

550th Transportation Technical Committee
Fargo-Moorhead Metropolitan Council of Governments
THURSDAY, February 8, 2024 – 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 January 11, 2024 TTC Meeting | Action Item |
| 4. Public Input Opportunity | Public Input |
| 5. Transportation Improvement Program (TIP) Amendment 4 | Action Item |
| 6. 2023-2024 UPWP Amendment #6 | Action Item |
| 7. ND Safety Performance Measure (PM1) Support | Action Item |
| 8. MN Safety Performance Measure (PM1) Support | Action Item |
| 9. Horace Downtown Neighborhood Plan Consultant Selection | Action Item |
| 10. Federal Functional Classification Update | Information Item |
| 11. 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 | |
| 12. Additional Business | Information Item |
| 13. Adjourn | |

REMINDER: The next TTC meeting will be held **Thursday, March 14, 2024** 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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**549th Meeting of the
FM Metro COG Transportation Technical Committee
Thursday, December 14, 2023 – 10:00 am
Metro COG Conference Room**

Members Present:

Jonathan	Atkins	City of Moorhead Traffic Engineering
Jason	Benson	Cass County Highway Engineering (not voting)
Maegin	Elshaug	City of Fargo Planning (alternate for Nicole Crutchfield)
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
Matthew	Jacobson	Clay County Planning
Don	Lorsung	City of Dilworth Community Development
Aaron	Nelson	West Fargo City Planning
Mary	Safgren	MnDOT – District 4
Jordan	Smith	MATBUS (alternate for Julie Bommelman)
Tom	Soucy	Cass County Highway (voting for Jason Benson)
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)
Kelly	Krapu	Freight Representative - TrueNorth Compliance Service
Joe	Raso	GFMEDC

Others Present:

Adam	Altenburg	Metro COG
Paul	Bervik	Metro COG
Angela	Bolstad	Stantec
Jaron	Capps	Metro COG
Luke	Champa	SRF
Cody	Christianson	Bolton & Menk
Jim	Dahlman	City of Horace / Interstate Engineering
Dylan	Dunn	Moore Engineering
Dan	Farnsworth	Metro COG
Tom	Knakmuhs	City of Fargo Engineering
Savanna	Leach	Metro COG
Chelsea	Levorsen	Metro COG
Clay	Lexen	Moorhead Planning
Michael	Maddox	Metro COG
Brent	Muscha	Apex Engineering
Ayden	Schaffler	Metro COG
Erika	Shepard	MnDOT
Sam	Trebilcock	Houston Engineering

1. CALL TO ORDER AND INTRODUCTIONS

The meeting was called to order at 10:00 am, on January 11, 2024 by Chair Griffith. A quorum was present.

2. Approve the 549 TTC Meeting Agenda

Chair Griffith asked if there were any questions or changes to the 549 TTC Meeting Agenda. He moved Agenda Item 9 after Agenda Item 4, to get it done before the long meeting.

Motion: Approve the 549 TTC Meeting Agenda.

Mr. Hellman moved, seconded by Mr. Lorsung

MOTION, PASSED.

Motion carried unanimously.

3. APPROVE December 14, 2023 TTC MEETING MINUTES

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

Motion: Approve the December 14, 2023 TTC Minutes.

Mr. Soucy moved, seconded by Mr. Hellman

MOTION, PASSED

Motion carried unanimously.

4. Public Comment Opportunity

No public comments were made or received.

5. Adjusted Urbanized Area Boundary Approval

Mr. Capps presented Metro COG's final approved Adjusted Urbanized Area Boundary (AUZA) in the North Dakota boundary.

6. 2024-2027 Transportation Improvement Program Amendment 3

Mr. Bervik presented Amendment 3 to the 2024-2027 Transportation Improvement Program (TIP). A public notice was published in the Forum of Fargo-Moorhead on Wednesday, December 27, 2023, which advertised the public meeting, detailed how to request more information, and provided information on how to provide public comments regarding the proposed amendment. The public notice advertised that comments will be accepted until 12:00 noon on Thursday, January 11, 2024.

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

1. New Project 5243062: Moorhead Transit engineering services for passenger shelters (2024).

Motion: Recommend approval of Amendment 3 of the Metro COG 2024-2027 Transportation Improvement Program (TIP) to the Policy Board.

Ms. Van Beek moved, seconded by Mr. Smith

MOTION, PASSED

Motion carried unanimously.

7. Technical Evaluation of TA Projects

Mr. Farnsworth presented that a total of nine TA projects within the Fargo-Moorhead urbanized area. On December 13, 2023, the Bicycle & Pedestrian Committee reviewed and scored the TA projects. Below are the urban TA projects received, along with the associated scores as determined by the Bicycle & Pedestrian Committee.

Minnesota Urban TA - Metro COG did not solicit for TA funding in Minnesota this cycle.

North Dakota Urban TA

- 45 pts: Cass County - Reconstruction and updating ADA compliance of S. University Drive Shared Use Path from 54th Ave S to 88th Ave S
- 45 pts: Fargo - Construction of a new shared use path near the Water Reclamation Facility (near 35th Ave N)
- 45 pts: Horace - Construction of a new shared use path along County Road 17 from 76th Ave S to 81st Ave S
- 45 pts: Horace - Construction of a new shared use path along 76th Avenue from County Road 17 to Brink Dr
- 35 pts: Fargo - Construction of a new shared use path along Drain 27 in the Deer Creek area from 52nd Ave S to 59th Ave S (Phase 1)
- 35 pts: West Fargo - Construction of a new path and pedestrian crossing at the Sheyenne River in the River's Bend area (near 23rd Ave E)
- 30 pts: Fargo - Construction of a new shared use path in the Deer Creek area from Drain 27 to 63rd St S (Phase 2)
- 25 pts: Fargo - Construction of a low-level pedestrian crossing at Drain 53 (near 58th Ave S)
- 25 pts: Fargo - Construction of a new shared use path along Drain 53 from 64th Ave S to 73rd Ave S

Motion: Recommend Policy Board approval of the TA project scoring as determined by the Bicycle & Pedestrian Committee.

Mr. Hellman moved, seconded by Mr. Atkins

MOTION, PASSED

Motion carried unanimously.

8. Technical Evaluation of CRP Projects

Mr. Bervik presented the project applications received for the Carbon Reduction Program (CRP). The Transportation Technical Committee evaluated the projects during the meeting.

Minnesota CRP

- Reconstruction of Shared Use Path along 34th Street North (4th Avenue S – 3rd Avenue N) Moorhead, MN and Dilworth, MN
- LED Lighting on 1st Avenue North (Red River – 8th Street N) Moorhead, MN

North Dakota CRP

- Construction of a new shared use path along Governor's Drive (8th Street S – 37th Street SE) Casselton, ND
- Reconstruction and updating ADA compliance of University Drive Shared Use Path from (54th Avenue - 88th Avenue) Fargo, ND
- Construction of a new shared use path along Drain 27 in the Deer Creek area Phase 1 from (52nd Avenue - 64th Avenue) Fargo, ND
- Construction of a new shared use path from along Drain 53 (64th Avenue - 73rd Avenue) Fargo, ND
- Construction of a new shared use path along County Road 17 (76th Avenue - 81st Avenue) Horace, ND
- Construction of a new shared use path along 76th Avenue from (County Road 17 - Brink Drive) Horace, ND
- Construction of a new pedestrian crossing at the Sheyenne River in the River's Bend area (near 23rd Avenue E) West Fargo, ND
- 45th Street Adaptive Traffic Signal Corridor (9th Avenue S - 44th Avenue S) Fargo, ND

Motion: Forward the Technical Score as compiled by Metro COG staff to the Policy Board

Mr. Gorden moved, seconded by Mr. Atkins

MOTION, PASSED

Motion carried unanimously.

9. Technical Evaluation of STBG Projects

Mr. Bervik presented the project applications received for the Surface Transportation Block Grant. The Transportation Technical Committee evaluated the projects during the meeting.

Minnesota STBG

- Reconstruction of 34th Street North (28th Avenue S – 3rd Avenue N) Moorhead, MN and Dilworth, MN

North Dakota STBG

- Reconstruction of 1st Avenue North from (10th Street - Roberts Street) Fargo, ND
- Reconstruction of 1st Avenue North from (Roberts Street - 3rd Street) Fargo, ND
- Reconstruction of 17th Avenue from (38th Street - 42nd Street) Fargo, ND
- Reconstruction of 13th Avenue from (Sheyenne Street - 9th Street) West Fargo, ND
- Reconstruction of the Broadway Bridge (Crossing the Red River) Fargo, ND and Moorhead, MN

Mr. Gorden stated that while the Reconstruction of the Broadway Bridge is in the current STIP, the Fargo City Commission would like to move this project further out, potentially to 2028. Mr. Bervik responded that it was noted, and ultimately will be the decision of the Policy Board.

Ms. Van Beek asked if non-subjective questions could be included in future scoring activities. Mr. Bervik noted this suggestion.

Motion: Forward the Technical Score as compiled by Metro COG staff to the Policy Board

Ms. Van Beek moved, seconded by Mr. Gorden

MOTION, PASSED

Motion carried unanimously.

10. Agency Updates

Chair Griffith let the committee know that Metro COG is currently not under contract with the NDDOT for 2024. All projects are currently on hold until the contract can be finalized.

11. Additional Business

No additional business.

12. Adjourn

The 549 Regular Meeting of the TTC was adjourned on January 11, 2024 at 12:15 p.m.

THE NEXT FM METRO COG TRANSPORTATION TECHNICAL COMMITTEE MEETING WILL BE HELD February 8, 2023, 10:00 A.M.

Respectfully Submitted,

Savanna Leach
Executive Assistant

To: Transportation Technical Committee
From: Paul Bervik, Assistant Transportation Planner
Date: February 2, 2024
Re: **2024-2027 Transportation Improvement Program (TIP) Amendment 4**

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) will hold a public meeting both in-person and via Zoom Video Communications on Thursday, February 8, 2024 at 10:00 am to consider public comments regarding a proposed amendment to the 2024-2027 Transportation Improvement Program (TIP) for the FM Metropolitan Area. The proposed amendment to the 2024-2027 TIP reflects modified federally-funded projects within the Metropolitan Planning Area (MPA).

A public notice was published in the Forum of Fargo-Moorhead on Wednesday, January 24, 2024, which advertised the public meeting, detailed how to request more information, and provided information on how to provide public comments regarding the proposed amendment. The public notice advertised that public comments would be accepted until 12:00 noon on Thursday, February 8, 2024. As of the writing of this memo, no written comments have been received.

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

1. **Modification of Project 4232020:** Fargo construction of a new shared use path along the Red River between 35th Avenue South and 40th Ave South (2024). Updating funding breakdown to match apportionment limits.
2. **Modification of Project 7232023:** Horace construction of a new shared use path along County Road 17 from 3rd Avenue North to 81st Avenue South (2024). Updating funding breakdown to match apportionment limits.
3. **Modification of Project 1240005:** Casselton construction of a new shared use path along Governor's Drive from 8th Street South to 37th Street Southeast (2024). Updating funding breakdown and total project cost to match apportionment limits.
4. **Modification of Project 3240003:** West Fargo replacing lighting heads with LED lighting heads (2024). Updating funding breakdown and total project costs to match apportionment limits.
5. **Modification of Project 4210002:** Fargo reconstruction of 32nd Avenue from 22th Street South from 15th Street South (2024). Updating funding breakdown to match apportionment limits.

6. **Modification of Project 2240048:** Clay County reconstruction of County Road 51 bridge (2026). Total project cost increase and update of local funding.
7. **Modification of Project 3220021:** West Fargo urbanization of 9th Street Northeast (2025). Updating project description, total project cost, and local funding.
8. **Modification of Project 9162668:** NDDOT reconstruction of Main Avenue in Fargo from University Drive to 25th Street (2026). Updating total project cost and funding breakdown.
9. **Modification of Project 4232021:** Fargo construction of a shared use path along Red River Phase 2 (2025). Updating project description.
10. **New Project 5244063:** Moorhead construction of a resilience mitigation stormwater pond (2024).
11. **New Project 2244064:** Clay County rehabilitation of CSAH 11 from CSAH 18 to CSAH 26 (2025).
12. **New Project 9244065:** NDDOT rehabilitation of I-29 Northbound from Christine to Wild Rice River (2027).
13. **New Project 9244066:** NDDOT rehabilitation of I-29 Southbound from Christine to Wild Rice River (2027).
14. **New Project 5244067:** Moorhead Transit purchase of Class 400 gas vehicle (2024).

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

Requested Action: Recommend approval of Amendment 4 of the Metro COG 2024-2027 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
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Amendment 4 - 2024-2027 Metro COG TIP

Federal Funding Update Based on Apportionment Limits

City of Fargo	4232020 23945	2024	Red River Trail	0.8	35th Ave S	40th Ave S	Construction of new shared use path along the Red River between 35th Ave S and 40th Ave S. Connected to 4232021.	Bike/Ped	\$475,000	TA	Local	\$347,985 \$352,649 \$127,015 \$122,000
City of Horace	7232023 23947	2024	County Road 17	0.5	3rd Ave N	81st Ave S	Construction for new shared use path along east side of County Road 17.	Bike/Ped	\$590,140	TA	Local	\$465,868 \$472,122 \$124,272 \$118,028
City of Casselton	1240005 24113	2024	Governor's Drive		8th Street South	37th Street Southeast	Construction of a new shared use path along Governor's Drive and a pedestrian bridge crossing the Swan Creek Diversion between 8th Street South and 37th Street Southeast	Bike/Ped	\$868,338 \$850,000	CRP	Local	\$694,670 \$680,000 \$173,668 \$170,000
City of West Fargo	3240003	2024	Citywide				Replacing lighting heads with LED lighting heads throughout City of West Fargo	Rehabilitation	\$386,867 \$375,000	CRP	Local	\$309,493 \$300,000 \$77,374 \$75,000
City of Fargo	4210002 22925	2024	32nd Ave S		22th St S	15th St S	Reconstruction of 32nd Ave S in Fargo	Reconstruction	\$20,594,505	STBG	Local	\$9,747,756 \$9,880,000 \$10,846,749 \$10,714,505

Amendment 4 - 2024-2027 Metro COG TIP

Existing projects with a change in cost

Clay County	2240048 014-598-080	2026	County Road 51				**BFP** : ON CR 51, REPLACE OLD BRIDGE #90901, WITH NEW BRIDGE #14K71 (ASSOCIATED TO 084-604-021, 084-620-007)	Reconstruction	\$1,171,250 \$937,000	BFP	Local	\$937,000 \$234,250
City of West Fargo	3220021 23537	2025	9th St NE		Main Ave	12th Ave NE	Urbanization of 9th St NE Urbanization of 9th St NE (including urbanization of 7th Ave NE from 9th St NE to 45th St N)	Reconstruction	\$14,750,900 \$12,000,000	STBG	Local	\$9,600,000 \$5,150,900 \$2,400,000
NDDOT	9162668 23199	2026	Main Ave	1.0	University	25th St	Reconstruction of Main Ave	Reconstruction	\$33,684,000 \$41,444,000	NHSU	State Local	\$20,548,000 \$27,355,000 \$2,316,000 \$3,088,000 \$10,820,000 \$11,001,000

Amendment 4 - 2024-2027 Metro COG TIP

Existing projects with no change in cost

City of Fargo	4232021 23945	2025	Red River Trail	0.8	35th Ave S	40th Ave S	Construction of new shared use path along the Red River between 35th Ave S and 40th Ave S. Connected to 4232020. ***AC***Construction of new shared use path along the Red River between 35th Ave S and 40th Ave S. Connected to 4232020.	Bike/Ped	\$299,130	TA	Local	\$144,134 \$154,996
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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
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Amendment 4 - 2024-2027 Metro COG TIP

New project

City of Moorhead	5244063 144-080-012	2024	15th Ave N				NORTH OF 15TH AVE NORTH IN MOORHEAD, RESILIENCE MITIGATION, FOR 15TH AVE NORTH	Safety	\$750,000	PROTECT	Local	\$600,000 \$150,000
Clay County	2244064 014-611-055	2025	CSAH 11	5.1	CSAH 18	CSAH 26	ON CSAH 11, FROM CSAH 18 TO CSAH 26, CONCRETE REHABILITATION	Rehabilitation	\$930,020	PROTECT	Local	\$539,498 \$390,522
NDDOT	9244065	2027	I-29 N	9.3	Christine Interchange RP 44.126	Wild Rice River RP 53.453	Concrete Pavement Repair	Rehabilitation	\$1,678,423	IM	State	\$1,510,581 \$167,842
NDDOT	9244066	2027	I-29 S	9.7	Christine Interchange RP 44.126	Wil Rice River RP 53.832	Concrete Pavement Repair, Mill and Overlay 2" Max	Rehabilitation	\$5,022,299	IM	State	\$4,520,069 \$502,230
Moorhead Transit	5244067	2024	Transit				Sect 5307: City of Moorhead, Purchase of one (1) Class 400 Gas Vehicle and Related Equipment (Replaces paratransit bus unit #7181) Connected to TRF-0034-23C MID 5200007	Transit Capital	\$60,000	FTA 5307	Local	\$51,000 \$9,000

To: Transportation Technical Committee members
From: Ben Griffith, AICP, Executive Director
Date: February 2, 2024
Re: **2023-2024 UPWP Amendment #6**

Metro COG staff was informed by NDDOT staff in a meeting on February 1 that it's "carryover" Amendment #5, which was approved by TTC and Policy Board in December, will NOT be approved due to lack of funding. NDDOT de-obligated all 2023 project funding on December 31 with no process in place to re-obligate those funds. This means that in order for all ongoing 2023 projects to be funded to completion, we must use funding from programmed projects in 2024 which have not gotten underway. It is not Metro COG staff's intention to cancel any projects; rather, they will be programmed in 2025 as part of our 2025-2026 UPWP.

NDDOT staff informed us that our programmed, formula amount for 2024 is \$2,417,194 and Metro COG staff has worked diligently and speedily to develop and updated budget for 2024 projects and overhead, based on this new amount. I tried to contact all affected jurisdictions and agencies once our meeting with NDDOT staff was completed, to let them know what we were going to have to do. I apologize for the short notice and very basic spreadsheet. More details will be provided at the TTC meeting. Metro COG staff is requesting a recommendation of approval from the TTC to the Policy Board of the revisions in order to keep ongoing projects funded to completion.

Requested Action: Recommend approval of Amendment #6 to Policy Board, revising and updating Overhead and Personnel costs, and detailing projects and funding amounts for 2024.

Fargo-Moorhead Metropolitan Council of Governments 2024 Adjusted Budget as of February 2, 2024		
Internal Operations and Overhead	Federal CPG	Local/State
Personnel (total loaded wages)	772,000.00	193,000.00
Overhead Costs	294,563.20	73,640.80
Subtotal	1,066,563.20	266,640.80
Federal + Local/State	\$1,333,204.00	
2024 Projects		
(From 2023)		
2050 Metropolitan Transportation Plan Update (Year 1 of 2)	69,497.64	17,374.41
West Perimeter Highway Corridor Study (Year 1 of 2)	170,494.60	42,623.65
Moorhead I-94/20th Street Interchange Study (Year 1 of 2)	86,111.70	21,527.92
Uni-10 Corridor Study (Year 3 of 3)	120,018.58	30,004.65
Signalized Intersection Data Collection and Reporting (Year 2 of 3)	19,302.20	4,825.55
Moorhead Intersection Traffic Data Collection (Year 2 of 3)	4,848.90	1,212.93
2023 Sub Total	470,273.62	117,569.11
2023 Projects Total	\$587,842.73	
(Previously Programmed for 2024 by Metro COG)		
NDSU ATAC Annual Participation	8,000.00	2,000.00
2050 Metropolitan Transportation Plan Update (Year 2 of 2)	176,000.00	44,000.00
Heartland Trail Alignment Analysis (Year 1 of 2)	100,000.00	25,000.00
Moorhead Intersection Traffic Data Collection (Year 3 of 3)	9,896.00	2,474.00
Horace Downtown/Core Neighborhoods Plan (Complete Streets)*	81,473.00	0
Horace Downtown/Core Neighborhoods Plan	37,843.42	9,460.85
2024 Sub Total	413,212.42	82,934.85
2024 Projects Total	\$496,147.27	
2024 CPG-Funded Projects	\$1,083,990.00	
Total 2024 Metro COG CPG Formula Amount	\$2,417,194.00	
SS4A - Safety Action Plan (separate SS4A Grant)	154,473.30	38,618.33
Electric Vehicle Readiness Study (CRP funds)	119,963.06	29,990.77
Subtotal	\$274,436.36	\$68,609.10
Total Non-CPG Federally Funded Projects	\$343,045.46	

*Complete Streets set-aside funding from 2022, 2023 and 2024 requires NO local match



To: Transportation Technical Committee
From: Jaron Capps, GIS Coordinator / Assistant Transportation Planner
 Chelsea Levorsen, Assistant Transportation Planner
Date: February 8, 2024
Re: Performance Measure 1 (PM1) – 2024 Safety Target Adoption ND

As a part of the Fixing America's Surface Transportation (FAST) Act, which was signed into law on December 4, 2015, State DOTs and MPOs are required to establish quantifiable targets for three performance measures. The three performance measures include:

- Performance Measure 1 – Safety Performance Management
- Performance Measure 2 – Infrastructure Performance Management
- Performance Measure 3 – System Performance Management

Performance Measure 1 (PM1) establishes targets related to safety. Each state must annually establish and report targets for the Highway Safety Improvement Program (HISP). PM1 consists of five (5) safety performance measures (**SEE TABLE 1** for 2024 NDDOT State Safety Performance Targets):

1. Number of Fatalities
2. Rate of Fatalities
3. Number of Serious Injuries
4. Rate of Serious Injuries
5. Number of Non-motorized Fatalities and Non-motorized Serious Injuries

As an MPO, Metro COG is required by FHWA to either:

1. Agree to program projects in each state's portion of the Metropolitan Planning Area (MPA) to support the performance targets established by the respective state - or
2. Establish MPO-specific safety performance targets for all or some of the above five measures.

TABLE 1: 2024 NDDOT State Safety Performance Targets:

<i>Safety Performance Measures</i>	<i>State Target</i>
<i>Number of Fatalities</i>	95.8
<i>Fatality Rate per 100M VMT</i>	1.053
<i>Number of Serious Injuries</i>	398.1
<i>Serious Injury Rate per 100M VMT</i>	4.25
<i>Number of Non-Motorized Fatalities & Serious Injuries</i>	34.5

Rolling Average Assessments:

Metro COG used FHWA's performance measure example table as a template to aid in the determination to support safety targets (SEE TABLE 2). From this, Metro COG used 5-year rolling averages to draw comparisons to state targets. Currently, Metro COG only has data for 2018-2022 (SEE TABLE 3). **The use of 2018-2022 MPA actual performance was used to determine 2024 MNDOT PM1 target support.** Subsequent assessment tables (SEE TABLES 4 & 5) used new rolling averages for the MPO baseline and state targets with incomplete actual performance. TABLES 3-5 are to provide support to Metro COG's decision and these tables will not be sent to NDDOT.

Rolling Average Equations:

- Rolling averages for Number of Fatalities, Number of Serious Injuries, and Number of Non-motorized Fatalities and Serious Injuries:

$$\frac{\{PY-4 + PY-3 + P-Y2 + PY-1 + PY\}}{5}$$

- Rolling averages for Fatality Rate and Serious Injury Rate:

$$\frac{\{(Rate/Total VMT)_{PY-4} + (Rate/Total VMT)_{PY-3} + (Rate/Total VMT)_{PY-2} + (Rate/Total VMT)_{PY-1} + (Rate/Total VMT)_{PY}\}}{5}$$

(Equations Derived from https://www.fhwa.dot.gov/tpm/guidance/safety_performance.pdf)

TABLE 2: FHWA's Example Safety Performance Measure Table
Example Significant Progress Determination for CY 2020 Safety Performance Targets

Performance Measure	5-year Rolling Averages			Target Achieved?	Better than Baseline?	Met or Made Significant Progress?
	TARGET 2016 – 2020 ^A	ACTUAL 2016– 2020 ^B	BASELINE 2014– 2018 ^C			
Number of Fatalities	465	472.4	474	No	✓ Yes	Yes (4 out of 5 targets met or made significant progress)
Fatality Rate	0.980	0.990	0.988	No	No	
Number of Serious Injuries	2,560.0	2,578.4	2,703.2	No	✓ Yes	
Serious Injury Rate	4.126	4.214	4.288	No	✓ Yes	
Number of Non-motorized Fatalities and Serious Injuries	108.0	107.6	113.2	✓ Yes	N/A	

(A) CY 2020 Targets are established and reported in the August 31, 2019 HSIP Annual Report.
 (B) Actual performance is the 5-year rolling average ending in the year for which the targets were established. In this case that is CY 2016-2020.
 (C) Baseline performance is the 5-year rolling average that ends prior to the year in which the targets were established. In this case, that is CY 2014-2018, since the targets were established in 2019. Baseline performance is calculated in order to compare whether the actual outcome for CY 2016-2020 was better than the baseline performance (in this case CY 2014-2018), for the targets that were not met.

(received from https://safety.fhwa.dot.gov/hsip/spm/pm_progress_fs.cfm)

TABLE 3: 2022 Performance Measure 1 Target Assessment

2022 Performance Measure 1 Target Assessment - NDDOT						
2018-2022 Assessment Table						
	5-Year Rolling Averages			Assessment		
	MPO Baseline Performance 2016-2020	Statewide Targets 2018-2022	MPO 2018-2022 Actual Performance (ND portion of MPA)	Statewide Target Achieved? Compares to state goal	Better than Baseline?	Met or Made Significant Progress?
Number of Fatalities	6.6	115.0	7.4	Yes	No	Yes
Fatality Rate (per 100M VMT)	0.308	1.188	0.334	Yes	No	
Number of Serious Injuries	37.0	433.2	40.6	Yes	No	
Serious Injury Rate (per 100M VMT)	1.660	4.452	2.270	Yes	No	
Number of Non-Motorized Fatalities & Serious Injuries	5.4	33.1	5.0	Yes	Yes	

TABLE 4: 2023 Performance Measure 1 Target Assessment

2023 Performance Measure 1 Target Assessment - NDDOT						
2019-2023 Assessment Table						
	5-Year Rolling Averages			Assessment		
	MPO 2017-2021 Baseline Performance	Statewide 2019-2023 Targets Evaluated based on 5yr Rolling average	MPO 2019-2023 Actual Performance (ND portion of MPA)	Statewide Target Achieved? Compares to state goal	Better than Baseline?	Met or Made Significant Progress?
Number of Fatalities	5.8	107.2	-	-	-	-
Fatality Rate (per 100M VMT)	0.267	1.131	-	-	-	
Number of Serious Injuries	34.8	409.4	-	-	-	
Serious Injury Rate (per 100M VMT)	1.661	4.274	-	-	-	
Number of Non-Motorized Fatalities & Serious Injuries	4.8	32.9	-	-	-	

TABLE 5: 2024 Performance Measure 1 Target Assessment

2024 Performance Measure 1 Target Assessment - NDDOT						
2020-2024 Assessment Table						
	5-Year Rolling Averages			Assessment		
	MPO 2018-2022 Baseline Performance	Statewide 2020-2024 Targets Evaluated based on 5yr Rolling average	MPO 2020-2024 Actual Performance (ND portion of MPA)	Statewide Target Achieved? Compares to state goal	Better than Baseline?	Met or Made Significant Progress?
Number of Fatalities	7.4	100.9	-	-	-	-
Fatality Rate (per 100M VMT)	0.334	1.087	-	-	-	
Number of Serious Injuries	40.6	391.8	-	-	-	
Serious Injury (per 100M VMT)	2.270	4.155	-	-	-	
Number of Non-Motorized Fatalities & Serious Injuries	5.0	32.8	-	-	-	

Population Assessment:

To compare the MPA's performance to the statewide target, Metro COG staff determined that the best common factor would be population. It's important to note that FHWA does not illustrate what this common factor is.

The following Population table (**TABLE 6**) compares the jurisdictional populations within the MPA, the urbanized area population, the county population, and the Fargo-Moorhead Metropolitan Statistical Area (MSA) population, to their respective share of the total state population. To note, the Census Bureau does not collect population for the MPA.

TABLE 6: Population Table

North Dakota Populations - Based on the 2022 ACS 5-Year Estimates

	Population	% of State Population	% of MSA Population
North Dakota	776,874	100%	N/A
Fargo, ND	127,319	16.39%	50.60%
West Fargo, ND	38,653	4.98%	15.36%
Horace, ND	3,464	0.45%	1.38%
Prairie Rose, ND	47*	0.01%	0.02%
Briarwood, ND	43*	0.01%	0.02%
Frontier, ND	168*	0.02%	0.07%
North River, ND	58*	0.01%	0.02%
Reile's Acres, ND	497*	0.06%	0.20%
Urbanized Area Jurisdiction Total	168,514	21.81%	67.33%
Cass County, ND	186,328	23.98%	74.05%
F-M MSA	251,635	N/A	100%

*Denotes 2020 Census Numbers

For the population-based assessment, Metro COG used the Cass County population total of 23.98% of the statewide population to draw the comparison to the state targets. Using the "MPO 2018-2022 Actual Performance" column within the assessment table (**TABLE 3**), Metro COG utilized the step-down method to quantify regional safety performance with respect to the 2024 North Dakota State Safety Performance Targets.

To highlight that the MPA has the capability of achieving state targets, population-based targets need to be **below** 23.98% of the statewide proportion. These targets are indicated as "MPA 2018-2022 State Share" in **TABLE 7**.

TABLE 7: Regional Safety Performance (North Dakota Portion of the MPA):

<i>Safety Performance Measures</i>	<i>State Target</i>	<i>MPA 2018 – 2022 Actual Performance</i>	<i>MPA 2018 - 2022 State Share</i>	<i>MPA 2018 – 2022 State Scaled Performance</i>
<i>Number of Fatalities</i>	95.8	7.4	23.98%	7.72%
<i>Fatality Rate per 100M VMT</i>	1.053	0.334	-	-
<i>Number of Serious Injuries</i>	398.1	40.6	23.98%	10.20%
<i>Serious Injury Rate per 100M VMT</i>	4.25	2.270	-	-
<i>Number of Non-Motorized Fatalities & Serious Injuries</i>	34.5	5.0	23.98%	14.49%

Using the “MPA 2018-2022 State Share” with the comparison with the “MPA 2018 – 2022 State Scaled Performance” seen in **TABLE 7**, it highlights that during the last 5-year rolling average, the North Dakota Portion of the MPA is performing better than the 2024 NDDOT State Safety Performance Targets.

Next Steps:

Since 2018, TTC has recommended the Policy Board support of NDDOT's Safety Performance Measures for the MPA. Based on the crash data available, **Metro COG staff again requests that TTC recommend to support NDDOT's Safety Performance Measures for the MPA.** Once approved by the Policy Board, the resolutions will be signed and distributed to the applicable jurisdictions and programming will occur in accordance.

Requested Action: Favorable recommendation to the Policy Board to support NDDOT's 2024 Safety Performance Measures.



To: Transportation Technical Committee
From: Jaron Capps, GIS Coordinator / Assistant Transportation Planner
 Chelsea Levorsen, Assistant Transportation Planner
Date: February 8, 2024
Re: Performance Measure 1 (PM1) – 2024 Safety Target Adoption MN

As a part of the Fixing America's Surface Transportation (FAST) Act, which was signed into law on December 4, 2015, State DOTs and MPOs are required to establish quantifiable targets for three performance measures. The three performance measures include:

- Performance Measure 1 – Safety Performance Management
- Performance Measure 2 – Infrastructure Performance Management
- Performance Measure 3 – System Performance Management

Performance Measure 1 (PM1) establishes targets related to safety. Each state must annually establish and report targets for the Highway Safety Improvement Program (HISP). PM1 consists of five (5) safety performance measures (**SEE TABLE 1** for 2024 MNDOT State Safety Performance Targets):

1. Number of Fatalities
2. Rate of Fatalities
3. Number of Serious Injuries
4. Rate of Serious Injuries
5. Number of Non-motorized Fatalities and Non-motorized Serious Injuries

As an MPO, Metro COG is required by FHWA to either:

1. Agree to program projects in each state's portion of the Metropolitan Planning Area (MPA) to support the performance targets established by the respective state - or
2. Establish MPO-specific safety performance targets for all or some of the above five measures.

TABLE 1: 2024 MNDOT State Safety Performance Targets:

<i>Safety Performance Measures</i>	State Target
<i>Number of Fatalities</i>	352.4
<i>Fatality Rate per 100M VMT</i>	0.582
<i>Number of Serious Injuries</i>	1463.4
<i>Serious Injury Rate per 100M VMT</i>	2.470
<i>Number of Non-Motorized Fatalities & Serious Injuries</i>	258.4

Rolling Average Assessments:

Metro COG used FHWA's performance measure example table as a template to aid in the determination to support safety targets (SEE TABLE 2). From this, Metro COG used 5-year rolling averages to draw comparisons to state targets. Currently, Metro COG only has data for 2018-2022 (SEE TABLE 3). **The use of 2018-2022 MPA actual performance was used to determine 2024 MNDOT PM1 target support.** Subsequent assessment tables (SEE TABLES 4 & 5) used new rolling averages for the MPO baseline and state targets with incomplete actual performance. TABLES 3-5 are to provide support to Metro COG's decision and these tables will not be sent to MNDOT.

Rolling Average Equations:

- Rolling averages for Number of Fatalities, Number of Serious Injuries, and Number of Non-motorized Fatalities and Serious Injuries:

$$\frac{\{PY-4 + PY-3 + P-Y2 + PY-1 + PY\}}{5}$$

- Rolling averages for Fatality Rate and Serious Injury Rate:

$$\frac{\{(Rate/Total VMT)_{PY-4} + (Rate/Total VMT)_{PY-3} + (Rate/Total VMT)_{PY-2} + (Rate/Total VMT)_{PY-1} + (Rate/Total VMT)_{PY}\}}{5}$$

(Equations Derived from https://www.fhwa.dot.gov/tpm/guidance/safety_performance.pdf)

TABLE 2: FHWA's Example Safety Performance Measure Table
Example Significant Progress Determination for CY 2020 Safety Performance Targets

Performance Measure	5-year Rolling Averages			Target Achieved?	Better than Baseline?	Met or Made Significant Progress?
	TARGET 2016 – 2020 ^A	ACTUAL 2016– 2020 ^B	BASELINE 2014– 2018 ^C			
Number of Fatalities	465	472.4	474	No	✓ Yes	Yes (4 out of 5 targets met or made significant progress)
Fatality Rate	0.980	0.990	0.988	No	No	
Number of Serious Injuries	2,560.0	2,578.4	2,703.2	No	✓ Yes	
Serious Injury Rate	4.126	4.214	4.288	No	✓ Yes	
Number of Non-motorized Fatalities and Serious Injuries	108.0	107.6	113.2	✓ Yes	N/A	

(A) CY 2020 Targets are established and reported in the August 31, 2019 HSIP Annual Report.
 (B) Actual performance is the 5-year rolling average ending in the year for which the targets were established. In this case that is CY 2016-2020.
 (C) Baseline performance is the 5-year rolling average that ends prior to the year in which the targets were established. In this case, that is CY 2014-2018, since the targets were established in 2019. Baseline performance is calculated in order to compare whether the actual outcome for CY 2016-2020 was better than the baseline performance (in this case CY 2014-2018), for the targets that were not met.

(received from https://safety.fhwa.dot.gov/hsip/spm/pm_progress_fs.cfm)

TABLE 3: 2022 Performance Measure 1 Target Assessment

2022 Performance Measure 1 Target Assessment - MnDOT						
2018-2022 Assessment Table						
	5-Year Rolling Averages			Assessment		
	MPO Baseline Performance 2016-2020	Statewide Targets 2018-2022	MPO 2018-2022 Actual Performance (MN portion of MPA)	Statewide Target Achieved? Compares to state goal	Better than Baseline?	Met or Made Significant Progress?
Number of Fatalities	2.0	365.5	3.0	Yes	No	Yes
Fatality Rate (per 100M VMT)	0.222	0.606	0.476	Yes	No	
Number of Serious Injuries	8.4	1680.7	8.4	Yes	No	
Serious Injury Rate (per 100M VMT)	0.524	2.822	0.836	Yes	No	
Number of Non-Motorized Fatalities & Serious Injuries	0.6	294.4	0.6	Yes	No	

TABLE 4: 2023 Performance Measure 1 Target Assessment

2023 Performance Measure 1 Target Assessment - MnDOT						
2018-2022 Assessment Table						
	5-Year Rolling Averages			Assessment		
	MPO 2017-2021 Baseline Performance	Statewide 2019-2023 Targets Evaluated based on 5yr Rolling average	MPO 2019-2023 Actual Performance (MN portion of MPA)	Statewide Target Achieved? Compares to state goal	Better than Baseline?	Met or Made Significant Progress?
Number of Fatalities	2.0	361.0	-	-	-	-
Fatality Rate (per 100M VMT)	0.304	0.599	-	-	-	
Number of Serious Injuries	8.2	1586.4	-	-	-	
Serious Injury Rate (per 100M VMT)	0.746	2.678	-	-	-	
Number of Non-Motorized Fatalities & Serious Injuries	0.6	276.5	-	-	-	

TABLE 5: 2024 Performance Measure 1 Target Assessment

2024 Performance Measure 1 Target Assessment - MnDOT						
2020-2024 Assessment Table						
	5-Year Rolling Averages			Assessment		
	MPO 2018-2022 Baseline Performance	Statewide 2020-2024 Targets Evaluated based on 5yr Rolling average	MPO 2020-2024 Actual Performance (MN portion of MPA)	Statewide Target Achieved? Compares to state goal	Better than Baseline?	Met or Made Significant Progress?
Number of Fatalities	3.0	357.0	-	-	-	-
Fatality Rate (per 100M VMT)	0.476	0.591	-	-	-	
Number of Serious Injuries	8.4	1536.8	-	-	-	
Serious Injury Rate (per 100M VMT)	0.836	2.601	-	-	-	
Number of Non-Motorized Fatalities & Serious Injuries	0.6	274.7	-	-	-	

Population Assessment:

To compare the MPA's performance to the statewide target, Metro COG staff determined that the best common factor would be population. It's important to note that FHWA does not illustrate what this common factor is.

The following Population table (**TABLE 6**) compares the jurisdictional populations within the MPA, the urbanized area population, the county population, and the Fargo-Moorhead Metropolitan Statistical Area (MSA) population, to their respective share of the total state population. To note, the Census Bureau does not collect population for the MPA

TABLE 6: Population Table

Minnesota Populations - Based on the 2022 ACS 5-Year Estimates

	Population	% of State Population	% of MSA Population
Minnesota	5,695,292	100%	N/A
Moorhead, MN	44,443	0.78%	17.66%
Dilworth, MN	4,621	0.08%	1.84%
Member Jurisdiction Total	49,064	0.86%	19.50%
Clay County, MN	65,307	1.15%	25.95%
F-M MSA	251,635	N/A	100%

*Denotes 2020 Census Numbers

For the population-based assessment, Metro COG used the Clay County population total of 1.15% of the statewide population to draw the comparison to the state targets. Using the "MPO 2018-2022 Actual Performance" column within the assessment table (**TABLE 3**), Metro COG utilized the step-down method to quantify regional safety performance for the 2024 Minnesota State Safety Performance Targets.

To highlight that the MPA has the capability of achieving state targets, population-based targets need to be **below** 1.15% of the statewide proportion. These targets are indicated as "MPA 2018-2022 State Share" in **TABLE 7**.

TABLE 7: Regional Safety Performance (Minnesota Portion of the MPA):

<i>Safety Performance Measures</i>	<i>State Target</i>	<i>MPA 2018 – 2022 Actual Performance</i>	<i>MPA 2018 - 2022 State Share</i>	<i>MPA 2018 – 2022 State Scaled Performance</i>
<i>Number of Fatalities</i>	352.4	3.0	1.15%	0.85%
<i>Fatality Rate per 100M VMT</i>	0.582	0.476	-	-
<i>Number of Serious Injuries</i>	1463.4	8.4	1.15%	0.57%
<i>Serious Injury Rate per 100M VMT</i>	2.470	0.836	-	-
<i>Number of Non-Motorized Fatalities & Serious Injuries</i>	258.4	0.6	1.15%	0.23%

Using the “MPA 2018-2022 State Share” with the comparison with the “MPA 2018 – 2022 State Scaled Performance” seen in **TABLE 7**, it highlights that during the last 5-year rolling average, the Minnesota Portion of the MPA is performing better than the 2024 MNDOT State Safety Performance Targets.

Next Steps:

Since 2018, TTC has recommended the Policy Board support of MNDOT's Safety Performance Measures for the MPA. Based on the crash data available, **Metro COG staff again requests that TTC recommend to support MNDOT's Safety Performance Measures for the MPA.** Once approved by the Policy Board, the resolutions will be signed and distributed to the applicable jurisdictions and programming will occur in accordance.

Requested Action: Favorable recommendation to the Policy Board to support MNDOT's 2024 Safety Performance Measures.

To: Transportation Technical Committee
From: Michael Maddox, AICP
Date: January 30, 2024
Re: **Horace Downtown Neighborhood Plan – Consultant Selection**

Metro COG released an RFP for consultant services to complete the Horace Downtown Neighborhood Plan on January 4, 2024. Metro COG set a budget of \$196,473 for the completion of the Plan. Proposals were due to Metro COG on Friday, January 26, 2024. Staff received five (5) proposals from consultants.

As of the writing of this memo, Metro COG has established a consultant selection committee to review the proposals received, interview each of the consultant teams, and choose a preferred consultant who, in their opinion, would be best capable of successfully completing the effort. Interviews will be conducted on Wednesday, February 7th.

Metro COG staff will announce the preferred consultant chosen pursuant to the selection committee's interview and subsequent ranking at the February 8th TTC meeting. Staff will provide the rankings of the consulting firms and forward any comments made by the selection committee.

Recommended Action:

Recommend approval of the Selection Committee's preferred consultant and provide authorization for Metro COG's Executive Director to enter into a contract for services with said consultant.

To: Transportation Technical Committee
From: Chelsea Levorsen, Assistant Transportation Planner
Jaron Capps, GIS Coordinator & Assistant Transportation Planner
Date: February 2, 2024
Re: **2024 Federal Functional Classification Update**

The last Federal Functional Classification for the Fargo-Moorhead Urban Area was completed and adopted in 2022. Our UZA boundary was expanded in 2023.

Metro COG staff are currently taking an inventory of the unclassified roadways within our expanded UZA. Next, staff will coordinate with the local jurisdictions and reference FHWA's 2023 edition of *Highway Functional Classification Concepts, Criteria, and Procedures* to gain a consensus and verify the functional classification of each roadway.

The deadline for **PRELIMINARY REVIEW** is **April 1, 2024** to NDDOT. Any feedback received from the TTC at the March 14, 2023 meeting will be incorporated into the document prior to being submitted to NDDOT.

Upon Policy Board approval, the proposed Federal Functional Classification update will be forwarded to NDDOT for review. If Metro COG receives any feedback from NDDOT, those proposed changes will be brought before the TTC and Policy board prior to resubmittal. The **FINAL DEADLINE** is **July 1, 2024**.

Requested Action: None – Informational Item Only.