

541st Transportation Technical Committee
Fargo-Moorhead Metropolitan Council of Governments
THURSDAY, May 11, 2023 – 10:00 a.m.
Metro COG Conference Room
AGENDA

1. Call to Order and Introductions
2. Approve the Agenda Action Item
3. Consider Minutes of the April 11, 2023 TTC Meeting Action Item
4. Public Input Opportunity Public Input
5. MnSHIP Presentation Information Item
6. Housing Needs & Market Analysis Contract Amendment #1 Action Item
7. 2023-2026 TIP Administrative Adjustment #2 & #3 Information Item
8. Carbon Reduction Program Technical Evaluation Action Item
9. TH10 Through Dilworth Corridor Study – Final Report Action Item
10. 2023-2024 UPWP Amendment #2 Action Item
11. ND MPO CPG Funding Formula Action Item
12. RFP for Transit Routing, Street Design, & Transit Scheduling Software Action Item
13. Remix Streets Demonstration Information 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, June 8, 2023** at 10:00 a.m. 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_R7d0IBkuSqWQ9pMNU6UBIQ

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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**540th Meeting of the
FM Metro COG Transportation Technical Committee
Thursday, April 13, 2023 – 10:00 am
Metro COG Conference Room**

Members Present:

Jonathan	Atkins	City of Moorhead Traffic Engineering
Jason	Benson	Cass County Highway Engineering
Maegin	Elshaug	City of Fargo (alternate for Nicole Crutchfield)
Jeremy	Gorden	City of Fargo Transportation Engineering
Cindy	Gray	Metro COG
Jace	Hellman	City of Horace – Community Development Director
Robin	Huston	City of Moorhead Planning
Don	Lorsung	City of Dilworth Community Development
Aaron	Nelson	West Fargo City Planning
Grace	Puppe	Cass County Planning
Joe	Raso	GFMEDC
Mary	Safgren	MnDOT – District 4
Jordan	Smith	MATBUS (alternate for Julie Bommelman)
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:

Julie	Bommelman	City of Fargo, MATBUS (alternate present)
Nicole	Crutchfield	City of Fargo Planning (alternate present)
Matthew	Jacobson	Clay County Planning
Kelly	Krapu	Freight Representative - TrueNorth Compliance Service

Others Present:

Adam	Altenburg	Metro COG
Mariah	Anhalt	Stantec
Paul	Bervik	Metro COG
Angie	Bolstad	Stantec
Jaron	Capps	Metro COG
Connor	Cox	WSB
James	Dahlman	Interstate Engineering, City of Horace
Ari	Del Rosario	Metro COG
Brenda	Derrig	City of Fargo
Joe	Devore	KLJ
Dylan	Dunn	Moore Engineering
Dan	Farnsworth	Metro COG
Wade	Frank	Stantec
Ben	Griffith	Metro COG
Matthew	Huettl	HDR

Will	Hutchings	Stantec
Paul	Jensen	Public
Brian	King	HDR
Matt	Kinsella	Apex
Savanna	Leach	Metro COG
Michael	Maddox	Metro COG
Brent	Muscha	Apex
Malachi	Peterson	SRF
Brian	Ray	HDR
Ayden	Schaffler	Metro COG
Erika	Shepard	MnDOT
Kalvin	Strecker	Houston Engineering
Jacob	Weiss	SRF

1. CALL TO ORDER AND INTRODUCTIONS

The meeting was called to order at 10:00 am, on April 13, 2023 by Chair Gray. A quorum was present.

2. Approve the 540 TTC Meeting Agenda

Chair Gray asked if there were any questions or changes to the 540 TTC Meeting Agenda.

Motion: Approve the 540 TTC Meeting Agenda.

Mr. Hellman moved, seconded by Ms. Puppe

MOTION, PASSED.

Motion carried unanimously.

3. APPROVE March 9, 2023 TTC MEETING MINUTES

Chair Gray asked if there were any questions or changes to the March 9, 2023 TTC Meeting Minutes.

Motion: Approve the March 9, 2023 TTC Minutes.

Mr. Lorsung moved, seconded by Mr. Atkins

MOTION, PASSED

Motion carried unanimously.

4. Public Comment Opportunity

No public comments were made or received.

5. Safe Streets and Roads for All (SS4A) – Request for Proposals

Mr. Altenburg presented the Safe Streets and Roads for All (SS4A) request for proposals. Metro COG is seeking review and recommendation of the draft Request for Proposals (RFP) for the Safe Streets and Roads for All (SS4A) Comprehensive Safety Action Plan (CSAP). The plan is intended to provide a framework of innovative strategies and implementation actions intended to reduce transportation-related fatalities and serious injuries and support federal safety initiatives.

The CSAP will identify safety issues and specific actions that can be implemented to improve safety for people traveling by any mode throughout the region. The plan will develop recommendations for both motorized and non-motorized modes in the roadway network as well as other elements including land use, transit, freight, and other community factors to create a comprehensive course of action. The plan will address federal and state regulations, including design guidance as well as performance management goals, measures, and targets, and will promote equitable outcomes.

A budget of \$250,000 has been allocated for this study with 80 percent (\$200,000) coming from an SS4A Action Plan Grant that was awarded to Metro COG on January 31. The selection award requires a 20 percent (\$50,000) local match. It is proposed that the project would begin in early June 2023 and be completed by November 2024.

Mr. Zacher asked if this project will need to be added to the TIP before adding this to the UPWP. Mr. Altenburg said that he has not seen any information stating it would be necessary. Ms. Sperry said she was not certain, but she would look into this.

Motion: Recommend Policy Board approval of the Safe Streets and Roads for All (SS4A) Comprehensive Safety Action Plan RFP.

Mr. Gorden moved, seconded by Mr. Hellman

MOTION, PASSED

Motion carried unanimously.

6. Safe Streets and Roads for All (SS4A) – FHWA Agreement

Mr. Altenburg presented an agreement with FHWA pertaining to the Safe Streets and Roads for All (SS4A). Metro COG is currently working with the FHWA North Dakota Division Office to review the general terms and conditions under the FY22 Safe Streets and Roads for All (SS4A) Discretionary Grant Program and complete an SS4A Action Plan Grant Agreement. This agreement must be executed before any award funds can be allocated toward contracted planning services for the Comprehensive Safety Action Plan (CSAP) anticipated to begin in June.

Motion: Authorize Metro COG's Policy Board Chair to sign the FY22 SS4A Action Plan Grant Agreement upon final review and approval by the FHWA North Dakota Division Office and the FHWA Office of Acquisition and Grants Management.

Mr. Gorden moved, seconded by Mr. Atkins

MOTION, PASSED

Motion carried unanimously.

7. Electric Vehicle Readiness Study – Consultant Selection

Mr. Altenburg presented HDR as the highest-ranked consultant that proposed on the RFP. In February, Metro COG's Policy Board approved the RFP to secure a consultant to complete the technical and planning tasks outlined in the scope of work under an approved budget of \$150,000. Metro COG received five

proposals before the March 24 closing date from the following lead consultants: Alliant, HDR, SRF, Stantec, and WSB. The selection committee met with and interviewed consultants on April 6 and April 10 to further understand each consultant's technical qualifications, task deliverables, and past project experience. Selection committee members included Metro COG, City of West Fargo, City of Fargo, City of Dilworth, City of Moorhead, Cass County, Moorhead Public Service, and Clay County.

The initial cost proposal form submitted by HDR is \$149,953.83. Total project costs would be split 80 percent between funding through the Carbon Reduction Program (CRP) and a 20 percent local match from Metro COG's member jurisdictions. A CRP project agreement is required before a contract with the consultant can be signed. It is anticipated that this agreement will be ready in May.

Motion: Recommend Policy Board approval of the selection of HDR to complete the Electric Vehicle Readiness Study pending contract negotiations to finalize the scope and fee, and the development of a final CRP project agreement with NDDOT.

Mr. Smith moved, seconded by Mr. Wrucke

MOTION, PASSED

Motion carried unanimously.

8. Climate Pollution Reduction Grant (EPA Grant)

Mr. Altenburg presented the Climate Pollution Reduction Grant, an EPA Grant. . This program, through the U.S. Environmental Protection Agency (EPA), will provide grants to states, local governments, tribes, and territories to develop and implement plans for reducing greenhouse gas emissions and other harmful air pollution. The Inflation Reduction Act (IRA) provides an investment of \$5 billion to support to develop and implement local greenhouse gas reduction strategies. This two-staged grant program provides funding of \$250 million for non-competitive planning grants and \$4.6 billion for competitive implementation grants.

The presumptive allocations for planning grants include \$3 million for states, the District of Columbia, and Puerto Rico. The 67 most populous Metropolitan Statistical Areas (MSAs) would each receive \$1 million provided a lead entity is identified. Planning grants do not require matching funds from recipients.

For states and MSAs to be eligible for planning grants, they must submit a Notice of Intent to Participate (NOIP). The state deadline for NOIPs was March 31 and the metropolitan area deadline is April 28. As of April 2, 46 states, the District of Columbia, Puerto Rico, and two MSAs have submitted a NOIP.

Since four states declined, an additional 12 MSAs are now eligible for funding bringing the total to 79 metropolitan areas. If additional MSAs decline funding and/or are unable to identify an entity to serve as a lead organization, funds would be available for the next metropolitan area on the national MSA list. The

EPA is encouraging organizations representing metropolitan areas beyond the presumptive list of 79 MSAs to submit a NOIP by April 28.

The Fargo, ND-MN MSA is currently listed at 193 in terms of population. However, many larger MSAs or regions that closely align with MSA boundaries already have climate action plans in place. The EPA expects to issue the notice of funding opportunity (NOFO) for implementation grants later in 2023.

If Metro COG is initially successful with its NOIP, a workplan and budget will need to be completed by May 31. Planning grants for MSAs likely be awarded through cooperative agreements in July or August of 2023.

9. Interstate Operations Analysis – Project Update

Ms. Gray presented an update to the on-going Interstate Operations Analysis.

10. 2023-2026 Transportation Improvement Program Amendment #6

Mr. Bervik presented Amendment #6 to the 2023-2026 Transportation Improvement Program. A public notice was published in The Forum of Fargo-Moorhead on Wednesday, April 5, 2023, 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 all public comments will be accepted until 12:00 p.m. (noon) on Thursday, April 20, 2023.

The proposed amendment to the 2023-2026 TIP is as follows:

1. Modification of Project 0235032: Electric Vehicle Readiness Study across all Metro COG jurisdictions (2023). Updated project description.
2. New Project 4236033: Replacing lighting heads with LED lighting heads throughout the City of Fargo. (2023).

Motion: Recommend approval of Amendment 6 of the Metro COG 2023-2026 Transportation Improvement Program (TIP) to the Policy Board.

Mr. Gorden moved, seconded by Mr. Hellman

MOTION, PASSED

Motion carried unanimously.

11. Carbon Reduction Program Solicitation Reminder

Mr. Bervik reminded the committee that Metro COG recently opened the solicitation for projects for the Carbon Reduction Program (CRP). The agency will be accepting North Dakota project applications for federal fiscal years 2024 (\$1,120,000) and 2025 (\$1,140,000), and Minnesota project applications for FY2024 (\$122,000) only. FY 2026 will be programmed at future solicitation as well as FY 2025 in Minnesota.

12. Moorhead I-94 & 20th Street Consultant Selection

Mr. Farnsworth presented Stantec as the highest-ranked consulting firm who proposed on the RFP. This project has a budgeted amount of \$150,000 (\$120,000 funded using Federal CPG funds, \$15,000 using MnDOT funds, and \$15,000 using City of Moorhead funds).

The deadline for consulting firms to submit proposals was March 17th. Metro COG received proposals from three firms – KLJ, Stantec, and WSB.

Metro COG and the consultant selection panel met on Tuesday April 11th to interview the firms and select the top ranked firm. Upon interviews with the three consultant teams, Stantec was the highest ranked firm. Stantec's cost proposal came in at \$149,945.56, which is within the budgeted amount.

Motion: Recommend Policy Board approval of Metro COG entering into a contract with Stantec for the Moorhead I-94 & 20th St Interchange Analysis.

Mr. Atkins moved, seconded by Mr. Lorsung

MOTION, PASSED

Motion carried unanimously.

13. West Metro Perimeter Highway Study Request for Proposals

Mr. Farnsworth presented the Request for Proposals for the West Metro Perimeter Highway Study. The purpose of this study is to determine the feasibility, alignment, costs, and right-of-way necessary for a perimeter highway just west of the Fargo-Moorhead metro area. This study will build off of the Interstate Operations Analysis which is approaching completion.

A portion of this perimeter highway is anticipated to be adjacent to the FM Area Diversion where land has been acquired for the Diversion project. The timing of this study is critical in that excess right-of-way purchased for the Diversion project is available for use of a potential perimeter highway. In the near future, this property will need to be placed on the market, however the opportunity exists for the County to purchase this property which could be used for a future highway corridor.

The West Metro Perimeter Highway Study will be a consultant-led study and is in Metro COG's Unified Planning Work Program (UPWP) (Amendment 1) for the year 2023. The budget for this study is \$250,000 with 80% (\$200,000) coming from Metro COG's CPG funds and 20% (\$50,000) from Cass County.

Motion: Recommend Policy Board approval of the West Metro Perimeter Highway Study RFP

Mr. Benson moved, seconded by Ms. Van Beek

MOTION, PASSED

Motion carried unanimously.

***Mr. Sorum left the meeting**

14. 25th Street Corridor Study Contract Amendment #1

Mr. Maddox presented a contract amendment to the 25th Street Corridor Study. This study is in advance of a planned reconstruction project on the northern portion of the roadway between 32nd Ave S and 40th Ave S. The overall focus of the study has been to assess how the roadway is utilized, its function in the overall transportation network, and the desired look and feel of the corridor.

The study included the development of three (3) corridor alternative scenarios, along with intersection configuration sub-alternatives. After the recent conclusion of the alternative development process and analysis phase of the project, City of Fargo staff wanted the consultant to develop additional corridor configuration alternatives, revise existing alternatives, and analyze shifting the alignment of the roadway. At that point in the project, Metro COG asked the consultant to prepare an amendment prior to completing any of the requested work.

The total proposed fee of \$12,594.59 would cover the development of those additional tasks as proposed. The City of Fargo has agreed to fund the full amount of the proposed fee with local funding.

The consultant has agreed that they will complete unfulfilled tasks in the original project scope of work after the tasks in Amendment #1 are completed. This includes the remaining portions of public engagement, document preparation and delivery, and guiding the final plan through the approval process.

Motion: Recommend Policy Board approval of the Amendment #1 to the 25th Street Corridor Study contract with KLJ.

Mr. Gorden moved, seconded by Mr. Hellman

MOTION, PASSED

Motion carried unanimously.

15. Fargo Transportation Plan Contract Amendment #2

Mr. Maddox presented contract amendment #2 to the Fargo Transportation Plan. The Fargo Transportation Plan has been moving forward since the last contract amendment in June 2022. That amendment included tasks that would retool portions of the document. As the Study Review Committee, which consists of department heads from the City of Fargo and Metro COG staff, worked through those elements, new focus areas emerged that City of Fargo staff would like to concentrate on. They feel this plan should span all City of Fargo departments and be linked to not only their comprehensive plan, but also their growth plan effort that just kicked off.

There is approximately \$12,000 remaining in the project budget as changed through Amendment #1. The consultant is proposing an additional not-to-exceed budget of an additional \$50,000. The City of Fargo - Engineering Department agreed that they would be able to fund the additional work solely with local funds in the amount of \$50,000.

Motion: Recommend Policy Board approval of Amendment #2 to the Fargo Transportation Plan contract with Kimley-Horn.

Mr. Gorden moved, seconded by Mr. Hellman

MOTION, PASSED

Motion carried unanimously.

***Mr. Nelson left the meeting**

16. 2023-2024 Unified Planning Work Program – Potential Amendments

On March 13 of 2023, Metro COG participated in the ND MPO Directors' Meeting – 1st Quarter 2023. This meeting involves staff from the MPOs, NDDOT, FHWA, FTA, and in this particular case, City of Minot staff, since Minot will be designated as a new MPO starting in FY 2024.

NDDOT explained that FHWA is scrutinizing the lag in spending of Consolidated Planning Grant (CPG) funds designated for North Dakota MPOs. In an effort to get the funds programmed and authorized for use, NDDOT asked the three MPOs for an updated 2023 budget. Metro COG is already in a position where our UPWP needs to be updated to:

- add the Safe Streets for All (SS4A) Safety Action Plan and adjust staff hours to accommodate time spent on the plan,
- adjust a few operations and overhead costs, including the need for a new and upgraded server.

Several project-related opportunities have arisen and have been discussed with local partners.

17. 2050 Jobs and Households

Mr. Capps presented the 2050 Jobs and Households data. Over the past few months, Metro COG has been attempting to characterize future growth patterns for the entirety of the Metropolitan Planning Area (MPA). Breaking down jurisdictional data into Transportation Analysis Zones (TAZs), this approach has been taken to ensure information accuracy for future Metro COG projects. With this, Metro COG is synthesizing information at a TAZ level that illustrates full-build and 2050 development scenarios. These analyses will be implemented into our regional travel demand model (TDM) and provide a context to growth dynamics for the Metropolitan Transportation Plan (MTP).

All jurisdictions have been sent their respective 2050 growth maps.

***Mr. Atkins left the meeting**

18. Updated UZA Proposal

Mr. Capps presented the proposed updated Urbanized Area Boundary. Metro COG followed parameters as instructed by FHWA and NDDOT to create the proposed boundary:

- Boundary needs to encompass the entire Census Urban Area Boundary
- The boundary should encompass one contiguous area
- Maintain consistency with highway functional classifications
- The boundary should not split roadways or ramps
- Simple, without irregularities
- Align with existing planning boundaries or other physical features
- The boundary should include areas with urban characteristics, such as airports, industrial areas, transportation terminals, major activity centers, etc.

After internal discussion and consideration of the UZA guidance provided by FHWA and NDDOT, we believe the most proactive approach to updating the UZA is to extend the boundary to ¼ mile west of the diversion footprint.

City boundaries were used in some instances where a significant roadway or the diversion alignment did not make sense. The inclusion of the City of Harwood in the UZA is recommended due to the adjacency to the City of Fargo and the flood protection that will be provided by the diversion.

Motion: Recommend Policy Board approval of the Proposed Urban Boundary Map for NDDOT Preliminary Submittal.

Mr. Lorsung moved, seconded by Ms. Huston

MOTION, PASSED

Motion carried unanimously.

19. ND MPO Directors Meeting Update / CPG Funding Formula

Ms. Gray provided a brief recap of the first quarter ND MPO Directors Meeting and the CPG funding formula. The ND MPO Directors had a meeting in mid-March with NDDOT, FHWA and FTA. The City of Minot also participated due to the results of the 2020 Census, which will result in Minot and Surrey (and possibly Burlington) becoming a Metropolitan Planning Organization.

One of the topics discussed at the meeting was the formula used between the three MPOs to split up the CPG funds.

That topic led to an NDDOT discussion regarding the Consolidated Planning Grant (CPG) funding balances of the three MPOs and for the state overall. NDDOT, as the MPO oversight agency, is under significant pressure from FHWA to improve the spending rate of the CPG funds. The BisMan MPO recently began using their 2021 CPG funds. Metro COG is significantly into our portion of the 2022 grant, and GF-EGF is nearly done with their portion of the CPG grant and needs to open the 2023 grant in order to stay funded.

As a result of the issues described above, each MPO has been asked to provide an updated 2023 budget to NDDOT.

20. Remix Streets Demonstration

This was removed from the agenda due to meeting length. Ms. Gray stated that any committee members can contact Mr. Del Rosario for any demonstrations or questions.

21. Agency Updates

Metro COG staff wanted to acknowledge Ms. Gray's upcoming retirement, as this will be her last TTC meeting. Staff thanked her for her service.

22. Additional Business

No additional business.

23. Adjourn

The 540 Regular Meeting of the TTC was adjourned on April 13, 2023 at 12:12 a.m.

THE NEXT FM METRO COG TRANSPORTATION TECHNICAL COMMITTEE MEETING WILL BE HELD May 11, 2023, 10:00 A.M.

Respectfully Submitted,

Savanna Leach
Executive Assistant



Fargo-Moorhead Metropolitan Council of Governments

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To: Transportation Technical Committee
From: Adam Altenburg, AICP
Date: May 3, 2023
Re: **Housing Needs and Market Analysis – Contract Amendment #1**

In May 2022, Metro COG contracted with HR&A for the completion of the Housing Needs and Market Analysis, a comprehensive study aimed at identifying housing needs and challenges in the region and providing local leaders with strategies and solutions to meet those needs. The report is substantially complete at this time, with members of the study review committee having provided final comments on the draft study in early 2023.

As the study neared completion, members of the study review committee began to discuss how best to present study findings, especially to elected officials and regional stakeholders that may be responsible for implementing some of the study's recommendations. It was decided that, based on HR&A's knowledge and expertise on housing needs across the country, their team would be best suited to facilitating those discussions.

HR&A has proposed an add-on scope of work to support the community roll-out of the needs analysis study. The four tasks included as part of this add-on are: 1) a virtual joint presentation to commissions and councils in the metro area that would inform elected officials about study findings, 2) a presentation in July at the Eggs and Issues event hosted by the FMWF Chamber, 3) participation in individual jurisdiction presentations to present materials and answer questions as part the approval process, and, 4) a stakeholder implementation charette and workshop with partner organizations that will be directly or indirectly involved with the implementation of new housing strategies.

Amendment #1 is intended to cover the first three tasks at the fee schedule listed below:

Task 1: Joint Presentation to Commissions and Councils	\$2,500
Task 2: Presentation at FMWF Chamber Eggs and Issues	\$8,000
Task 3: Individual Jurisdiction Presentations	\$1,500 per jurisdiction

The City of Fargo has agreed to fund Task 1 and Task 2 in their entirety. The City of Fargo is the only jurisdiction opting to include Task 3 as part of the study's final approval process which would also be 100 percent locally funded. The total amount for Amendment #1 is \$12,000.

The fourth task for a charette and workshop is expected to be done through a separate amendment with SRF and HR&A as part of the MTP later this summer. SRF is the prime consultant for the MTP and coordinated stakeholder outreach as a subconsultant for the Housing Needs and Market Analysis.

Requested Action: Recommend Policy Board approval of Amendment #1 to the contract with HR&A for the Housing Needs and Market Analysis.

Fargo-Moorhead Metro-Wide Housing Needs Analysis

Add-On Scope of Work | Communications Plan

Following the development of Fargo-Moorhead Housing Needs Analysis, MetroCOG has requested that HR&A support in the community roll-out of the needs analysis study.

Task 1: Joint Presentation to Commissions and Councils

HR&A will virtually present on its findings of the Fargo-Moorhead Housing Needs Analysis. The goal of these meetings will be to inform elected officials of the study findings at the same time, to ensure consistent messaging regarding the findings of the study. HR&A will use the presentation summary that it submitted as part of its final deliverable package, and can be available to make modest adjustments to this document pending input from MetroCOG and the core client team. HR&A assumes MetroCOG with its partner cities will lead the organization, scheduling, and marketing of this event.

Deliverables: Virtual presentation of the materials completed as part of the study at a regional meeting.

Task 2: Presentation at “Chamber Eggs and Issues”

HR&A will attend in-person and present the findings of the Fargo-Moorhead Housing Needs Analysis and Report at a Chamber of Commerce breakfast event, gearing the presentation towards implications for businesses and employers. The goal of this meeting is to educate Chamber of Commerce members and participants on the study findings at the same time, to ensure consistent messaging regarding the findings of the study. HR&A will meet with the Chamber leadership and Core Client team in advance of this session to prepare for this meeting and review materials tailored for this session. HR&A assumes the Chamber will lead the organization and marketing of this event.

Deliverables: Preparation of overview materials and in-person presentation at a Chamber Eggs and Issues event.

Task 3: Participation in Individual Jurisdiction Presentations

HR&A can be available to remotely join additional meetings with individual jurisdictions to present materials and/or answer study questions. Time to prepare for and participate in these meetings will be billed on a time and materials basis.

Deliverables: Virtual participation and potential presentation of materials at local jurisdiction meetings.

Task 4: Stakeholder Implementation Charette and Workshop

HR&A, with support from SRF, will host a workshop with partner organizations that will be directly or indirectly involved with the implementation of new housing strategies. This event will consist of a presentation and discussion with relevant stakeholders in the Fargo-Moorhead Region, most of whom were previously engaged

during the data collection portion of the study. This group could include, but is not limited to, the Home Builders Association, Chamber of Commerce, Greater Fargo-Moorhead Economic Development Corporation, and local Housing Authorities. HR&A will lead an overview presentation of the housing needs findings and recommended strategies for implementation across the region. HR&A will then lead a discussion with the stakeholders around the strategies that the group would like to prioritize and elevate for near-term implementation. The goal of this session will be to grow consensus among the various implementing partners around next steps for executing on housing strategies in the region. HR&A assumes MetroCOG with its partner cities will lead the organization, scheduling, and marketing of this event.

Deliverables:

- In-person presentation of materials developed as part of the study.
- Facilitation of discussion to determine next steps involved in the study.

Price Proposal

The HR&A Team proposes to complete Task 1, 2, and 4 for a fixed fee of \$30,500, exclusive of estimated travel expenses. Expenses for travel to Fargo, to be billed at cost, are estimated to be \$1,200 per person trip. HR&A estimates a one-person trip to Fargo for Task 2 and a two-person trip for Task 4.

Task 3 will be billed on a time and materials basis, at the hourly rates listed below. We estimate each meeting to cost \$1,500.

Proposed Budget	Fee
Task 1: Joint Presentation to Commissions and Councils	\$2,500
Task 2: Presentation at "Chamber Eggs and Issues"	\$8,000
Task 4: Stakeholder Implementation Charette and Workshop	\$20,000
<i>Tasks 1, 2, and 4 Labor Total</i>	<i>\$30,500</i>
Estimated Expenses	\$3,600
Tasks 1, 2, and 4 Total Project Cost	\$34,100
Task 3: Participation in Individual Jurisdiction Presentations	\$1,500*

* Estimated cost per jurisdiction meeting.

2023 hourly rates for professional staff supporting the project will be as follows:

Personnel	Hourly Rate
Partner (Phillip Kash)	\$460
Principal (Erin Lonoff)	\$410
Director	\$360
Senior Analyst	\$275
Analyst (Anna Gallicchio, Danno Lemu)	\$220
Research Analyst	\$175
Admin	\$105

To: Transportation Technical Committee
From: Paul Bervik, Assistant Transportation Planner
Date: May 5, 2023
Re: **2023-2026 Transportation Improvement Program (TIP) Administrative Adjustment #2 and #3**

At the request of City of Moorhead Transit, Metro COG processed two (2) administrative adjustments to the 2023-2026 Transportation Improvement Program (TIP). Each of the project changes requested totaled less than 20%; thus, pursuant to the established amendment and administrative adjustments policy located in Section 10 of the Metro COG 2023-2026 TIP, Metro COG can make the changes administratively by submitting a letter to NDDOT and Metro COG cognizant agencies detailing the changes as well as announcing the change at the next scheduled TTC meeting.

This memo summarizes the changes made to the Metro COG 2023-2026 TIP based upon updated project awards, project cost estimates, and technical corrections. The attached project tables show the updated projects included in these administrative adjustments.

The administrative adjustments to the 2023-2026 TIP are as follows:

1. **Modification of Project 5233024:** Purchase of an Advanced Traffic Management Software (ATMS) and a computer and screens to monitor the system for Moorhead, MN (2023) by City of Moorhead. Change in local cost share (+\$2,500) and total project cost (+\$2,500; +4.2%).
2. **Modification of Project 5233025:** Construction of transit hub improvements at Walmart in Dilworth, MN (2023) by Moorhead Transit. Change in local funding (+\$2,800) and total federal funding (-\$2,800). No change to total project cost.

See attachments for more detailed project information.

Attachment 1 – 2023-2026 TIP Administrative Adjustment 2

Attachment 2 – 2023-2026 TIP Administrative Adjustment 3

No Action – information only.

To: Cognizant Agencies
From: Cindy Gray, AICP
Date: March 24, 2023
Re: **Administrative Adjustment #2 to the 2023-2026 Transportation Improvement Program (TIP) for the Fargo-Moorhead Metropolitan Area**

The purpose of this memo is to inform you that the Fargo-Moorhead Metropolitan Council of Governments (Metro COG) has completed Administrative Adjustments to the project below in the 2023-2026 Transportation Improvement Program (TIP). Based on the policies pertaining to amendment and administrative adjustments in Section 10 of the Metro COG 2023-2026 TIP, no formal MPO action is required for Administrative Adjustments. This memo summarizes the changes made to the Metro COG 2023-2026 TIP based upon updated project awards, project cost estimates, and technical corrections. The attached project table shows the updated projects included in this Administrative Adjustment.

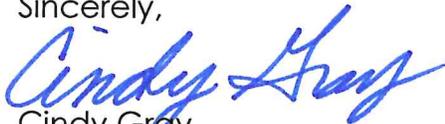
1. **Modification of Project 5233024:** Purchase of an Advanced Traffic Management Software (ATMS) and a computer and screens to monitor the system for Moorhead, MN (2023) by City of Moorhead. Change in local cost share and total project cost.

The above adjustment is pursuant to Section 10 of the Metro COG 2023-2026 TIP which states the following applicable reasons to perform an administrative adjustment:

- The increase in total project cost estimate is lower than the TIP amendment threshold. (20%)

Thank you for your attention to this matter. Please contact me at (701) 232-3242 if you have any questions.

Sincerely,



Cindy Gray
Executive Director
Fargo-Moorhead Metro COG

Attached: (1) 2023-2026 TIP Administrative Adjustment #2 Project List

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	Other Revenue Source	Revenue
Administrative Adjustment 2 - 2023-2026 Metro COG TIP											
City of Moorhead	5233024 144-030-006	2023	Moorhead			**CRP**CITY OF MOORHEAD: PURCHASE SOFTWARE FOR ADVANCED TRAFFIC MANAGEMENT SOFTWARE (ATMS) AND ASSOCIATED HARDWARE	Safety	\$62,500 \$60,000	CRP	Local	\$50,000 \$12,500 \$10,000

To: Cognizant Agencies
From: Michael Maddox, AICP
Date: April 19, 2023
Re: **Administrative Adjustment #3 to the 2023-2026 Transportation Improvement Program (TIP) for the Fargo-Moorhead Metropolitan Area**

The purpose of this memo is to inform you that the Fargo-Moorhead Metropolitan Council of Governments (Metro COG) has completed Administrative Adjustment to the project below in the 2023-2026 Transportation Improvement Program (TIP). Based on the policies pertaining to amendment and administrative adjustments in Section 10 of the Metro COG 2023-2026 TIP, no formal MPO action is required for Administrative Adjustments. This memo summarizes the changes made to the Metro COG 2023-2026 TIP based upon updated project awards, project cost estimates, and technical corrections. The attached project table shows the updated projects included in this Administrative Adjustment.

1. **Modification of Project 5233025:** Construction of transit hub improvements at Walmart in Dilworth, MN (2023) by Moorhead Transit. Change in local funding (+\$2,800) and total federal funding (-\$2,800). No change to total project cost.

The above adjustment is pursuant to Section 10 of the Metro COG 2023-2026 TIP which states the following applicable reasons to perform an administrative adjustment:

- The increase in total project cost estimate is lower than the TIP amendment threshold. (20%)

Thank you for your attention to this matter. Please contact me at (701) 232-3242 if you have any questions.

Sincerely,



Michael Maddox, AICP
Senior Transportation Planner
Fargo-Moorhead Metro COG

Attached: (1) 2023-2026 TIP Administrative Adjustment #3 Project List

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	Other Revenue Source	Revenue
Administrative Adjustment 3 - 2023-2026 Metro COG TIP											
Moorhead Transit	5233025 TRF-0034-23M	2023	Transit			CRP: City of Moorhead; Transit Hub Improvements - Dilworth Walmart (Associated with TRF-0034-23K) Connected to 5210020.	Transit Capital	\$84,000	CRP	Local	\$67,200 \$70,000 \$16,800 \$14,000



To: Transportation Technical Committee
From: Paul Bervik, PE, CFM
Date: May 5, 2023
Re: **Carbon Reduction Program (CRP) Project Technical Evaluation:
FY 2024 and FY 2025**

Metro COG recently opened a solicitation for projects for Carbon Reduction Program (CRP) funding in federal fiscal years 2024 and 2025 on the North Dakota portion of our MPA, and only federal fiscal year 2024 in Minnesota portion of our MPA. The Minnesota FY 2025 CRP funding will be programmed through a future solicitation. Table 1 below lists the estimated funding available in CRP funding through this solicitation. Unlike other transportation funding sources, CRP funding can be used within Metro COG's Metropolitan Planning Area (MPA), not just the Adjusted Urbanized Area (AUZA).

Table 1: Funding Amounts Available by Year Included in the Solicitation

State	Fiscal Year 2024	Fiscal Year 2025
North Dakota	\$1,120,000	\$1,140,000
Minnesota	\$122,000	

Starting October 1, 2023, Metro COG's urbanized area (UZA) will be designated a Transportation Management Area (TMA), and as such will be given the responsibility to solicit, program, select, and track projects utilizing the funding sources it receives as a direct-suballocation. CRP is one of those funding sources.

This is a new process not only because of Metro COG achieving TMA status, but also because CRP is a new funding source created through the Infrastructure Investment and Jobs Act (IIJA). The intent of the funding program is to invest in transportation infrastructure that can lower carbon emissions. There are many eligible projects that can be funded through CRP, including (but not limited to):

- Purchase of electric vehicles or electric vehicle charging infrastructure
- Construction of bicycle and pedestrian facilities
- Replacement of roadway lighting with L.E.D.s

Below is a list of the projects submitted for CRP funding, which are grouped by state and fiscal year. The TTC will be asked as a group to review the technical aspects of each project in regards to the project's technical soundness, impact to the transportation network, timeliness, and potential impact to historically disadvantaged communities. The TTC will provide the results of its technical review to the Metro COG Policy Board for prioritization and ultimately the selection of projects for funding, including the amount of funding designated for each project.

We are asking each project sponsor to present the technical aspects of the project to the TTC so that the group can weigh the merits, technical feasibility, timeliness, transportation impacts, and other such characteristics. This is a new process being implemented stemming from feedback garnered from the STBG project selection process undertaken earlier this year. Please come ready to justify each of your projects at the TTC meeting, and bear with us as we tackle this new process with a new funding source.

Minnesota CRP Projects FY 2024 (\$122,000): – Metro COG received two (2) project applications for Carbon Reduction Program (CRP) funding in FY 2024 following Metro COG's solicitation of projects released in March 2023.

- **LED Streetlight Upgrade (Moorhead)**
 - Primary Improvement: Replacing High-Pressure Sodium (HPS) light bulbs to LED light bulbs
 - Additional Improvements:
 - Total Project Cost: \$95,812
 - Requested 2024 CRP: \$76,650 (80%)
 - Required Local Match: \$19,162 (20%) (City of Moorhead)
 - Remaining Costs: \$0
 - Estimated Carbon Reduction: 92.8 kg/day
 - Carbon Reduction Ratio / \$100,00 Requested: 121.1
 - Consistent with Previous Metro COG Planning Efforts: Yes

- **Rectangular Rapid-Flash Beacon (RRFB) at Intersection of 9th Street SW (County Road 9) and 4th Avenue NW (Dilworth)**
 - Primary Improvement: Construction of a Rectangular Rapid-Flash Beacon (RRFB)
 - Additional Improvements:
 - Total Project Cost: \$60,000
 - Requested 2024 CRP: \$44,000 (73%)
 - Required Local Match: \$16,000 (27%) (City of Dilworth)
 - Remaining Costs: \$0
 - Estimated Carbon Reduction: 75.0 kg/day
 - Carbon Reduction Ratio / \$100,00 Requested: 170.4
 - Consistent with Previous Metro COG Planning Efforts: Yes

North Dakota CRP Projects FY 2024 (\$1,120,000): – Metro COG received six (6) project applications for Carbon Reduction Program (CRP) funding in FY 2024 following Metro COG's solicitation of projects released in March 2023.

- **25th Street Shared Use Path (Fargo)**
 - Primary Improvement: Reconstruction of a Shared Use Path
 - Additional Improvements:
 - Total Project Cost: \$650,000
 - Requested 2024 CRP: \$520,000 (80%)
 - Required Local Match: \$130,000 (20%) (City of Fargo)
 - Remaining Costs: \$0
 - Estimated Carbon Reduction: 75.0 kg/day
 - Carbon Reduction Ratio / \$100,00 Requested: 14.4
 - Consistent with Previous Metro COG Planning Efforts: Yes

- **Drain 27 near Deer Creek (Fargo)**
 - Primary Improvement: Reconstruction of a Shared Use Path
 - Additional Improvements:
 - Total Project Cost: \$992,552
 - Requested 2024 CRP: \$794,000 (80%)
 - Required Local Match: \$199,000 (20%) (City of Fargo)
 - Remaining Costs: \$0
 - Estimated Carbon Reduction: 56.2 kg/day
 - Carbon Reduction Ratio / \$100,00 Requested: 7.1
 - Consistent with Previous Metro COG Planning Efforts: Yes

- **Electric Vehicles and Chargers (West Fargo)**
 - Primary Improvement: Purchasing 6 electric vehicles and 4 level 2 chargers
 - Additional Improvements:
 - Total Project Cost: \$376,000
 - Requested 2026 STBG: \$300,000 (80%)
 - Required Local Match: \$76,000 (20%) (City of West Fargo)
 - Remaining Costs: \$0
 - Estimated Carbon Reduction: 56.6 kg/day
 - Carbon Reduction Ratio / \$100,00 Requested: 9.4 (includes 2025 funding)
 - Consistent with Previous Metro COG Planning Efforts: Yes

Continued: North Dakota CRP Projects FY 2024 (\$1,120,000):

- **LED Streetlight Upgrade (West Fargo)**
 - Primary Improvement: Replacing High-Pressure Sodium (HPS) light bulbs to LED light bulbs
 - Additional Improvements:
 - Total Project Cost: \$375,000
 - Requested 2026 STBG: \$300,000 (80%)
 - Required Local Match: \$75,000 (20%) (City of West Fargo)
 - Remaining Costs: \$0
 - Estimated Carbon Reduction: 192.5 kg/day
 - Carbon Reduction Ratio / \$100,00 Requested: 64.2
 - Consistent with Previous Metro COG Planning Efforts: Yes

- **Governors Drive Shared Use Path (Casselton)**
 - Primary Improvement: Reconstruction of a Shared Use Path
 - Additional Improvements: Construction of a Rectangular Rapid-Flash Beacon (RRFB) at two (2) intersections. Construction of a pedestrian bridge.
 - Total Project Cost: \$850,000
 - Requested 2024 CRP: \$680,000(80%)
 - Required Local Match: \$170,000 (20%) (City of Casselton)
 - Remaining Costs: \$0
 - Estimated Carbon Reduction: 91 kg/day
 - Carbon Reduction Ratio / \$100,00 Requested: 6.1 (includes 2025 funding)
 - Consistent with Previous Metro COG Planning Efforts: Yes

North Dakota CRP Projects FY 2025 (\$1,140,000): – Metro COG has received three (3) project applications for Carbon Reduction Program (CRP) funding in FY 2024 following Metro COG’s solicitation of projects released in March 2023.

- **Red River Trail near the VA Hospital (Fargo)**
 - Primary Improvement: Reconstruction of a Shared Use Path
 - Additional Improvements:
 - Total Project Cost: \$1,357,919
 - Requested 2024 CRP: \$1,086,335 (80%)
 - Required Local Match: \$271,000 (20%) (City of Fargo)
 - Remaining Costs: \$0
 - Estimated Carbon Reduction: 146.6 kg/day
 - Carbon Reduction Ratio / \$100,00 Requested: 13.5
 - Consistent with Previous Metro COG Planning Efforts: Yes

- **Electric Vehicles (West Fargo)**
 - Primary Improvement: Purchasing 6 electric vehicles
 - Additional Improvements:
 - Total Project Cost: \$376,000
 - Requested 2026 STBG: \$300,000 (80%)
 - Required Local Match: \$76,000 (20%) (City of West Fargo)
 - Remaining Costs: \$0
 - Estimated Carbon Reduction: 56.6 kg/day
 - Carbon Reduction Ratio / \$100,00 Requested: 9.4 (includes 2024 funding)
 - Consistent with Previous Metro COG Planning Efforts: Yes

- **Governors Drive Shared Use Path (Casselton)**
 - Primary Improvement: Reconstruction of a Shared Use Path
 - Additional Improvements: Construction of a Rectangular Rapid-Flash Beacon (RRFB) at two (2) intersections. Construction of a pedestrian bridge.
 - Total Project Cost: \$1,025,000
 - Requested 2024 CRP: \$820,000 (80%)
 - Required Local Match: \$205,000 (20%) (City of Casselton)
 - Remaining Costs: \$0
 - Estimated Carbon Reduction: 91 kg/day
 - Carbon Reduction Ratio / \$100,00 Requested: 6.1 (includes 2024 funding)
 - Consistent with Previous Metro COG Planning Efforts: Yes

All of the projects submitted for CRP funding are consistent with the goals, objectives, and policies of the Metro COG Metropolitan Transportation Plan (MTP), Metro Grow: 2045 Fargo-Moorhead Transportation Plan.

We cannot stress the following points enough:

- Projects selected for funding must be feasible and unlikely to be delayed or deemed infeasible as they go through project development and design due to environmental, geotechnical, or permitting issues.
- Cost estimates must be carefully thought through and as accurate as possible to avoid delays due to higher-than-estimated costs and unavailability of sufficient funds.
- Priority projects that are not selected for funding should still enter the project development process as federally funded projects to ensure that we can move them into the TIP for funding if another project is delayed.

Attachments

1. Moorhead LED Lighting Upgrade
2. Dilworth Rectangular Rapid-Flash Beacon
3. Fargo Red River Trail near the VA Hospital
4. Fargo 25th Street Shared Use Path
5. Fargo Drain 27 Shared Use Path near Deer Creek
6. West Fargo Electric Vehicles and Chargers
7. West Fargo LED Lighting Upgrade
8. Casselton Governors Drive Shared Use Path

Requested Action: Recommendation of projects and their associated technical feasibility to the Policy Board for prioritization and selection.



Carbon Reduction Program Application

Step 1: Project Information

Project Summary:

Project Location: LED Streetlight Upgrade at Various Locations			
Lead Jurisdiction: City of Moorhead			
Project Contact: Bob Zimmerman		Contact Phone: 218.299.5393	
Contact Email Address: bob.zimmerman@moorheadmn.gov		AC:	<input type="radio"/> Y <input checked="" type="radio"/> N
Anticipated Bid Letting Date:	N/A	Anticipated Project Completion Date:	12-31-24
State:	<input type="checkbox"/> North Dakota	<input checked="" type="checkbox"/> Minnesota	
Funding FY:	<input checked="" type="checkbox"/> FY2024	<input type="checkbox"/> FY2025	
Funding Requested:	\$76,650		

Project Summary:

Fill out the below table with all funding sources and amounts including the CRP funding requested with this application.

Funding Source	Funding Amount
Local Match (20%)	\$19,162
Grant Request	\$76,650
Total Project Cost:	\$95,812

Project Narrative:

Describe below the work being funded. Please go into detail about each element of the project including: proposed cross section, pavement type, lighting, traffic control, bicycle & pedestrian infrastructure, utility work, etc. Please try to include all relevant information. Also include what makes this project an [eligible project?](#)

The proposed project will replace High-Pressure Sodium (HPS) light bulbs in existing light poles with new, more efficient, LED light bulbs along several arterial and collector roadways including portions of 1st Ave N, Hwy 75, 12th Ave S, 20th St S, 30th Ave S, and SE Main Ave/CSAH 52. Many of the proposed locations have access to multi-use trails and transit stops. This is an eligible project because street lighting is being upgraded to new energy-efficient alternatives.

Project Map and Documentation:

Please provide a map detailing the limits of the project on aerial imagery. Include all details on the map that are relevant to the overall project. Also, if applicable, please provide other materials that document the need for the proposed project in local or regional plans or studies.

- A project map has been included as an attachment to the application
- Additional materials are attached that document the need for the proposed project

Estimated Carbon Reduction Resulting from the Project:

The [CMAQ Emissions Calculator](#) estimates the total carbon reduction of: 92.8 kg/day

Impact to Disadvantaged Communities per Justice40:

- Using the [Climate and Economic Justice Screening tool](#), this project interacts with census tracts identified as disadvantaged.

Describe below impacts this project could have to disadvantaged communities (both positive and negative impacts).

Tract number 27027020202 is impacted by the proposed project along 1st Ave N between 11th Street N and 13th Street N. Several properties along 1st Avenue N between 10th and 11th St N have been acquired by the City in order to construct an underpass at 11th St and will be/have been demolished. Remaining uses along 1st Avenue N in the affected area include a fire station, triplex house, and an auto repair business on the north side. One marine business and vacant land lines 1st Avenue N on the south side of the road within the proposed improvement area.

LED lighting can improve brightness and is more directionally focused compared to HPS lighting. Potential benefits include increased security for pedestrians and cyclists, reduction in crime from brighter streets, and increased visibility for drivers. This could lead to a mode-shift encouraging more people to walk, bike, or roll, or take transit.

Negative impacts are anticipated to be minimal. Improved lighting from LED lights can increase light pollution which could shine into windows and further reduce the ability to see the night sky.

Based on guidance from MnDOT and NDDOT, Metro COG will collaborate with applicants to assist in the documentation of information to ensure that the use of Carbon Reduction Program (CRP) funds meets eligibility requirements and is consistent with each state’s carbon reduction priorities. As we move forward with future

solicitations, Metro COG will identify any refinements to the contents of project applications.

Step 2: Planning Conformance

Relationship of Carbon Reduction to Regional Priorities:

The Metropolitan Transportation Plan – MetroGrow 2045 – includes the following goals:

<p>FM Metro COG MTP 2045 Metro Grow Planning Goals</p>	<p>If applicable, describe: -How this project contributes to each Planning Goal listed below -Specifically, how does this project contribute to carbon reduction through efforts in each MTP planning goal area</p>
 Safety System and Security	<p>Better lighting can increase attractiveness, comfort, and safety for pedestrians, cyclists, and transit users which could lead to a mode-shift further increasing carbon reductions. Furthermore, better lighting makes it easier for drivers to see pedestrians and cyclists and has the potential to reduce accidents.</p>
 Travel Efficiency and Reliability	
 Walking and Biking	<p>Better lighting could lead to increased use of existing sidewalks and multi-use trails by providing well-lit streets that make it more attractive, comfortable, and safe for pedestrians and cyclists. Better lighting also makes it easier for drivers to see pedestrians and cyclists and has the potential to reduce accidents.</p>
 Transit Access	<p>Better lighting could lead to increased transit use by making it easier to find bus stops and increasing comfort and safety for anyone waiting at a bus stop when it's dark. Increased transit usage would increase carbon reduction by removing single-occupant vehicles from the road.</p>
 Maintain Transportation Infrastructure	
 Environmental Sustainability	<p>LED lighting uses less energy compared to HPS lighting which reduces the amount of energy consumed.</p>
 Economic Development and Transportation Decisions	
 Emerging Transportation Trends	

Relationship to State Carbon Reduction Priorities:

The following section pertains only to the applications requesting Minnesota funding. Check all boxes below of priorities that this project satisfies.

- Provides multimodal and intermodal transportation facilities and services to increase access for all persons and businesses and to ensure economic well-being and quality of life without undue burden placed on any community.
- Provides a reasonable travel time for commuters.
- Promotes accountability through systematic management of system performance and productivity through the utilization of technological advancements.
- Ensures that the planning and implementation of all modes of transportation are consistent with the environmental and energy goals of the state.
- Promotes and increase the use of high-occupancy vehicles and low-emission vehicles.
- Increases use of transit as a percentage of all trips statewide by giving highest priority to the transportation modes with the greatest people-moving capacity and lowest long-term economic and environmental cost.
- Promotes and increase bicycling and walking as a percentage of all trips as energy-efficient, nonpolluting and healthy forms of transportation.
- Reduces greenhouse gas emissions from the state's transportation sector.
- Accomplishes these goals with minimal impact on the environment.
- Provides carbon sequestration and storage in forested lands, grasslands or wetlands.

Below are the state carbon reduction plans that were used as source documents for the above list.

[2022 Statewide Multimodal Transportation Plan \(SMTP\)](#)

[Minnesota Climate Action Framework](#)

[Pathways to Decarbonizing Transportation Report](#)



Carbon Reduction Program Application

Step 1: Project Information

Project Summary:

Project Location: Intersection of 9th Street SW (County Rd. 9) and 4th Avenue NW			
Lead Jurisdiction: City of Dilworth			
Project Contact: Peyton Mastera, City Admin.		Contact Phone: (218) 287-2313	
Contact Email Address: lpeytonmastera@ci.dilworth.mnm.us		AC:	<input type="radio"/> Y <input checked="" type="radio"/> N
Anticipated Bid Letting Date:	Apr, 2024	Anticipated Project Completion Date:	Nov, 2024
State:	<input type="checkbox"/> North Dakota	<input checked="" type="checkbox"/> Minnesota	
Funding FY:	<input checked="" type="checkbox"/> FY2024	<input type="checkbox"/> FY2025	
Funding Requested:	\$44,000		

Project Summary:

Fill out the below table with all funding sources and amounts including the CRP funding requested with this application.

Funding Source	Funding Amount
CRP Funding	\$44,000
City of Dilworth	\$16,000
Total Project Cost:	\$60,000

Project Narrative:

Describe below the work being funded. Please go into detail about each element of the project including: proposed cross section, pavement type, lighting, traffic control, bicycle & pedestrian infrastructure, utility work, etc. Please try to include all relevant information. Also include what makes this project an [eligible project?](#)

Installation of a RRFB to enhance the safety of bicyclists and pedestrians crossing 9th Street NW. This is not only a safety enhancement, but will encourage greater use of 4th Avenue NW by bicyclists and pedestrians to access western commercial nodes in Dilworth; thereby lowering the use of motorized vehicles and achieving a reduced carbon footprint by those users. This is an eligible project as it improves safety and traffic flow at a major intersection on a shared use path through enhanced intelligent technology (signalization) and reduction of carbon emissions.

Project Map and Documentation:

Please provide a map detailing the limits of the project on aerial imagery. Include all details on the map that are relevant to the overall project. Also, if applicable, please provide other materials that document the need for the proposed project in local or regional plans or studies.

- A project map has been included as an attachment to the application
- Additional materials are attached that document the need for the proposed project

Estimated Carbon Reduction Resulting from the Project:

The [CMAQ Emissions Calculator](#) estimates the total carbon reduction of: 74.975 kg/d

Impact to Disadvantaged Communities per Justice40:

Using the [Climate and Economic Justice Screening tool](#), this project interacts with census tracts identified as disadvantaged.

Describe below impacts this project could have to disadvantaged communities (both positive and negative impacts).

This project will have a positive impact in providing a signalized crossing on a shared use path providing enhanced safety and usage for pedestrians and bicyclists who are members of disadvantaged communities living in the City of Dilworth.

Based on guidance from MnDOT and NDDOT, Metro COG will collaborate with applicants to assist in the documentation of information to ensure that the use of Carbon Reduction Program (CRP) funds meets eligibility requirements and is consistent with each state's carbon reduction priorities. As we move forward with future

solicitations, Metro COG will identify any refinements to the contents of project applications.

Step 2: Planning Conformance

Relationship of Carbon Reduction to Regional Priorities:

The Metropolitan Transportation Plan – MetroGrow 2045 – includes the following goals:

<p>FM Metro COG MTP 2045 Metro Grow Planning Goals</p>	<p>If applicable, describe: -How this project contributes to each Planning Goal listed below -Specifically, how does this project contribute to carbon reduction through efforts in each MTP planning goal area</p>
 Safety System and Security	<p>Increase safety through signalization acheiving reduced pedestrian and bicycle conflicts/ crashes with motor vehicles.</p>
 Travel Efficiency and Reliability	<p>Improve travel efficiency and reliability through signalization, reducing congestion and traffic conflicts between vehicles and pedestrian/bicycle traffic.</p>
 Walking and Biking	<p>Acheiving greater level of service of a shared use path system by pedestrian and bicyclists through a signalized intersection creating consistant safe and efficient crossing.</p>
 Transit Access	
 Maintain Transportation Infrastructure	
 Environmental Sustainability	<p>Reduce energy consumption though increased pedestrian and bicycle usage of a shared use path to travel between residential areas and commercial nodes.</p>
 Economic Development and Transportation Decisions	<p>Promotes sustainability of shared use path usage by citizens that will enhance economic benefits for the community.</p>
 Emerging Transportation Trends	<p>Utilize intelligent techology to enhance the transportation system.</p>

Relationship to State Carbon Reduction Priorities:

The following section pertains only to the applications requesting Minnesota funding. Check all boxes below of priorities that this project satisfies.

- Provides multimodal and intermodal transportation facilities and services to increase access for all persons and businesses and to ensure economic well-being and quality of life without undue burden placed on any community.
- Provides a reasonable travel time for commuters.
- Promotes accountability through systematic management of system performance and productivity through the utilization of technological advancements.
- Ensures that the planning and implementation of all modes of transportation are consistent with the environmental and energy goals of the state.
- Promotes and increase the use of high-occupancy vehicles and low-emission vehicles.
- Increases use of transit as a percentage of all trips statewide by giving highest priority to the transportation modes with the greatest people-moving capacity and lowest long-term economic and environmental cost.
- Promotes and increase bicycling and walking as a percentage of all trips as energy-efficient, nonpolluting and healthy forms of transportation.
- Reduces greenhouse gas emissions from the state's transportation sector.
- Accomplishes these goals with minimal impact on the environment.
- Provides carbon sequestration and storage in forested lands, grasslands or wetlands.

Below are the state carbon reduction plans that were used as source documents for the above list.

[2022 Statewide Multimodal Transportation Plan \(SMTP\)](#)

[Minnesota Climate Action Framework](#)

[Pathways to Decarbonizing Transportation Report](#)

Step 3: Signature

To the best of my knowledge, information in this application is true and correct. I understand that determinations made by state and federal partners may limit the amount of federal eligibility. Based upon eligibility determinations or other factors, federal funding levels may change. Your local unit of government may then have to supplement funding for the project by local means. Furthermore, it is understood that the development and delivery of the project must align with the fiscal year in which funds are requested. If, for whatever reason, the project cannot be constructed according to that timeline, Metro COG reserves the right to revoke project funding authorization at which time it will seek to program those funds onto an alternate project.

I due hereby formally submit the aforementioned project to Metro COG for federal funding on this day 26th of April (month), 2023 (year).

In Witness Thereof:

Peyton Mastera, City Administrator 4-26-23

Chad Olson, Mayor 4-26-23

(Responsible Government Official)

Date



(Signature of Responsible Government Official)

ANDREW AAKRE

4/26/2023

(City Engineer)

Date



(Signature of City Engineer)

Bicycle and Pedestrian Improvements

This calculator will estimate the reduction in emissions resulting from improvements to bicycle and pedestrian infrastructure and associated mode shift from passenger vehicles to bicycling or walking, including but not limited to sidewalks, dedicated bicycle infrastructure, improved wayfinding, mid-block crossing installations, bike share systems, and bike parking improvements.

Navigator Bicycle and Pedestrian Improvements

INPUT

(1) What is your project evaluation year?

(2) Estimate the shift in daily motorized passenger vehicle trips to non-motorized travel due to the bicycle and pedestrian project.

Daily Passenger Vehicle Trips		
Before	After	Change
<input type="text" value="1000"/>	<input type="text" value="900"/>	<input type="text" value="100"/>

(3a) Select the data type used for entering the typical one-way trip distance of passenger vehicles below:

Trip Distance Source
Average

(3b) If you selected "Average" above, enter the typical one-way trip distance. If you selected "Distribution" above, enter the typical distribution of one-way trip distances.

Typical Trip Distance
(miles one way)

Distribution of Trip Distances (daily fraction per mileage bin)

x < 1	1.5 x < 2	2.5 x < 3	3.5 x < 4	4.5 x < 5	Sum
<input type="text"/>					

OUTPUT

EMISSION REDUCTIONS

Pollutant	Total
Carbon Monoxide (CO)	0.682
Particulate Matter <2.5 µm (PM _{2.5})	0.002
Particulate Matter <10 µm (PM ₁₀)	0.009
Nitrogen Oxide (NOx)	0.037
Volatile Organic Compounds (VOC)	0.025
Carbon Dioxide (CO ₂)	74.574
Carbon Dioxide Equivalent (CO ₂ e)	74.975
Total Energy Consumption (MMBTU/day)	1.008

*Units in kg/day unless otherwise noted



Fargo-Moorhead Metropolitan
Council of Governments

Case Plaza Suite 232 | 1 - 2nd Street North
Fargo, North Dakota 58102-4807
p: 701.532.5100 | f: 701.232.5043
e: metrocog@fmmetrocog.org
www.fmmetrocog.org

Carbon Reduction Program Application

Step 1: Project Information

Project Summary:

Project Location: Along Red River from 15th Avenue N to Park Lane			
Lead Jurisdiction: City of Fargo			
Project Contact: Jeremy Gorden		Contact Phone: 241-1529	
Contact Email Address: jgorden@fargond.gov		AC:	<input type="radio"/> Y <input checked="" type="radio"/> N
Anticipated Bid Letting Date:	Nov 2024	Anticipated Project Completion Date:	Oct 31, 2025
State:	<input checked="" type="checkbox"/> North Dakota		<input type="checkbox"/> Minnesota
Funding FY:	<input type="checkbox"/> FY2024		<input checked="" type="checkbox"/> FY2025
Funding Requested:	\$1,357,919 total		

Project Summary:

Fill out the below table with all funding sources and amounts including the CRP funding requested with this application.

Funding Source	Funding Amount
Carbon Reduction Funds	1,086,335
Fargo local - Construction	271,000
Fargo local - Eng & Admin	353,058
Total Project Cost:	1,710,977

Project Narrative:

Describe below the work being funded. Please go into detail about each element of the project including: proposed cross section, pavement type, lighting, traffic control, bicycle & pedestrian infrastructure, utility work, etc. Please try to include all relevant information. Also include what makes this project an [eligible project?](#)

This project would consist of constructing a 10' wide shared use path along the Red River of the North from 15th Avenue N to Park Lane. It would be located near the Fargo VA Hospital.

Project Map and Documentation:

Please provide a map detailing the limits of the project on aerial imagery. Include all details on the map that are relevant to the overall project. Also, if applicable, please provide other materials that document the need for the proposed project in local or regional plans or studies.

- A project map has been included as an attachment to the application
- Additional materials are attached that document the need for the proposed project

Estimated Carbon Reduction Resulting from the Project:

The [CMAQ Emissions Calculator](#) estimates the total carbon reduction of: 0.97 kg/day CO

Impact to Disadvantaged Communities per Justice40:

- Using the [Climate and Economic Justice Screening tool](#), this project interacts with census tracts identified as disadvantaged.

Describe below impacts this project could have to disadvantaged communities (both positive and negative impacts).

Based on guidance from MnDOT and NDDOT, Metro COG will collaborate with applicants to assist in the documentation of information to ensure that the use of Carbon Reduction Program (CRP) funds meets eligibility requirements and is consistent with each state's carbon reduction priorities. As we move forward with future

solicitations, Metro COG will identify any refinements to the contents of project applications.

Step 2: Planning Conformance

Relationship of Carbon Reduction to Regional Priorities:

The Metropolitan Transportation Plan – MetroGrow 2045 – includes the following goals:

<p>FM Metro COG MTP 2045 Metro Grow Planning Goals</p>	<p>If applicable, describe: -How this project contributes to each Planning Goal listed below -Specifically, how does this project contribute to carbon reduction through efforts in each MTP planning goal area</p>
 Safety System and Security	
 Travel Efficiency and Reliability	
 Walking and Biking	<p>The project would contribute to this Planning Goal as it would increase the amount of shared use path mileage within the city.</p>
 Transit Access	
 Maintain Transportation Infrastructure	
 Environmental Sustainability	<p>The project would contribute to this Planning Goal as it would help to diversify the travel mode in this area.</p>
 Economic Development and Transportation Decisions	
 Emerging Transportation Trends	

Relationship to State Carbon Reduction Priorities:

The following section pertains only to the applications requesting Minnesota funding. Check all boxes below of priorities that this project satisfies.

- Provides multimodal and intermodal transportation facilities and services to increase access for all persons and businesses and to ensure economic well-being and quality of life without undue burden placed on any community.
- Provides a reasonable travel time for commuters.
- Promotes accountability through systematic management of system performance and productivity through the utilization of technological advancements.
- Ensures that the planning and implementation of all modes of transportation are consistent with the environmental and energy goals of the state.
- Promotes and increase the use of high-occupancy vehicles and low-emission vehicles.
- Increases use of transit as a percentage of all trips statewide by giving highest priority to the transportation modes with the greatest people-moving capacity and lowest long-term economic and environmental cost.
- Promotes and increase bicycling and walking as a percentage of all trips as energy-efficient, nonpolluting and healthy forms of transportation.
- Reduces greenhouse gas emissions from the state's transportation sector.
- Accomplishes these goals with minimal impact on the environment.
- Provides carbon sequestration and storage in forested lands, grasslands or wetlands.

Below are the state carbon reduction plans that were used as source documents for the above list.

[2022 Statewide Multimodal Transportation Plan \(SMTP\)](#)

[Minnesota Climate Action Framework](#)

[Pathways to Decarbonizing Transportation Report](#)

Step 3: Signature

To the best of my knowledge, information in this application is true and correct. I understand that determinations made by state and federal partners may limit the amount of federal eligibility. Based upon eligibility determinations or other factors, federal funding levels may change. Your local unit of government may then have to supplement funding for the project by local means. Furthermore, it is understood that the development and delivery of the project must align with the fiscal year in which funds are requested. If, for whatever reason, the project cannot be constructed according to that timeline, Metro COG reserves the right to revoke project funding authorization at which time it will seek to program those funds onto an alternate project.

I due hereby formally submit the aforementioned project to Metro COG for federal funding on this day 26 of April (month), 2023 (year).

In Witness Thereof:

Dr. Timothy J. Mahoney

4-26-23

(Responsible Government Official)

Date



(Signature of Responsible Government Official)

Brenda Derrig

4-26-23

(City Engineer)

Date



(Signature of City Engineer)



These data are provided on an "AS-IS" basis, without warranty of any type, expressed or implied, including but not limited to any warranty as to their performance, merchantability, or fitness for any particular purpose.

Red River Trail

1:9,028

4/27/2023 10:05 AM

This map is not a substitute for accurate field surveys or for locating actual property lines and any adjacent features.



Bicycle and Pedestrian Improvements

This calculator will estimate the reduction in emissions resulting from improvements to bicycle and pedestrian infrastructure and associated mode shift from passenger vehicles to bicycling or walking, including but not limited to sidewalks, dedicated bicycle infrastructure, improved wayfinding, mid-block crossing installations, bike share systems, and bike parking improvements.

INPUT

(1) What is your project evaluation year?

(2) Estimate the shift in daily motorized passenger vehicle trips to non-motorized travel due to the bicycle and pedestrian project.

Daily Passenger Vehicle Trips		
Before	After	Change
<input type="text" value="1200"/>	<input type="text" value="1000"/>	<input type="text" value="200"/>

(3a) Select the data type used for entering the typical one-way trip distance of passenger vehicles below:

Trip Distance Source

(3b) If you selected "Average" above, enter the typical one-way trip distance. If you selected "Distribution" above, enter the typical distribution of one-way trip distances.

Typical Trip Distance (miles one way)

Distribution of Trip Distances (daily fraction per mileage bin)

x < 1	1 ≤ x < 2	2 ≤ x < 3	3 ≤ x < 4	4 ≤ x ≤ 5	Sum
<input type="text"/>					

OUTPUT

EMISSION REDUCTIONS

Pollutant	Total
Carbon Monoxide (CO)	1.289
Particulate Matter <2.5 μm (PM _{2.5})	0.004
Particulate Matter <10 μm (PM ₁₀)	0.018
Nitrogen Oxide (NOx)	0.065
Volatile Organic Compounds (VOC)	0.047
Carbon Dioxide (CO ₂)	145.797
Carbon Dioxide Equivalent (CO ₂ e)	146.550
Total Energy Consumption (MMBTU/day)	1.970

*Units in kg/day unless otherwise noted



Fargo-Moorhead Metropolitan
Council of Governments

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e: metrocog@fmmetrocog.org
www.fmmetrocog.org

Carbon Reduction Program Application

Step 1: Project Information

Project Summary:

Project Location: 25th Street - 64th Avenue S to 73rd Avenue S			
Lead Jurisdiction: City of Fargo			
Project Contact: Jeremy Gorden		Contact Phone: 241-1529	
Contact Email Address: jgorden@fargond.gov		AC:	<input type="radio"/> Y <input checked="" type="radio"/> N
Anticipated Bid Letting Date:	April 15, 2024	Anticipated Project Completion Date:	Oct 31, 2024
State:	<input checked="" type="checkbox"/> North Dakota	<input type="checkbox"/> Minnesota	
Funding FY:	<input checked="" type="checkbox"/> FY2024	<input type="checkbox"/> FY2025	
Funding Requested:	\$650,000 total		

Project Summary:

Fill out the below table with all funding sources and amounts including the CRP funding requested with this application.

Funding Source	Funding Amount
Carbon Reduction Funds	520,000
Fargo local - Construction	130,000
Fargo local - Eng & Admin	169,000
Total Project Cost:	819,000

Project Narrative:

Describe below the work being funded. Please go into detail about each element of the project including: proposed cross section, pavement type, lighting, traffic control, bicycle & pedestrian infrastructure, utility work, etc. Please try to include all relevant information. Also include what makes this project an [eligible project?](#)

This project would consist of constructing a 10' wide shared use path on the west boulevard of 25th Street from 64th Avenue S to 73rd Avenue S.

Project Map and Documentation:

Please provide a map detailing the limits of the project on aerial imagery. Include all details on the map that are relevant to the overall project. Also, if applicable, please provide other materials that document the need for the proposed project in local or regional plans or studies.

- A project map has been included as an attachment to the application
- Additional materials are attached that document the need for the proposed project

Estimated Carbon Reduction Resulting from the Project:

The [CMAQ Emissions Calculator](#) estimates the total carbon reduction of: 0.678 kg/day CO

Impact to Disadvantaged Communities per Justice40:

- Using the [Climate and Economic Justice Screening tool](#), this project interacts with census tracts identified as disadvantaged.

Describe below impacts this project could have to disadvantaged communities (both positive and negative impacts).

Based on guidance from MnDOT and NDDOT, Metro COG will collaborate with applicants to assist in the documentation of information to ensure that the use of Carbon Reduction Program (CRP) funds meets eligibility requirements and is consistent with each state's carbon reduction priorities. As we move forward with future

solicitations, Metro COG will identify any refinements to the contents of project applications.

Step 2: Planning Conformance

Relationship of Carbon Reduction to Regional Priorities:

The Metropolitan Transportation Plan – MetroGrow 2045 – includes the following goals:

<p>FM Metro COG MTP 2045 Metro Grow Planning Goals</p>	<p>If applicable, describe: -How this project contributes to each Planning Goal listed below -Specifically, how does this project contribute to carbon reduction through efforts in each MTP planning goal area</p>
 Safety System and Security	
 Travel Efficiency and Reliability	
 Walking and Biking	<p>The project would contribute to this Planning Goal as it would increase the amount of shared use path mileage within the city.</p>
 Transit Access	
 Maintain Transportation Infrastructure	
 Environmental Sustainability	<p>The project would contribute to this Planning Goal as it would help to diversify the travel mode in this area.</p>
 Economic Development and Transportation Decisions	
 Emerging Transportation Trends	

Relationship to State Carbon Reduction Priorities:

The following section pertains only to the applications requesting Minnesota funding. Check all boxes below of priorities that this project satisfies.

- Provides multimodal and intermodal transportation facilities and services to increase access for all persons and businesses and to ensure economic well-being and quality of life without undue burden placed on any community.
- Provides a reasonable travel time for commuters.
- Promotes accountability through systematic management of system performance and productivity through the utilization of technological advancements.
- Ensures that the planning and implementation of all modes of transportation are consistent with the environmental and energy goals of the state.
- Promotes and increase the use of high-occupancy vehicles and low-emission vehicles.
- Increases use of transit as a percentage of all trips statewide by giving highest priority to the transportation modes with the greatest people-moving capacity and lowest long-term economic and environmental cost.
- Promotes and increase bicycling and walking as a percentage of all trips as energy-efficient, nonpolluting and healthy forms of transportation.
- Reduces greenhouse gas emissions from the state's transportation sector.
- Accomplishes these goals with minimal impact on the environment.
- Provides carbon sequestration and storage in forested lands, grasslands or wetlands.

Below are the state carbon reduction plans that were used as source documents for the above list.

[2022 Statewide Multimodal Transportation Plan \(SMTP\)](#)

[Minnesota Climate Action Framework](#)

[Pathways to Decarbonizing Transportation Report](#)

Step 3: Signature

To the best of my knowledge, information in this application is true and correct. I understand that determinations made by state and federal partners may limit the amount of federal eligibility. Based upon eligibility determinations or other factors, federal funding levels may change. Your local unit of government may then have to supplement funding for the project by local means. Furthermore, it is understood that the development and delivery of the project must align with the fiscal year in which funds are requested. If, for whatever reason, the project cannot be constructed according to that timeline, Metro COG reserves the right to revoke project funding authorization at which time it will seek to program those funds onto an alternate project.

I due hereby formally submit the aforementioned project to Metro COG for federal funding on this day 26 of April (month), 2023 (year).

In Witness Thereof:

Dr. Timothy J. Mahoney

4-26-23

(Responsible Government Official)

Date

(Signature of Responsible Government Official)

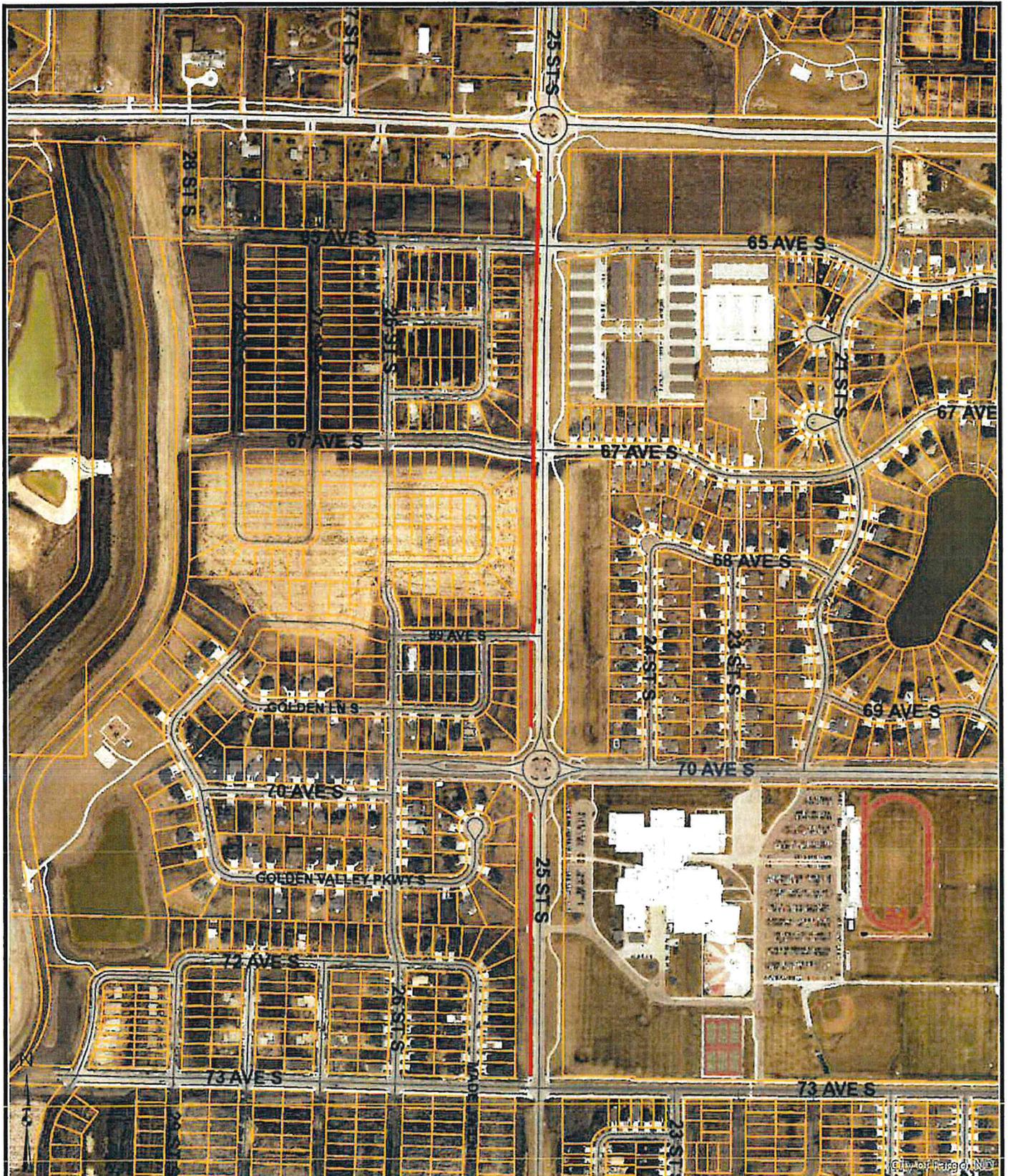
Brenda Derrig

4-26-23

(City Engineer)

Date

(Signature of City Engineer)



These data are provided on an "AS-IS" basis, without warranty of any type, expressed or implied, including but not limited to any warranty as to their performance, merchantability, or fitness for any particular purpose.

Attach #1 - 25th Street Path

1:9,028

4/6/2023 12:10 PM

This map is not a substitute for accurate field surveys or for locating actual property lines and any adjacent features.



City of Fargo, ND

Bicycle and Pedestrian Improvements

This calculator will estimate the reduction in emissions resulting from improvements to bicycle and pedestrian infrastructure and associated mode shift from passenger vehicles to bicycling or walking, including but not limited to sidewalks, dedicated bicycle infrastructure, improved wayfinding, mid-block crossing installations, bike share systems, and bike parking improvements.

INPUT

(1) What is your project evaluation year?

(2) Estimate the shift in daily motorized passenger vehicle trips to non-motorized travel due to the bicycle and pedestrian project.

Daily Passenger Vehicle Trips		
Before	After	Change
<input type="text" value="1100"/>	<input type="text" value="1000"/>	<input type="text" value="100"/>

(3a) Select the data type used for entering the typical one-way trip distance of passenger vehicles below:

Trip Distance Source

(3b) If you selected "Average" above, enter the typical one-way trip distance. If you selected "Distribution" above, enter the typical distribution of one-way trip distances.

Typical Trip Distance (miles one way)

Distribution of Trip Distances (daily fraction per mileage bin)					
x < 1	1 ≤ x < 2	2 ≤ x < 3	3 ≤ x < 4	4 ≤ x ≤ 5	Sum
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

OUTPUT

EMISSION REDUCTIONS

Pollutant	Total
Carbon Monoxide (CO)	0.682
Particulate Matter <2.5 μm (PM _{2.5})	0.002
Particulate Matter <10 μm (PM ₁₀)	0.009
Nitrogen Oxide (NOx)	0.037
Volatile Organic Compounds (VOC)	0.025
Carbon Dioxide (CO ₂)	74.574
Carbon Dioxide Equivalent (CO ₂ e)	74.975
Total Energy Consumption (MMBTU/day)	1.008

*Units in kg/day unless otherwise noted

Carbon Reduction Program Application

Step 1: Project Information

Project Summary:

Project Location: Drain 27-52nd Ave S to Veterans Blvd, and along City Property from Veterans Blvd to 63rd Street			
Lead Jurisdiction: City of Fargo			
Project Contact: Jeremy Gorden		Contact Phone: 241-1529	
Contact Email Address: kgorden@fargond.gov		AC:	<input type="radio"/> Y <input checked="" type="radio"/> N
Anticipated Bid Letting Date:	April 15, 2024	Anticipated Project Completion Date:	Oct 31, 2024
State:	<input checked="" type="checkbox"/> North Dakota		<input type="checkbox"/> Minnesota
Funding FY:	<input checked="" type="checkbox"/> FY2024		<input type="checkbox"/> FY2025
Funding Requested:	\$992,552 total		

Project Summary:

Fill out the below table with all funding sources and amounts including the CRP funding requested with this application.

Funding Source	Funding Amount
Carbon Reduction Funds	794,000
Fargo local - Construction	199,000
Fargo local - Eng & Admin	258,000
Total Project Cost:	1,250,615

Project Narrative:

Describe below the work being funded. Please go into detail about each element of the project including: proposed cross section, pavement type, lighting, traffic control, bicycle & pedestrian infrastructure, utility work, etc. Please try to include all relevant information. Also include what makes this project an [eligible project?](#)

This project would consist of constructing a 10' wide shared use path on the north side of Legal Drain 27 from 52nd Avenue S to Veterans Boulevard, and it would continue along a City of Fargo property from Veterans Boulevard to 63rd Street. The path would connect into a West Fargo elementary school at 63rd Street.

Project Map and Documentation:

Please provide a map detailing the limits of the project on aerial imagery. Include all details on the map that are relevant to the overall project. Also, if applicable, please provide other materials that document the need for the proposed project in local or regional plans or studies.

- A project map has been included as an attachment to the application
- Additional materials are attached that document the need for the proposed project

Estimated Carbon Reduction Resulting from the Project:

The [CMAQ Emissions Calculator](#) estimates the total carbon reduction of: 0.485 kg/day CO

Impact to Disadvantaged Communities per Justice40:

- Using the [Climate and Economic Justice Screening tool](#), this project interacts with census tracts identified as disadvantaged.

Describe below impacts this project could have to disadvantaged communities (both positive and negative impacts).

Based on guidance from MnDOT and NDDOT, Metro COG will collaborate with applicants to assist in the documentation of information to ensure that the use of Carbon Reduction Program (CRP) funds meets eligibility requirements and is consistent with each state's carbon reduction priorities. As we move forward with future

solicitations, Metro COG will identify any refinements to the contents of project applications.

Step 2: Planning Conformance

Relationship of Carbon Reduction to Regional Priorities:

The Metropolitan Transportation Plan – MetroGrow 2045 – includes the following goals:

FM Metro COG MTP 2045 Metro Grow Planning Goals	If applicable, describe: -How this project contributes to each Planning Goal listed below -Specifically, how does this project contribute to carbon reduction through efforts in each MTP planning goal area
 Safety System and Security	
 Travel Efficiency and Reliability	
 Walking and Biking	The project would contribute to this Planning Goal as it would increase the amount of shared use path mileage within the city.
 Transit Access	
 Maintain Transportation Infrastructure	
 Environmental Sustainability	The project would contribute to this Planning Goal as it would help to diversify the travel mode in this area.
 Economic Development and Transportation Decisions	
 Emerging Transportation Trends	

Relationship to State Carbon Reduction Priorities:

The following section pertains only to the applications requesting Minnesota funding. Check all boxes below of priorities that this project satisfies.

- Provides multimodal and intermodal transportation facilities and services to increase access for all persons and businesses and to ensure economic well-being and quality of life without undue burden placed on any community.
- Provides a reasonable travel time for commuters.
- Promotes accountability through systematic management of system performance and productivity through the utilization of technological advancements.
- Ensures that the planning and implementation of all modes of transportation are consistent with the environmental and energy goals of the state.
- Promotes and increase the use of high-occupancy vehicles and low-emission vehicles.
- Increases use of transit as a percentage of all trips statewide by giving highest priority to the transportation modes with the greatest people-moving capacity and lowest long-term economic and environmental cost.
- Promotes and increase bicycling and walking as a percentage of all trips as energy-efficient, nonpolluting and healthy forms of transportation.
- Reduces greenhouse gas emissions from the state's transportation sector.
- Accomplishes these goals with minimal impact on the environment.
- Provides carbon sequestration and storage in forested lands, grasslands or wetlands.

Below are the state carbon reduction plans that were used as source documents for the above list.

[2022 Statewide Multimodal Transportation Plan \(SMTP\)](#)

[Minnesota Climate Action Framework](#)

[Pathways to Decarbonizing Transportation Report](#)

Step 3: Signature

To the best of my knowledge, information in this application is true and correct. I understand that determinations made by state and federal partners may limit the amount of federal eligibility. Based upon eligibility determinations or other factors, federal funding levels may change. Your local unit of government may then have to supplement funding for the project by local means. Furthermore, it is understood that the development and delivery of the project must align with the fiscal year in which funds are requested. If, for whatever reason, the project cannot be constructed according to that timeline, Metro COG reserves the right to revoke project funding authorization at which time it will seek to program those funds onto an alternate project.

I due hereby formally submit the aforementioned project to Metro COG for federal funding on this day 26 of April (month), 2023 (year).

In Witness Thereof:

Dr. Timothy J. Mahoney 4-26-23
(Responsible Government Official) Date


(Signature of Responsible Government Official)

Brenda Derrig 4-26-23
(City Engineer) Date


(Signature of City Engineer)



These data are provided on an "AS-IS" basis, without warranty of any type, expressed or implied, including but not limited to any warranty as to their performance, merchantability, or fitness for any particular purpose.

Drain 27 Deer Creek Path

1:9,028

4/27/2023 10:07 AM

This map is not a substitute for accurate field surveys or for locating actual property lines and any adjacent features.

Bicycle and Pedestrian Improvements

This calculator will estimate the reduction in emissions resulting from improvements to bicycle and pedestrian infrastructure and associated mode shift from passenger vehicles to bicycling or walking, including but not limited to sidewalks, dedicated bicycle infrastructure, improved wayfinding, mid-block crossing installations, bike share systems, and bike parking improvements.

INPUT

(1) What is your project evaluation year?

(2) Estimate the shift in daily motorized passenger vehicle trips to non-motorized travel due to the bicycle and pedestrian project.

Daily Passenger Vehicle Trips		
Before	After	Change
1075	1000	75

(3a) Select the data type used for entering the typical one-way trip distance of passenger vehicles below:

Trip Distance Source
Average

(3b) If you selected "Average" above, enter the typical one-way trip distance. If you selected "Distribution" above, enter the typical distribution of one-way trip distances.

Typical Trip Distance
(miles one way)

Distribution of Trip Distances (daily fraction per mileage bin)

x < 1	1 ≤ x < 2	2 ≤ x < 3	3 ≤ x < 4	4 ≤ x ≤ 5	Sum
<input type="text"/>					

OUTPUT

EMISSION REDUCTIONS

Pollutant	Total
Carbon Monoxide (CO)	0.511
Particulate Matter <2.5 μm (PM _{2.5})	0.002
Particulate Matter <10 μm (PM ₁₀)	0.007
Nitrogen Oxide (NOx)	0.028
Volatile Organic Compounds (VOC)	0.019
Carbon Dioxide (CO ₂)	55.931
Carbon Dioxide Equivalent (CO ₂ e)	56.231
Total Energy Consumption (MMBTU/day)	0.756

*Units in kg/day unless otherwise noted



Fargo-Moorhead Metropolitan
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e: metrococ@fmmetrococ.org
www.fmmetrococ.org

Carbon Reduction Program Application

Step 1: Project Information

Project Summary:

Project Location: Citywide West Fargo - Fleet			
Lead Jurisdiction: City of West Fargo			
Project Contact: Andrew Wrucke		Contact Phone: 7015155105	
Contact Email Address: andrew.wrucke@westfargond.gov		AC:	<input type="radio"/> Y <input type="radio"/> N
Anticipated Bid Letting Date:	02/2024	Anticipated Project Completion Date:	06/2025
State:	<input checked="" type="checkbox"/> North Dakota		<input type="checkbox"/> Minnesota
Funding FY:	<input checked="" type="checkbox"/> FY2024		<input checked="" type="checkbox"/> FY2025
Funding Requested:	300,000		300,000

Project Summary:

Fill out the below table with all funding sources and amounts including the CRP funding requested with this application.

Funding Source	Funding Amount
2024 CRP Funds	300,000
2024 City Funds	76,000
2025 CRP Funds	300,000
2025 City Funds	76,000
Total Project Cost:	752,000

Project Narrative:

Describe below the work being funded. Please go into detail about each element of the project including: proposed cross section, pavement type, lighting, traffic control, bicycle & pedestrian infrastructure, utility work, etc. Please try to include all relevant information. Also include what makes this project an [eligible project?](#)

2024 Project would be to replace 6 existing vehicles (4 general fleet, 2 Fire Department) with EVs and place restricted charging infrastructure at 4 public buildings (City Hall, Public Works, 2 Fire Departments). This project falls under the eligibility to purchase or lease zero emission vehicles and charging infrastructure.

2025 Project would be to replace 6 additional vehicles (6 general fleet) with EVs. Project includes anticipated inflation of 10% of EV prices.

Project Map and Documentation:

Please provide a map detailing the limits of the project on aerial imagery. Include all details on the map that are relevant to the overall project. Also, if applicable, please provide other materials that document the need for the proposed project in local or regional plans or studies.

- A project map has been included as an attachment to the application
- Additional materials are attached that document the need for the proposed project

Estimated Carbon Reduction Resulting from the Project:

The [CMAQ Emissions Calculator](#) estimates the total carbon reduction of: 58.6 kg/day

Impact to Disadvantaged Communities per Justice40:

- Using the [Climate and Economic Justice Screening tool](#), this project interacts with census tracts identified as disadvantaged.

Describe below impacts this project could have to disadvantaged communities (both positive and negative impacts).

Would lower the carbon footprint of the city fleet, lowering air pollution across the metro.

Based on guidance from MnDOT and NDDOT, Metro COG will collaborate with applicants to assist in the documentation of information to ensure that the use of Carbon Reduction Program (CRP) funds meets eligibility requirements and is consistent with each state's carbon reduction priorities. As we move forward with future

solicitations, Metro COG will identify any refinements to the contents of project applications.

Step 2: Planning Conformance

Relationship of Carbon Reduction to Regional Priorities:

The Metropolitan Transportation Plan – MetroGrow 2045 – includes the following goals:

FM Metro COG MTP 2045 Metro Grow Planning Goals	If applicable, describe: -How this project contributes to each Planning Goal listed below -Specifically, how does this project contribute to carbon reduction through efforts in each MTP planning goal area
 Safety System and Security	
 Travel Efficiency and Reliability	
 Walking and Biking	
 Transit Access	
 Maintain Transportation Infrastructure	
 Environmental Sustainability	Would electrify part of city fleet, increasing sustainability
 Economic Development and Transportation Decisions	
 Emerging Transportation Trends	

Relationship to State Carbon Reduction Priorities:

The following section pertains only to the applications requesting Minnesota funding. Check all boxes below of priorities that this project satisfies.

- Provides multimodal and intermodal transportation facilities and services to increase access for all persons and businesses and to ensure economic well-being and quality of life without undue burden placed on any community.
- Provides a reasonable travel time for commuters.
- Promotes accountability through systematic management of system performance and productivity through the utilization of technological advancements.
- Ensures that the planning and implementation of all modes of transportation are consistent with the environmental and energy goals of the state.
- Promotes and increase the use of high-occupancy vehicles and low-emission vehicles.
- Increases use of transit as a percentage of all trips statewide by giving highest priority to the transportation modes with the greatest people-moving capacity and lowest long-term economic and environmental cost.
- Promotes and increase bicycling and walking as a percentage of all trips as energy-efficient, nonpolluting and healthy forms of transportation.
- Reduces greenhouse gas emissions from the state's transportation sector.
- Accomplishes these goals with minimal impact on the environment.
- Provides carbon sequestration and storage in forested lands, grasslands or wetlands.

Below are the state carbon reduction plans that were used as source documents for the above list.

- [2022 Statewide Multimodal Transportation Plan \(SMTP\)](#)
- [Minnesota Climate Action Framework](#)
- [Pathways to Decarbonizing Transportation Report](#)



Fargo-Moorhead Metropolitan
Council of Governments

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p: 701.532.5100 | f: 701.232.5043
e: metrocog@fmmetrocog.org
www.fmmetrocog.org

Carbon Reduction Program Application

Step 1: Project Information

Project Summary:

Project Location: West Fargo Citywide			
Lead Jurisdiction: City of West Fargo			
Project Contact: Andrew Wrucke		Contact Phone: 701-515-5105	
Contact Email Address: andrew.wrucke@westfargond.gov		AC:	<input type="radio"/> Y <input type="radio"/> N
Anticipated Bid Letting Date:	05/2024	Anticipated Project Completion Date:	10/2024
State:	<input checked="" type="checkbox"/> North Dakota	<input type="checkbox"/> Minnesota	
Funding FY:	<input checked="" type="checkbox"/> FY2024	<input type="checkbox"/> FY2025	
Funding Requested:	300,000		

Project Summary:

Fill out the below table with all funding sources and amounts including the CRP funding requested with this application.

Funding Source	Funding Amount
2024 CRP	300,000
2024 City Funds	75,000
Total Project Cost:	375,000

Project Narrative:

Describe below the work being funded. Please go into detail about each element of the project including: proposed cross section, pavement type, lighting, traffic control, bicycle & pedestrian infrastructure, utility work, etc. Please try to include all relevant information. Also include what makes this project an [eligible project?](#)

Project will replace the existing halogen street lighting system on approximately 3500 fixtures to modern LED fixtures. Project will replace remaining existing halogen street lights across entire city. Funding request is for equipment, labor costs will come from West Fargo Public Works department to retrofit the fixtures.

Project Map and Documentation:

Please provide a map detailing the limits of the project on aerial imagery. Include all details on the map that are relevant to the overall project. Also, if applicable, please provide other materials that document the need for the proposed project in local or regional plans or studies.

- A project map has been included as an attachment to the application
- Additional materials are attached that document the need for the proposed project

Estimated Carbon Reduction Resulting from the Project:

The [CMAQ Emissions Calculator](#) estimates the total carbon reduction of: 192.5 Kg/Day

Impact to Disadvantaged Communities per Justice40:

- Using the [Climate and Economic Justice Screening tool](#), this project interacts with census tracts identified as disadvantaged.

Describe below impacts this project could have to disadvantaged communities (both positive and negative impacts).

Will lower carbon footprint of city lighting systems, lowering air pollution across metro.

Based on guidance from MnDOT and NDDOT, Metro COG will collaborate with applicants to assist in the documentation of information to ensure that the use of Carbon Reduction Program (CRP) funds meets eligibility requirements and is consistent with each state's carbon reduction priorities. As we move forward with future

solicitations, Metro COG will identify any refinements to the contents of project applications.

Step 2: Planning Conformance

Relationship of Carbon Reduction to Regional Priorities:

The Metropolitan Transportation Plan – MetroGrow 2045 – includes the following goals:

FM Metro COG MTP 2045 Metro Grow Planning Goals	If applicable, describe: -How this project contributes to each Planning Goal listed below -Specifically, how does this project contribute to carbon reduction through efforts in each MTP planning goal area
 Safety System and Security	
 Travel Efficiency and Reliability	
 Walking and Biking	
 Transit Access	
 Maintain Transportation Infrastructure	Will upgrade street lighting to modern standards
 Environmental Sustainability	Will lower carbon footprint of street lighting
 Economic Development and Transportation Decisions	
 Emerging Transportation Trends	

Relationship to State Carbon Reduction Priorities:

The following section pertains only to the applications requesting Minnesota funding. Check all boxes below of priorities that this project satisfies.

- Provides multimodal and intermodal transportation facilities and services to increase access for all persons and businesses and to ensure economic well-being and quality of life without undue burden placed on any community.
- Provides a reasonable travel time for commuters.
- Promotes accountability through systematic management of system performance and productivity through the utilization of technological advancements.
- Ensures that the planning and implementation of all modes of transportation are consistent with the environmental and energy goals of the state.
- Promotes and increase the use of high-occupancy vehicles and low-emission vehicles.
- Increases use of transit as a percentage of all trips statewide by giving highest priority to the transportation modes with the greatest people-moving capacity and lowest long-term economic and environmental cost.
- Promotes and increase bicycling and walking as a percentage of all trips as energy-efficient, nonpolluting and healthy forms of transportation.
- Reduces greenhouse gas emissions from the state's transportation sector.
- Accomplishes these goals with minimal impact on the environment.
- Provides carbon sequestration and storage in forested lands, grasslands or wetlands.

Below are the state carbon reduction plans that were used as source documents for the above list.

[2022 Statewide Multimodal Transportation Plan \(SMTP\)](#)

[Minnesota Climate Action Framework](#)

[Pathways to Decarbonizing Transportation Report](#)

Carbon Reduction Program Application

Step 1: Project Information

Project Summary:

Project Location: Casselton, ND			
Lead Jurisdiction: Cass County			
Project Contact: Dylan Dunn		Contact Phone: 701-551-1075	
Contact Email Address: dylan.dunn@mooreengineeringinc.com		AC:	<input type="radio"/> Y <input checked="" type="radio"/> N
Anticipated Bid Letting Date:	Ph1: 1/2024 Ph2: 1/2025	Anticipated Project Completion Date:	Ph1: 10/2024 Ph2: 10/2025
State:	<input checked="" type="checkbox"/> North Dakota		<input type="checkbox"/> Minnesota
Funding FY:	<input checked="" type="checkbox"/> FY2024		<input checked="" type="checkbox"/> FY2025
Funding Requested:	\$680,000		\$820,000

Project Summary:

Fill out the below table with all funding sources and amounts including the CRP funding requested with this application.

Funding Source	Funding Amount
CRP-FY2024	\$680,000
CRP-FY2025	\$820,000
Local Share - Special Assessments	\$375,000
Total Project Cost:	\$1,875,000

Project Narrative:

Describe below the work being funded. Please go into detail about each element of the project including: proposed cross section, pavement type, lighting, traffic control, bicycle & pedestrian infrastructure, utility work, etc. Please try to include all relevant information. Also include what makes this project an [eligible project?](#)

See attached

Project Map and Documentation:

Please provide a map detailing the limits of the project on aerial imagery. Include all details on the map that are relevant to the overall project. Also, if applicable, please provide other materials that document the need for the proposed project in local or regional plans or studies.

- A project map has been included as an attachment to the application
- Additional materials are attached that document the need for the proposed project

Estimated Carbon Reduction Resulting from the Project:

The [CMAQ Emissions Calculator](#) estimates the total carbon reduction of:

Impact to Disadvantaged Communities per Justice40:

- Using the [Climate and Economic Justice Screening tool](#), this project interacts with census tracts identified as disadvantaged.

Describe below impacts this project could have to disadvantaged communities (both positive and negative impacts).

Based on guidance from MnDOT and NDDOT, Metro COG will collaborate with applicants to assist in the documentation of information to ensure that the use of Carbon Reduction Program (CRP) funds meets eligibility requirements and is consistent with each state's carbon reduction priorities. As we move forward with future

solicitations, Metro COG will identify any refinements to the contents of project applications.

Step 2: Planning Conformance

Relationship of Carbon Reduction to Regional Priorities:

The Metropolitan Transportation Plan – MetroGrow 2045 – includes the following goals:

<p>FM Metro COG MTP 2045 Metro Grow Planning Goals</p>	<p>If applicable, describe: -How this project contributes to each Planning Goal listed below -Specifically, how does this project contribute to carbon reduction through efforts in each MTP planning goal area</p>
 <p>Safety System and Security</p>	<p>Project provides a separate shared use path along a state highway that has the potential of reducing the number of bicycle and pedestrian crashes. Users can feel safe to nonmotorized forms of transportation on path, rather than along the shoulder of a state highway, reducing carbon emissions.</p>
 <p>Travel Efficiency and Reliability</p>	
 <p>Walking and Biking</p>	<p>Improved walking and biking connections and reduce network gaps, connecting neighborhoods with destinations. Again, providing a safe nonmotorized alternative, reducing carbon emissions.</p>
 <p>Transit Access</p>	
 <p>Maintain Transportation Infrastructure</p>	
 <p>Environmental Sustainability</p>	
 <p>Economic Development and Transportation Decisions</p>	
 <p>Emerging Transportation Trends</p>	

Relationship to State Carbon Reduction Priorities:

The following section pertains only to the applications requesting Minnesota funding. Check all boxes below of priorities that this project satisfies.

- Provides multimodal and intermodal transportation facilities and services to increase access for all persons and businesses and to ensure economic well-being and quality of life without undue burden placed on any community.
- Provides a reasonable travel time for commuters.
- Promotes accountability through systematic management of system performance and productivity through the utilization of technological advancements.
- Ensures that the planning and implementation of all modes of transportation are consistent with the environmental and energy goals of the state.
- Promotes and increase the use of high-occupancy vehicles and low-emission vehicles.
- Increases use of transit as a percentage of all trips statewide by giving highest priority to the transportation modes with the greatest people-moving capacity and lowest long-term economic and environmental cost.
- Promotes and increase bicycling and walking as a percentage of all trips as energy-efficient, nonpolluting and healthy forms of transportation.
- Reduces greenhouse gas emissions from the state's transportation sector.
- Accomplishes these goals with minimal impact on the environment.
- Provides carbon sequestration and storage in forested lands, grasslands or wetlands.

Below are the state carbon reduction plans that were used as source documents for the above list.

[2022 Statewide Multimodal Transportation Plan \(SMTP\)](#)

[Minnesota Climate Action Framework](#)

[Pathways to Decarbonizing Transportation Report](#)

Step 3: Signature

To the best of my knowledge, information in this application is true and correct. I understand that determinations made by state and federal partners may limit the amount of federal eligibility. Based upon eligibility determinations or other factors, federal funding levels may change. Your local unit of government may then have to supplement funding for the project by local means. Furthermore, it is understood that the development and delivery of the project must align with the fiscal year in which funds are requested. If, for whatever reason, the project cannot be constructed according to that timeline, Metro COG reserves the right to revoke project funding authorization at which time it will seek to program those funds onto an alternate project.

I due hereby formally submit the aforementioned project to Metro COG for federal funding on this day 28th of April (month), 2023 (year).

In Witness Thereof:

Michael Faught 04/28/2023
(Responsible Government Official) Date



(Signature of Responsible Government Official)

Brandon Oye 04/28/2023
(City Engineer) Date

Brandon Oye

(Signature of City Engineer)

Digitally signed by Brandon Oye
DN: C=US, E=brandon.oye@mooreengineeringinc.com,
O="Moore Engineering, Inc", CN=Brandon Oye
Reason: I have reviewed this document
Date: 2023.04.28 14:53:11-05'00'



Navigator

Bicycle and Pedestrian Improvements

Bicycle and Pedestrian Improvements

This calculator will estimate the reduction in emissions resulting from improvements to bicycle and pedestrian infrastructure and associated mode shift from passenger vehicles to bicycling or walking, including but not limited to sidewalks, dedicated bicycle infrastructure, improved wayfinding, mid-block crossing installations, bike share systems, and bike parking improvements.

INPUT

(1) What is your project evaluation year?

(2) Estimate the shift in daily motorized passenger vehicle trips to non-motorized travel due to the bicycle and pedestrian project.

Daily Passenger Vehicle Trips

Before	1215	Change	85
After	1130		

(3a) Select the data type used for entering the typical one-way trip distance of passenger vehicles below:

Trip Distance Source
Average

(3b) If you selected "Average" above, enter the typical one-way trip distance. If you selected "Distribution" above, enter the typical distribution of one-way trip distances.

Typical Trip Distance (miles one way)

Distribution of Trip Distances (daily fraction per mileage bin)

x < 1	1.5 x < 2	2.5 x < 3	3.5 x < 4	4.5 x < 5	Sum
<input type="text"/>					

OUTPUT

EMISSION REDUCTIONS

Pollutant	Total
Carbon Monoxide (CO)	0.397
Particulate Matter <2.5 µm (PM _{2.5})	0.001
Particulate Matter <10 µm (PM ₁₀)	0.006
Nitrogen Oxide (NOx)	0.018
Volatile Organic Compounds (VOC)	0.014
Carbon Dioxide (CO ₂)	45.529
Carbon Dioxide Equivalent (CO ₂ e)	45.794
Total Energy Consumption (MMBTU/day)	0.615

*Units in kg/day unless otherwise noted

Governor's Drive Shared Use Path, Casselton

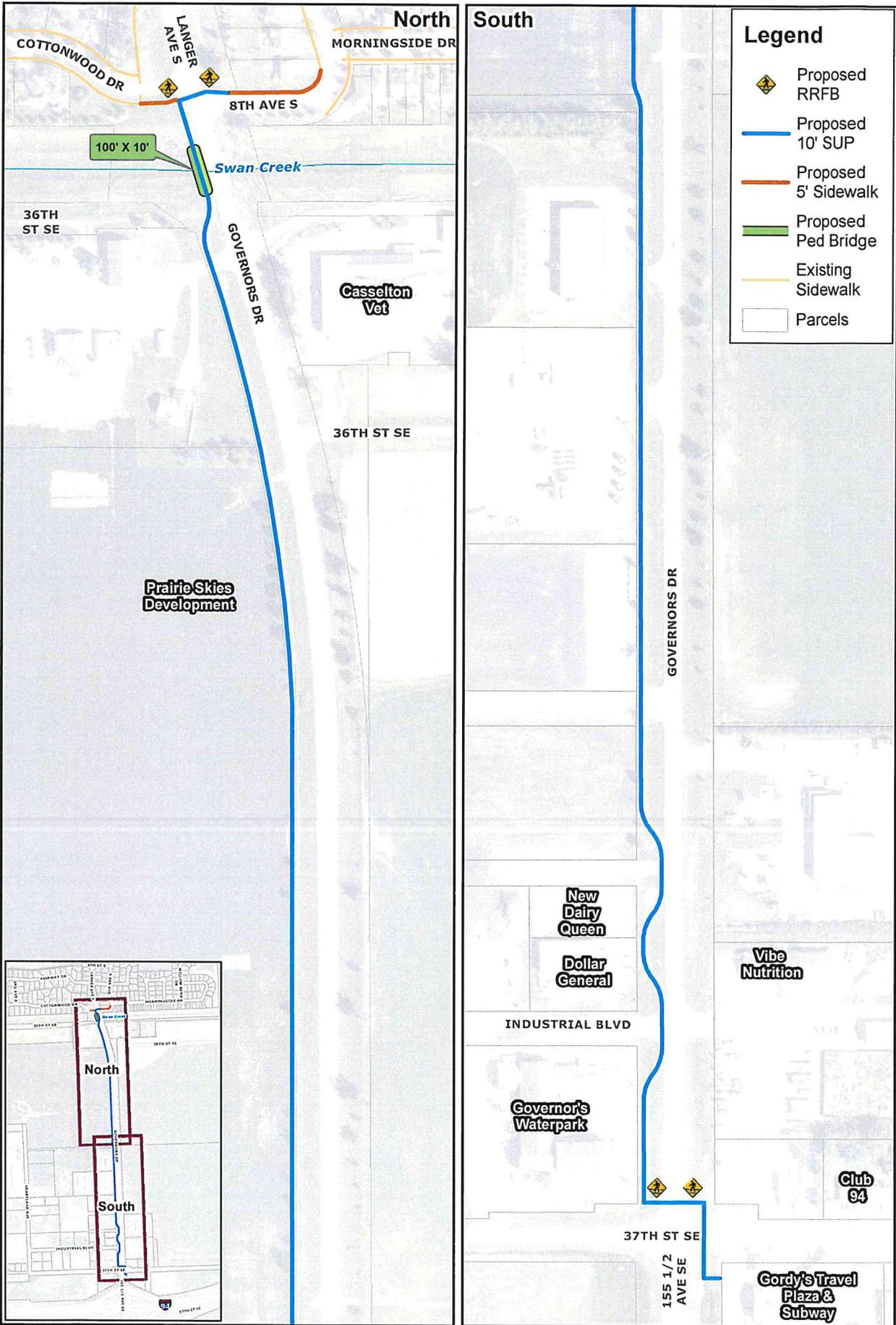
Project Narrative:

The *Governor's Drive Shared Use Path* will reduce carbon emissions by creating safe and sustainable transportation alternatives and recreational opportunities for the City of Casselton's residents. Specifically, this path will facilitate and promote walking, biking, and other non-motorized travel options for accessing the city's new commercial destination. As described below, this path is crucial for sustainably accommodating current and future needs within this growing city.

The project proposed here will construct a 1.1-mile shared use path along ND Highway 18. Importantly, this path will connect existing and planned residential developments to a growing commercial area on the south side of town. The commercial area currently includes a convenience store, a waterpark, and a Dairy Queen. The 10' wide concrete path will also be immediately adjacent to the Prairie Skies Development, a planned residential subdivision that includes 170 lots. This new development includes a park area, which will draw locals from existing neighborhoods on the north side of the Swan Creek Diversion and will ultimately increase usage of the path.

To allow users to safely cross the Swan Creek Diversion, this project will construct a pedestrian bridge adjacent to the state highway bridge. To enhance safety at the two highway crossings, Rectangular Rapid Flashing Beacons will be used to attract drivers' attention. Various culverts and ditch improvements along the highway and local streets are anticipated to maintain proper drainage. Temporary traffic control is anticipated to consist of short-term shoulder closures to complete the installation of the path.

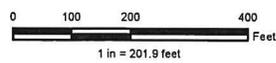
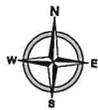
The new commercial area and the development of the Prairie Skies neighborhood will thus catalyze and increase usage of the ND Highway 18 corridor on the south side of Casselton. The project described here will sustainably accommodate this increased usage by providing transportation alternatives and reducing carbon emissions. The city is committed to completing this important project without placing a strenuous financial burden on its residents. Casselton is therefore also pursuing funding from the ND Parks & Recreation's Recreational Trails Program and the NDDOT's Transportation Alternatives Program.



Legend

- Proposed RRFB
- Proposed 10' SUP
- Proposed 5' Sidewalk
- Proposed Ped Bridge
- Existing Sidewalk
- Parcels

**GENERAL LAYOUT
GOVERNOR'S DRIVE SHARED USE PATH
CASSELTON, NORTH DAKOTA**



Created By: TJS Date Created: 04/14/23 Date Saved: 04/19/23 Date Plotted: 01/27/16 Date Exported: 04/19/23
 Plotted By: Tomer Schmitt Parcel Date: 03/03/23 Aerial Image: 2022 County MAP 3125 Elevation Data: Lidar
 Horizontal Datum: NAD 1983 StatePlane North Dakota South FIPS 3302 Feet Vertical Datum: NAVD1988
 T:\Project\2300023049\23049_ProposedSUP.mxd

To: Transportation Technical Committee
From: Michael Maddox, AICP
Date: 5/5/2023
Re: **TH 10 Corridor Study thru Dilworth – Final Plan Approval**

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) started the TH-10 Corridor Study through Dilworth in March 2022. Apex Engineering, with subconsultants HKGi and TC2, conducted the study. The focus of the plan was to analyze different roadway and intersection alternatives for MnDOT's upcoming reconstruction project as well as to consider improvement to multimodal facilities throughout the corridor. The study particularly took into consideration how TH 10 and Dilworth's traditional downtown interacted as well as how the highway transitions from a rural, divided highway to an urban cross section.

The corridor study culminated in two alternative cross sections with various intersection treatment alternatives. Based upon analysis by the consultant team, it was determined that there would not be significant traffic growth along this corridor. The study took improvements to 15th Ave N and the extension of 8th Ave N into consideration when developing alternatives.

Apex conducted multiple public input sessions throughout the course of the study. The final public input opportunity culminated in residents highly supporting a three-lane alternative through the traditional downtown core of Dilworth.

The final document can be viewed here: http://fmmetrocog.org/download_file/2123/0

Apex Engineering will be giving a short presentation to the TTC explaining the contents of the plan and will be on hand to answer any questions.

The final plan will be presented to the Dilworth City Council at their Monday, May 8 regular meeting.

Requested Action: Recommend Policy Board approval of the TH 10 Corridor Study through Dilworth.

To: Transportation Technical Committee
From: Cindy Gray, Executive Director in Communication with Ben Griffith, In-coming Executive Director
Date: April 27, 2023
Re: **2023-2024 UPWP Amendment #2**

Background

Over the past several weeks, Metro COG has been digesting input from NDDOT regarding the use of MPO Consolidated Planning Grant (CPG) funds within the state of North Dakota. In 2023, the North Dakota CPG amount is approximately \$2,816,030. This includes federal funds from both FHWA and FTA. That amount is likely to increase to approximately \$2.87M in 2024, assuming an approximate increase of 2% annually. There are two main issues requiring our attention at this time:

1. Starting in 2024, Minot will be designated as an MPO, necessitating their use of a portion of the state's CPG. Metro COG, BisMan MPO, and GF/EGF have been meeting periodically to discuss various ways of splitting the funds. This topic will be addressed in another agenda item.
2. Separate from the addition of Minot, the state as a whole has a backlog of CPG funds dating back to the 2021 CPG. As a result, NDDOT asked each MPO to provide an updated budget. **The remainder of this memo is regarding information provided to NDDOT with respect to our 2023 and 2024 budgets and work program.**

2023 Work Program and Budget

Our work program and budget are divided into two main segments: Operations and Overhead and Projects.

Operations and Overhead

This is the most critical part of our budget, because the Metro COG staff are responsible for ensuring we meet all the basic MPO requirements. With the exception of the Metropolitan Transportation Plan, which has typically been prepared with the assistance of a consultant, the remainder of the basic MPO requirements, which ensure the provision of Federal transportation funds to our metro area, are carried out internally.

Upon re-examination, our current operations and overhead budget requires some adjustment. Cost such as salaries, health insurance, liability insurance, and financial audit have all experienced increases that were beyond the amount estimated when the budget was prepared in 2022. In addition, Metro COG is in need of a new and upgraded server at a cost of approximately \$12,100 and we have also received input from local GIS experts that it's time to begin making the switch to ArcGIS Pro. Since IJJA

funding opportunities are evaluated heavily on environmental justice characteristics, we propose adding ESRI extensions that will allow us to carry out more finely grained EJ analyses. This combination of ESRI upgrades has a cost of approximately \$9,000 more than what was originally budgeted.

These added costs have been accounted for in **Attachment 1 – Metro COG 2023-2024 Budget Summary**. The increase in operations and overhead is \$50,507 (\$40,405 in Federal funds and \$10,102 in local match).

Projects

Attachment 1 describes five project-related items that represent either additions to projects already in the work program or new projects. In summary, they include:

1. Metropolitan Transportation Plan Workshop with tie to Housing Analysis (Shared Local Match)
2. Metro Railroad Needs Study (BNSF Local Match)
3. University Drive and 10th Street (Uni10) Corridor Study Amendment (Fargo Local Match)
4. Horace Downtown/Core Neighborhood Plan (Horace Local Match)
5. SS4A Safety Action Plan (Shared Local Match)

Refer to Attachment 1 for descriptions and funding breakout. SS4A does not use CPG funds but does require local match.

2023 Additional Local Match

Additional 2023 local match for the changes described above in UPWP Amendment 2 are summarized below:

	Cass County	Clay County	Dilworth	Fargo	Horace	Moorhead	West Fargo	Other
Operations and Overhead	\$535	\$616	\$402	\$5,050	\$131	\$1,950	\$1,636	N/A
Projects*	\$2,915	\$1,952	\$640	\$52,500	\$13,215	\$10,615	\$8,910	\$87,500
Total	\$3,450	\$2,568	\$1,042	\$57,550	\$13,346	\$12,565	\$10,546	\$87,000

*Includes SS4A Local Match which was already approved by Policy Board.

These local match amounts would need to be billed to local jurisdictions upon approval of the UPWP Amendment by NDDOT, FHWA, FTA and MnDOT.

2024 Work Program and Budget

Based on the updated information for 2023, the estimates for 2024 have also been updated.

Operations and Overhead

Personnel costs were updated based on the 2023 salary levels, and other costs were updated based on 2023 cost increases. An increase of \$55,352 is anticipated over the original estimate. This consists of \$44,282 in CPG funds and \$11,070 in local match.

Projects

Projects included in the 2024 work program were reviewed relative to budget and scope. Input has been received regarding the need to complete the Heartland Trail Alignment Study sooner rather than later to put Clay County in the position of receiving funding for the project, so the study was moved into 2024 rather than spread over two years. This change includes a request to NDDOT to waive the local match on the half of the study that was originally in the 2025 work program in keeping with the Completes Streets / Safety and Accessibility opportunity that was put forward with the IJJA. If the local match can be waived on half of the study, it would keep the project budget neutral for 2024.

Additional budget is requested for three other projects, as shown in Attachment 1, to better serve the needs of those projects. West Fargo in particular specifically asked if an analysis of the 26th Street W extension could be included in the study of extending either 15th Street W or 13th Avenue over the Sheyenne Diversion and I-94.

2024 Additional Local Match

For 2024 Budgeting purposes, the updated total 2024 local match estimated with this UPWP amendment is shown below:

	Cass County	Clay County	Dilworth	Fargo	Horace	Moorhead	West Fargo	Other
Operations and Overhead	\$12,944	\$14,897	\$4,884	\$122,109	\$3,175	\$47,134	\$39,563	\$26,820 (MnDOT)
Projects	\$16,487	\$46,348	\$15,919	\$54,500	\$596	\$29,835	\$71,378	\$7,000*
Total	\$29,431	\$61,245	\$20,803	\$179,659	\$3,771	\$76,969	\$110,941	\$33,820

*MnDOT \$1,000 for ATAC signalized intersection project; \$3,000 each from Glyndon and Hawley for Heartland Trail Study

Requested Action: Recommend Approval of Amendment 2 to the 2023-2024 UPWP to the Policy Board.

Metro COG 2023-2024 Budget Summary

2023 Internal Operations and Overhead

Metro COG's personnel costs have been updated with actual insurance and health savings account costs and the 2023 salary adjustment that was approved by the Policy Board at year-end.

Overhead costs have been adjusted to account for actual figures rather than estimates to the extent possible. The addition of a new, upgraded server has been included in the IT budget, as well as the cost of upgrading to ESRI ArcPro to ensure consistency with most of our local GIS staff, who are in the midst of that transition.

The costs shown in the attached table reflect an increase in CPG funds of \$40,405 for Operations and Overhead over what was approved in the UPWP.

2023 Projects

Metro COG's 2023 projects are reflected as approved in the UPWP. However, five additions to the scope have been requested. Each addition is described below:

1. [Metropolitan Transportation Plan Workshop](#) – Since the recent completion of the Housing Study, a desire has surfaced to have a strong connection between the recommendations of the housing study and the MTP. This is supported by IJJA. The consultant team has already scoped a workshop at some point during the process, but the idea for a broader workshop in the summer of 2023 has been discussed.

Estimated cost: \$25,000 (\$20,000 CPG, \$5,000 local)

2. [Metro Railroad Needs Study](#) – BNSF has participated in two meetings with Metro COG and local officials to ask for the metro area's participation in a rail study. They have offered \$100,000 in financial participation. Metro COG has asked for their participation to be increased to \$150,000. Local jurisdictions have identified several matters that they would like studied relative to railroad bridges, street alignments near railroads, conversion of at-grade crossings to grade separations, and future roadway extensions that will require railroad grade separations.

Estimated cost: \$400,000 (\$250,000 CPG, \$62,500 match from BNSF, and \$87,500 in overmatch from BNSF)

3. [Uni10 Scope Amendment](#) – More funds are needed to fully fund the second phase of this project, where strategies to improve traffic operation, bicycle and pedestrian safety, vehicular safety, quality of life, and reduce speeding will be considered and additional public engagement will be carried out. This will involve working closely with neighborhood associations, NDSU, the Fargo School District and downtown property owners.

Estimated cost: \$125,000 (\$100,000 CPG, \$25,000 local)

4. [Horace Downtown/Core Neighborhood Plan](#) – This study was partially funded when it was added to the 2023 UPWP as part of Amendment1. The intent was for the City of Horace to seek funding through a Partners in Planning grant and supplement with additional local funds over and above the required local match. However, the Partners in Planning grant cycle has not yet been initiated, and the scope of the project requires additional funding. The study would examine improvements to connectivity between the older core neighborhoods and other adjacent parts of the city. It would also study existing street ROW and work with neighborhoods to consider changes that would improve upon bicycle and pedestrian safety. Options for the abandoned railroad corridor will be examined as a bike/ped corridor, and adjacent land uses will also be considered. The project will involve significant public engagement. A total of \$52,500 is currently budgeted in the UPWP (\$42,000 CPG, \$10,500 local). An additional \$62,500 is proposed. The City of Horace would continue to pursue the Partners in Planning grant to further supplement this project.

Estimated cost: \$62,500 (\$50,000 CPG, \$12,500 local)

5. [SS4A – Safety Action Plan](#) – This project needs to be added to the UPWP as the result of a separate grant. Metro COG applied for, and received, \$200,000 in SS4A funds to complete a safety action grant.

Estimated cost: \$250,000 (\$200,000 SS4A, \$50,000 local)

The projects described above would require an additional \$420,000 in CPG funding. These funds, combined with the increase of \$40,405 in Operations and Overhead funding, result in a total of **\$460,405** in additional CPG funds that Metro COG and our local jurisdictions are seeking to add to our 2023 UPWP.

2024 Internal Operations and Overhead

Metro COG’s personnel costs have been updated with more up-to-date information stemming from actual 2023 costs as well as the 2023 salary adjustment. This provides a more accurate starting point from which to build upon for the 2024 estimates.

Overhead cost estimates for 2024 have been updated, where necessary, based on actual changes experienced in 2023.

The costs shown in the attached table reflect an increase in CPG funds of \$41,990 for Operations and Overhead over what was approved in the UPWP.

2024 Projects

Metro COG’s 2024 projects are reflected as approved in the UPWP. However, four budget amendments have been requested. Each addition is described below:

1. [Heartland Trail Alignment Analysis](#) – This study will analyze and document alignment alternatives for the Heartland Trail, which currently exists east of Clay County. Portions of the trail outside Clay County have been the recipient of Minnesota bonding funds or other funding sources for design and/or construction. However, the Clay County portion of the trail requires further study, documentation of environmental considerations, public and property owner engagement, and examination of the tie-ins between rural and urban segments to better prepare this portion of for construction. This project was scoped and budgeted to begin in 2024 and continue into 2025. This was done to spread out the cost of the project and the local match. Ideally, Metro COG would be able to make an amendment that entails a) moving the second half of the project into 2024, and b) waiving the local match for all, or the newly added portion of the project, under the safe and accessible transportation provisions of IJJA.

Estimated cost: \$125,000 (\$125,000 CPG, 0 local – seek waiver through safe and accessible transportation provision of IJJA)

2. [Bridge Crossing Study at 76th Ave S and 100th Ave S](#) – This study was included in the 2024 UPWP for \$200,000 (\$160,000 CPG, \$40,000 local). However, the scope of the project warrants additional funding to ensure that the project sufficiently accounts for the Red River Diversion, the property acquisitions that have taken place, and the multi-jurisdictional nature of the project. The purpose of the project is to review and refresh the 76th Ave S river crossing analysis that was completed over 20 years ago, and also study the alignment and implications of a 100th Avenue S bridge corridor.

Estimated cost: \$62,500 (\$50,000 CPG, \$12,500 local)

3. [15th Avenue N Corridor Study through Moorhead, Dilworth and Clay County](#) – This study was included in the 2024 UPWP for \$150,000. Due to the multi-jurisdictional nature of the project and the need to study both the urban segments of the corridor and the rural segments that will be phasing into urbanized segments, a higher budget would be very beneficial to the project. Bicycle and pedestrian connectivity is an important aspect of this project, along with its relationship to the adjacent drainage channel. Phased intersection improvements should be addressed, as well as the impact of agricultural freight on the corridor both now, and in the future, as a demand will continue to exist in the general area due to the presence of the American Crystal Sugar processing facility north of the corridor in Moorhead. Public and property owner engagement will be a crucial element of the study.

Estimated cost: \$30,000 (\$24,000 CPG, \$6,000 local)

4. [13th Ave S \(or 15th Ave W\) Overpass at I-94 and Sheyenne Diversion](#) – the City of West Fargo has asked for the ability (i.e. budget) to add the 26th Street corridor extension to the south into the area that would also be accessed by an extension of either 13th Ave S or 15th Street W across I-94 and the Sheyenne Diversion channel. The completion of the Red River Diversion will bring approximately 2,000 acres of land coming out of the floodplain between the Red River Diversion and the Sheyenne Diversion. West Fargo anticipates this as a growth area.

Furthermore, 26th Street is envisioned as a significant north/south corridor that would connect this area to the north, through the industrial area just north of Main Ave and beyond. The City is already looking at potential alignments for an interchange at Main Ave and I-94 that would incorporate 26th Street for the purpose of ROW preservation.

Estimated cost: \$100,000 (\$80,000 CPG, 20,000 local)

The projects described above would require an additional \$279,000 in CPG funding. These funds, combined with the increase of \$41,990 in Operations and Overhead funding, result in a total of **\$320,990** in additional CPG funds that Metro COG and our local jurisdictions are seeking to add to our 2024 UPWP.

Fargo-Moorhead Metropolitan Council of Governments 2023-2024 Adjusted Budget

	2023			2024	
Internal Operations & Overhead	Federal CPG	Local/State***	Overmatch	Federal CPG	Local/State***
Personnel (total loaded wages)	\$740,292.07	\$185,073.00		\$784,737.83	\$196,184.46
Overhead Costs	\$259,333.00	\$64,833.00		\$261,394.40	\$65,349.00
Subtotal	\$999,625.07	\$249,906.00		\$1,046,132.23	\$261,533.46
Federal + Local/State	\$1,249,531.07			\$1,307,665.69	
2023 Projects	Federal CPG	Local/State*	Overmatch		
NDSU ATAC Annual Participation	\$8,000.00	\$2,000.00			
MTP (Year 1 of 2)	\$144,000.00	\$36,000.00			
MTP Workshop to coalesce the MTP with the Housing Analysis	\$20,000.00	\$5,000.00			
Metro RR Needs Study (Uses BNSF \$ for local match & overmatch)	\$250,000.00	\$62,500.00	\$87,500.00		
Travel Demand Model Update Yr. 2	\$32,000.00	\$8,000.00			
Interstate Ops Analysis (Yr. 3 of 3) (also includes \$28K DOT overmatch)	\$83,555.00	\$25,780.00	\$15,110.00		
Electric Vehicle Readiness Study (CRP)	\$120,000.00	\$30,000.00			
Moorhead Intersection Data Collection (Yr. 2 of 3)	\$9,896.00	\$2,474.00			
Signalized Intersections Traffic Data	\$80,000.00	\$20,000.00			
Moorhead I-94/20th St Interchange Analysis	\$120,000.00	\$30,000.00			
Uni10 Corridor Study (Yr. 3 of 3)	\$20,000.00	\$5,000.00			
Uni10 Scope Amendment	\$100,000.00	\$25,000.00			
West Perimeter Highway Corridor Study	\$200,000.00	\$50,000.00			
Horace Downtown Neighborhood Plan	\$42,000.00	\$10,500.00			
Horace Downtown Neighb Plan - Addl. Budget	\$50,000.00	\$12,500.00			
SS4A - Safety Action Plan (separate SS4A grant)	\$200,000.00	\$50,000.00			
2024 Projects				Federal CPG	Local/State
NDSU ATAC Annual Participation				\$8,000.00	\$2,000.00
MTP (Year 2 of 2)				\$176,000.00	\$44,000.00
Heartland Trail Alignment Analysis (Yr. 1 of 2)				\$100,000.00	\$25,000.00
Heartland Trail Alignment Analysis (Yr. 2 of 2)**				\$125,000.00	\$0.00
Vehicular Bridge Xing Study at 76th Ave S & 100th Ave S				\$160,000.00	\$40,000.00
Budget Amendment for the study above				\$50,000.00	\$12,500.00
15th Ave N Corridor Study (Moorhead, Dilworth, Clay Co)				\$120,000.00	\$30,000.00
Budget increase for the study above				\$24,000.00	\$6,000.00
13th Ave S (or 15th St. W) overpass at I-94 & Sheyenne Diversion)				\$160,000.00	\$40,000.00
Addition to the above: 26th St/Main/I-94 Connectivity				\$80,000.00	\$20,000.00
Intersection Data Collection and Reporting - Expansion Project				\$80,000.00	\$20,000.00
Moorhead Intersection Traffic Data Collection (Yr. 3 of 3)				\$9,896.00	\$2,474.00
Subtotal	\$1,479,451.00	\$374,754.00	\$102,610.00	\$1,092,896.00	\$241,974.00
Total	\$2,479,076.07	\$624,660.00	\$102,610.00	\$2,139,028.23	\$503,507.46
Minus Federal funds from other sources (CRP & SS4A grant)	\$-320,000.00				
Adjusted Total	\$2,159,076.07	\$624,660.00	\$102,610.00	\$2,139,028.23	\$503,507.46
Federal + Local and Overmatch	\$2,886,346.07			\$2,642,535.69	

Projects highlighted in orange are proposed to be added to the UPWP.

Projects shaded in dark blue are funded with non-CPG Federal sources.

*Local funds for Metro Railroad Needs Study includes BNSF funds for both local match, and additional overmatch.

Total of BNSF funds - \$150,000 with \$62,500 used as local match and \$87,500 as overmatch

**Moves the Year 2 of the Heartland Trail Alignment Analysis into the first year, and uses all CPG (waiving the local match).

***Does not include \$6,705 local match for MnDOT State Planning Funds

To: Transportation Technical Committee
From: Ari Del Rosario, AICP
Date: May 5, 2023
Re: **RFP for Transit Routing, Street Design, and Transit Scheduling Software**

MetroCOG and MATBUS use transit routing and street design software for planning studies and transit operations. Metro COG currently procures this software through Via (Remix). This contract expires on June 30, 2023. Metro COG is releasing an RFP to solicit software vendors who can provide a suite of software that has the following functionality:

- Transit Routing Software – This can aid in implementing route modifications or implement new fixed-route services. Without this software, making changes to routes is a complicated process involving driving routes, GIS mapping, and ridership analysis. In the past, MATBUS, MetroCOG and project consultants have used such software for the MATBUS 2021-2025 Transit Development Plan.
- Street Design – Metro COG utilizes street design software that can allow users to sketch out existing conditions and view proposed street designs in plan and cross section view. In the past, MetroCOG has used such software to visualize street design alternatives for the West Fargo Traffic Calming Study.
- Transit Scheduling Software – MATBUS is potentially interested in procuring software that can assist them in route scheduling. Currently all fixed-route transit scheduling is done manually, which is time intensive. In order to implement more advanced scheduling concepts, MATBUS may require software specifically designed for this purpose.

Metro COG is releasing an RFP in order to solicit software vendors who can provide a suite of software that can meet the needs stated in this memo pursuant to the Qualification-Based Selection (QBS) process outlined in NDDOT's Consultant Administrative Services (CAS) manual. The software vendor will have until June 12, 2023 to submit a proposal outlining the technical specifications of their software package, and detail how it can meet Metro COG's needs.

Requested Action: Recommend Policy Board approval of the RFP soliciting transit routing, street design, and transit scheduling software.



To: Transportation Technical Committee
From: Ari Del Rosario, AICP
Date: May 5, 2023
Re: **Remix Streets Demonstration**

Since 2021, MetroCOG has had access to Remix Streets by Via. Remix Streets is a street design platform that allows users to sketch out existing conditions and view proposed street designs in plan and cross section view. In the past, MetroCOG has used Remix Streets to visualize street design alternatives for the West Fargo Traffic Calming Study.

MetroCOG will conduct a brief demonstration of the Remix Streets platform to highlight its capabilities to TTC members for consideration of its potential future uses.