chair Olson, noting a quorum was present.

**1b. Approve Order and Contents of Overall Agenda, approved**

Chair Olson asked for approval for the overall agenda.

**MOTION: Approve the contents of the Overall Agenda of the April 16, 2026 Policy Board Meeting.**

**Mr. Hendrickson moved, seconded by Mr. Rietz**

**MOTION, passed**

**Motion carried unanimously.**

**1d. Past Meeting Minutes, approved**

Chair Olson asked for approval of the Minutes of the March 19, 2026 Meeting.

**MOTION: Approve the March 19, 2026 Policy Board Meeting Minutes.**

**Mr. Strand moved, seconded by Mr. Breitling**

**MOTION, passed**

**Motion carried unanimously.**

**1e. Monthly Account Payables (Bills), approved**

Chair Olson asked for approval of the April 16, 2026 Accounts Payable as listed on Attachment 1d.

**MOTION: Approve the April 2026 Accounts Payable List.**

**Mr. Hendrickson moved, seconded by Mr. Breitling**

**MOTION, passed**

**Motion carried unanimously.**

**2. CONSENT AGENDA**

Chair Olson asked for approval of Items a-b on the Consent Agenda.

a. March 2026 Month End Report

b. Metro COG 1<sup>st</sup> Quarter Report

**MOTION: Approve Items a-b on the Consent Agenda.**

**Mr. Hendrickson moved, seconded by Mr. Breitling**

**MOTION, passed**

**Motion carried unanimously.**

**3. REGULAR AGENDA**

There were no action items on the regular agenda section.

**3a. Public Comment Opportunity**

No public comments were provided or received.

#### **4. Additional Business**

Mr. Griffith stated he had three announcements:

- Our new Assistant Transportation Planner, Linghao Zhang, started on Monday.
- Our Independent Financial Auditors were onsite on Monday. They still have a lot of work to do but they had emailed requests ahead of time and we were able to send information to them.
- Have not heard anything on the Safe Streets for All (SS4A) BloodSync Grant. This is the last year for this grant as it will not be renewed for 2027.

Chair Olson announced that he would not be attending the May 21 Policy Board meeting.

Vic Chair Landstrom acknowledged that she would Chair the May 21 Policy Board meeting but would not be attending the May 4 Executive Committee meeting.

#### **5. Adjourn**

The 654<sup>th</sup> Meeting of the FM Metro COG Policy Board held Thursday, April 16, 2026 was adjourned by Chair Olson at 4:07 PM.

Mr. Breitling moved, seconded by Mr. McDougall.

**THE NEXT FM METRO COG POLICY BOARD MEETING WILL BE HELD THURSDAY, MAY 21, 2026 at 4:00 PM.**

Respectfully Submitted,

Angela Brumbaugh  
Office Manager

**655<sup>th</sup> Policy Board Meeting**  
**Fargo-Moorhead Metropolitan Council of Governments**  
**Thursday, May 21, 2026 – 4:00 PM**

**Members Present:**

Duane	Breitling	Cass County Commission
Stephanie	Landstrom	Horace City Council
Sebastian	McDougall	Moorhead City Council
Jenny	Mongeau	Clay Co. Commission
Dave	Piepkorn	Fargo City Commission
Mike	Reitz	MATBUS Representative
Dave	Steichen	Dilworth City Council
John	Strand	Fargo City Commission
Aaron	Murra	NDDOT Fargo District Engineer ( <i>ex-officio</i> )

**Members Absent:**

Chuck	Hendrickson	Moorhead City Council
Denise	Kolpack	Fargo City Commission
Nicole	Mattson	Moorhead City Council
Brad	Olson	West Fargo City Commission
Art	Rosenberg	Fargo Planning Commission
Thomas	Schmidt	Fargo Planning Commission
Maranda	Tasa	Fargo Planning Commission
Michelle	Turnberg	Fargo City Commission
Shiloh	Wahl	MnDOT District 4 Engineer ( <i>ex-officio</i> )

**Others Present:**

Adam	Altenburg	Metro COG
Karissa	Beierle Pavek	Metro COG
Angela	Brumbaugh	Metro COG
Dan	Farnsworth	Metro COG
Ben	Griffith	Metro COG
Aiden	Jung	Metro COG
Michael	Maddox	Metro COG
Linghao	Zhang	Metro COG
Will	Hutchings	NDDOT - Local Government Division

**1a. MEETING CALLED TO ORDER, WELCOME, AND INTRODUCTIONS, convened**  
The meeting was called to order at 4:05 PM, on Thursday, May 21, 2026 by Vice Chair Landstrom, noting there was not a quorum. Without a quorum, most business could not be completed.

**1b. Approve Order and Contents of Overall Agenda**  
No action due to lack of quorum.

**1c. Past Meeting Minutes**  
No action due to lack of quorum.

**1d. Monthly Bills, approved**  
Vice Chair Landstrom asked if anyone would like to make the motion to approve the May 2026 Bills as listed on Attachment 1d. Per Policy Board Bylaws Section 5.6.3, approval of monthly bills may be accomplished with lack of a quorum at the discretion of the Chair and with not less than six (6) Board members present. Mr. Breitling stated he did have the opportunity to go through the list.

**MOTION: Approve the June 2025 Bills List, as permitted by Policy Board Bylaws Section 5.6.3, due to lack of a quorum.**

**Mr. Breitling moved, seconded by Mr. Piepkorn.**

**MOTION, passed**

**Motion carried unanimously.**

**2. CONSENT AGENDA**  
No action due to lack of quorum.

**3. REGULAR AGENDA**

**3a. Public Comment Opportunity**  
No public comments were made or received.

**3b. 2026-2029 TIP Amendment 4**  
Item was not discussed due to the lack of quorum

**3c. New Fargo-Moorhead Area Bike Maps**  
Mr. Jung and Mr. Farnsworth presented information on the new bike maps and shared the QR code for people interested in having it on their phone instead of carrying a paper map. They stated the last time it was printed was in 2018.

**4. Additional Business**  
There was no additional business

**5. Adjourn**

With no further business to discuss, Vice Chair Landstrom adjourned the meeting at 4:35 PM.

Mr. Piepkorn moved, Mr. Breitling seconded.

**THE NEXT FM METRO COG POLICY BOARD MEETING WILL BE HELD ON THURSDAY, JULY 9, 2026 at 4:00 PM.**

Respectfully Submitted,

Angela Brumbaugh  
Office Manager

DRAFT

## Agenda Item 2a Attachment 1

Metro COG Month End Budget Summary April 2026			
Unified Planning Work Program			
Staff Time Categories	Budget <sup>4</sup>	Spent	% Spent
100 - Policy/Admin Forums	\$99,610.16	\$19,114.91	19.2%
200 - Contracted Planning Services	\$64,318.13	\$15,566.90	24.2%
300 - Federal Transportation Planning	\$243,859.10	\$52,669.17	21.6%
400 - Technical Transportation Data	\$159,747.70	\$51,212.96	32.1%
500 - Transit Planning	\$40,151.59	\$6,921.15	17.2%
600 - Bicycle & Pedestrian Planning	\$76,085.02	\$15,366.06	20.2%
700 - Local Planning Assistance	\$56,210.62	\$22,461.52	40.0%
800 - General Administration <sup>1</sup>	\$322,780.92	\$91,141.59	28.2%
900 - Publications, Public Info & Comms	\$12,600.14	\$4,099.27	32.5%
1000 - Community Planning (local only) <sup>2</sup>	\$5,300.62	\$0.00	0.0%
<i>Internal Program Subtotal</i>	<b>\$1,080,664.00</b>	<b>\$278,553.53</b>	<b>25.8%</b>
800a - 800r - Overhead (Fed Elig.)	\$374,210.01	\$236,595.93	63.2%
801 - Overhead (local only)	\$3,800.00	\$1,244.64	32.8%
<b>Sub Total Internal Program Operations</b>	<b>\$1,458,674.01</b>	<b>\$516,394.10</b>	<b>35.4%</b>
<b>1100 - Contracted Planning Services</b>	<b>\$540,192.00</b>	<b>\$103,827.89</b>	<b>19.2%</b>
<b>Summary of UPWP Costs</b>	<b>\$1,998,866.01</b>	<b>\$620,221.99</b>	<b>31.03%</b>
<b>Breakdown of Personnel Costs</b>			
	<b>Budget</b>	<b>Actual YTD</b>	<b>% Spent</b>
Payroll Salaries	\$865,474.78	\$260,661.65	30.1%
Health, Vision, Dental Insurance	\$96,678.48	\$26,665.25	27.6%
Life & AD&D Insurance (Mutual of Omaha)/LTD	\$1,440.00	\$355.48	24.7%
Employer Simple IRA Contribution <sup>3</sup>	\$25,415.09	\$4,872.15	19.2%
Payroll Tax Expense - FICA <sup>3</sup>	\$66,240.56	\$18,077.20	27.3%
Employer HSA Contribution <sup>3</sup> / Monthly Fee	\$25,415.09	\$7,750.00	30.5%
Misc. Payroll, Recruitment		\$382.69	N/A
North Dakota Unemployment Insurance/workers Comp	\$0.00	\$220.65	N/A
<b>Total</b>	<b>\$1,080,664.00</b>	<b>\$318,985.07</b>	<b>29.5%</b>

<sup>1</sup>Includes vacation, sick and holiday leave in addition to general administration

<sup>2</sup>Includes contracts with local entities (Assistance to Food Comm.)

<sup>3</sup>Employer Contribution Only

<sup>4</sup>2026-2027 UPWP as Amended 02/19/2026



**To:** Policy Board members  
**From:** Ben Griffith, AICP, Executive Director  
**Date:** June 11, 2026  
**Re:** **Cash Reserve Fund Establishment**

For the past several months, staff have been working with the Executive Committee to establish a Cash Reserve Fund for Metro COG. In our discussions, there has been no question that a Cash Reserve Fund needs to be established; the questions have focused on the amount needed, how it would be funded, and how to maintain it once established.

There are several reasons to establish a Cash Reserve Fund. These include maintenance of operations in case of a Federal government shutdown; a “cushion” of funds to maintain cash flow during funding shortfalls or other disruptions to funding; and to maintain a reserve fund for payout of accrued sick and vacation time that may arise in the event of an employee separation.

Several funding proposals were prepared and discussed with the Executive Committee over the past months. The Executive Committee members discussed reserve funds with their respective Finance Directors and Chief Administrative Officers. The question “Will it be enough?” was heard again and again throughout our discussions.

The table below represents the preferred funding scenario selected by the Executive Committee to establish the Cash Reserve Fund. The column hi-lighted in yellow indicates each member jurisdiction’s contribution would be in Year 1 (2027) for a first-year total of \$80,000. The Annual totals for each successive year decreases by \$10,000 until the targeted amount of \$350,000 is reached in Year 7.

Metro COG Cash Reserve Fund								
		Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7
Cass County	5.3%	\$4,240	\$3,710	\$3,180	\$2,650	\$2,120	\$1,590	\$1,060
Clay County	6.1%	\$4,880	\$4,270	\$3,660	\$3,050	\$2,440	\$1,830	\$1,220
Dilworth	2.0%	\$1,600	\$1,400	\$1,200	\$1,000	\$800	\$600	\$400
Fargo	50.0%	\$40,000	\$35,000	\$30,000	\$25,000	\$20,000	\$15,000	\$10,000
Horace	1.3%	\$1,040	\$910	\$780	\$650	\$520	\$390	\$260
Moorhead	19.3%	\$15,440	\$13,510	\$11,580	\$9,650	\$7,720	\$5,790	\$3,860
West Fargo	16.2%	\$12,960	\$11,340	\$9,720	\$8,100	\$6,480	\$4,860	\$3,240
<b>Annual Totals</b>		<b>\$80,000</b>	<b>\$70,000</b>	<b>\$60,000</b>	<b>\$50,000</b>	<b>\$40,000</b>	<b>\$30,000</b>	<b>\$20,000</b>
<b>Cummulative Totals</b>		<b>\$80,000</b>	<b>\$150,000</b>	<b>\$210,000</b>	<b>\$260,000</b>	<b>\$300,000</b>	<b>\$330,000</b>	<b>\$350,000</b>

Staff reviewed Metro COG finances for the past 5 years, going back to 2021, and calculated what the minimum amount required to maintain Metro COG operations for a single month would be. There were two amounts: the first amount would be \$124,000 which would cover basic operations to keep the doors open, the lights on and staff paid. The second amount would be \$200,000 which covers basic operations for a month and includes an amount for monthly consultant invoices averaged out over the 5-year period.

As a general rule, most cities and counties are required to maintain enough cash on hand to operate for at least 6 months. For Metro COG, based on the calculations above, maintaining a Cash Reserve Fund would range from \$744,000 to \$1,200,000, both of which seem excessively high. There are no regulations regarding the establishment and/or maintenance of a cash reserve fund for MPOs, only Best Management Practices (BMPs) and general financial guidelines from various sources.

Establishment of a Cash Reserve Fund would be for a separate and distinct account than Metro COG's checking account. This account is not intended to be used for daily operations and expenses, unless it is as the last resort. A report on expenditures and balances of the Cash Reserve Fund will be provided to the Policy Board as part of the End-of-Month report. If funds are withdrawn from the Cash Reserve Fund, they would be replaced as soon as practicable to do so.

At their regularly scheduled meeting on Monday, May 4, 2026, the Executive Committee recommended approval of the establishment of a Cash Reserve Fund with the funding scenario as proposed.

**Recommendation:** Approve establishment of a Cash Reserve Fund with the funding scenario as proposed beginning in 2027.

**To:** Policy Board members  
**From:** Ben Griffith, AICP, Executive Director  
**Date:** June 11, 2026  
**Re:** **Letter of Support for Transportation Bills**

The BASICS (Bridges And Safety Infrastructure for Community Success) Act is a bipartisan House bill (H.R. 7437) which was introduced in February of this year, with the intent of improving America's transportation infrastructure.

In the past few weeks, the House Transportation & Infrastructure Committee introduced and has advanced the next surface transportation reauthorization bill (H.R. 8870), known as the BUILD America 250 Act (Building Unrivaled Infrastructure and Long-term Development for America's 250<sup>th</sup> Act), following a nearly 15-hour markup and debate on nearly 300 amendments. Now that the bill is out of Committee, it will go before the full House, where it looks like it will pass. From there, it will go to the Senate, where it will need 60 votes to pass, which could be a challenge.

The attached letter was collaboratively drafted by the ND MPO Directors, who agreed that each Policy Board should approve the letter of support (attached) and that the Chair of each MPO sign the letter.

In drafting the letter of support, only the BASICS Act had been drafted and made public. Since that time the BUILD America 250 Act has appeared and the MPO Directors added verbiage that would support both Transportation Bills. The intent of the MPO Director's letter of support was to keep it positive and at a high level, focusing more on outcomes than specific funding amounts and programs. I hope the Policy Board feels the same.

At their regularly scheduled meeting on June 1, the Executive Committee unanimously recommended approval of the letter of support and authorized placement onto the Policy Board consent agenda.

**Requested Action:** Approval of the letter of support for the BASICS Act and the BUILD America 250 Act and authorize the Chair to execute said letter.



June xx, 2026

The Honorable [Name]  
United States [Senate/House of Representatives]  
Washington, DC 20510 / 20515

Re: Letter of Support – BUILD America 250 Act/BASICS Act Provisions

Dear [Senator/Representative] [Last Name]:

On behalf of the four Metropolitan Planning Organizations (MPOs) in the state of North Dakota, we appreciate the opportunity to provide our perspective and recommendations relevant to the development of the next surface transportation authorization legislation you will soon be considering.

The four North Dakota MPOs are: Bismarck-Mandan MPO (BMMPO), Central Dakota MPO (CDMPO), Fargo-Moorhead Metro COG, and Grand Forks-East Grand Forks MPO. Responsible for regional transportation planning across 7 counties and 13 cities, serving roughly 580,000 residents and overseeing more than \$185 million annually in federal transportation funding, our work focuses on improving safety, reducing congestion, and supporting sustainable economic development across North Dakota.

Metropolitan Planning Organizations (MPOs) play a key role in coordinating regional transportation needs across the country. They provide technical assistance to understand long-range transportation needs and facilitate prioritizing regional funding to address those needs based on local participation and input. Local governments own over 75% of roads and more than half of all bridges nationwide yet receive only 14% of federal transportation funds; a misalignment that can limit effective regional investment. Strengthening the role of MPOs will improve safety outcomes, accelerate project delivery, and support national competitiveness, while being responsive and tailored to local priorities.

Bipartisan legislation, the BASICS (Bridges and Safety Infrastructure for Community Success) Act, H.R. 7437, was introduced on February 9, 2026. Additionally, the BUILD America 250 Act, H.R. 8870, was introduced on May 19, 2026. These two pieces of proposed legislation aim to support regional priorities, bridge improvements, and safety projects, ensuring that every region receives needed funding.



While the BASICS Act has earned support from cities, counties, and regional organizations, and the BUILD America 250 Act has already passed nearly unanimously through the House Transportation and Infrastructure Committee, North Dakota MPOs acknowledge that the final surface transportation reauthorization will likely differ significantly from either the original BASICS Act or the BUILD America 250 Act proposals. Additionally, because new federal highway provisions are largely administered by state departments of transportation, there is no guarantee that implementation will fully reflect the intent of either initial bills.

Given these uncertainties in how the final legislation may ultimately be shaped, the four North Dakota MPOs offer the following collective recommendations which merit advancing through any final legislation. These recommendations have been organized to align with the provisions outlined in both the BASICS Act and BUILD America 250 Act.

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### **Strengthens Regional Planning Capacity**

MPOs in North Dakota emphasize the critical need to increase Metropolitan Planning (PL) funding, ensuring federal resource levels for locally and regionally programmed construction are not compromised. Additional federal investment supports MPOs and the jurisdictions they serve, to develop robust, data-informed transportation plans that align with national goals.

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### **Delivers Regional Priorities Faster**

North Dakota MPOs support reforms that modernize funding mechanisms and streamline project delivery. Providing MPOs the option to directly receive Metropolitan Planning (PL) funds — or creating a pilot program allowing TMAs direct access to capital funds such as STBG, CMAQ, and CRP — could potentially reduce administrative layers and promote more efficient project advancement. Direct interaction with federal agencies would also reduce inconsistencies resulting from differing state processes, a challenge exacerbated in North Dakota, where two of four MPOs are bistate.

Many locally supported projects are also delayed by environmental and permitting processes not designed for their scale. Targeted reforms and increased planning funds would enable earlier identification and mitigation of permitting issues, accelerating safe and environmentally responsible project delivery.

Allowing federal funds to carry over between fiscal years is critical for multi-year projects requiring extensive coordination. Strict annual deadlines can disrupt progress and impede



long-term infrastructure investments. Expanded carryover flexibility would enhance accountability and delivery efficiency.

Ensuring a strong formulary funding system is in place and maintained is crucial for small states such as North Dakota. While competitive grant programs play an important role and enhance funding opportunities overall, small and rural communities continue to face significant barriers in obtaining funding through discretionary programs. A larger shift to formula-based funding, with guaranteed regional access, ensures a more predictable distribution of resources, allowing federal dollars to better support efficient and timely long-term growth and safety in communities across the US.

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### **Promotes Transparency and Collaboration**

Strong partnerships between states, MPOs, transit agencies, and local governments are essential to advancing projects of regional and national significance. MPOs possess unique regional insight and technical expertise that improve project targeting and performance. Clearer statutory requirements for state-MPO coordination would reduce duplication, strengthen transparency, and ensure unified statewide investment strategies.

Local governments — who own and operate most of the nation’s transportation system — must be recognized as co-owners and equal partners in regional decision making. Empowering regional entities helps ensure federal dollars reflect local priorities, improve quality of life, and support long-term economic growth.

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### **Improves Roadway Safety**

North Dakota MPOs strongly support expanding MPO authority to guide safety focused federal programs. Regions are uniquely situated to identify high-risk corridors, dangerous intersections, and emerging safety concerns using on-the-ground data. Expanding MPO eligibility in federal safety programs will ensure that investments are more targeted and effective.

Bridge conditions pose significant safety challenges nationwide. Locally owned bridges — representing roughly half of all U.S. bridges — are twice as likely to be in poor condition compared with state-owned bridges. Continuing and converting the Bridge Formula Program into a suballocated structure would allow regional and local entities to prioritize and address the most urgent needs.



### **Invests in Locally Owned Bridges**

Local governments maintain a substantial portion of the nation’s bridge infrastructure. The four North Dakota MPOs support federal policies that ensure bridge funding reflects this reality, directing resources proportionally to locally owned structures. Providing MPOs with a role in prioritizing regional bridge investments will help address maintenance backlogs and improve long term safety and reliability.

### **Conclusion**

On behalf of the four statewide North Dakota MPOs, we urge Congress and USDOT to strengthen the role of MPOs and local governments in the implementation of the federal transportation program. With the right tools, authority, and funding flexibility, regional planning organizations can accelerate safe, efficient, and community-driven infrastructure investment, that is reflective of local needs. We appreciate your leadership in this effort and welcome the opportunity to discuss these recommendations further should the opportunity arise.

Sincerely,

#### **Bismarck-Mandan MPO**

\_\_\_\_\_  
Signature, Policy Board Chair

#### **Central Dakota MPO**

\_\_\_\_\_  
Signature, Policy Board Chair

#### **Fargo-Moorhead Metro COG**

\_\_\_\_\_  
Signature, Policy Board Chair

#### **Grand Forks – East Grand Forks MPO**

\_\_\_\_\_  
Signature, Policy Board Chair

**To:** Policy Board members  
**From:** Brad Olson, Policy Board Chair  
**Date:** June 11, 2026  
**Re:** **Executive Director Performance Evaluation**

May 8 marked Executive Director Ben Griffith's third year with Metro COG. In November 2023, he received a 6-month probationary review and none since.

At the May 4 meeting of the Executive Committee, I asked the members to provide feedback on Ben's performance. At the June 1 Executive Committee meeting, I collected the responses and compiled them into a single evaluation form.

I met with Ben on June 2 and shared the feedback of the Executive Committee on Ben's performance over the past three years, which was very favorable. I recommended a salary step increase commensurate with the Executive Director's salary grade.

**Recommendation:** Concur with the Executive Committee's findings and approve the Executive Director's performance evaluation, along with the Chair's recommendation of a salary step increase.

**To:** Policy Board  
**From:** Adam Altenburg and Linghao Zhang, Metro COG  
**Date:** June 11, 2026  
**Re:** **2026-2029 Transportation Improvement Program (TIP) Amendment 4**

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) will hold a public meeting both in person and virtually on Thursday, June 18, 2026 at 4:00 PM to consider public comments regarding a proposed amendment to the 2026-2029 Transportation Improvement Program (TIP) for the FM metropolitan area.

The proposed amendment to the 2026-2029 TIP is as follows:

1. **Modification of Project 4240011:** Cass County reconstruction of 17<sup>th</sup> Avenue S from 25<sup>th</sup> Street to University Drive (2026). Change in available STBG funding and local revenue amounts.
2. **New Project 3264069:** West Fargo construction of shared use path, Rectangular Rapid Flashing Beacon (RRFB) and box culvert extension at Sheyenne River (2027). New STBG-funded project replacing original CRP- and TA-funded project in 2029.
3. **Modification of Projects 1250016 and 1250017:** Cass County reconstruction of shared use path along University Drive S (2026 and 2027). Adding additional available TA funding in 2026 and subtracting amount from 2027 TA funding.
4. **Modification of Project 4230018:** Fargo Transit Mobility Manager (2026). Adding additional available FTA 5310 funding.
5. **Modification of Project 4240026:** Fargo Transit Mobility Manager (2027). Adding additional available FTA 5310 funding.
6. **Modification of Project 4260022:** Fargo Transit Mobility Manager (2028). Adding additional available FTA 5310 funding.
7. **New Project 4264070:** Fargo Transit FTA 5310-funded replacement bus for paratransit (2028).
8. **Modification of Project 4260042:** Fargo Transit Mobility Manager (2029). Adding additional available FTA 5310 funding.
9. **New Project 5264071:** Moorhead Transit CRP-funded replacement of two (2) bus shelters (2026). Note: CRP funding originally obligated in 2023 for transit hub improvements at Dilworth Walmart; grant was closed out and CRP funding was deobligated in 2026.
10. **New Project 5264072:** Moorhead Transit FTA 5310-funded replacement bus for paratransit (2026).
11. **New Project 5264074:** Moorhead Transit FTA 5339-funded purchase of two (2) buses for microtransit (2026).

12. **Removal of Project 3260005:** West Fargo construction of shared use path and pedestrian bridge crossing at Sheyenne River (2029). Removing original CRP-funded project and replacing with new 2027 STBG-funded project.
13. **Removal of Project 3260008:** West Fargo construction of shared use path and pedestrian bridge crossing at Sheyenne River (2029). Removing original TA-funded project and replacing with new 2027 STBG-funded project.

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

At its regularly scheduled meeting on Thursday, May 14, 2026, the TTC unanimously recommended approval of TIP Amendment 4 to the Policy Board.

**Requested Action:** Approve Amendment 4 to Metro COG's 2026-2029 Transportation Improvement Program (TIP).

# Agenda Item 3b Attachment 1

Lead Agency	Metro COG ID State Number	Project Year	Project Location	Length	Project Limits From To	Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Federal Revenue	State Revenue	Local Revenue	Other Revenue
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Amendment 4 - 2026-2029 Metro COG TIP  
New and existing projects with changes

City of Fargo	4240011 24237	2026	17th Avenue S		25th Street S University Drive	Reconstruction of 17th Avenue S in Fargo	Reconstruction	\$9,960,000	STBG	<del>\$5,400,000</del> \$5,295,298.01		<del>\$4,560,000</del> \$4,664,701.99	
City of West Fargo	3264069	2027	Beaton Drive		Sheyenne Street Bobcat Company	Construction of shared use path, RRFB, and box culvert extension at Sheyenne River	Bike/Ped	\$7,900,000	STBG	\$1,440,000	\$3,871,000	\$2,589,000	
Cass County	1250016 24418	2026	South University Drive		54th Avenue South 88th Avenue South	Reconstruction of shared use path along University Drive South Connected to MID 1250017 and 1263068.	Reconstruction	\$2,216,656	TA	<del>\$969,751</del> \$1,158,207.73		\$348,650	<del>\$898,255</del> \$709,798.27
Cass County	1250017 24418	2027	South University Drive		54th Avenue South 88th Avenue South	Reconstruction of shared use path along University Drive South Connected to MID 1250016 and 1263068.	Reconstruction	<del>\$705,000</del> \$516,543.27	TA	<del>\$564,000</del> \$375,543.27		\$141,000	
Fargo Transit	4230018	2026	Transit			Mobility Manager	Transit Capital	<del>\$108,243</del> \$293,595	FTA 5310	<del>\$86,594</del> \$234,876		<del>\$21,649</del> \$58,719	
Fargo Transit	4240026	2027	Transit			Mobility Manager	Transit Capital	<del>\$108,243</del> \$165,392	FTA 5310	<del>\$86,594</del> \$132,313		<del>\$21,649</del> \$33,079	
Fargo Transit	4260022	2028	Transit			Mobility Manager	Transit Capital	<del>\$136,000</del> \$170,355	FTA 5310	<del>\$88,000</del> \$136,284		<del>\$48,000</del> \$34,071	
Fargo Transit	4264070	2028	Transit			Replacement <30ft Bus for Paratransit (8231)	Transit Capital	\$200,000	FTA 5310	\$160,000		\$40,000	
Fargo Transit	4260042	2029	Transit			Replacement <30ft Bus for Paratransit (8234)	Transit Capital	<del>\$175,500</del> \$200,000	FTA 5310	<del>\$140,400</del> \$160,000		<del>\$35,100</del> \$40,000	
Moorhead Transit	5264071	2026	Transit			CRP: City of Moorhead Replacement of Two (2) Bus Shelters	Transit Capital	\$84,000	CRP	\$67,200		\$16,800	
Moorhead Transit	5264072	2026	Transit			Replacement <30ft Bus for Paratransit (7191)	Transit Capital	\$200,000	FTA 5310	\$160,000		\$40,000	
Moorhead Transit	5264074	2026	Transit			Expansion <30ft Bus for Microtransit (2)	Transit Capital	\$440,000	FTA 5339	\$352,000		\$88,000	

Amendment 4 - 2026-2029 Metro COG TIP  
Removal of existing projects

City of West Fargo	3260005	2029	Beaton Drive		Sheyenne Street 0.7 miles West of 9th Street East	Construction of a shared use path and pedestrian bridge crossing the Sheyenne River. Connected to 3260008	Bike/Ped	\$1,580,160	CRP	\$1,220,000		\$360,160	
City of West Fargo	3260008	2029	Beaton Drive		Sheyenne Street 0.7 miles West of 9th Street East	Construction of a shared use path and pedestrian bridge crossing the Sheyenne River. Connected to 3260005	Bike/Ped	\$523,965	TA	\$419,172		\$104,793	

**To:** Transportation Technical Committee  
**From:** Adam Altenburg and Linghao Zhang, Metro COG  
**Date:** June 11, 2026  
**Re:** **2026-2029 Transportation Improvement Program (TIP) Amendment 5**

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) will hold a public meeting both in person and virtually on Thursday, June 18, 2026 at 4:00 PM to consider public comments regarding a proposed amendment to the 2026-2029 Transportation Improvement Program (TIP) for the FM metropolitan area.

The proposed amendment to the 2026-2029 TIP is as follows:

1. **New Project 4265075:** Fargo Transit FTA 5339-funded pedestrian avoidance warning system (2026).
2. **New Project 4265076:** Fargo Transit FTA 5339-funded purchase of support vehicles (2026).
3. **Modification of Project 4260044:** Fargo Transit FTA 5339-funded replacement bus surveillance system (2026). Modification of total project cost.
4. **Modification of Project 4230048:** Fargo Transit FTA 5339-funded pedestrian avoidance system (2027). Moving project year from 2026 to 2027.
5. **Modification of Project 4260057:** Fargo Transit FTA 5339-funded replacement of <30ft buses (2028). Modification of project description and total project cost.
6. **New Project 4265077:** Fargo Transit FTA 5339-funded Moorhead shelter replacement (2029).

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

At its regularly scheduled meeting on Thursday, June 11, 2026, the TTC unanimously recommended approval of TIP Amendment 5 to the Policy Board.

**Requested Action:** Approve Amendment 5 to Metro COG's 2026-2029 Transportation Improvement Program (TIP).

# Agenda Item 3c Attachment 1

Lead Agency	Metro COG ID State Number	Project Year	Project Location	Length	Project Limits From To	Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Federal Revenue	State Revenue	Local Revenue	Other Revenue
Amendment 5 - 2026-2029 Metro COG TIP													
New and existing projects with changes													
Fargo Transit	4265075	2026	Transit			Pedestrian Avoidance Warning System (Moorhead Supplemental Funds)	Transit Capital	\$60,000	FTA 5339	\$48,000		\$12,000	
Fargo Transit	4265076	2026	Transit			Purchase of Support Vehicles	Transit Capital	\$120,000	FTA 5339	\$96,000		\$24,000	
Fargo Transit	4260044	2026	Transit			Replace Bus Surveillance System	Transit Capital	<del>\$1,500,000</del> \$1,000,000	FTA 5339	<del>\$1,200,000</del> \$800,000		<del>\$300,000</del> \$200,000	
Fargo Transit	4260048	<del>2026</del> 2027	Transit			Pedestrian Avoidance System	Transit Capital	<del>\$630,000</del> \$550,000	FTA 5339	<del>\$504,000</del> \$440,000		<del>\$126,000</del> \$110,000	
Fargo Transit	4260057	2028	Transit			5 4 Replacement <30ft Bus (8191, 8231- <del>8234</del> 8233)	Transit Capital	<del>\$1,400,000</del> \$1,120,000	FTA 5339	<del>\$1,120,000</del> \$896,000		<del>\$280,000</del> \$224,000	
Fargo Transit	4265077	2029	Transit			Moorhead Shelter Replacement	Transit Capital	\$150,000	FTA 5339	\$120,000		\$30,000	



**To:** Policy Board  
**From:** Karissa Beierle Pavek  
**Date:** June 18, 2026  
**Re:** **North Dakota Federal Functional Classification Request**

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) staff received a request for an update to the Federal Functional Classification System. As the Metropolitan Planning Organization (MPO), Metro COG is the designated authority to process this request. The requested roadway is 12<sup>th</sup> Ave N in Fargo from 10<sup>th</sup> St N to the Red River.

Staff worked with the local jurisdiction representatives at the City of Fargo to discuss implications of changing this section of roadway. The latest FHWA guidelines, *Highway Functional Classification Concepts, Criteria and Procedures (2023)* were used to determine that the changes being made are in accordance with current guidelines. Metro COG is required to consider the proportion of Federal Functional Classification utilized within the region. Below in **Table 1** are the details of the current, proposed, and FHWA guidelines for each of the roadway classifications. Centerline-miles were used to calculate the percentage of each functional classification. The percentages fall within the FHWA guideline for each Federal Functional Classification.



**List of Federal Functional Classification System - Current and Proposed Changes - June 2026**

Fargo-Moorhead UZA	Current	Current %	Proposed	Proposed %	FHWA Guideline
Interstate	28.335	3.11%	28.335	3.11%	1-3%
Principal Arterial	19.221	2.11%	19.221	2.11%	4-9%
<b>Minor Arterial</b>	108.108	11.87%	<b>109.028</b>	<b>11.97%</b>	7-14%
<b>Major Collector</b>	154.476	16.96%	<b>153.556</b>	<b>16.86%</b>	3-16%
Local	600.564	65.95%	600.564	65.95%	62-74%
<b>Total</b>	<b>910.704</b>	<b>100.00%</b>	<b>910.704</b>	<b>100.00%</b>	<b>100.00%</b>

Table 1 Federal Functional Classification Current and Proposed Changes for the Fargo-Moorhead Urbanized Area

At their regularly scheduled meeting on June 11, the TTC voted unanimously to recommend approval of the FFC request to the Policy Board.

**Requested Action:** Policy Board approval of the North Dakota Federal Functional Classification Request by the City of Fargo, as presented by staff.

# CURRENT FFC - 12th Ave N, Fargo



Fargo, North Dakota, Vantor

# PROPOSED FFC - 12th Ave N, Fargo



**Federal Functional Classification**

- 7 - Local
- 6 - Minor Collector
- 5 - Major Collector
- 4 - Minor Arterial
- 3 - Principal Arterial
- 1 - Interstate

0 0.05 0.1 0.2 0.3 Miles



**To:** Policy Board members  
**From:** Ben Griffith, AICP  
**Date:** June 11, 2026  
**Re:** **Draft 2027-2028 Unified Planning Work Program (UPWP) & Budget**

Each year, Metro COG prepares a two-year Unified Planning Work Program (UPWP) and budget. NDDOT and the four MPOs in North Dakota have been working together to develop a timeline for preparation and approvals to ensure work continues uninterrupted from one year into the next.

Please keep in mind that the 2027 budget numbers used to develop the UPWP are estimates provided to us by NDDOT and MnDOT, which are subject to change between now and final adoption in September. The 2028 budget number estimates are based on the 2027 estimated budget estimates provided with an increase of 2% as used by the current transportation bill.

The primary focus of the proposed 2027-2028 UPWP is preparation for the 2055 Metropolitan Transportation Plan (MTP) which is required to be updated every five years by all MPOs. With the exception of ATAC activities, all planning projects for both years are components for the preparation of the 2055 MTP.

Upon approval of the Draft UPWP & Budget by the Policy Board, our oversight agencies will review the Draft UPWP and provide comments and feedback. The final UPWP will be reviewed again by the TTC and Policy Board in September and then forwarded again to oversight agencies for final approval when preparation of funding contracts begins for execution prior to the end of the year. Approval of the Draft 2027-2028 UPWP & Budget begins this process.

The Draft 2027-2028 UPWP & Budget may be found on the Metro COG website at the following location:

[https://fmmetrocog.org/application/files/7717/8121/1346/DRAFT Metro COG 2027-2028 UPWP 6-11-2026.pdf](https://fmmetrocog.org/application/files/7717/8121/1346/DRAFT_Metro_COG_2027-2028_UPWP_6-11-2026.pdf)

At their regularly scheduled meeting on June 11, the TTC unanimously recommended approval of the Draft 2027-2028 UPWP & Budget with 2 changes: deletion of 2 potential projects on page 50 and placement of a funding amount into the correct column in Appendix D for 2028 on page 91. Both changes have been made and are shown in the Draft UPWP on the website location above.

**Requested Action:** Approval of the Draft 2027-2028 Unified Planning Work Program (UPWP) & Budget