

532nd Transportation Technical Committee Fargo-Moorhead Metropolitan Council of Governments THURSDAY, August 11, 2022 – 10:00 a.m.

AGENDA

1. Call to Order and Introductions
2. Approve the Agenda Action Item
3. Consider Minutes of the July 14, 2022 TTC Meeting Action Item
4. Public Input Opportunity Public Input
5. 2050 Demographic Forecast Update – Final Report Information Item
6. Mapleton Transportation Alternative Grant Application (Rural) Action Item
7. SS4A Action Plan Grant Application Update Discussion Item
8. 2023-2026 Draft Transportation Improvement Program Information Item
9. Interstate Operations Analysis Study Update Information Item
10. MnSHIP Presentation – MnDOT Information Item
11. TTC Freight Representative Application Action Item
12. 2022-2025 Transportation Improvement Program – Amendment #7 Action Item
13. 2021-2022 Unified Planning Work Program – Amendment #5 Action Item
14. Agency Updates Discussion Item
 - a. City of Fargo
 - b. City of Moorhead
 - c. City of West Fargo
 - d. City of Dilworth
 - e. City of Horace
 - f. Cass County
 - g. Clay County
 - h. Other Member Jurisdictions
15. Additional Business Information Item
16. Adjourn

REMINDER: The next TTC meeting will be held **Thursday, September 8, 2022** at 10:00 a.m.

Due to ongoing public health concerns related to COVID-19, Metro COG is encouraging citizens to provide their comments on agenda items via email to leach@fmmetrocog.org. To ensure your comments are received prior to the meeting, please submit them by 8:00 a.m. 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.

For Public Participation, please REGISTER with the following link:

https://us02web.zoom.us/webinar/register/WN_VPNIDUnzQJW3pbNu00_ILA

Red Action Items require roll call votes.

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

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PLANNING ORGANIZATION SERVING

FARGO, WEST FARGO, HORACE, CASS COUNTY, NORTH DAKOTA AND MOORHEAD, DILWORTH, CLAY COUNTY, MINNESOTA

531st Meeting of the
 FM Metro COG Transportation Technical Committee
 Thursday, July 14, 2022 – 10:00 am
 Metro COG Conference Room

Members Present:

Jonathan	Atkins	City of Moorhead Traffic Engineering
Jason	Benson	Cass County Highway Engineering
Julie	Bommelman	City of Fargo, MATBUS
Nicole	Crutchfield	City of Fargo Planning
James	Dahlman	City of Horace/Interstate Engineering (alt for Russ Sahr)
Jeremy	Gorden	City of Fargo Transportation Engineering
Cindy	Gray	Metro COG
Robin	Huston	City of Moorhead Planning
Matthew	Jacobson	Clay County Planning
Peyton	Mastera	City of Dilworth Administration (alt for Don Lorsung)
Grace	Puppe	Cass County Planning
Mary	Safgren	MnDOT – District 4
Justin	Sorum	Clay County Engineering
Brit	Stevens	NDSU – Transportation Manager
Lori	Van Beek	City of Moorhead, MATBUS
Andrew	Wrucke	City of West Fargo Engineering
Wayne	Zacher	NDDOT – Local Government Division

Members Absent:

Don	Lorsung	City of Dilworth Planning (alternate present)
Aaron	Nelson	West Fargo City Planning
Joe	Raso	GFMEDC
Russ	Sahr	City of Horace Planning (alternate present)

Others Present:

Adam	Altenburg	Metro COG
Paul	Bervik	Metro COG
Ethan	Bialik	Moore Engineering
Angie	Bolstad	Stantec
Jaron	Capps	Metro COG
Luke	Champa	SRF Consulting
Ari	Del Rosario	Metro COG
Dylan	Dunn	Moore Engineering
Dan	Farnsworth	Metro COG
Sharijad	Hasan	ATAC
Jace	Hellman	City of Horace
Will	Kerns	Ulteig
Savanna	Leach	Metro COG
Michael	Maddox	Metro COG
Brent	Muscha	Apex Engineering
Dave	Overbo	WSB
Anna	Pierce	MnDOT
Bobbi	Retlzaff	FHWA MN
Ayden	Schaffler	Metro COG
Jordan	Smith	MATBUS
Tom	Soucy	Cass County Highway Engineering
Kristen	Sperry	FHWA ND
Steve	Strack	Houston Engineering

1. CALL TO ORDER AND INTRODUCTIONS
The meeting was called to order at 10:00 am, on July 14, 2022 by Chair Gray. A quorum was present.
2. Approve the 531st TTC Meeting Agenda
Chair Gray asked if there were any questions or changes to the 531st TTC Meeting Agenda.

Motion: Approve the 531st TTC Meeting Agenda.
Mr. Mastera moved, seconded by Ms. Huston
MOTION, PASSED.
Motion carried unanimously.
3. APPROVE June 9, 2022 TTC MEETING MINUTES
Chair Gray asked if there were any questions or changes to the June 9, 2022 TTC Meeting Minutes.

Motion: Approve the June 9, 2022 TTC Minutes.
Mr. Benson moved, seconded by Mr. Zacher
MOTION, PASSED
Motion carried unanimously.
4. Public Comment Opportunity
No public comments were made or received.
5. 2022-2025 Transportation Improvement Program – Amendment #6
Mr. Del Rosario presented Amendment #6 to the 2022-2025 Transportation Improvement Program (TIP). A public notice was published in The Forum of Fargo-Moorhead on Wednesday, July 6, 2022, which advertised the public hearing, detailed how to request more information, and provided information on how to make public comment regarding the proposed amendment. The public notice advertised that public comments will be accepted until 12:00 p.m. (noon) on Thursday, July 21, 2022. As of the writing of this memo, no written comments have been received.

The proposed amendment to the 2022-2025 TIP is as follows:

1. Modification of Project 4200017: Fargo Transit capital purchase to replace two 35-foot fixed route vehicles (2022). The funding source is being modified from the Surface Transportation Block Grant Program - Urban (STBGP-U) to the Carbon Reduction Program (CRP).

Mr. Zacher said that FHWA is still considering if this additional project falls under the Carbon Reduction Program. Ms. Sperry said that FHWA did approve this, and is now under review with FTA.

Ms. Pierce asked what the SBTGU funds will be used for, Mr. Zacher said that these will go back into the NDDOT pool for other projects.

Mr. Del Rosario said there is also an administrative adjustment included, but does not need an amendment, of a 20% decrease in project total for a Barnesville project.

Ms. Van Beek said that MATBUS added a project for \$20,000 using 5310 funds for FY2022, and said this will likely need an amendment. Ms. Gray said that this project might not be able to added to this amendment at this time.

Motion: Recommend approval of Amendment #6 of the Metro COG 2022-2025 Transportation Improvement Program (TIP) to the Policy Board.

Ms. Bommelman moved, seconded by Ms. Van Beek

MOTION, PASSED (16-0-1) Mr. Atkins abstained due to missing the discussion on this item

Motion passed

6. Draft Metro COG 2023-2026 Transportation Improvement Program (TIP)
Mr. Del Rosario presented the project list for the draft 2023-2026 TIP. A legal notice will be printed in the July 20, 2022 edition of The Forum to begin the official TIP comment period. This comment period will officially begin on July 21, 2022, **which corresponds to Metro COG's regularly scheduled Policy Board meeting.** The Draft TIP will be available for review on the Metro COG website.

As the development of the TIP continues, Metro COG staff will be refining all the necessary components of the TIP, including glossary with definitions and **acronyms, "locally funded projects of note" referenced from local jurisdictions'** Capital Improvement Programs (CIPs), financial plan and fiscal constraint, overview of federal aid programs, performance measures, and environmental considerations.

In addition to minor annual updates to all sections of the Draft 2023-2026 TIP, Metro COG staff will also be delineating Federal Highway and Federal Transit money more carefully throughout the document. The updates will expand upon efforts made last year to track applicable Highway and Transit funds that may **be subject to a direct allocation when Metro COG's Urbanized Area (UZA)** becomes a Transportation Management Area (TMA). Sections of the document where this delineation may occur will include but shall not be limited to the following sections of the Draft TIP: Financial Plan and Fiscal Constraint, Overview of Federal Aid Programs, Performance Measures, and Environmental Considerations.

Mr. Zacher asked if this draft included Metro COG's local project list regarding TMA status. Ms. Gray said this has not yet been integrated due to a project list not being finalized yet.

Mr. Gorden said that there will be a change to a Fargo project in regarding to budget amount.

Ms. Safgren said that Moorhead is slated to receive \$500,000 towards the Center Avenue portion of the 11th Street Underpass, and is curious if this is included in

the draft TIP project list. Mr. Atkins said that he has not yet been made aware of this funding, and Ms. Gray said Metro COG would make note of this to include into the draft.

Ms. Pierce said that there is an update to the HSIP funding and that they are currently accepting applications. She said these will likely need to be added into the TIP/STIP as well.

Mr. Gorden said that the 32nd Ave Project for 2024 will likely also need a budget update.

Motion: Recommend opening a public comment period for the Draft 2023-2026 Transportation Improvement Program (TIP) to the Policy Board.

Mr. Gorden moved, seconded by Ms. Bommelmann

MOTION, PASSED

Motion carried unanimously.

7. Interstate Operations Analysis Contract Amendment #1

Ms. Gray presented Amendment #1 to the Interstate Operations Analysis Study. The additional work described in Amendment 1 includes the preparation of **traffic projections using a "build-out" type of development scenario, for which the job and household projections will be provided by Metro COG.** This will allow the ring route analysis to be completed using more of a complete development scenario for the metro area.

Metro COG and our local partners have future land use plans, household and job projections that have been completed as part of comprehensive plans, growth area plans, AUARs, corridor studies and sub-area analyses that can be **used to conduct more of a "build-out" type of analysis, going beyond the** magnitude of trips generated by the current 2045 travel demand model. With this analysis, we hope to be able to come to a more informed conclusion about the value of planning for and preservation of a corridor for a future ring route type of roadway facility.

Motion: Recommend approval of Contract Amendment #1 for the Interstate Operations Analysis to the Policy Board.

Mr. Benson moved, seconded by Ms. Crutchfield

MOTION, PASSED

Motion carried unanimously.

8. Transportation Alternatives Program – Application Process (FY 2024-2025)

Mr. Farnsworth presented an updated application process for the Transportation Alternatives Program, starting for FY 2024. With the anticipated designation of **Metro COG's urbanized area as a Transportation Management Area (TMA)** a direct sub-allocation of Transportation Alternatives (TA) funds is anticipated beginning in fiscal year (FY) 2023. With TA projects already selected for FY 2023 funding, Metro COG is developing an official process and instructions for TA solicitation for future funding years.

These particular instructions are intended for use for FY 2024 and 2025 applications but may be used in the years thereafter.

Also included in these instructions is the scoring methodology which will be used in scoring TA applications. Please note that the scoring methodology is the same as used in recent years' TA scoring.

Ms. Gray said that Metro COG is seeking input from the TTC as to when these applications should be due. She said it could potentially be end of September or October, and that we want to get projects prioritized and selected by the Bike/Ped Committee, TTC, and Policy Board to ensure sufficient time for project development. TTC members said any time in the fall is sufficient for completing applications.

Motion: Recommend Policy Board approval of the TA instructions as shown in the attachment.

Mr. Gorden moved, seconded by Ms. Crutchfield

MOTION, PASSED

Motion carried unanimously.

9. Safe Streets and Roads for All (SS4A) Grant Program

Mr. Altenburg presented the Safe Streets and Roads for All (SS4A) discretionary grant program as one of the new programs created by the Infrastructure Investment and Jobs Act (IIJA). The aim of this program is to support regional and local efforts to prevent roadway deaths and serious injuries.

The program will provide \$5 billion over five years for regional and local initiatives focused on all users: pedestrians, bicyclists, public transportation users, motorists, micromobility users, and commercial vehicle operators. SS4A will develop tools to help strengthen a community's approach to roadway safety and to save lives. Up to \$1 billion is available in FY 2022 for grants to prevent roadway deaths and serious injuries.

The program provides funding for either action plans or implementation grants. Action plan grants will help develop, complete, or supplement a comprehensive safety action plan. The funds can go toward various activities, including planning, safety analysis, public engagement, equity, data collection, and more.

Implementation grants will help execute strategies or projects consistent with an existing action plan. To apply for an implementation grant, an eligible applicant must have a qualifying action plan. Applicants for implementation grants can self-certify that they have one or more plans that meet the eligibility requirements for an action plan.

Eligible applicants include (among others) metropolitan planning organizations (MPOs), counties, and cities. The deadline for grant submissions is September 15, 2022. Metro COG is asking if the TTC wishes to recommend Policy Board support for Metro COG to apply for an SS4A grant to complete a safety action plan.

Motion: Consider a recommendation of support for Metro COG to pursue a grant for completion of a Safety Action Plan under the SS4A program.

Mr. Gorden moved, seconded by Ms. Bommelman

MOTION, PASSED

Motion carried unanimously.

10. TMA Transition Update – Policy Board Bylaws

Ms. Gray stated that Metro COG's transition to a TMA in 2023 would necessitate a change in the make-up of our Policy Board.

Federal guidance on the public transit provider representative states that one individual must be designated as a Policy Board member representing transit only, and that this individual may not also serve in another role on the Policy Board. For example, a City Commissioner from Fargo who is already on the Policy Board may not serve as the representative of public transit providers. A separate representative must be designated. One designated person may serve as the representative for all public transit providers in the metro area.

NDDOT and MnDOT representatives are currently ex-officio members. As a TMA, a voting member may be required from each state. Based on a review of the Policy Board membership of other TMA MPOs, this is unclear, as most show their DOT members as non-voting.

Major modes of transportation in addition to public transit are also required to be represented on the Policy Board, and some TMA MPOs include a representative of their major commercial airport. This seems unclear, and Metro COG will be asking for further guidance from FHWA. It may come down to a decision from our Policy Board. Further information will be provided.

11. Solicitation of Freight Representative for Transportation Technical Committee

Ms. Gray said that the TTC bylaws call for a freight representative on the TTC. In the recent past, Mark Wolter was our freight representative. Since Mark's retirement earlier this year, Metro COG has not had a freight representative, and began the solicitation process in late June.

Metro COG posted a notice in the Fargo Forum, and on the agency website, with an application and due date of July 31, 2022.

Ms. Gray asked the TTC to share the information.

12. Additional Business

Fargo – 32nd Ave S Construction awarded bid, should start next spring. 52nd Ave S design is slated for completion and bid opening in November 2022. Public Input opportunity soon for 2nd Ave Pedestrian bridge. Planning Commission recently heard brief updates of current Metro COG studies.

Moorhead – 20th Street Completion party Monday 6/18, open for driving on Friday 6/22. 12th Ave S RR crossing project starting soon. Center Ave project continues, 4th St intersection open soon.

Dilworth – First Hwy10 Corridor Study public input open house occurred recently, and SRTS kick-off meeting with Metro COG.

Horace – Public Comment period for Land Use Plan update, based on Comp Plan update. Subdivision projects continue.

Cass County – Subdivision land use updates. Construction updates.

NDDOT – FHWA reached out to census for 2020 update, final numbers may be released early FY2023. NDDOT asking legal in regards to partial apportionment.

Transit – LinkFM running for Street Fair.

13. Adjourn

The 531 Regular Meeting of the TTC was adjourned on July 14, 2022 at 11:45 a.m.

THE NEXT FM METRO COG TRANSPORTATION TECHNICAL COMMITTEE MEETING WILL BE HELD August 11, 2022, 10:00 A.M.

Respectfully Submitted,

Savanna Leach
Executive Assistant



To: Transportation Technical Committee
From: Dan Farnsworth
Date: August 5, 2022
Re: Mapleton Transportation Alternatives Application

The Transportation Alternatives (TA) program is a federally funded grant opportunity for projects that provide enhancements to alternative means of transportation such as bicycle/walking trails, safe routes to school projects, crosswalk improvements, and more.

Applying jurisdictions within Metro COG's planning area are required to submit their applications to Metro COG. On June 8th Metro COG solicited rural TA applications for the ND portion of Metro COG's planning area. This solicitation was for projects to be awarded funding for fiscal years (FYs) 2024 and 2025. This rural solicitation was sent to ND jurisdictions within Metro COG's planning boundary but outside of Metro COG's urbanized area.

One application was received by Metro COG's due date of July 22nd. The application received came from the City of Mapleton seeking to construct speed tables/raised crosswalks on two residential streets within Mapleton. The total project construction cost is estimated at \$490,000 with requested \$396,557 in TA funds.

Metro COG finds the application eligible under TA Category A – *“Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques...”*

Attached is the full application. Once approved by Metro COG's Policy Board, the application will be submitted to NDDOT for competitive selection alongside other rural TA applications within the state.

Requested Action:

Recommend Policy Board approval of the Mapleton Transportation Alternatives (TA) application as shown in the attachment.

City of Mapleton, North Dakota



Pedestrian Safety Improvements Sunset Drive & Carlsbad Avenue

*North Dakota Department of Transportation
Transportation Alternative Program (TAP)*

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1. Project Name

Pedestrian Safety Improvements
Sunset Drive and Carlsbad Avenue Speed Tables

2. Project Location

The City of Mapleton is located in the central region of Cass County, North Dakota in Sections 1 and 6, Township 139N, and Range 51W and Sections 36 and 31, Township 140N and Range 50W. Mapleton is served by Interstate 94 and is located approximately 10 miles west of West Fargo, ND and 10 miles east of Casselton, ND. A state and county map can be found in Appendix A.

3. Project Contact

Andrew Draeger, Mayor
(701) 282-6992
adraeger@meridianseeds.com
City of Mapleton
PO Box 9
651 2nd St
Mapleton, ND 58059

4. Contact Person

Brandon Oye, City Engineer
(701) 282-4962
brandon.oye@mooreengineeringinc.com
Moore Engineering, Inc.
925 10th Avenue East
West Fargo, ND 58078

5. Project Sponsor

City of Mapleton
PO Box 9
651 2nd St
Mapleton, ND 58059

6. Sponsoring Official

Andrew Draeger, Mayor
(701) 282-6992
adraeger@meridianseeds.com
City of Mapleton
PO Box 9
651 2nd St
Mapleton, ND 58059

7. Project Background

The City of Mapleton is currently studying the cost and scope of improving the safety of pedestrians that use the City's sidewalks and shared-use path network. The City has received numerous complaints regarding pedestrian safety issues involving vehicles throughout town. The complaints received have been concentrated around the Ashmoor Glen 1st Addition neighborhood on Sunset Drive and around the Mapleton Elementary School on 1st St and the adjacent Carlsbad Avenue.

Sunset Drive is a local residential roadway that also serves as the only access to the adjacent Maple River Golf Course. As a result, the road sees significant traffic during the summer months. Sunrise Drive does not currently have sidewalks, which forces pedestrians to utilize a portion of the street which has been dedicated for pedestrian use. While there is a dedicated pedestrian lane, there are no safe and designated locations for pedestrians to cross Sunset Drive, partly due to high vehicle speeds, and partly due to the existing pedestrian lane within the street. While there haven't yet been any pedestrian accidents involving vehicles, there have been close calls, and the City is focused on providing a safe alternative before an accident takes place. The City has engaged the Cass County Sheriff's Office for additional patrols and mobile radar speed enforcement.

Carlsbad Avenue is another local residential roadway within close proximity to the elementary school. Carlsbad Avenue serves as the main thoroughfare in the Meridian Grove neighborhood and is a busy pedestrian corridor for parents and children traveling to and from the elementary school. While there is an established sidewalk network in this neighborhood, pedestrians have trouble safely crossing the street due to the vehicle traffic.

8. Project Description

The proposed project includes installing concrete speed tables at strategic locations along Sunset Drive and Carlsbad Avenue. The speed tables will provide safe locations for pedestrians to cross both Sunset Drive and Carlsbad Avenue at critical pedestrian nodes and force traveling vehicles to reduce their speed, further increasing the safety of pedestrians. A map showing preliminary locations for the speed tables can be found in Appendix A.

9. Project Cost

The costs for the proposed improvements are outlined in the Engineer's Opinion of Probable Cost which can be found in Appendix B. The total eligible construction cost for the proposed shared-use path improvements is \$490,000. The City of Mapleton is requesting the maximum allowable financial participation amount of \$396,557.

The Engineer's Opinion of Probable Cost was prepared by:

Dylan Ensrude, PE - Assistant City Engineer

(701) 282-4962

dylan.ensrude@mooreengineeringinc.com

Moore Engineering, Inc.

925 10th Avenue East

10. TAP Category Best Fits Proposed Project

“A” - Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrians and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.

11. Supporting Data

The proposed project is intended to bolster the City’s existing shared-use path and sidewalk network by providing additional safety measures for pedestrians. The City is extremely proactive when it comes to maintaining and improving infrastructure to build a stronger community. The proposed safety improvements are a crucial part to the City’s overall improvement plan.

The proposed speed tables on Sunset Drive tie together with a proposed project to install sidewalks on both sides of Sunset Drive, and eliminate the existing pedestrian space within the roadway. This project is expected to take place in 2023.

The proposed project will smoothly integrate within the similar completed projects within the City. Over the past several years, the City of Mapleton has worked diligently to provide the residents with a safe and ubiquitous pedestrian path and sidewalk network. As the City has continued to grow, so has the traffic volume and the need to increase the safety of the existing pedestrian routes. The City of Mapleton’s rapid growth is exciting, but brings with it many challenges, that include a financial burden that many existing residents are unable to handle. This grant will help the City keep up with many of the needs that a growing community experiences.

Previously, the City of Mapleton has collaborated with Cass County on multiple projects to install shared-use paths along Meridian Road, which is also Cass County Road 11, the most recent of which is to be constructed this summer. These projects were completed in order to provide a safe pedestrian route along the county highway as part of an overall plan which provides a pedestrian route between the City’s park system, school system, and other destinations within the city that are frequently accessed.

12. Public Accessibility

The owner of the proposed shared-use path improvement project will be the City of Mapleton. The proposed improvements will be exclusively provided for and accessible by the public.

13. Matching Funds Provided By

- 13.1. Finance construction costs by Improvement and Revenue Bonds or Bank of North Dakota Infrastructure Loan Fund
- 13.2. Repayment by Cash on Hand

14. Right-of-Way Needed

No additional right-of-way will be needed. All proposed improvements will be located in existing street right-of-way.

15. Maintenance of This Project will be provided by

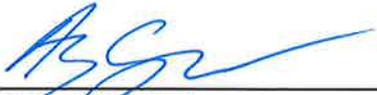
City of Mapleton
Tom Pederson, Public Works Director
701-630-1821
PO Box 9
651 2nd St
Mapleton, ND 58059

16. Environmental Impacts

- 16.1. Land Use: No changes or potential changes regarding land use in the vicinity will take place with this project.
- 16.2. Farmland: No farmlands are to be used for this project.
- 16.3. Social: By completing the proposed project, which includes improving pedestrian safety throughout the community, this will strengthen the bond within the community, increase community involvement and offer more access possibilities to different areas of the growing city. The use of safe shared-use paths and sidewalk networks encourage the use of the City's parks, recreation areas, and generate a welcoming environment for new and current residents.
- 16.4. Economic: As surrounding cities become established and options for new home building decreases in those areas, Mapleton is determined to provide an accommodating community with similar recreational features and safe access throughout their shared-use paths and sidewalk networks. New businesses will develop to accommodate the future growth and will also entice new residents to become established in the City.
- 16.5. Relocation: The proposed project will not require any relocation or displacement of and people or businesses.
- 16.6. Wetlands: The proposed project will not result in fill material being placed in any known wetlands.
- 16.7. Floodplain: The proposed project is not within a flood plain.

16.10. Hazardous Waste: There are no hazardous waste sites known to be located in the proposed project area.

17. Signatures



Project Contact (Item 3)
Andrew Draeger, Mayor
City of Mapleton



Contact Person (Item 4)
Brandon Oye, City Engineer
Moore Engineering, Inc.

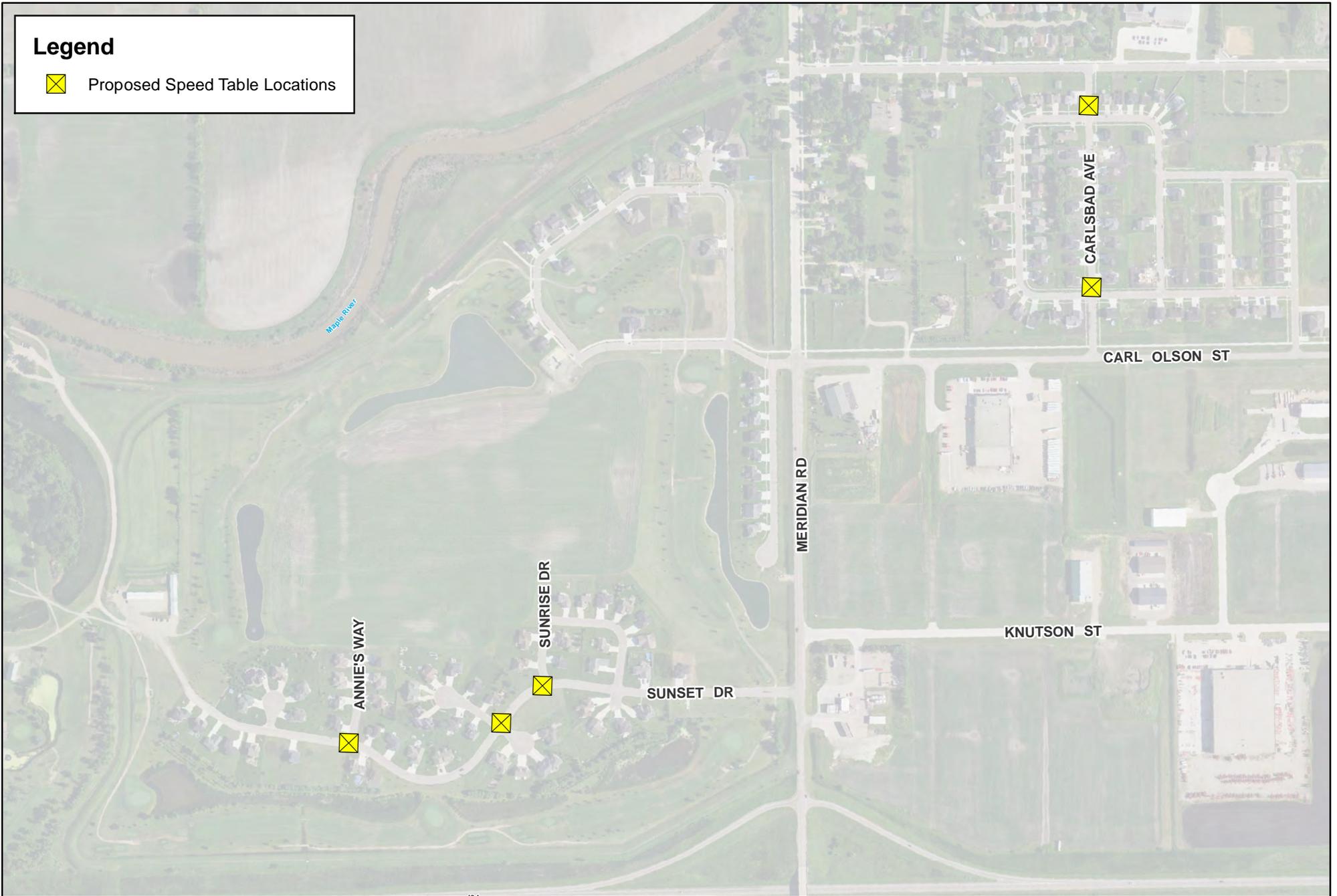
MPO Director
Cindy Gray, Executive Director
F-M Metropolitan Council of Governments

18. Attachments

Appendix A: Maps

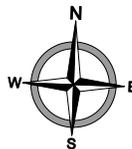
Legend

 Proposed Speed Table Locations



PROPOSED SPEED TABLE LOCATIONS MAPLETON, NORTH DAKOTA

Created By: TJS Date Created: 04/20/22 Date Saved: 08/02/22 Date Exported: 08/02/22
Plotted By: dylan.ensrude Parcel Date: 04/20/22 Aerial Image: 2021 County NAIP SIDS Elevation Data: Lidar
Horizontal Datum: NAD 1983 StatePlane North Dakota South FIPS 3302 Feet Vertical Datum: NAVD1988
T:\Projects\22100\22155\22155_ProposedSpeedTables.mxd



0 125 250 500
 Feet
1 in = 583.3 feet



Appendix B: Project Cost

**PEDESTRIAN SAFETY IMPROVEMENTS
SUNSET DRIVE AND CARLSBAD AVENUE SPEED TABLES
MAPLETON, NORTH DAKOTA**

Engineer's Preliminary Opinion of Probable Cost

<i>BID ITEM NO. & DESCRIPTION</i>	<i>UNIT</i>	<i>QUANTITY</i>	<i>UNIT PRICE</i>	<i>TOTAL</i>
<u>Base Bid</u>				
1. Mobilization	LSUM	1	\$40,000.00	\$40,000.00
2. Removal of Curb and Gutter	LF	400	\$20.00	\$8,000.00
3. Removal of Bituminous Surfacing	SY	980	\$10.00	\$9,800.00
4. Storm Sewer - 15In	LF	200	\$80.00	\$16,000.00
5. Storm Sewer - 18In	LF	90	\$100.00	\$9,000.00
6. Inlet - Type 2	EA	8	\$5,000.00	\$40,000.00
7. Concrete Speed Table	EA	5	\$30,000.00	\$150,000.00
8. Curb Ramp	SY	50	\$100.00	\$5,000.00
9. Curb & Gutter - Type 1	LF	400	\$75.00	\$30,000.00
10. Detectable Warning Panels	SF	64	\$50.00	\$3,200.00
11. Geotextile Fabric	SY	387	\$5.00	\$1,933.33
12. Aggregate Base Course - CI5	SY	340	\$50.00	\$17,000.00
13. Superpave FAA42	TON	160	\$175.00	\$28,000.00
14. Striping	L SUM	1	\$3,000.00	\$3,000.00
15. Signing	L SUM	1	\$3,000.00	\$3,000.00
16. Traffic Control	L SUM	1	\$7,500.00	\$7,500.00
17. Turf Establishment	L SUM	1	\$5,000.00	\$5,000.00

Construction Subtotal	\$376,433.33
Contingencies	\$113,566.67
TOTAL CONSTRUCTION	\$490,000.00
Non-Construction Costs	\$140,000.00
TOTAL PROJECT COST	\$630,000.00
<i>Federal Share (80.93%)</i>	<i>\$396,557.00</i>
<i>Local Share (19.07%)</i>	<i>\$93,443.00</i>

Notes:



To: Transportation Technical Committee
From: Adam Altenburg, AICP
Date: August 4, 2022
Re: Safe Streets and Roads for All (SS4A) Action Plan Grant Application Update

Metro COG has begun work on the Safe Streets and Roads for All (SS4A) action plan grant application. If awarded, the goal of this comprehensive safety action plan will be to develop a holistic, well-defined strategy document that will prevent roadway fatalities and serious injuries in the region through both policies and specific construction projects. Up to \$1 billion in SS4A grant funding will be available through the Department of Transportation in FY 2022.

The action plan grant application will be evaluated on the following three major criteria:

- Safety Impact: Activities that will support a significant reduction or elimination of roadway fatalities and serious injuries.
- Equity: Activities that will ensure equitable investment in the safety needs of underserved communities in preventing fatalities and injuries.
- Additional Safety Considerations: Incorporation of concepts such as low cost, high-impact strategies, innovative technologies to promote safety and equity, and/or evidence-based projects.

The application will include a brief budget summary that provides a high-level overview of estimated project costs, as organized by task. Metro COG anticipates that the total study amount will be \$250,000, with \$200,000 being sought through SS4A and the remainder coming from local jurisdictions and potentially other sources. In developing this budget summary, Metro COG has begun to outline elements that would be part of an RFP for this project, including:

- Stakeholder and public engagement plan, with a strong emphasis on equity and outreach to BIPOC, New American, and historically marginalized communities.
- Data collection and review, including a summary of existing programs, policies, and studies as well as a peer review of comparable metropolitan areas.
- Crash data review, including an analysis of regional trends, contributing factors, and patterns of transportation-related accidents in the region.
- Transportation and public health review, including an assessment of regional public health indicators and how transportation systems affect and/or influence public health outcomes.
- Dashboard and toolkit, including graphic visualizations that illustrate safety countermeasures, context-sensitive solutions, and performance measure tracking.
- Implementation matrix for implementing safety measures including:
 - Policies, programs, practices, and strategies; and
 - Specific construction projects including scope, budget, and time frame.

Joint applications that engage multiple jurisdictions in the same region are encouraged. Unless otherwise advised by TTC members, Metro COG will include each of the seven major jurisdictions (Fargo, Moorhead, West Fargo, Dilworth, Horace, Cass County, and Clay County) as a joint applicant. Metro COG is tentatively planning to reach out to jurisdictions the week of August 15 to review the draft application and to solicit feedback at that time. The deadline for grant submissions is Thursday, September 15 at 4:00 PM.

It is anticipated that grant recipients will be notified by the end of 2022 or early 2023 on whether they have been awarded a grant or not. However, there is no exact timeline for when FY 2022 SS4A funding would be obligated via signed grant agreements. The Department of Transportation states that it expects to obligate SS4A award funding within 12 months after awards have been announced. This timeline would affect whether Metro COG and/or regional jurisdictions would be able to apply for implementation grants for FY 2023, or would have to wait until FY 2024.

More information about SS4A can be found at www.transportation.gov/grants/SS4A. Information on the Notice of Funding Opportunity (NOFO) can be found at www.grants.gov/web/grants/view-opportunity.html?oppld=340385.

Requested Action: None.



Fargo-Moorhead Metropolitan
Council of Governments

Case Plaza Suite 232 | One 2nd Street North
Fargo, North Dakota 58102-4807
p: 701.532.5100 | f: 701.232.5043
e: metrocog@fmmetrocog.org
www.fmmetrocog.org

To: Transportation Technical Committee
From: Cindy Gray, Executive Director
Date: August 5, 2022
Re: Minnesota 20-Year State Highway Investment Plan

Attachment 1 is a presentation that will be given at the Transportation Technical Committee meeting by a representative from the Minnesota Department of Transportation (MnDOT). If you have questions ahead of the meeting and would like me to pass them along to MnDOT, please let me know, and I will make sure they get them ahead of time.

A Menti exercise will be conducted during this presentation and your input is very important to the development of the Plan.

Requested Action: None – Informational only.

20-Year State Highway Investment Plan



MINNESOTA GO

Metro COG Technical Advisory Committee

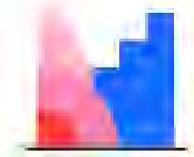
August 11, 2022

Thanks for having us! Why are we here?

- MnDOT is planning for the future of your state highway system!
- MnDOT needs your input in determining which investments are most important to Minnesotans



How to provide feedback today



Mentimeter



What are we planning for? What is MnSHIP?

SEPTEMBER 2022

20-YEAR STATE HIGHWAY INVESTMENT PLAN



Identifying priorities for investing in state highways to maintain and improve the system over the next 20 years.

MINNESOTA **GO**

What is MnSHIP?



Directs capital funding on the 11,703 miles of state highways



Budgets for estimated funding over 20 years



Identifies investments by categories but is not project specific



Part of the Minnesota GO Family of Plans



Why does MnSHIP matter?

MnSHIP investment direction guides the planning of projects and improvements on the state highway system

MINNESOTA GO
50-YEAR VISION

Statewide Multimodal
Transportation Plan



20-Year State
Highway Investment Plan



**10-YEAR CAPITAL HIGHWAY
INVESTMENT PLAN (CHIP)**

Project planning and development
Updated annually

**4-YEAR STATE
TRANSPORTATION
IMPROVEMENT PROGRAM
(STIP)**

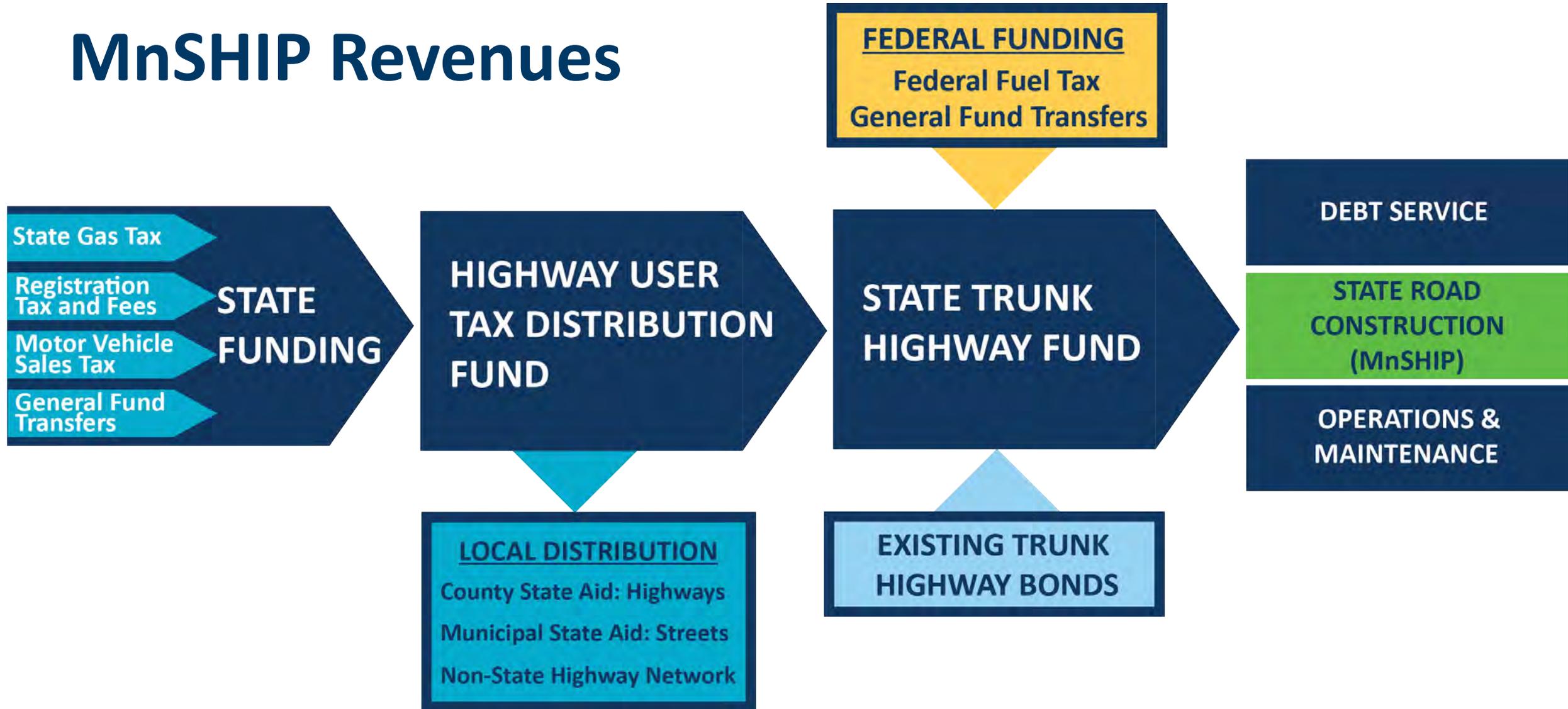
Project design and its program

CONSTRUCTION

100 Years of Highways

- **Minnesota's state highway system recently turned 100!**
- **History of system is complex**
- **State highways improved access between cities and towns throughout the state – supporting economic growth and vitality**
- **Construction of state highways also divided, disconnected and destroyed some communities**
- **Vehicle emissions contribute to climate change**
- **Much has changed in 100 years and more will change in the future. We need to ensure the benefits and burdens of future transportation decisions are equitable and work towards reducing existing inequities.**

MnSHIP Revenues





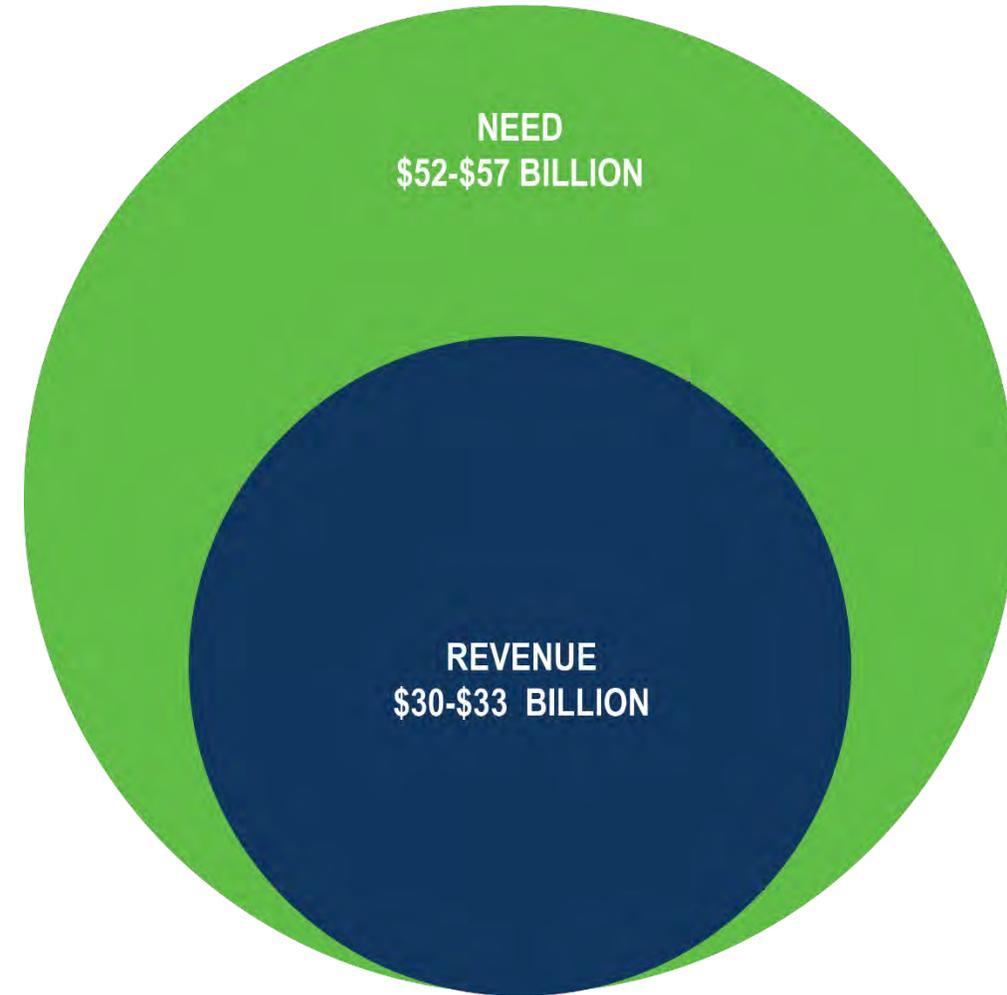
**How much revenue
is estimated?**

\$30-33 Billion
(2023-2042)



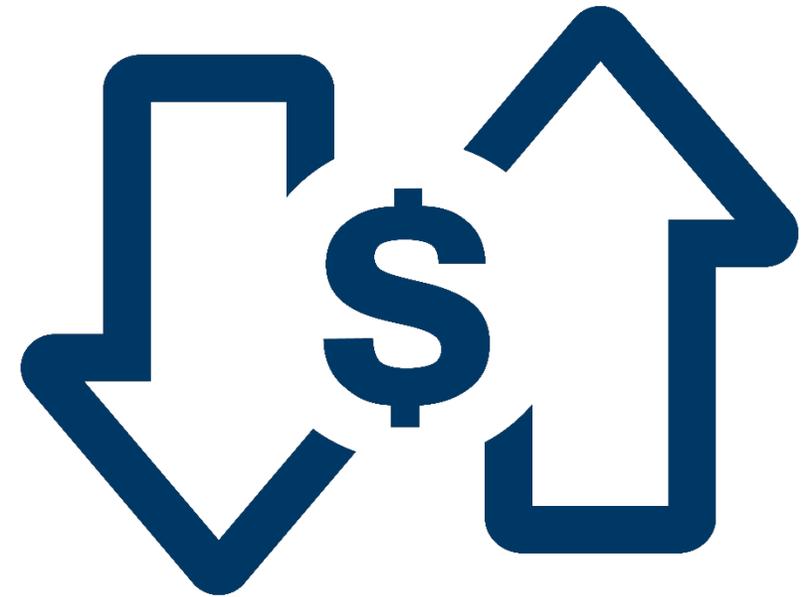
Revenue vs. Need

- **MnDOT is projecting a funding gap of between \$19 – \$27 billion**
- Increase due to several factors
 - Projected costs of inflation
 - Refined and more thorough planning processes
 - New state goals in areas such as pedestrian and bicycle facilities and freight
- Low end of estimated need reflects Minnesota successfully achieving preliminary goals of reducing per capita Vehicle Miles Traveled (VMT)
- In addition to the needs identified by MnDOT, cities and counties have identified \$5-6 billion in priority investments on the state highway system



Discussion of Priorities and Trade-Offs

- \$30-\$33 billion in available funding for the state highway system over the next 20 years
- A minimum of \$23.5 billion is needed across all categories to:
 - Manage highest risks
 - Complete programmed projects
 - Implement federal funding programs
 - Meet requirements in each category
- An estimated \$7-\$9 billion of remaining funding is available for additional improvements or outcomes





What are the most important improvements to prioritize?



Provide feedback today



www.menti.com

Code: 7856 0944



What are the top five improvements you feel are most important?

- Improve readiness for changing transportation technology
- Improve condition of bridges through more repair and replacement projects
- Adapt infrastructure to resist damage from extreme weather events and improve resilience
- Add more freight mobility and safety improvements
- Focus on reducing unexpected travel delays through mobility and capacity improvements
- Partner with cities and counties to address quality of life and economic development
- Focus on addressing improvements in urban areas including small towns and main streets
- Maintain and expand pedestrian and bicycle infrastructure including making it accessible for all
- Maintain smooth driving surface through more repair and reconstruction projects
- Maintain rest areas for the safety and health of travelers and truck drivers
- Improve condition of other roadside infrastructure like signals, culverts, lighting, walls and guardrail
- Add new safety improvements

www.menti.com Code: 7856 0944

[Go to Mentimeter results]

**Which approach
best aligns with
your vision for
the state
highway system?**



“I'd like to see the existing system maintained first before expanding or adding to the system. A smooth road surface when driving is most important. Roads which become rough should not stay that way for long.”

**Adapt to
Changing
Technology
and Climate**

**Improve
Mobility for All
Highway Users**

**Prioritize
Bridges**

**Prioritize
Pavements**
(Current Approach)

**Prioritize
Highway Capacity
Expansion**

**Focus on Safe
and Equitable
Communities**



“Highways should be made more resistant to the growing extreme weather events and support changing transportation technology. Highways also need to be designed to support more walking and bicycling.”

Improve
Mobility for All
Highway Users

Prioritize
Pavements
(Current Approach)

Prioritize
Bridges

Prioritize
Highway Capacity
Expansion

Focus on Safe
and Equitable
Communities



“Whatever additional resources are available should be put towards improving and maintaining bridges. MnDOT should not be in a position where it would need to close or limit traffic on bridges because they need repairs.”



“Highways should be safer for people to use, including for walking and bicycling. Improvements on highways should support strategies for reconnecting divided communities and other livability improvements.”

**Adapt to
Changing
Technology
and Climate**

**Improve
Mobility for All
Highway Users**

**Prioritize
Bridges**

**Prioritize
Pavements**
(Current Approach)

**Prioritize
Highway Capacity
Expansion**

**Focus on Safe
and Equitable
Communities**

“In the future, there needs to be fewer delays and less congestion. Population continues to grow and MnDOT should be planning for and accommodating the increase in vehicle traffic.”

“Minnesota is growing but we cannot build ourselves out of traffic congestion. In addition to addressing vehicle mobility, the highway system needs improvements for freight and for people walking, bicycling, and taking transit.”



“I'd like to see the existing system maintained first before expanding or adding to the system. A smooth road surface when driving is most important. Roads which become rough should not stay that way for long.”

“Minnesota is growing but we cannot build ourselves out of traffic congestion. In addition to addressing vehicle mobility, the highway system needs improvements for freight and for people walking, bicycling, and taking transit.”

“In the future, there needs to be fewer delays and less congestion. Population continues to grow and MnDOT should be planning for and accommodating the increase in vehicle traffic.”



“Highways should be made more resistant to the growing extreme weather events and support changing transportation technology. Highways also need to be designed to support more walking and bicycling.”

“Whatever additional resources are available should be put towards improving and maintaining bridges. MnDOT should not be in a position where it would need to close or limit traffic on bridges because they need repairs.”

“Highways should be safer for people to use, including for walking and bicycling. Improvements on highways should support strategies for reconnecting divided communities and other livability improvements.”

www.menti.com

Code: 7856 0944

[Go to Mentimeter results]

**What else
would you like
us to know?**



**Create your own
approach!**

Go to:

www.minnesotago.org/investment/

Highway Budget Tool

m HIGHWAY BUDGET TOOL

MnDOT

Highway Budget Tool



How do we come up with our budget?

Like you, MnDOT has a budget for its expenses. We all make responsible decisions to spend money on our basic needs—shelter, food, clothing. MnDOT makes responsible decisions to spend money to maintain the state highway system to a basic level of performance. We have to make tough decisions on how to spend resources in the most efficient and effective ways. Planning activities like the [Minnesota State Highway Investment Plan](#) help guide these decisions.



Tell us about yourself!

Our goal is to get input from a wide range of people. We are collecting demographic information to identify who we're hearing from. Providing data is optional, however, by answering you will be helping MnDOT understand the needs and preferences of the diverse communities that MnDOT serves. Your responses will not be associated with you, personally.

Age

Are you of Hispanic descent?

What describes your racial/ethnic background?

What best describes how you think of yourself?

Zip Code

Get started →

Highway Budget Tool – How to start?

[← Back](#)

Choose how you want to start

Select a starter scenario



Take approximately 3 minutes to adjust the allocations for an established scenario



Prioritize Pavement / Current Approach



Prioritize Bridges



Adapt to Changing Technology and Climate



Prioritize Highway Capacity Expansion



Improve Mobility for All Highway Users



Focus on Safe and Equitable Communities

[Start with the minimum investment](#)



Take approximately 10 minutes to create a custom investment scenario from scratch

Add investments to see your baseline budget scenario.



AVAILABLE BUDGET

\$30 - 33B

Available Budget

\$23.5B
MINIMUM
INVESTMENT

\$23.5B

\$0

Start from the minimum levels...

Set your baseline budget

Pick and choose spending levels for different categories below. You can spend up to \$30-33 billion. This total is MnDOT's actual projected funding for the state highway system over the next 20 years.

[Choose another scenario](#) or [Start with the minimum investment](#)

Add investments to see your baseline budget scenario.



Advancing Technology

[Learn more](#)



Bridge Condition

[Learn more](#)



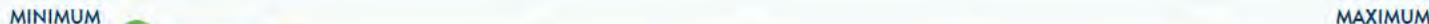
Climate Resilience

[Learn more](#)



Freight

[Learn more](#)



AVAILABLE BUDGET
\$30 - 33B

Available Budget

\$23.5B
MINIMUM INVESTMENT

\$23.5B

\$0

...or start from an approach

Set your baseline budget

Pick and choose spending levels for different categories below. You can spend up to \$30-33 billion. This total is MnDOT's actual projected funding for the state highway system over the next 20 years.

[Choose another scenario](#) or [Start with the minimum investment](#)

Your baseline budget scenario:
Prioritize Pavement / Current Approach



[Learn more](#)

Advancing Technology
[Learn more](#)



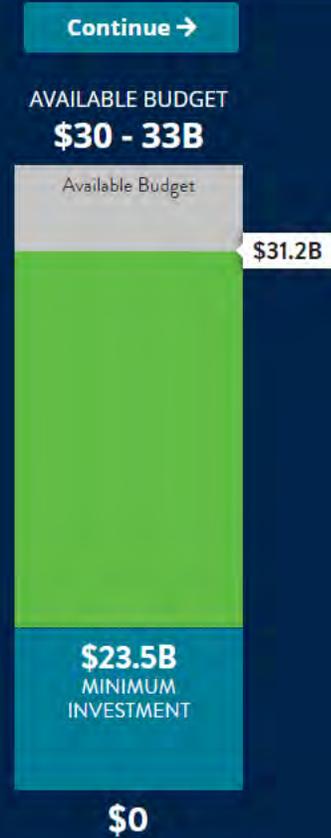
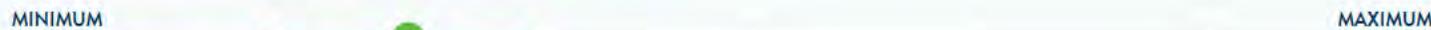
Bridge Condition
[Learn more](#)



Climate Resilience
[Learn more](#)



Freight
[Learn more](#)



Looking more details?

Set your baseline budget

Pick and choose spending levels for different categories below. You can spend up to \$30-33 billion. This total is MnDOT's actual projected funding for the state highway system over the next 20 years.

Choose another scenario ▼ or [Start with the minimum investment](#)

Your baseline budget scenario:

Custom



Continue →

AVAILABLE BUDGET

\$30 - 33B

Available Budget

\$32.2B

\$23.5B
MINIMUM INVESTMENT

\$0

Advancing Technology

Learn more

Advancing Technology focuses on implementing new technologies on the state highway system. Investments help prepare for transformative technology advancements such as connected and autonomous vehicles, traffic signal management, or advanced work zone safety. Improvements focus on expanding the MnDOT's fiber network along highways and ensure the state's intelligent transportation system infrastructure is maintained and expanded.

MINIMUM



MAXIMUM

On major highways **Level 1** All other roadways **Level 1.5** Bridge culverts **Level 1**

MINIMUM



MAXIMUM

Flood mitigation **Level 2** Proactive resilient infrastructure **Level 3** Snow fences **Level 3** Green Infrastructure **Level 3**

Strategy Level 3 - Up to 475 miles of roadways with new/improved green infrastructure

MINIMUM



MAXIMUM

Freight mobility **Level 1** Weigh stations **Level 1** Rail crossings Truck parking

MINIMUM

MAXIMUM

Uh-oh, you went over!

Set your baseline budget

Pick and choose spending levels for different categories below. You can spend up to \$30-33 billion. This total is MnDOT's actual projected funding for the state highway system over the next 20 years.

Choose another scenario or Start with the

Your baseline budget scenario:

Custom



(!)

Budget Exceeded!

You have exceeded your available budget!
Please reduce an investment.

Close

(!) Budget Exceeded
You are \$0.6B over budget

AVAILABLE BUDGET

\$30 - 33B

\$33.6B

\$23.5B
MINIMUM INVESTMENT

\$0

Advancing Technology
Learn more

MINIMUM

\$250M

ITS expansion

Bridge Condition
Learn more

MINIMUM

\$2.8B

\$4.4B

\$4.8B

\$5.3B

\$6.2B

\$6.7B

On major highways **Level 2**

All other roadways **Level 3**

Bridge culverts **Level 2**

Climate Resilience
Learn more

MINIMUM

\$166M

\$279M

\$341M

\$605M

\$848M

\$1.2B

MAXIMUM

Flood mitigation **Level 2**

Proactive resilient infrastructure **Level 3**

Snow fences **Level 3**

Green Infrastructure **Level 3**

Freight
Learn more

MINIMUM

\$433M

\$587M

\$794M

\$944M

\$1.3B

MAXIMUM

Freight mobility **Level 1**

Weigh stations **Level 1**

Rail crossings

Truck parking

Help us spread the word!

- Share the link to the online investment budgeting tool
www.minnesotago.org/investment/
- Follow MnDOT on social media and share MnSHIP posts
- Sign up for e-mail updates
- Request a presentation for your organization
- We're also traveling around the state attending community events



Timeline

- **Now to end of September** – 1st public engagement period
- **Fall 2022** – Compile a draft investment direction
- **Winter 2023** – 2nd public engagement period
 - Present and gather feedback on draft investment direction
 - Identify priorities for +\$2 B and +\$6 B increasing revenue investment directions
- **Spring/Summer 2023** – Compile draft plan and seek public comment
- **Late Summer 2023** – Adopt final plan

Questions?

Thank you again!

Josh Pearson

Joshua.pearson@state.mn.us

651-366-3773

MINNESOTA  GO



To: Transportation Technical Committee
From: Cindy Gray, Executive Director
Date: August 5, 2022
Re: TTC Freight Representative

Metro COG's Transportation Technical Committee (TTC) Bylaws identify a freight representative as a full voting member of the committee. With the retirement of Mark Wolters earlier this year, we lost our freight representative. We solicited for a new freight representative through the following actions:

- Public notice in The Forum advertising the opportunity to serve as a freight representative on the TTC
- Website posting on Metro COG's website
- Email distribution through the State Freight Advisory Committee membership with the assistance of NDDOT
- Email of information to various freight contacts locally, such as the FM Transportation Club, the Safety 20 Group, and the Northern Region Association of Safety Professionals
- Email of information to freight-related members of study review committees

Metro COG is very fortunate to have an applicant for the Freight Representative on the Transportation Technical Committee. The applicant is Kelly Krapu, with TrueNorth Compliance Services. Kelly's application is attached for your reference (Attachment 1). She has been working in the transportation industry for approximately 15 years, and specializes in heavy truck and commercial vehicle safety. She works with freight carriers daily and hears their frustrations and challenges. She is eager to be their voice when it comes to local transportation issues and needs.

Kelly is actively involved in safety and freight related professional organizations.

Requested Action:

Recommend Policy Board approval of Kelly Krapu as the Freight Representative to the TTC.

METROCOG

APPLICATION FOR FREIGHT REPRESENTATIVE
METRO COG TRANSPORTATION TECHNICAL COMMITTEE (TTC)

APPLICANT INFORMATION

Name:

Phone:

Email:

Preferred mailing address:

City:

State:

ZIP Code:

EMPLOYMENT INFORMATION

Current employer:

Employer address:

Phone:

E-mail:

Fax:

City:

State:

ZIP Code:

Position:

WHAT SKILLS, TRAINING, OR EXPERIENCE DO YOU HAVE RELATED TO THE WORK OF THE TRANSPORTATION TECHNICAL COMMITTEE?

REASON FOR YOUR INTEREST TO SERVE ON THIS COMMITTEE?

PLEASE PROVIDE A BRIEF BIO (200 WORDS OR LESS)
NOTE: THIS MAY BE INCLUDED IN PACKET MATERIAL TO THE COMMITTEE

Signature:

Kelly Krapu

Date:

Please return this form to Cindy Gray – gray@fmmetrocog.org

Or mail to:

Fargo-Moorhead Metropolitan Council of Governments

Attn: Cindy Gray

1 – 2nd St N

Case Plaza, Suite 232

Fargo, ND 58102-4807

To: Transportation Technical Committee
From: Ari Del Rosario, Assistant Transportation Planner
Date: August 8, 2022
Re: **2022-2025 Transportation Improvement Program (TIP) Amendment #7**

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) will hold a virtual public meeting via Zoom Video Communications on Thursday, August 18, 2022 at 4:00 p.m. to consider public comments regarding a proposed amendment to the 2022-2025 Transportation Improvement Program (TIP) for the FM Metropolitan Area. The proposed amendment to the 2022-2025 TIP reflects a modified federally funded project within the Metropolitan Planning Area (MPA).

A public notice was published in The Forum of Fargo-Moorhead on Wednesday, August 10, 2022, which advertised the public meeting, detailed how to request more information, and provided information on how to make public comment regarding the proposed amendment. The public notice advertised that public comments will be accepted until 12:00 p.m. (noon) on Thursday, August 18, 2022. As of the writing of this memo, no written comments have been received.

The proposed amendment to the 2022-2025 TIP is as follows:

1. **Modification of Project 4200016:** City of Fargo reconstruction of 52nd Avenue S (2022). The total project cost increased by 100% from \$7,000,000 to \$14,000,000 of which Surface Transportation Block Grant Program - Urban (STBGP-U) funds of \$4,000,000 were added to the project for FY 2023. Local funding for the project increased from \$2,000,000 to \$5,000,000.

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

Requested Action: Recommend approval of Amendment #7 of the Metro COG 2022-2025 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 7 - 2022-2025 METRO COG TIP												
Moorhead Transit												
Fargo Transit												
City of Fargo												
City of Fargo	4200016 23036 8012	2022	52nd Ave S		63rd St	Sheyenne	Reconstruction of 52nd Avenue S (Associated with project 1220035) ***Pending***	Reconstruction	\$ 14,000,000 \$ 7,000,000	STBGP-U	Local	\$ 5,000,000 (FY22) \$ 4,000,000 (FY23) \$ 5,000,000 \$ 2,000,000
City of Moorhead												
City of West Fargo												
North Dakota Department of Transportation												
Minnesota Department of Transportation												
Clay County												



To: Transportation Technical Committee
From: Cindy Gray, Executive Director
Date: August 8, 2022
Re: **Amendment #5, 2021-2022 Unified Planning Work Program (UPWP)**

The purpose of this agenda item is to discuss a proposed amendment to the 2021-2022 UPWP. The amendment includes the following change:

- The reallocation of unused budget from five projects toward the purchase of three Eco-Counter Pyro Box counters, installation materials and custom paint to allow the boxes to be as unnoticeable as possible to the traveling public.

Three of Metro COG's recent project contracts with ATAC were originally estimated at higher amounts than the budgets that were ultimately included in the scope of work and contract. The 2021 amendment for the Veterans Boulevard Corridor Study also resulted in a small amount of unspent funds. Unused funds for the projects are shown below:

Project	Original Budget	Unspent
o DTA Analysis (ATAC)	\$15,000.00	\$5,088.00
o Job and House Data Review	\$10,000.00	\$2,811.00
o ITS Update	\$28,000.00	\$30.00
o Veterans Corridor Study	\$244,150.50	\$894.31
o Moorhead TM Counts/Synchro	\$15,000.00	\$2,630.00
Total Unspent		\$11,453.31

The purpose of reallocating the funds is to purchase three bicycle/pedestrian counting devices which is anticipated to cost approximately \$10,075.00 (including shipping and installation materials).

Currently the pedestrian counting infrastructure is tabulated in two different types of software. It would be beneficial to replace two of our oldest counters that require less user-friendly software. These counters are located at the Oak Grover/Riverfront Park pedestrian bridge, and the Gooseberry/Lindenwood pedestrian bridge. The use of the Eco-Counter Pyro-Box counters will streamline the collection and report-writing process because they use the same software as the newly installed Eco-Counters in West Fargo and Fargo.

The advantage of the proposed counters and their method of installation is that they are moveable. Therefore, we would initially propose placing two of the counters in the locations of the existing equipment, but they can be moved to different locations to gather data for corridor studies, to compare bike and ped volumes before and after a project, or to respond to questions that arise. A third counter would be purchased as

well under this proposal, and Metro COG staff will work with the Metropolitan Bicycle and Pedestrian Committee to identify the optimal location for initial deployment.

The resulting budgetary impact to local jurisdictions is neutral. The funding breakdown for the purchase would be as follows:

Federal Funds:	\$8,060.00
<u>Local Match:</u>	<u>\$ 2,015.00</u>
Total	\$10,075.00

The local match portion of the funding has already been paid by local jurisdictions.

Requested Action: Recommend approval to the Policy Board of Amendment 5 to the 2021-2022 UPWP, to use \$10,075 in unused funds from other projects to purchase three bicycle and pedestrian counters and associated installation materials.