

547th Transportation Technical Committee
Fargo-Moorhead Metropolitan Council of Governments
THURSDAY, November 9, 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 October 12, 2023 TTC Meeting | Action Item |
| 4. Public Input Opportunity | Public Input |
| 5. 2023 UPWP Amendment #4 | Action Item |
| 6. 2023-2026 Transportation Improvement Program Amendment 9 | Action Item |
| 7. University/10 th Street Corridor Study Contract Amendment 1 | Action Item |
| 8. Clay County Heartland Trail Routing Analysis Consultant Selection | Action Item |
| 9. 2023 Metro Profile Draft | Information Item |
| 10. 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 | |
| 11. Additional Business | Information Item |
| 12. Adjourn | |

REMINDER: The next TTC meeting will be held **Thursday, December 14, 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

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

**546th Meeting of the
FM Metro COG Transportation Technical Committee
Thursday, October 12, 2023 – 10:00 am
Metro COG Conference Room**

Members Present:

Jason	Benson	Cass County Highway Engineering
Julie	Bommelman	City of Fargo, MATBUS
Nicole	Crutchfield	City of Fargo Planning
Jeremy	Gorden	City of Fargo Transportation Engineering
Ben	Griffith	Metro COG
Cole	Hansen	Cass County Planning
Jace	Hellman	City of Horace – Community Development Director
Robin	Huston	City of Moorhead Planning
Clay	Lexen	City of Moorhead (alternate for Jonathan Atkins)
Peyton	Mastera	City of Dilworth (alternate for Don Lorsung)
Aaron	Nelson	West Fargo City Planning
Mary	Safgren	MnDOT – District 4
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:

Jonathan	Atkins	City of Moorhead Traffic Engineering (alt present)
Matthew	Jacobson	Clay County Planning
Kelly	Krapu	Freight Representative - TrueNorth Compliance Service
Don	Lorsung	City of Dilworth Community Development (alt present)
Joe	Raso	GFMEDC
Justin	Sorum	Clay County Engineering

Others Present:

Adam	Altenburg	Metro COG
Paul	Bervik	Metro COG
Heather	Betts	Lung.org
Angie	Bolstad	Stantec
Jaron	Capps	Metro COG
Cody	Christianson	Bolton & Menk
Connor	Cox	WSB
James	Dahlman	Interstate Engineering / City of Horace
Dylan	Dunn	Moore
Dan	Farnsworth	Metro COG
Patrick	Hollister	PartnerSHIP4Health
Brian	King	HDR
Chelsea	Levorsen	Metro COG
Michael	Maddox	Metro COG
Brent	Muscha	Apex Engineering
Ayden	Schaffler	Metro COG
Erika	Shepard	MnDOT
Jordan	Smith	MATBUS
Kristen	Sperry	FHWA - ND
Kalvin	Strecker	Houston Engineering

1. CALL TO ORDER AND INTRODUCTIONS

The meeting was called to order at 10:00 am, on October 12, 2023 by Chair Griffith. A quorum was present.

2. Approve the 546 TTC Meeting Agenda

Chair Griffith asked if there were any questions or changes to the 546 TTC Meeting Agenda.

Motion: Approve the 546 TTC Meeting Agenda.

Mr. Hellman moved, seconded by Ms. Crutchfield

MOTION, PASSED.

Motion carried unanimously.

3. APPROVE September 14, 2023 TTC MEETING MINUTES

Chair Griffith asked if there were any questions or changes to the September 14, 2023 TTC Meeting Minutes.

Motion: Approve the September 14, 2023 TTC Minutes.

Ms. Crutchfield moved, seconded by Ms. Bommelman

MOTION, PASSED

Motion carried unanimously.

4. Public Comment Opportunity

No public comments were made or received.

5. 2024-2027 Transportation Improvement Program (TIP) Amendment #2

Mr. Bervik presented Amendment 2 to the 2024-2027 Transportation Improvement Program (TIP). A public notice was published in The Forum of Fargo-Moorhead on Wednesday, September 27, 2023, which advertised that public comments will be accepted until 8:00 am on Thursday, October 12, 2023. No comments were received.

The proposed amendment to the 2024-2027 TIP is as follows:

1. Modification of Project 8210019: MNDOT construction of a grade separation of 11th Street at BNSF railroad (2024). Updating costs.
2. Modification of Project 5210018: MNDOT construction of a grade separation of 11th Street at BNSF railroad (2024). Updating costs and Project Description.
3. Modification of Project 8230011: MNDOT construction of a grade separation of 11th Street at BNSF railroad, AC payback (2026). Updating Project Description.
4. Modification of Project 8241055: MNDOT construction of a grade separation of 11th Street at BNSF railroad, AC payback (2027). Updating Project Description and state project number.

5. Modification of Project 8240043: MNDOT construction of a grade separation of 11th Street at BNSF railroad, AC payback (2024). Updating Project Cost.
6. Modification of Project 4236033: City of Fargo replacing lighting heads with LED lighting heads throughout the City of Fargo (2023). Updating Project Cost.
7. Modification of Project 4230004: City of Fargo construction of a shared use path south of Harwood Drive Phase 1 (2023). Update Project Cost.
8. Modification of Project 4237034: City of Fargo structural rehabilitation of 42nd street south and I-94 (2023). Updating Other Revenue Source.
9. Modification of Project 8240050 MNDOT construction of fiber communications/cameras and dynamic message signs (DMS) (2025). Updating Project Description.
10. Modification of Project 8230010: MNDOT construction of a grade separation of 11th Street at BNSF railroad, AC payback (2025). Updating Project Description.
11. New Project 8242057: MNDOT construction of a grade separation of 11th Street at BNSF railroad (2024).
12. New Project 8242058: MNDOT construction of a grade separation of 11th Street at BNSF railroad (2024).
13. New Project 8242059: MNDOT construction of a grade separation of 11th Street at BNSF railroad (2024).
14. New Project 8242060: MNDOT construction of a grade separation of 11th Street at BNSF railroad (2024).
15. New Project 9242061: NDDOT pavement marking at various highways throughout the Fargo District (2024).

Motion: Recommend approval of Amendment 2 of the Metro COG 2024-2027 Transportation Improvement Program (TIP) to the Policy Board
Mr. Gorden moved, seconded by Ms. Huston
MOTION, PASSED
Motion carried unanimously.

6. Release of Solicitation for STBG, CRP, and TA Funds

Mr. Bervik presented the release of solicitation for Surface Transportation Block Grant (STBG), Carbon Reduction Program (CRP), and Transportation Alternatives Program (TA) funding.

Metro COG is soliciting STBG funding for project in federal fiscal year 2028. However, pursuant to the solicitation decisions held early this year for the 2024-2027 TIP, there may be some movement of projects. Depending upon how

projects move around, there may be additional STBG funding that becomes available in earlier fiscal years (2026 & 2027).

NDDOT is also requesting to solicit HSIP through Metro COG's solicitation process. STBG, CRP, TA, and HSIP projects must be submitted to Metro COG by 12:00 noon on Friday, November 17, 2023. Metro COG staff will then evaluate each project and bring them forward to TTC and Policy Board for selection at their January meetings.

Mr. Maddox said that there is a potential for public engagement on the selection of these projects.

Ms. Sperry asked if there is scoring criteria available to the jurisdictions to help their applications. Mr. Farnsworth said that the Bike/Ped committee will be using the same criteria they have used in years past for scoring TA projects, which is passed to the TTC, and ultimately the Policy Board. Mr. Maddox said that there is a standard methodology for scoring the STBG applications.

7. Agency Updates

Metro COG – As of 10/1, Metro COG is now a TMA. New Assistant Transportation Planner – Chelsea Levorsen. ND Safety Plan needing crash and travel data – Jaron will reach out to jurisdictions. Adjusted UZA submitted. Upcoming Uni/10 Corridor Study Open House. MTP Public Input opportunity at Boo at the Zoo. I-29 Smart Corridor Public Open House October 19. 11th Street Underpass Open House 10/17.

Fargo – Main Avenue reconstruction – 4 lane, NP Ave construction, project updates. Fargo Growth Plan public open houses, Housing Study Brown Bag. Transit Authority Transition study.

West Fargo – 2024 projects – traffic signal & roundabout additions. Downtown Master Plan draft out soon.

Dilworth – Land Use Plan update in discussion

Horace – Land Use Ordinance finishing up, Core Neighborhood Plan RFP in works

Cass County – construction updates, Growth Plan in NW area in works

MnDOT – new D4 ATP website. FHWA advised no PB approval until MnDOT STIP is approved

FHWA – employee updates

8. Additional Business

No additional business.

9. Adjourn

The 546 Regular Meeting of the TTC was adjourned on October 12 at 10:52 a.m.

**THE NEXT FM METRO COG TRANSPORTATION TECHNICAL COMMITTEE MEETING WILL
BE HELD November 9, 2023, 10:00 A.M.**

Respectfully Submitted,

Savanna Leach
Executive Assistant

To: Transportation Technical Committee members
From: Ben Griffith, AICP, Executive Director
Date: November 3, 2023
Re: **2023-2024 Unified Planning Work Program (UPWP) Amendment #4**

The Infrastructure Investment & Jobs Act (IIJA) of 2021 identified a mandatory set-aside of 2.5% of "Planning Funds" at the state level to be used towards complete streets efforts. This amounts to approximately \$55,000 per year in North Dakota. IIJA incentivized the use of Complete Street Set-Aside Funds by waiving the 20% local match requirement.

Metro COG, the other North Dakota MPOs, and NDDOT have been waiting for guidance from FHWA on the allocation and use of these funds. At the Fall North Dakota MPO Directors' meeting, it was decided that the 2022 and 2023 set-aside funds would be allocated to Metro COG, BisMan, and The Forks MPO based upon their relative shares of population. However, the 2024 funding would be allocated amongst those existing MPOs and Minot, which becomes an MPO in FY2024.

As a result, Metro COG will receive \$81,473 of Complete Streets Set-Aside funding. Metro COG has identified the Horace Core Neighborhoods Plan as an underfunded project that has the capacity to utilize the funding to its fullest extent and is recommending these funds be used to fully fund that effort. The RFP for that project is scheduled to be released in December 2023.

Metro COG would therefore like to amend its 2023-2024 UPWP to include the dedication of \$81,473 of Complete Streets Set-Aside funding to the Horace Core Neighborhoods Plan.

Requested Action: Recommend approval of Amendment #4 to the 2023-2024 UPWP to the Policy Board.

To: Transportation Technical Committee
From: Paul Bervik, Assistant Transportation Planner
Date: November 3, 2023
Re: **2023-2026 Transportation Improvement Program (TIP) Amendment 9**

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) will hold a public meeting both in person and via Zoom Video Communications on Thursday, November 9th, 2023 at 10:00 am to consider public comments regarding a proposed amendment to the 2023-2026 Transportation Improvement Program (TIP) for the FM Metropolitan Area. The proposed amendment to the 2023-2026 TIP reflects modified federally funded projects within the Metropolitan Planning Area (MPA). After discussion with NDDOT, Metro COG is still considering the 2023-2026 TIP to be active, and therefore this is the TIP that needs to be currently amended.

A public notice was published in The Forum of Fargo-Moorhead on Wednesday, October 25th, 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 stated that public comments will be accepted until 12:00 noon on Thursday, November 9th, 2023. As of the writing of this memo, no written comments have been received.

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

1. **Modification of Project 8210019:** MNDOT construction of a grade separation of 11th Street at BNSF railroad (2024). Updating costs.
2. **Modification of Project 5210018:** MNDOT construction of a grade separation of 11th Street at BNSF railroad (2024). Updating costs and Project Description.
3. **Modification of Project 8230011:** MNDOT construction of a grade separation of 11th Street at BNSF railroad, AC payback (2026). Updating Project Description.
4. **Modification of Project 8241055:** MNDOT construction of a grade separation of 11th Street at BNSF railroad, AC payback (2027). Updating Project Description and state project number.
5. **Modification of Project 8240043:** MNDOT construction of a grade separation of 11th Street at BNSF railroad (2024). Updating Project Cost.
6. **Modification of Project 2210017:** Clay County rehabilitation of CSAH 14 bridge over South Branch of Buffalo River (2024). Updating Project Cost and Cost Breakdown.
7. **Modification of Project 3220021:** City of West Fargo urbanization of 9th street NE and 7th avenue NE (2025). Update total project cost.
8. **Modification of Project 8240050** MNDOT construction of fiber communications/ cameras and dynamic message signs (DMS) (2025). Updating Project Description.
9. **Modification of Project 8230010:** MNDOT construction of a grade separation of 11th Street at BNSF railroad, AC payback (2025). Updating Project Description.
10. **New Project 8242057:** MNDOT construction of a grade separation of 11th Street at BNSF railroad (2024).

11. **New Project 8242058:** MNDOT construction of a grade separation of 11th Street at BNSF railroad (2024).
12. **New Project 8242059:** MNDOT construction of a grade separation of 11th Street at BNSF railroad (2024).
13. **New Project 8242060:** MNDOT construction of a grade separation of 11th Street at BNSF railroad (2024).
14. **New Project 9242061:** NDDOT pavement marking at various highways throughout the Fargo District (2024).

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

Requested Action: Recommend approval of Amendment 9 of the Metro COG 2023-2026 Transportation Improvement Program (TIP) to the Policy Board.

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
Amendment 9 - 2023-2026 Metro COG TIP											
Existing projects with a change in cost											
MNDOT	8210019 1401-177	2024	US 10 & 11th St		8th St 14th St	**AC**B2020**INNO** : ON US 10, FROM 8TH STREET TO 14TH STREET, CONSTRUCT NEW UNDERPASS UNDER BNSF RR IN MOORHEAD (ASSOCIATED TO 144-010-020) (RR BONDS) (AC PAYBACK TO MNDOT FROM LOCALS 2025, 2026, 2027) **B2020**INNO** : On US 10, From 8th Street to 14th Street, Construct New Underpass Under BNSF RR in Moorhead (Associated to 144-010-020)	Reconstruction	\$69,068,280 \$102,936,600	STBGP	State Local	\$2,559,973 \$65,192,827 \$67,783,400 \$26,809,600
City of Moorhead	5210018 144-010-020	2024	US 10 & 11th St		8th St 14th St	**AC**INNO**LONYS** : ON US 10, FROM 8TH STREET TO 14TH STREET, CONSTRUCT NEW UNDERPASS UNDER BNSF RR IN MOORHEAD (ASSOCIATED TO 144-010-020) **AC** : Moorhead Underpass: On US 10, From 8th Street to 14th Street, Construct New Underpass Under BNSF RR in Moorhead (AC Payback in 2025, 2026)	Reconstruction	\$2,571,950 \$7,634,091	STBG	State Local	\$2,057,560 \$6,107,273 \$514,390 \$1,526,818
MNDOT City of Moorhead	8230011 5230011 1401-177AC2 144-010-020AC2	2026	US 10 & 11th St		8th St 14th St	**AC**INNO**LONYS** : ON US 10, FROM 8TH STREET TO 14TH STREET, CONSTRUCT NEW UNDERPASS UNDER BNSF RR IN MOORHEAD (ASSOCIATED TO 144-010-020) (AC PAYBACK TO MNDOT FROM LOCALS IN 2025, 2026, AND 2027) PAYBACK 2 OF 3 **AC**INNO**LONYS** : ON US 10, FROM 8TH STREET TO 14TH STREET, CONSTRUCT NEW UNDERPASS UNDER BNSF RR IN MOORHEAD (ASSOCIATED TO 144-010-020 PAYBACK 2 OF 2)	Reconstruction	\$1,902,000 \$1,102,000	STBG		\$1,902,000 \$1,102,000
MNDOT City of Moorhead	8241055 5241055 1401-177AC3 1401-177	2027	US 10 & 11th St		8th St 14th St	**AC**INNO**LONYS** : ON US 10, FROM 8TH STREET TO 14TH STREET, CONSTRUCT NEW UNDERPASS UNDER BNSF RR IN MOORHEAD (ASSOCIATED TO 144-010-020) (AC PAYBACK TO MNDOT FROM LOCALS IN 2025, 2026, AND 2027) PAYBACK 3 OF 3 **B2020** : On US 10, From 8th Street to 14th Street, Preliminary Engineering New Underpass Under BNSF RR in Moorhead (Associated to 144-010-020)	Reconstruction	\$200,000 \$1,071,608	STBG		\$200,000 \$1,071,608
MNDOT	8240043 1401-177PRO	2024	US 10 & 11th St		8th St 14th St	**PROTECT**INNO** : On US 10, From 8th Street to 14th Street, Construct New Underpass Under BNSF RR in Moorhead (Associated to 144-010-020)	Reconstruction	\$3,360,000	PROTECT	State 2025 AC	\$1,236,144 \$1,236,144 \$672,000 \$456,288 \$1,451,856
Clay County	2210017 014-614-001	2024	CSAH 14		1.8 East of MN 336 @ Buffalo River	On CSAH 14, Replace Bridge #92440 with New Bridge #14555 Over the S Branch Buffalo River, 1.8 Miles East of MN 336	Rehabilitation	\$1,500,000 \$920,000	BRO	Local State	\$736,000 \$764,000 \$184,000
City of West Fargo	3220021 23537	2025	9th St NE		Main Ave 12th Ave NE	Urbanization of 9th St NE (including urbanization of 7th Ave NE from 9th St NE to 45th St N)	Reconstruction	\$22,500,000 \$12,000,000	STBG	Local	\$9,600,000 \$12,900,000 \$2,400,000

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
-------------	---------------------------	--------------	------------------	--------	------------------------	---------------------	------------------	--------------------	------------------------	----------------------	---------

Amendment 9 - 2023-2026 Metro COG TIP

Existing projects with a non-cost change

MNDOT	8240050 1480-190	2025				**ITS** : ON I94, IN MOORHEAD, FIBER COMMUNICATIONS/CAMERAS, DYNAMIC MESSAGE SIGNS (DMS) **ITS** : ON I94, IN MOORHEAD, FIBER COMMUNICATIONS/CAMERAS	Safety	\$1,055,556.0	NHPP	Local	\$950,000 \$105,556
MNDOT City of Moorhead	8230010 5230010 1401-177AC1 144-010-020AC1	2025	US 10 & 11th St		8th St 14th St	**AC**INNO**LONSYS** : ON US 10, FROM 8TH STREET TO 14TH STREET, CONSTRUCT NEW UNDERPASS UNDER BNSF RR IN MOORHEAD (ASSOCIATED TO 144-010-020) (AC PAYBACK TO MNDOT FROM LOCALS IN 2025, 2026, AND 2027) PAYBACK 1 OF 3 **AC**INNO**LONSYS** : ON US 10, FROM 8TH STREET TO 14TH STREET, CONSTRUCT NEW UNDERPASS UNDER BNSF RR IN MOORHEAD (ASSOCIATED TO 144-010-020) (AC PAYBACK IN 2025 AND 2026) PAYBACK 1 OF 2	Reconstruction	\$830,000	STBG		\$830,000

Amendment 9 - 2023-2026 Metro COG TIP

The following are new projects

MNDOT	8242057 014-603-014	2024	US 10 & 11th St		8th St 14th St	**INNO** : ON US 10, FROM 8TH STREET TO 14TH STREET, CONSTRUCT NEW UNDERPASS UNDER BNSF RR IN MOORHEAD (ASSOCIATED TO 1401-177, 144-010-020 AND 144-010-019)	Reconstruction	\$1,500,000		Local	\$1,500,000
MNDOT	8242058 1401-177RAISE	2024	US 10 & 11th St		8th St 14th St	**RAISE**INNO** : ON US 10, FROM 8TH STREET TO 14TH STREET, CONSTRUCT NEW UNDERPASS UNDER BNSF RR IN MOORHEAD (ASSOCIATED TO 144-010-020)(RR BONDS)	Reconstruction	\$32,887,000	FFM	State	\$26,309,600 \$6,577,400
MNDOT	8242059 1401-177RR	2024	US 10 & 11th St		8th St 14th St	**INNO** : ON US 10, FROM 8TH STREET TO 14TH STREET, CONSTRUCT NEW UNDERPASS BNSF RR AGREEMENT IN MOORHEAD (RR BONDS)	Reconstruction	\$9,390,000		State	\$9,390,000
MNDOT	8242060 1401-177DEMO	2024	US 10 & 11th St		8th St 14th St	**INNO**MN276** : ON US 10, FROM 8TH STREET TO 14TH STREET, CONSTRUCT NEW UNDERPASS UNDER BNSF RR IN MOORHEAD (ASSOCIATED TO 144-010-020) (AC PAYBACK IN 2025 AND 2026)	Reconstruction	\$625,000	DEMO	Local	\$500,000 \$125,000
NDDOT	9242061 24180	2024	Fargo Districtwide			Pavement marking at various highways throughout the Fargo District	Safety	\$1,600,000	HES	State	\$1,440,000 \$160,000

To: Transportation Technical Committee members
From: Michael Maddox, AICP
Date: November 3, 2023
Re: **University and 10th Street Corridor Study Contract Amendment #1**

Metro COG started the University and 10th Street Corridor Study (“Uni10”) in 2021. This study incorporated the analysis of bicycle and pedestrian concerns, the impacts of the roadway on adjacent properties, the relationship with downtown as it grows westward, and the possible conversion of the one-way pair system of University Drive and 10th Street from 19th Ave N to 13th Ave S.

The original scope of work was split into two phases. The first phase was to look at the possible conversion of the one-way pair system, as well as to gather issues along the corridor, which incorporated an intensive public participation campaign. Phase Two of the study was meant to respond to the findings of the first phase, and as such, a specific scope of work was not developed at that time.

Now that the initial phase has been completed, Metro COG worked with its prime consultant Bolton & Menk to scope the second phase of the study. Metro COG also secured an additional \$100,000 of federal Consolidated Planning Grant (CPG) funds matched by the City of Fargo (\$25,000) to fund Phase Two of the effort. There is approximately \$25,000 left in the original Phase One budget that will supplement Phase Two. The total budget for Phase Two included in Amendment #1 is \$150,026.23.

Attached to this memo, please find the Phase Two Amendment to the Uni 10 contract with Bolton & Menk. As of the writing of this memo, the SRC is reviewing the amendment and is instructed to bring comments to the TTC meeting.

Requested Action: Recommend approval of Amendment #1 to the University and 10th Street Corridor Study contract.

AMENDMENT TO CLIENT-CONSULTANT AGREEMENT

Amendment No. 1

Client: **Fargo-Moorhead Metropolitan Council of Governments**

Consultant: **Bolton & Menk, Inc.**

Project: **University and 10th Street Corridor Study**

Effective Date of Owner-Engineer Agreement: **February 14th, 2022**

Nature of Amendment: (Check those that apply)

- Additional Services to be performed by Consultant
- Modifications to services of Consultant
- Modifications to responsibilities of Client
- Modifications of payment to Consultant
- Modifications to time(s) for rendering services
- Modifications to other terms and conditions of the Agreement

Description of Modifications:

See Exhibit A: Phase II University Drive and 10th Street Corridor Study

Phase II Amount	<u>\$150,026.23</u>
Carryover from Phase I Budget	<u>-\$25,090.00</u>
Total Amendment Amount	<u>\$124,936.23</u>
Original agreement amount:	<u>\$274,996.08</u>
Net change for prior amendments:	<u>\$0.00</u>
Adjusted Agreement amount:	<u>\$399,932.31</u>
Change in time for services (days or date, as applicable):	<u>12/31/2024</u>

Client and Consultant hereby agree to modify the above-referenced Agreement as set forth in this Amendment. The Effective Date of the Amendment is **November 16th, 2023**

Client
Fargo-Moorhead Metropolitan COG

(typed or printed name of organization)

Consultant
Bolton & Menk, Inc.

(typed or printed name of organization)

By: _____
(individual's signature)

By: _____
(individual's signature)

Date: _____
(date signed)

Date: _____
(date signed)

Name: _____
(typed or printed)

Name: Mike Bittner
(typed or printed)

Title: _____
(typed or printed)

Title: Principal in Charge of North Dakota
(typed or printed)

Exhibit A: Phase II University Drive and 10th Street Corridor Study

The focus of Phase II is development, analysis, and implementation strategies for improvements along University Drive and 10th Street.

SCOPE OF WORK

Task 1. Project Management and Coordination

Project Management shall include:

- Consistent project communication
- Workload allocation and schedule management
- Management of project budgets and invoicing

Deliverables: Monthly progress meetings, monthly progress reports, monthly invoicing, and expense reporting.

Task 2. Alternatives Development and Analysis

Task 2.1 - Alternative Development

Each segment of the study area will involve spot improvements and different scales of segment-wide analysis. The downtown segment will be the most intense, with full corridor reconfiguration concepts being evaluated. The north segment will assess minor tweaks to the cross-section, specific to the bike lanes. The south segment will only include spot improvements and off-corridor improvements. The following spot improvement alternatives will be developed. Approximately 50% of this work was completed as part of the Phase I contract.

- 2.1.1.** Three (3) downtown lane reconfiguration concepts to reduce speeds, reduce crossing lengths, and improve multimodal opportunities.
- 2.1.2.** Three (3) traffic calming strategies using enforcement, technology, and geometric solutions.
- 2.1.3.** One (1) network-wide pedestrian crossing improvement plan with up to three (3) sub-options. Strategies will include signal timing, traffic signals improvements, and beacons at challenging crossing locations.
- 2.1.4.** One (1) network-wide bicycle connectivity plan with up to three (3) sub-options. Strategies will include off-system facilities, improvements to amenities on University Drive and 10th Street, and intersection crossing enhancements both parallel and perpendicular to the corridor.
- 2.1.5.** One (1) network-wide safety improvement plan with up to three (3) sub-options. Strategies will include access management, sight-triangle assessment, side-street lane and signal phasing improvements, and technology.
- 2.1.6.** Up to three (3) other spot improvements related to multimodal safety, event management or otherwise.

Task 2.2 – Study Review Committee Meeting: Alternative Refinement Workshop

With the alternatives developed and analyzed, the first SRC meeting will be an alternative refinement workshop. The committee will review, refine, and prioritize the alternatives, eliminating any that may be technically unfeasible.

Task 2.3 – Alternative Analysis

Alternatives will be analyzed in the same categories that were established in the first phase of the study, which include:

- **Safety:** which factors vehicular conflict potential, pedestrian/vehicle crash severity, and roadway crossing exposure
- **Balance:** which factors in modal level of service for vehicles, pedestrians, bicycles, freight, and transit.
- **Mobility:** which factor corridor travel times to major destinations and across the three segments on the two corridors.
- **Impacts:** which factor construction costs, and direct impacts to properties, trees, utilities, and alike.

Deliverables: Alternatives Analysis Report with supporting data in appendices, as appropriate.

Task 3. Community Engagement Phase II

Task 3.1 – Study Review Committee Meeting: Community Engagement Phase II Preparation

The intent of this meeting will be to finalize marketing and engagement strategies and present draft materials to the SRC for review and comment.

Task 3.2 Community Engagement Phase II

Community Engagement Phase II will focus on which, if any, of the alternatives should be carried forward into the implementation phase of the study. At the request of members of the public, the emphasis of this effort will be primarily in-person meetings and presentations.

Specific tasks are expected to include:

- 3.2.1. Three (3) Public Input Meetings Segregated by Roadway Segment
- 3.2.2. Development of INPUTiD Alternative Comparison Tool Survey for online responses
- 3.2.3. Marketing of meeting, surveys and events using the stakeholder repository developed as part of Phase I of the project
- 3.2.4. Postcard mailers to individuals living along the corridor to notify them of the various events (same limits as previous effort)
- 3.2.5. One Downtown Business Owners roundtable meeting, organized by the Downtown Community Partnership

Deliverables: Visual collateral (diagrams, infographics, etc.) needed to complete online survey and engagement tools and presentation materials in support of Phase II; report and presentation materials summarizing public responses.

Task 4. Implementation Plan

Task 4.1 – Study Review Committee Meeting: Engagement Findings and Implementation Strategies

With the second phase of engagement complete, the SRC will meet to review feedback and begin brainstorming the appropriate implementation strategies for the corridors.

Task 4.2 – Implementation Plan

The Implementation Plan will include the following tasks:

- 7.1.1. Project delivery next steps
- 7.1.2. Project phasing and staging
- 7.1.3. Funding assessment and opportunities
- 7.1.4. Three static renderings of critical improvement areas

Deliverables: Implementation strategies technical memorandum with supporting data in appendices, as appropriate.

Task 5. Final Report and Approvals

Task 5.1 – Final Report

Bolton & Menk will compile the Phase I and Phase II technical analysis and engagement efforts into a comprehensive, image-rich, and plain language report. The key information will be provided in an accompanying highly visual executive summary.

Task 5.2 – Study Review Committee Meeting: Adoption Presentation Rehearsal

After extensive coordination, engagement, and technical analysis, the final element of this study is a SRC meeting to review community input, confirm the implementation strategies, and review any concerns with the draft final report. This meeting will also identify and begin coordination for the final approvals process, including presentations to the required oversight boards.

Task 5.3 – Formal Adoption Presentations

Bolton & Menk will complete the appropriate final presentations to NDDOT management, the Public Works Project Evaluation Committee, and the Fargo City Commission. Bolton & Menk will work with Metro COG staff to make the final presentations to the Transportation Technical Committee and the Policy Board.

Deliverables: Final Report, Meeting scheduling, and materials

BUDGET

Client: Fargo-Moorhead Metro COG Project: University Drive and 10th Street Corridor Study		Bolton & Menk, Inc.										
Task No.	Work Task Description	Project Manager	Alternative Analysis	Concept Development	Traffic Modeling	Concept Development Support	Stakeholder Outreach	GIS Mapping	Renderings	Total Hours	Total Labor Cost	
		Mike Bittner	Kevin Mackey	Cody Christianson	Chloe Weber	Jamie Rasmussen	Blue Weber	Rachel Koch	Chris Harris			
1	Project Management and Coordination	70	0	0	0	0	0	0	0	70	\$3,850.00	
2	Alternatives Development and Analysis	20	100	74	50	63	0	60	0	367	\$15,008.50	
3	Phase II Community Engagement	30	0	0	0	0	80	50	0	160	\$6,035.00	
4	Implementation Plan	20	25	30	0	0	0	0	80	155	\$7,145.00	
5	Project Wrap Up and Close Out	58	40	30	0	0	0	0	0	128	\$6,495.00	
Total Hours		198	165	134	50	63	80	110	80	880		
Average Hourly Rate		\$55.00	\$44.00	\$51.50	\$35.50	\$27.50	\$32.00	\$36.50	\$42.50			
Subtotal		\$10,890.00	\$7,260.00	\$6,901.00	\$1,775.00	\$1,732.50	\$2,560.00	\$4,015.00	\$3,400.00			
Overhead Rate		213.06%	213.06%	213.06%	213.06%	213.06%	213.06%	213.06%	213.06%			
Total Labor Costs + OH											\$120,632.98	
Fixed Fee (5%)											5%	\$6,031.65
Direct Expenses (Postcards)												\$6,000.00
Subconsultant (Interface) - Task 3 - Community Engagement												\$17,271.21
Total for Phase II												\$149,935.83
Carryover from Phase I Contract												-\$25,000.00
Amendment I - Total Not-to-Exceed Fee												\$124,935.83

SCHEDULE

Task	Task	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24
1	Project Management										
2	Alternatives Development and Analysis										
3	Community Engagement Phase II										
4	Implementation Plan										
5	Final Reports and Approvals										

To: Transportation Technical Committee
From: Dan Farnsworth, Transportation Planner
Date: November 3, 2023
Re: **Clay County Heartland Trail Routing Analysis – Consultant Selection**

In September, the Metro COG Policy Board approved the request for proposals (RFP) for the Clay County Heartland Trail Routing Analysis. This project has a budgeted amount of \$250,000 (\$200,000 funded using Federal CPG funds and \$50,000 from local matches).

The deadline for consulting firms to submit proposals was October 18th. Metro COG received proposals from four firms – Bolton & Menk, SEH, SRF, and WSB.

Metro COG and the consultant selection panel met on Wednesday, November 1st to interview the firms and select the top ranked firm. Upon interviews with the four consultant teams, SRF was the highest ranked firm. The SRF team includes the subconsultants Alta and Mend. SRF's cost proposal came in at \$249,828.83, which is within the budgeted amount.

Requested Action:

Recommend Policy Board approval of SRF as the top ranked firm to complete the Clay County Heartland Trail Routing Analysis and to authorize Metro COG to enter into a contract after successful contract negotiations.



To: Transportation Technical Committee
From: Jaron Capps, GIS Coordinator/Assistant Transportation Planner
Chelsea Levorsen, Assistant Transportation Planner
Date: November 9, 2023
Re: **Draft 2023 Metro Profile**

The latest Metropolitan Profile is nearing completion and Metro COG is seeking potential added input to the report before final approval in December. This annual report is to provide a snapshot of the Fargo-Moorhead metro area based on data from 2022. Like last year, the report is split into five sections (community profile, roadways, freight, bike & ped and transit) with metrics to be continually tracked in the future to reveal larger trends.

Some further highlights from the profile will be provided at the TTC meeting.

Informational Item

METROPOLITAN PROFILE 2023

Annual Report for the Fargo-Moorhead Metropolitan Area



PREPARED BY
METROCOG
FM REGIONAL TRANSPORTATION PLANNING ORGANIZATION

Adopted:
1-2nd Street N, Suite 232
Fargo, ND 58102
www.fmmetrocog.org



The preparation of this document was funded in part by the United States Department of Transportation with funding administered through the North Dakota and Minnesota Departments of Transportation, the Federal Highway Administration and the Federal Transit Administration. Additional funding was provided by the Minnesota Department of Transportation and through local contributions from the governments of Fargo, West Fargo, Horace, and Cass County in North Dakota; and Moorhead, Dilworth, and Clay County in Minnesota. The United States government and the states of North Dakota and Minnesota assume no liability for the contents or use thereof.

This document does not constitute a standard, specification, or regulation. The United States Government, the states of North Dakota and Minnesota, and the Fargo-Moorhead Metropolitan Council of Governments do not endorse products or manufacturers. Trade or manufacturers' names may appear therein only because they are considered essential to the objective of this document.

DRAFT

Dear Interested Persons, Stakeholders, Jurisdictions, Agencies and Organizations

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) is pleased to present the Metropolitan Profile 2023 (Metro Profile), a document previously known as the Surveillance and Monitoring Report for the Fargo-Moorhead Metropolitan Area. The data presented within this Profile pertains to the 2022 calendar year (January 1, 2022 through December 31, 2022).

Metro COG began producing the Metropolitan Transportation Surveillance and Monitoring Report in 1981. Over time, this document has taken various forms in order to ensure compliance and compatibility with relevant surface transportation authorization. Under Fixing America's Surface Transportation Act (FAST Act), the Metro Profile has become an essential performance management tracking tool.

The profile is structured to document and monitor the following:

- (a) Changes to the transportation system;
- (b) Demographic and socio-economic conditions;
- (c) Changes in land use patterns and/or development patterns;
- (d) Accuracy of projections/assumptions made within the Metropolitan Transportation Plan (MTP); and
- (e) Implementation of the Transportation Improvement Program (TIP).

The Metro COG Policy Board believes this data to be critical to both accurately represent the state of the transportation network and to maintain and to implement elements of the Metropolitan Transportation Planning Program, such as the TIP, MTP, and regional Travel Demand Model (TDM).

It is Metro COG's goal to continue to enhance the ease and accuracy of collecting and reporting metropolitan transportation data; as well as improving accessibility to this information for all interested persons and stakeholders.

Any questions or comments on the content of this document should be directed to Metro COG. Supporting plans, studies, and other transportation data for the Fargo-Moorhead Metropolitan Area is available by contacting Metro COG (701.532.5100), by email at metrocog@fmmetrocog.org, or visiting Metro COG's website at www.fmmetrocog.org.

Chuck Hendrickson
Chair, Metro COG Policy Board

Ben Griffith
Executive Director, Metro COG



CONTENTS

INTRODUCTION

Introduction	5
Jurisdictions	6
Organizational Chart	7
Vision and Mission	8
Executive Summary: COVID-19	9
Community Profile	
Overview	10
Demographics	11
Employment	12
Housing	13

TRANSPORTATION

Roadways	
Overview	14
Projects	15
Safety and Pavement Condition	16
Functional Classification	17
Freight	
Overview	18
Truck	19
Rail and Air	20
Rail and Air Map	21
Bike & Pedestrian	
Overview	22
Projects	23
Network Map	24
Counts	25-27
Transit	
Overview	28
Projects	29
Route Map & Inventory	30
Vehicle Condition	31-32
Acronyms	33
Additional Resources	34

INTRODUCTION

Who is Metro COG?

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) is both the designated Council of Governments (COG) and Metropolitan Planning Organization (MPO) for the greater Fargo-Moorhead Metropolitan Area. An MPO is a transportation policy-making organization comprised of representatives from local government and transportation authorities. The Federal Surface Transportation Assistance Act of 1973 requires the formation of a MPO for any urbanized area with a population greater than 50,000. MPOs ensure that existing and future expenditures for transportation projects and programs are based on a comprehensive, cooperative, and continuing planning process, known as the “3-C” process.

What is the Metro Profile?

The 2023 Metropolitan Profile is separated into five chapters, each of which focuses on trends affecting the development patterns and transportation network of the Fargo-Moorhead MPA. Together the chapters provide a comprehensive snapshot of the conditions and trends affecting the metro area based on 2022 data (or the most recent data available).

The chapters are grouped into two sections:

Community Profile

Transportation

The Transportation section encompasses topics focused on the:

Roadway System

Freight & Interstate Travel

Bicycle & Pedestrian Network

Local & Regional Transit

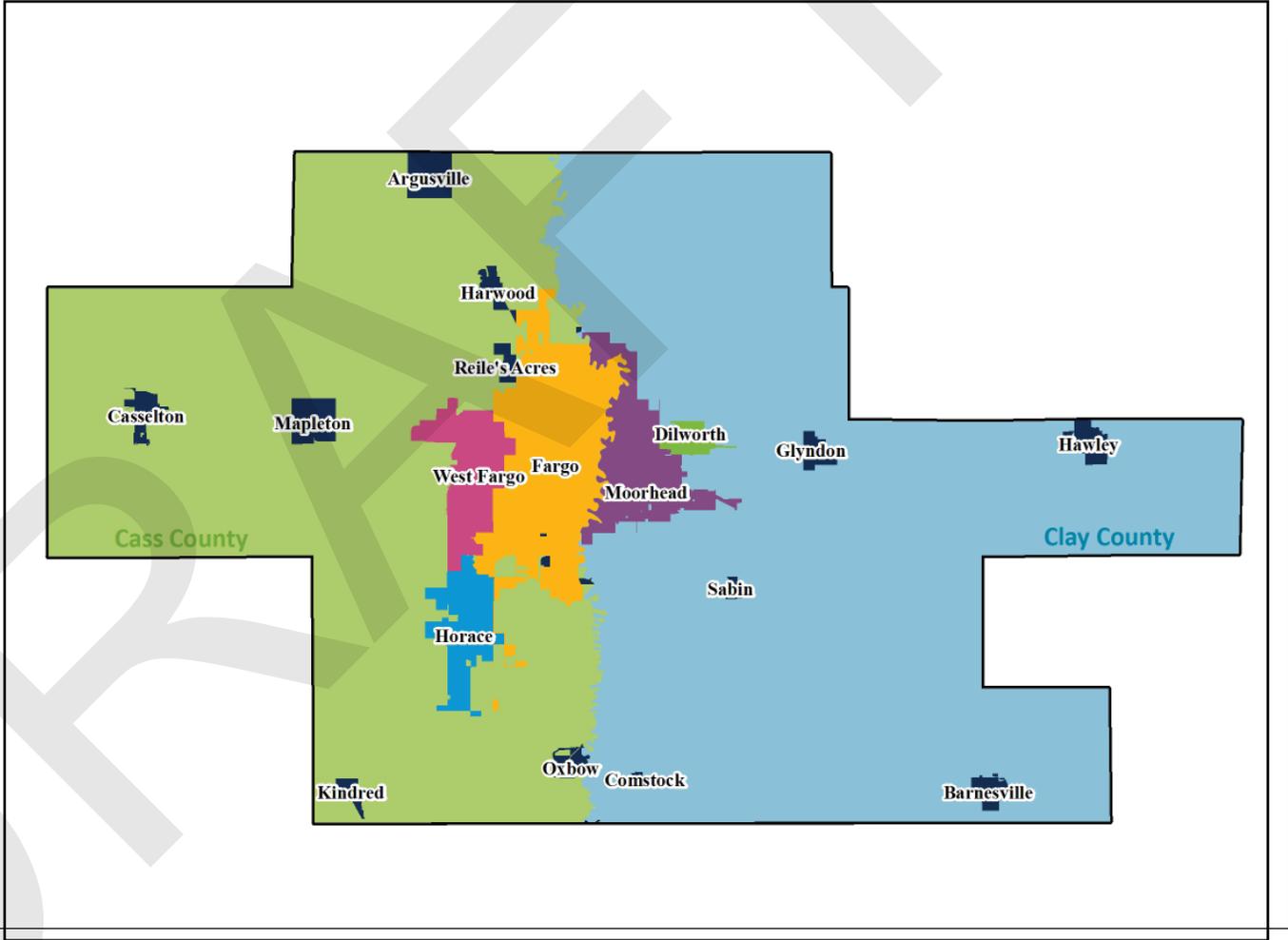
Within each of these chapters are metrics that Metro COG tracks from year to year. These metrics are used to track progress towards goals set in the Metropolitan Transportation Plan (MTP). The goals in the MTP are developed with Metro COG’s vision, mission, and core functions in mind.



JURISDICTIONS

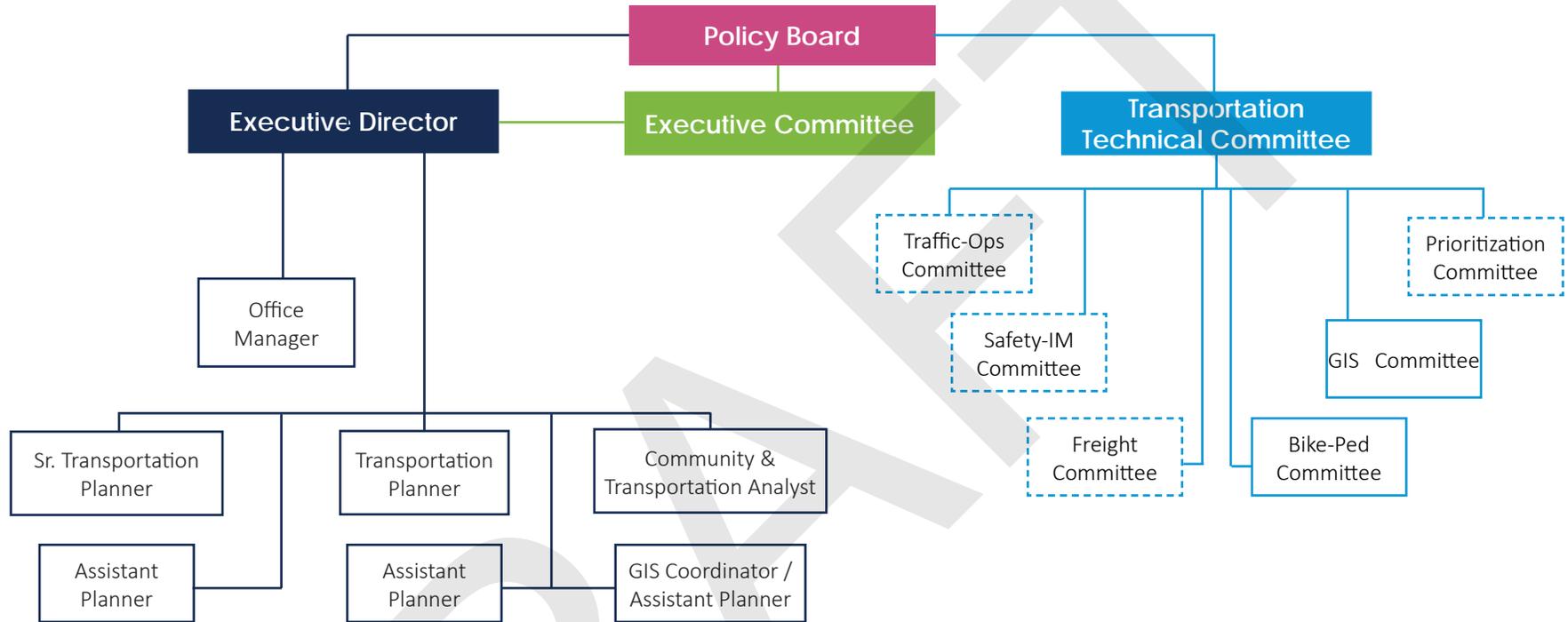
CASS COUNTY 1,768 SQ. MILES
 FARGO 51.18 SQ. MILES
 WEST FARGO 16.41 SQ. MILES
 HORACE 12.68 SQ. MILES
 CASSELTON 2.18 SQ. MILES
 HARWOOD 1.31 SQ. MILES
 MAPLETON 3.91 SQ. MILES

CLAY COUNTY 1,053 SQ. MILES
 MOORHEAD 22.32 SQ. MILES
 DILWORTH 3.22 SQ. MILES
 BARNESVILLE 1.96 SQ. MILES
 GLYNDON 1.59 SQ. MILES
 HAWLEY 2.448 SQ. MILES



NOTE: Jurisdiction acreage was calculated from the GIS information provided by each jurisdiction. Associate Jurisdictions are depicted in navy, while the Member Jurisdictions are color coded by pink, purple, greens, bright blues, or yellow.

2023 ORGANIZATIONAL CHART



Metro COG
701.532.5100

Executive Director
Ben Griffith 701.532.5103

Office Manager
Savanna Leach 701.532.5101

Senior Transportation Planner
Michael Maddox 701.532.5104

Transportation Planner
Dan Farnsworth 701.532.5106

Community & Transportation Analyst
Adam Altenburg 701.532.5105

Assistant Planner
Chelsea Levorsen 701.532.5102

Assistant Planner
Paul Bervik 701.532.5107

Assistant Planner / GIS Coordinator
Jaron Capps 701.532.5110

----- Committees that do not meet regularly or those that are called upon as needed.





VISION AND MISSION

Vision Statement

Provide quality, proactive regional planning services for a changing society.

Mission

1. Harmonize the activities of federal, state, and local agencies
2. Render technical assistance
3. Encourage public participation in the development of the area

Core Functions

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non-motorized users.
- Increase accessibility and mobility for people and freight.
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
- Enhance travel and tourism.

EXECUTIVE SUMMARY

Post COVID-19 Pandemic Trends

In early 2022, the metro experienced peak total infections due to the Delta and Omicron Variants of the COVID-19 Virus. In 2022 the number of people working from home decreased, showing the Metro's return to normalcy. The economy saw growth trends during 2022 as it neared pre-pandemic levels. This can be seen through Hector International Airport reporting its second highest passenger volume of all time.

Demographic Highlights

The Fargo-Moorhead Metropolitan Statistical Area (MSA) has continued to experience faster population growth than the country as a whole. In 2022, proportionally, much of this growth is estimated to have occurred within Horace, Fargo, and Dilworth. The population of the metro remains younger and more educated than national averages thanks to the number of higher education institutions in the area. However, the metro showed signs of aging, but at a much slower trend than the national average. Furthermore, the metro also continues to look more diverse despite having lower rates of foreign-born individuals and those speaking a language other than English at home. Even though the MSA is diversifying, regional trends are slower than what is occurring nationally.

Economic Recovery

The unemployment rate in the Metro continues to decrease. In 2022, the Fargo-Moorhead Metro area was ranked #2 in the nation for lowest unemployment rate and saw a slight increase within the labor force. Despite the FM Area observing increased median household incomes, the region fell below the national average. Furthermore, the regional poverty rate increased, nearing the national average.

Transportation

Vehicle miles traveled (VMT) in the region decreased from 2021, and has not caught up to pre-pandemic levels. VMT per capita rates in the Metro area are lower than 2021 and are still below the national average.

The Metro area welcomed two Amazon Warehouses at the end of 2021. In 2022 construction continued on a series of four buildings for the Dakota Commerce Center and Marvin Windows completed a major expansion. Despite new distribution center construction, both truck average daily traffic (ADT) and pounds of air cargo declined.

Amtrak's Empire Builder saw a significant increase in passenger ridership and a decline of their on-time performance and in 2022. Hector International Airport also saw an improvement in both air passengers and enplanements.

Strava, a data source we previously used, is no longer available. The number of bicycle and pedestrian activity is slightly lower this year. Metro COG saw a slight decrease in the number of non-motorized crashes but the amount of serious injuries was near double.

Total MATBUS ridership has been on the decline since 2021. However, in 2022, the ridership from local university students is up tremendously. Paratransit passengers are up as well. Like 2021, driver shortages have required the reduction or elimination of service.

COMMUNITY PROFILE

Overview



Population of FM MSA
in 2022

258,663

New residents in MSA
in 2022

+6,527

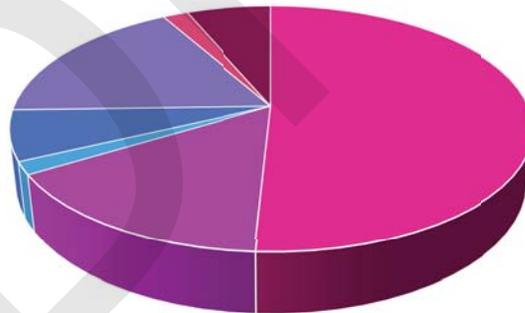
Percent population change (2021-2022)

FM MSA
2.59%

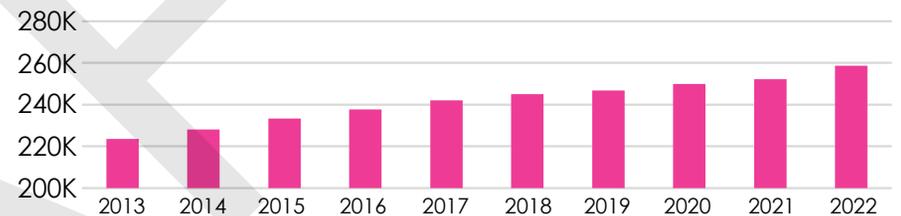
United States
0.42%

Jurisdiction	Population	Change
FARGO	131,444	+3.7%
WEST FARGO	39,985	+1.26%
HORACE	4,277	+27.3%
RURAL CASS	17,028	+ .35%
MOORHEAD	44,861	+ .43%
DILWORTH	4,771	+2.96%
RURAL CLAY	126,297	+ .15%

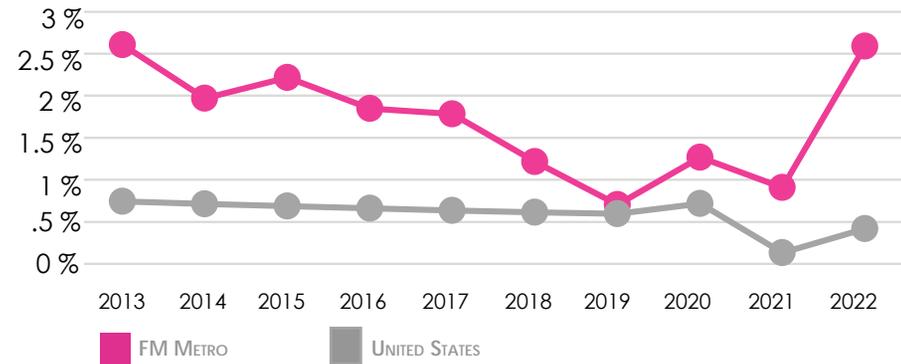
Population & Growth by jurisdiction



2013 - 2022
FM MSA Annual population growth



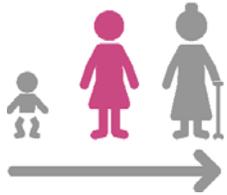
2013 - 2022
Population Growth by %



Sources in this section: Census data, American Community Survey (ACS) estimates, Federal Reserve Bank, Home Builders Association of Fargo-Moorhead

COMMUNITY PROFILE

Demographics



Median age

FM MSA **33.5** +2.7% United States **39 yrs**



Speaks a language other than English at home[^]

FM MSA **8.6%** +7.5% United States **21.7%**



Bachelor's degree or higher: 25 Years and Over

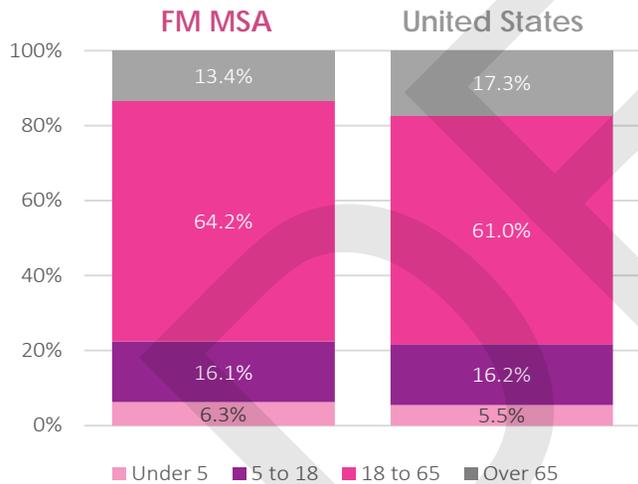
FM MSA **43%** +9.9% United States **35.7%**



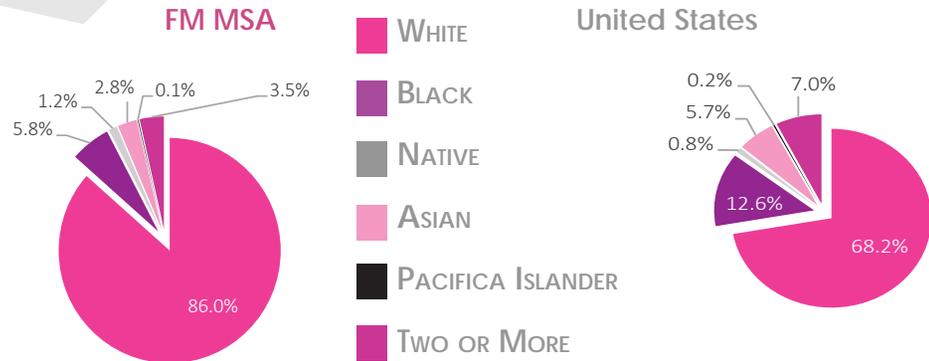
Foreign born

FM MSA **6.9%** -1.4% United States **13.6%**

Age distribution



Racial composition[^]



[^]2017-2021 American Community Survey (ACS) 5-year estimates

COMMUNITY PROFILE

Employment



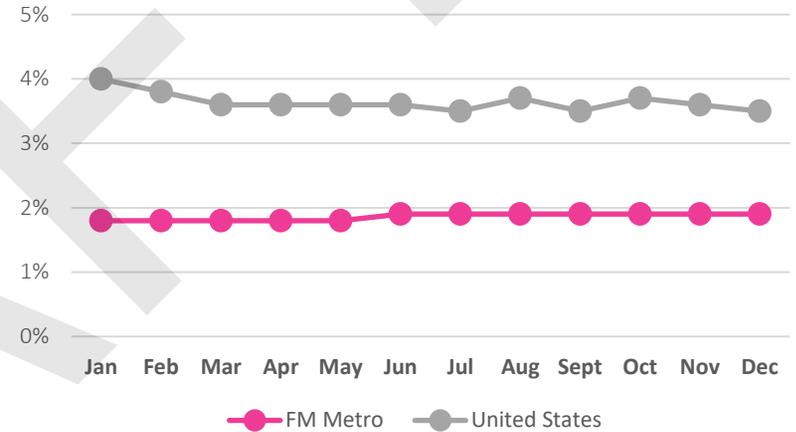
Unemployment rate in 2022

FM MSA
1.86%
-34.7%

United States
3.64%



Unemployment rate in 2022 by month



Percent in labor force[^]

FM MSA
75.0%
+.67%

United States
63.6%



Median household income[^]

FM MSA
\$68,531
+3.8%

United States
\$69,021



Percent in poverty[^]

FM MSA
11.3%
+18.9%

United States
12.6%

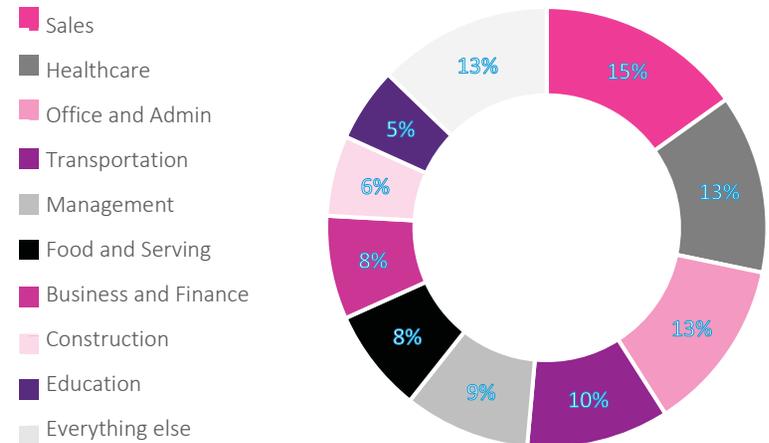


Worked from home[^]

FM MSA
7.0%
-47.7%

United States
9.7%

Top 10 industries ranked by employment



[^]2017-2021 American Community Survey (ACS) 5-year estimates

NOTE: For full industry titles and more comprehensive economic profile, see "Economic Profile" in Additional Resources.

COMMUNITY PROFILE

Housing

Average household size

FM MSA **2.26** -2.5% | United States **2.50**

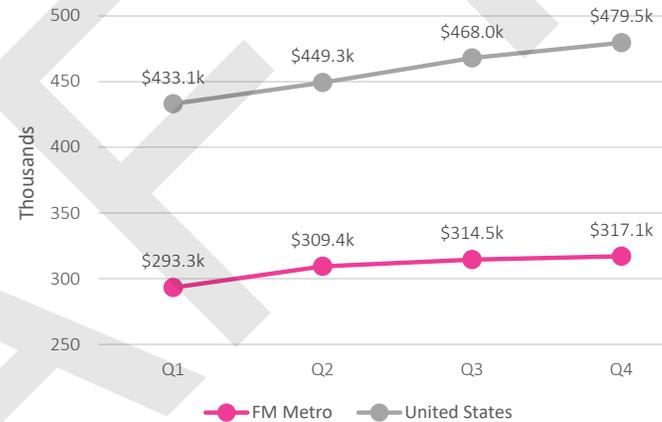
Owner-occupied rate[^]

FM MSA **56.5%** | United States **64.6%**

2022 30-Yr Fixed Mortgage US Average

Average **5.64%**
 Year High **7.08%**
 Year Increase **3.20%**

2022 Median Household Price



NOTE: House prices may not be reflective of additional special assessment costs



116,595
Housing units metrowide



2,403
Building permits issued in 2022

1033
New single-family residential units

- +411 Fargo
- +193 West Fargo
- +308 Horace
- +59 Moorhead
- +16 Dilworth
- +46 Associate Jurisdictions

1370
New multi-family residential units

- +996 Fargo
- +55 West Fargo
- +180 Horace
- +139 Moorhead
- +0 Dilworth
- +0 Associate Jurisdictions

NOTE: For more in-depth information, see "Permits Plus" in Additional Resources.

[^]2017-2021 American Community Survey (ACS) 5-year estimates

ROADWAYS

Overview

Vehicle miles traveled (VMT) in 2022

2.3 billion+

Change from year previous

-3.2%

Auto Travel Time Reliability (Interstate)

ND Portion of the MPA

100%

MN Portion of the MPA

100%

Auto Travel Time Reliability (Non-Interstate)

ND Portion of the MPA

97.1%

MN Portion of the MPA

96.7%

NOTE: For more information, see "Performance Measures" in Additional Resources.



VMT per capita

FM Metro

9,154

United States

9,508



Average commute time in minutes[^]

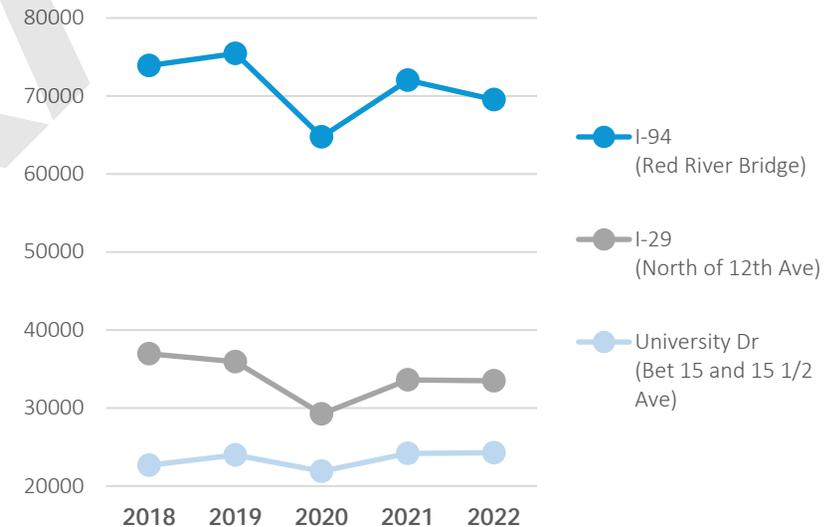
FM Metro

18.0

United States

26.8

Average Daily Traffic on I-94, I-29 and University Dr



Sources in this section: NDDOT, MnDOT, American Community Survey (ACS) estimates
[^]2017-2021 American Community Survey (ACS) 5-year estimates

ROADWAYS

Projects



Number of TIP Projects

43

Total cost

\$ 96,382,096

Federal funding

\$ 69,928,209

State funding

\$ 32,695,472

Local funding

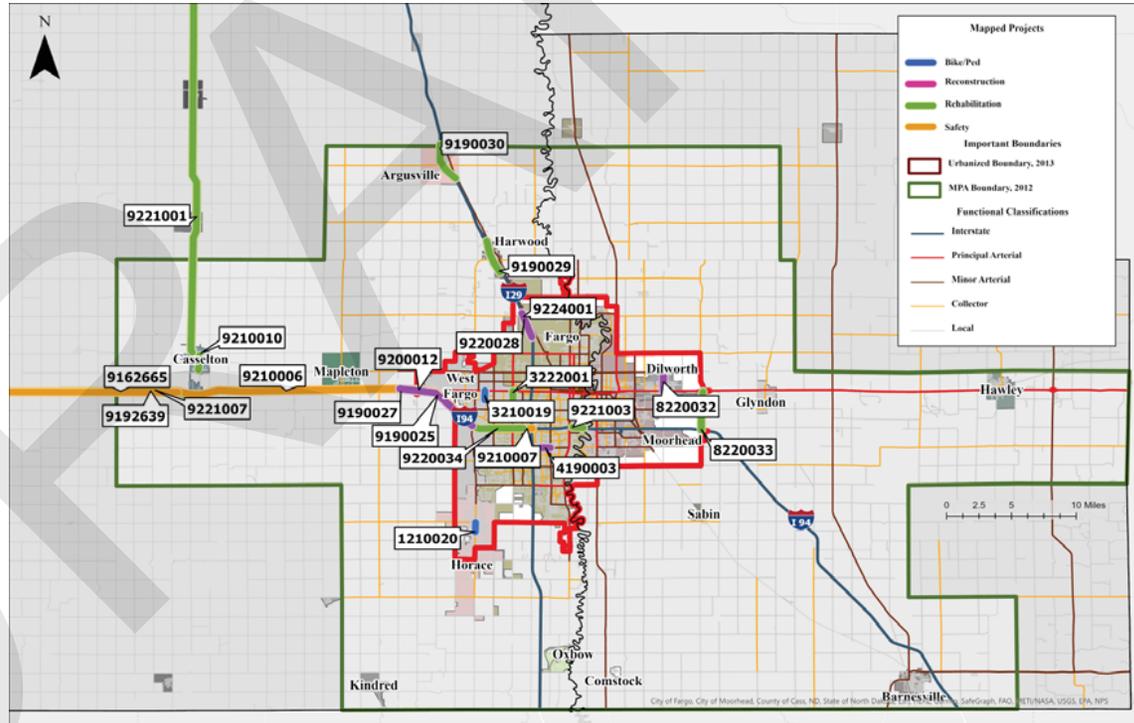
\$ 38,743,415

Top 2022 TIP Projects by Federal Revenue



- Interstate Maintenance on I-94 (9190025)
- Interstate Maintenance on I-94 (9190027)
- Reconstruction of 32nd Ave S (4190003)
- Reconstruction of 52nd Ave S (4200016)
- Safety Improvements on I-94 (9210006)
- Safety Improvements on I-94 (9221007)

2022 Mapped Federally Funded TIP Projects



ROADWAYS

Safety & Pavement Condition Targets



ND-Side of the FM MPA 2022 safety data

- 8** Number of fatalities
- 58** Number of serious injuries
- 8** Number of non-motorized fatalities and non-motorized serious injuries

MN-Side of the FM MPA 2022 safety data

- 4** Number of fatalities
- 4** Number of serious injuries
- 1** Number of non-motorized fatalities and non-motorized serious injuries



NDDOT Set Targets

- 75.6%** % of Interstate in good condition
- 3.0%** % of Interstate in poor condition
- 58.3%** % of non-Interstate in good condition
- 3.0%** % of non-Interstate in poor condition

MnDOT Set Targets

- 60.0%** % of Interstate in good condition
- 2.0%** % of Interstate in poor condition
- 55.0%** % of non-Interstate in good condition
- 2.0%** % of non-Interstate in poor condition



NDDOT Set Targets

- 50.0%** % of NHS bridges in good condition
- 10.0%** % of NHS bridges in poor condition

MnDOT Set Targets

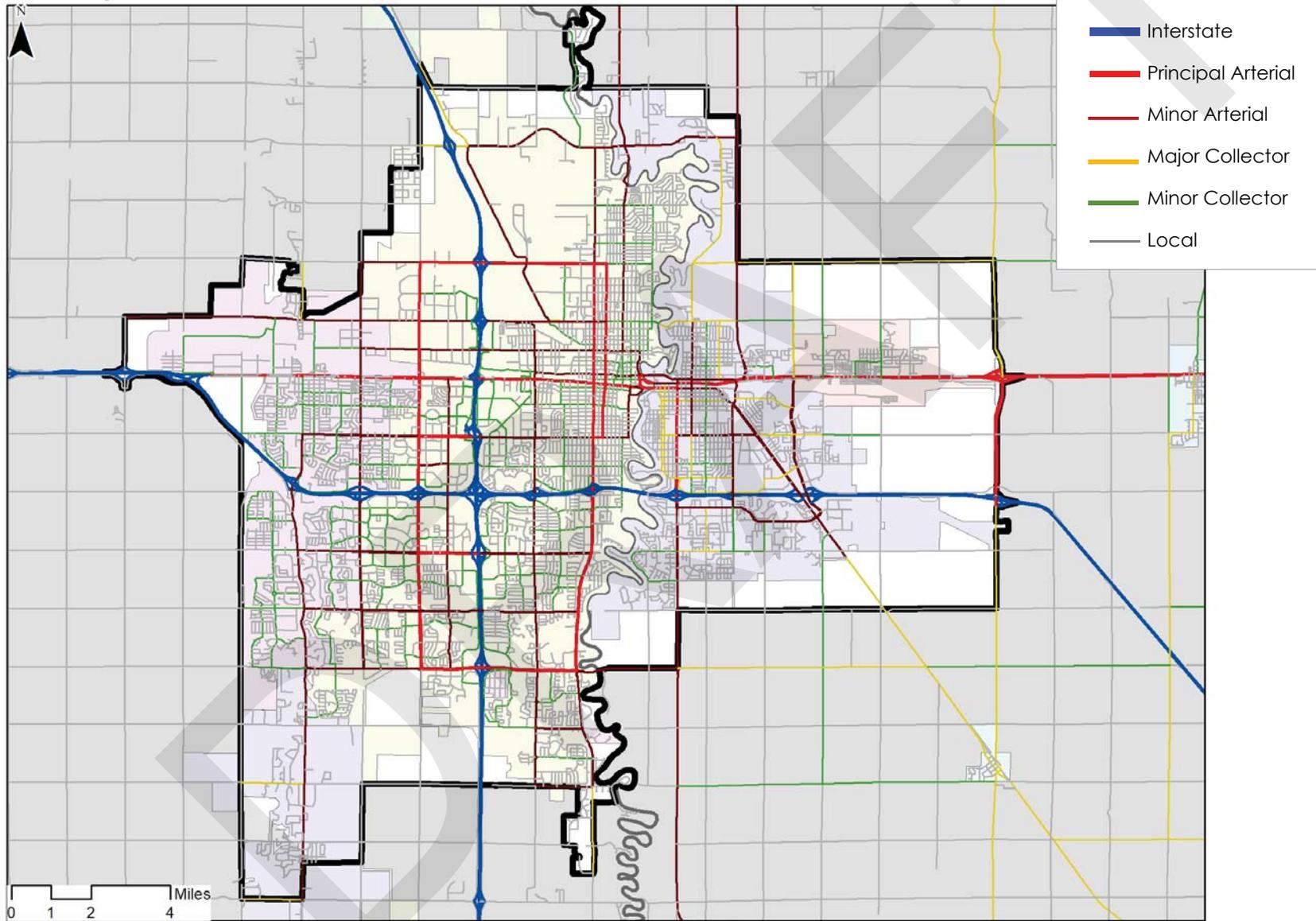
- 30.0%** % of NHS bridges in good condition
- 5.0%** % of NHS bridges in poor condition

NOTE: For more information, see "Performance Measures" in Additional Resources.

ROADWAYS

Functional Classification

No Change in Function Classification from 2021



FREIGHT

Overview



Air cargo total landed weight in 2022 (lbs)
410 million

Change from year previous
-2.5%



Truck Travel Time Reliability Index (TTR)

Fargo-Moorhead MPA

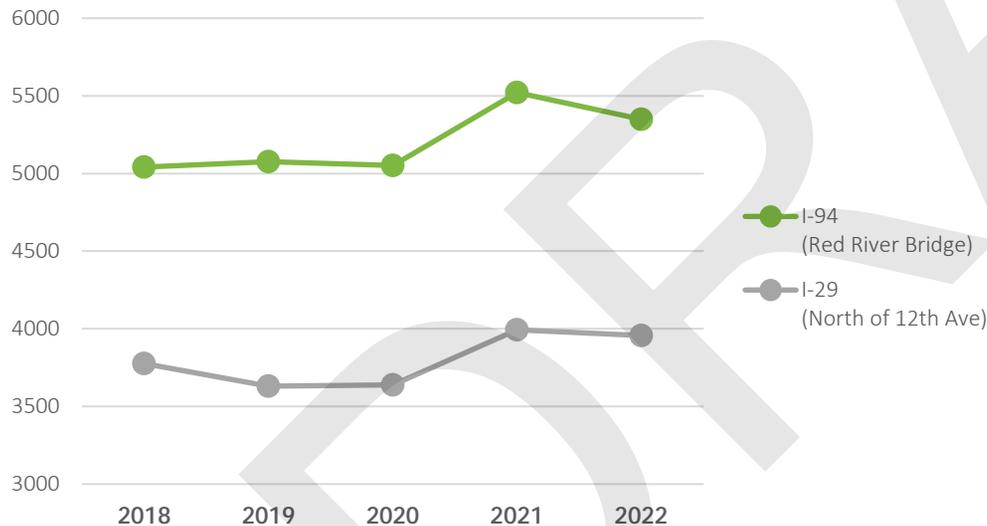
1.26

Minneapolis-St Paul MPA

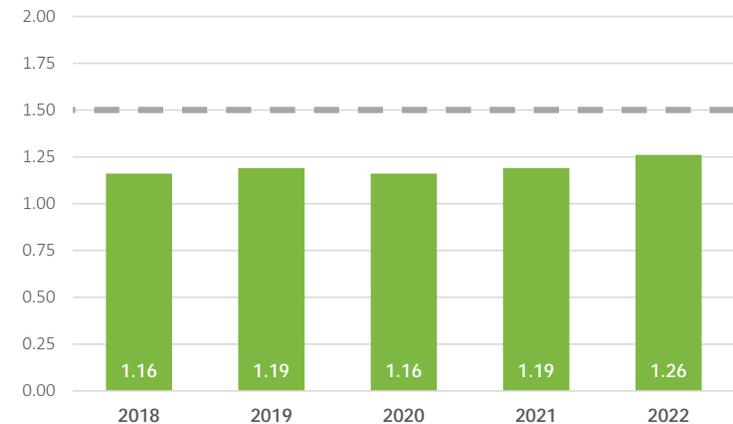
1.75

TTR target 2022
1.50

Truck Average Daily Traffic (ADT) on I-94 and I-29



TTR Actual vs Target



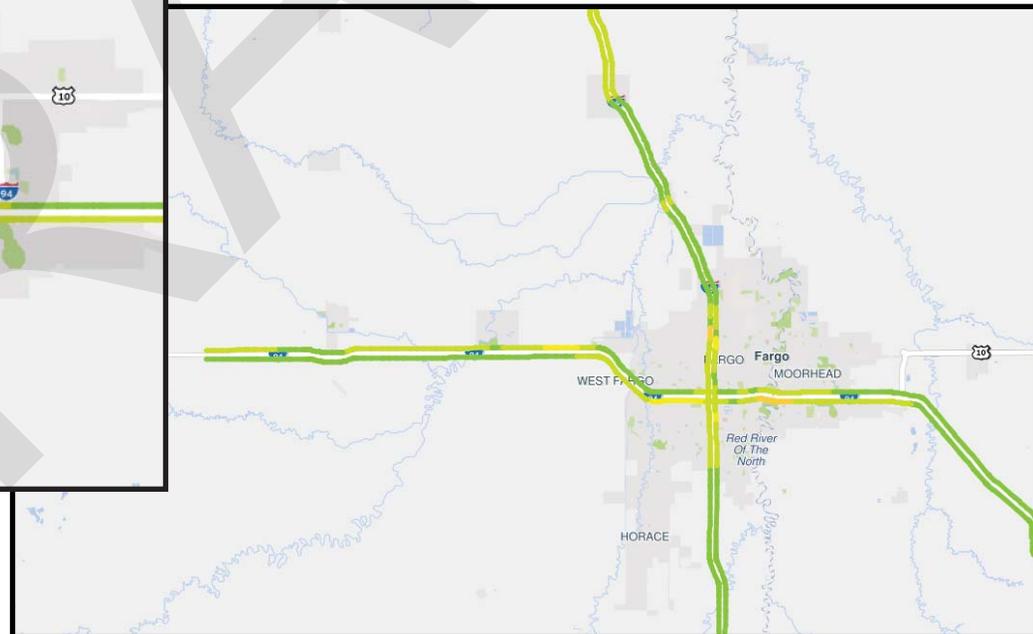
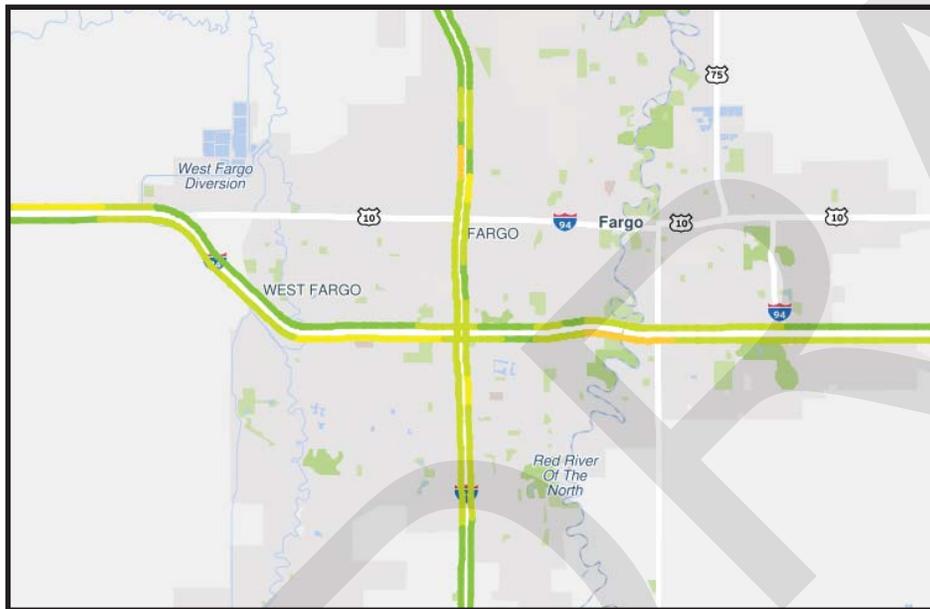
NOTE: For more information, see "Performance Measures" in Additional Resources.

FREIGHT

Truck

9 Number of unreliable road segments

- I-29 southbound approaching 12th Avenue N/EXIT 66 in Fargo
- I-29 northbound approaching 12th Avenue N/Exit 66 in Fargo
- I-94 eastbound approaching 45th Street/Exit 348 in Fargo
- I-29 northbound at 32nd Avenue/Exit 62 in Fargo
- I-94 westbound from County Road 15/Exit 340 in Fargo
- I-94 eastbound at I-29 Interchange
- I-94 eastbound approaching US-75/Exit 1 in Fargo & Moorhead



New Facilities

Amazon

1.3 million sf Fargo distribution warehouse opened (Late 2021)

Amazon

63,000 SF West Fargo distribution Center opened (March 2021)

Marvin Windows

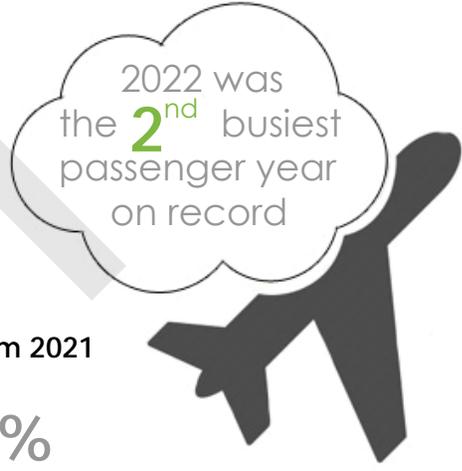
expanded their distribution center in March (2022)

Dakota Commerce Center

continued construction on their four-building e-commerce facility

FREIGHT

Rail and Air



2022 was the **2nd** busiest passenger year on record

Fargo Amtrak station ridership in 2022

14,723

Change from 2021

+40.1%

FAR air passengers in 2022

908,075

Change from 2021

+14.0%

Empire Builder passengers in 2022

303,568

Change from 2021

+37.6%

FAR enplanements (boardings) in 2022

455,512

Change from year previous

+14.1%

Empire Builder service from Fargo per day : **2**

Trains per day through Fargo (#070839F) : **8**

NOTE: For more information, see "Hector International Airport Year-End Statistics" in Additional Resources.

Empire Builder on-time performance

48.0%

Change from 2021

-12.3%

Direct Flights from Hector International Airport



* Seasonal

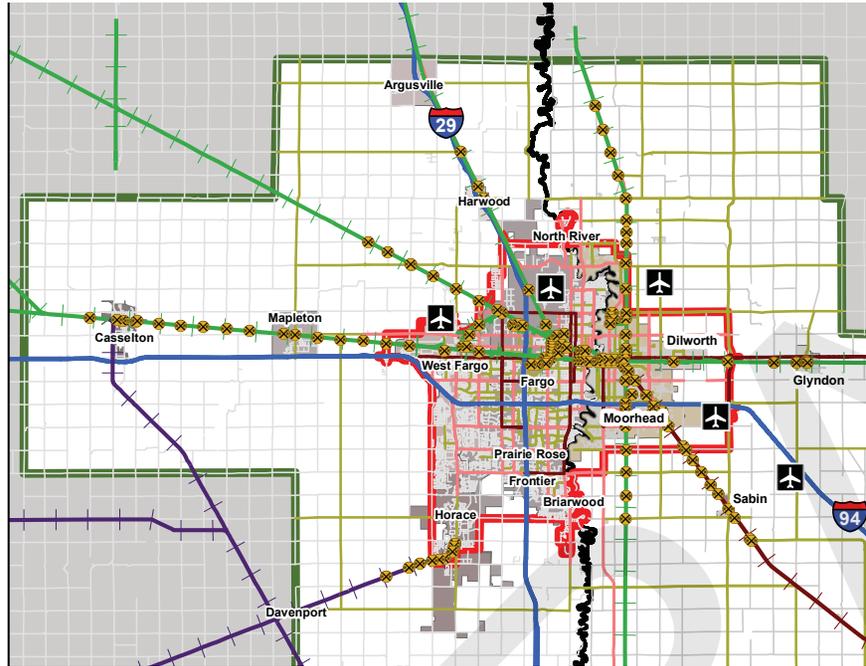


26 BNSF Freight Trains per day (Crossing #070807A)

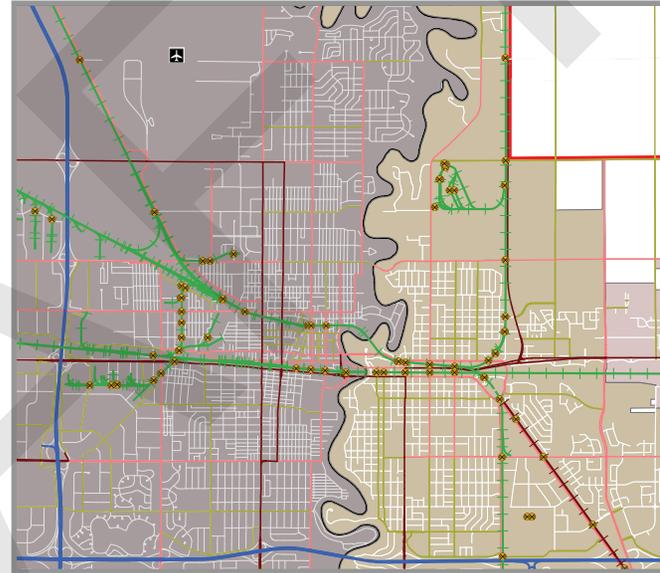
NOTE: For more information, see "Fargo Amtrak Station" in Additional Resources.

FREIGHT

Rail and Air Map



Downtown Inset



Legend

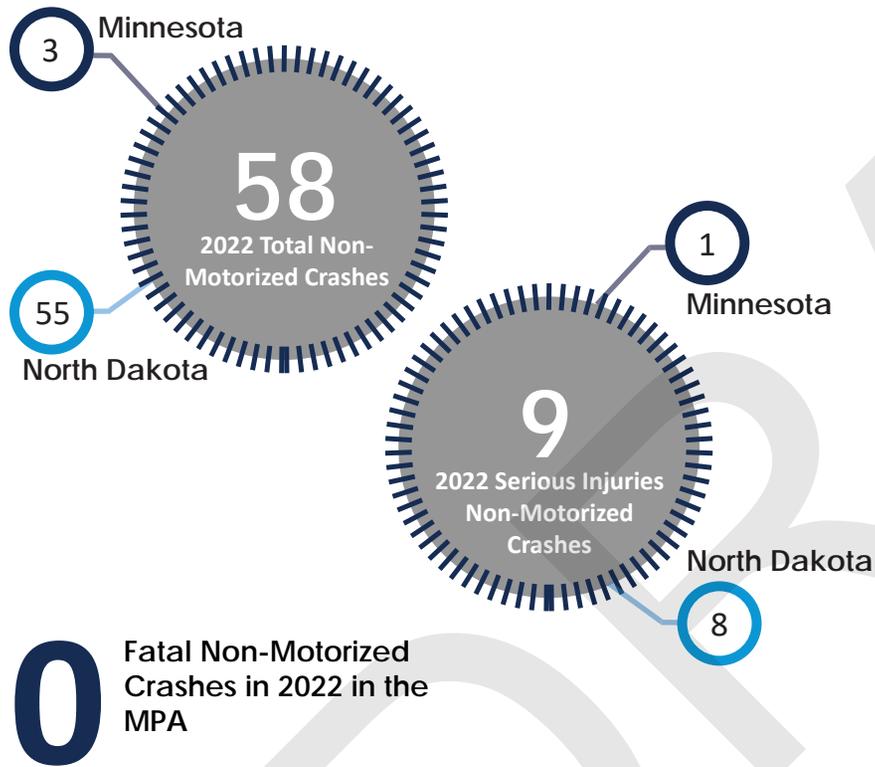
- MPA Airport Locations
- At-Grade Rail Crossings
- Clay County Railroads**
- BNSF
- OTVR
- Cass County Railroads**
- BNSF
- CPRS
- RRWV
- Interstate
- Principal Arterial
- Minor Arterial
- Collector
- Local and Other Roads
- UZA Boundary
- MPA Boundary

All Aboard **NORTHWEST**

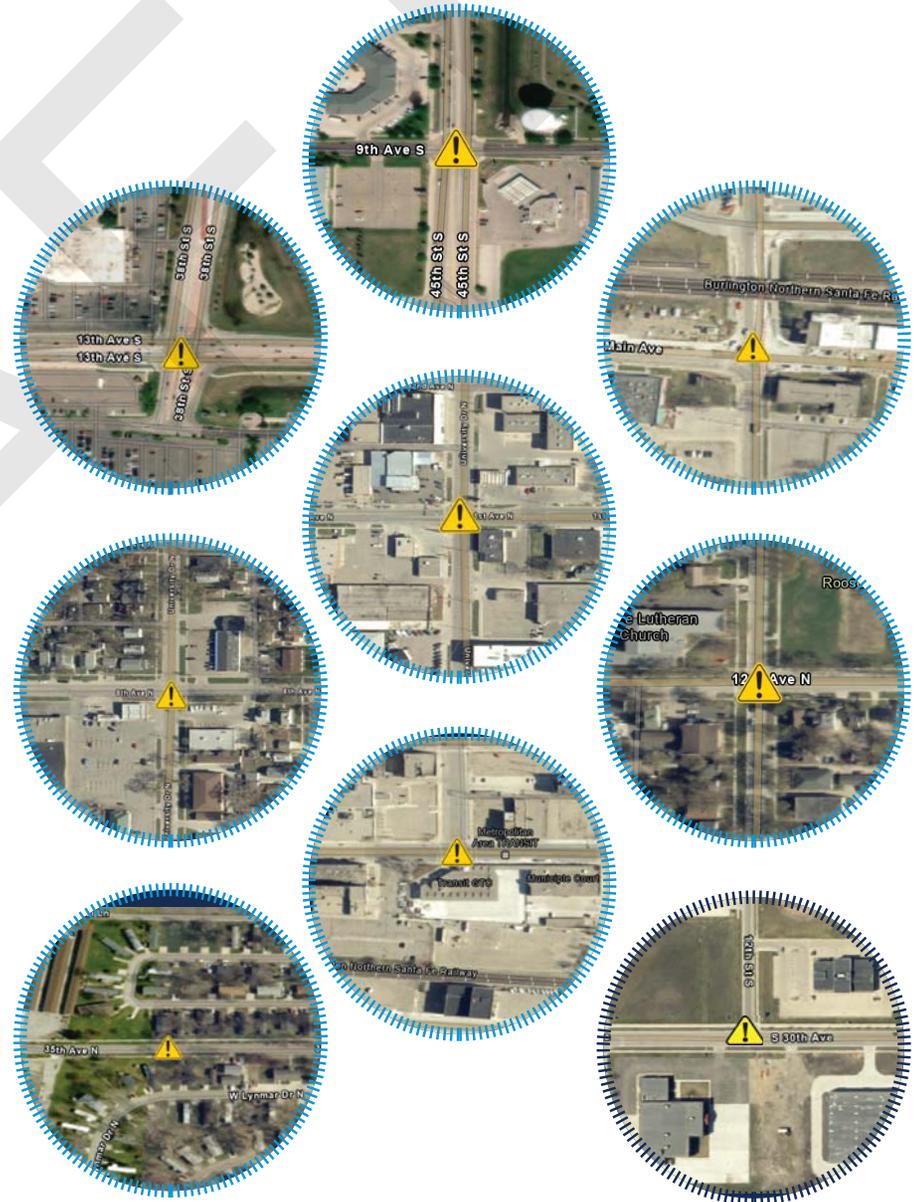
Created in 2021, All Aboard Northwest officially became a registered 501(c)(4) nonprofit in 2022. All Aboard Northwest is the Greater Northwest Passenger Rail Working Group, working to bring economic, environmental and equity benefits to the communities of the Greater Northwest. They advocate for the needs of rail passengers, especially on a regional scale over state lines, and coordinates with infrastructure and transportation interests to strengthen relationships with groups and citizens.

BIKE & PEDESTRIAN

Safety Overview

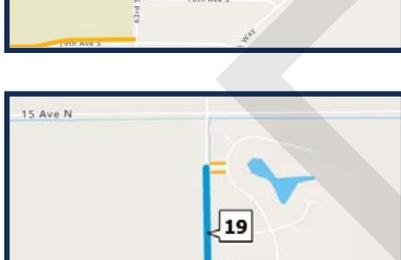


Serious Non-Motorized Crash Locations



NOTE: For more information, please click [here](#) or see "Performance Measures" in additional resources.

BIKE & PEDESTRIAN Projects



Bikeway Topologies

249
Miles of Bikeway

11
Miles of Bikeway Lanes

9
Miles of Signed Bikeway

8
Miles of Bikeway Sharrows (shared-lane)

5
Miles of Buffered Bikeway

<1
Miles of Separated Bikeway

Partially Complete

- Center Ave (4th St to 8th St) (50)
- CR 17 (81st Ave S to 76th Ave S) (71)
- 45th St (52nd Ave S to 56th Ave S) (86)
- 76th Ave S (63rd St to Cub Creek Pkwy) (90)
- 7th St NE (8th Ave NE to Summerwood) (19)

Completed

- 64th Ave S (33rd St to 45th St) (84)
- 7th St NE (US 10 to 3rd Ave NE) (94)

BIKE & PEDESTRIAN

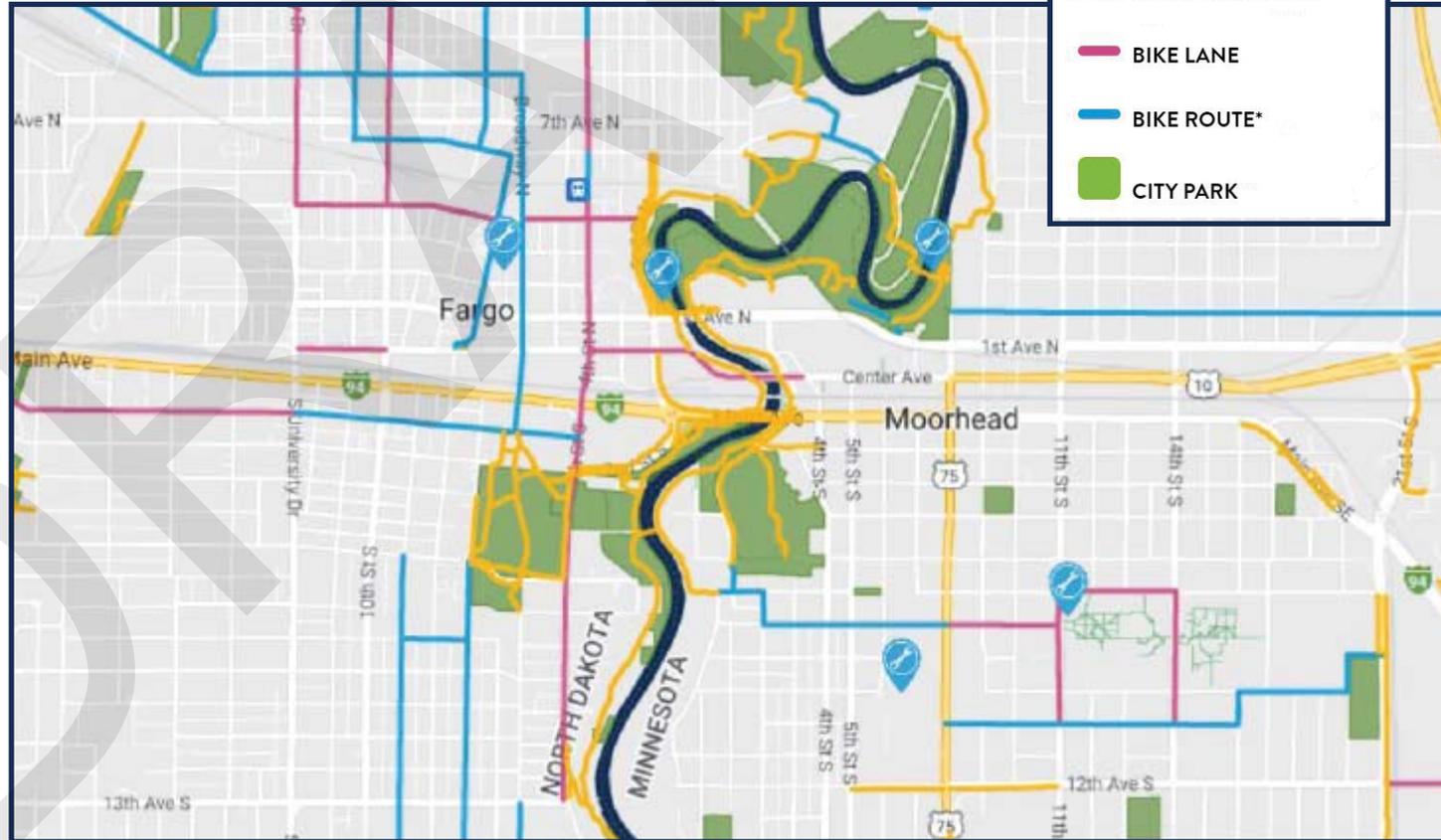
Network map



Fargo-Moorhead Bike Map

The application is available on Google Play and the Apple App Store

The bike map of the Fargo-Moorhead metro area includes locations of bikeways (streets with sharrows, wide shoulders, bike lanes or bike-signed roadways) and shared use paths (paths for biking and walking). Also included in the map are the locations of bike repair stations and bike lockers.

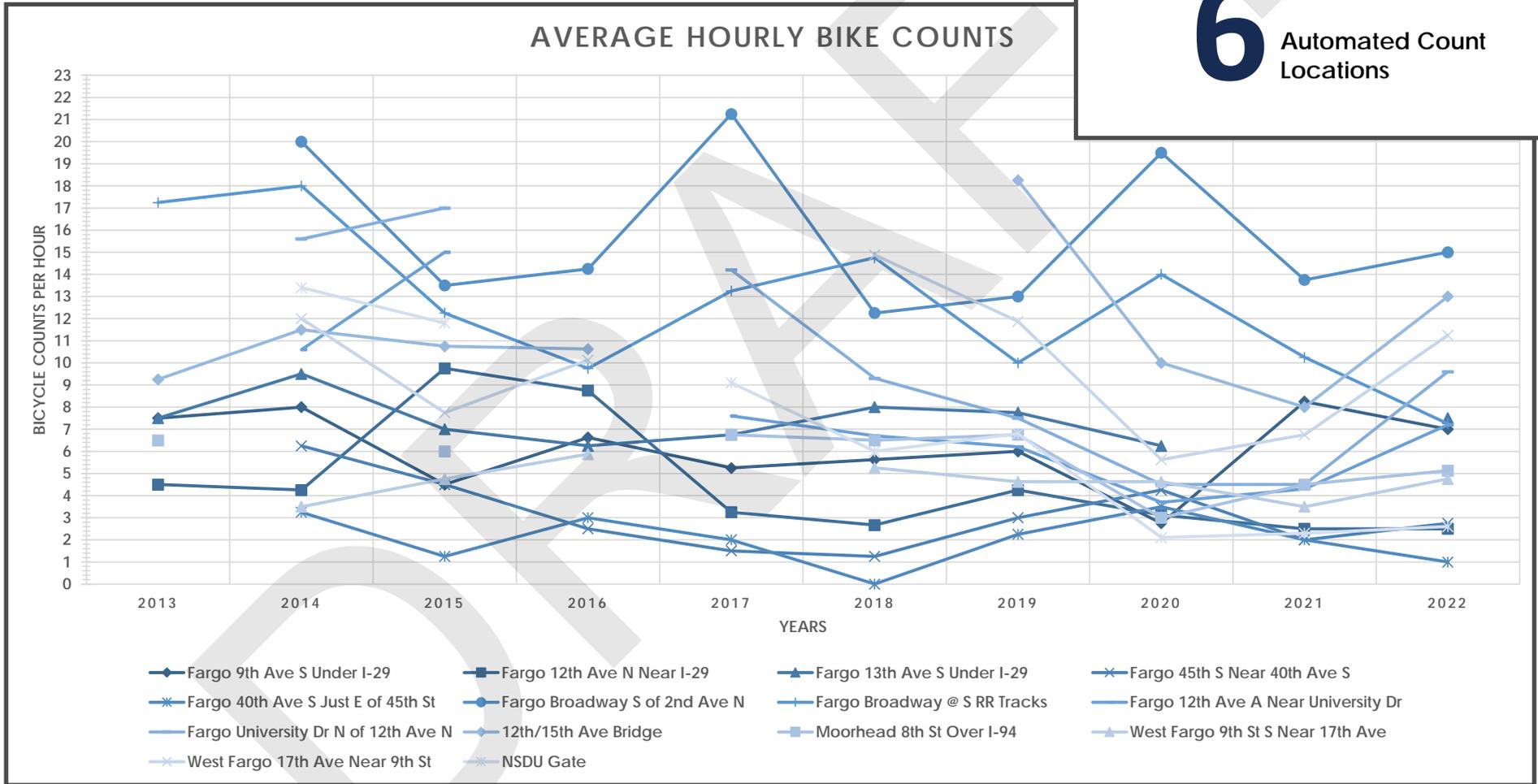


NOTE: For the most up-to-date bike network map, please click [here](#) or see "Fargo-Moorhead Bike Map" in additional resources.

BIKE & PEDESTRIAN Bicycle Counts

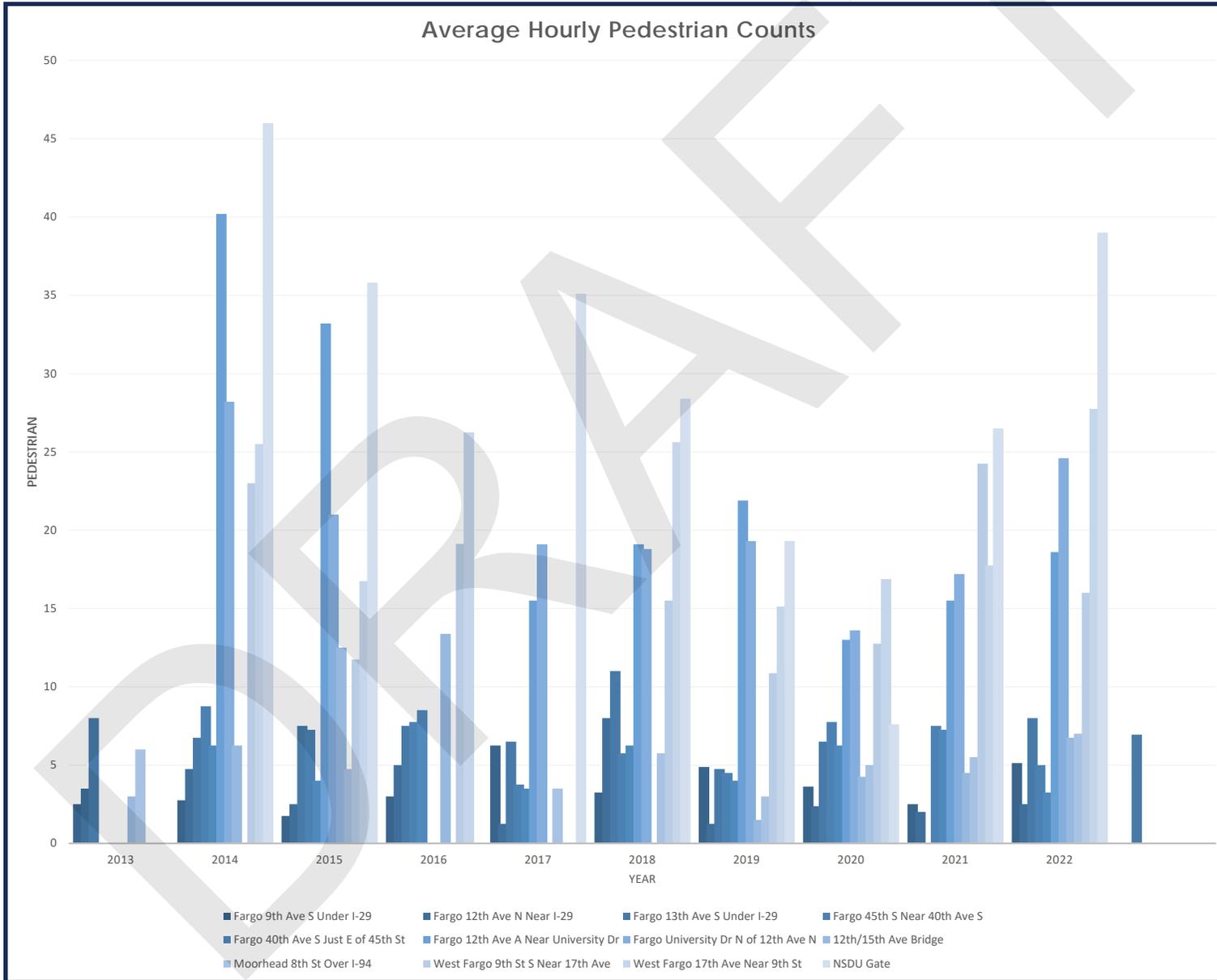
16 Manual Count Locations - Taken once a year

6 Automated Count Locations

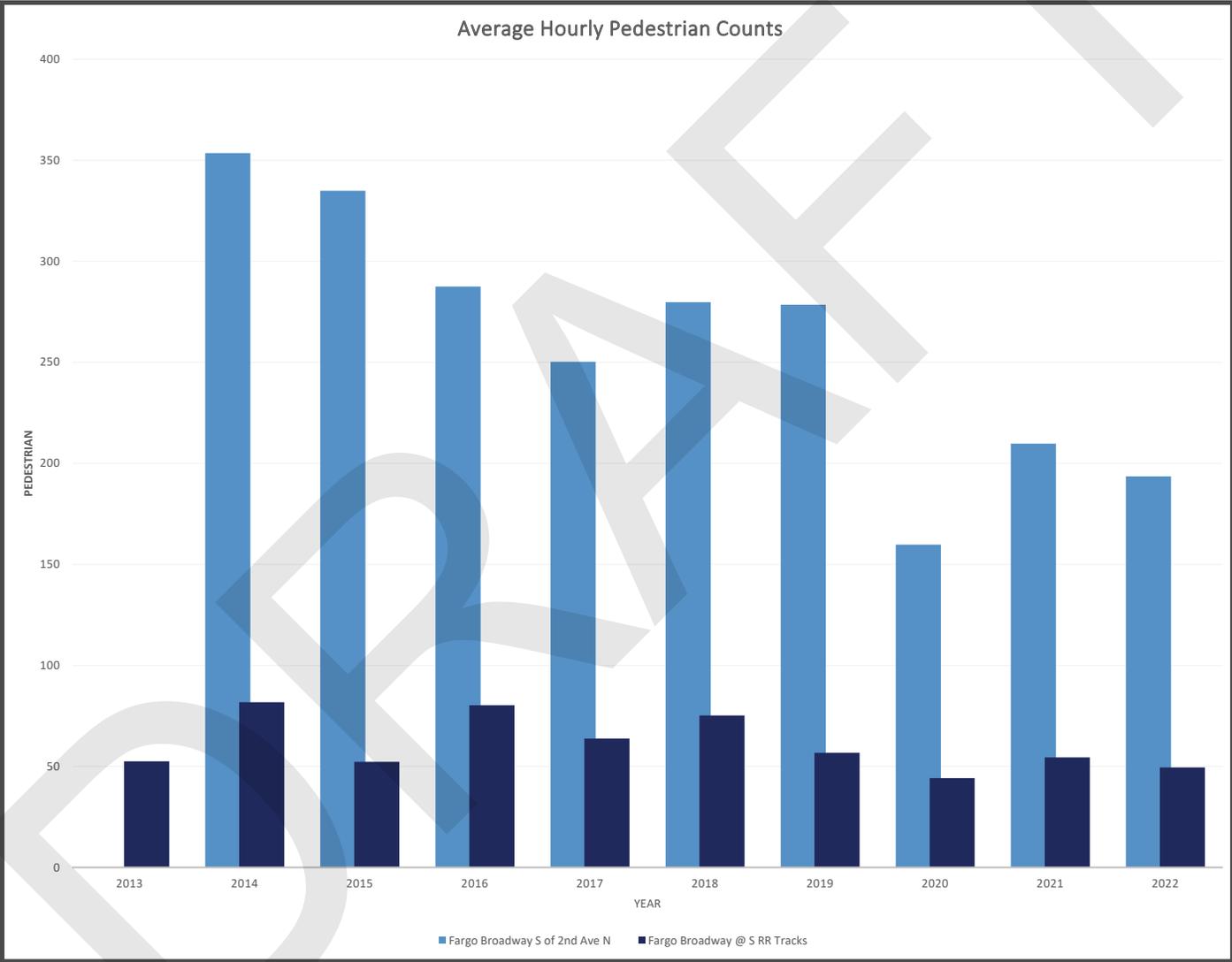


NOTE: For more information about the most recent counts, please click [here](#) or see "Bike & Ped Count Report" in additional resources.

Pedestrian Counts



Broadway Pedestrian Counts



NOTE: For more information about the most recent counts, please click [here](#) or see "Bike & Ped Count Report" in additional resources.

TRANSIT

Overview



Total MATBUS passengers in 2022
1,180,878

Driver shortages have significantly decreased MATBUS operations. Including reduced and eliminated routes and shortened operating hours. However, MATBUS had exponential increases in the numbers of student ridership.

Change from year previous
-10.4%

Fargo/West Fargo passengers in 2022
837,015

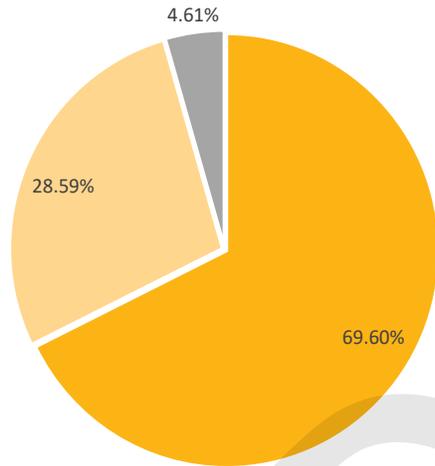
Change from year previous
-2.5%

Moorhead/Dilworth passengers in 2022
343,863

Change from year previous
-19.2%

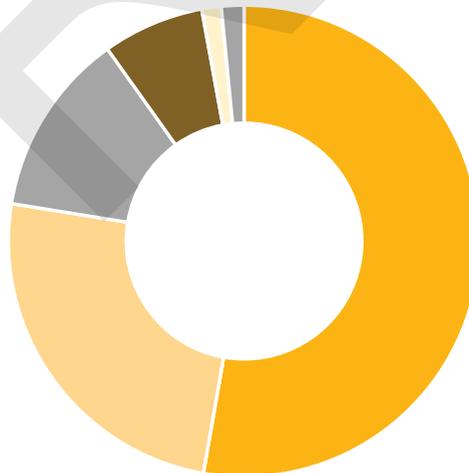
Paratransit passengers in 2022
55,422

Change from year previous
+5.0%



■ Fargo ■ Moorhead ■ Paratransit

- Adult
- College
- Disabled
- Elderly
- Youth
- Child



NDSU + **68.97%**

MSUM + **46.64%**

Concordia + **54.65%**

M|State + **46.94%**

NDSU TAP RIDE EVENING SERVICE + **190.13%**

TRANSIT

Projects

Route and Service Changes - Due to Driver Shortage

- ❑ MATBUS service end time was changed from 11:15pm to 9:45pm
- ❑ Route 32W was temporarily eliminated- January 10, 2022
- ❑ Route 33 was reduced to 10 minute frequency all day- January 10, 2022
- ❑ Routes 11, 13, and 14 were reduced from 30 minute frequency to 60 minute frequency- January 10, 2022
- ❑ Route 15 was reduced from 15 minute frequency to 30 minute frequency, with an additional vehicle on route from 10:30am to 5:30pm to provide additional service during peak service times- January 10, 2022

Marketing

- ❑ Created a new commercial to show the benefits of riding MATBUS during winter weather
- ❑ Promoted transit to new riders during Try MATBUS Week
- ❑ Provided LinkFM service during the Street Fair, Scandinavian Festival, Frostival, Celtic Festival, and the Trollwood Mainstage Musical
- ❑ Offered Get Your Can on the Bus promotion during Earth Week
- ❑ Educated college students at back to school events in the Holiday Lights Parade
- ❑ Sponsored a RedHawks and Fargo Force game

Fares

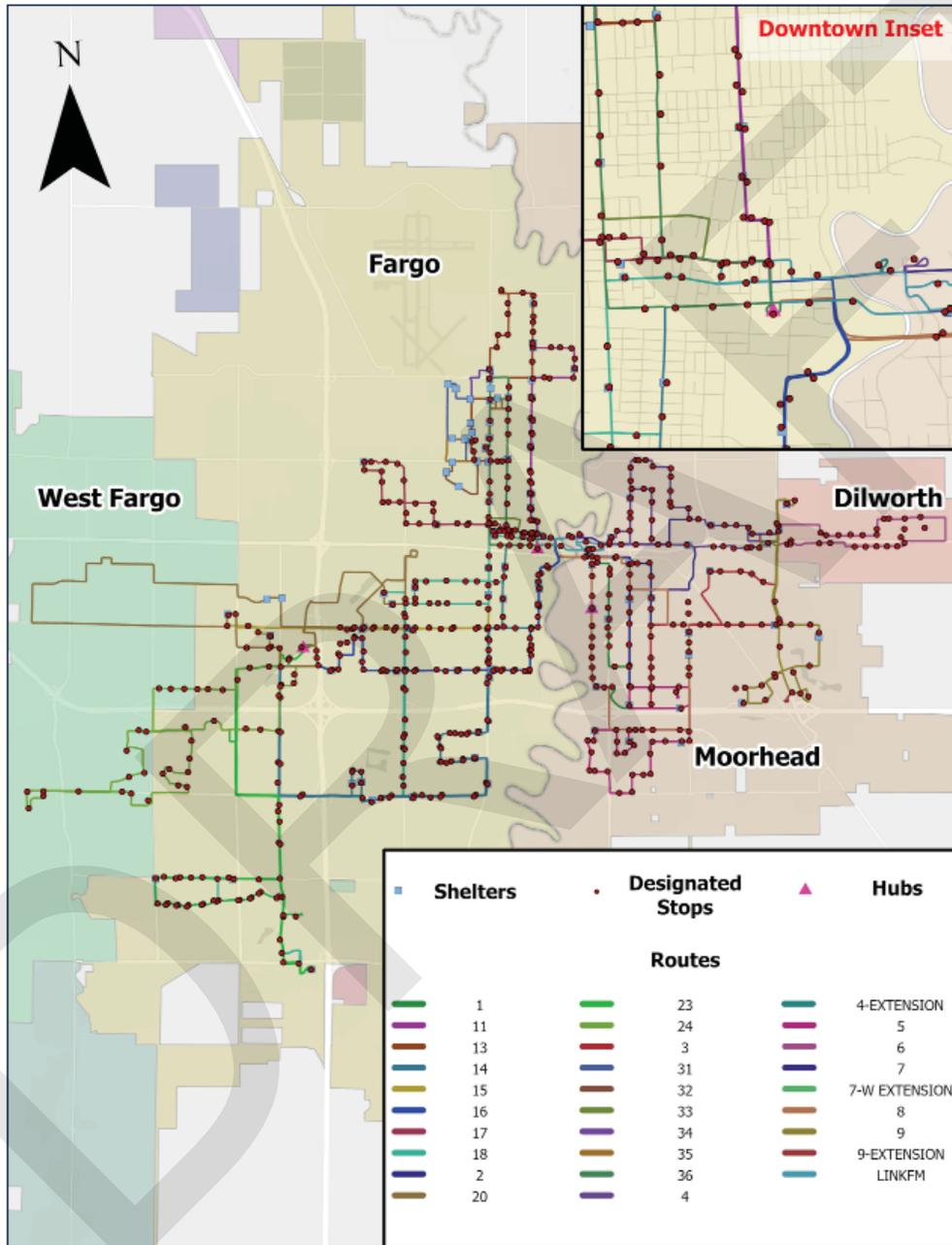
- ❑ Implemented the MATBUS Connect system, allowing riders to pay with their account balance through a MATBUS Connect card or the MATBUS Connect app
- ❑ Monthly fare rates were increased from \$40.00 to \$42.00 (adult) and \$26.00 to \$27.00 (discount) and monthly cycles were increased from 30 to 31 days
- ❑ The downtown business pass was changed to the business pass to allow other area business to purchase discounted bus passes for their employees. Fare was increased from \$22.50 for 30 days to \$27 for 31 days.
- ❑ College Semester Pass was changed from \$45 per semester to \$60 for 120 days (Non U-Pass Students)
- ❑ Discontinued 10-ride passes.
- ❑ Estimated a new Paratransit Sunday Fare for the general public who are not ADA Paratransit eligible of \$25.

Studies

- ❑ Began Transit Reorganization Study
- ❑ Updated Safety Plan in July 2022
- ❑ Updated to Transit Asset Management Plan in October 2022.
- ❑ Completed the FTA Triennial Review (covering four years due to pan-demic)

TRANSIT

Route Map



Inventory

Fleet

- 12** 35 ft. Buses owned by Moorhead, all diesel (acquired between 2015-2020)
- 25** 35' Buses owned by Fargo, of which 2 are diesel-electric hybrid buses (acquired between 2007-2021)
- 6** 40' Buses owned by Fargo, of which all are diesel-electric hybrid buses

On Demand

- 2** - On Demand vehicles owned by Fargo

Paratransit

- 4** - Cutaway buses owned by Moorhead
- 11** - Cutaway buses owned by Fargo
- 1** - Passenger Van owned by Fargo

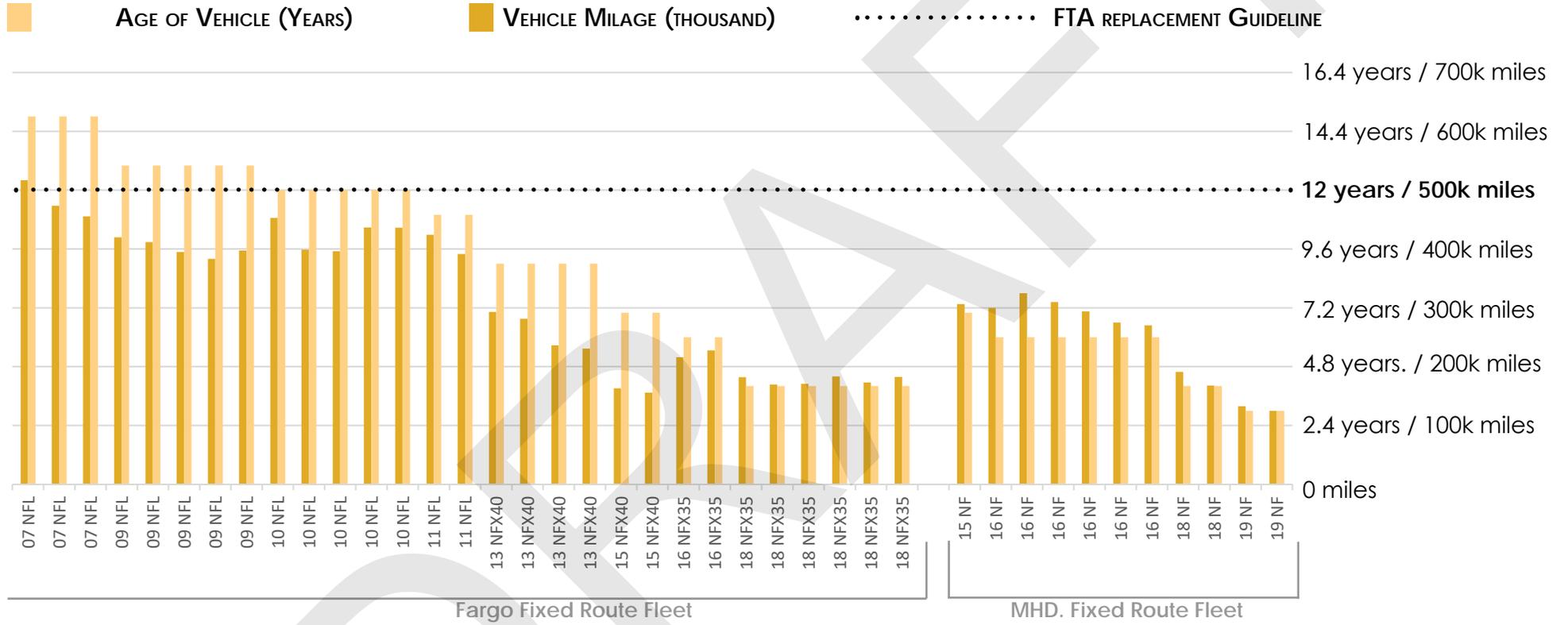
Valley Senior Service

- 4** - Dodge Caravans owned by Moorhead

TRANSIT

Vehicle Condition

FLEET BUSES (GREATER THAN 40 FEET)



AVERAGE MILAGE FARGO FLEET **319,098 miles**

AVERAGE MILAGE MOORHEAD FLEET **215,964 miles**

13 NEED REPLACEMENT

TRANSIT

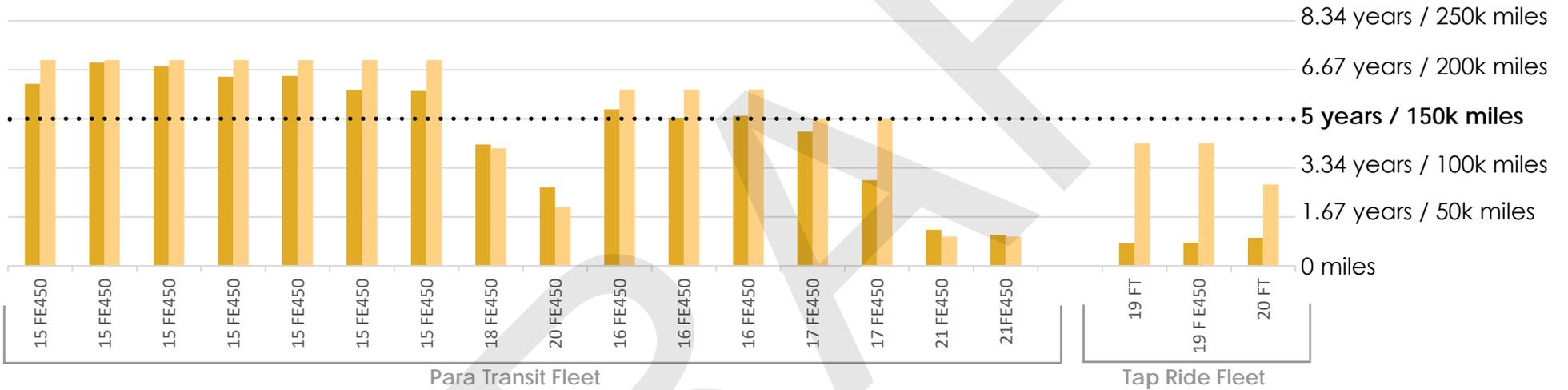
Vehicle Condition

PARA TRANSIT BUSES (LESS THAN 35 FEET)

AGE OF VEHICLE (YEARS)

VEHICLE MILAGE (THOUSAND)

..... FTA REPLACEMENT GUIDELINE



AVERAGE MILAGE
PARATRANSIS FLEET **143,913 miles**

AVERAGE MILAGE
TAP RIDE FLEET **25,233 miles**

12 NEED REPLACEMENT



ACRONYMS

ACS	American Community Survey (U.S. Census Bureau)
ADT	Average Daily Traffic
FAR	Hector International Airport, Fargo
FM	Fargo-Moorhead
FTA	Federal Transit Administration
GTC	Ground Transportation Center
MATBUS	Metro Area Transit of Fargo-Moorhead
Metro COG	Fargo-Moorhead Metropolitan Council of Governments
MnDOT	Minnesota Department of Transportation
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
MSA	Metropolitan Statistical Area (includes all of Cass County and Clay County)
MTG	Metro Transit Garage
MTP	Metropolitan Transportation Plan
NDDOT	North Dakota Department of Transportation
NHS	Non-Highway System
NPMRDS	National Performance Management Research Data Set
TDP	Transit Development Plan
TIP	Transportation Improvement Program
TDM	Travel Demand Model
TMA	Transportation Management Area
TTTR	Truck Travel Time Reliability (only applies to the National Highway System)
VMT	Vehicle Miles Traveled



ADDITIONAL RESOURCES

Bike & Ped Count Report fmmetrocog.org/resources/planning/bicycle-pedestrian-planning

Economic Profile <https://fred.stlouisfed.org/>

Fargo Amtrak Station greatamericanstations.com/stations/fargo-nd-far/

safetydata.fra.dot.gov/officeofsafety/publicsite/crossings

Fargo-Moorhead Bike Map fmmetrocog.org/fmbikemap

Hector International Airport Year-End Statistics fargoairport.com/december-2021-year-end-statistics/

Permits Plus issuu.com/homebuildersassociation/docs/permits_plus_issue_1_2021

Performance Measures fmmetrocog.org/resources/performance-measures

Transportation Improvement Program (TIP) fmmetrocog.org/TIP



METROCOG

WWW.FMMETROCOG.ORG