



**To:** Transportation Technical Committee  
**From:** Luke Champa  
**Date:** 03/02/2021  
**Re:** **2021-2024 Transportation Improvement Program (TIP) Amendment #3**

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) will hold a virtual public hearing via Zoom Video Communications on Thursday, March 18, 2021 at 4:00 p.m. to consider public comments regarding a proposed amendment to the 2021-2024 Transportation Improvement Program (TIP) for the FM Metropolitan Area. The proposed amendment to the 2021-2024 TIP reflects updated and new federally funded projects within the Metropolitan Planning Area (MPA) and changes to the TIP document text.

A public notice was published in the Forum of Fargo-Moorhead on Wednesday, March 3, 2021, advertising the public hearing, how to request more information, and detailed public comment information such as where to send written comments regarding the proposed amendment. The public notice advertised that public comments will be accepted until 12:00 p.m. (noon) on Thursday, March 18, 2021. As of the writing of this memo, no written comments have been received.

The proposed amendment to the 2021-2024 TIP is as follows:

1. **Addition of Project 8213004:** West Central Communities Action, Inc. project for mobility management (2021). The total project cost is \$56,700 of which \$45,360 (80%) if funded through Federal Section 5310, \$5,670 (10%) through State funds, and \$5,670 (10%) through local funds.
  
2. **Addition of Project 4213005:** Fargo Transit project for phase 2 of the Ground Transportation Center (GTC) renovation, renovation of the building exterior (2021). The total project cost is \$2,148,024 of which \$1,798,024 (83.7%) if funded through Coronavirus Aid, Relief, and Economic Security (CARES) Act funding apportioned to the Federal Transit Administration (FTA) for urban areas, \$280,000 (13%) through Federal Section 5339 funds, and \$70,000 (3.3%) through local funds.
  
3. **Modification of Project 4190003:** City of Fargo project for the reconstruction of 32<sup>nd</sup> Ave S (2021). The total project cost remains \$10,400,000 of which the Federal Surface Transportation Block Grant Program – Urban (STBGP-U) funds remain \$4,700,000 (45.2%), the addition of \$808,620 in Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funds apportioned to the State of North Dakota and distributed through the County and Urban Roads programs, and local funds decreased 14.2% from \$5,700,000 to \$4,891,380.

4. **Addition of Lump Sum Projects:** Lump sums are being included for fiscal year 2021 for three phases: Preliminary Engineering (PE) (project 9213006), Right-of-Way (ROW) (project 9213007), and Utilities (project 9213008). Lump sums are shown for all North Dakota projects in the MPO boundaries that have not had the project phase already authorized. Some projects may not be in a bid opening until 2024 but phases of project authorizations could be made in 2021. Lump sums include various projects which encompass various federal funding programs and various local funding sources.

PE lump sum total cost is \$2,402,000 of which \$1,943,000 is funded through Federal funds, \$227,000 through State funds, and \$232,000 through local funds.

ROW lump sum total cost is \$4,000 of which \$3,000 is funded through Federal funds, and \$1,000 through State funds.

Utilities lump sum total cost is \$4,000 of which \$3,000 is funded through Federal funds and \$1,000 through State funds.

5. **Text modifications (pages 10-11 and 26-27):** In coordination with NDDOT, Metro COG is proposing a revision to the Regionally Significant Project definition within the TIP document. The goal of this change is to refine the definition so as to limit the number of projects that will be defined as Regionally Significant moving forward. Unforeseen repercussions of defining projects as regionally significant has been felt in the federal funding authorization process. The new direction will require that Regionally Significant projects and individual regionally significant project phases be tracked more thoroughly (separately), something that Metro COG, the other MPOs in North Dakota, and NDDOT were not doing up to this point. The new definition of Regionally Significant Projects will help smooth out the federal funding authorization process for projects within the TIP/STIP and continue to improve coordination efforts between Metro COG, NDDOT, and FHWA-ND. Please see below for the tracked changes to the Regionally Significant Projects text as found within the TIP:

#### **Pages 10-11**

**“Regionally Significant Project:** A Regionally Significant Project (RSP) is defined as follows:

1. A highway project consisting of the construction of a new interstate interchange, adding interstate through-lane capacity; or
2. Creating new roadways on new right-of-way, both financed with federal funds, which do not consist of an extension of the existing urban roadway network resulting from urban expansion; or

3. Creating a new transit building on newly purchased real estate.

~~Regionally Significant (RS) projects are projects that may not be funded with federal transportation funds, but involve major improvements to the transportation system in the Metro COG MPA. Metro COG may define regionally significant projects as one of three types:~~

- ~~1. Projects requiring an action by FHWA or the FTA, whether or not the projects are to be funded under Title 23 USC or Title 49 USC;~~
- ~~2. Projects funded by other federal agencies and not requiring action by FHWA or FTA; and~~
- ~~3. Projects that are not federally funded."~~

**Pages 26-27**

**"Regionally Significant Projects**

~~Regionally significant (RS) projects are projects that may not be funded with federal transportation funds, but involve major improvements to the transportation system in the Metro COG MPA. Metro COG may define regionally significant projects as one of three types:~~

- ~~1. Projects requiring an action by FHWA or the FTA, whether or not the projects are to be funded under Title 23 USC or Title 49 USC;~~
- ~~2. Projects funded by other federal agencies and not requiring action by FHWA or FTA; and~~
- ~~3. Projects that are not federally funded.~~

~~A Regionally Significant Project (RSP) is defined as follows:~~

- ~~1. A highway project consisting of the construction of a new interstate interchange, adding interstate through-lane capacity; or~~
- ~~2. Creating new roadways on new right-of-way, both financed with federal funds, which do not consist of an extension of the existing urban roadway network resulting from urban expansion; or~~
- ~~3. Creating a new transit building on newly purchased real estate.~~

~~For Type 1 projects, typical TIP procedures apply and projects will be reported for all years of the TIP. Type 2 and 3 projects are listed for informational purposes only; however, are subject to the financial constraint of the overall TIP. In determining which Type 2 or 3 projects to include in the TIP, Metro COG staff, in consultation with state and local technical staff may consider the following criteria:~~

- ~~• Any project that may be determined to cause a significant lasting (greater than one construction season) impact to a facility that carries a Federal Functional~~

- ~~Classification (FFC) of Principal Arterial, Minor Arterial, or Collector that is included as part of Metro COG's approved Travel Demand Model (TDM); or~~
- ~~Any project that makes significant progress toward the goals and objectives as outlined within the Metropolitan Transportation Plan (MTP) including but not limited to, performance measures, congestion management, MTP policy direction, safety, or environmental justice.~~

All projects identified as ~~RSPs projects~~ appear within the project listings of the TIP document, and are denoted accordingly as being "RSP." ~~RSPs projects~~ have been identified ~~in local Capital Improvement Plans (CIPs) as having an impact to a federal functional classified roadway~~ within the MPA as defined above. ~~In addition, RSPs shall have all project phases broken out by fiscal year and may not be included in the Lump Sum project tables. RSPs also Careful consideration shall be taken when designating RS projects, because they need~~ to be included in the financial plan and fiscal constraint section ~~of the TIP, as well as included in~~ the STIP, and are subject to formal TIP ~~and~~/STIP modification procedures at the Metro COG and State level, respectively."

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

**Requested Action:** Pending public comment, recommend approval of Amendment #3 of the Metro COG 2021-2024 Transportation Improvement Program (TIP) to the Policy Board.

Lead Agency	Metro COG ID State Number	Project Year	Project Location	Length	Project Limits		Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Other Revenue Source	Revenue
					From	To						
Amendment 3												
West Central Communities Action, Inc.												
West Central Communities Action, Inc.	8213004 TRF-4003-21A	2021	Transit				Section 5310: West Central Minnesota Communities Action Inc. Mobility Management 7/1/21 thru 6/30/23	Operating Assistance	\$ 56,700	FTA 5310	State Local	\$ 45,360 \$ 5,670 \$ 5,670
Moorhead Transit												
Fargo Transit												
Fargo Transit	4213005	2021	Transit				Phase 2 Ground Transportation Center (GTC)Renovation Building Exterior Renovation	Transit Capital	\$ 2,148,024	CARES FTA 5339	Local	\$ 1,798,024 \$ 280,000 \$ 70,000
City of Fargo												
City of Fargo	4190003 22826 8206	2022	32nd Ave S		32nd St	25th St	Reconstruction of 32nd Ave S	Reconstruction	\$ 10,400,000	STBGP-U CARES	Local	\$ 4,700,000 \$ 808,620 <del>\$ 5,700,000</del> \$ 4,891,380
City of Moorhead												
City of West Fargo												
North Dakota Department of Transportation												
Minnesota Department of Transportation												
Clay County												

Lump Sums						
Metro COG ID	Project Phase	Phase Year	Total Phase Cost	Federal Share	State Share	Local Share
2021						
9213006	Preliminary Engineering (PE)	2021	\$ 2,402,000	\$ 1,943,000	\$ 227,000	\$ 232,000
9213007	Right-of-Way (ROW)	2021	\$ 4,000	\$ 3,000	\$ 1,000	\$ -
9213008	Utilities	2021	\$ 4,000	\$ 3,000	\$ 1,000	\$ -

\*Lump sums shown are for all North Dakota projects in the MPO boundaries that have not had the project phase already authorized. Some projects may not be in a bid opening until 2024 but phases of project authorizations could be made in 2021. Lump sums are rounded up to the nearest \$1,000.