

Final Draft

2025-2028

Transportation

Improvement

For the Fargo-Moorhead Metropolitan Area

Prepared by the Fargo-Moorhead Metropolitan Council of Governments
(Metro COG)

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In association with:
City of Dilworth, City of Fargo, City of Horace, City of Moorhead, City of West Fargo,
Cass County, Clay County, MATBUS, MnDOT, NDDOT, FHWA, and FTA

Approved by the Metro COG Policy Board August 15, 2024



Disclaimer

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The contents of this document reflect the views of the authors, who are responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the policies of the state and federal departments of transportation

**A RESOLUTION CONFIRMING THE METROPOLITAN TRANSPORTATION PLAN AS BEING
CURRENTLY HELD VALID**

WHEREAS, the U.S. Department of Transportation requires that the Metropolitan Planning Organization (MPO) designated with the authority to carry out metropolitan transportation planning in a given urbanized area shall prepare a transportation plan for that area; and

WHEREAS, the U.S. Department of Transportation further requires that the MPO annually review this transportation plan, and confirm that it is currently held valid and consistent with current transportation and land use issues; and

WHEREAS, the Fargo-Moorhead Metropolitan Council of Governments (Metro COG) has been designated by the Governors of the State of Minnesota and North Dakota as the MPO for the Fargo-Moorhead metropolitan area; and

WHEREAS, Metro COG adopted its Metropolitan Transportation Plan, Metro Grow: 2045 Fargo-Moorhead Metropolitan Transportation Plan in November of 2019, as well as detailed ancillary modal documents including the Metropolitan Bikeway & Pedestrian Plan (adopted February 2022), a Metropolitan Transit Development Plan (adopted July 2021); a Metropolitan Comprehensive ITS Plan (adopted June 2023); and

WHEREAS, Metro Grow: 2045 Fargo-Moorhead Metropolitan Transportation Plan includes a transportation systems management element, a short-range transportation project prioritization element, and a long-range project prioritization element providing for the transportation needs of the urbanized area; and

WHEREAS, the Transportation Technical Committee of the Metro COG recommends that Metro Grow: 2045 Fargo- Moorhead Metropolitan Transportation Plan be considered valid and consistent with current transportation and land use issues.

NOW, THEREFORE, BE IT RESOLVED THAT, the Metro COG Policy Board certifies that Metro Grow: 2045 Fargo - Moorhead Metropolitan Transportation Plan is currently held valid and consistent with current transportation and land use considerations.

Duane Breitling, Chair
Metro COG Policy Board

Ben Griffith, Executive Director
Metro COG

Date

Date

**A RESOLUTION ENDORSING THE FY 2025 - FY 2028
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE
FARGO-MOORHEAD METROPOLITAN AREA**

WHEREAS, the members of the Fargo-Moorhead Metropolitan Council of Governments (Metro COG) have been formally designated by their respective legislative bodies to act as the official representative in planning matters of mutual concern; and

WHEREAS, Metro COG is the designated Metropolitan Planning Organization (MPO) for the greater Fargo- Moorhead metropolitan area; and

WHEREAS, it is the responsibility of the MPO, in conjunction with the States, to certify that the transportation planning process complies with all applicable federal laws and regulations; and

WHEREAS, a fiscally constrained and prioritized Transportation Improvement Program (TIP) for intermodal planning is required by the U.S. Department of Transportation (DOT) and was developed by the MPO for the greater Fargo-Moorhead metropolitan area; and

WHEREAS, the Fiscal Year 2025- 2028 Transportation Improvement Program, dated August 2024, which defines the capital improvements for streets, highways, bicycle and pedestrian facilities, and transit in the metropolitan area for a four-year period, has been approved by the Transportation Technical Committee; and

WHEREAS, the Metro COG region is in attainment for all air quality standards and projects contained within the TIP are not subject to conformity regulations contained in 40 CFR part 93, subpart A; and

WHEREAS, the Fiscal Year 2025 - 2028 Transportation Improvement Program has been given due consideration by the public and Metro COG Policy Board; therefore, be it

RESOLVED, that Metro COG approves the Fiscal Year 2025- 2028 Transportation Improvement Program, dated August 2024, and recommends said program be forwarded to the appropriate state and federal agencies; and be it further

RESOLVED, that Metro COG certifies that the transportation planning process complies with applicable federal laws and regulations as required in 23 CFR 450.336.

PASSED this 15th day of August, 2024

Duane Breitling, Chair
Metro COG Policy Board

TRANSPORTATION PLANNING PROCESS SELF CERTIFICATION STATEMENT

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) hereby certifies that it is carrying out a continuing, cooperative, and comprehensive transportation planning process for the region in accordance with the applicable requirements of:

- 23 USC 134 and 49 USC 5303, and 23 CFR Part 450;
- In non-attainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended [42 USC 7504, 7506 (c) and (d)] and 40 CFR part 93;
- Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR part 21;
- 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- Section 1101(b) of the Fixing America's Surface Transportation (FAST) Act (PL 114-94) and 49 CFR part 26 regarding the involvement of Disadvantaged Business Enterprises in USDOT funded planning projects;
- 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- The provisions of the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- The Older Americans Act, as amended (42 USC 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- Section 324 of Title 23 USC regarding the prohibition of discrimination based on gender; and
- Section 504 of the Rehabilitation Act of 1973 (29 USC 794) and CFR part 27 regarding discrimination against individuals with disabilities.

Full documentation of Metro COG's federal certification can be obtained by contacting Metro COG at (701) 532-5100, metrococg@fmmetrococg.org, or by visiting in person at One 2nd Street North Suite 232, Fargo, North Dakota 58102.

**F-M Metropolitan
Council of Governments**

**North Dakota
Department of Transportation**

Duane Breitling, Chair Date
Metro COG Policy Board

Signature Date

Policy Board Chair
Title

Title

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Glossary

3-C Planning Process: Congress requires that the metropolitan transportation planning process be continuous, cooperative, and comprehensive. Also known as the 3-C planning process.

Administrative Adjustment: This is required when a minor change or revision is needed for a TIP project which does not require a formal amendment as described in Section 10 of this document.

Advance Construction: Federal law allows jurisdictions to request and receive approval to construct federal-aid projects prior to receiving apportionment or obligation authority for the federal-aid funds. This allows local jurisdictions to commit future federal funds to a project through the normal FHWA approval and authorization process. With AC, typically local or state funds are used to pay all or a majority of the project cost upfront, then federal-aid reimburses local or state funds in a following year after construction may be complete.

Allocation: A specific amount of money that has been set aside by the state for a jurisdiction to use for transportation improvements.

Amendment: A significant change or addition of a TIP project which requires opportunity for public input and consideration by the Metro COG Policy Board prior to becoming part of the TIP as described in Section 10 of this document. The TIP document provides guidance on what changes require an amendment, pursuant to CFR and Metro COG adopted Public Participation Plan (PPP).

Annual Listing of Obligated Projects (ALOP): This section identifies projects which have been programmed and funding has been obligated. For example, projects are listed in the ALOP section if the project has been or will be bid or let prior the end of 2024 Federal Fiscal Year (September 30, 2024). The annual listing will represent 2024 projects as part of the 2025-2028 TIP.

Area Transportation Improvement Program (ATIP): The ATIP is a compilation of significant surface transportation improvements scheduled for implementation within a district of the state of Minnesota during the next four years. Minnesota has an ATIP for each of their Districts. Metro COG's TIP projects in Minnesota fall under the ATIP for MnDOT District 4. All projects listed in the TIP are required to be listed in the ATIP.

BIL: Infrastructure Investment and Jobs Act (IIJA), also known as the "Bipartisan Infrastructure Law" (BIL), was signed into effect on November 15, 2021 as the transportation bill to replace FAST Act. The BIL is a bipartisan, bicameral, four-year legislation to improve the Nation's surface transportation infrastructure, including our roads, bridges, transit systems, and passenger rail network. In addition to authorizing programs to strengthen this vital infrastructure.

Dynamic Traffic Assignment (DTA): The process by which travelers' routes may vary depending upon the time of day and congestion on the transportation system.

Environmental Justice: Identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of Metro COG programs, policies, and activities on minority populations and low- income populations.

Environmental Review Group (ERG): A sub-committee facilitated by Metro COG which consists of local, state, and Federal agencies responsible for environmental protection and stewardship.

FAST Act: Fixing America's Surface Transportation Act, also known as the FAST Act, was signed into effect on December 4, 2015 as the transportation bill to replace MAP-21. The FAST Act is a bipartisan, bicameral, five-year legislation to improve the Nation's surface transportation infrastructure, including our roads, bridges, transit systems, and passenger rail network. In addition to authorizing programs to strengthen this vital infrastructure, the FAST Act also enhances federal safety programs for highways, public transportation, motor carrier, hazardous materials, and passenger rail. As the original bill expired, the FAST Act was reauthorized for one year on October 1, 2020. The FAST Act reauthorization is set to expire on September 30, 2021 or the end of Federal Fiscal Year 2021.

Federal Revenue Source: In the project tables, this column identifies the source of federal revenues proposed for funding the project. The categories are abbreviated to indicate the specific federal program planned for the scheduled improvement. The abbreviations to these categories are shown in the list on page 13.

Fiscal Constraint: Demonstrating with sufficient financial information to confirm that projects within said document can be implemented using committed or available revenue sources, with reasonable assurance that the federally supported transportation system is being adequately operated and maintained.

Illustrative Project: An illustrative project is a project which does not have federal funding, but is an important project for the jurisdiction to identify within the TIP to show the need for the project. In most cases, federal funding is being pursued for illustrative projects.

Intelligent Transportation Systems (ITS): Technologies that advance transportation safety and mobility and enhance productivity by integrating advanced communications technologies into transportation infrastructure or vehicles. ITS includes a broad range of wireless and traditional communications-based information and other electronic technologies.

Jurisdictions: The member units of government which are within Metro COG's planning area. The member jurisdictions include Fargo, West Fargo, Horace, and Cass County in North Dakota including NDDOT; and Moorhead, Dilworth, and Clay County in Minnesota including MnDOT.

Lead Agency: In the project tables, this column identifies the agency or jurisdiction usually initiating the project, requesting funding, and carrying out the necessary paperwork associated with project completion.

Length: In the project tables, this column identifies the length of a project in miles, if applicable.

Locally Funded Project (LFP): Projects of note that are funded by local or state agencies and do not require action by FHWA or FTA. These projects are included to assist in coordination between local jurisdictions during staging and construction. Locally funded projects of note are listed in Appendix C of this document and may be included in the TIP project listing section for information and coordination purposes only.

MAP-21: Moving Ahead for Progress in the 21st Century, the previous surface transportation act that was signed into effect on July 6, 2012 and expired September 30, 2014.

Metro COG ID: This is a means of labeling each project with a unique identifier for reference and for tracking the project across multiple years. This number is not related to any project number that may be assigned to a project by any other agency, and it does not reflect the order of priority in which the responsible agency has placed the project or the order of construction.

Metropolitan Planning Organization (MPO): The policy board of an organization created and designated to carry out the metropolitan transportation planning process as required by CFR. Metro COG is the MPO for the Fargo- Moorhead Metropolitan Area.

Metropolitan Transportation Initiative (MTI): A sub-committee facilitated by Metro COG that was formed to ensure the development of a coordinated human service public transportation plan.

Metropolitan Transportation Plan (MTP): The official multimodal transportation plan addressing no less than a 20-year planning horizon that Metro COG develops, adopts, and updates through the metropolitan planning process pursuant to CFR.

Other Revenue Source: In the project tables, this column indicates the amount of funding that will be provided for the project from the local jurisdiction(s). Generally, the local funding for the Minnesota and North Dakota jurisdictions comes from state aid, sales taxes, assessments, general funds, special funding sources, or other federal sources not tabulated elsewhere.

Pending Project: A project designated as "pending" in the project tables is programmed for the pending fiscal year in which it is shown. Pending projects are the first projects that would be shifted to the following year if Congress does not provide sufficient obligation authority to fund said project in the pending fiscal year.

Project Cost: In the project tables, this column identifies the estimated total project cost. The revenue sources must add up to equal the project cost. The estimated cost for each project includes all known associated costs for the project based upon input from states and local jurisdictions.

Project Description: In the project tables, this column further identifies the project to be carried out on the previously stated "location" by describing the limits and types of improvements.

Project Limits: In the project tables, these columns define the physical limits of the said project listed "from" said location "to" said location.

Project Location: In the project tables, this column places the project within the legal boundaries of the stated jurisdiction. In cases where the project shares land with another jurisdiction, the project location will list all of the affected governmental units. At a minimum, the jurisdiction taking the lead on the project will be shown.

Project Prioritization: This is an exercise in which Metro COG and member jurisdictions evaluate candidate projects submitted for federal aid against other candidate projects within the same federal aid funding categories. Metro COG then submits the prioritized candidate projects to the state to further assist in project selection.

Project Solicitation: This is a request sent out to jurisdictional members to submit applications requesting federal funding for federal aid eligible projects.

Project Year: In the project tables, this column is the year in which the project is funded, or the federal fiscal year in which funding is identified and programmed for the project. The project year is not necessarily the construction year however, it is typical that first year TIP projects are bid or let before the next annual TIP is developed.

Public Participation Plan (PPP): This is a required plan that defines Metro COG's public participation approach to provide all interested parties with reasonable opportunities to be involved in the metropolitan planning process. The Metro COG PPP, adopted in 2022, identifies the public input process used for all types of projects including adopting and maintaining the TIP.

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

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

SAFETEA-LU: Safe Accountable Flexible Efficient Transportation Act, A Legacy for Users was signed into effect on August 10, 2005 and expired July 5, 2012. SAFETEA-LU was replaced by MAP-21.

Safety Management Systems (SMS): A formal, top-down, organization-wide approach to managing safety risk and assuring the effectiveness of safety risk controls. SMS includes systematic procedures, practices, and policies for the management of safety risk.

State Transportation Improvement Program (STIP): The STIP is a compilation of significant surface transportation improvements scheduled for implementation with a state (North Dakota or Minnesota) during the next four fiscal years. All projects listed in the TIP are required to be listed in the STIP.

Transit Asset Management (TAM): Required by CFR for agencies that receive federal financial assistance to provide transit service, the TAM outlines how people, processes, and tools come together to address asset management policy and goals; provides accountability and visibility for furthering understanding of leveraging asset management practices; and supports planning, budgeting, and communicating with internal and external stakeholders.

Transit Development Plan (TDP): The plan addresses no less than a 5-year planning horizon and is intended to support the development of an effective multi-modal transportation system for the FM Area. Metro COG develops, adopts, and updates the TDP through the metropolitan planning process pursuant to CFR.

Transit Operator: The designated transit service operator providing public transit for the area. The transit operator for the FM Metropolitan Area is MATBUS.

Transportation Improvement Program (TIP): The TIP is a compilation of significant surface transportation improvements scheduled for implementation in the Fargo-Moorhead Metropolitan area during the next four years.

Transportation Management Area (TMA): An urbanized area with a population over 200,000 as defined by the Bureau of the Census and designated by the Secretary of Transportation, or any additional area where TMA designation is requested by the Governor and the MPO and designated by the Secretary of Transportation.

Unified Planning Work Program (UPWP): Metro COG's statement of work identifying the planning priorities and activities to be carried out within the metropolitan planning area. At a minimum, a UPWP includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds.

Acronyms

AC	Advance Construction
ALOP	Annual Listing of Obligated Projects
ATIP	Area Transportation Improvement Program (Minnesota)
ATP	Area Transportation Partnership (Minnesota)
BIL	Bipartisan Infrastructure Law
CFR	Code of Federal Regulations
CMAQ	Congestion Mitigation and Air Quality
CSAH	County State Aid Highway Minnesota)
CR	County Road (North Dakota)
DOT	Department of Transportation
DTA	Dynamic Traffic Assignment
EJ	Environmental Justice
ELLE	Early Let Late Encumbrance
EPA	Environmental Protection Agency
ERG	Environmental Review Group
FAA	Federal Aviation Association
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FRA	Federal Railroad Administration
FTA	Federal Transit Administration FFY Federal Fiscal Year
IDIQ	Indefinite Delivery Indefinite Quantity
IJA	Infrastructure Investment and Jobs Act
ITS	Intelligent Transportation System
LFP	Locally Funded Project
LOTTR	Level of Travel Time Reliability
MAP-21	Moving Ahead for Progress in the 21st Century
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
MTP	Metropolitan Transportation Plan
NAAQS	National Ambient Air Quality Standard
NBI	National Bridge Inventory
NDDOT	North Dakota Department of Transportation
NEPA	National Environmental Policy Act
NHFN	National Highway Freight Network
NHFP	National Highway Freight Program
NHPP	National Highway Performance Program
NHS	National Highway System
NPMRDS	National Performance Management Research Data Set

O&M	Operations and Maintenance
PCI	Pavement Condition Index
PL	Public Law
PM	Performance Management
PM1	Performance Measure Rule 1 - Safety
PM2	Performance Measure Rule 2 - Pavement and Bridge Condition
PM3	Performance Measure Rule 3 - System Performance, Freight, and CMAQ
PPP	Public Participation Plan
PTASP	Public Transportation Agency Safety Plan
RS	Regionally Significant
RTAP	Rural Transit Assistance Program
SAFETEA-LU for Users	Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy
SFY	State Fiscal Year
SHSP	State Strategic Highway Safety Plan
SIP	State Implementation Plan
SMS	Safety Management Systems
SRTS	Safe Routes to School
STBG	Surface Transportation Block Grant Program
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
STRAHNET	Strategic Highway Network
TAM	Transit Asset Management
TAM	Transit Asset Management Plan
TDM	Travel Demand Model TDP Transit Development Plan
TH	Trunk Highway (Minnesota)
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TTC	Transportation Technical Committee
TTI	Travel Time Index
TTTR	Truck Travel Time Reliability
UGP	Urban Grant Program (North Dakota)
UPWP	Unified Planning Work Program
URP	Urban Roads Program (North Dakota)
USC	United States Code
USDOT	United States Department of Transportation
UZA	Urbanized Area
YOE	Year of Expenditure

Funding Sources

BR	Bridge
BRU	Bridge - Urban
BROS	Bridge Replacement - County Off-System Project
CARES Act	Coronavirus Aid, Relief, and Economic Security Act
CMAQ	Congestion Management Air Quality
CRRSAA	Coronavirus Response and Relief Supplemental Appropriations Act
CRP	Carbon Reduction Program
DEMO	Demonstration Project
FTA 5307	FTA Section 5307 - Urbanized Area Formula
FTA 5310	FTA Section 5310 - Enhanced Mobility for Seniors and Individuals with Disabilities
FTA 5311	FTA Section 5311 - Formula Grants for Other than Urbanized Areas
FTA 5339	FTA Section 5339 - Bus and Bus Related Facilities
HBP	Highway Bridge Program
HPP	High Priority Projects Designated by Congress
HSIP	Highway Safety Improvement Program
NDSTREET	ND Small Town Revitalization Endeavor For Enhancing Transportation
NHFP	National Highway Freight Program
NHPP	National Highway Performance Program
HBP	Highway Bridge Program
IM	Interstate Maintenance
ITS	Intelligent Transportation Systems
NHS	National Highway System
NHS-U	National Highway System - State Urban Project
Non NHS-S	Non-National Highway System - State Rural Project
RRS	Highway/Railroad Grade Crossing Safety Program
SRTS	Safe Routes to School
STBG	Surface Transportation Block Grant Program
STBG-R	Surface Transportation Block Grant Program - Regional
STBG-U	Surface Transportation Block Grant Program - Urban
TA	Transportation Alternatives
TCSP	Transportation & Community System Preservation Program
UGP	Urban Grant Program (North Dakota)

Local Jurisdiction Contact List

Metro COG collects information from all jurisdictions wishing to have projects programmed in the TIP, working closely with various planning partners to assure that the information contained in the TIP is current and accurate. Metro COG staff is available to answer questions on the TIP, the TIP process, and transportation planning in the Fargo-Moorhead metropolitan area. While Metro COG provides relevant data associated with each project identified in the TIP, more specific information related to a project is not included in the TIP project list. A list with contact information of Metro COG's transportation planning partners is included on the following page. Please contact as applicable for additional information that may not be included in the TIP.

Cass County	City of Dilworth	City of Fargo
Tom Soucy, PE	Peyton Mastera	Jeremy M. Gorden, PE
Cass County Deputy Highway Engineer	Dilworth City Administrator	Division Engineer - Transportation
phone: (701) 298-2372	phone: (218) 287-2313	phone: (701) 241-1529
email: bensonj@casscountynd.gov	email: peyton.mastera@ci.dilworth.	email: jgorden@fargond.gov
City of Horace	City of Moorhead	City of West Fargo
Jace Hellman	Bob Zimmerman	Dan Hanson, PE
Community Development	Engineer Director	West Fargo City Engineer
phone: (701)492-2972	phone: (218) 299-5399	phone: (701) 515-5100
email: jhellman@cityofhorace.com	email: bob.zimmerman@ci.moorhead.mn.us	email: dan.hanson@westfargond.
Clay County	Fargo Transit	Federal Highway Administration - MN Division
Jason Sorum, PE	Julie Bommelman	Bobbi Retzlaff, AICP
County Engineer	Fargo Transit Director	Community Planner
phone: (218) 299-5099	phone: (701) 476-6737	phone: (651) 291-6125
email:	email:	email: roberta.retzlaff@dot.gov
Federal Highway Administration - ND Division	Federal Transit Administration - Region 5	Federal Transit Administration - Region 8
Kristen Sperry	William Wheeler	Ranae Tunison
Planning and Environment Program	Community Planner	Transportation Program Analyst
phone: (701) 221-9464	phone: (312) 353-3879	phone: (303) 362-2397
email: kristen.sperry@dot.gov	email: william.wheeler@dot.gov	email: ranae.tunison@dot.gov
Metro COG	Minnesota DOT	Moorhead Transit
Paul Bervik, PE, CFM	Erika Shepard	Lori Van Beek
Assistant Transportation Planner	MPO Planning Program	Transit Manager
phone: (701) 532-5107	phone: (651) 366-3913	phone: (701) 476-6686
email: bervik@fmmetrocog.org	email: erika.shepard@state.mn.us	email: lvanbeek@matbus.com
North Dakota DOT	West Central Initiative	
Wayne Zacher, PE	Wayne T. Hurley, AICP	
MPO Coordinator/ Transportation Engineer	Planning Director	
phone: (701) 328-4828	phone: (218) 739-2239	
email: wzacher@nd.gov	email: wayne@wcif.org	

Section 1 | Introduction

Section 1 – Introduction

Transportation Improvement Program (TIP)

The Fargo-Moorhead Metropolitan Council of Governments, hereafter referred to as Metro COG, as part of the metropolitan area's comprehensive, coordinated, and continuous transportation planning process (3-C process), develops the TIP annually. It is also developed in cooperation with the multiple Metro COG planning partners; the Minnesota Department of Transportation (MNDOT), the North Dakota Department of Transportation (NDDOT), Metro Area Transit (MATBUS) of Fargo-Moorhead, local municipal and county jurisdictions, and other organizations and agencies eligible for project sponsorship.

The Transportation Improvement Program (TIP) is a compilation of surface transportation improvements scheduled for implementation in the Fargo-Moorhead metropolitan area, hereafter referred to as the FM area, during the next four Federal Fiscal Years (FFY). The FFY begins October 1st and ends September 30th of the following year. The TIP provides a staged, multiyear, multimodal program of transportation projects, which is consistent with the most current Metro COG Metropolitan Transportation Plan (MTP).

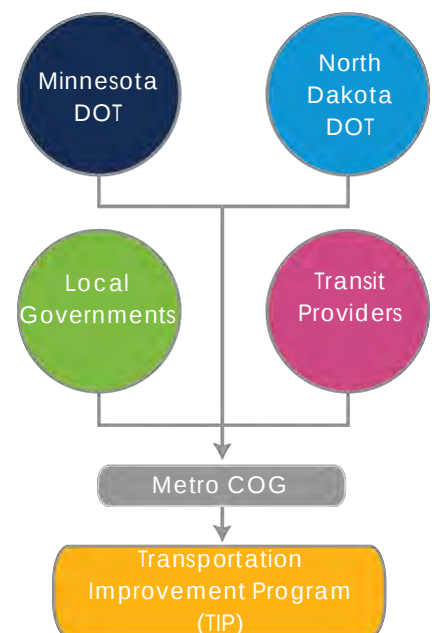
The TIP document includes an Annual Listing of Obligated Projects (ALOP) component for projects obligated in FFY 2024. The ALOP constitutes the agreed-to listing of Federal-Aid projects and Regionally Significant Projects (RSPs) approved by the Metro COG Policy Board.

TIP Development

In general terms, development of the TIP for the FM area involves the following steps:

1. Reviewing and updating projects that were prioritized, programmed, and listed in previous TIPs;
2. Solicitation of new projects eligible for federal aid funding;
3. Receiving applications from local jurisdictions for eligible federal aid projects, Metro COG staff will evaluate projects for consistency with the Metropolitan Transportation Plan (MTP);
4. Providing a Technical Evaluation of the projects through applicable sub-committees and Transportation Technical Committee (TTC);

Figure 1. 1: TIP Development

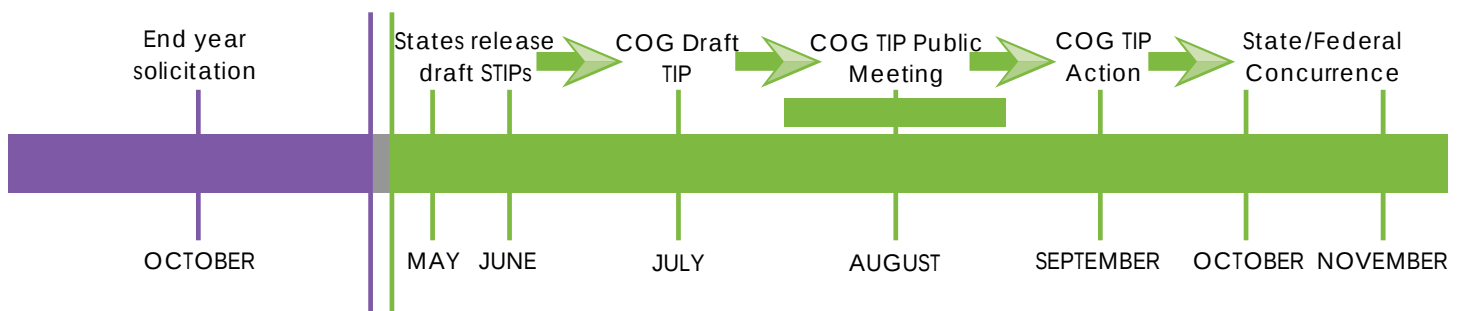


Source: Metro COG

5. Selecting project and determining funding allocation for each by the Policy Board;
6. Soliciting public comment on projects to be included within the TIP;
7. Reviewing local jurisdictions' Capital Improvement Plans (CIPs) to ensure that all RSPs are identified within the first two years of the TIP; and
8. Working cooperatively with MNDOT and NDDOT on each respective State Transportation Improvement Program

Typically, the TIP development starts with the solicitation of projects in the fall of each year. Notification of projects selected for federal funding occurs prior to the release of the draft STIP by each respective state DOT. Draft STIPs are typically released between May and July. Metro COG begins drafting the TIP document coinciding with the release of the NDDOT and MNDOT Draft STIPs. Final TIP approval through Metro COG's Transportation Technical Committee (TTC), Policy Board, NDDOT, FTA, and FHWA typically occurs in August, which occurs before the States have approved their final STIPs. See Figure 1-2 below for the TIP/STIP development cycle.

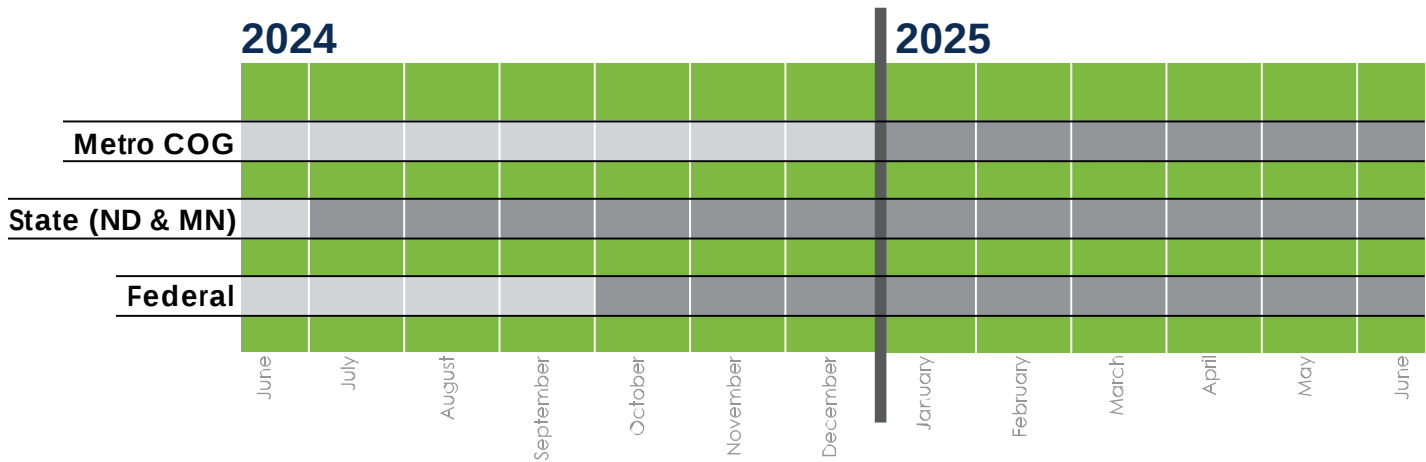
Figure 1. 2: TIP Development Timeline



Source: Metro COG

The fiscal year is also an important component taken into consideration with TIP development. Projects are listed by FFY however, Metro COG, NDDOT, and MNDOT have different fiscal years. Metro COG's fiscal year begins January 1st and ends December 31st, the state (MN & ND) fiscal year, or SFY, begins July 1st and ends June 30th, and as stated earlier, the FFY begins October 1st and ends September 30th. Given the varying fiscal years, TIP development occurs much earlier than the next calendar year (2025). Figure 1-3, below, shows the variation in agency fiscal years.

Figure 1. 3: Fiscal Year by Agency



Source: Metro COG

Legislative Requirements

The Metro COG TIP is authorized through the federal aid planning process. Metro COG is charged with the creation and maintenance of a fiscally-constrained TIP, that outlines funded projects within the metropolitan planning area. Requirements for the TIP and TIP maintenance are included under various sections of Title 23 and 49 of the United States Code (USC), Title 23 and 49 of the Code of Federal Regulations (CFR), and other federal legislation and guidance. Current regulations defining TIP content are included in the current federal transportation law, the Infrastructure Investment and Jobs Act (IIJA), also known as the “Bipartisan Infrastructure Law” (BIL) was signed into law on November 15, 2021. The legislation requires that all transportation projects that are authorized under 23 USC or 49 USC Chapter 53 within the Metropolitan Planning Area (MPA) be included in the region's TIP.

Oversight of the TIP

FHWA and FTA provide funding for roadways and trails, and public transit projects respectively. The Metro COG TIP includes basic project information such as the lead agency, Metro COG ID & State Number, project year, length, project limits (from-to), project description, improvement type, total project cost, federal revenue source, and other revenue source. Non-federally funded, local projects are shown with less-detailed listings that provide project information.

Federal legislation requires a TIP be updated every four years however, Metro COG updates the TIP annually. After approval by the Metro COG Policy Board, the TIP is forwarded for approval by the governors of Minnesota and North Dakota (or their representatives) and is incorporated, by reference or verbatim, into the respective

State Transportation Improvement Program (STIP). The FHWA and FTA review each STIP for conformity with federal transportation laws.

Consistency with Other Plans

The Metro COG MTP documents the ongoing, multi-modal, short-term, and long-term transportation planning process in the Fargo-Moorhead MPA. The current MTP, Metro Grow: 2045 Fargo-Moorhead Metropolitan Transportation Plan, hereafter referred to as Metro Grow, was adopted in November 2019 by the Metro COG Policy Board and has a planning horizon of 2045. Metro Grow sets the regional transportation policy for all of Metro COG's planning area and identifies major, long-range transportation investments. Major projects contained in the TIP must first be identified in the MTP while minor projects of the TIP must meet the goals, objectives, and policy direction of the MTP. Whereas the MTP provides a minimum of a 20-year overview of transportation need, the TIP looks at the near future and is the means to program federal transportation funds for projects to meet those needs. In addition, the TIP is consistent with other plans developed by Metro COG.

Relationship to the Transportation Planning Process

Table 1. 1: Transportation Plans

Transportation Plan	Date Approved
Metropolitan Transportation Plan	2019
Intelligent Transportation Systems (ITS)	2023
Metropolitan Transit Development	2021
Metropolitan Bikeway and Pedestrian	2022
Public Participation Plan (PPP)	2022

Source: Metro COG

As the designated Metropolitan Planning Organization (MPO) for the FM area, Metro COG is responsible for developing and maintaining several key products of the metropolitan planning process in addition to the TIP. The TIP is the implementation arm of the following documents:

- The MTP, Metro Grow, directs the transportation decision-making process in ways that help achieve regional goals. The plan is a policy document that provides the basis for transportation system infrastructure funding decisions in Metro COG's MPA through the year 2045. The MTP also analyzes the transportation system forecasting conditions to the year 2045. Metro Grow analyzes the true amount of money spent on the transportation system by focusing on a holistic vision of funding spent on the system, rather than just federal funding. Metro COG and its local partners know that there is not enough money to accomplish all of the region's goals, but strives to find high-value, low-cost ways of

accomplishing them. The plan describes the current and evolving surface transportation investment strategies ranging from road and transit improvements, to projects that enhance bike, pedestrian, and freight movement. With the integration of data about local sources of funding, the plan determines the ramifications of funding decisions and better assesses the risk and volatility of transportation investment strategies.

- The Unified Planning Work Program (UPWP) describes the transportation planning activities Metro COG and other agencies propose to undertake during the next two calendar years. The UPWP promotes a unified regional approach to transportation planning in order to achieve regional goals and objectives. It serves to document the proposed expenditures of federal, state, and local transportation planning funds, and provides a management tool for Metro COG and funding agencies in scheduling major transportation planning activities, milestones, and products. Studies listed within the UPWP typically become future programmed projects in the TIP.

The Infrastructure Investment and Jobs Act (IIJA) also known as the Bipartisan Infrastructure Law (BIL) reaffirmed the planning factors from the FAST Act, which added two planning factors that all MPOs must provide consideration and implementation for in their projects, strategies, and services such as plans and studies. The original eight planning factors established by the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users, known as SAFETEA-LU were re-established into ten factors in the FAST Act. Those ten planning factors are as follows:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility of people and freight.
5. 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.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.

9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
10. Enhance travel and tourism.

Table 1. 2: Schedule of Key Metro COG Products in the Metropolitan Planning Process

Document Timeframe	MTP	PPP	TIP	UPWP
	25-years	N/A	4-years	2-years
Contents	Identifies regional transportation goals, policies, strategies, performance measures, and major projects from which TIP projects are selected.	Framework which guides the public participation process in transportation planning projects at Metro COG.	Identifies programmed transportation improvements.	Planning activities, studies, and tasks to be undertaken within a two-year timeframe
Update Requirements	Every five years (four years if in nonattainment for air quality)	As needed	Every four years (Metro COG typically updates the TIP annually)	Bi-annually

Source: Metro COG

Fargo-Moorhead Metropolitan Council of Governments (Metro COG)

Metro COG serves as the designated MPO for the FM Area. MPOs are mandated to exist by federal transportation legislation for Urbanized Areas (UZAs) with greater than 50,000 population and serve five core functions; one of which is the development of a TIP. The five core functions of an MPO are:

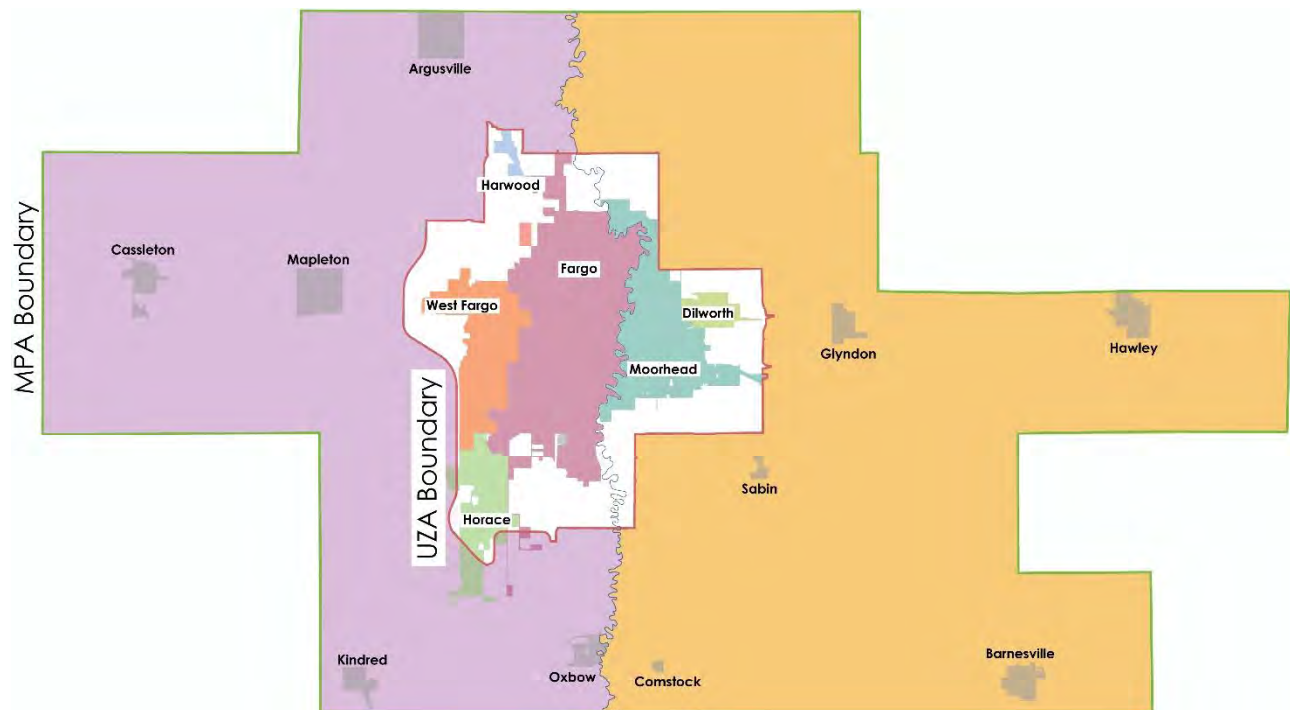
1. Establish a fair and impartial setting for regional decision-making in the metropolitan area;
2. Evaluate the transportation alternatives, scaled to the size and complexity of the region, to the nature of its transportation issues, and to the realistically available options;
3. Develop and maintain a fiscally constrained, metropolitan transportation plan for the jurisdictions with a planning horizon of at least twenty years that fosters mobility and access for people and goods, efficient system performance, and preservation and quality of life;

4. Develop a fiscally constrained TIP based on the metropolitan transportation plan and designed to serve regional goals; and
5. Involve the general public and all significantly affected sub-groups in each of the four functions as shown above.

Metropolitan Planning Area (MPA)

The Metro COG MPA (outside boarder of the map seen in Figure 1-4) consists of portions of Cass County in North Dakota and Clay County in Minnesota. All transportation projects, as well as federal transportation funds included in the Metro COG TIP are limited to projects occurring in the Metro COG MPA. The TIP may contain projects outside of the MPA, for instance if a portion of that project crosses the MPA boundary, has a potential impact on the MPA transportation planning processes, or is a regional or state project in which the MPO is a participant.

Figure 1. 4: Fiscal Year by Agency



Urbanized Area (UZA)

The Metro COG UZA (dashed line seen in Figure 1-4) consists of the majority of Fargo, West Fargo, Horace, and Harwood in North Dakota and Moorhead and Dilworth in Minnesota. Several of Metro COG's funding sources are bound by this boundary (UZA), STBG and TA (See Section 6 for more information on funding sources). There is an exception to this requirement, CRP can be spent outside of the UZA but within the MPA (See Section 6 for more information on funding sources).

Policy Board

The current Metro COG Policy Board is comprised of 16 voting members, of which 75% must be elected officials or their designee. Horace was added as a voting member in 2017 and West Fargo received an additional vote in 2016 due to population growth in each jurisdiction. The Policy Board is responsible for meeting all federal requirements legislated for an MPO. This includes the development and maintenance of the TIP, as well as certifying that the MPO meets all federal requirements. It is possible that the composition of the board will change during the TMA transitionary period.

The Policy Board certifies that the 3-C planning process used within the MPA is in compliance with federal requirements. It reviews and adopts the TIP and has the authority to forward the TIP to the relevant agencies for review and approval. It approves all TIP amendments and is informed of all administrative adjustments as may occur through ongoing TIP maintenance.

The Policy Board is responsible to select and provide a funding allocation for projects solicited with Metro COG's TMA funding sources, STBG, TA, and CRP (See section 6 for more information on funding sources).

Transportation Technical Committee (TTC)

The Metro COG TTC advises the Policy Board on technical matters associated with Metro COG's work activities, mission, and on specific transportation planning issues. The committee is comprised of professional engineering, planning, and transit staff from the local jurisdictions, and includes freight, higher education, public health and other representatives who deal with surface transportation. There are also representatives from other planning partners such as FHWA, NDDOT, and MNDOT. The TTC reviews projects to be included in the TIP and provides a technical evaluation for these projects. The TTC's evaluation and review is presented to the Policy Board.

Project Solicitation, Prioritization, and Selection

Metro COG, in cooperation with NDDOT, MNDOT, and MATBUS cooperatively implement a process for solicitation, technical evaluation, and selection of transportation improvements which are eligible for federal aid. These procedures may be reviewed and modified annually as needed, in cooperation with MNDOT, NDDOT, and other Metro COG planning partners.

Transportation Management Area (TMA) Designation Impacts

The United States Census Bureau recently completed processing the 2020 Decennial Census data. Metro COG's UZA population was determined to be over 200,000 which designated the region as a Transportation Management Area (TMA). FHWA designated Metro COG as a TMA on June 5, 2023 (Document Citation 88 FR 36637). This new designation has been in effective since the start of FFY 2024, October 1, 2023. Upon completion of the process, the region was designated as a TMA. With TMA designation, Metro COG now receives a direct suballocation of Federal Highway Administration (FHWA) Surface Transportation Block Grant Program (STBG), Transportation Alternatives (TA), and Carbon Reduction Program (CRP) and MATBUS now receives a direct

suballocation of Federal Transit Administration (FTA) Urban Formula Section 5307, Section 5310, and Section 5339 funds.

Metro COG is directly driving the solicitation, technical evaluation, and selection of eligible projects submitted by local jurisdictions. With the designation of TMA, Metro COG is more responsible in several federal program solicitation(s) however, Metro COG will still solicit projects for State administered funding programs from local jurisdictions for eligible funding programs outside of any direct suballocation programs for TMAs. Prioritization and technical evaluation of projects becomes much more important with TMA designation and must follow a consistent and well documented process.

Solicitation

Metro COG is responsible for project solicitation, technical evaluation, and selection/funding allocation for 3 direct allocation funding sources FHWA STBG, TA, and CRP and MATBUS is responsible for 3 direct allocation funding sources FTA 5307, 5310, and 5339. The solicitation process starts with the release of the application documents. After the applications are received, Metro COG staff reviews the projects and checks for MTP conformance. All projects that pass this step are then brought to the TTC for evaluation. The results of that evaluation are presented to the Policy Board, who makes the final determination of funding allocation. Metro COG will continue to coordinate with its member jurisdictions to streamline the application process.

All other funding sources follow each state's competitive and formula-based project solicitation and is driven by NDDOT and MNDOT through a traditional process in which all MPOs go through. NDDOT and MNDOT will solicit projects from local jurisdictions, however, Metro COG oversees the solicitation. Projects are developed by Metro COG's local jurisdictions and submitted to Metro COG for prioritization and submittal to the respective agency. For competitive project solicitations, projects are first prioritized by their respective Metro COG committees such as the Metropolitan Bicycle and Pedestrian Committee and the Metro Area Transit Coordinating Board (for transit). Final project prioritization is recommended by Metro COG's TTC and Policy Board, which approves the final prioritized list of projects for submittal to the respective DOT.

MTP Prioritization

Project Technical Evaluation comes directly from the policies, goals, and objectives of the currently adopted Metropolitan Transportation Plan (MTP), Metro Grow. The MTP references other core modal plans such as the Fargo-Moorhead Bicycle and Pedestrian Plan (2022), and the Transit Development Plan (2021). Within the MTP projects are prioritized based upon policy level direction, time frame, prioritization metrics derived from MTP goals and objectives, and need. The MTP prioritization metrics are used to score and rank projects, however are solely used to score and rank roadway expansion and other projects not prioritized at the policy level. For example, one policy-level priority of the MTP is to prioritize roadway preservation and maintenance projects higher than roadway expansion projects: "preserving and maintaining the existing network takes a higher

Figure 1. 5: Metro Grow Policy Direction

Plan Goals

The plan goals that established the overall direction for the Metro Grow plan focused on eight areas:



SAFETY SYSTEM & SECURITY

Provide a transportation system that is safer for all users and resilient to incidents.



TRAVEL EFFICIENCY & RELIABILITY

Improve regional mobility.



WALKING & BIKING

Increase walking and biking as a mode of transportation.



TRANSIT ACCESS

Support enhanced access to the existing and future MATBUS system.



MAINTAIN TRANSPORTATION INFRASTRUCTURE

Provide a financial plan that supports maintaining transportation infrastructure in a state of good repair.



ENVIRONMENTAL SUSTAINABILITY

Provide a transportation system that provides access equitably and limits impacts to the natural and built environment.



ECONOMIC DEVELOPMENT & TRANSPORTATION DECISIONS

Promote transportation projects that support regional economic goals, support freight movement, and promote projects that can be financially sustained for the long-term.



EMERGING TRANSPORTATION TRENDS

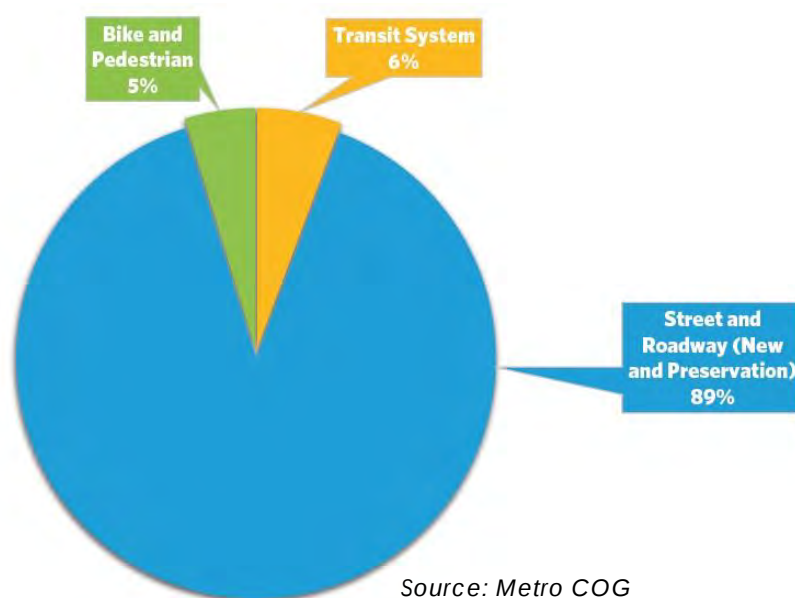
Incorporate transportation trends and new technologies in regional transportation plans.

Source: Metro COG

priority than expanding the network." Therefore, projects with a preservation and maintenance typology are not scored and ranked against roadway expansion projects in the MTP. The only other policy level priority statements in the MTP relate to "System Connectivity" and "Walking and Biking" however, neither of those policies are explicit in stating said activities shall have a higher priority than another type of activity. Whereas the "Preservation and Maintenance" policy explicitly states the activity takes priority over another project typology such as expanding the network. Bicycle/pedestrian and transit projects are also not scored directly against roadway expansion and other projects because they have robust policy level direction. There is a modal spending goal for STBG funds within the MTP. For instance, when Metro COG is designated a TMA after the decennial census, the MTP lays out a future break down of where the direct allocation of STBG funds should be prioritized or allocated by percentage. See Figure 1-6 below.

Currently there are separate competitive funding sources for bicycle, pedestrian, and transit projects although, Metro COG has selected some competitive STBG funding sources for transit capital purchases. Metro Grow emphasizes the importance of multi-modal transportation within the plan, as bicycle/pedestrian and transit themes are carried throughout the document from policy level direction, future STBG spending priorities, and most importantly the project implementation tables.

Figure 1. 6: Metro Grow Future Metro COG STBG Spending Allocation Goal



Within the project implementation tables of the MTP, all projects are listed by time-frame as either short-, mid-, or long-term implementation priorities for the FM Area. The development of the short-, mid-, and long-term implementation tables was based upon how projects met not only the goals and objectives of the MTP but also upon applicable formal score or ranking as derived from the prioritization metrics. Projects were placed within time-frame bins to allow individual projects to move forward or backward within the defined time-frame based upon need and unique characteristics

of the project. The time-frames identify needs while allowing flexibility to move things forward or backward when soliciting projects each year.

Technical Evaluation

Metro COG staff evaluated projects based upon their objective implementation prioritization as outlined within the MTP including conformity with policies, goals and objectives, prioritization metrics, and project implementation tables. Metro COG staff then bring list of projects to the TTC who evaluate the technical merits of the projects based on technical soundness, timeliness/urgency, impact to the transportation system, and impact to the Title VI and Environmental Justice populations. The results of this Technical Evaluation are then presented at the Policy Board and factored into the deliberation of project selection and funding allocation. The Policy Board makes the final decision and has the authority to select projects and make funding allocation.

Metro COG and local jurisdictions will continue refining the process with the help of local technical staff and policy-makers to ensure the process is transparent and working for the area. This process is not anticipated to change drastically. Through the development of the currently adopted and forthcoming MTP(s), local jurisdictions will have ample opportunity to influence and participate in the creation of a formal prioritization process that not only works for said local jurisdiction but also works for the MPA.

Selection

According to the 2020 Decennial Census, the Fargo Moorhead region surpassed the 200,000-population threshold required to become a TMA. As such, Metro COG was designated a TMA in Federal Fiscal Year 2024 (October 1, 2023). Metro COG has been working with both NDDOT and MNDOT in transition to a TMA. A major responsibility of a TMA is to solicit, provide technical evaluation/prioritization, and select projects that will be funded by its direct suballocation. Metro COG has instituted this process in the 2025-2028 TIP. Federal fiscal year 2024 was the first year that Metro COG selected projects.

This has changed for applicable program solicitations when TMA designation occurred and Metro COG received the direct suballocation of federal funding. State DOTs still administer the funding sources however, Metro COG will be able to select directly from the list of projects that underwent technical evaluation from the TTC for applicable programs. Funding considerations, fiscal constraint, and maintaining the project development schedule are much larger factors in the selection process after TMA designation.

Regionally Significant Projects (RSP)

An RSP is defined as follows:

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

All projects identified as RSPs appear within the project listings of the TIP document and are highlighted as being “RSP” in the project description. RSPs have been identified within the MPA as defined above. In addition, RSPs shall have all project phases broken out by fiscal year and may not be included in the Lump Sum project tables. RSPs also need to be included in the financial plan and fiscal constraint section of the TIP, included in the STIP, and are subject to formal TIP and STIP modification procedures at the Metro COG and State level, respectively.

Significant Locally Funded Project (LFP)

With direction from the TTC and Policy Board, Metro COG is continuing to help coordinate future construction projects within the MPA. LFPs are typically added to the TIP through coordination with local jurisdictions and are typically also found in the relevant Capital Improvement Program (CIPs) by local units of government (timeframes vary throughout the year). LFPs to be included in the TIP shall be based on the latest CIP that is available when the draft TIP is developed. Select LFPs have been copied from the CIPs with coordination from local jurisdictions and are included within the project listings for informational and coordination purposes only. Metro COG is also including all local and state funded projects through an appendix of local CIPs in Appendix C. The goal of including LFPs is to identify overlapping project timeframes and mitigate impacts from projects in a localized area or on parallel corridors and to inform travel behavior through Dynamic Traffic Assignment (DTA) modeling efforts.

Illustrative Project

Illustrative Projects are those projects that were not included in the fiscally-constrained project list due to limited transportation funds. These projects are first to be considered when funds become available and may or may not have an associated total estimated cost. Upon the notice of funding availability for an individual illustrative project, Metro COG will amend such project into the TIP at that time through TIP modification processes pursuant to Section 10 of this document. There has been a concerted effort not to list illustrative projects within the TIP unless there is strong potential to have a regional impact. An example of illustrative projects listed in the TIP due to their potential regional impact, are projects that have been programmed in response to the FM Diversion project and other projects that are pursuing federal

funding. These projects are shown in the TIP as illustrative projects and are highlighted as such in the project description.

Advance Construction (AC) Projects

A practice referred to as AC may be used in order to maximize the area's ability to expend federal funds. This practice provides project sponsors the ability to have a project occur in one FFY and be reimbursed with federal funds in one or more later FFYs. When AC is used, project sponsors may front the entire cost, or a portion of the project cost in the programmed FFY with local or state funds. The project may then be included in subsequent FFY(s) when federal funds become available to reflect a reimbursement of eligible project costs.

Self-Certification

Annually as part of developing the TIP, Metro COG self-certifies along with the NDDOT and MNDOT that the metropolitan planning process is being carried out in accordance with all applicable requirements. Requirements relevant to the Metro COG MPO include:

- Title VI of the Civil Rights Act of 1964, as amended;
- Prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- Involvement of disadvantaged business enterprises in USDOT-funded projects;
- Implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts;
- The provisions of the Americans with Disabilities Act of 1990;
- Prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance;
- Prohibiting discrimination based on gender; and
- Prohibiting discrimination against individuals with disabilities.

A copy of the Metro COG Policy Board statement of Self Certification is located in the front of this document.

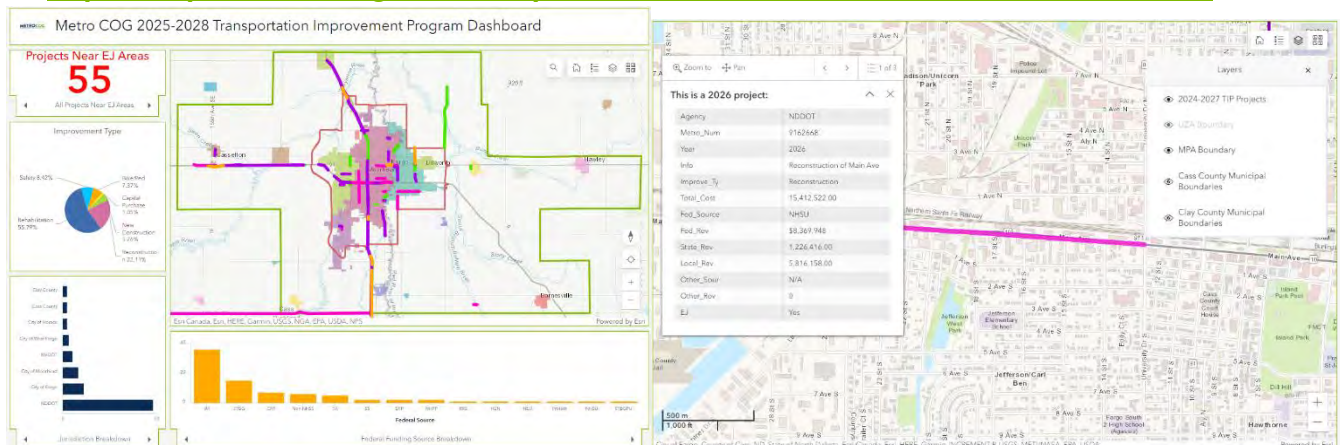
Section 2 | Project Locator Map

Section 2 – Project Locator Map

For the development of the 2025-2028 TIP, Metro COG has created an interactive dashboard to easily view projects included in the TIP. This dashboard allows users to separate projects by year and offers various layering tools to make viewing the project locator maps more accessible and user-friendly. The dashboard also includes charts displaying the lead agency, federal funding source, and improvement type for the projects. Users can zoom in on the map to see specific projects and related information as well. The dashboard is located on the Metro COG website and can be found by scanning the QR code or by clicking the link below. If you would like a printed copy of these maps, please contact Paul Bervik at (701-232-3242) or visit Metro COG's office at 1 2nd Street North Suite 232, Fargo, 58102. Metro COG is committed to ensuring all individuals regardless of race, color, gender, age, national origin, disability/handicap, sexual orientation, or income status have access to Metro COG's programs and services. Alternative participation options will be accommodated upon request.



<https://experience.arcgis.com/experience/8fa21fa87eb04d4db908efaca062fd90/>



Section 3 | Detailed Project Listings

The following section includes maps and lists federally funded, LFPs, and Illustrative projects by project year from 2025-2028. Maps display projects by TIP project typologies. The project typologies include:

- Bridge (grey)
- Capacity Improvement/Expansion (red)
- Intersection Improvement (teal)
- Maintenance (yellow)
- New Construction (pink)
- Reconstruction (purple)
- Rehabilitation (green)
- Safety (orange)
- Bicycle/Pedestrian (blue)
- Land Acquisition (brown)

The project tables are also listed by year and include the following information, as applicable:

- 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 (cost split by source)

The following pages highlight how to read the project tables and where to find the critical information.

READING THE TABLES

Lead Agency

Typical Agencies include Moorhead Transit, Fargo Transit, City of Fargo, City of Moorhead, City of West Fargo, North Dakota Department of Transportation (NDDOT), Cass County, Minnesota Department of Transportation (MnDOT), Clay County, and other applicable agencies that may receive Federal transportation funds.

Metro COG ID (Project Number) and State Number

Metro COG ID	State #
9162667	22599-8007

As shown directly to the left, the Metro COG ID is the unique seven-digit project number that is assigned to projects whenever they are added to the TIP. The first digit is unique to the lead agency; the second and third digits represent when the project was programmed into the TIP (e.g. X24XXXX = project was added in the development of the 2024-2027 TIP); the fourth digit indicates if the project was added in an amendment (e.g. X241XXX = added project in the first amendment to the 2024-2027 TIP); and the last three digits are the numerical project number as the projects are added to the Draft TIP. State Project numbers are subject to change and are included for informational purposes only.

Project Year

This is the year in which the project is funded, or the year in which funding is identified and programmed for the project. The project year is not necessarily the construction year; however, it is typical that first year TIP projects are bid before the next annual TIP is developed.

Length

If applicable, the length of the project is included in miles.

Project Description

This section further identifies the project to be carried out on the previously stated “facility” by describing the limits and types of improvements.

Lead Agency	Metro COG ID	State #	Project Year	Project Location	Length	Project Limits From	Project Limits To	Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Federal Revenue	State Revenue	Local Revenue	Other Revenue Source	Other Revenue
NDDOT																
NDDOT	9162667	22599-8007	2023	I-94W	10.9	E Casselton	Near W Fargo	Thin Mill and Overlay	Rehabilitation	\$2,900,000	IM	\$2,610,000	\$290,000	-	-	-
NDDOT	9230001	23052	2023	8 th Ave N	0.7	2 nd St N	11 th St N	Reconstruction of 8 th Ave N	Reconstruction	\$7,094,000	Non-NHS-U	\$3,081,000	-	\$4,013,000	-	-
Cass County																
Cass County	1210023		2023	CR 17 and 64 th Ave S		Intersection of CR 17 & 64 th Ave S		Grading and Surfacing, New Roundabout at CR 17 and 64 th Ave S ***LFP*** Included for information and coordination only	Reconstruction	\$2,000,000	-	-	-	\$2,000,000	-	-
MnDOT																
MnDOT	8220031	1480-186	2023	I-94		Downer	Fergus Falls	***ELLE*** On I-94, From Downer to Fergus Falls, Installation of Snow Fence	Safety	\$708,082	NHFP	\$637,274	\$70,808	-	-	-

Project Location
I-94

Project Limits From	Project Limits To
Downer	Fergus Falls

Total Project Cost	Federal Revenue Source	Federal Revenue	State Revenue	Local Revenue	Other Revenue Source	Other Revenue
\$2,900,000	IM	\$2,610,000	\$290,000	-	-	-
\$7,094,000	Non-NHS-U	\$3,081,000	-	\$4,013,000	-	-

Project Location and Project Limits

The project location places the project within the legal boundaries of the stated lead agency or jurisdiction. In cases where the project shares land with another jurisdiction, the project location or description will list all of the effect governmental units. Project location and project limits give an accurate reference to where a project will be occurring. The above example indicates that there will be a project on I-94 (Interstate I-94 in Minnesota) from Downer to Fergus Falls.

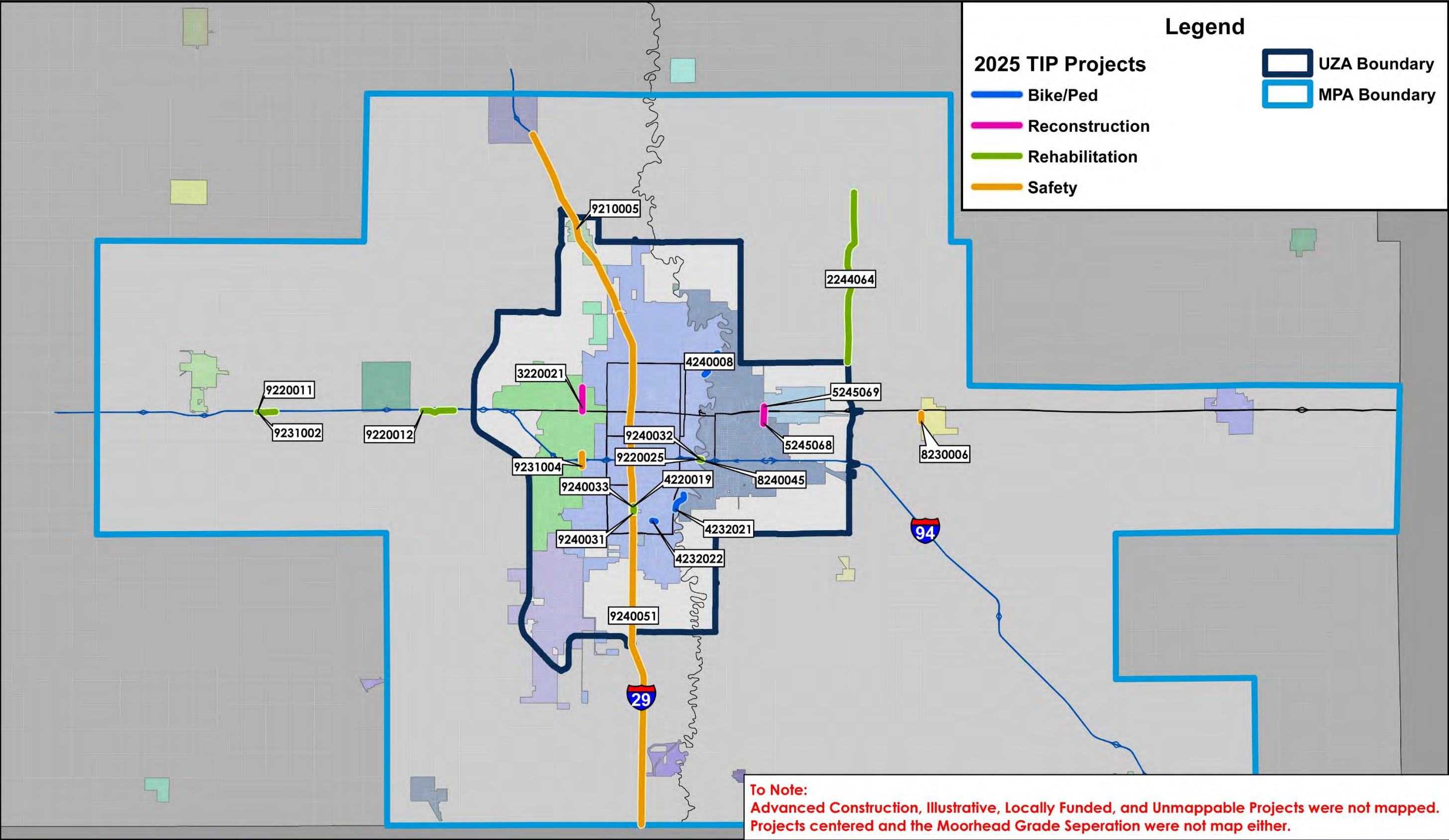
Total Project Cost and Revenue Sources

Among the most critical information in the TIP document are the Total Project Cost, Federal, State, Local, Other Revenue Sources, and Other Revenue columns. The total project cost is the estimated total project cost of the project and all listed revenue sources should equal the total project cost. There may be instances where only one revenue source is listed. For instance, if an LFP or RSP is included in the listing. Vice versa, there may be instances where several revenue sources are listed. For instance, federal projects requiring local matches or other project involving multiple jurisdictions.

The Federal Revenue Source column, as shown above, indicates the program from which federal funding has been identified for the project. Typically, the source is listed by its acronym – a list of federal funding acronyms is available on page 14. The federal funding dollar amount is then listed in the same row under the Revenue column (e.g. IM = Interstate Maintenance – State program funds). All federal funds shown in the project tables are fiscally constrained (see Section 6 – Overview of Federal Aid Programs).

The State, Local, and Other Revenue columns, also shown above, indicate where other funds are coming from. A vast majority of federal funds require a local match which may vary from 10 to 20 percent of the total project cost. Some projects may not be eligible for federal fundings to cover the entire total project cost, in which case more local funds may be shown to cover ineligible expenses.

The revenue sources must equal the total project cost and shall meet all local match requirements of applicable federal funding sources.



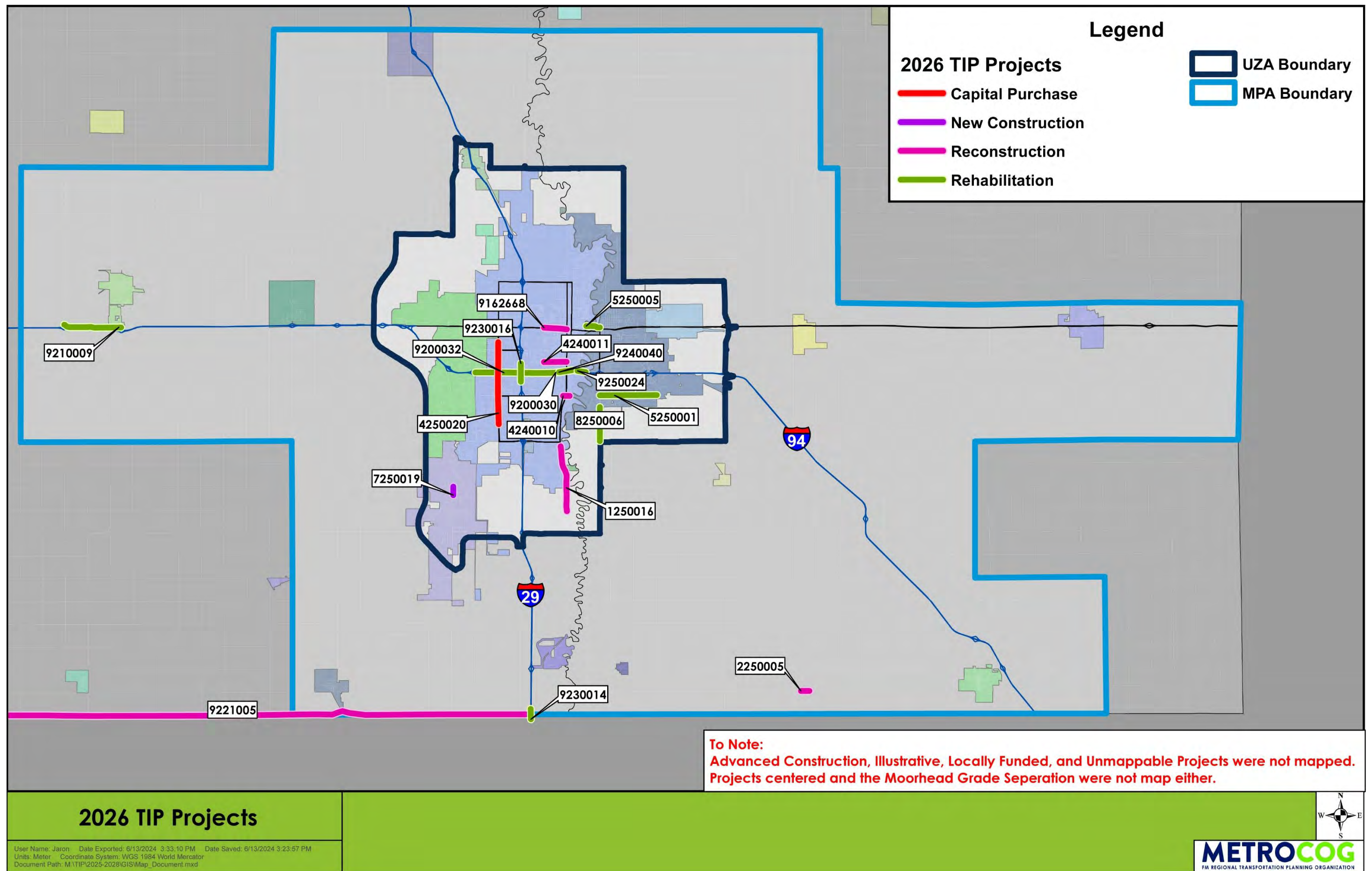
2025 TIP Projects

User Name: Jaron Date Exported: 6/13/2024 3:22:56 PM Date Saved: 6/13/2024 2:44:09 PM
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FM REGIONAL TRANSPORTATION PLANNING ORGANIZATION

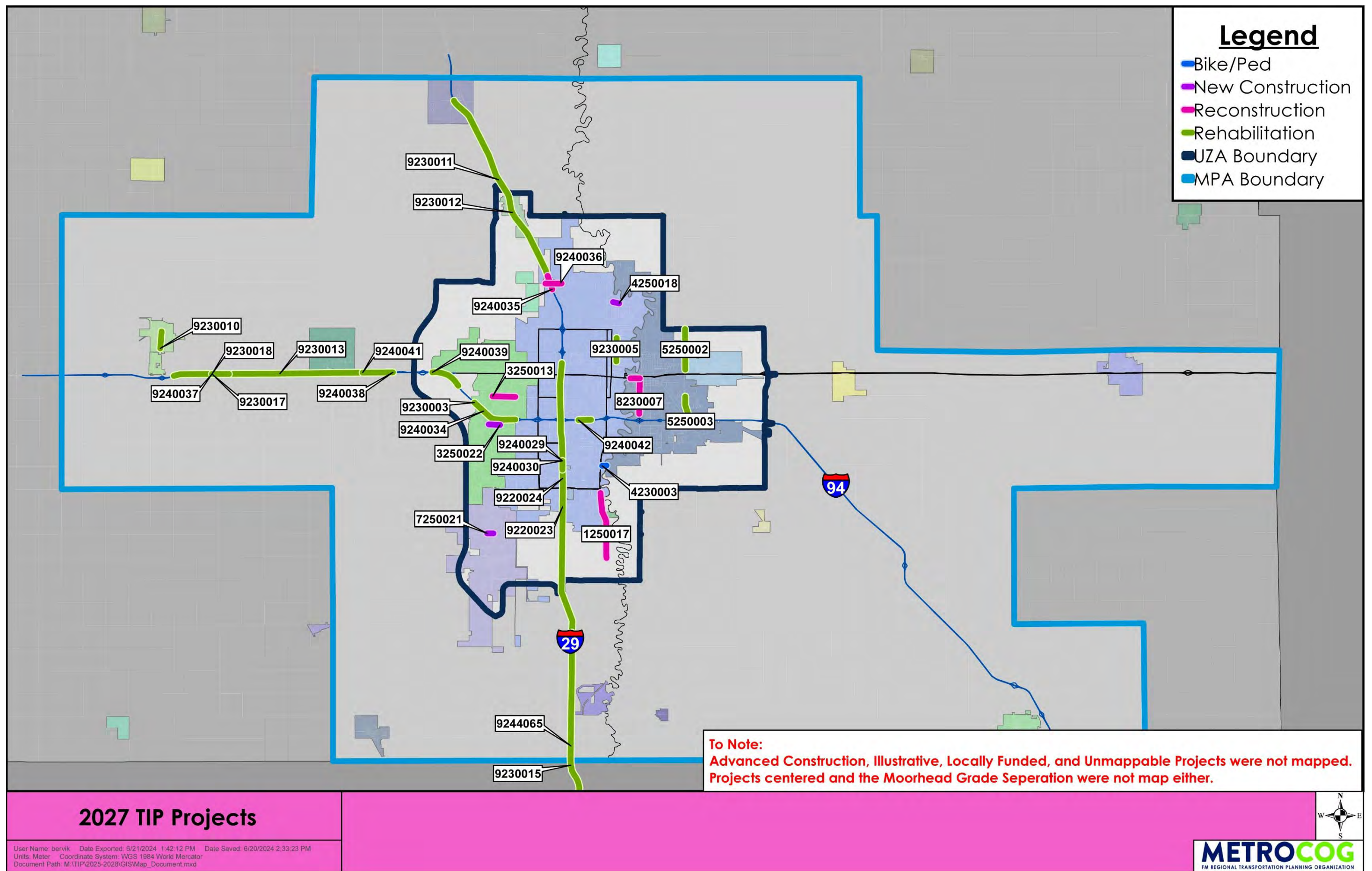
Lead Agency	Metro COG ID	State #	Project Year	Project Location	Length	Project Limits From	Project Limits To	Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Federal Revenue	State Revenue	Local Revenue	Other Revenue Source	Other Revenue
NDDOT																
NDDOT	9210005	22888-8030	2025	I-29	8.1	CR 20	S of Argusville Interchange	High Tension Cable Median Guardrail (HTCMG)	Safety	\$2,040,000	HSIP	\$1,836,000	\$204,000			
NDDOT	9220011	8211	2025	ND 10E		4.0 East of ND 18		Deck overlay, Rail Retrofit, Selective Grade, Riprap	Rehabilitation	\$122,000	Non NHSS	\$99,000	\$23,000			
NDDOT	9220012	8212	2025	ND 10E		8.0 West of I-29		Deck Replacement, Riprap	Rehabilitation	\$281,000	Non NHSS	\$281,000				
NDDOT	9220025	23520	2025	I-94 W		ND/MN Border Bridge @ Red River		Deck Overlay, Approach Slabs, Structure Repair	Rehabilitation	\$2,807,767	IM	\$2,526,990	\$280,777			
NDDOT	9231002	23774	2025	I-94 frontage road bridge 4 miles east of ND 18				DECK OVERLAY,BR RAIL RETRO,APPR SLAB REP, SPALL REPAIRS,EROSION REPAIR (#0010-006.645)	Rehabilitation	\$122,000	SS	\$99,000	\$23,000			
NDDOT	9231004	23800	2025	West Fargo	Intersection	9th Street	Veterans Boulevard	WEST FARGO 9TH ST/VETERANS(4AV-40AV) SIGNAL REVISION	Safety	\$500,000	HEU	\$450,000		\$50,000		
NDDOT	9240031		2025	29 N		2 Miles South of I-94 Int		Spall Repair, Struct/Incid	Rehabilitation	\$130,000	IM	\$117,000	\$13,000			
NDDOT	9240032	23520	2025	I-94 E		ND/MN Border Bridge @ Red River		Deck Overlay, Approach Slabs, Structure Repair	Rehabilitation	\$2,807,767	IM	\$2,526,990	\$280,777			
NDDOT	9240033		2025	29 S		2 Miles South of I-94 Int		Spall Repair, Struct/Incid	Rehabilitation	\$136,000	IM	\$122,000	\$14,000			
NDDOT	9240051	24036	2025		21.5	ND 46	Exit 69	SIGNING,PAVEMENT MARK,DYNAMIC MSG SGN CONC SURF GRIND,ITS	Safety	\$4,783,515	HEN	\$4,305,163	\$478,352			
NDDOT	9240052	24051	2025	Various Locations				Remove Negative Left Turn Offsets at various locations. (Veterans Blvd & 36 Ave E, Veterans Blvd & 40th Ave E)	Safety	\$337,000	HEU	\$303,000		\$34,000		
Cass County																
Cass County	1220039		2025	CR 81		CR 20	CR 32	Grading and Surfacing ***LFP*** Included for Information and Coordination Only	Reconstruction	\$5,200,000				\$5,200,000		
City of Fargo																
City of Fargo	4220019		2025	36th St S		2.0 S of I-94 @ Rose Coulee		Deck Overlay, Rail Retrofit, Reset Approach Guardrail. Previous Metro COG ID Number 9231001.	Rehabilitation	\$261,000	STBG	\$156,000		\$105,000		
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.	Bike/Ped	\$299,130	TA	\$144,134		\$154,996		
City of Fargo	4232022	23946	2025	Drain 27 Crossing	0.2			Construction for new shared use path and crossing connecting two existing trail networks at Drain 27.	Bike/Ped	\$875,045	TA	\$700,036		\$175,009		
City of Fargo	4240008	24298	2025	Red River Trail		15th Ave North	Park Lane North	Construction of a new shared use path along the Red River between 15th Avenue North and Park Lane North	Bike/Ped	\$1,357,919	CRP	\$1,086,335		\$271,584		
Fargo Transit																
Fargo Transit	4220018		2025	Transit				Operating Assistance, Paratransit Operating Assistance Funded as Capital, Planning, and Preventative Maintenance	Transit Operations	\$5,698,000	FTA 5307	\$3,704,000		\$1,994,000		
Fargo Transit	4230016		2025	Transit				Mobility Manager	Transit Capital	\$106,121	FTA 5310	\$84,897		\$21,224		
Fargo Transit	4230017		2025	Transit				Misc. Support Equipment	Transit Capital	\$145,000	FTA 5339	\$116,000	\$29,000			
Fargo Transit	4240022		2025	Transit				Transit Development Plan - Fargo Share of \$34,485 grand total	Transit Capital	\$34,485	FTA 5339	\$27,588		\$6,897		
Fargo Transit	4240023		2025	Transit				Replacement Fixed Route Large Bus & Related Equipment (replace 5-2013 vehicles)	Transit Capital	\$3,000,000	FTA 5339	\$2,400,000		\$600,000		
City of West Fargo																
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	\$23,800,000	STBG	\$9,600,000	\$8,800,000	\$1,900,000	Fargo Local Funding	\$3,500,000
City of West Fargo	3240009		2025					Purchase electric vehicles	Capital Purchase	\$67,076	CRP	\$53,665		\$13,411		
MNDOT																
MNDOT	8230006	14-00127	2025	CSAH 17		CSAH 17, 100th St S, Glyndon, Clay County		BNSF RR, Replace Existing Signal System at CSAH 17, 100th St S, Glyndon, Clay County	Safety	\$400,000	RRS	\$200,000	\$200,000			
MNDOT	8230010	1401-177AC1	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	New Construction	\$830,000	STBG	\$830,000				
MNDOT	8240044	1401-177PROAC	2025	US 10				**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	\$1,451,856	PROTECT	\$1,451,856				
MNDOT	8240045	1480-187	2025	I-94				**BFP**: ON I94, RED RIVER BRIDGE IMPROVEMENTS #9066 (EB) AND 9067 (WB), MILL AND OVERLAY	Rehabilitation	\$5,593,600	BFP	\$5,034,240	\$559,360			
MNDOT	8240050	1480-190	2025					**ITS**: ON I94, IN MOORHEAD, FIBER COMMUNICATIONS/CAMERAS, DYNAMIC MESSAGE SIGNS (DMS) Connected to 8250032.	Safety	\$1,305,556	NHPP	\$950,000	\$105,556		2025 MnDOT CRP Project	\$250,000
MNDOT	8247070	8824-259	2025	I-94		EXIT 1A OR 2A/B		**NEVI**DISTRICTWIDE INSTALL NEVI CHARGING STATION WITHIN 1 MILE FROM EXIT 1A OR 2A/B ON I94	New Construction	\$867,000	NEVI	\$693,600	\$86,700	\$86,700		
MNDOT	8250032	1480-190	2025					**ITS**: ON I94, IN MOORHEAD, FIBER COMMUNICATIONS/CAMERAS, DYNAMIC MESSAGE SIGNS (DMS) Connected to 8240050.	Safety	\$250,000	MnDOT CRP	\$200,000	\$50,000			
MnDOT	8250038	8824-261PE	2025					WEST CENTRAL MINNESOTA, I-94, FROM MOORHEAD TO ALEXANDRIA, BLOWING AND DRIFTING SNOW CONTROL PROJECT (PRELIMINARY ENGINEERING FUNDED FEDERALLY FROM PROTECT GRANT, NOT PROTECT FORMULA FUNDS). AC PROJECT, PAYBACK IN 2026	Preliminary Engineering	\$900,000	Protect	\$720,000		\$180,000		

Lead Agency	Metro COG ID	State #	Project Year	Project Location	Length	Project Limits From	Project Limits To	Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Federal Revenue	State Revenue	Local Revenue	Other Revenue Source	Other Revenue
Clay County																
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	\$539,498		\$390,522		
City of Moorhead																
City of Moorhead	5245068		2025	34th Street		4th Avenue S	3rd Avenue N	Reconstruction of 34th Street.	Reconstruction	\$5,267,000	STBG	\$3,647,000	\$1,470,000		2025 CRP Project	\$150,000
City of Moorhead	5245069		2025	34th Street		4th Avenue S	3rd Avenue N	Reconstruction of 34th street shared use path on westside of roadway. Construction of new sidewalk on eastside of roadway.	Reconstruction	\$150,000	CRP	\$120,000	\$30,000			
Moorhead Transit																
Moorhead Transit	5220013	TRF-0034-25A	2025	Transit				SECT 5307: CITY OF MOORHEAD; OPERATING ASSISTANCE INCLUDING PREVENTIVE MAINTENANCE AS CAPITAL	Transit Operations	\$4,306,000	FTA 5307	\$564,000		\$3,742,000		
Moorhead Transit	5220034	TRF-0034-25B	2025	Transit				SECT 5307: CITY OF MOORHEAD, PARATRANSIT OPERATING ASSISTANCE INCLUDING PREVENTIVE MAINTENANCE AS CAPITAL	Transit Operations	\$883,000	FTA 5307	\$175,000		\$708,000		
Moorhead Transit	5250035	TRF-0034-25J	2025					CITY OF MOORHEAD; PURCHASE ONE (1) CLASS 400 BUS AND RELATED EQUIPMENT	Transit Capital	\$225,000	FTA 5307	\$191,250		\$33,750		



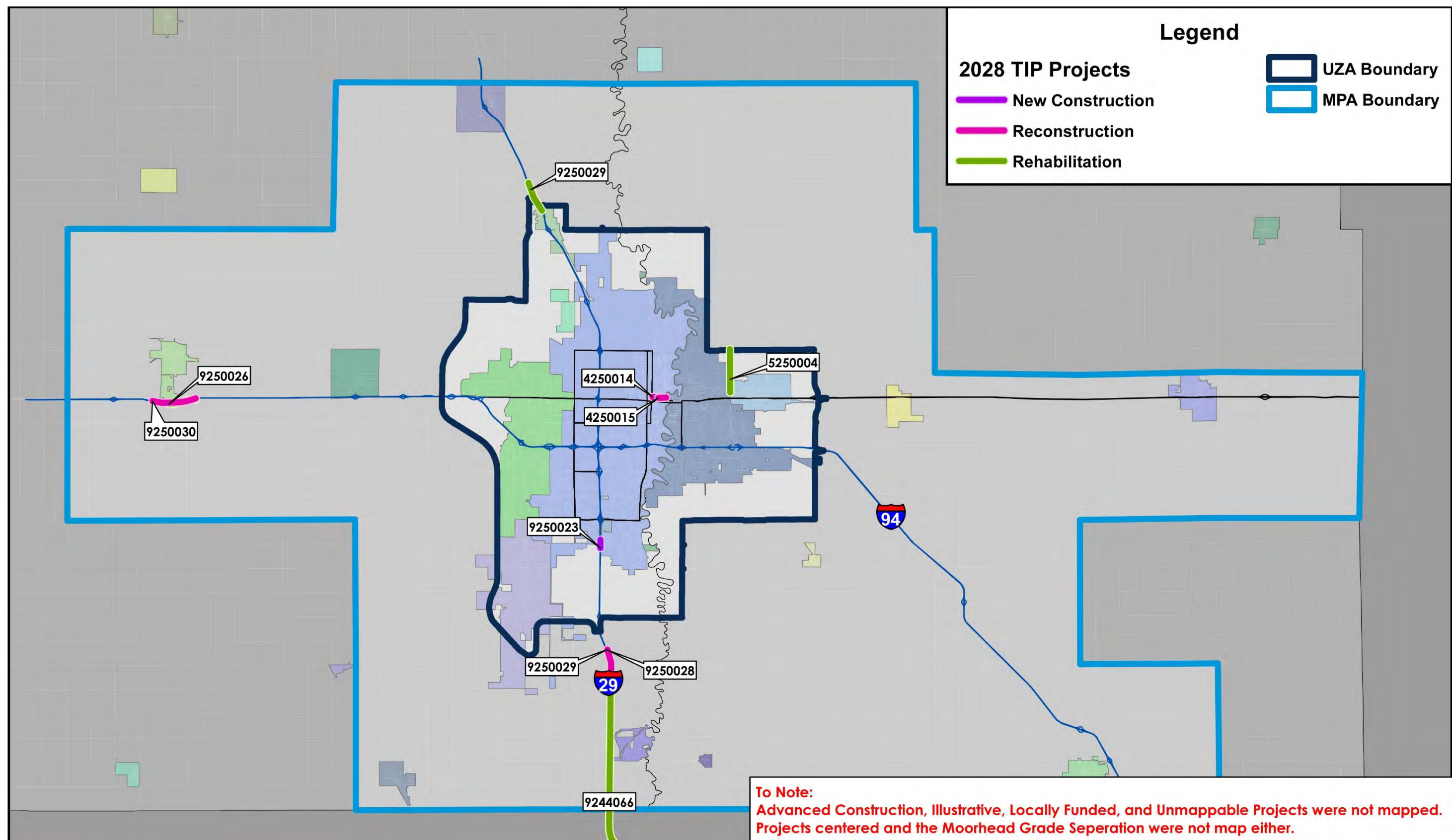
Lead Agency	Metro COG ID	State #	Project Year	Project Location	Length	Project Limits From	Project Limits To	Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Federal Revenue	State Revenue	Local Revenue	Other Revenue Source	Other Revenue
NDDOT																
NDDOT	9162668	23199	2026	Main Ave	1.0	University	25th St	Reconstruction of Main Ave Watermain, Sanitary Sewer	Reconstruction	\$33,683,000	NHSU	#####	\$2,316,000	#####		
NDDOT	9200030		2026	I-94E	4.9	1.0 W of 45th St	Red River	Concrete Pavement Repair	Rehabilitation	\$1,850,000	IM	\$1,665,000	\$185,000			
NDDOT	9200032		2026	I-94W	4.9	1.0 W of 45th St	Red River	Concrete Pavement Repair	Rehabilitation	\$1,850,000	IM	\$1,665,000	\$185,000			
NDDOT	9210009		2026	ND 10E	2.7	Lynchburg Interchange	ND 18 S Casselton	Concrete Pavement Repair, Mill and Overlay	Rehabilitation	\$1,200,000	Non NHSS	\$971,000	\$229,000			
NDDOT	9221005	23390	2026	ND 46		9.0 East of Enderlin E	I-29	Minor Rehabilitation Including Shoulder Repair	Rehabilitation	\$5,300,000	Non NHSS	\$4,289,000	\$1,011,000			
NDDOT	9230014	23905	2026	I-29N		Junction ND 46 & I-29		Deck Replacement	Rehabilitation	\$787,000	IM	\$708,000	\$79,000			
NDDOT	9230016	23907	2026	I-29N		I-29 & I-94 Interchange		Structure Paint	Rehabilitation	\$674,000	IM	\$607,000	\$67,000			
NDDOT	9233030	23907	2026	I-29 Various Locations		ND 46 and I-94 Interchanges		Various Structures on I-29 - Fargo District Structure Paint, Crack Sealing, Bridge Deck Seal (#0029-048.182 I-29 & ND 46)(#0029-063.267 I-29 & I-94)	Rehabilitation	\$2,125,800	NH	\$1,700,640	\$425,160			
NDDOT	9240040		2026	94 E		I-94-US81 Interchange-Fargo		Deck Overlay, Spall Repair, Expan Joint Mod, Struct/Incid	Rehabilitation	\$2,429,000	IM	\$2,186,000	\$243,000			
NDDOT	9240053	24052	2026	Various Locations				Remove Negative Left Turn Offsets at various locations. (9th St E & 19th Ave E, 32nd Ave E & 4th St E, Sheyenne St & 38th Ave W)	Safety	\$462,000	HEU	\$415,000		\$47,000		
NDDOT	9250024		2026	I-94 E		1 mile East of US-81		Spall Repair, Approach Slabs, Structural Incidental	Rehabilitation	\$1,083,000	IM	\$975,000	\$108,000			
Cass County																
Cass County	1250016		2026	South University Dri ve				Reconstruction of shared use path along University Drive South Connected to MID 1250017.	Reconstruction	\$2,023,400	TA	\$850,000		\$468,400	2027 TA Project	\$705,000
City of Fargo																
City of Fargo	4240010	22925	2026	32nd Ave S		15th St	Red River	Reconstruction of 32nd Ave S in Fargo	Reconstruction	\$8,864,749	STBG	\$4,878,064		\$3,986,685		
City of Fargo	4240011	24237	2026	17th Ave S		25th St S	University Dr	Reconstruction of 17th Ave S in Fargo	Reconstruction	\$9,960,000	STBG	\$5,400,000		\$4,560,000		
City of Fargo	4241058	24053	2026	Various Locations				Remove Negative Left Turn Offsets at various location (19th Ave N & University Dr, 45th St & 23rd Ave S)	Safety	\$351,000	HEU	\$316,000		\$35,000		
City of Fargo	4250020		2026	45th Street		9th Avenue South	44th Avenue South	Adaptive Traffic Signal Corridor along 45th Street	Capital Purchase	\$1,500,750	CRP	\$746,536		\$754,214		
Fargo Transit																
Fargo Transit	4230005		2026	Transit				Operating Assistance, Paratransit Operating Assistance Funded as Capital, Planning, and Preventative Maintenance	Transit Operations	\$5,812,000	FTA 5307	\$3,778,000		\$2,034,000		
Fargo Transit	4230018		2026	Transit				Mobility Manager	Transit Capital	\$108,243	FTA 5310	\$86,594		\$21,649		
Fargo Transit	4230019		2026	Transit				Misc. Support Equipment	Transit Capital	\$105,000	FTA 5339	\$84,000		\$21,000		
Fargo Transit	4240024		2026	Transit				GTC Deck Overlay	Transit Capital	\$1,000,000	FTA 5339	\$800,000		\$200,000		
City of Horace																
City of Horace	7250019		2026	County Road 17		76th Avenue South	81st Avenue South	Construction of a shared use path on the on the east side of County Road 17.	New Construction	\$646,830	CRP	\$413,464		\$233,366		
MNDOT																
MNDOT	8230011	1401-177AC2	2026	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 2 OF 3	Reconstruction	\$1,902,000	STBG	\$1,902,000				
MNDOT	8250006	1406-79	2026	Highway 75		County Road 12	46th Avenue South	ON US 75, FROM 0.1 MILES NORTH OF CSAH12 TO 1.3 MILES NORTH OF CSAH 12, CIR/MILL AND OVERLAY	Rehabilitation	\$1,620,134	STBG	\$1,319,113	\$301,021			
Clay County																
Clay County	2250005	014-598-080	2026	County Road 51		Replace bridge #90901 on CR 51		**BFP**: ON CR 51, REPLACE OLD BRIDGE #90901, WITH NEW BRIDGE #14K71 OVER STREAM 0.8 MILES WEST OF CSAH 21, 5.5 MILES WEST OF BARNESVILLE (ASSOCIATED TO 084-604-021, 084-620-007)	Reconstruction	\$1,171,250	BFP	\$937,000		\$234,250		
Clay County	2250033	014-070-016	2026			CSAH 52	CSAH 12	Roundabout at CSAH 52 and CSAH 12 southeast of Moorhead	Safety	\$1,950,000	HSIP	\$750,000		\$1,200,000		

Lead Agency	Metro COG ID	State #	Project Year	Project Location	Length	Project Limits From	Project Limits To	Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Federal Revenue	State Revenue	Local Revenue	Other Revenue Source	Other Revenue
City of Moorhead																
City of Moorhead	5230012	144-090-019AC	2026	US 10 & 11th St		8th St	14th St	**AC**INNO**: ON US 10, FROM 8TH STREET TO 14TH STREET, CONSTRUCT NEW UNDERPASS UNDER BNSF RR IN MOORHEAD (ASSOCIATED TO 144-010-020) AC PAYBACK, 1 OF 1	Bike/Ped	\$450,000	TA	\$450,000				
City of Moorhead	5250001		2026	40th Avenue South		8th Street	40th Street	Mill and Overlay of 40th Avenue South.	Rehabilitation	\$2,890,000	STBG	\$2,312,000		\$578,000		
City of Moorhead	5250005		2026	1st Avenue North		Red River	8th Street North	REPLACEMENT OF HPS LIGHT HEADS WITH LED LIGHT HEADS ON VARIOUS LOCATIONS IN MOORHEAD	Rehabilitation	\$150,000	CRP	\$120,000		\$30,000		
Moorhead Transit																
Moorhead Transit	5230003	TRF-0034-26A	2026	Transit				SECT 5307: CITY OF MOORHEAD; OPERATING ASSISTANCE INCLUDING PREVENTIVE MAINTENANCE AS CAPITAL	Transit Operations	\$5,038,000	FTA 5307	\$581,000		\$4,457,000	ARA	\$841,436
Moorhead Transit	5230004	TRF-0034-26B	2026	Transit				SECT 5307: CITY OF MOORHEAD, PARATRANSIT OPERATING ASSISTANCE INCLUDING ADA AND PREVENTIVE MAINTENANCE AS CAPITAL	Transit Operations	\$918,000	FTA 5307	\$187,000		\$731,000		
Moorhead Transit	5230005	TRF-0034-26C	2026	Transit				Sect 5307: City of Moorhead Replacement of two (2) Bus Shelters	Transit Capital	\$72,000	FTA 5307	\$57,600		\$14,400		
Moorhead Transit	5230006	TRF-0034-26D	2026	Transit				Sect 5307: City of Moorhead, Purchase of Expansion Fixed Route Bus and Related Bus Equipment	Transit Capital	\$714,000	FTA 5307	\$606,900		\$107,100		
Moorhead Transit	5230008	TRF-0034-26F	2026	Transit				Sect 5307: City of Moorhead, Purchase of Miscellaneous Technology Equipment - Cameras, Radios, etc.	Transit Capital	\$70,000	FTA 5307	\$56,000		\$14,000		
Moorhead Transit	5250036	TRF-0034-26G	2026					SECT 5307: CITY OF MOORHEAD, PURCHASE OF ONE (1) CLASS 200 GAS VAN AND RELATED EQUIPMENT (REPLACES SENIOR RIDE VAN UNIT 5192)	Transit Capital	\$69,000	FTA 5307	\$55,200		\$13,800		
Moorhead Transit	5250037	TRF-0034-26H	2026					SECT 5307: CITY OF MOORHEAD, PURCHASE OF ONE (1) CLASS 200 GAS VAN AND RELATED EQUIPMENT (REPLACES SENIOR RIDE VAN UNIT 5193)	Transit Capital	\$69,000	FTA 5307	\$55,200		\$13,800		



Lead Agency	Metro COG ID	State #	Project Year	Project Location	Length	Project Limits From	Project Limits To	Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Federal Revenue	State Revenue	Local Revenue	Other Revenue Source	Other Revenue
NDDOT																
NDDOT	9220023		2027	I-29N	12.1	Wild Rice River	0.3 North of Main Ave	Concrete Pavement Repair, Grinding	Rehabilitation	\$2,096,000	IM	\$1,886,000	\$210,000			
NDDOT	9220024		2027	I-29S	12.1	Wild Rice River	0.3 North of Main Ave	Concrete Pavement Repair, Grinding	Rehabilitation	\$2,096,000	IM	\$1,886,000	\$210,000			
NDDOT	9230003		2027	I-94E	2.0	W Horace Rd E	1.0 West of 45th St	Concrete Pavement Repair	Rehabilitation	\$353,000	IM	\$318,000	\$35,000			
NDDOT	9230005		2027	7th St N	0.8	8th Ave	16th Ave	Mill and Overlay	Rehabilitation	\$1,326,000	Non NHSU	\$1,073,000		\$253,000		
NDDOT	9230010		2027	ND 18	0.8	7th St S	3rd St N	Casselton: Bikeway/Walkway, Concrete Pavement Repair, Grinding, Lighting, Marking	Rehabilitation	\$1,582,000	SS	\$1,280,000	\$302,000			
NDDOT	9230011		2027	I-29N	9.5	CR 20	Argusville	Concrete Pavement Repair	Rehabilitation	\$1,646,000	IM	\$1,481,000	\$165,000			
NDDOT	9230012		2027	I-29S	9.9	CR 20	Argusville	Concrete Pavement Repair	Rehabilitation	\$1,719,000	IM	\$1,547,000	\$172,000			
NDDOT	9230013		2027	I-94E	7.7	E Casselton	Raymond Interchange	Concrete Pavement Repair	Rehabilitation	\$1,336,000	IM	\$1,202,000	\$134,000			
NDDOT	9230015		2027	I-29N		Junction ND 46 & I-29		Structure Paint	Rehabilitation	\$341,000	IM	\$307,000	\$34,000			
NDDOT	9230017	23906	2027	I-94E		4.0 East of ND 18		Deck Overlay, Spall Repair, Guardrail	Rehabilitation	\$351,000	IM	\$316,000	\$35,000			
NDDOT	9230018	23906	2027	I-94W		4.0 East of ND 18		Deck Overlay	Rehabilitation	\$351,000	IM	\$316,000	\$35,000			
NDDOT	9240029	23773	2027	29 N		2 Miles South of I-94		Deck Overlay, Approach Slabs	Rehabilitation	\$444,000	IM	\$400,000	\$44,000			
NDDOT	9240030	23773	2027	29 S		2 Miles South of I-94		Deck Overlay, Approach Slabs	Rehabilitation	\$444,000	IM	\$40,000	\$44,000			
NDDOT	9240034		2027	I-94W	2.0	W Horace Rd E	1.0 West of 45th St	Concrete Pavement Repair	Rehabilitation	\$352,000	IM	\$317,000	\$35,000			
NDDOT	9240035	23596	2027	29 N		3 Miles South of Harwood		Struct Replace, Approach Slabs	Rehabilitation	\$5,840,000	IM	\$5,256,000	\$584,000			
NDDOT	9240036	23596	2027					40th Avenue NW at BNRR (East of North Fargo International)	Reconstruction	\$5,615,000	STBGPU	\$4,544,000		\$1,071,000		
NDDOT	9240037		2027	94 E		3 Miles East of ND 18		Deck Overlay, Spall Repair, Rail Retrofit, Struct/Incid, Guardrail	Rehabilitation	\$524,000	IM	\$472,000	\$52,000			
NDDOT	9240038		2027	94 E		8 Miles West of I-29		Pipe Replacement, Riprap	Rehabilitation	\$702,000	IM	\$632,000	\$70,000			
NDDOT	9240039		2027	94 E		5 Miles West of I-29		Spall Repair, Struct/Incid	Rehabilitation	\$197,000	IM	\$177,000	\$20,000			
NDDOT	9240041		2027	94 W		8 Miles West of I-29		Pipe Replacement, Riprap	Rehabilitation	\$702,000	IM	\$632,000	\$70,000			
NDDOT	9240042		2027	294 E		1 Mile East of I-29		Joint Repair, Structure Repair, Spall Repair, Structure Paint	Rehabilitation	\$610,000	IM	\$494,000	\$55,000	\$61,000		
NDDOT	9244065		2027	I-29 N	9.3	Christine Interchange RP 44.126	Wild Rice River RP 53.453	Concrete Pavement Repair	Rehabilitation	\$1,613,000	IM	\$1,452,000	\$161,000			
Cass County																
Cass County	1250017		2027	South University Drive				Reconstruction of shared use path along University Drive South Connected to MID 1250016.	Reconstruction	\$705,000	TA	\$564,000		\$141,000		
City of Fargo																
City of Fargo	4230003		2027	40th Ave S		ND/MN Border Bridge @ Red River		Construction of 40th Ave S Bike Ped Bridge at Bluestem	Bike/Ped	\$10,020,000	STBG	\$4,160,000		\$1,040,000	Moorhead	\$4,820,000
City of Fargo	4250018		2027					Construction of a shared use path south of the water reclamation facility.	New Construction	\$370,000	TA	\$296,000		\$74,000		
Fargo Transit																
Fargo Transit	4240025		2027	Transit				Operating Assistance, Para Oper Assistance funded as capital, Planning, PM	Transit Operations	\$5,986,360	FTA 5307	\$3,891,340		\$2,095,020		
Fargo Transit	4240026		2027	Transit				Mobility Manager	Transit Capital	\$108,243	FTA 5310	\$86,594		\$21,649		
Fargo Transit	4240027		2027	Transit				Misc. Support Equipment	Transit Capital	\$105,000	FTA 5339	\$84,000		\$21,000		
Fargo Transit	4240028		2027	Transit				Replacement Fixed Route Large Bus & Related Equipment (replace 2-2015 vehicles)	Transit Capital	\$1,250,000	FTA 5339	\$1,000,000		\$250,000		
City of West Fargo																
City of West Fargo	3250013		2027	13th Avenue East		Sheyenne Street	9th Street East	Reconstruction of 13th Avenue East	Reconstruction	\$14,125,000	STBG	\$6,324,210		\$7,800,790		
City of West Fargo	3250022	24260	2027	River's Bend Area		Sheyenne Street	23rd Avenue South	Construction of a shared use path and pedestrian bridge crossing the Sheyenne River.	New Construction	\$1,070,000	CRP	\$848,798		\$221,202		
City of Horace																
City of Horace	7250021		2027	76th Avenue South		Brink Drive	County Road 17	Construction of a shared use path on the on the south side of 76th Avenue South.	New Construction	\$519,002	CRP	\$331,202		\$187,800		

Lead Agency	Metro COG ID	State #	Project Year	Project Location	Length	Project Limits From	Project Limits To	Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Federal Revenue	State Revenue	Local Revenue	Other Revenue Source	Other Revenue
MNDOT																
MNDOT	8230007	1406-76	2027	US 10, US 75		On US 75 from N of 24th Ave S to Hwy 10/Main Ave	& on US 10 from the Red River to east of US 75	On US 75, From N. of 24th Ave S to US 10 (Main Ave), On US 10, From Red River to E. of 10th St. in Moorhead, Grading Bituminous Surfacing & Concrete Paving, ADA Improvements and Signals	Reconstruction	\$13,411,978	NHPP	#####	\$2,399,046	\$500,000		
MNDOT	8241055	1401-177AC3	2027	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 3 OF 3	Reconstruction	\$200,000	STBG	\$200,000				
City of Moorhead																
City of Moorhead	5250002		2027	34th Street		3rd Avenue North	28th Avenue North	Mill and Overlay of 34th Street. Connected to 5250004.	Rehabilitation	\$1,900,000	STBG	\$210,960		\$52,740	2028 STBG	\$1,636,300
City of Moorhead	5250003		2027	34th Street		12 Avenue South	24th Avenue South	Reconstruction of 34th Street.	Rehabilitation	\$5,600,000	STBG	\$930,040		\$4,669,960		
City of Moorhead	Illustrative		2027	50th Ave S		ND/MN Border Bridge @ Red River		Construction of 50th Ave S Bike Ped Bridge at Bluestem. Illustrative. Connected to 4230003.	Bike/Ped	\$4,820,000	Illustrative				Illustrative	\$4,820,000
Moorhead Transit																
Moorhead Transit	5240012	TRF-0034-27A	2027	Transit				SECT 5307: CITY OF MOORHEAD; OPERATING ASSISTANCE INCLUDING PREVENTIVE MAINTENANCE AS CAPITAL	Transit Operations	\$5,239,000	FTA 5307	\$598,000		\$4,641,000		
Moorhead Transit	5240013	TRF-0034-27B	2027	Transit				SECT 5307: CITY OF MOORHEAD; PARATRANSIT OPERATING ASSISTANCE INCLUDING PREVENTIVE MAINTENANCE AS CAPITAL	Transit Operations	\$954,000	FTA 5307	\$200,000		\$754,000		
Moorhead Transit	5240014	TRF-0034-27C	2027	Transit				SECT 5307: CITY OF MOORHEAD; PURCHASE (1) CLASS 200 REPLACEMENT SENIOR RIDE VANS AND RELATED EQUIPMENT	Transit Capital	\$53,000	FTA 5307	\$45,050		\$7,950		
Moorhead Transit	5240015	TRF-0034-27D	2027	Transit				SECT 5307: CITY OF MOORHEAD; PURCHASE ONE (1) CLASS 700 BUS AND RELATED EQUIPMENT (REPLACES BUS UNIT #2151)	Transit Capital	\$736,000	FTA 5307	\$625,600		\$110,400		
Moorhead Transit	5240016	TRF-0034-27E	2027	Transit				SECT 5307: CITY OF MOORHEAD; REPLACEMENT OF ONE (1) BUS SHELTER	Transit Capital	\$50,000	FTA 5307	\$40,000		\$10,000		
Moorhead Transit	5240017	TRF-0034-27F	2027	Transit				SECT 5307: CITY OF MOORHEAD; PURCHASE OF MISCELLANEOUS SUPPORT EQUIPMENT - A/C RECOVERY (1/3 SHARED COST WITH FARGO TRANSIT)	Transit Capital	\$2,200	FTA 5307	\$1,760		\$440		



2028 TIP Projects

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Lead Agency	Metro COG ID	State #	Project Year	Project Location	Length	Project Limits From	Project Limits To	Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Federal Revenue	State Revenue	Local Revenue	Other Revenue Source	Other Revenue
NDDOT																
NDDOT	9244066		2028	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	\$4,586,000	IM	\$4,127,000	\$459,000			
NDDOT	9250023		2028	I-29				Construction of interchange ramps at I-29 and 64th Avenue South	New Construction	\$19,739,000	IM	#####	\$1,974,000			
NDDOT	9250026		2028	94 E				East of Casselton SHRP Section Crack and Seat, Structural OI>3	Rehabilitation	\$8,669,000	IM	\$7,802,000	\$867,000			
NDDOT	9250027		2028	I-29 N		6 miles North of ND 46		Structure Replacement	Reconstruction	\$1,552,000	IM	\$1,397,000	\$155,000			
NDDOT	9250028		2028	I-29 S		6 miles North of ND 46		Structure Replacement	Reconstruction	\$1,552,000	IM	\$1,397,000	\$155,000			
NDDOT	9250029		2028	I-29 N		2 North of Harwood Interchange		Deck Overlay, Spall Repair, Struct/Incid, Guardrail	Rehabilitation	\$688,000	IM	\$619,000	\$69,000			
NDDOT	9250030		2028	I-94 E		Junction of ND 18		Structure Replacement, Approach Slabs, Guardrail	Reconstruction	\$7,874,000	IM	\$7,087,000	\$787,000			
City of Fargo																
City of Fargo	4250014		2028	1st Avenue North		10th Street North	Roberts Street	Reconstruction of 1st Avenue North	Reconstruction	\$13,634,516	STBG	\$5,613,716		\$8,020,800		
City of Fargo	4250015		2028	1st Avenue North		Roberts Street	3rd Street North	Reconstruction of 1st Avenue North	Reconstruction	\$9,799,808	STBG	\$5,080,178		\$4,719,630		
Fargo Transit																
Fargo Transit	4250025		2028	Transit				Operating Assistance, Para Oper Assistance funded as capital, Planning, PM	Transit Operations	\$6,106,000	FTA 5307	\$3,969,000		\$2,137,000		
City of West Fargo																
City of West Fargo	3250039		2028			52nd Avenue West	9th Street West	Installation of a roundabout at the intersection of 52nd Avenue West and 9th Street West as well as pedestrian safety at intersection.	New Construction	\$2,260,000	HSIP	\$2,034,540		\$226,060		
City of West Fargo	3250040		2028	9th St NE				Installation of a rail-road grade separation at 9th St NE	Reconstruction	\$29,770,684	RAISE	#####		\$5,954,134		
City of Moorhead																
City of Moorhead	5250004		2028	34th Street		3rd Avenue North	28th Avenue North	Mill and Overlay of 34th Street. Connected to 5250002.	Rehabilitation	\$1,636,300	STBG	\$1,093,040		\$543,260		
Moorhead Transit																
Moorhead Transit	5250008	TRF-0034-28A	2028					SECT 5307: CITY OF MOORHEAD; OPERATING ASSISTANCE INCLUDING PREVENTIVE MAINTENANCE AS CAPITAL	Transit Operations	\$5,488,700	FTA 5307	\$745,900		\$4,742,800		
Moorhead Transit	5250009	TRF-0034-28B	2028					SECT 5307: CITY OF MOORHEAD, PARATRANSIT OPERATING ASSISTANCE INCLUDING PREVENTIVE MAINTENANCE AS CAPITAL	Transit Operations	\$1,064,000	FTA 5307	\$167,900		\$896,100		
Moorhead Transit	5250010	TRF-0034-28C	2028					SECT 5307: CITY OF MOORHEAD; PURCHASE ONE (1) CLASS 700 BUS AND RELATED EQUIPMENT (REPLACES BUS UNIT 2161)	Transit Capital	\$651,000	FTA 5307	\$553,350		\$97,650		
Moorhead Transit	5250011	TRF-0034-28D	2028					SECT 5307: CITY OF MOORHEAD; PURCHASE ONE (1) CLASS 700 BUS AND RELATED EQUIPMENT (REPLACES BUS UNIT 2162)	Transit Capital	\$651,000	FTA 5307	\$553,350		\$97,650		
Moorhead Transit	5250012	TRF-0034-28E	2028					SECTION 5307: REPLACE ONE (1) CLASS 200 GAS VAN AND RELATED EQUIPMENT	Transit Capital	\$61,000	FTA 5307	\$51,850		\$9,150		
Moorhead Transit	5250034	TRF-0034-28F	2028					SECTION 5307: REPLACE ONE (1) BUS SHELTER	Transit Capital	\$52,000	FTA 5307	\$41,600		\$10,400		

LUMP SUM PROJECTS

Metro COG and NDDOT are including the following tables and associated project phase lump sum projects in an effort to make federal funding authorization more efficient. The lump sum projects apply only to the North Dakota side of the MPA, because NDDOT and MnDOT operate in different ways. For example, NDDOT will use federal funds for Preliminary Engineering (PE), Right-of-way (ROW), and Utilities whereas MnDOT uses federal funds less often for said project phases. Lump sum projects are shown for all North Dakota projects within the MPA. Projects are included in the tables below for project phase authorization. Some projects may not be in a bid opening until 2028 but phases of the project may occur as soon as 2025. Lump sum tables are rounded to the nearest \$1,000. The lump sum projects are subject to normal TIP revision procedures as identified in Section 10 - TIP Revisions.

Lump Sums - 2025						
Metro COG ID	Project Phase	Phase Year	Total Phase Cost	Federal Share	State Share	Local Share
	Preliminary Engineering (PE)	2025	\$1,451,000	\$1,285,000	\$159,000	\$7,000
	Right-of-Way (ROW)	2025	\$700,000	\$500,000	\$100,000	\$100,000
	Utilities	2025	\$4,145,000	\$3,354,000	\$376,000	\$415,000
Lump Sums - 2026						
Metro COG ID	Project Phase	Phase Year	Total Phase Cost	Federal Share	State Share	Local Share
	Preliminary Engineering (PE)	2026	\$1,245,000	\$1,053,000	\$117,000	\$75,000
	Right-of-Way (ROW)	2026	\$800,000	\$550,000	\$125,000	\$125,000
	Utilities	2026	\$170,000	\$100,000	\$35,000	\$35,000
Lump Sums - 2027						
Metro COG ID	Project Phase	Phase Year	Total Phase Cost	Federal Share	State Share	Local Share
	Preliminary Engineering (PE)	2027	\$1,475,000	\$1,100,000	\$200,000	\$175,000
	Right-of-Way (ROW)	2027	\$950,000	\$600,000	\$175,000	\$175,000
	Utilities	2027	\$170,000	\$100,000	\$35,000	\$35,000
Lump Sums - 2028						
Metro COG ID	Project Phase	Phase Year	Total Phase Cost	Federal Share	State Share	Local Share
	Preliminary Engineering (PE)	2028	\$1,475,000	\$1,100,000	\$200,000	\$175,000
	Right-of-Way (ROW)	2028	\$950,000	\$600,000	\$175,000	\$175,000
	Utilities	2028	\$170,000	\$100,000	\$35,000	\$35,000

Section 4 | Annual Listing of Obligated Projects

The Metro COG TIP includes an Annual Listing of Obligated Projects (ALOP) which lists federally-obligated projects from the preceding program year. The ALOP element of the 2025-2028 TIP is reflective of projects that have been bid or let in 2024. It includes relevant TIP information and identifies the amount of Federal funds requested in the TIP. The projects listed on the following pages include only programmed projects that received, or will receive federal transportation funds under 23 U.S.C. or 49 U.S.C. Chapter 53. LFPs and Illustrative projects are included as applicable.

Lead Agency	Metro COG ID	State #	Project Year	Project Location	Length	Project Limits From	Project Limits To	Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Federal Revenue	State Revenue	Local Revenue	Other Revenue Source	Other Revenue
City of Casselton																
City of Casselton	1240005	24113	2024	Governor's Drive		37th Street Southeast	8th Street South	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	\$1,881,930	CRP	\$694,670	\$750,000	\$437,260		
NDDOT																
NDDOT	9162667	22599	2024	I-94W	10.9	E Casselton	Near W Fargo	Thin Mill and Overlay	Rehabilitation	\$2,900,000	IM	\$2,610,000	\$290,000			
NDDOT	9191007	22628-8210	2024	I-94E	1.9	25th St Interchange	Red River	Lift Station, Storm Sewer	Rehabilitation	\$2,073,000	IM	\$1,865,700	\$207,300			
NDDOT	9200015	22629	2024	I-29N	0.2	13th Ave S NE Ramp		Portland Concrete Cement Pave, Widening	Rehabilitation	\$253,000	IM	\$228,000	\$25,000			
NDDOT	9220010		2024	ND 10E		3.0 East of ND 18		Structure Repair, Selective Grade, Riprap	Rehabilitation	\$54,000	Non NHSS	\$44,000	\$10,000			
NDDOT	9220039	23330	2024	I-29	8.6	S of Argusville Interchange	Gardner Interchange	High Tension Cable Median Guardrail (HTCMG)	Safety	\$2,926,000	HSIP	\$2,633,000	\$293,000			
NDDOT	9221002	23378	2024	I-29		I-29 @ Exit 69		Wrong Way Detection System (ITS) (Total project cost reflects statewide estimates. Cost estimate for the Fargo MPA is \$82,728)	Safety	\$777,423	HSIP	\$699,681	\$77,742			
NDDOT	9240007	23990	2024	I-29 and I-94				Fargo fiber network, utilities, camera sites, ess, roadside improvements	Safety	\$1,250,000	ITS	\$1,125,000	\$125,000			
NDDOT	9242061	24180	2024	Fargo Districtwide				Pavement marking at various highways throughout the Fargo District	Safety	\$1,600,000	HES	\$1,440,000	\$160,000			
NDDOT	9242061	24180	2024	Fargo Districtwide				Pavement marking at various highways throughout the Fargo District	Safety	\$1,600,000	HES	\$1,440,000	\$160,000			
City of Fargo																
City of Fargo	4210002	22925	2024	32nd Ave S		22nd St	15th St	Reconstruction of 32nd Ave S in Fargo	Reconstruction	\$20,594,505	STBG	\$9,747,756		\$10,846,749		
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	\$347,985		\$127,015		
Fargo Transit																
Fargo Transit	4210001		2024	Transit				Operating Assistance, Paratransit Operating Assistance Funded as Capital, Planning, and Preventative Maintenance	Transit Operations	\$5,586,000	FTA 5307	\$3,681,523		\$1,904,477		
Fargo Transit	4230014		2024	Transit				Mobility Manager	Transit Capital	\$104,040	FTA 5310	\$83,232		\$20,808		
Fargo Transit	4230015		2024	Transit				Misc. Support Equipment	Transit Capital	\$100,000	FTA 5339	\$80,000		\$20,000		
Fargo Transit	4235031		2024	Transit				Purchase Paratransit Bus & Related Equipment	Transit Capital	\$150,000	FTA 5339	\$120,000		\$30,000		
Fargo Transit	4240018		2024	Transit				Southwest Area Hub - A&E	Transit Capital	\$240,000	FTA 5339	\$192,000		\$48,000		
Fargo Transit	4240019		2024	Transit				Southwest Area Hub - Construction	Transit Capital	\$2,200,000	FTA 5339	\$1,760,000		\$440,000		
Fargo Transit	4240020		2024	Transit				Metro Transit Garage (MTG) Expansion 30% Design	Transit Capital	\$150,000	FTA 5339	\$120,000		\$30,000		
Fargo Transit	4240021		2024	Transit				Metro Transit Garage (MTG) Expansion A&E and construction (Fargo share 2/3, Moorhead share 1/3)	Transit Capital	\$12,000,000	FTA 5339	\$9,600,000		\$2,400,000		
City of West Fargo																
City of West Fargo	3240003		2024	Citywide				Replacing lighting heads with LED lighting heads throughout City of West Fargo	Rehabilitation	\$551,000	CRP	\$309,493		\$241,507		
City of West Fargo	3240004		2024					Purchase electric vehicle and associated charging infrastructure	Capital Purchase	\$175,000	CRP	\$140,000		\$35,000		
City of Horace																
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	\$643,869	TA	\$465,868		\$178,001		
MNDOT																
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)	Reconstruction	\$77,142,800	STBGPU	\$2,559,973	\$73,356,367	\$1,226,460		
MNDOT	8230004	1401-177PE1	2024	US 10 & 11th St		8th St	14th St	**B2020**: On US 10, From 8th Street to 14th Street, Preliminary Engineering New Underpass Under BNSF RR in Moorhead (Associated to 144-010-020)	Preliminary Engineering	\$500,000			\$500,000			
MNDOT	8230005	1401-177RW1	2024	US 10 & 11th St		8th St	14th St	On US 10, From 8th Street to 14th Street, Right of Way to Construct New Underpass Under BNSF RR in Moorhead (Associated to 1401-177)	ROW	\$1,500,000			\$1,500,000			
MNDOT	8233026	5680-152	2024	I-94 Various Locations				ON I94, INTERCHANGE LIGHTING AT EXIT 22, 24, 32, 38, 55, 67, 77 (22 and 24 are within the MPA)	Safety	\$1,200,000	HSIP	\$1,080,000	\$120,000			
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	\$1,236,144	\$672,000		2025 AC Funding	\$1,451,856
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				\$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	\$26,309,600	\$6,577,400			

Lead Agency	Metro COG ID	State #	Project Year	Project Location	Length	Project Limits From	Project Limits To	Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Federal Revenue	State Revenue	Local Revenue	Other Revenue Source	Other Revenue
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			\$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	\$500,000		\$125,000		
Clay County																
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	BRO	\$736,000		\$764,000		
Clay County	2220042		2024	US 10 & 11th St		8th St	14th St	11th St Underpass, New Grade Separation (Associated with Project 8210019) ***LFP*** Included for Information and Coordination Only	New Construction	\$2,318,750				\$2,318,750		
City of Moorhead																
City of Moorhead	5210018	144-010-020	2024	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)	Reconstruction	\$2,571,950	STBGPU	\$2,057,560		\$514,390		
City of Moorhead	5230009	144-090-019	2024	US 10 & 11th St		8th St	14th St	**AC**INNO**: 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 2026)	Bike/Ped	\$981,250	TA	\$335,000	\$196,250		2026 AC Funding	\$450,000
City of Moorhead	5240001	144-080-011	2024	Citywide				REPLACEMENT OF HPS LIGHT HEADS WITH LED LIGHT HEADS ON VARIOUS LOCATIONS IN MOORHEAD	Rehabilitation	\$98,500	CRP	\$78,800		\$19,700		
City of Moorhead	5244063	144-080-012	2024	15th Ave N				ALONG 15TH AVE NORTH IN MOORHEAD, RESILIENCE MITIGATION PROJECT	Safety	\$750,000	PROTECT	\$600,000		\$150,000		
Moorhead Transit																
Moorhead Transit	5200005	TRS-0034-24E	2024	Transit				CITY OF MOORHEAD; PURCHASE ONE (1) CLASS 200 GAS VAN AND RELATED EQUIPMENT (REPLACES SENIOR RIDE VAN UNIT 5191)	Transit Capital	\$69,000	STBG	\$55,200		\$13,800		
Moorhead Transit	5210015	TRF-0034-24C	2024	Transit				SECT 5307: CITY OF MOORHEAD; PURCHASE OF MISCELLANEOUS SUPPORT EQUIPMENT - FARE MEDIA SALES EQUIPMENT REPLACEMENT AT THE METRO TRANSIT GARAGE (MTG)	Transit Capital	\$29,000	FTA 5307	\$23,200		\$5,800		
Moorhead Transit	5210016	TRF-0034-24D	2024	Transit				SECT 5307: CITY OF MOORHEAD; OPERATING ASSISTANCE INCLUDING PREVENTIVE MAINTENANCE AS CAPITAL	Transit Operations	\$4,140,000	FTA 5307	\$564,000		\$3,576,000		
Moorhead Transit	5220033	TRF-0034-24E	2024	Transit				SECT 5307: CITY OF MOORHEAD, PARATRANSIT OPERATING ASSISTANCE INCLUDING ADA AND PREVENTIVE MAINTENANCE AS CAPITAL	Transit Operations	\$795,000	FTA 5307	\$130,000		\$665,000		
Moorhead Transit	5240006	TRF-0034-24G	2024	Transit				SECT 5307: CITY OF MOORHEAD; PURCHASE ONE (1) CLASS 300 EXPANSION BUS AND RELATED EQUIPMENT	Transit Capital	\$173,000	FTA 5307	\$138,400		\$34,600		
Moorhead Transit	5243062		2024	Transit				Engineering Services for Passenger Shelters	Transit Operations	\$15,000	FTA 5307	\$12,000		\$3,000		
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	\$51,000		\$9,000		
City of Dilworth																
City of Dilworth	8240002	098-080-054	2024	Intersection		County Road 9	4th Ave Northwest	CONSTRUCT RAPID-FLASHING BEACON AT CSAH 9 (40TH ST. N.) AND 4TH AVE. NW IN DILWORTH	Safety	\$60,000	CRP	\$44,000		\$16,000		

Section 5 | Financial Plan and Fiscal Constraint

Section 5 – Financial Plan and Fiscal Constraints

Financial Plan

Metro COG accepts the responsibility to act in the public interest to program and fund transportation projects to be accomplished in the greater Fargo-Moorhead Metropolitan area. The 2025-2028 TIP is fiscally constrained to those funding categories in which Metro COG has direct responsibility (STBG, TA, and CRP funding sources). It is assumed that MnDOT and NDDOT projects programmed with federal funds are fiscally constrained at the state level through the STIP. Local funds for federal match, operations and maintenance (O&M), and Regionally Significant Projects (RSPs) are assumed fiscally constrained at the local level, based on each state or local jurisdiction's ability to collect revenues and associated budgets to cover costs including accurate cost estimates as developed through the most recent Capital Improvement Programs (CIPs).

Metro COG is required under federal legislation to develop a financial plan that takes into account federally funded projects and RSPs. The TIP is fiscally constrained for each year, and the federal-and state-funded projects in the document can be implemented using current and proposed revenue sources based on estimates provided by local jurisdictions.

Year of Expenditure

To give the public a clear picture of what can be expected (in terms of project cost) as well as to properly allocate future resources, projects beyond the first year of the TIP are adjusted for inflation. When project costs have been inflated to a level that corresponds to the expected year of project delivery this means that the project has been programmed with year of expenditure (YOE) dollars. YOE programming is required by federal law. Both NDDOT and MnDOT pre-inflate projects by 4%. Projects are inflated to YOE dollars prior to being included in the TIP. This fulfills the federal requirement to inflate project total to YOE and relieves Metro COG of the responsibility to do so. Every year, projects which are carried forward in the TIP are updated to reflect the current project costs.

Operations and Maintenance (O&M)

MPOs have been required to consider operations and maintenance (O&M) of transportation systems, as part of fiscal constraint, since 2005. The FAST Act reinforced the need to address O&M, in addition to capital projects, when demonstrating fiscal constraint of the TIP. Metro COG staff estimated 2019 O&M expenses for each jurisdiction as part of the 2045 Metropolitan Transportation Plan (MTP) update. The O&M costs were developed by reviewing current local budgets and CIPs where available, using budgeted and historic pavement and bridge spending levels. All subsequent O&M cost estimates were calculated by assuming a 4% increase in costs unless otherwise specified by a member jurisdiction. These costs are in addition to projects identified within the 2025-2028 TIP. Table 5-1 on the following page identifies the O&M costs anticipated by each jurisdiction per year for the short-term (2024-2028) based on methodology in the 2045 MTP. Costs associated with this TIP (current program year) are

identified in gray. Those years outside of the time frame covered by this TIP are in yellow. O&M costs are assumed constrained by each state and local jurisdiction based on their ability to meet O&M obligations. O&M may be deferred based on the jurisdiction's ability to collect revenue to cover costs. Under this condition, O&M costs will be reviewed and adjusted to reflect available local funding. Additional information on O&M, and the methodology used to calculate the estimates, may be found in the 2045 MTP, Metro Grow (2019).

Table 5. 1 - Operation and Maintenance Estimated Costs per Year by Jurisdiction for 2024-2028

Jurisdiction	2024	2025	2026	2027	2028	Total
Minnesota						
MnDOT	\$ 4,667,081	\$ 4,853,764	\$ 5,047,914	\$ 5,249,831	\$ 5,459,824	\$ 25,278,414
Clay County	\$ 3,589,126	\$ 3,732,691	\$ 3,881,999	\$ 4,037,279	\$ 4,198,770	\$ 19,439,864
Moorhead	\$ 8,297,573	\$ 8,629,476	\$ 8,974,655	\$ 9,333,641	\$ 9,706,987	\$ 44,942,331
Dilworth	\$ 722,692	\$ 751,599	\$ 781,663	\$ 812,930	\$ 845,447	\$ 3,914,332
North Dakota						
NDDOT	\$ 3,090,298	\$ 3,213,910	\$ 3,342,467	\$ 3,476,165	\$ 3,615,212	\$ 16,738,053
Cass County	\$ 10,740,612	\$ 11,170,236	\$ 11,617,046	\$ 12,081,728	\$ 12,564,997	\$ 58,174,618
Fargo	\$ 10,482,681	\$ 10,901,989	\$ 11,338,068	\$ 11,791,591	\$ 12,263,255	\$ 56,777,584
West Fargo	\$ 3,528,293	\$ 3,669,425	\$ 3,816,202	\$ 3,968,850	\$ 4,127,604	\$ 19,110,375
Horace	\$ 304,163	\$ 316,330	\$ 328,983	\$ 342,142	\$ 355,828	\$ 1,647,446

Source: Metro COG

Fiscal Constraint

Creating a fiscally constrained TIP requires Metro COG to allocate funding for projects based upon reasonable estimates within the limits of realistically available future revenues (based upon historical trends). Metro COG cooperates and coordinates with state, local governments, and public transit operators to create a TIP that prioritizes and lists all federally-funded projects and RSPs programmed for at least the next four years. The projects listed in the TIP must be financially realistic and achievable. All federal transportation funds, excluding the Metro COG's TMA direct allocation of federal transportation funds (STBG, TA, and CRP), are provided to the region and are administered by MnDOT and NDDOT. As such, this TIP is fiscally-constrained for those funding sources for fiscal years 2025 through 2028 based on the amount of federal transportation funds identified by the respective DOTs for federal-aid projects in their areas. At the beginning of FFY 2024 (October 1, 2023), Metro Cog was officially designated a TMA. Metro COG is responsible for the direct allocations of federal transportation funds (STBG, TA, and CRP). Fiscal Constraint is demonstrated in this report. Each funding source is reassessed for fiscal constraint at the solicitation process. All projects that are programmed using these funding sources (STBG, TA, and CRP) are tracked through project development to ensure obligation of the funds within the assigned federal fiscal year.

Fiscal Constraint Analysis

Total Expenditures

The total expenditures shown within this chapter only represent programmed projects (excludes LFPs and Illustrative projects) within the 2025-2028 TIP and projected O&M costs of each jurisdiction's transportation system. Jurisdictions are not expected to show fiscal constraint for their illustrative projects, because the illustrative status identifies that the project is desired but funding is currently not available. If federal funding becomes available, and the project is consistent with a currently-approved MTP, illustrative projects may be amended into the TIP as a programmed project. Because many of the jurisdictions' projects do not receive federal aid and are not considered regionally significant, they are not required to be in the TIP. Fiscal constraint is only required for programmed projects listed in the TIP and for annual O&M. Therefore, many of the jurisdictions show a higher revenue than expenditure, which is needed to cover the cost of projects not listed within the TIP (local capital projects).

Roadway, Facility, and Transit Projects within the TIP – Expenditures

This information was used in the preparation of the programmed projects presented in Section 3. All costs estimates are in YOY; dollar amounts have been calculated by assuming a 4% annual increase in construction costs unless otherwise specified by a member jurisdiction

Revenues for Jurisdictions to Support Fiscal Constraint

A variety of revenue sources have been identified through the preparation of the MTP, Metro Grow, to show that the 2025-2028 TIP projects and O&M of the transportation system have fiscal constraint. These funding sources included a variety of awarded federal funding grants, state dollars, and local jurisdiction dollars

Table 5. 2 - Fiscal Constraints

Federal Funding Source	Financial Constraint											
	Federal Funds Available				Federal Funds Programmed				Federal Funds Balance			
	2025	2026	2027	2028	2025	2026	2027	2028	2024	2025	2026	2027
National Highway Performance Program (NHPP)*	\$6,622,980	\$35,314,640	\$30,716,932	\$40,194,000	\$6,622,980	\$35,314,640	\$30,716,932	\$40,194,000	\$0	\$0	\$0	\$0
Surface Transportation Grant – Urban (STBG-U)	\$830,000	\$1,902,000	\$4,544,000		\$830,000	\$1,902,000	\$4,544,000		\$0	\$0	\$0	\$0
Surface Transportation Grant – Other (STBGP)	\$13,403,000	\$13,909,177	\$11,825,210	\$11,786,934	\$13,403,000	\$13,909,177	\$11,825,210	\$11,786,934	\$0	\$0	\$0	\$0
Congestion Mitigation Air Quality (CMAQ)									\$0	\$0	\$0	\$0
Carbon Reduction Program (CRP)	\$1,260,000	\$1,280,000	\$1,180,000		\$1,260,000	\$1,280,000	\$1,180,000		\$0	\$0	\$0	\$0
Highway Safety Improvement Program (HSIP)	\$6,894,163	\$1,481,000		\$2,034,540	\$6,894,163	\$1,481,000		\$2,034,540	\$0	\$0	\$0	\$0
Transportation Alternatives (TA)**	\$844,170	\$1,300,000	\$860,000		\$844,170	\$1,300,000	\$860,000		\$0	\$0	\$0	\$0
National Highway Freight Program (NHFP)									\$0	\$0	\$0	\$0
Urban Area Formula (Section 5307)	\$4,634,250	\$5,376,900	\$5,401,750	\$6,082,950	\$4,634,250	\$5,376,900	\$5,401,750	\$6,082,950	\$0	\$0	\$0	\$0
Enhanced Mobility for Seniors and Individuals with Disabilities (Section 5310)	\$84,897	\$86,594	\$86,594		\$84,897	\$86,594	\$86,594		\$0	\$0	\$0	\$0
Formula Grants for Other than Urbanized Areas (Section 5311)									\$0	\$0	\$0	\$0
Bus and Bus Related Facilities (Section 5339)	\$2,543,588	\$884,000	\$1,084,000		\$2,537,988	\$884,000	\$1,084,000		\$0	\$0	\$0	\$0
Other Federal Funds***	\$8,938,194	\$937,000	\$1,280,000		\$8,938,194	\$937,000	\$1,280,000		\$0	\$0	\$0	\$0
TOTAL FEDERAL FUNDS	\$46,044,042	\$62,471,311	\$56,978,486	\$60,098,424	\$46,044,042	\$62,471,311	\$56,978,486	\$60,098,424	\$0	\$0	\$0	\$0

*NHPP funds include but are not limited to NHS, NHS-U, Non-NHS-S, and IM
**TA total may include legacy Transportation Enhancement (TE) and Safe Routes to School (SRTS) funds
***Other federal funds include but are not limited to those administered at CRRSA, NDSTREET, Urban Grant Program (UGP), and MnDOT CIMS funds

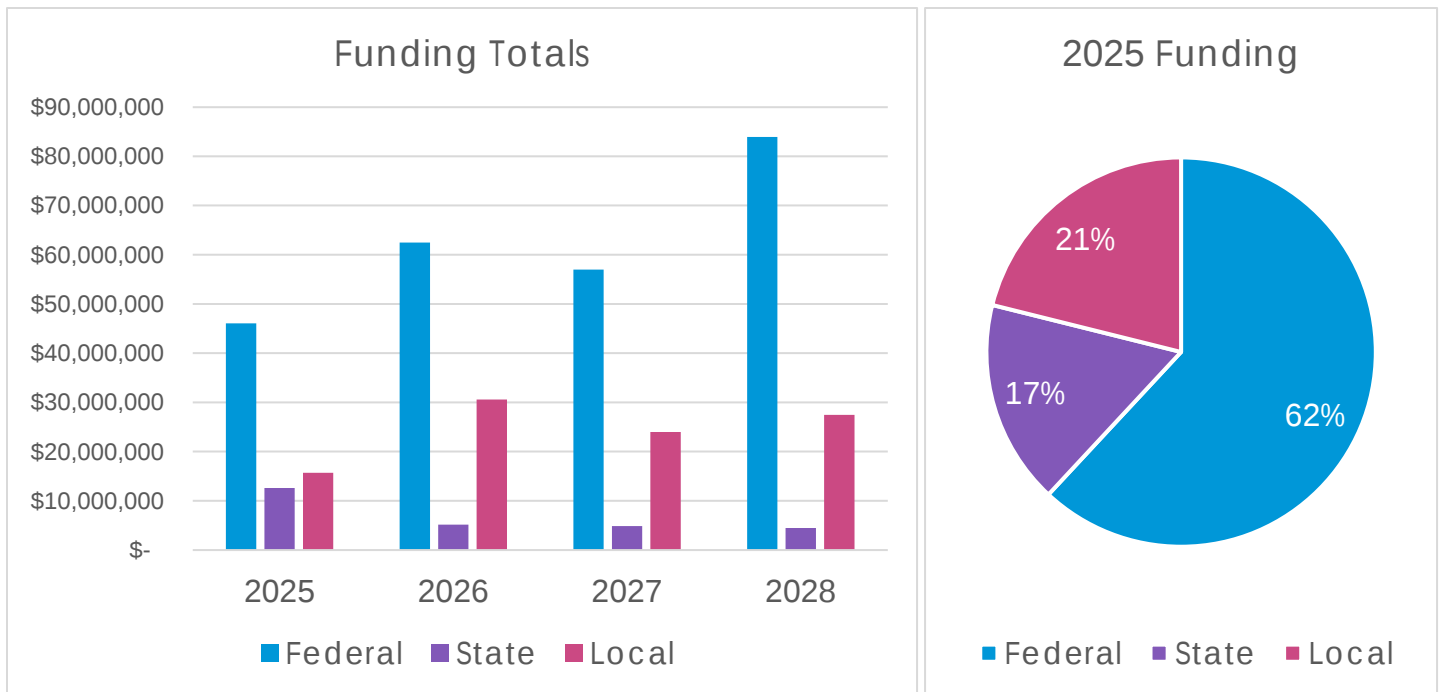
Table 5. 3 - Federal Funding Totals

Jurisdiction	2025			2026			2027			2028		
	Federal	State	Local	Federal	State	Local	Federal	State	Local	Federal	State	Local
Total MN Side	\$14,386,194	\$2,501,616	\$657,222	\$7,790,113	\$301,021	\$2,042,250	\$11,853,932	\$2,399,046	\$5,222,700	\$1,093,040		\$543,260
City of Dilworth												
City of Moorhead	\$3,767,000	\$1,500,000		\$2,882,000		\$608,000	\$1,141,000		\$4,722,700	\$1,093,040		\$543,260
Clay County	\$539,498		\$390,522	\$1,687,000		\$1,434,250						
MnDOT	\$10,079,696	\$1,001,616	\$266,700	\$3,221,113	\$301,021		\$10,712,932	\$2,399,046	\$500,000			
Total ND Side	\$24,406,313	\$10,116,906	\$7,904,000	\$48,333,704	\$4,848,160	\$20,903,665	\$38,552,210	\$2,467,000	\$10,849,792	\$76,738,984	\$4,466,000	\$18,920,624
City of Fargo	\$2,086,505		\$706,589	\$11,340,600		\$9,335,899	\$4,456,000		\$1,114,000	\$10,693,894		\$12,740,430
City of West Fargo	\$9,653,665	\$8,800,000	\$1,913,411				\$7,173,008		\$8,021,992	\$25,851,090		\$6,180,194
City of Horace				\$413,464		\$233,366	\$331,202		\$187,800			
City of Casselton												
Cass County			\$5,200,000	\$850,000		\$468,400	\$564,000		\$141,000			
NDDOT	\$12,666,143	\$1,316,906	\$84,000	\$35,729,640	\$4,848,160	\$10,866,000	\$26,028,000	\$2,467,000	\$1,385,000	\$40,194,000	\$4,466,000	
Transit Total	\$7,262,735		\$7,134,871	\$6,347,494		\$7,627,749	\$6,572,344		\$7,911,459	\$6,082,950		\$7,990,750
Fargo Transit (MATBUS)	\$6,332,485		\$2,651,121	\$4,748,594		\$2,276,649	\$5,061,934		\$2,387,669	\$3,969,000		\$2,137,000
Moorhead Transit (MATBUS)	\$930,250		\$4,483,750	\$1,598,900		\$5,351,100	\$1,510,410		\$5,523,790	\$2,113,950		\$5,853,750

Table 5. 4 – Total Expenditures (Programmed Projects: Federal, State, and Local Funds)

Jurisdiction	2025	2026	2027	2028	Total
Total – MN Side	\$17,945,032	\$10,133,384	\$25,931,978	\$1,636,300	\$55,646,694
City of Dilworth					
City of Moorhead	\$5,417,000	\$3,490,000	\$12,320,000	\$1,636,300	\$22,863,300
Clay County	\$930,020	\$3,121,250			\$4,051,270
MnDOT	\$11,598,012	\$3,522,134	\$13,611,978		\$28,732,124
Total – ND Side	\$45,927,219	\$74,790,529	\$57,049,002	\$100,125,008	\$277,891,758
City of Fargo	\$2,793,094	\$20,676,499	\$10,390,000	\$23,434,324	\$57,293,917
City of West Fargo	\$23,867,076		\$15,195,000	\$32,030,684	\$71,092,760
City of Horace		\$646,830	\$519,002		\$1,165,832
City of Casselton					
Cass County	\$5,200,000	\$2,023,400	\$705,000		\$7,928,400
NDDOT	\$14,067,049	\$51,443,800	\$30,240,000	\$44,660,000	\$140,410,849
Total – Transit	\$14,397,606	\$13,975,243	\$14,483,803	\$14,073,700	\$56,930,352
Fargo Transit	\$8,983,606	\$7,025,243	\$7,449,603	\$6,106,000	\$29,564,452
Moorhead Transit	\$5,414,000	\$6,950,000	\$7,034,200	\$7,967,700	\$27,365,900

Figure 5. 1 – Funding Totals



Federal Revenues

Any federal funds either programmed or anticipated for transportation projects are all shown within the 2025-2028 TIP. The agreed upon programmed federal funds (Federal Funds Available) are considered the federal revenues for purposes of the fiscal constraint analysis. Both states have reviewed and approved the programmed or anticipated federal aid as part of the TIP development process and the dollar amounts are consistent with previous years of awarded federal aid. Constrained project costs (Federal Funds Programmed) reflect the federal funding provided by MnDOT and NDDOT for projects currently programmed in the 2025-2028 TIP. Neither Metro COG, nor its member jurisdictions have programmed projects in the 2025-2028 TIP that exceed the amount of federal revenue reasonably anticipated to be received from MnDOT and NDDOT in any given year.

State and Local Revenues

The state and local revenues available for each year are more difficult to identify. The available state and local revenues were updated for the development of Metro Grow, and are being used to identify revenues available to the states, counties, cities, and transit departments within the FM area. The assumptions used to determine the revenues can be found in Chapter 9 of Metro Grow.

Identifying Fiscal Constraint for Each Member Jurisdiction

State, city, and county financial evaluations measure each jurisdiction's ability to accommodate the cost of necessary improvements. All projects included in the TIP are drawn from Metro Grow, as each jurisdiction underwent a fiscal constraint analysis during the MTP's development. The analysis for each jurisdiction may also be found in Chapter 9 of Metro Grow.

TMA Direct Allocations and Monitoring

The United States Census Bureau recently completed processing the 2020 Decennial Census data. Metro COG's UZA population was determined to be over 200,000 which designated the region as a Transportation Management Area (TMA). FHWA designated Metro COG as a TMA on June 5, 2023 (Document Citation 88 FR 36637). This new designation has been in effective since the start of FFY 2024, October 1, 2023. With TMA designation, Metro COG now receives a direct suballocation of Federal Highway Administration (FHWA) Surface Transportation Block Grant Program (STBG), Transportation Alternatives (TA), and Carbon Reduction Program (CRP) and MATBUS now receives a direct suballocation of Federal Transit Administration (FTA) Urban Formula Section 5307, Section 5310, and Section 5339 funds.

Metro COG is directly driving the solicitation, technical evaluation, and selection of eligible projects submitted by local jurisdictions. With the designation of TMA, Metro COG is more responsible in several federal program solicitation(s) however, Metro COG will still solicit projects for State administered funding programs from local jurisdictions for eligible funding programs outside of any direct suballocation programs for TMAs. Prioritization and technical evaluation of projects becomes much more important with TMA designation and must follow a consistent and well documented process. In the years leading up to TMA designation, Metro COG closely monitored funding sources that were impacted by the transition from competitive allocations administered by the respective States, as well as direct allocations as formulated by applicable FHWA and FTA programs. Metro COG must be cognizant of what projects are submitted for discretionary STBG, Section 5307, Section 5310, and Section 5339. Metro COG will need to continue to monitor discretionary funding from the States after being designated as TMA. Metro COG has been preparing to be designated as a TMA by collaborating with NDDOT and MNDOT to generate realistic projected federal funds available for each state's portion of the MPA. NDDOT has provided an initial set of projected federal funding values for STBG, TA, and CRP as seen below. MNDOT and Metro COG are still collaborating on the exact amounts of the projected federal funding.

Table 5. 5 – Projected Direct Suballocation Amounts by Federal Funding Sources

North Dakota	STBG-U	TA	CRP	Total TMA Federal Revenue Sources
2025 Projected Federal Revenue	\$9,756,000	\$844,170	\$1,140,000	\$11,740,170
2026 Projected Federal Revenue	\$10,278,064	\$850,000	\$1,160,000	\$12,288,064
2027 Projected Federal Revenue	\$10,484,210	\$860,000	\$1,180,000	\$12,524,210
2028 Projected Federal Revenue	\$10,693,894	\$870,000	\$1,200,000	\$12,763,894

Minnesota	STBG-U	TA	CRP	Total TMA Federal Revenue Sources
2025 Projected Federal Revenue	\$900,000		\$120,000	\$1,020,000
2026 Projected Federal Revenue	\$900,000	\$450,000	\$120,000	\$1,470,000
2027 Projected Federal Revenue	\$900,000		\$108,000	\$1,008,000
2028 Projected Federal Revenue	\$1,093,040	\$450,000	\$108,000	\$1,651,040

Table 5. 6 – Programmed Projects by Federal Funding Sources

North Dakota STBG-U			
Project Year	Metro COG ID	Federal Revenue	Yearly Total Programmed
2025	3220021	\$9,600,000	\$11,160,000
	4220019	\$1,560,000	
2026	4240010	\$4,878,064	\$10,278,064
	4240011	\$5,400,000	
2027	3250013	\$6,324,210	\$10,484,210
	4230003	\$4,160,000	
2028	4250014	\$5,613,716	\$10,693,894
	4250015	\$5,080,178	

Minnesota STBG-U			
Project Year	Metro COG ID	Federal Revenue	Yearly Total Programmed
2025	8230010	\$830,000	\$4,477,000
	5245068	\$3,647,000	
2026	5250001	\$2,312,000	\$5,533,113
	8230011	\$1,902,000	
	8250006	\$1,319,113	
2027	5250002	\$210,960	\$1,341,000
	5250003	\$930,040	
	8241055	\$200,000	
2028	5250004	\$1,093,040	\$1,093,040

North Dakota TA			
Project Year	Metro COG ID	Federal Revenue	Yearly Total Programmed
2025	4232021	\$144,134	\$844,170
	4232022	\$700,036	
2026	1250016	\$850,000	\$850,000
2027	1250017	\$564,000	\$860,000
	4250018	\$296,000	
2028			

Minnesota TA			
Project Year	Metro COG ID	Federal Revenue	Yearly Total Programmed
2025			\$0
2026	5230012	\$450,000	\$450,000
2027			\$0
2028			

North Dakota CRP			
Project Year	Metro COG ID	Federal Revenue	Yearly Total Programmed
2025	3240009	\$53,665	\$1,140,000
	4240008	\$1,086,335	
2026	4250020	\$746,536	\$1,160,000
	7250019	\$413,464	
2027	3250022	\$848,798	\$1,180,000
	7250021	\$331,202	
2028			

Minnesota CRP			
Project Year	Metro COG ID	Federal Revenue	Yearly Total Programmed
2025	5245069	\$120,000	\$120,000
2026	5250005	\$120,000	\$120,000
2027			\$0
2028			

Table 5. 7 – Fiscal Constraint Analysis by Federal Funding Source

North Dakota		STBG-U	TA	CRP	Total TMA Federal Revenue Sources
2025	Projected Federal Revenue	\$9,756,000	\$844,170	\$1,140,000	\$11,740,170
	Programmed Funding	\$9,756,000	\$844,170	\$1,140,000	\$11,740,170
	Difference (Excess/[Deficit])	\$ -	\$ -	\$ -	\$ -
2026	Projected Federal Revenue	\$10,278,064	\$850,000	\$1,160,000	\$12,288,064
	Programmed Funding	\$10,278,064	\$850,000	\$1,160,000	\$12,288,064
	Difference (Excess/[Deficit])	\$ -	\$ -	\$ -	\$ -
2027	Projected Federal Revenue	\$10,484,210	\$860,000	\$1,180,000	\$12,524,210
	Programmed Funding	\$10,484,210	\$860,000	\$1,180,000	\$12,524,210
	Difference (Excess/[Deficit])	\$ -	\$ -	\$ -	\$ -
2028	Projected Federal Revenue	\$10,693,894	\$870,000	\$1,200,000	\$12,763,894
	Programmed Funding	\$10,693,894	\$0	\$0	\$10,693,894
	Difference (Excess/[Deficit])	\$ -	\$870,000	\$1,200,000	\$2,070,000

Minnesota		STBG-U	TA	CRP	Total TMA Federal Revenue Sources
2025	Projected Federal Revenue	\$900,000	\$0	\$120,000	\$1,020,000
	Programmed Funding	\$4,477,000	\$0	\$120,000	\$4,597,000
	Difference (Excess/[Deficit])	[\$3,577,000]*	\$ -	\$ -	[\$3,577,000]*
2026	Projected Federal Revenue	\$900,000	\$450,000	\$120,000	\$1,470,000
	Programmed Funding	\$5,533,113	\$450,000	\$120,000	\$5,653,563
	Difference (Excess/[Deficit])	[\$4,633,113]*	\$ -	\$ -	[\$4,633,113]*
2027	Projected Federal Revenue	\$900,000	\$0	\$108,000	\$1,008,000
	Programmed Funding	\$1,341,000	\$0	\$0	\$1,341,000
	Difference (Excess/[Deficit])	[\$441,000]*	\$ -	\$108,000	[\$333,000]*
2028	Projected Federal Revenue	\$1,093,040	\$450,000	\$108,000	\$1,651,040
	Programmed Funding	\$1,093,040	\$0	\$0	\$1,093,040
	Difference (Excess/[Deficit])	\$ -	\$450,000	\$108,000	\$558,000

*Balance above and beyond Metro COG's direct suballocation is being provided by the respective state's directed spending.

Table 5. 8 – Historic Surface Transportation Block Grant Program (STBG) Monitoring 2020-2024

STBGP	2020	2021	2022	2023	2024	Total
Total – MN Side	\$2,136,196	\$145,600	\$2,184,200	\$7,152,000	\$4,672,733	\$16,290,729
STBGP-U	\$1,776,196	\$145,600	\$28,800		\$4,672,733	\$6,623,329
STBGP-R			\$2,155,400	\$7,152,000		\$9,307,400
STBGP-TA	\$360,000					\$360,000
Total – ND Side	\$22,277,989	\$4,500,000	\$11,176,260	\$14,152,091	\$9,747,756	\$61,854,096
STBGP-U	\$11,322,989	\$4,500,000	\$10,700,000	\$14,152,091	\$9,747,756	\$50,422,836
STBGP-R	\$10,723,000					\$10,723,000
STBGP-TA	\$232,000		\$476,260			\$708,260
Total – MPA	\$24,414,185	\$4,645,600	\$13,360,460	\$21,304,091	\$14,420,489	\$78,144,825
STBGP-U	\$13,099,185	\$4,645,600	\$10,728,800	\$14,152,091	\$14,420,489	\$57,046,165
STBGP-R	\$10,723,000		\$2,155,400	\$7,152,000		\$20,030,400
STBGP-TA	\$592,000		\$476,260			\$1,068,260

STBGP	2020	2021	2022	2023	2024	Total
New or Reconstruction	\$20,655,907	\$4,500,000	\$9,700,000	\$13,777,091	\$14,365,289	\$62,998,287
Rehabilitation	\$2,166,278		\$2,155,400	\$7,527,000		\$11,848,678
Transit Capital	\$1,000,000	\$145,600	\$1,028,800		\$55,200	\$2,229,600
Bicycle and Pedestrian	\$592,000		\$47,260			\$639,260

2020-2024 STBGP Funds by Project Typology

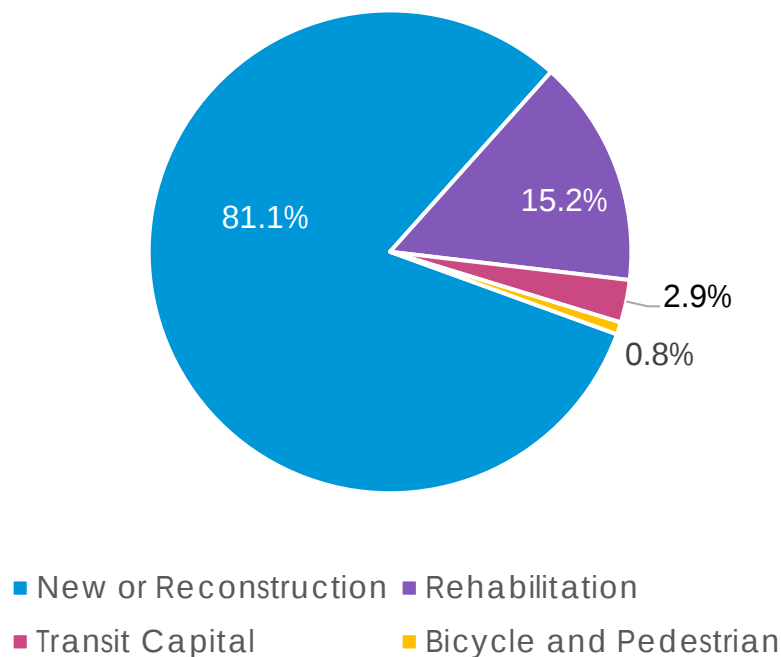
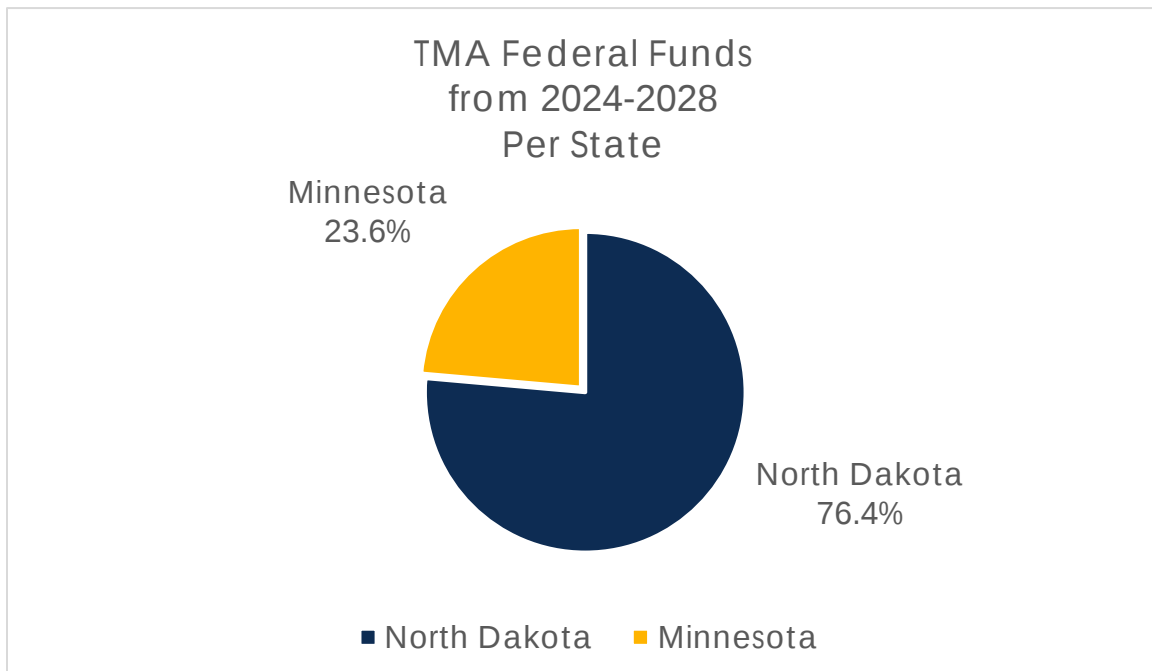
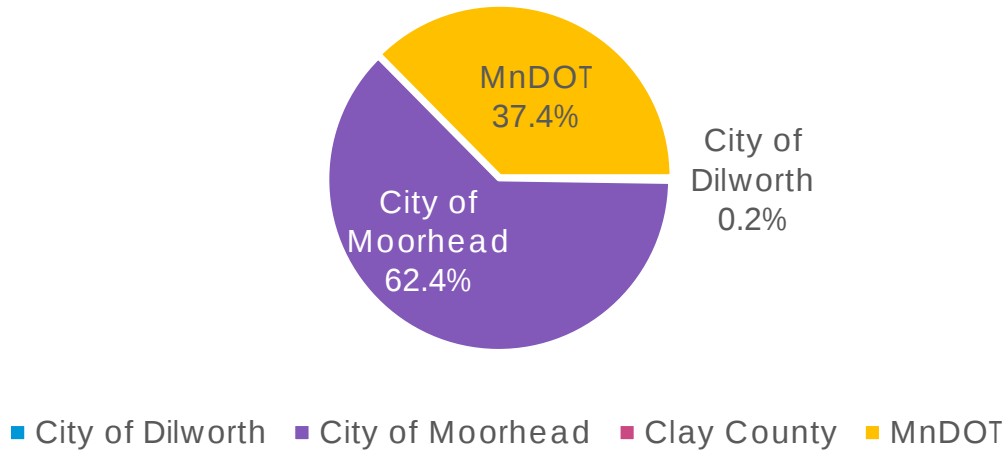


Table 5. 8 – Distribution Analysis of TMA Allocated Funding Sources (STBG, TA, CRP) Historical and Current Program

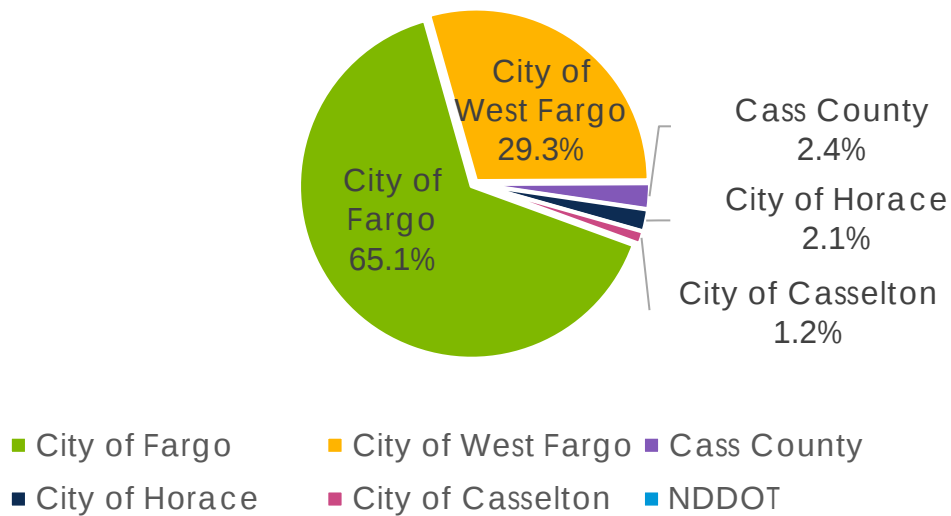
Jurisdiction	Actual TMA Since 2024	Currently Programmed in the TIP	Total
Total – Minnesota	\$5,075,333	\$13,134,153	\$18,209,486
City of Dilworth	\$44,000		\$44,000
City of Moorhead	\$2,471,360	\$8,883,040	\$11,354,400
Clay County			
MnDOT	\$2,559,973	\$4,251,113	\$6,811,086
Total – North Dakota	\$11,705,772	\$47,246,338	\$58,952,110
City of Fargo	\$10,095,741	\$28,260,999	\$38,356,740
City of West Fargo	\$449,493	\$16,826,673	\$17,276,166
City of Horace	\$465,868	\$744,666	\$1,210,534
City of Casselton	\$694,670		\$694,670
Cass County		\$1,414,000	\$1,414,000
NDDOT			



TMA Federal Funds
From 2024-2028
Minnesota



TMA Federal Funds
From 2024-2028
North Dakota



Distribution Analysis

Metro COG followed the solicitation process laid out in Appendix D of this report. Projects were submitted by local jurisdictions, ranked by the public, scored by the TTC, and ultimately the Policy Board took all factors into consideration before selecting funding levels for the received projects. There is no consideration to jurisdictional populations and past funding amounts when deliberating funding levels for future projects as expressly called out in 23 CFR 450.326.m.

Historical TMA Funded Projects

Historical TMA Funded Projects North Dakota

Below is the listing of Federally Funded Projects using TMA Federal Funding Sources for the North Dakota portion of the MPA.

Lead Agency	Metro COG ID	State #	Project Year	Project Location	Length	Project Limits From	Project Limits To	Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Federal Revenue	State Revenue	Local Revenue
City of Casselton	1240005	24113	2024	Governor's Drive		37th Street Southeast	8th Street South	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	\$1,881,930	CRP	\$694,670	\$750,000	\$437,260
City of West Fargo	3240003		2024	Citywide				Replacing lighting heads with LED lighting heads throughout City of West Fargo	Rehabilitation	\$551,000	CRP	\$309,493		\$241,507
City of West Fargo	3240004		2024					Purchase electric vehicle and associated charging infrastructure	Capital Purchase	\$175,000	CRP	\$140,000		\$35,000
Total CRP:												\$1,144,163		
City of Fargo	4210002	22925	2024	32nd Ave S		22nd St	15th St	Reconstruction of 32nd Ave S in Fargo	Reconstruction	\$20,594,505	STBG	\$9,747,756		\$10,846,749
Total STBG:												\$9,747,756		
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	\$347,985		\$127,015
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	\$643,869	TA	\$465,868		\$178,001
Total TA:												\$813,853		

Historical TMA Funded Projects Minnesota

Below is the listing of Federally Funded Projects using TMA Federal Funding Sources for the Minnesota portion of the MPA.

Lead Agency	Metro COG ID	State #	Project Year	Project Location	Length	Project Limits From	Project Limits To	Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Federal Revenue	State Revenue	Local Revenue	Other Revenue Source	Other Revenue
City of Moorhead	5240001	144-080-011	2024	Citywide				REPLACEMENT OF HPS LIGHT HEADS WITH LED LIGHT HEADS ON VARIOUS LOCATIONS IN MOORHEAD	Rehabilitation	\$98,500	CRP	\$78,800		\$19,700		
City of Dilworth	8240002	098-080-054	2024	Intersection		County Road 9	4th Ave Northwest	CONSTRUCT RAPID-FLASHING BEACON AT CSAH 9 (40TH ST. N.) AND 4TH AVE. NW IN DILWORTH	Safety	\$60,000	CRP	\$44,000		\$16,000		
Total CRP: \$122,800																
Moorhead Transit	5200005	TRS-0034-24E	2024	Transit				CITY OF MOORHEAD; PURCHASE ONE (1) CLASS 200 GAS VAN AND RELATED EQUIPMENT (REPLACES SENIOR RIDE VAN UNIT 5191)	Transit Capital	\$69,000	STBG	\$55,200		\$13,800		
Total STBG: \$55,200																
City of Moorhead	5230009	144-090-019	2024	US 10 & 11th St		8th St	14th St	**AC**INNO**: 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 2026)	Bike /Ped	\$981,250	TA	\$335,000	\$196,250		2026 AC Funding	\$450,000
Total TA: \$335,000																

Section 6 | Overview of Federal Aid Programs

Section 6 – Overview of Federal Aid Programs

The BIL continues five core formula programs and created a new formula program impacting the MPA that are administered by MnDOT and NDDOT:

- National Highway Performance Program (NHPP);
- Surface Transportation Block Grant Program (STBG);
- Congestion Mitigation Air Quality (CMAQ);
- Highway Safety Improvement Program (HSIP);
- Carbon Reduction Program (CRP);
- Metropolitan Planning Program.

The following tables are the combined total programmed funding for both North Dakota and Minnesota. Each Federal Aid program is implemented uniquely by each State DOT. Information on each funding source is identified below. Additionally, a description of how projects are identified, prioritized, and selected for Federal Aid programs is included. More detailed information regarding how MnDOT and NDDOT develop and implement their Federal Aid program is available at each agency's respective websites:

www.dot.nd.gov
www.dot.state.mn.us

Federal Highway Administration (FHWA)

FHWA annually apportions federal funding from numerous programs as guided by the BIL. The following provides an overview of relevant FHWA programs included in Metro COG's TIP.

National Highway Performance Program (NHPP)

The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's and MPO's asset management plan for the NHS.

Table 6. 1 - NHPP Funding Programmed in the MPA

	2025	2026	2027	2028
North Dakota	\$5,292,980	\$35,314,640	\$20,204,000	\$40,194,000
Minnesota	\$950,000	\$0	\$10,512,932	\$0
TOTAL	\$6,242,980	\$35,314,640	\$30,716,932	\$40,194,000

Source: Metro COG

NHPP projects must be on an eligible facility and support progress toward achievement of national performance goals for improving infrastructure condition, safety, mobility, or

freight movement on the NHS, and be consistent with Metropolitan and Statewide planning requirements. The enhanced NHS is composed of rural and urban roads serving major population centers, international border crossings, intermodal transportation facilities, and major travel destinations. It includes:

- The Interstate Highway System;
- Most existing principal arterials and border crossings on those routes;
- Intermodal connectors – highways that provide motor vehicle access between the NHS and major intermodal transportation facilities;
- Strategic Highway Network (STRAHNET) – The network of highways important to U.S. strategic defense and its connectors to major military installations.

The NHPP incorporates the funding prior to Moving Ahead for Progress in the 21st Century Act (MAP-21) programs including the Interstate Maintenance (IM) Program, the National Highway System (NHS) Program, and Highway Bridge Program (HBP) for bridge infrastructure on the NHS. The BIL continues the NHPP, which was established under MAP-21.

Surface Transportation Block Grant Program (STBG)

The BIL continued STBG that was reworked in The FAST Act from the original Surface Transportation Program (STP) to provide flexible funding for projects to preserve or improve conditions and performance on any Federal-aid highway, bridge projects on any public road, facilities for non-motorized transportation, transit capital projects, and public bus terminals and facilities.

Table 6. 2 - STBG Funding Programmed in the MPA

	2025	2026	2027	2028
North Dakota	\$9,756,000	\$10,278,064	\$10,484,210	\$10,693,894
Minnesota	\$4,477,000	\$5,533,113	\$1,341,000	\$1,093,040
TOTAL	\$14,233,000	\$15,811,177	\$11,825,210	\$11,789,934

Source: Metro COG

The BIL apportioned roughly 55% of the STBG Program (after mandatory set-asides) to be obligated in the following areas in proportion to their relative shares of the State's population areas in proportion to their relative shares of the State's population:

- Urbanized areas with population greater than 200,000 (Direct allocation);
- Area with population greater than 5,000 but no more than 200,000 (STBG-U);
- Areas with population 5,000 or less (STBG-R).

The remaining 45% may be used in any area of the State.

Since Metro COG was recently designated as a TMA, the current projects were originally chosen by the respective DOT. Metro COG reaffirmed those projects. All future funding for STBG, TA, and CRP will be designated if it was programmed using Metro

COG's direct allocation of funding, or if it was funded using the respective state's funding.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

The CMAQ program is continued in the BIL to provide a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). Both the states of Minnesota and North Dakota are currently in attainment for air quality standards and as such, CMAQ funds may be used at the discretion of each respective DOT as STBG funding.

Table 6. 3 - CMAQ Funding Programmed in the MPA

	2025	2026	2027	2028
North Dakota	\$0	\$0	\$0	\$0
Minnesota	\$0	\$0	\$0	\$0
TOTAL	\$0	\$0	\$0	\$0

Source: Metro COG

Highway Safety Improvement Program (HSIP)

The BIL continued the Highway Safety Improvement Program (HSIP) to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven strategic approach to improving highway safety on all public roads that focuses on performance. An HSIP project is any strategy, activity or project on a public road that is consistent with the data-driven State Strategic Highway Safety Plan (SHSP) and corrects or improves a hazardous road location or feature or addresses a highway safety problem.

Table 6. 4 - HSIP Funding Programmed in the MPA

	2025	2026	2027	2028
North Dakota	\$6,894,163	\$731,000	\$0	\$2,034,540
Minnesota	\$0	\$750,000	\$0	\$0
TOTAL	\$6,894,163	\$1,481,000	\$0	\$2,034,540

Source: Metro COG

Projects may provide improvements at identified high accident locations, minimize the potential for accidents, or are part of a system-wide improvement of substandard geometric properties related to safety, as long as they are consistent with the SHSP.

Carbon Reduction Program (CRP)

The BIL established the Carbon Reduction Program (CRP) to reduce transportation emissions through the development of State carbon reduction strategies and by funding projects designed to reduce transportation emissions. Program oversight is a FHWA responsibility. Funds are apportioned to States through formula.

Table 6. 5 - CRP Funding Programmed in the MPA

	2025	2026	2027	2028
North Dakota	\$1,140,000	\$1,160,000	\$1,180,000	\$0
Minnesota	\$120,000	\$120,000	\$0	\$0
TOTAL	\$1,260,000	\$1,280,000	\$1,180,000	\$0

Source: Metro COG

Per the BIL, roughly 65 percent of funds apportioned to the State for the CRP shall be obligated, in proportion to their relative shares of the population in the State:

- In urbanized areas of the State with an urbanized area population of more than 200,000;
- In urbanized areas with a population of not less than 50,000 and not more than 200,000;
- In urban areas with a population of not less than 5,000 and not more than 49,999; and
- In other areas of the State with a population of less than 5,000.

The remaining 35 percent of funds may be obligated in any area of the State.

Carbon Reduction Program funds are allowed to be programmed within the MPA.

Since Metro COG was recently designated as a TMA, the current projects were originally chosen by the respective DOT. Metro COG reaffirmed those projects. All future funding for STBG, TA, and CRP will be designated if it was programmed using Metro COG's direct allocation of funding, or if it was funded using the respective state's funding.

Transportation Alternatives (TA)

The BIL continued this program to provide for a variety of alternative transportation projects, including many that were previously eligible activities under separately funded programs. The TA Program replaced the funding from pre-MAP-21 programs including Transportation Enhancements (TE), Recreational Trails Program (RTP) and Safe Routes to School (SRTS); wrapping them into a single funding source. TA is funded via set asides from the NHPP, STBG, CMAQ, and HSIP.

Since Metro COG was recently designated as a TMA, the current projects were originally chosen by the respective DOT. Metro COG reaffirmed those projects. All future funding for STBG, TA, and CRP will be designated if it was programmed using Metro COG's direct allocation of funding, or if it was funded using the respective state's funding.

Table 6. 6 - TA Funding Programmed in the MPA

	2025	2026	2027	2028
North Dakota	\$844,170	\$850,000	\$860,000	\$0
Minnesota	\$0	\$450,000	\$0	\$0
TOTAL	\$844,170	\$1,300,000	\$860,000	\$0

Source: Metro COG

National Highway Freight Program (NHFP)

The BIL continued NHFP that was established by The FAST Act to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support several goals, including:

- Investing in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity;
- Improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas;
- Improving the state of good repair of the NHFN;
- Using innovation and advanced technology to improve NHFN safety, efficiency, and reliability;
- Improving the efficiency and productivity of the NHFN;
- Improving State flexibility to support multi-State corridor planning and address highway freight connectivity; and
- Reducing the environmental impacts of freight movement on the NHFN.

NHFP funds are apportioned to each State as a lump sum. Funds are administered by each respective State through their applicable programs.

Table 6. 7 - NHFP Funding Programmed in the MPA

	2025	2026	2027	2028
North Dakota	\$0	\$0	\$0	\$0
Minnesota	\$0	\$0	\$0	\$0
TOTAL	\$0	\$0	\$0	\$0

Source: Metro COG

Federal Transit Administration

The Federal Transit Administration (FTA) annually apportions federal funding which includes grants allotted under section, 5307, 5310, 5311, and 5339. The following provides an overview of relevant FTA programs included in Metro COG's TIP.

Section 5307 Urbanized Area Formula Program

Section 5307 makes federal funds through urbanized area (UZA) formula available to UZAs having populations over 50,000 for transit capital and operating assistance. In UZAs it is also available for transit related planning. The City of Fargo and the City of Moorhead are each designated recipients for the Section 5307 formula funds. The funds

lapse five years after the time of apportionment if not obligated by the UZAs within the time frame.

Table 6. 8 - 5307 Funding Programmed in the MPA

	2025	2026	2027	2028
North Dakota	\$3,704,000	\$3,778,000	\$3,891,340	\$3,969,000
Minnesota	\$930,250	\$1,598,900	\$1,510,410	\$2,113,950
TOTAL	\$4,634,250	\$5,376,900	\$5,401,750	\$6,082,950

Source: Metro COG

Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities

Section 5310 provides formula funding to the states for the purpose of assisting transit providers in meeting the transportation needs of elderly persons and persons with disabilities when the transit services provided are not able to meet these needs. Program funds may be used for capital and operating expenses however, at least 55 percent of the program funds must be used on capital or "traditional" projects as described in Circular 9070.1G, Chapter III. States receive both an urban and rural apportionment of Section 5310 funds.

Table 6. 9 - 5310 Funding Programmed in the MPA

	2025	2026	2027	2028
North Dakota	\$84,897	\$86,594	\$86,594	\$0
Minnesota	\$0	\$0	\$0	\$0
TOTAL	\$84,897	\$86,594	\$86,594	\$0

Source: Metro COG

Section 5311 Formula Grants for Other than Urbanized Areas

Section 5311 formula funds are provided to the states for the purpose of supporting public transportation in rural areas with populations of less than 50,000. The formula for apportionment is based on land area, population, revenue vehicle miles, and low-income individuals in rural areas. The purpose of the program is to enhance the access of people in non-urbanized areas to health care, shopping, education, employment, public services, and recreation. These funds are also used for capital, operating and administrative assistance to local public bodies, tribal governments, nonprofit organizations, and operators of public transportation services or intercity bus service.

Table 6. 10 - 5311 Funding Programmed in the MPA

	2025	2026	2027	2028
North Dakota	\$0	\$0	\$0	\$0
Minnesota	\$0	\$0	\$0	\$0
TOTAL	\$0	\$0	\$0	\$0

Source: Metro COG

Section 5339 Bus and Bus Related Facilities

Section 5339 provides formula and competitive federal funds for transit capital projects in both urban and rural areas of the country. Section 5339 funds are apportioned to each State based on population. The FAST Act apportions Section 5339 to each state for both a “statewide” program and an urbanized area program. Eligible recipients include public or private nonprofit organizations engaged in public transportation.

Table 6. 11 - 5339 Funding Programmed in the MPA

	2025	2026	2027	2028
North Dakota	\$2,543,588	\$884,000	\$1,084,000	\$0
Minnesota	\$0	\$0	\$0	\$0
TOTAL	\$2,543,588	\$884,000	\$1,084,000	\$0

Source: Metro COG

North Dakota Federal Aid Process

Urban Roads Program (URP)

The North Dakota Urban Roads Program (URP) consists of all roadways not on the Interstate or Regional System which are classified as collectors and above. The URP is funded with Surface Transportation Program (STBG) apportioned to NDDOT, plus additional funds from the NHPP and CMAQ programs.

Metro COG leads project solicitation and prioritization for the URP. Project solicitation is based on a Metro COG application developed cooperatively through the metropolitan planning process that allows projects to be locally evaluated by the Transportation Technical Committee (TTC) and prioritized by the Metro COG Policy Board. Upon completion of the Metro COG solicitation process; applications are forwarded to NDDOT for additional review and vetting, as per normal procedures. NDDOT makes project selection in cooperation with Metro COG based on the estimated availability of Federal funds. When Metro COG becomes a TMA, this funding source will be integrated into the STBG process listed above.

Regional Roads Program

The Regional Highway System encompasses the state jurisdictional highways in urbanized areas. The System is further divided into two categories. These include the Primary Regional System and the Secondary Regional System. The following criteria were used in designating the Primary Regional System:

- State routes serving the greatest amount of through traffic, and in the most efficient manner.
- Truck routes.
- Where parallel routes exist which serve the same purpose, only one route will be included on the Primary Regional System.
- Where the interstate systems serve the same purpose as the state highway from a traffic carrying perspective, the parallel state highway routes will not be designated as a Primary Regional Route.

The Regional Roads Program is funded with 50% of STBG available to NDDOT, plus additional funds from the NHPP and CMAQ programs. The Regional Roads program is

solicited competitively statewide for any eligible Regional Roadway. Metro COG leads project solicitation and prioritization for the Regional Roads Program, in cooperation with the NDDOT - Fargo District Engineer. Project solicitation is based on an NDDOT application developed cooperatively through the metropolitan planning process that allows projects to be locally evaluated by the TTC and prioritized by the Metro COG Policy Board. Upon completion of the Metro COG solicitation process; applications are forwarded to NDDOT for additional review and vetting, as per normal procedures. NDDOT makes project selection in cooperation with Metro COG based on the estimated availability of Federal funds. When Metro COG becomes a TMA, this funding source will be integrated into the STBG process listed above.

ND Small Town Revitalization Endeavor for Enhancing Transportation (NDSTREET) Program

The NDSTREET Program provides an opportunity for cities with less than 5,000 population, that have a state highway within their corporate boundaries, to improve that roadway. Projects are intended to improve or add multimodal transportation facilities through that community. Metro COG leads the project solicitation and prioritization process with NDDOT's application. Metro COG submits local projects to NDDOT for selection.

Rural Roads Program

For the Rural Roads Program, Cass County is allocated approximately \$1,000,000 per year, and it selects specific roadway projects, some of which are within the Metropolitan Planning Area (MPA), and subject to the TIP process. Cass County typically "banks" the federal money for several years or "borrows" from future year Federal Funds in order to do one project with Federal Funds every two or three years. Metro COG does not have a formalized solicitation and prioritization process regarding the County Rural Roads Program. Metro COG does coordinate with Cass County regarding the programming of Rural Roads funds within the MPA; and involves Cass County in discussions on Urban and Regional Roads programming which may impact County Roads.

Transportation Alternatives (TA)

The TA program provides funding to jurisdictions for programs and qualified projects as defined by the FAST Act as transportation alternatives. Metro COG leads the project solicitation and prioritization process. The solicitation is based on the typical NDDOT application; however, Metro COG has a parallel evaluation tool that allows projects to be evaluated by the Metropolitan Bicycle and Pedestrian Committee, TTC, and prioritized by the Metro COG Policy Board. Upon completion of the Metro COG solicitation process; applications are forwarded to NDDOT. NDDOT, via the TA Project Selection Committee, makes project selection, in cooperation with Metro COG.

Section 5307 Urbanized Area Formula Program

Section 5307 funds are provided to the designated recipient as part of the regular TIP development cycle. The public transit operator will make project selection, in cooperation with NDDOT and Metro COG. No formal solicitation process or applications

for Section 5307 funded projects are required; however, Metro COG requests a listing of project activities to be funded with Section 5307 for each year of the TIP.

Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities

NDDOT receives two (2) separate statewide apportionments for Section 5310. These two (2) apportionments are separated out as follows:

- Urbanized Areas between 50,000 and 200,000 in population;
- Nonurbanized Areas less than 50,000 in population.

Metro COG leads project solicitation for Section 5310 funds. Metro COG will use NDDOT applications to conduct the local solicitation. Projects submitted through Metro COG will be locally evaluated by the MAT Coordinating Board, TTC, and prioritized by the Metro COG Policy Board.

Table 6. 12 - Project Solicitation and Programming Matrix for North Dakota

Funding Source	Project Solicitation (Lead Agency)	Application	Evaluation & Prioritization	Project Selection
North Dakota Urban Roads (STBG)	Metro COG	Metro COG + NDDOT Scoping Sheet	Metro COG	Metro COG
North Dakota Regional Roads (STBG)	Metro COG	Metro COG + NDDOT Scoring Sheet	Metro COG	NDDOT
Transportation Alternatives	Metro COG	NDDOT	Metro COG	Metro COG
Carbon Reduction Program	Metro COG	NDDOT	Metro COG	Metro COG
FTA Section 5307	Metro COG	No application required	No application required	MATBUS
FTA Section 5310	Metro COG	NDDOT	Metro COG	MATBUS
FTA Section 5339	Metro COG	X	Metro COG	MATBUS
Other (NHPP, HSIP, etc.)	NDDOT	NDDOT	*	**

* Some Federal funding solicitations (e.g. HSIP) would be prioritized by Metro COG Prior to submittal to NDDOT

** Cooperatively developed priorities and project selection procedures per 23 CFR 450; and NDDOT STIP guidance

Source: Metro COG

Section 5339 Bus and Bus Related Facilities

NDDOT receives two (2) separate statewide apportionments for Section 5339. These two (2) apportionments are separated out as follows:

- Urbanized Areas between 50,000 and 200,000 in population;
- Statewide (urbanized or rural).

North Dakota State Aid for Public Transit

NDDOT annually provides State Aid for Public Transit to public transit operators throughout the State of North Dakota, which are apportioned at the county level based on formula. The City of Fargo annually receives approximately \$500,000 in State Aid for Public Transportation. Additional recipients of State Aid for Public Transportation in Cass County include Valley Seniors Services and Handi Wheels Transportation. As non-federal and non-regionally significant projects, these State Aid funds for Valley Senior Services and Handi-Wheels do not appear in Metro COG's TIP.

Other Federal Funding

Metro COG will cooperatively work with NDDOT and the Fargo District Engineer to develop a candidate project list for which Federal aid would be sought under programs such as Highway Safety Improvement Program (HSIP), National Highway Performance Program (NHPP), etc. These are programs for which the NDDOT has project selection authority; however, through the required metropolitan planning process outlined by 23 CFR 450 Subpart C, the State and the MPO should be engaged in a process that is cooperatively developing project priorities and eventual project selection. The intent being to provide Metro COG an opportunity to comment on emerging project priorities of NDDOT. Other information and specific details regarding the NDDOT Federal aid process is available by reviewing the NDDOT Local Government Manual at www.dot.nd.gov. The programming process as described above is summarized in Table 7-1 below.

Minnesota Federal Aid Process

The Minnesota Department of Transportation (MnDOT) uses a decentralized transportation investment process guided by eight Area-wide Transportation Partnerships (ATPs) serving each District across the State of Minnesota. The ATP assists MnDOT in identifying and prioritizing federally-funded transportation investments in their respective Districts, within the Federal and state guidelines, through the development of the Area Transportation Improvement Program (ATIP). The ATIP, when finalized, is incorporated into the STIP. The MnDOT District 4 ATP is responsible for investment priorities in a twelve-county area of West Central Minnesota, covering the Minnesota portion of the Fargo-Moorhead Metropolitan Planning Area. The ATP consists of a diverse eighteen-member body representing the transportation interests throughout the district area. Metro COG's Executive Director is a permanent voting member of the ATP, as well as several of its subcommittees. The development of the Metro COG TIP is done in cooperation with MnDOT ATP 4 through the development of the ATIP.

Following the passage of the FAST Act, MnDOT updated the statewide distribution formula for how Federal aid is allocated to each of its Districts. As part of this process, MnDOT established new sub target funding levels for ATP Managed Funds. ATP Managed funds are STBG, HSIP, and TA funds which are left to the discretion of the ATP for project solicitation and selection. For MnDOT ATP 4 there are five (5) programs which make up the ATP Managed Funds:

- City Roads - (cities over 5,000)
- County Roads – (cities under 5,000 and rural areas)
- Transit Capital
- HSIP
- TA

Metro COG leads solicitation and prioritization for ATP Managed funds which support City projects and/or County projects which would fall within the Metropolitan Planning Area (MPA). Project solicitation will be based on a Metro COG application developed cooperatively through the metropolitan planning process that allows projects to be locally evaluated by the Transportation Technical Committee (TTC) and prioritized by the Metro COG Policy Board.

Upon completion of the Metro COG solicitation process; applications will be forwarded to the ATP for additional review and vetting, as per normal procedures. Project selection is to be done in cooperation with the ATP through the development of the ATIP.

Transportation Alternatives (TA)

Metro COG leads the project solicitation and prioritization process. The solicitation is based on the typical MnDOT application; however, Metro COG will develop a parallel evaluation tool that allows projects to be evaluated and prioritized by the Metropolitan Bicycle and Pedestrian Committee, TTC, and Metro COG Policy Board. Upon completion of the Metro COG solicitation process; applications will be forwarded to the ATP. Project selection is made in cooperation with the ATP through the development of the ATIP.

Safe Routes to School

SRTS was eliminated under MAP- 21 and consolidated into TA. MnDOT maintains an SRTS funding program through legislatively appropriated state funds and federal aid set asides including but not limited to the TA program. MnDOT will lead project solicitation of SRTS funds, in cooperation with Metro COG. Metro COG will use a project evaluation form that assists in determining eligibility and prioritization of the projects; and will require that SRTS applications be routed through Metro COG prior to submission to MnDOT.

Section 5307 Urbanized Area Formula Program

Projects to be funded under Section 5307 will be provided to Metro COG by the designated recipient as part of the regular TIP development cycle. The public transit operator will make project selection, in cooperation with MnDOT and Metro COG. No formal applications for Section 5307 funded projects are required, however Metro COG request a listing of project activities to be funded with Section 5307 for each year of the TIP. The City of Moorhead receives an annual apportionment of approximately \$885,000 in Section 5307 formula funds.

Section 5310 Enhanced Mobility for seniors and Individuals with Disabilities

Within the State of Minnesota, there are three (3) separate apportionments for Section 5310. These three (3) apportionments are separated out as follows:

- Urbanized Areas greater than 200,000 in population (Direct allocation);
- Urbanized Areas between 50,000 and 200,000 in population;
- Nonurbanized Areas less than 50,000 in population.

Section 5339 Bus and Bus Related Facilities

Within the State of Minnesota, there are three (3) separate apportionments for Section 5339. These three (3) apportionments are separated out as follows:

- Urbanized Areas greater than 200,000 in population (Direct allocation);
- Urbanized Areas between 50,000 and 200,000 in population;
- Statewide (urbanized or rural).

Transit Capital (ATP Managed STBG)

Metro COG works in cooperation with MATBUS and the ATP regarding the development of priority projects for funding with the ATP Managed STBG funds for transit capital. No formal applications are used for these funds, however project identification starts early on in the TIP development process based on existing 10-year capital planning needs developed cooperatively between Metro COG, MATBUS, and MnDOT. Project selection is done in cooperation between Metro COG and MnDOT through the ATP process.

Public Transit Participation Program (Minnesota State Aid for Public Transit)

MnDOT annually disburses funds for Greater Minnesota transit through the Public Transit Participation Program. Greater Minnesota public transit providers currently apply biannually for operating, capital, and planning activities. Eligibility is determined by state statute with the City of Moorhead annually receiving approximately \$2,000,000 for fixed route operations and \$500,000 for paratransit operations providing service to Moorhead and Dilworth. Other providers for the area include Transit Alternatives which serves Clay, Otter Tail, and Wilkin Counties. As non-federal and non-regionally significant projects, these State Aid funds for Transit Alternatives typically do not appear in Metro COG's TIP.

Other Federal Funding

Metro COG will cooperatively work with MnDOT District Staff and the ATP to develop a candidate project list for which Federal and State aid would be sought under programs such as HSIP, NHPP, STBG Statewide, etc. The required metropolitan planning process outlined by 23 CFR 450 Subpart C, the State and the MPO should be engaged in a process that is cooperatively developing project priorities and eventual project selection. The intent would be to provide Metro COG an opportunity to comment on emerging project priorities of MnDOT. The programming process as described previously is summarized in Table 7-2 on the previous page.

Table 6. 13 - Project Solicitation and Programming Matrix for Minnesota

Funding Source	Project Solicitation (Lead Agency)	Application	Evaluation & Prioritization	Project Selection
City/County Road (ATP Managed STBG)	Metro COG	Metro COG	Metro COG/ ATP	ATP
Surface Transportation Block Grant	Metro COG	Metro COG	Metro COG	Metro COG
Transportation Alternatives Program	Metro COG	MnDOT	Metro COG	Metro COG
Carbon Reduction Program (CRP)	Metro COG	MnDOT	Metro COG	Metro COG
Transit Capital (ATP Managed STBG)	Metro COG	N/A	N/A	ATP
MN Safe Routes to School	MnDOT	X	X	MnDOT
FTA Section 5307	Metro COG	No application required	No application required	MATBUS
FTA Section 5310	Metro COG	MnDOT	Metro COG	MATBUS
FTA Section 5339	Metro COG	X	Metro COG	MATBUS
Other (NHPP, HSIP, etc.)	MNDOT	MnDOT	*	**

* Some Federal funding solicitations (e.g. HSIP) would be prioritized by Metro COG Prior to submittal to MNDOT

** Cooperatively developed priorities and project selection procedures per 23 CFR 450; and MNDOT STIP guidance

Source: Metro COG

Coronavirus Pandemic Relief Funds

Some of the following federal funding sources may not be required to be delineated in the TIP however, Metro COG will include federal funding sources in the TIP as required by each specific federal law. For those funds not required to be in the TIP, Metro COG has included as much detail as possible in the TIP for informational purposes.

The Coronavirus Aid, Relief, and Economic Security (CARES) Act

The CARES Act is a \$2.2 trillion economic stimulus bill passed by the 116th U.S. Congress and signed into law by President Donald Trump on March 27, 2020, in response to the economic fallout of the COVID-19 pandemic in the United States. The CARES Act provides emergency assistance and health care response for individuals, families, and businesses affected by the COVID-19 pandemic.

The CARES Act allocated \$25 billion to FTA recipients of urbanized area (Section 5307) and rural area (Section 5311) formula funds, with \$22.7 billion to large and small urban areas and \$2.2 billion to rural areas. Funding is provided at 100-percent federal share, with no local match requirement and is available to support capital, operating, and other expenses generally eligible under said programs to prevent, prepare for, and respond to COVID-19.

Moorhead Transit (MATBUS) received an apportionment of \$2,503,844 and Fargo Transit (MATBUS) received an apportionment of \$7,936,636 in FY 2020 FTA 5307 Urbanized Area Formula funds as allocated through the CARES Act. MATBUS can use FTA 5307 CARES

Act funding for expenses traditionally eligible under Section 5307. Eligible expenses must occur on or after January 20, 2020.

Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA)

The CRRSAA is a \$900 billion economic stimulus bill passed by the 116th U.S. Congress and signed into law by President Donald Trump on December 27, 2020, in continued response to the economic fallout of the COVID-19 pandemic in the United States. The CRRSAA provided supplemental appropriations for COVID-19 relief.

The CRRSAA allocated \$14 billion to FTA recipients of urbanized area (Section 5307), rural area (Section 5311), and enhanced mobility funds (Section 5310), with \$13.26 billion to large and small urban areas, \$678.2 million for rural areas and tribes, and \$50 million for enhanced mobility of seniors and individuals with disabilities. Funding is provided at 100-percent federal share, with no local match requirement and is available to support expenses eligible under the relevant program. CRRSAA direction is to prioritize payroll and operational needs.

Although the State of Minnesota received an apportionment of FY 2021 FTA 5307 Urbanized Area Formula Funds, the State of North Dakota and therefore MATBUS, did not receive an apportionment of FY 2021 FTA 5307 Urbanized Area Formula funds through CRRSAA. Minnesota received an apportionment of \$120,611 and North Dakota received an apportionment of \$74,762 FY 2021 FTA 5310 Enhanced Mobility of Seniors and Individuals with Disabilities funds for UZAs 50,000 to 199,999 in population.

The CRRSAA also allocated \$10 billion to FHWA for Highway Infrastructure Programs (HIP). Funding is provided at 100-percent federal share, with no local match requirement and is available for expenses typically eligible under the STBG.

In North Dakota, a portion of CRRSAA funding was allocated based upon the existing urban roads distribution formula. Fargo received an apportionment of \$808,620 and West Fargo received an apportionment of \$386,710 FY 2021 CRRSAA funds. Minnesota also received CRRSAA funding for HIP however, at the time of the 2024-2027 TIP publication, there is no estimate as to what appropriation level local jurisdictions (e.g. Moorhead) may receive. CRRSAA funds apportioned are available for obligation until September 30, 2024 or through FY 2024.

American Rescue Plan Act of 2021 (ARP)

The ARP is a \$1.9 trillion economic stimulus bill passed by the 117th U.S. Congress and signed into law by President Joe Biden on March 11, 2021, in continued response to the economic fallout of the COVID-19 pandemic in the United States. The ARP includes supplemental appropriations allocated to support COVID-19 relief.

The ARP allocated \$30.5 billion to FTA recipients of urbanized (Section 5307)/rural area and tribal governments (Section 5311) formulas (\$26.6 billion), areas hit hardest by the COVID-19 pandemic (\$2.2 billion), Capital Investment Grants (CIG) Program (\$1.675 billion), enhanced mobility of seniors and individuals with disabilities (Section 5310) formula program (\$50 million), competitive planning grants (\$25 million), and competitive tribal grants (\$5 million). Funding is provided at 100-percent federal share, with no local match requirement and is available to support expenses generally eligible under said programs to continue recovering from the COVID-19 pandemic.

Moorhead Transit (MATBUS) received an apportionment of \$992,279 and Fargo Transit (MATBUS) received an apportionment of \$3,130,087 in FY 2021 FTA 5307 Urbanized Area Formula funds as allocated through the ARP. Minnesota received an apportionment of \$120,613 and North Dakota received an apportionment of \$74,763 FY 2021 FTA 5310 Enhanced Mobility of Seniors and Individuals with Disabilities funds for UZAs 50,000 to 199,999 in population.

The Inflation Reduction Act of 2022 (IRA)

The Inflation Reduction Act of 2022 will make a historic down payment on deficit reduction to fight inflation, invest in domestic energy production and manufacturing, and reduce carbon emissions by roughly 40 percent by 2030. The bill will also finally allow Medicare to negotiate for prescription drug prices and extend the expanded Affordable Care Act program for three years, through 2025. Additionally, the agreement calls for comprehensive Permitting reform legislation to be passed before the end of the fiscal year. Permitting reform is essential to unlocking domestic energy and transmission projects, which will lower costs for consumers and help us meet our long-term emissions goals.

Inflation Reduction Act:

1. Expands Medicare benefits: free vaccines (2023), \$35/month insulin (2023) and caps out-of-pocket drug costs to an estimated \$4,000 or less in 2024 and settling at \$2,000 in 2025
2. Lowers energy bills: cuts energy bills by \$500 to \$1,000 per year
3. Makes historic climate investment: reduces carbon emissions by roughly 40% by 2030
4. Lowers health care costs: saves the average enrollee \$800/year in the ACA marketplace, allows Medicare to negotiate 100 drugs over the next decade, and requires drug companies to rebate back price increases higher than inflation
5. Creates manufacturing jobs: more than \$60 billion invested will create millions of new domestic clean manufacturing jobs
6. Invests in disadvantaged communities: cleaning up pollution and taking steps to reducing environmental injustice with \$60 billion for environmental justice
7. Closes tax loopholes used by wealthy: a 15% corporate minimum tax, a 1% fee on stock buybacks and enhanced IRS enforcement
8. Protects families and small business making \$400,000 or less

Section 7 | Performance Measures

Section 7 – Performance Measures

Introduction

Moving Ahead for Progress in the 21st Century Act (MAP-21) was signed into law in 2012 and included several provisions that collectively transform the Federal surface transportation program to be focused on the achievement of performance-based outcomes. Implemented by rulemakings, the performance outcomes are administered by different agencies within the U.S. Department of Transportation (USDOT), which includes FHWA.

In 2015, Fixing America's Surface Transportation (FAST) Act was signed into law. The FAST Act expanded upon MAP-21 performance-based outcomes and provided long-term funding certainty for surface transportation infrastructure planning and investment. Performance measurements were built into the FAST Act to emphasize planning and programming philosophies that are based on continuously collected transportation data.

Additionally, the FAST Act included requirements for state DOTs and MPOs to establish targets for various performance measures. These targets set measurable benchmarks for FHWA, state DOTs, and MPOs to easily track their progress on safety, pavement condition, and system reliability goals. There are funding implications that are associated with the accomplishment or progress towards each target to incentivize that planning efforts be tied to performance targets and goals.

Regional Performance Management

Performance management is not a new concept to the Fargo-Moorhead region, nor to Metro COG, but the process of setting performance targets is. Specifically, the establishment of safety performance targets has been a challenge. The availability of crash and vehicle miles traveled (VMT) datasets are limited, but are required to set these performance targets. NDDOT and MnDOT each provide crash data to the area, but VMT must be manually calculated for our region, which is beyond Metro COG's current capabilities. Similarly, system reliability data is collected, but highly unreliable for the Fargo-Moorhead urbanized area. With unreliable data, Metro COG has found it challenging to set and implement the use of safety and system reliability performance targets in the project decision-making process.

Conversely, pavement condition is measured regularly and datasets for that information are reliable and readily available. Thus, pavement condition targets can be more easily implemented into project decision-making processes.

Additionally, Metro COG operates in a bi-state region, which requires the agency to coordinate with MnDOT for the Minnesota portion of the MPA and NDDOT for the North

Dakota portion of the MPA. Each state has its own set of views, targets, and expectations regarding performance targets. As such, the United States Code of Federal Regulations (CFR) requires Metro COG to establish targets by either:

- A. Agreeing to plan and program projects so that they contribute toward the accomplishment of each State's DOT target for that performance measure; or
- B. Committing to a quantifiable target for that performance measure for their metropolitan planning area; or
- C. A combination of A and B.

Due to the bi-state nature of the MPA, this requires signed agreements with each state when setting each performance measurement.

Latest Action

In February 2024, Metro COG set PM1 – Safety targets for the sixth time. For the sixth year in a row, Metro COG reviewed crash data and VMT and decided to support each respective state's DOT targets in the applicable portions of the MPA. The MnDOT column represents the state and MN-side of the MPA, while the NDDOT column represents the state and ND-side MPA adopted Targets.

Table 7. 1 – 2023 Adopted PM1 - Safety Performance Target

Target	MnDOT Targets	NDDOT Targets
Number of Fatalities	352.4	95.8
Rate of Fatalities (per 100M VMT)	0.582	1.053
Number of Serious Injuries	1,463.4	398.1
Rate of Serious Injuries (per 100M VMT)	2.470	4.250
Number of Non-motorized Fatalities & Non-motorized Serious Injuries	258.4	34.5

Source: Metro COG

In February 2023, Metro COG set PM2 – Road & Bridge Condition and PM3 – System Reliability measures for the second time. Both these targets are effective for a four-year term. Metro COG reviewed pavement condition data and decided to support each respective state DOT's targets in the applicable portions of the MPA for the next four years. The MnDOT column represents the state and MN-side MPA-adopted targets, while the NDDOT column represents the state and ND-side MPA-adopted targets. MnDOT and NDDOT adopt PM2 and PM3 every four years, covering a four-year performance period. At the two-year mark (2023) of the performance period, the DOTs have the opportunity to adjust the target. Both DOTs made minor adjustments to their targets in 2023, which are reflected in the table below.

Table 7. 2 - 2023 Adopted PM2 - Pavement Condition Performance Targets

Target	MnDOT Targets	NDDOT Targets
Percentage of NHS Bridges in Good Condition	30%	50%
Percentage of NHS Bridges in Poor Condition	5%	10
Percentage of Interstate Pavement in Good Condition	60%	75.6%
Percentage of Interstate Pavement in Poor Condition	2%	3%
Percentage of Non-Interstate NHS Pavement in Good Condition	55%	58.3%
Percentage of Non-Interstate NHS Pavement in Poor Condition	2%	3%

Source: Metro COG

Table 7. 3 - 2023 Adopted PM3 - System Reliability Performance Targets

Target	MnDOT Targets	NDDOT Targets
Percentage of Person Miles Traveled on the Interstate that are reliable	80%	85%
Percentage of Person Miles Traveled on the Non-Interstate NHS that are reliable	82%	85%
Truck Travel Time Reliability Index	1.4	2.0

Source: Metro COG

After a significant review of datasets, Metro COG decided to set PM3 targets for the entire MPA that aligned with MnDOT's PM3 statewide targets. The purpose was to create consistent system reliability across the MPA. The Metro COG column represents MPA-adopted targets, while the MnDOT and NDDOT columns represent each respective State's adopted targets.

In September 2018, Metro COG adopted two separate Transit Asset Management (TAM) performance management resolutions of support. One with the City of Moorhead and one with the City of Fargo. Each of these jurisdictions operates the transit system in the Fargo-Moorhead MPA under the common brand of MATBUS.

Metro COG updated its Metropolitan Transportation Plan (MTP) in 2019 and incorporated the Transportation Performance Measurement philosophy throughout the guiding document. The MTP designates the region's transportation priorities for the upcoming five-year period. The MTP carries forward performance-based planning and programming that supports Metro COG's performance targets through project selection and prioritization processes.

PM1 - Safety

The Safety Performance Measure (PM1) incorporates five key targets:

- Number of Fatalities
- Rate of Fatalities per 100 million VMT
- Number of Serious Injuries
- Rate of Serious Injuries per 100 million VMT
- Number of Non-motorized Fatalities and Serious Injuries

Each of these individual targets is based on a five-year rolling average. Thus, 2024 targets were based on the total for 2018, 2019, 2020, 2021, and 2022 then divided by five (5). Subsequently, 2023 targets are based on the total of 2017, 2018, 2019, 2020, and 2021 then divided by five (5). Hence with each year, the average can change based on new data.

The Fargo-Moorhead region is currently meeting and/or exceeding the safety performance targets in both the North Dakota and Minnesota sides of the Metropolitan Planning Area. For this reason, Metro COG has chosen, in 2022 and 2023, to support and adopt the PM1-Safety performance targets set by MnDOT and NDDOT for the respective portions of the MPA. The adopted 2023 PM1 – Safety performance targets can be found in Table 7-4. Metro COG participates in safety planning on the state and county levels, mainly through highway safety plans. Safety improvements are also taken into consideration as part of all plans and studies that Metro COG performs. Metro COG also encourages safety as a high consideration when prioritizing projects to be implemented at a local and regional level.

In regards to the 2025-2028 TIP, Highway Safety Improvement Program (HSIP) funds have been programmed towards median barrier improvements along Interstate 94 and Interstate 29 as well as the installation of roundabouts through the MPA. This is to reduce the severity of crashes, working towards Metro COG's PM1-Safety targets or reducing the number of fatalities, rate of fatalities, number of serious injuries, and rate of serious injuries. Not only federal projects but locally funded projects are also making safety improvements to the transportation system.

Table 7. 4 - 2023 FM Region PM1 - Safety Numbers (2017-2021 rolling average)

Target	Minnesota Portion of MPA*	MnDOT Targets	North Dakota Portion of MPA*	NDDOT Targets
Number of Fatalities	2.0	352.4	5.8	99.2
Rate of Fatalities (per 100M VMT)	0.304	0.582	0.267	1.080
Number of Serious Injuries	8.2	1,463.4	34.8	397.1
Rate of Serious Injuries	0.746	2.470	1.661	4.201
Number of Non-motorized Fatalities	0.6	258.4	4.80	33.5

*Numbers are calculated using a 5-year rolling average with crash dates from 2017-2021

Source: Metro COG

PM2 - Pavement Condition

The Pavement Condition Performance Measure (PM2) incorporates six key targets:

- Percentage of NHS Bridges in Good Condition
- Percentage of NHS Bridges in Poor Condition
- Percentage of Interstate Pavement in Good Condition
- Percentage of Interstate Pavement in Poor Condition
- Percentage of Non-Interstate NHS Pavement in Good Condition
- Percentage of Non-Interstate NHS Pavement in Poor Condition

Each of these individual targets is established every four years, but State DOTs are required to report on each target annually. These six performance measures can be broken into two categories: bridge condition and pavement condition.

For the bridge condition targets, each bridge on the NHS system is assessed annually and the score is entered into the National Bridge Inventory (NBI). The score is based on the inspection ratings of the bridge's deck, superstructure, and substructure. Each bridge is given an overall rating based on the lowest score of the three elements. The scores are based on the following ranges:

Good 7-9

Fair 5-6

Poor 0-4

The Fargo-Moorhead region is meeting and exceeding some of the bridge condition performance targets in both the Minnesota side and North Dakota side of the Metropolitan Planning Area (MPA). Despite not meeting the Bridges in Good Condition target for Minnesota, Metro COG chose, on February 2023, to support Minnesota and North Dakota targets by adopting the PM2-Pavement Condition performance targets set by MnDOT and NDDOT for the respective portions of the MPA. Because Metro COG does not fund the maintenance of the bridges on the NHS, Metro COG will support the planning and maintenance efforts of the respective State DOTs in order for the State targets to be met. One contributing factor for bridge condition performance targets for the FM Area within Minnesota is lower than the State's targets may be due to the quantity, or lack thereof, of bridges on the NHS. In this case, the percentage of bridges in good and poor condition may only include a few.

Some of the programming is identified in the 2025-2028 TIP through projects for bridge maintenance, bridge deck repair, painting, and other bridge rehabilitation. With these projects completed over the next four years, the bridge condition percentages within the ND-side of the MPA are expected to increase and meet the NDDOT's targets however, Metro COG should collaborate on programming necessary bridge rehabilitation projects within the MN-side of the MPA over the next four FFY to meet MnDOT targets.

In the table on the next page, the PM2-Bridge Condition targets for each state and the subsequent portions of each state within the MPA are identified.

For the pavement condition targets, each pavement segment is assessed annually by its jurisdiction. Pavement Condition Targets are only set every four years, with the option to update them every two. The jurisdictions assess each roadway segment based on a variety of factors to calculate the overall pavement condition. Then those assessments are combined and an output of a standard Pavement Condition Index (PCI) is produced. The following are PCI ratings and their associated range of scores:

Excellent: 86-100

Good: 71-85

Fair: 56-70

Poor: 0-55

Table 7. 5 – 2023 FM Region PM2 - Pavement Condition Numbers

Bridge Condition Targets	Minnesota Portion of MPA*	MnDOT Targets	North Dakota Portion of MPA*	NDDOT Targets
Percentage of NHS Bridges in Good Condition	11.87%	30%	54.05%	50%
Percentage of NHS Bridges in Poor Condition	5.95%	5%	2.03%	10%

Source: Metro COG

The Fargo-Moorhead region is meeting and exceeding most of the pavement condition performance targets in both the Minnesota side and North Dakota side of the Metropolitan Planning Area (MPA). Based on this information, in February 2023, Metro COG chose to support Minnesota and North Dakota targets by adopting the PM2-Pavement Condition performance targets set by MnDOT and NDDOT for the respective portions of the MPA.

Even with the high percentage of Good or Excellent condition rating for the pavement within the MPA, there are still several pavement repair, replacement, and maintenance projects programmed in the 2025-2028 TIP. The projects are programmed in every FFY of the TIP to keep some of the Good condition roadways from falling into the Fair condition category. Through this proactive planning approach, the States and Metro COG are able to maintain a higher percentage of Good or Excellent pavement conditions on the NHS roadways in the MPA keeping the NHS in a state of good repair. Because Metro COG does not fund the maintenance of the interstates on the NHS, Metro COG will support the planning and maintenance efforts of the respective State DOTs in order for the State targets to be met.

Table 7. 6 - 2023 FM Region PM2 - Pavement Condition Numbers

Pavement Condition Targets	Minnesota Portion of MPA*	MnDOT Targets	North Dakota Portion of MPA*	NDDOT Targets
Percentage of Interstate Pavement in Good	67.42%	60%	77.35%	75.6%
Percentage of Interstate Pavement in Poor	0%	2%	0%	3%
Percentage of Non-Interstate NHS Pavement in Good	52.94%	55%	15.55%	58.3%
Percentage of Non-Interstate NHS Pavement in Poor	0%	2%	0.87%	3%

Source: Metro COG

PM3 - System Reliability

The System Reliability Performance Measure (PM3) incorporates three key targets:

- Percentage of Person Miles Traveled on the Interstate that is reliable
- Percentage of Person Miles Traveled on the Non-Interstate NHS that is reliable
- Truck Travel Time Reliability Index

Each of these individual targets is established every four years, but State DOTs are required to report on each target annually. These three performance targets can be broken into two categories: travel time reliability and freight movement reliability. Reliability is defined by the consistency or dependability of travel times from day to day or across different times of the day.

For the travel time reliability targets, FHWA requires the use of the National Performance Management Research Data Set (NPMRDS) to calculate the travel reliability for each roadway segment. NPMRDS uses passive travel data (probe data) to anonymously track how people travel and at what speed the vehicle travels. The NPMRDS provides a monthly archive of probe data that includes average travel times that are reported every 5 minutes when data is available on the NHS.

Using the NPMRDS probe data, the Level of Travel Time Reliability (LOTR) can be calculated for four (4) analysis periods using the following ratio:

$$\frac{\text{Longer travel times (80th percentile of travel times)}}{\text{to}} \frac{\text{Normal travel times (50th percentile of travel times)}}$$

The analysis periods are:

- Morning Weekday (6am-10am)
- Midday Weekday (10am -4pm)
- Afternoon Weekday (4pm-8pm)
- Weekends (6am-8pm)

Reliable segments of roadways are considered to have a ratio of 1.50 or less, whereas segments of roadways with a ratio above 1.50 are considered unreliable.

Below is the Travel Time Reliability by roadway segment for the entire NHS system in the Metropolitan Planning Area. For each segment, the worst Level of Travel Time Reliability (LOTTR) of the four (4) analysis periods is shown. It is important to note that when the reliability index is higher number, the less reliable the roadway segment is. For the freight reliability targets, FHWA also requires the use of NPMRDS data to calculate the truck travel time reliability index for each roadway segment. NPMRDS uses passive travel data (probe data) to anonymously track how people travel and at what speed the vehicle travels. The NPMRDS provides truck travel times on the Interstate system in 15-minute increments.

Good 7-9

Fair 5-6

Poor 0-4

Figure 7. 1 is the Truck Travel Time Reliability (TTTR) map discerning which roadway segments have a reliability index of 1.5 or less across the entire Interstate system in the MPA. It is important to note that the lower the Reliability Index, the more reliable a roadway segment is.



Figure 7. 1 – 2018 FM Region PM3 – Travel Time Reliability Index

****Updated shapefiles for Travel Time Reliability are currently not available and will be updated as soon as Metro COG receives the data - 2018 PM3 Travel Time Reliability Map is shown as an informational reference only.***

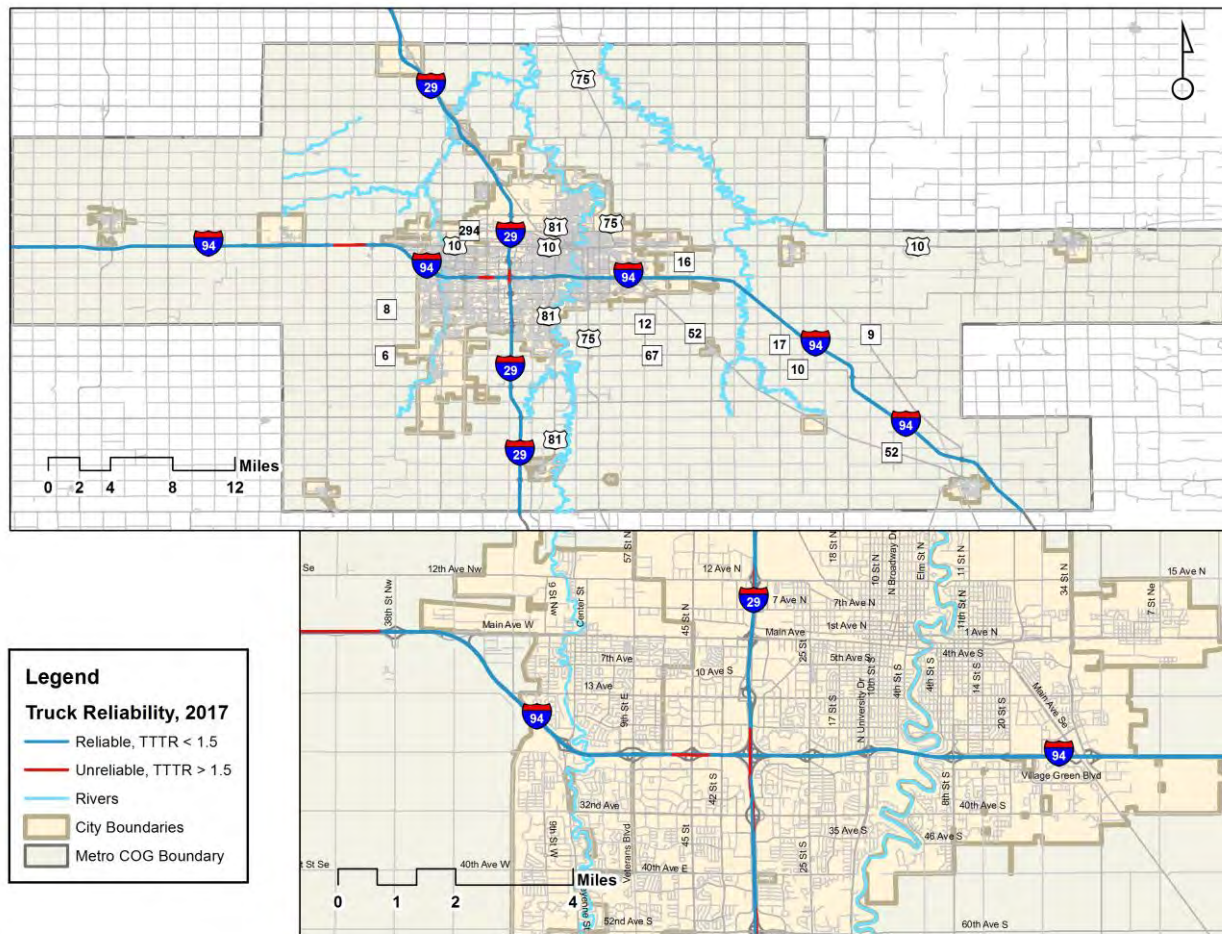


Figure 7.2 – 2018 FM Region PM3 – Truck Travel Time Reliability Index

***Updated shapefiles for Travel Time Reliability are currently not available and will be updated as soon as Metro COG receives the data - 2018 PM3 Travel Time Reliability Map is shown as an informational reference only.**

Because the PM3 maps cannot be updated at this time with current data from NPMRDS, Metro COG was unable to identify if the MPA is meeting and/or exceeding the targets set by each state at a granular level. However, similar to the 2018 PM3 adoption, Metro COG decided to adopt, for the second time, consistent targets across the MPA on the basis that the roadway system should be consistently reliable across the entire MPA – this can be seen in **Table 7.7**, where PM3 met or exceeded all targets except for Percentage of Person Miles Traveled on the Non-Interstate NHS on the ND-side of the MPA. Metro COG followed the Minnesota adopted targets because as an urban area, the reliability of the system could be lower for Non-Interstate NHS travel and Interstate travel could be slightly more reliable. In order to improve and maintain system reliability across the MPA, there are numerous new constructions, reconstruction, and

rehabilitation projects in the 2025-2028 TIP that will help to ensure that Metro COG meets its PM3 targets.

Table 7. 7 - 2023 Adopted PM3 - System Reliability Performance Targets

Target	Minnesota Portion of MPA*	MnDOT Targets	North Dakota Portion of MPA*	NDDOT Targets
Percentage of Person Miles Traveled on the Interstate that	100%	80%	100%	85%
Percentage of Person Miles Traveled on the Non-Interstate NHS that are reliable	85%	82%	67%	85%
Truck Travel Time Reliability Index	1.14	1.4	1.23	2.0

Source: Metro COG

Transit Asset Management (TAM)

In September 2018, Metro COG adopted two separate Transit Asset Management (TAM) performance management resolutions of support. One with the City of Moorhead and one with the City of Fargo. Each of these jurisdictions operates the transit system in the Fargo-Moorhead MPA under the common brand of MATBUS. Although MATBUS updates TAM targets on an annual basis, Metro COG continues to maintain the targets adopted in 2018 by consulting and coordinating with MATBUS that both agencies' targets are in alignment. Metro COG is required to adopt new targets at least once every four years, in conjunction with when MATBUS is required to update the Transit Asset Management Plan (TAM). The next TAM update will occur no later than 2022.

MATBUS (Fargo and Moorhead Transit agencies) programs a significant number of projects in the 2025-2028 TIP. Fargo and Moorhead Transit projects consist typically of operating funds for fixed-route and paratransit services however, there are numerous vehicle replacement and other capital purchase projects.

Through the most recent 2016-2020 Transit Development Plan (TDP), if all projects come to fruition, MATBUS will remain up to date on bus replacement. In order to maintain bus replacements, Metro COG has agreed to solicit a bus replacement project using STBG flexible funds every other year. The flexing of FHWA STBG funding for transit capital purchases started in 2017. This expenditure involves one million dollars of Federal highway funds with MATBUS providing the \$250,000 local match for capital bus purchases. MATBUS may be caught up on their fixed-route bus replacement by 2021, however, a proactive planning approach will ensure the transit system operates in a

state of good repair. Metro COG has conveyed the need for this prioritization to NDDOT when soliciting STBG-funded projects. MnDOT has also recently started flexing FHWA STBG for transit vehicle purchases for MATBUS, which helps make more FTA Section 5307 funding available for other capital bus purchase needs, should they arise.

In 2017, Metro COG requested and NDDOT agreed, to the prioritization of STBG funds for capital bus purchases, which has significantly helped meet the needs of MATBUS. Even more recently, MnDOT seems to have opened up more flexible STBG spending on capital bus purchases, which is reflected in the number of STBG bus replacement projects in the TIP. To solidify this regional goal of continuing to operate and maintain MATBUS in a state of good repair, the currently adopted MTP, Metro Grow, explicitly lays out a policy directive to spend a certain percentage of flexible FHWA dollars on transit-related capital purchases moving forward.

Public Transportation Agency Safety Plan (PTASP)

In addition to TAM plans, FTA requires some public transportation system operators that receive FTA Section 5307 Urbanized Area Formula funds to develop safety plans that include a Safety Management System (SMS) framework. MATBUS, the FM Area's public transportation system operator that receives Section 5307 Urbanized Area Formula funds, has adopted an SMS framework as an explicit element of the agency's responsibility by establishing safety policy; identifying hazards and controlling risks; goal setting, planning, and measuring performance. To ensure transit safety and in order to comply with FTA requirements, MATBUS has developed and adopted a PTASP to comply with FTA regulations and establish safety performance targets as identified in the National Public Transportation Safety Plan (URL below):

www.transit.dot.gov/regulations-and-guidance/safety/national-public-transportation-safety-plan

The SMS components of MATBUS' PTASP must include the following:

1. Safety Management Policy
 - » Safety Management Policy Statement
 - » Safety Accountabilities and Responsibilities
 - » Integration with Public Safety and Emergency Management
 - » SMS Documentation and Records
2. Safety Risk Management
 - » Safety Hazard Identification
 - » Safety Risk Assessment

- » Safety Risk Mitigation
- 3. Safety Assurance
 - » Safety Performance Monitoring and Measurement
 - » Management of Change
 - » Continuous Improvement
- 4. Safety Promotion
 - » Safety Communication
 - » Competencies and Training

The PTASP establishes safety performance targets to address safety performance measures that will assist MATBUS in identifying and addressing safety concerns or hazardous conditions. The PTASP also guides MATBUS on the necessary processes required to mitigate said risks with minimal impact on the agency's passengers, employees, and equipment.

Transit safety performance measures include:

- Injuries
 - » Number of Injuries (Fixed Route)
 - » Number of Injuries (On Demand)
 - » Number of Injuries per 100,000 vehicle revenue miles (Fixed Route)
 - » Number of Injuries per 100,000 vehicle revenue miles (On Demand)
 - » Employee work days lost to injuries per specific time period
- Fatalities
 - » Number of Fatalities (Fixed Route)
 - » Number of Fatalities (On Demand)
 - » Number of Fatalities per 100,000 vehicle revenue miles (Fixed Route)
 - » Number of Fatalities per 100,000 vehicle revenue miles (On Demand)
 - » Work-related fatalities per specific time period

- Safety Events
 - » Total Number of Safety Events (Fixed Route)
 - » Total Number of Safety Events (On Demand)
 - » Number of Safety Events per 100,000 vehicle revenue miles (Fixed Route)
 - » Number of Safety Events per 100,000 vehicle revenue miles (On Demand)
- System Reliability
 - » Mean distance between major mechanical failure (Fixed Route)
 - » Mean distance between major mechanical failure (On Demand)
 - » Percent of preventative maintenance inspections completed within 10% of scheduled mileage
- Safety Culture
 - » Number of training hours for staff per specified time period
 - » Results of employee survey
 - » Percentage of staff participating in hazard reporting

The following tables list the safety targets set for MATBUS. The Cities of Fargo, ND, and Moorhead, MN will officially transmit targets in writing to NDDOT and MnDOT by July 15 of each year.

Table 7. 8 - 2022 PTASP Injury Targets

Mode of Service	Injuries (Total)		Injuries (Per 100,000 VRM)	
	Fargo	Moorhead	Fargo	Moorhead
Fixed Route Bus	1	.4	.11	.08
On Demand/ADA Paratransit	0		0	
Valley Senior Services	0		0	

Source: MATBUS

Table 7. 9 - 2022 PTASP Fatality Targets

Mode of Service	Fatalities (Total)	Fatalities (per 100,000 VRM)	Work-Related employee fatalities
Fixed Route Bus	0	0	0
On Demand/ADA Paratransit	0	0	0

Source: MATBUS

Table 7. 10 - 2022 PTASP Safety Event Targets

Mode of Service	Safety Event (Total)		Safety Event (Per 100,000 VRM)	
	Fargo	Moorhead	Fargo	Moorhead
Fixed Route Bus	1.8	1.2	.19	.25
On Demand/ADA Paratransit	.2		.06	
Valley Senior Services	0		0	

Source: MATBUS

Table 7. 11 - 2022 PTASP System Reliability Targets

Mean distance between major mechanical failures (Fixed Route)	Mean distance between major mechanical failures (On Demand)	Percentage of PM completed within 10% of scheduled mileage
9,000	12,000	90

Source: MATBUS

There are several programmed projects in the 2025-2028 TIP that will help MATBUS achieve PTASP performance targets. Numerous vehicle replacement projects are anticipated to positively impact system reliability for both fixed routes and on-demand services. Metro COG will continue to support MATBUS in achieving PTASP performance targets in other ways as well, not just through TIP-programmed projects.

MATBUS and other transit operators who receive FTA Section 5310 or Section 5311 funds will be required to certify that they have a safety plan in place meeting the requirements of the rule (49 CFR Part 673) and will be required to update the PTASP on an annual basis. Metro COG is not required to adopt PTASP targets on an annual basis

however, must adopt PTASP targets when a new PTASP is adopted by MATBUS (at least once every four years).

MPO Investment Priorities

Due to the FM Area's high growth rate over the last three decades, most of Metro COG's priorities in the MPA have been expanding the transportation network into new growth areas. The focus of Metro COG's corridor studies has been on increasing safety, multimodal accessibility, quality of infrastructure, and system reliability of the network. This has become increasingly important as demands on the transportation system have increased with population growth and added strain to the system. However, even with the historic and projected growth of the region, the direction of Metro COG's MTP has shifted from prioritizing the expansion of roadways to prioritizing the preservation and maintenance of existing roadways and infrastructure as the top priority for the transportation system in the MPA. This is a big change in the way Metro COG and local jurisdictions think about where federal dollars should be spent; focusing on the infrastructure that is already in place rather than the continual expansion of the network.

Metro COG's MTP also analyzes where funds are being allocated to the transportation system. The plan focuses on a holistic vision of funding that includes local, state, and federal funding. Metro COG and its local partners acknowledge that in order to achieve the region's goals, project prioritizations must be based on value and

available funding. By integrating performance measure data with funding source matrices, Metro COG is better able to prioritize projects and investment areas throughout the region.

Conclusion

Metro COG has adopted the federally required performance measure targets and continues to update them as needed. The Fargo-Moorhead MPA is currently programming and planning toward the achievement of each of the above targets.

As Metro COG moves forward, performance measure targets, data collection efforts, and strategies will be continuously integrated into future plans and studies. Maintaining a reliable and safe transportation system is of the highest priority to the agency, which continues to focus on creating a multimodal transportation system that meets regional goals.

Metro COG's investment strategies focus on safety, reliability, roadway conditions, and transit. Metro COG continues to work conscientiously and deliberately aligning project prioritization with performance targets while focusing on creating livability through the transportation network, managing risk in investments, and tracking changes in local funding sources and projects carried out with local funding.

Section 8 | Environmental Considerations

Section 8 – Environmental Considerations

Environmental Justice/Title VI

Building on the foundational efforts of [Executive Order 12898](#) on Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, [Executive Order 14008](#) established several brand-new environmental justice [initiatives](#), including:

- The [White House Environmental Justice Interagency Council \(IAC\)](#), an inter-governmental body comprised of the heads of key Federal agencies that seeks to advance environmental justice across the Biden-Harris Administration and is developing strategies to address current and historic environmental injustice.
- The first-ever [White House Environmental Justice Advisory Council \(WHEJAC\)](#), an advisory committee comprised of environmental justice leaders and experts, which advises the IAC and the Chair of the Council on Environmental Quality (CEQ) on ways to increase the Federal Government's efforts on environmental justice.
- The government-wide [Justice40 Initiative](#), which aims to provide 40 percent of the overall benefits of Federal investments relating to climate change, clean energy, and other areas to disadvantaged communities who are marginalized, underserved, and overburdened by pollution.
- The development of a [Climate and Economic Justice Screening Tool](#), which seeks to help agencies identify disadvantaged communities for the purposes of the Justice40 Initiative and thereby inform equitable decision-making across the Federal Government.
- The establishment of an [Environmental Justice Scorecard](#), which will track Federal agency performance on environmental justice, including on the Justice40 Initiative.

Securing environmental justice for all is not a goal that can be achieved in one year, nor through a single initiative. For the Biden-Harris Administration, environmental justice is a whole-of-government commitment that requires early, meaningful, and sustained partnership with communities and dedicated leadership in Federal agencies

The maps on the following pages shows projects that are part of the 2025-2028 TIP that have project footprints in areas with significant low-income or minority populations. An EJ project is defined as having the potential to have an impact on the EJ area if any portion of a project intersects with the defined boundaries of either a low-income population or a minority population area or if any portion of a project ran directly adjacent to said area. The EJ areas within the metropolitan planning area were defined

by the 2020 Decennial Census. With the use of the Census and the most current American Community Survey (2017-2021 5-yr estimates), Metro COG was able to visualize the 2025-2028 TIP Projects that ran within ¼-mile of an EJ area. FIGURE 8.1 shows TIP Projects that are located within ¼-mile of EJ areas. The subsequent table (TABLE 8.1) lists the mapped projects. Environmental Justice is defined as the fair treatment and meaningful involvement of all people regardless of race, color, sex, national origin, or income with respect to the development, implementation and enforcement of laws, regulations and policies. The US DOT requires that Metro COG make Environmental Justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of MPO programs, policies, and activities on minority and low-income populations. Three core EJ principles defined by the USDOT spell out EJ goals for transportation planning and projects at all levels, including MPOs. Metro COG and project sponsors work together to assure that the annual TIP process and projects included within the TIP address these core principles.

The USDOT in 1997 issued its Order to Address Environmental Justice in Minority Populations and Low-Income Populations. The USDOT Order addresses the requirements of Executive Order 12898 and sets forth USDOT's policy to promote the principles of EJ in all programs, policies, and activities under its jurisdiction. FHWA and FTA have been working with state and local transportation partners to make sure that the principles of EJ are integrated into every aspect of their mission.

The Climate and Economic Justice Screening Tool discussed above was utilized in recent solicitations to assess the level at which projects impacted disadvantaged communities. Through our assessment of the tool, it became apparent that this tool does not adequately represent the FM area. Therefore, the results of this tool were not heavily relied upon during the solicitation process. Another tool utilized during a recent solicitation was the [CMAQ Emissions Calculator Toolkit](#). This toolkit allowed the TTC and Policy Board to assess the potential carbon emissions reduced by a potential project.

Air Quality

Transportation conformity is a way to ensure that Federal funding and approval goes to those transportation activities that are consistent with air quality goals. Conformity applies to transportation plans, TIPs and projects funded or designated by the FHWA or the FTA in areas that do not meet or previously have not met air quality standards for ozone, carbon monoxide, particulate matter or nitrogen oxide. These areas are known as nonattainment areas or maintenance areas, respectively. Regulations governing transportation conformity are found in 40 CFR 51 and 93. Both Minnesota and North Dakota are in attainment for all air quality standards and no additional consideration is required in the development of the TIP.

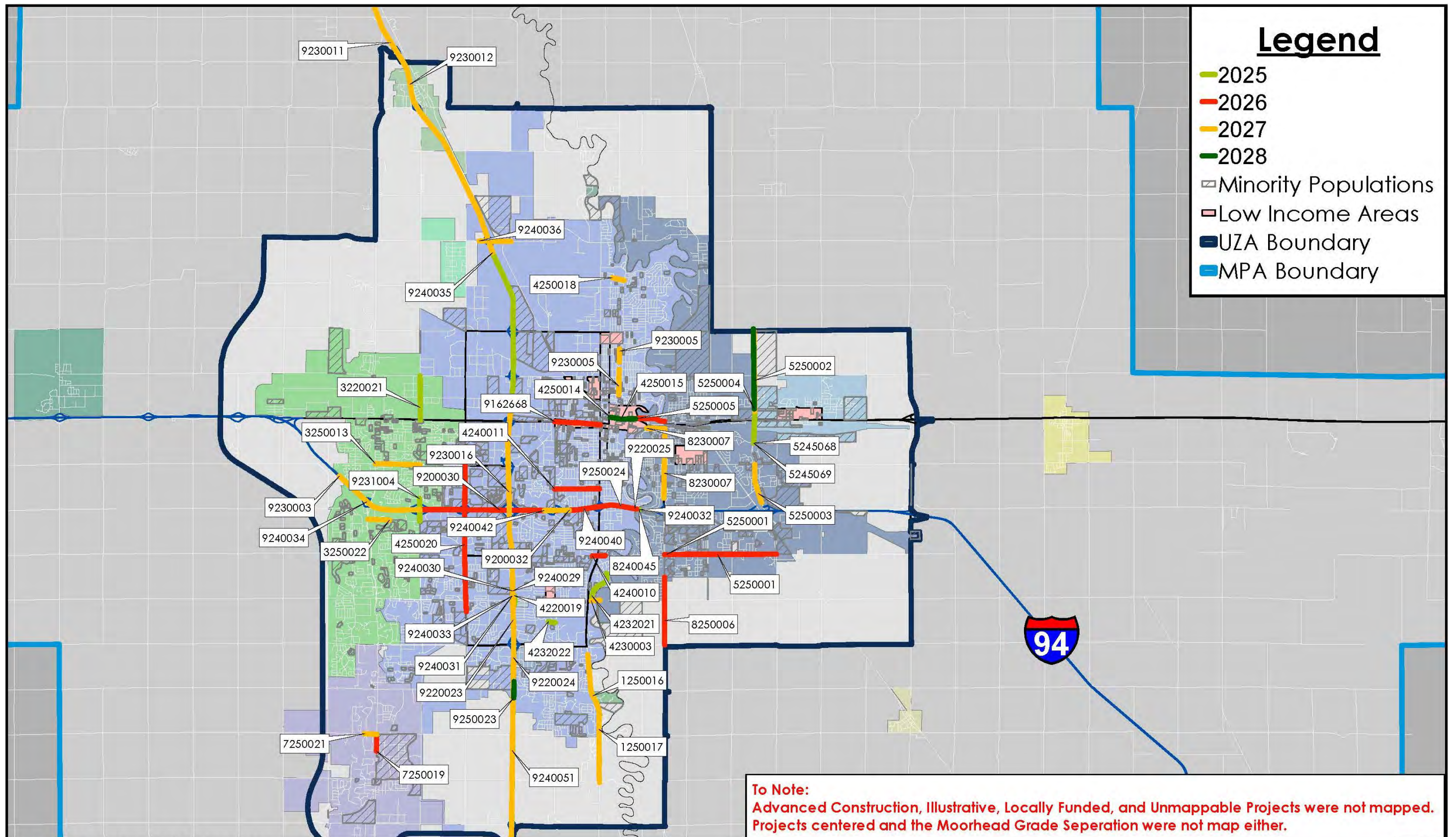
National Ambient Air Quality Standards (NAAQS) are set by the EPA for six pollutants. Air quality is measured across the country to determine whether or not the NAAQS have

been exceeded. The Metro COG region is currently in attainment for all EPA standards. Areas with concentrations of criteria pollutants that are below the levels established by the NAAQS are considered to be in attainment for air quality. A nonattainment area is an area considered to have air quality worse than the NAAQS as defined in the Clean Air Act as amended.

A State Implementation Plan (SIP) must be submitted to EPA for nonattainment areas. Through this plan a state will design its approach to reducing the pollutant levels in the air and if appropriate, any emissions of precursor pollutants.

The Clean Air Act (CAA) requires areas experiencing air quality problems, transportation planning must be consistent with air quality goals. This is determined through the transportation conformity process. In some areas, this process has forced State and local transportation officials to make tough decisions in order to meet both air quality and mobility goals. Where CAA goals were not being met, some State and local transportation officials have been challenged to find ways to reduce vehicle emissions by developing transportation plans, TIPs and projects that will alter travel patterns, reduce the number of single occupancy vehicles and make alternate modes of transportation (such as bicycle and transit) an increasingly important part of the transportation network.

Although the FM Areas is in attainment for air quality, Metro Grow outlines a proactive planning approach for the FM Area, making alternative modes of transportation such as bicycles and transit, a priority for future transportation network investments to maintain air quality.



2025-2028 Transportation Improvement Plan:
Environmental Justice Project Map

Lead Agency	Metro COG ID	State #	Project Year	Project Location	Length	Project Limits From	Project Limits To	Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Federal Revenue	State Revenue	Local Revenue	Other Revenue Source	Other Revenue
NDDOT	9220025	23520	2025	I-94 W		ND/MN Border Bridge @ Red River		Deck Overlay, Approach Slabs, Structure Repair	Rehabilitation	\$ 2,807,767	IM	\$ 2,526,990	\$ 280,777			
NDDOT	9231004	23800	2025	West Fargo	Intersection	9th Street	Veterans Boulevard	WEST FARGO 9TH ST/VETERANS(4AV-40AV) SIGNAL REVISION	Safety	\$ 500,000	HEU	\$ 450,000		\$ 50,000		
NDDOT	9240031		2025	29 N		2 Miles South of I-94 Int		Spall Repair, Struct/Incid	Rehabilitation	\$ 130,000	IM	\$ 117,000	\$ 13,000			
NDDOT	9240032	23520	2025	I-94 E		ND/MN Border Bridge @ Red River		Deck Overlay, Approach Slabs, Structure Repair	Rehabilitation	\$ 2,807,767	IM	\$ 2,526,990	\$ 280,777			
NDDOT	9240033		2025	29 S		2 Miles South of I-94 Int		Spall Repair, Struct/Incid	Rehabilitation	\$ 136,000	IM	\$ 122,000	\$ 14,000			
NDDOT	9240051	24036	2025		21.5	ND 46	Exit 69	SIGNING,PAVEMENT MARK,DYNAMIC MSG SGN CONC SURF GRIND,ITS	Safety	\$ 4,783,515	HEN	\$ 4,305,163	\$ 478,352			
City of Fargo	4220019		2025	36th St S		2.0 S of I-94 @ Rose Coulee		Deck Overlay, Rail Retrofit, Reset Approach Guardrail. Previous Metro COG ID Number 9231001.	Rehabilitation	\$ 261,000	STBG	\$ 156,000		\$ 105,000		
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.	Bike/Ped	\$ 299,130	TA	\$ 144,134		\$ 154,996		
City of Fargo	4232022	23946	2025	Drain 27 Crossing	0.2			Construction for new shared use path and crossing connecting two existing trail networks at Drain 27.	Bike/Ped	\$ 875,045	TA	\$ 700,036		\$ 175,009		
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	\$ 23,800,000	STBG	\$ 9,600,000	\$ 8,800,000	\$ 1,900,000	Fargo Local Funding	\$ 3,500,000
MNDOT	8230010	1401-177AC1	2025	US 10 & 11th St		8th St	14th St	**AC**INNO**LONSY**: 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	New Construction	\$ 830,000	STBG	\$ 830,000				
MNDOT	8240045	1480-187	2025	I-94				**BFP**: ON I94, RED RIVER BRIDGE IMPROVEMENTS #9066 (EB) AND 9067 (WB), MILL AND OVERLAY	Rehabilitation	\$ 5,593,600	BFP	\$ 5,034,240	\$ 559,360			
City of Moorhead	5245068		2025	34th Street		4th Avenue S	3rd Avenue N	Reconstruction of 34th Street.	Reconstruction	\$ 5,267,000	STBG	\$ 3,647,000	\$ 1,470,000		2025 CRP Project	\$ 150,000
City of Moorhead	5245069		2025	34th Street		4th Avenue S	3rd Avenue N	Reconstruction of 34th street shared use path on westside of roadway. Construction of new sidewalk on eastside of roadway.	Reconstruction	\$ 150,000	CRP	\$ 120,000	\$ 30,000			
NDDOT	9162668	23199	2026	Main Ave	1	University	25th St	Reconstruction of Main Ave Watermain, Sanitary Sewer	Reconstruction	\$ 33,683,000	NHSU	\$ 20,548,000	\$ 2,316,000	\$ 10,819,000		
NDDOT	9200030		2026	I-94E	4.9	1.0 W of 45th St	Red River	Concrete Pavement Repair	Rehabilitation	\$ 1,850,000	IM	\$ 1,665,000	\$ 185,000			
NDDOT	9200032		2026	I-94W	4.9	1.0 W of 45th St	Red River	Concrete Pavement Repair	Rehabilitation	\$ 1,850,000	IM	\$ 1,665,000	\$ 185,000			
NDDOT	9230016	23907	2026	I-29N		I-29 & I-94 Interchange		Structure Paint	Rehabilitation	\$ 674,000	IM	\$ 607,000	\$ 67,000			
NDDOT	9240040		2026	94 E		I-94-US81 Interchange-Fargo		Deck Overlay, Spall Repair, Expan Joint Mod, Struct/Incid	Rehabilitation	\$ 2,429,000	IM	\$ 2,186,000	\$ 243,000			
NDDOT	9250024		2026	I-94 E		1 mile East of US-81		Spall Repair, Approach Slabs, Structural Incidental	Rehabilitation	\$ 1,083,000	IM	\$ 975,000	\$ 108,000			
Cass County	1250016		2026	South University Drive				Reconstruction of shared use path along University Drive South Connected to MID 1250017.	Reconstruction	\$ 2,023,400	TA	\$ 850,000		\$ 468,400	2027 TA Project	\$ 705,000
City of Fargo	4240010	22925	2026	32nd Ave S		15th St	Red River	Reconstruction of 32nd Ave S in Fargo	Reconstruction	\$ 8,864,749	STBG	\$ 4,878,064		\$ 3,986,685		
City of Fargo	4240011	24237	2026	17th Ave S		25th St S	University Dr	Reconstruction of 17th Ave S in Fargo	Reconstruction	\$ 9,960,000	STBG	\$ 5,400,000		\$ 4,560,000		
City of Fargo	4250020		2026	45th Street		9th Avenue South	44th Avenue South	Adaptive Traffic Signal Corridor along 45th Street	Capital Purchase	\$ 1,500,750	CRP	\$ 746,536		\$ 754,214		

Lead Agency	Metro COG ID	State #	Project Year	Project Location	Length	Project Limits From	Project Limits To	Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Federal Revenue	State Revenue	Local Revenue	Other Revenue Source	Other Revenue
City of Horace	7250019		2026	County Road 17		76th Avenue South	81st Avenue South	Construction of a shared use path on the on the east side of County Road 17.	New Construction	\$ 646,830	CRP	\$ 413,464		\$ 233,366		
MNDOT	8230011	1401-177AC2	2026	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 2 OF 3	Reconstruction	\$ 1,902,000	STBG	\$ 1,902,000				
MNDOT	8250006	1406-79	2026	Highway 75		County Road 12	46th Avenue South	ON US 75, FROM 0.1 MILES NORTH OF CSAH12 TO 1.3 MILES NORTH OF CSAH 12, CIR/MILL AND OVERLAY	Rehabilitation	\$ 1,620,134	STBG	\$ 1,319,113	\$ 301,021			
City of Moorhead	5230012	144-090-019AC	2026	US 10 & 11th St		8th St	14th St	**AC**INNO**: ON US 10, FROM 8TH STREET TO 14TH STREET, CONSTRUCT NEW UNDERPASS UNDER BNSF RR IN MOORHEAD (ASSOCIATED TO 144-010-020) AC PAYBACK, 1 OF 1	Bike/Ped	\$ 450,000	TA	\$ 450,000				
City of Moorhead	5250001		2026	40th Avenue South		8th Street	40th Street	Mill and Overlay of 40th Avenue South.	Rehabilitation	\$ 2,890,000	STBG	\$ 2,312,000		\$ 578,000		
City of Moorhead	5250005		2026	1st Avenue North		Red River	8th Street North	REPLACEMENT OF HPS LIGHT HEADS WITH LED LIGHT HEADS ON VARIOUS LOCATIONS IN MOORHEAD	Rehabilitation	\$ 150,000	CRP	\$ 120,000		\$ 30,000		
NDDOT	9220023		2027	I-29N	12.1	Wild Rice River	0.3 North of Main Ave	Concrete Pavement Repair, Grinding	Rehabilitation	\$ 2,096,000	IM	\$ 1,886,000	\$ 210,000			
NDDOT	9220024		2027	I-29S	12.1	Wild Rice River	0.3 North of Main Ave	Concrete Pavement Repair, Grinding	Rehabilitation	\$ 2,096,000	IM	\$ 1,886,000	\$ 210,000			
NDDOT	9230003		2027	I-94E	2	W Horace Rd E	1.0 West of 45th St	Concrete Pavement Repair	Rehabilitation	\$ 353,000	IM	\$ 318,000	\$ 35,000			
NDDOT	9230005		2027	7th St N	0.8	8th Ave	16th Ave	Mill and Overlay	Rehabilitation	\$ 1,326,000	Non NHSU	\$ 1,073,000		\$ 253,000		
NDDOT	9230011		2027	I-29N	9.5	CR 20	Argusville	Concrete Pavement Repair	Rehabilitation	\$ 1,646,000	IM	\$ 1,481,000	\$ 165,000			
NDDOT	9230012		2027	I-29S	9.9	CR 20	Argusville	Concrete Pavement Repair	Rehabilitation	\$ 1,719,000	IM	\$ 1,547,000	\$ 172,000			
NDDOT	9240029	23773	2027	29 N		2 Miles South of I-94		Deck Overlay, Approach Slabs	Rehabilitation	\$ 444,000	IM	\$ 400,000	\$ 44,000			
NDDOT	9240030	23773	2027	29 S		2 Miles South of I-94		Deck Overlay, Approach Slabs	Rehabilitation	\$ 444,000	IM	\$ 40,000	\$ 44,000			
NDDOT	9240034		2027	I-94W	2	W Horace Rd E	1.0 West of 45th St	Concrete Pavement Repair	Rehabilitation	\$ 352,000	IM	\$ 317,000	\$ 35,000			
NDDOT	9240035	23596	2027	29 N		3 Miles South of Harwood		Struct Replace, Approach Slabs	Rehabilitation	\$ 5,840,000	IM	\$ 5,256,000	\$ 584,000			
NDDOT	9240036	23596	2027					40th Avenue NW at BNR (East of North Fargo International)	Reconstruction	\$ 5,615,000	STBGPU	\$ 4,544,000		\$ 1,071,000		
NDDOT	9240042		2027	294 E		1 Mile East of I-29		Joint Repair, Structure Repair, Spall Repair, Structure Paint	Rehabilitation	\$ 610,000	IM	\$ 494,000	\$ 55,000	\$ 61,000		
Cass County	1250017		2027	South University Drive				Reconstruction of shared use path along University Drive South Connected to MID 1250016.	Reconstruction	\$ 705,000	TA	\$ 564,000		\$ 141,000		
City of Fargo	4230003		2027	40th Ave S		ND/MN Border Bridge @ Red River		Construction of 40th Ave S Bike Ped Bridge at Bluestem	Bike/Ped	\$ 10,020,000	STBG	\$ 4,160,000		\$ 1,040,000	Moorhead	\$ 4,820,000
City of West Fargo	3250013		2027	13th Avenue East		Sheyenne Street	9th Street East	Reconstruction of 13th Avenue East	Reconstruction	\$ 14,125,000	STBG	\$ 6,324,210		\$ 7,800,790		
City of West Fargo	3250022	24260	2027	River's Bend Area		Sheyenne Street	23rd Avenue South	Construction of a shared use path and pedestrian bridge crossing the Sheyenne River.	New Construction	\$ 1,070,000	CRP	\$ 848,798		\$ 221,202		
City of Horace	7250021		2027	76th Avenue South		Brink Drive	County Road 17	Construction of a shared use path on the on the south side of 76th Avenue South.	New Construction	\$ 519,002	CRP	\$ 331,202		\$ 187,800		
MNDOT	8230007	1406-76	2027	US 10, US 75		On US 75 from N of 24th Ave S to Hwy 10/Main Ave	& on US 10 from the Red River to east of US 75	On US 75, From N. of 24th Ave S to US 10 (Main Ave), On US 10, From Red River to E. of 10th St. in Moorhead, Grading Bituminous Surfacing & Concrete Paving, ADA Improvements and Signals	Reconstruction	\$ 13,411,978	NHPP	\$ 10,512,932	\$ 2,399,046	\$ 500,000		
City of Moorhead	5250002		2027	34th Street		3rd Avenue North	28th Avenue North	Mill and Overlay of 34th Street. Connected to 5250004.	Rehabilitation	\$ 1,900,000	STBG	\$ 210,960		\$ 52,740	2028 STBG	\$ 1,636,300
City of Moorhead	5250003		2027	34th Street		12 Avenue South	24th Avenue South	Reconstruction of 34th Street.	Rehabilitation	\$ 5,600,000	STBG	\$ 930,040		\$ 4,669,960		
NDDOT	9250023		2028	I-29				Construction of interchange ramps at I-29 and 64th Avenue South	New Construction	\$ 19,739,000	IM	\$ 17,765,000	\$ 1,974,000			
City of Fargo	4250014		2028	1st Avenue North		10th Street North	Roberts Street	Reconstruction of 1st Avenue North	Reconstruction	\$ 13,634,516	STBG	\$ 5,613,716		\$ 8,020,800		
City of Fargo	4250015		2028	1st Avenue North		Roberts Street	3rd Street North	Reconstruction of 1st Avenue North	Reconstruction	\$ 9,799,808	STBG	\$ 5,080,178		\$ 4,719,630		
City of Moorhead	5250004		2028	34th Street		3rd Avenue North	28th Avenue North	Mill and Overlay of 34th Street. Connected to 5250002.	Rehabilitation	\$ 1,636,300	STBG	\$ 1,093,040		\$ 543,260		

Analysis of TMA Funding Sources

Below is a non-exhaustive listing of potential impacts from the 2025-2028 TMA funding sources (STBG, TA, and CRP). The below information does not take the place of NEPA analysis, which is already integrated into project development for all federally funded projects.

- 1250016 & 1250017 (Cass County Reconstruction of a Shared Use Path) – Reconstruction of a pedestrian facility can lead to a more comfortable trip leading to an increase in trips or an increase in trip length. During the construction process, the facility will not be in operation, leading to no trips during construction. Also there is potential for erosion from wind and/or rain during construction due to the disturbance of soils during the removal of existing facility and the installation of the new facility. This potential for erosion is assessed and mitigated following the NEPA process, and the construction will have, at a minimum, standard erosion control measures installed throughout the construction process.
- 3220021 (City of West Fargo Reconstruction and Urbanization of 9th Avenue and 7th Street including the Addition of Pedestrian Facilities) – Construction of a new pedestrian facility will increase the connectivity of the pedestrian network. However, this will also lead to an increase in impervious area. This increase in impervious area is assessed and mitigated following the NEPA process.
- 3250013 (City of West Fargo Reconstruction of 13th Avenue South) – Reconstruction of an existing roadway will have minimal impacts. The major potential for impacts will happen during the construction process due to detours and the potential for soil erosion from wind and/or rain due to the disturbance of soils during the removal of existing facility and the installation of the new facility. This potential for erosion is assessed and mitigated following the NEPA process, and the construction will have, at a minimum, standard erosion control measures installed throughout the construction process.
- 3250022 (City of West Fargo Construction of a New Pedestrian Bridge) – Construction of a new pedestrian facility will increase the connectivity of the pedestrian network. However, this will also lead to an increase in impervious area. This increase in impervious area is assessed and mitigated following the NEPA process.
- 4220019 (City of Fargo Rehabilitation of 36th Street South Bridge at Rose Coulee) – Construction of a new pedestrian facility will increase the connectivity of the pedestrian network. However, this will also lead to an increase in impervious area. This increase in impervious area is assessed and mitigated following the NEPA process.

- 4230003 (City of Fargo Construction of a New Pedestrian Bridge over the Red River in the Vicinity of Bluestem Amphitheater) – Construction of a new pedestrian facility will increase the connectivity of the pedestrian network. However, this will also lead to an increase in impervious area. This increase in impervious area is assessed and mitigated following the NEPA process.
- 4232021 (City of Fargo New Construction of a Bike Path Along the Red River from 35th Avenue South to 40th Avenue South) – Construction of a new pedestrian facility will increase the connectivity of the pedestrian network. However, this will also lead to an increase in impervious area. This increase in impervious area is assessed and mitigated following the NEPA process.
- 4232022 (City of Fargo Construction of a New Pedestrian Bridge Connecting Two Existing Trail Networks.) – Construction of a new pedestrian facility will increase the connectivity of the pedestrian network. However, this will also lead to an increase in impervious area. This increase in impervious area is assessed and mitigated following the NEPA process.
- 4240010 (City of Fargo Reconstruction of 32nd Avenue) – Reconstruction of an existing roadway will have minimal impacts. The major potential for impacts will happen during the construction process due to detours and the potential for soil erosion from wind and/or rain due to the disturbance of soils during the removal of existing facility and the installation of the new facility. This potential for erosion is assessed and mitigated following the NEPA process, and the construction will have, at a minimum, standard erosion control measures installed throughout the construction process.
- 4240011 (City of Fargo Reconstruction of 17th Avenue) – Reconstruction of an existing roadway will have minimal impacts. The major potential for impacts will happen during the construction process due to detours and the potential for soil erosion from wind and/or rain due to the disturbance of soils during the removal of existing facility and the installation of the new facility. This potential for erosion is assessed and mitigated following the NEPA process, and the construction will have, at a minimum, standard erosion control measures installed throughout the construction process.

- 4250014 & 4250015 (City of Fargo Reconstruction of 1st Avenue North) – Reconstruction of an existing roadway will have minimal impacts. The major potential for impacts will happen during the construction process due to detours and the potential for soil erosion from wind and/or rain due to the disturbance of soils during the removal of existing facility and the installation of the new facility. This potential for erosion is assessed and mitigated following the NEPA process, and the construction will have, at a minimum, standard erosion control measures installed throughout the construction process.
- 4250020 (City of Fargo Installation of Adaptive Traffic Signal Corridor along 45th Street) – This project is unlikely to have impacts on soil disturbance and erosion control. This project has the potential to greatly increase the efficiency of the 45th Street corridor, which will lead to a decrease in travel time and a decrease in idling vehicles. This has the potential to lead to a decrease in fuel consumption which has the potential for a two-fold benefit: reducing the impact on climate change and reducing the financial burden.
- 5250001 (City of Moorhead Mill and Overlay of 40th Avenue South) – Rehabilitation of an existing roadway will have minimal impacts. The major potential for impacts will happen during the construction process due to detours and the potential for soil erosion from wind and/or rain due to the disturbance of soils. This potential for erosion is assessed and mitigated following the NEPA process, and the construction will have, at a minimum, standard erosion control measures installed throughout the construction process.
- 5250005 (City of Moorhead Replacement of HPS Street Lights with LEDs) – This project is unlikely to have significant impacts to the traffic network or soil erosion. This project will have a large impact on the amount of energy consumed by the streetlights. This will lead to a two-fold benefit of reducing the impact on climate change and reducing the financial burden.
- 5245068, 5245069, 5250002, 5250003, & 5250004 (City of Moorhead 34th Reconstruction, and Mill and Overlay) – Reconstruction of an existing roadway will have minimal impacts. The major potential for impacts will happen during the construction process due to detours and the potential for soil erosion from wind and/or rain due to the disturbance of soils during the removal of existing facility and the installation of the new facility. This potential for erosion is assessed and mitigated following the NEPA process, and the construction will have, at a minimum, standard erosion control measures installed throughout the construction process.

- 7250019 (City of Horace Construction of a New Shared Use Path along County Road 17) – Construction of a new pedestrian facility will increase the connectivity of the pedestrian network. However, this will also lead to an increase in impervious area. This increase in impervious area is assessed and mitigated following the NEPA process.
- 7250021 (City of Horace Construction of a New Shared Use Path along 76th Avenue) – Construction of a new pedestrian facility will increase the connectivity of the pedestrian network. However, this will also lead to an increase in impervious area. This increase in impervious area is assessed and mitigated following the NEPA process.
- 8230010, 8230011, & 5230012 (City of Moorhead 11th Street Grade Separation) – Changing the vertical alignment of an existing roadway to allow for grade separation with two rail lines has the potential for major impacts. During the construction process major impacts could occur due to detours and the potential for soil erosion from wind and/or rain due to the disturbance of soils during the removal of existing facility and the installation of the new facility. This potential for erosion is assessed and mitigated following the NEPA process, and the construction will have, at a minimum, standard erosion control measures installed throughout the construction process. Post construction, this rail line grade separation will allow for reduced travel times and an increase in efficiency of the complete transportation system. Emergency vehicles will also have the ability to much more efficiently navigate these intersections to better serve the community.
- 8250006 (MNDOT Rehabilitation of Highway 75) – Reconstruction of an existing roadway will have minimal impacts. The major potential for impacts will happen during the construction process due to detours and the potential for soil erosion from wind and/or rain due to the disturbance of soils. This potential for erosion is assessed and mitigated following the NEPA process, and the construction will have, at a minimum, standard erosion control measures installed throughout the construction process.

Section 9 | Public Involvement

Section 9 – Public Involvement

Public involvement and participation are necessary to ensure a vibrant and meaningful planning process. Involving the public early and often in the planning and implementation process helps to ensure that decisions are made in consideration of public opinion and preference to meet the needs of the public. The public involvement process creates a collaborative environment which builds trust and understanding between the public and those who serve them.

Public Participation Plan Requirements

Metro COG produces a Public Participation Plan (PPP) from which public involvement activities and actions for the TIP are identified. Public notice requirements for public input opportunities are listed within the PPP. Announcements for public notices and meetings related to the TIP, as well as a summary of public comments received are included in Appendix A.

The COVID-19 pandemic shifted the way public engagement was conducted. Metro COG's PPP is built with some flexibility for public engagement regarding a hybrid public comment period and public engagement approach.

Metro COG's PPP requires the following for TIP adoption:

- Minimum 30 calendar day Public Comment Period
- Legal notice at least 7 calendar days prior to Public Meeting
- Public meeting at least 15 days prior to Policy Board Action
- Public notifications are to include
 - Website
 - Newsletter (if applicable)
 - Public Notification List (email subscribers)
 - Public Meeting/Open House
 - Public Postings (if applicable)
 - Newspaper Legal Ad (Forum of Fargo-Moorhead)
 - Public Presentations

Public Process to Support TIP Development

Early Input to Support TIP Development and Final Approval

Metro COG developed the 2025-2028 TIP in coordination with its 2022 Public Participation Plan (PPP). Pursuant to 23 CFR 450.316 Metro COG's PPP was developed to ensure that members of the public and other interested or affected stakeholders are given an opportunity to comment on and participate in the development of critical aspects, policies, and products of the Metropolitan Planning Program as implemented by Metro COG.

On July 3, 2024 Metro COG advertised the release of the Draft 2025-2028 TIP and subsequently opened the public comment period including timeline for formal TIP approval. The legal ad was published in the Forum of Fargo- Moorhead (official newspaper) and information was also included on the Draft TIP webpage as well as the public input meeting being posted to Metro COG's website calendar.

Metro COG held a public open house on July 16, 2024 from 4:00 - 6:00 pm to present the final draft document and garner feedback on the final draft TIP. In total, there were seven (7) participants involved in the public open house comprised of staff representing Metro COG and including four (4) participants from the general public.

These public input opportunities were advertised in the Forum of Fargo-Moorhead and press releases were sent out regarding the public input opportunity to Metro COG's known local media contacts. Metro COG made all relevant material regarding the 2025-2028 TIP development process available on its website at <http://www.fmmetrocog.org>. Metro COG summarizes the meetings and comments received for the TTC and Policy Board for consideration prior to final action on the 2025-2028 TIP on August 15, 2024. The summarization of comments received can be found in Appendix A.

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Section 10 | Revision

Section 10 – Revision

Metro COG, at the request of its member jurisdictions and planning partners, will accept proposed revisions to the TIP. The types of revisions are either amendments or administrative modifications depending on the nature of the revision. Amendments and administrative modifications are incorporated into the TIP at any time during the program year according to those procedures which have been cooperatively developed through the metropolitan planning process. Amendments may be for the purpose of adding projects, advancing projects, revising the funding levels or funding source of projects or modifying the scope or termini of projects. Amendments and administrative modifications will be referenced in Appendix B and will also be posted on the Metro COG website. For projects listed in an amendment or administrative modification, the information listed is the most current and replaces any and all instances of the project as may be listed in the project table section of the TIP.

No amendment or administrative modification will be accepted for projects that “may” receive future congressional funding (funds must be identified in an approved Transportation Act or Appropriations Bill). Proposed amendments will not be approved unless the TIP is fiscally constrained. Changes to fiscal constraint should be demonstrated prior to the amendment approval process.

In general, changes to the text or body of the document are not subject to the formal TIP amendment or administrative modification procedures. Major modifications to the text or body of the TIP document may be discussed at the TTC and Policy Board at the time of final document action.

Metro COG Amendment and Administrative Modification Procedures

Metro COG has procedures regarding how amendments and administrative modifications are conducted for the purpose of maintaining the TIP for the MPA. At a minimum, all revision items must be presented to the Transportation Technical Committee (TTC) and Policy Board. The Metro COG Public Participation Plan (PPP) includes further guidance on the required public notification process necessary to administer an amendment to an approved TIP. Metro COG will not finalize a TIP amendment until the respective state's STIP is adopted. After this point, amendments can be processed as usual. If a project must be amended prior to the respective state's STIP adoption, Metro COG will coordinate the process with the respective DOT and

FHWA. One potential solution to this could be to add the text “*contingent upon the adoption of the respective state's State Transportation Improvement Program.*”

Amendment Process

To conduct an amendment to an approved TIP, Metro COG requires a 10-day public comment period, holds a public meeting, and must receive TTC and Policy Board action, all according to the PPP. Metro COG staff prepare a memorandum highlighting the process described above and highlighting any changes to the project(s) that require an amendment. After the TIP amendment goes through the process and is approved by the Policy Board, the amendment is sent to the applicable cognizant agencies thoroughly describing the amendment and action taken by the Policy Board. After the formal Metro COG process, the applicable State agency (NDDOT or MnDOT) may begin their process of revising their respective STIP which may or may not also require a formal amendment. Metro COG typically receives a letter from the applicable State DOT when the amendment has been formally approved at the State level. The process to formally amend a project within the TIP can take 30-60 days at Metro COG and sometimes longer because the amendment typically has to go through the respective State's modification processes before FHWA/FTA approval.

Administrative Modification Process

To conduct an administrative modification to an approved TIP, Metro COG requires a minimal process in which the administrative modification be announced at the TTC and Policy Board. No formal approval process or public comment period is required. Metro COG staff prepare a memorandum highlighting the changes to the project(s) that require an administrative modification and send said memo to the applicable cognizant agencies. The administrative modification is then announced at the TTC and Policy Board; this step may occur before or after a memo is sent to applicable cognizant agencies. When an applicable state agency (NDDOT or MnDOT) receives an administrative modification memo, they may begin their process of amending their respective STIP which may or may not also require an administrative modification. The procedure to process an administrative modification to the TIP can take up to 5-10 days at Metro COG and even longer at the State level depending upon which modification threshold (administrative modification or amendment) said changes meet. Metro COG reserves the discretion to choose to process a TIP revision in more stringent manner than what is required by the below requirements if it decides to do so.

Metro COG Amendment and Administrative Modification Requirements

The Metro COG Policy Board has adopted procedures regarding how amendments and administrative modifications are defined by Metro COG for the purposes of maintaining the TIP. Determination shall be made in cooperation with the NDDOT, MnDOT, and FHWA when there is a question about a project change being considered for an amendment or administrative modification.

Amendment Required:

1. The change adds new individual FHWA funded, FTA funded, or RSP project or funding source;
2. Total cost or federal funding change meets the formal TIP Amendment threshold as shown in Table 11-1; Consider changing to only increases based on recent conversations with NDDOT Local Government.
3. The change adds or removes a phase of work such as preliminary engineering, right-of-way, construction, etc. to the project;
4. The change results in project scope change including, but not limited to, changing work type such as bridge rehabilitation to replacement, resurface to reconstruct, adding additional work/bridge/ lane/intersection/route;
5. The change in project limit/termini is greater than 0.3 miles in any direction;
6. The change impacts air quality conformity for projects in an MPO (the FM Area is in conformance);
7. Removing a project currently programmed in the TIP;

Table 10. 1 - FHWA & FTA Project Cost Increase Thresholds

Cost of Project	Amendment needed if the change is more than
Any	20%

Source: Metro COG

Administrative Modification Required:

1. The change in total project cost estimate or federal funding is greater than 5% and less than 20%. Justification is required to maintain fiscal constraint;
2. Change in TIP year. Projects are advanced or deferred within TIP years with no changes to cost or scope. Justification is required to maintain fiscal constraint;
3. The change adds a locally funded project to an existing federally funded project in the TIP if the project cost is greater than \$2,000,000. This applies to both DOT let and local let projects. No action required if the revised total project cost is less than \$2,000,000;
4. The change includes a non-de-minimis technical correction;
5. Adding or removing Advance Construction (AC) - includes adding new AC or increasing existing AC amount (subject to table 11-1 increase threshold), or taking an existing AC off of a project;

Discretion for Determining if an Amendment or an Administrative Modification is Required

Metro COG reserves the discretion to choose to process a TIP revision in a more stringent manner than the above requirements.

Appendix A | Public Input

Appendix A – Public Input

Outreach Methods

Metro COG utilized the local newspaper, The Forum of Fargo-Moorhead, to publish all TIP related public notices and engagement opportunities. Draft TIP materials and information about public meetings are also included on the Metro COG website throughout the TIP development process. In addition, Metro COG utilizes an email list-serve to disseminate information to interested citizens, local agencies/jurisdictions, and others. As an additional outreach method, the Metro COG Facebook page was utilized to inform the public about upcoming engagement opportunities related to the 2025-2028 TIP.

Public Notices, Hearings, and Meetings

The first public notice was published on July 3, 2024 to inform the public that Metro COG would be releasing the Draft 2025-2028 TIP, opening a public comment period, and holding a public meeting on July 16, 2024 at 4:00 pm.

Metro COG released the Final Draft 2025-2028 TIP and held a public open house on July 16, 2024 from 4:00 pm to 6:00 pm at the downtown Fargo Public Library. In total, there were seven (7) participants involved in the public open house comprised of staff representing Metro COG and including four (4) participants from the general public.

The final public meeting for the Final Draft 2025-2028 TIP was held on August 15, 2024 at 4:00 pm in conjunction with the regularly scheduled Policy Board meeting. This date correlates with the process for final action on the 2025-2028 TIP. Metro COG closed public comment period at 12:00 noon on August 15, 2024 prior to formal action on the 2025-2028 TIP by the policy board.

Metro COG's public comment period for the development of the 2025-2028 TIP started on July 3, 2024 and ended on August 15, 2024.

Notice	Activity	Publication Date	Comments Received
Comment Period & Public Meeting #1	Begin Comment Period – Release Draft TIP	July 3, 2024	0
Public Open House	Public Open House – Debut/Release Final Draft TIP	July 16, 2024	2
Public Meeting	Public Meeting and Final Comment Opportunities – Final TIP	August 15, 2024	0

Comments Received

Below are official comments received from the public and Metro COG's planning partners. The comments are shown by jurisdiction as they were received with Metro COG's official responses represented below.

Origin of Comment	Date (YYYYMMDD)	Metro COG ID	Description of Update
Fargo Resident 1	20240723	4232021 & 4250018	Resident had questions about the alignment of the new shared use path in relation to the existing flood control levee.

**Public Comment Period: Metro
COG 2025-2028 Transportation
Improvement Program (TIP)**

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) is opening a public comment period for the development of its 2025-2028 Transportation Improvement Program (TIP). Metro COG is releasing a draft version of the TIP that includes all federally funded and locally funded regionally significant multi-modal transportation projects that will occur in federal fiscal year 2025 through 2028. A draft version of the TIP will be available for review on Metro COG's website www.fmmetrocog.org/TIP on July 3rd, 2024. The draft will be presented at the Metro COG Policy Board Meeting on July 18th, 2024. All comments received during the public comment period will be considered and presented to the Policy Board prior to the closing of the public comment period and accepting of the Final Metro COG 2025-2028 TIP, tentatively scheduled for Thursday, August 15, 2024 at 4:00 pm.

Metro COG will hold a public input meeting on **Tuesday, July 16, 2024 from 4:00 pm until 6:00 pm at the Fargo Public Library – Main Library: Community Room 101** located at **4th St N, Fargo, ND 58102** to showcase the 2025-2028 Transportation Improvement Program and allow opportunity for public comment before the TIP is finalized. All are encouraged to attend and provide their feedback on the projects listed within the document.

The purpose of this public engagement process is to provide the opportunity to participate in the development of the Metro COG 2025-2028 TIP. The TIP programs transportation projects (e.g., road, bridge, bikeway, pedestrian, transit, safety enhancements, etc.) utilizing federal funds in the FM Area over the next four years.

A copy of the Draft Metro COG 2025-2028 TIP can be reviewed on Metro COG's webpage starting July 3rd, 2024 at www.fmmetrocog.org/TIP, and will be continuously updated during the entirety of the public comment period. Physical copies of the Draft TIP are available at Metro COG's offices, located at 122nd Street North (Case Plaza) Suite 232, Fargo, ND 58102.

The public is invited to attend a public meeting on **Tuesday, July 16, 2024 from 4:00 pm until 6:00 pm at the Fargo Public Library – Main Library: Community Room 101** located at **4th St N, Fargo, ND 58102**. Written comments, or requests for additional information can be mailed to Metro COG's physical address above, or emailed to Paul Bervik, Assistant Transportation Planner (contact information is listed at the end of this notice).

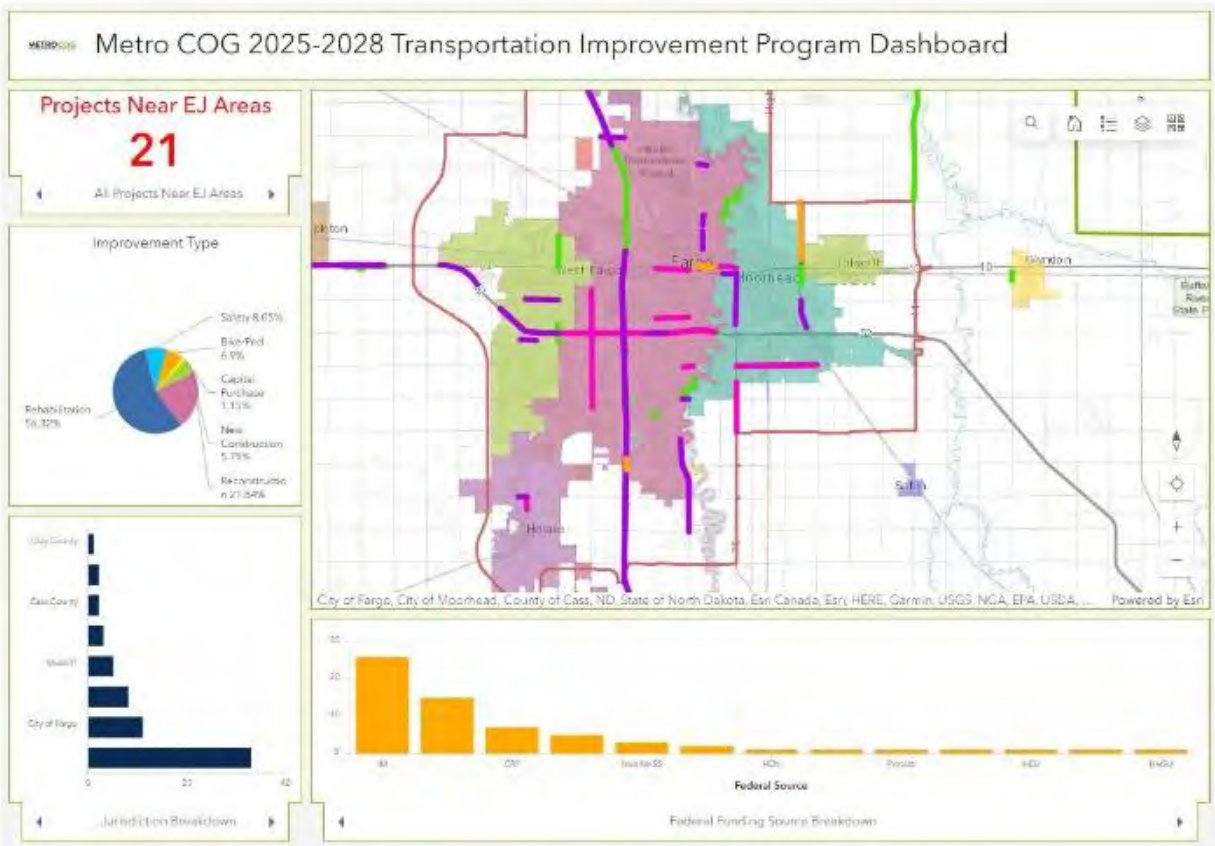
Metro COG is committed to ensuring all individuals regardless of race, color, sex, age, national origin, disability/handicap, sexual orientation, or income status have access to Metro COG's programs and services. Meeting facilities will be accessible to mobility impaired individuals. Metro COG will make a good faith

effort to accommodate requests for translation services for meeting proceedings and related materials. Please contact Paul Bervik, Assistant Transportation Planner, with the contact information listed below, 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.

Contact: Paul Bervik, Assistant Transportation Planner, direct: (701) 532-5107, email: bervik@fm-metrocog.org



(Jul. 3, 2024)



SIGN-IN SHEET

North Dakota Department of Transportation, Civil Rights
SFN 59531 (5-2018)

Page ____ of ____

Meeting Location Fargo Public Library - Downtown		Division/District/Consultant Metro COG	
Meeting Type Public Input Meeting		Meeting Date 7/16/24	
Project Number Fargo		PCN	
Project Description Final Draft 2025-2028 Transportation Improvement Program (TIP)		Public Input meeting	
Name (Please print) John Gromatka		Title/Representing Boeck Fort	
Address		City	State ZIP Code
Email Address jgromatka@genegroup.com		Telephone Number 701-371-324	
Name (Please print) Mackenzie Mueller		Title/Representing	
Address		City	State ZIP Code
Email Address Mackenzie.mueller@ndsu.edu		Telephone Number	
Name (Please print) AIDEN JUNG		Title/Representing	
Address 1638 8th Ave. S.		City Fargo	State ZIP Code ND 58103
Email Address jungaiden12@gmail.com		Telephone Number	
Name (Please print) Nathan Axman		Title/Representing	
Address 307 7th Ave N. #5		City Fargo	State ZIP Code ND 58102
Email Address		Telephone Number	
Name (Please print) PAUL BERVIK		Title/Representing Metro COG	
Address 2nd St N Suite 232		City Fargo	State ZIP Code ND 58102
Email Address bervik@fmmetrocog.org		Telephone Number 701-532-5100	
Name (Please print) Levi Buchmeier		Title/Representing West Fargo Schools	
Address 207 W Main Ave		City West Fargo	State ZIP Code ND 58078
Email Address lbuchmeier@west-fargo.k12.nd.us		Telephone Number 701-429-1077	
Name (Please print)		Title/Representing	
Address		City	State ZIP Code
Email Address		Telephone Number	

NDDOT TITLE VI PUBLIC PARTICIPATION SURVEY

North Dakota Department of Transportation, Civil Rights
SFN 60149 (Rev. 12-2014)

PLEASE USE DARK INK AND PRINT CLEARLY

The Civil Rights Act of 1964 and related nondiscrimination authorities require the North Dakota Department of Transportation to ensure everyone has the opportunity to comment on the transportation programs and activities that may affect their community.

To help with that, we ask that you respond to the following questions. You are not required to disclose the information requested in order to participate. Any information provided to the NDDOT will be retained solely for the purpose of collecting statistical data to ensure inclusion of all segments of the population affected by transportation programs and activities.

Sex: ☐ Female ☒ Male	Disability: ☐ Yes ☒ No
Age: ☐ 34 and younger ☐ 35-54 ☒ 55 and older	
Race: ☐ American Indian/Alaskan Native ☐ Native Hawaiian/Other Pacific Islander ☐ Asian ☒ White ☐ Black/African American ☐ Other _____ ☐ Hispanic or Latino	
Language most frequently spoken in your home: ☐ Arabic ☐ German ☐ Somali ☐ Vietnamese ☐ Bosnian ☐ Nepali ☐ Spanish ☐ Other _____ ☐ Croatian ☐ Russian ☐ Swahili ☒ English ☐ Serbian ☐ Turkish	
Do you receive public assistance? ☐ Yes ☒ No	
Indicate how you heard about the event: ☐ Internet ☐ Mailing ☒ NDDOT Contact ☐ Newspaper ☐ Radio ☐ Social Service Agency ☐ Television ☐ Advocacy Group (which group) _____ ☐ Other _____	

For Office Use

Event Date 16 / 07 / 2024	City FAR	County CA	MPO ☐ Bismarck-Mandan ☒ Fargo-Moorhead Metro COG ☐ Grand Forks-East Grand Forks	
Div/Dist Number 	PCN 	ROW ☐ Negotiation ☐ Relocation	Consultant 	Subrecipient ☐ Yes ☐ No

After you have completed this form, please place it in the designated location.

- Plows in Storms
- Move Preventative
Not Reactive
- Big Streets get Plowed, + leaves the Sidewalks Stacked with the snow + ice
 - Not cleaning off Sidewalks in the winter
 - Don't Hold Homeowners + Businesses accountable for cleaning them off. → NO Punishment
 - Hard to Report since you can't see House info

Sidewalks in winter

- Have people w/out jobs help work to clean + shovel snows
- have businesses fulfill their obligations to clean their Sidewalks
- Clear out ice + chip away

- Lights auto-Turning for Pedestrians + ~~request~~ Bikes
- Practice what you preach w/ green and put the Pedestrians first

West archer mall + 13th section

- Right turners don't look for Pedestrians, But they look only @ the light + turn openings
- Bright green lights that let cars know that they are walking

Tinted windows?

- \$-16 thousands fines for cars + more for companies for tinted windows
- Hard to comm. between drivers + Pedestrians if people have tints.
↳ can't get eye contact

Mail delivery

- Without Better infrastructure, we can't build community w/ our mail delivery drivers.
- Builds better community in neighborhoods



Appendix B | Amendments and Administrative Modifications





Appendix C | Local Capital Improvement Programs (CIPs)



Appendix 1

2024 - 2028
5 Year Capital Improvement Plan
Proposed Highway Projects

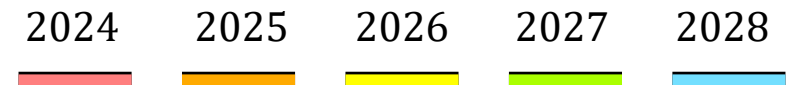
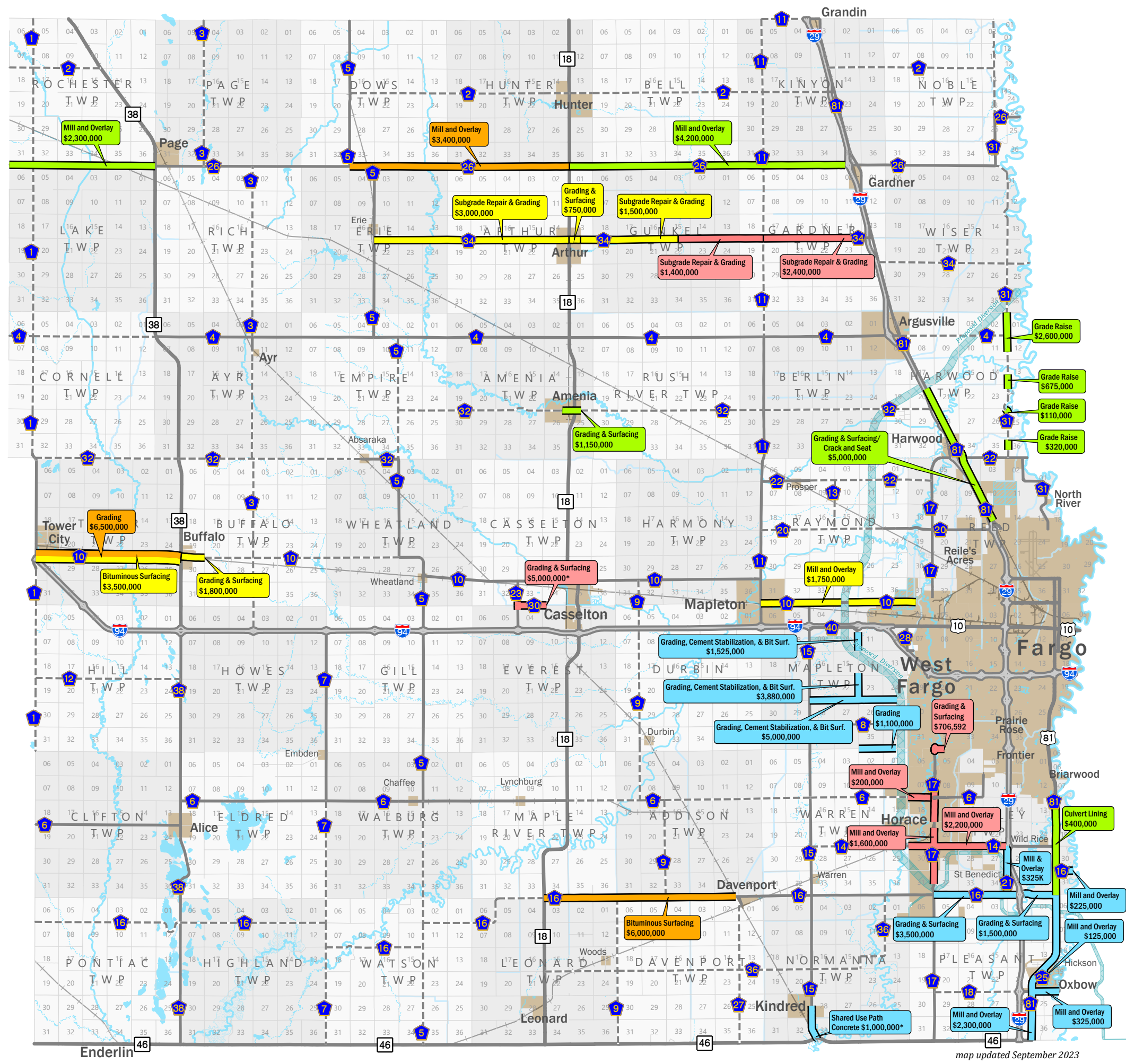


TABLE 5 - PROPOSED HIGHWAY IMPROVEMENTS

HWY	LOCATION	PROJECT TYPE	FUNDING	YEAR	COST
52nd Ave	52nd Ave & Hwy 17 Roundabout & E 1,800' on 52nd Ave	Grading & Surfacing	Local	2024	\$706,592
23 & 30	Hwy 23 E 1.25 Miles	Grading & Surfacing	Grant	2024	\$5,000,000*
6	Sheyenne Diversion to Hwy 17	Mill and Overlay	Local	2024	\$200,000
14	Sheyenne River to I29	Mill and Overlay	Local	2024	\$2,200,000
17	68th Ave S to Horace & Horace to Hwy 16	Mill and Overlay	Local	2024	\$1,600,000
34	Hwy 11 to I29	Subgrade Repair & Grading	Local	2024	\$2,400,000
34	Hwy 11 to 3.5 Miles West	Subgrade Repair & Grading	Local	2024	\$1,400,000
16	State Hwy 18 to Davenport	Bituminous Surfacing	Federal	2025	\$6,000,000
26	Hwy 5 North to State Hwy 18	Mill and Overlay	Federal	2025	\$3,400,000
10	Hwy 1 to State Hwy 38	Grading	Local	2025	\$6,500,000
34	State Hwy 18 to 0.5 Mile East	Grading & Surfacing	Local	2026	\$750,000
34	Half a Mile East of State 18 to 4.0 Miles East	Subgrade Repair & Grading	Local	2026	\$1,500,000
34	Hwy 5 to State Hwy 18	Subgrade Repair & Grading	Local	2026	\$3,000,000
10	Hwy 11 Mapleton to Sheyenne Diversion Bridge	Mill and Overlay	Local	2026	\$1,750,000
10	State Hwy 38 through Buffalo 1 Mile East	Grading & Surfacing	Local	2026	\$1,800,000
10	Hwy 1 to State Hwy 38	Bituminous Surfacing	Local	2026	\$3,500,000
26	Barnes Co. Line to State Hwy 38	Mill and Overlay	Local	2027	\$2,300,000
26	State Hwy 18 to I29	Mill and Overlay	Local	2027	\$4,200,000
32	State Hwy 18 West 0.5 Mile through Amenia & East 0.25 Mile	Grading & Surfacing	Local	2027	\$1,150,000
31	Improvement 2: South Segment - River Stage 37 Impacts	Grade Raise	Diversion	2027	\$320,000
31	Improvement 3: South Center Segment - River Stage 37 Impacts	Grade Raise	Diversion	2027	\$110,000
31	Improvement 4: North Center Segment - River Stage 37 Impacts	Grade Raise	Diversion	2027	\$675,000
31	Improvement 5: North Segment - River Stage 37 Impacts	Grade Raise	Diversion	2027	\$2,600,000
81	76th Ave S to Hwy 16 W	Culvert Lining	Local	2027	\$400,000
81	City of Fargo to Diversion	Grading & Surfacing/Crack and Seat	Local	2027	\$5,000,000
15	Through Kindred	Shared Use Path Concrete	Grant	2028	\$1,000,000*
16	Hwy 81 to Red River	Mill and Overlay	Federal	2028	\$225,000
18	I29 to Red River	Mill and Overlay	Federal	2028	\$325,000
25	Hwy 81 through Hickson	Mill and Overlay	Local	2028	\$125,000
81	Hwy 16 W to State Hwy 46	Mill and Overlay	Federal	2028	\$2,300,000
21	Hwy 16 to Hwy 14	Mill and Overlay	Federal	2028	\$325,000
38th St	Improvement 20: I94 to Diversion	Grading, Cement Stabilization, & Bit Surf.	Diversion	2028	\$1,525,000
38th St	Improvement 21: Diversion to 32nd Ave	Grading, Cement Stabilization, & Bit Surf.	Diversion	2028	\$3,880,000
52nd Ave	Improvement 22: Diversion to 38th St	Grading	Diversion	2028	\$1,100,000
32nd Ave	Diversion to Hwy 15	Grading, Cement Stabilization, & Bit Surf.	Diversion	2028	\$5,000,000
16	Hwy 17 to I29	Grading & Surfacing	Local	2028	\$3,500,000
16	I29 to Hwy 81	Grading & Surfacing	Local	2028	\$1,500,000

Note: Years to be completed are illustrative and subject to change and approved annually and/or as necessary by the Road Advisory Committee.
*project for which grant is possible



map updated September 2023

Cass County Highway Department

Jason Benson
County Engineer, P.E.

Tom Soucy
Deputy County Engineer, P.E.

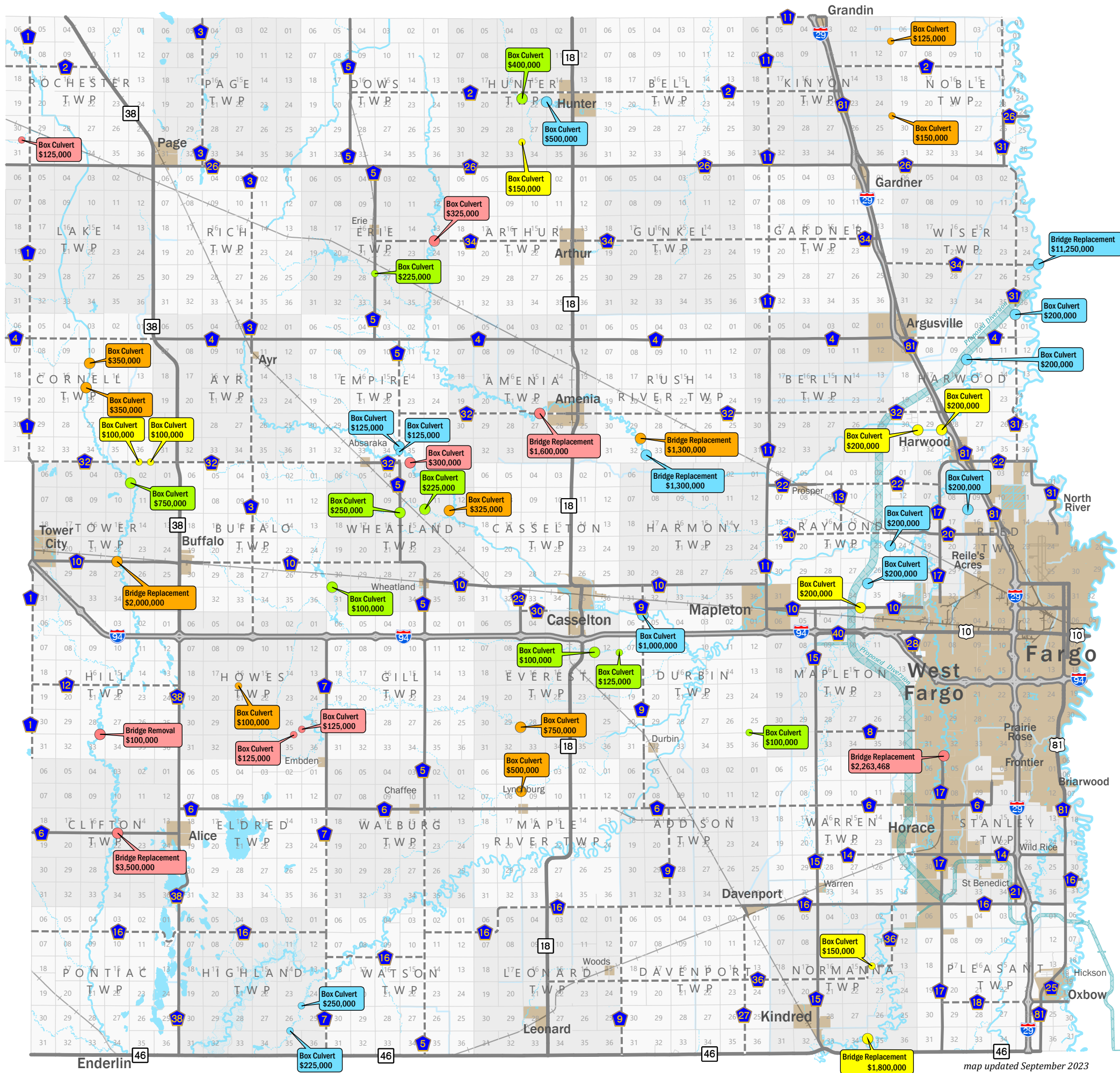
Blaine Laaveg
Highway Superintendent

CASS COUNTY
GOVERNMENT

1201 Main Ave. W
West Fargo, ND 58078

(701) 298-2370

www.casscountynd.gov
highway@casscountynd.gov



Appendix 2

2024 - 2028

5 Year Capital Improvement Plan

Proposed Structure Projects

2024

2025

2026

2027

2028

Major Structure

Minor Structure

●

●

●

●

●

TABLE 7 - PROPOSED BRIDGE IMPROVEMENTS

HWY	LOCATION	PROJECT TYPE	FUNDING	STRUCTURE TYPE	YEAR	COST
	25/26 Howes Twp - Buffalo Creek Trib	Box Culvert	Local	Minor	2024	\$125,000
	26/35 Howes Twp - Buffalo Creek Trib	Box Culvert	Local	Minor	2024	\$125,000
	3 Wheatland/35 Empire Twps - Swan Creek	Box Culvert	Local	Major	2024	\$300,000
	30-31 Rochester Twp - Maple River Trib.	Box Culvert	Local	Minor	2024	\$125,000
52nd Ave	52nd Ave - 6 Stanley/32 Barnes Twps - Sheyenne River	Bridge Replacement	Local	Major	2024	\$2,263,468
6	C6 - 15/22 Clifton Township - Maple River	Bridge Replacement	Federal	Major	2024	\$3,500,000
	28/33 Hill Twp - Maple River	Bridge Removal	Local	Major	2024	\$100,000
32	C32 - 22/27 Amenia Twp - Rush River	Bridge Replacement	Federal	Major	2024	\$1,600,000
34	C34 - 13/24 Erie Twp - Rush River	Box Culvert	Local	Major	2024	\$325,000
	1 Kinyon/6 Noble Drain 16	Box Culvert	Local	Minor	2025	\$125,000
	16/21 Howes - Buffalo Creek Trib.	Box Culvert	Local	Minor	2025	\$100,000
	11/12 S Wheatland Twp - Swan Creek	Box Culvert	Local	Major	2025	\$325,000
	25 Kinyon/30 Noble Drain 19	Box Culvert	Local	Minor	2025	\$150,000
	28/29 Everest Twp - Buffalo Creek	Box Culvert	Local	Major	2025	\$750,000
	8/9 Maple River Twp - Buffalo Creek Trib.	Box Culvert	Local	Major	2025	\$500,000
10	C10 - 22/27 Tower Twp - Maple River	Bridge Replacement	Local	Major	2025	\$2,000,000
	29/32 Rush River Twp - Rush River	Bridge Replacement	Local	Major	2025	\$1,300,000
	10/15 Cornell - Dr 46	Box Culvert	Local	Major	2025	\$350,000
	15/22 Cornell - Dr 46	Box Culvert	Local	Major	2025	\$350,000
32	C32 - 36 Cornell/2 Tower - East Structure - Maple R Branch	Box Culvert	Local	Minor	2026	\$100,000
32	C32 - 36 Cornell/2 Tower - West Structure - Maple R Branch	Box Culvert	Local	Minor	2026	\$100,000
	33/34 Hunter Twp - Elm River Trib.	Box Culvert	Local	Minor	2026	\$150,000
36	C36 - 14 Normanna Twp - Sheyenne River Trib.	Box Culvert	Local	Minor	2026	\$150,000
10	C10 - 34 Raymond/3 Mapleton - Dr 14	Box Culvert	Local	Major	2026	\$200,000
	34/35 Normanna Twp - Sheyenne River	Bridge Replacement	Local	Major	2026	\$1,800,000
	29 Harwood Twp - Rush River	Box Culvert	Local	Major	2026	\$200,000
	29/30 Harwood Twp - Rush River	Box Culvert	Local	Major	2026	\$200,000
	25/36 Durbin Twp	Box Culvert	Local	Minor	2027	\$100,000
	11/12 Everest - Wheatland Channel	Box Culvert	Local	Major	2027	\$100,000
	30/31 Wheatland Twp - Buffalo Creek Trib.	Box Culvert	Local	Major	2027	\$100,000
	7 Durbin/12 Everest Twps.	Box Culvert	Local	Minor	2027	\$125,000
	2/3 Tower Twp - Maple River	Box Culvert	Local	Major	2027	\$750,000
5	15/16 Wheatland Twp - Swan Creek	Box Culvert	Local	Major	2027	\$250,000
	21/22 Hunter Twp - South Branch of the Elm River	Box Culvert	Local	Major	2027	\$400,000
	10/11 Wheatland Twp - Swan Creek Trib.	Box Culvert	Local	Major	2027	\$225,000
5	C5 - 27/28 Erie Twp - Rush River Trib.	Box Culvert	Local	Minor	2027	\$225,000
5	34/35 Empire - North	Box Culvert	Local	Major	2028	\$125,000
5	34/35 Empire - South	Box Culvert	Local	Minor	2028	\$125,000
	23/26 Highland Twp - Maple River Trib.	Box Culvert	Local	Minor	2028	\$250,000
	26/35 Highland Twp - Maple River Trib.	Box Culvert	Local	Minor	2028	\$225,000
	23/24 Raymond Township - Maple River	Box Culvert	Local	Major	2028	\$200,000
	35 Raymond Township	Box Culvert	Local	Major	2028	\$200,000
9	C9 - 5/6 Durbin Twp - Swan Creek	Box Culvert	Local	Major	2028	\$1,000,000
	32/33 Rush River Twp - Rush River	Bridge Replacement	Local	Major	2028	\$1,300,000
	22/23 Hunter Twp - Branch of the Elm River	Box Culvert	Local	Major	2028	\$500,000
	9/16 Reed Twp - Drain 45	Box Culvert	Local	Major	2028	\$200,000
31	C31 - 1/2 Harwood Twp - Drain 29	Box Culvert	Local	Major	2028	\$200,000
	9/10 Harwood Township - Sheyenne River Trib.	Box Culvert	Local	Major	2028	\$200,000
34	C34 - Georgetown Red River Bridge	Bridge Replacement	Federal	Major	2028	\$11,250,000

Note: Years to be completed are illustrative and subject to change and approved annually and/or as necessary by the Road Advisory Committee.

Cass County Highway Department

Jason Benson
County Engineer, P.E.

Tom Soucy
Deputy County Engineer, P.E.

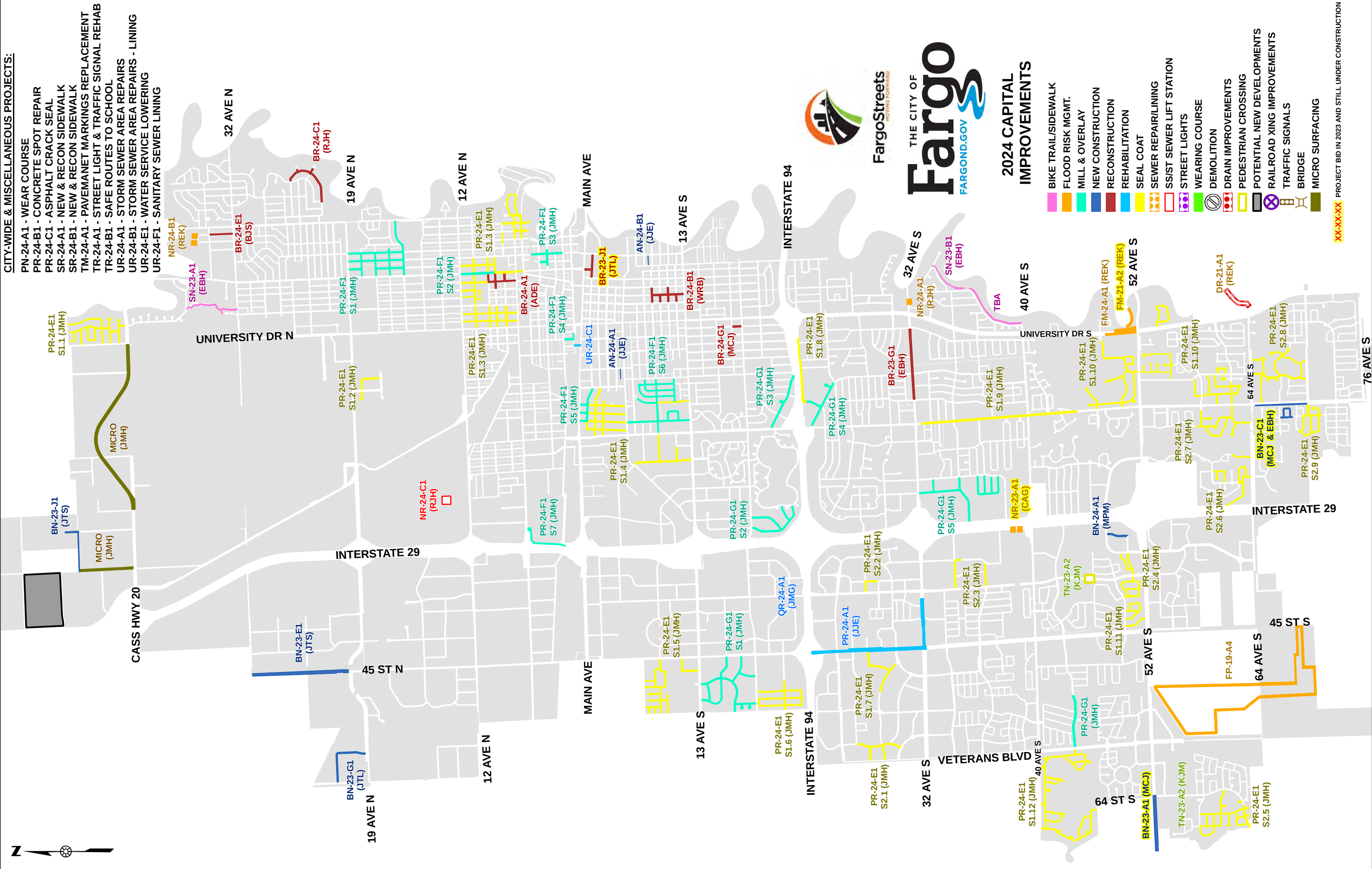
Blaine Laaveg
Highway Superintendent



1201 Main Ave. W
West Fargo, ND 58078

(701) 298-2370

www.casscountynd.gov
highway@casscountynd.gov



CITY-WIDE & MISCELLANEOUS PROJECTS:

- PN-24-A1 - WEAR COURSE
- PR-24-B1 - CONCRETE SPOT REPAIR
- PR-24-C1 - ASPHALT CRACK SEAL
- SR-24-A1 - NEW & RECON SIDEWALK
- SR-24-B1 - NEW & RECON SIDEWALK
- TM-24-A1 - PAVEMANET MARKINGS REPLACEMENT
- TR-24-A1 - STREET LIGHT & TRAFFIC SIGNAL REHAB
- TR-24-B1 - SAFE ROUTES TO SCHOOL
- UR-24-A1 - STORM SEWER AREA REPAIRS
- UR-24-B1 - STORM SEWER AREA REPAIRS - LINING
- UR-24-E1 - WATER SERVICE LOWERING
- UR-24-F1 - SANITARY SEWER LINING



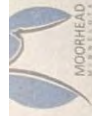
2024 CAPITAL IMPROVEMENTS

- BIKE TRAIL/SIDEWALK
- FLOOD RISK MGMT.
- MILL & OVERLAY
- NEW CONSTRUCTION
- RECONSTRUCTION
- REHABILITATION
- SEAL COAT
- SEWER REPAIR/LINING
- SS/ST SEWER LIFT STATION
- STREET LIGHTS
- WEARING COURSE
- DEMOLITION
- DRAIN IMPROVEMENTS
- PEDESTRIAN CROSSING
- POTENTIAL NEW DEVELOPMENTS
- RAILROAD XING IMPROVEMENTS
- TRAFFIC SIGNALS
- BRIDGE
- MICRO SURFACING

XX-XX-XX PROJECT BID IN 2023 AND STILL UNDER CONSTRUCTION



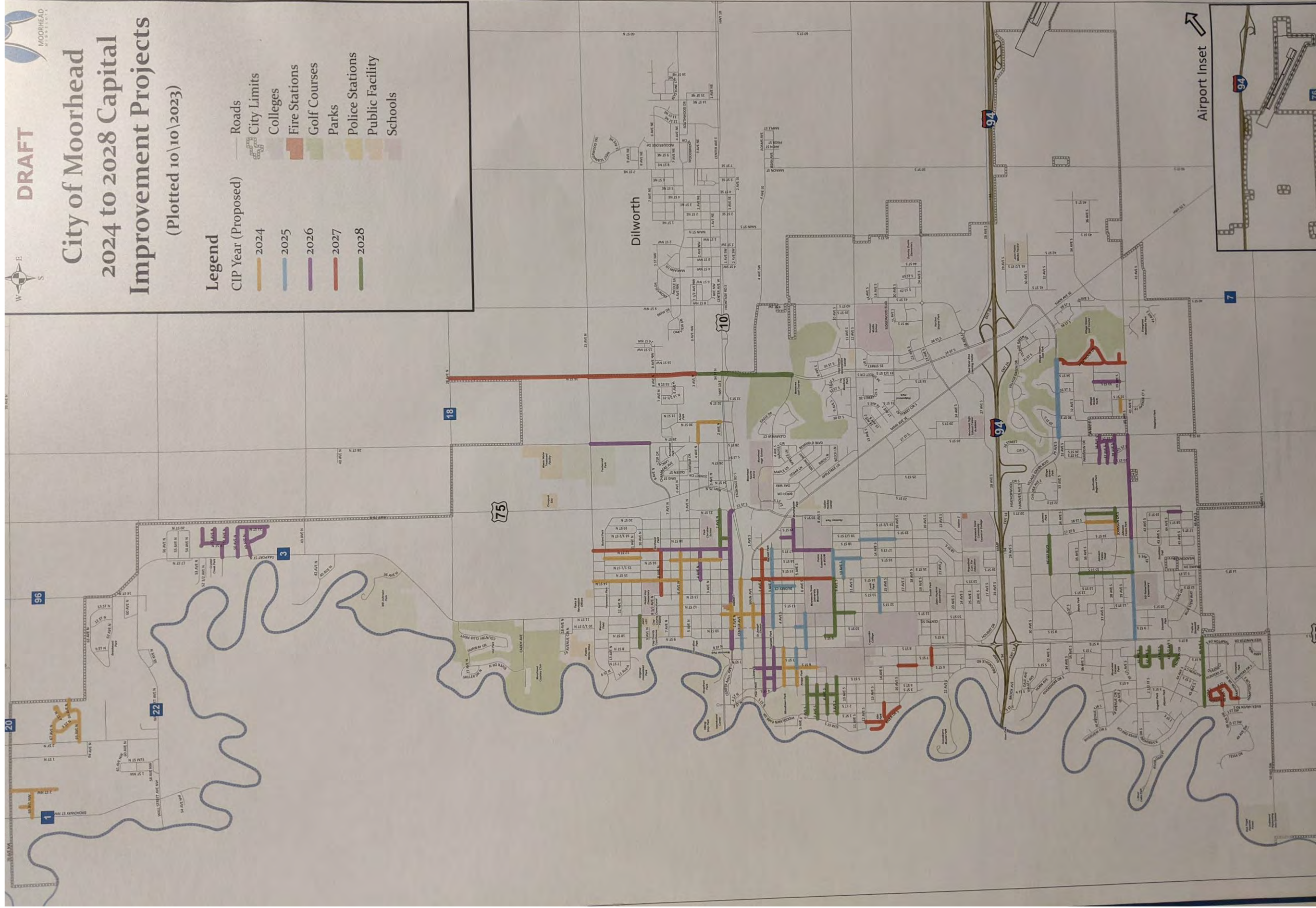
DRAFT



City of Moorhead 2024 to 2028 Capital Improvement Projects (Plotted 10/10/2023)

Legend

- CIP Year (Proposed)
- 2024
 - 2025
 - 2026
 - 2027
 - 2028
- Roads
- City Limits
- Colleges
- Fire Stations
- Golf Courses
- Parks
- Police Stations
- Public Facility
- Schools



Airport Inset





Appendix D

2023 Solicitation Process



Appendix D – 2023 Solicitation Process

2023 Solicitation Process

Since Metro COG was designated as a TMA on June 5, 2023, Metro COG is responsible for the solicitation of TA, CRP, and STBG Federal Funding Sources within the MPA and/or UZA. The Metro COG Policy Board is the ultimate selection authority for the previously mentioned funding sources. See below for the process that was taken for the first solicitation of TMA funding source. Metro COG will continue to improve this process and work with the local jurisdictions, the public, the Policy Board, both DOTs, and both FHWA's to improve this process. The "Reference" column below is used as a reference for the images in the following pages accompanying that activity.

Table D.1 2023 Solicitation Process

Reference	Notice	Activity	Date
A	Opening 2023 Solicitation for TA, CRP and STBG	Begin Solicitation Process – Release Funding Applications for TA, CRP, and STBG Begin working with local jurisdictions on solicitation process	October 6, 2023
B	Applications Due	Applications for TA, CRP, and STBG are due to Metro COG from local jurisdictions	November 30, 2023
C	NDDOT and MnDOT Coordination Meetings	Meeting with both NDDOT and MnDOT to review received applications	December 6, 2023 December 11, 2023
D	Begin Public Ranking of Received Projects	Public Ranks Received Projects	December 8, 2023
E	Public Input Meeting	Public Input Meeting asking the Public to Rank Received Projects. In West Fargo and Fargo	December 11, 2023 December 12, 2023
F	Bicycle and Pedestrian Committee Meeting	Bicycle and Pedestrian Committee Scores received TA projects.	December 13, 2023

G	End Public Ranking of Received Projects	Ending the Public Ranking of Received Projects	January 5, 2024
H	TTC Technically Evaluating the Received Projects	TTC performs a technical evaluation of the received CRP and STBG projects	January 11, 2024
I	Policy Board Selects Projects	The Policy Board considers TTC technical evaluation, Carbon Reduction, Bicycle and Pedestrian Committee Scoring, DOT comments, and Public Input Ranking. Policy Board Selects Projects to receive funding for TA, CRP, and STBG funding sources	January 18, 2024
J	Policy Board Reviews Selection	Policy Board reviews the projects selected at the January 18 th , 2024 meeting. Policy Board optimizes funding, and funding levels, funding years, and funding sources to maximize project selection	February 15, 2024
K	Notify NDDOT and MnDOT of Projects Selected	Notifying both DOTs of projects selected by the Policy Board on the January 18, 2024 meeting and optimized on February 15, 2024.	February 20, 2024

D - Public Ranking of Received Projects

The Public was given the opportunity to rank all received projects based on each individual's preference for each respective Federal Funding Source.

1. Surface Transportation Block Grant (STBG)

This funding source is primarily used for new construction or reconstruction of roadways.

[More Details](#)



2. Carbon Reduction Program (CRP)

The purpose of this funding source is to fund projects that will cause a decrease in carbon emissions from the transportation system.

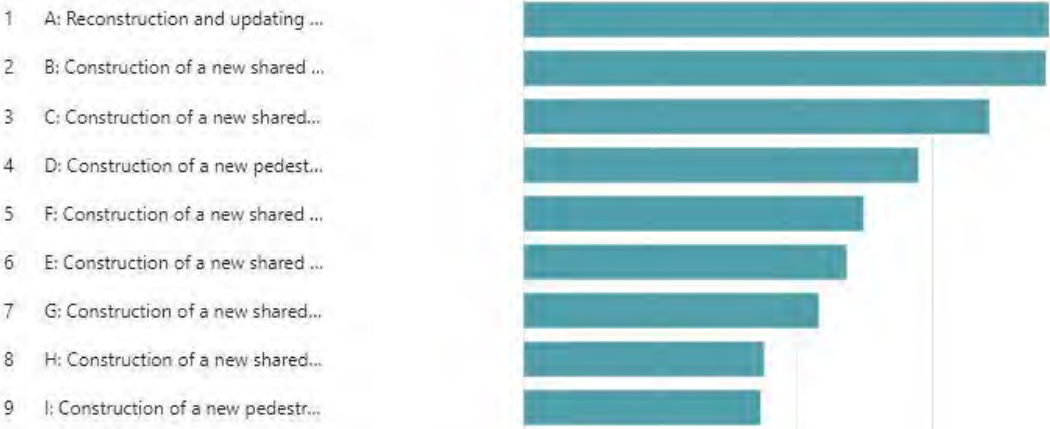
[More Details](#)



3. Transportation Alternatives (TA)

This funding source is primarily used to increase the bicycle and pedestrian network.

[More Details](#)



4. Questions or Comments:

Please let us know if you have any questions or comments about this process.

[More Details](#)

20
Responses

Latest Responses

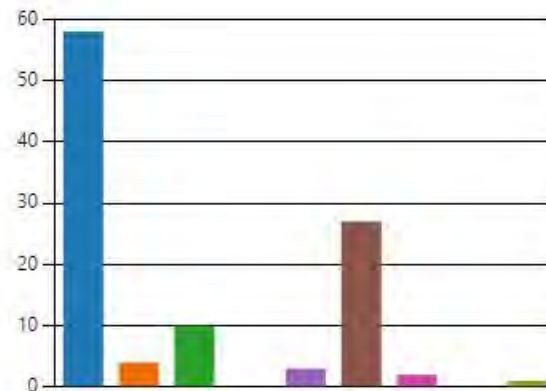
ID ↑	Name	Responses
1	anonymous	Bike path along 25th Street north groom 7th ave n. To main Ave.
2	anonymous	This format was bad on mobile. Huge sliding option format made it impossible to scroll if it ended up in the middle of the screen. Zoomable maps would be good — hard to visualize the specific location of these places.
3	anonymous	Adding terminology definitions would have been helpful, e.g. shared use path.
4	anonymous	Casselton needs to public path. Too many kids on bikes for that busy highway.
5	anonymous	Please consider the Shared Use Path in Casselton. Children are riding bikes down a 2 lane highway and people with no vehicles are walking to and from work, typically in the dark, along that highway, it's not a matter of if someone is killed, it's when. This Shared Use Path is not a luxury item, it's a necessity. Thank you so much for considering Casselton!
6	anonymous	The governors shared path in Casselton ND is very much needed with all the new businesses and housing being developed on the south end of town and to help keep our kids safe who are attempting to ride their bikes on a very busy highway at the moment as there is no other option for them without a vehicle
7	anonymous	None
8	anonymous	Top priority is a Tram to connect WF/Fargo/Moorhead/Dilworth (or at least Easten). We're as large a landmass as MSP, might as well act like it. We lack bridges between Fargo and Moorhead. You are literally neglecting poor neighborhoods in favor of the rich people's neighborhoods. If you're going to be making decisions like this it's time to have WARDS!!!!!!!!! Because honestly, I don't want some asshole old white dude who doesn't live in my area representing my area.
9	anonymous	The Broadway bike path by the water treatment plant in North Fargo is an extreme safety hazard and should be addressed immediately
10	anonymous	Nothing
11	anonymous	The Deer Creek and Horace areas need these projects so our children can get to school safely and so our families can bike safely. My husband is a cyclist and these roads are especially bad for him.
12	anonymous	na
13	anonymous	None
14	anonymous	Horace is growing and becoming very trendy and spendy. They should be factoring these facilities in the original construction of the neighborhoods. The established (AKA: old) areas that don't have them yet should hold more priority.

15	anonymous	Need more projects to improve pedestrian infrastructure in downtown and core neighborhoods. These are where the density are and where more people would actually walk. Fewer people would benefit or even use pedestrian path in newer neighborhoods where there is nothing to walk to and cars are going 45 mph.
16	anonymous	Casselton priority 1 as limited options and safety needed
17	anonymous	Disappointed at the lack of coordination between entities in both states on more river crossings
18	anonymous	Focus on reducing cross metro commutes for essential goods
19	anonymous	none at this time
20	anonymous	Please fix the North Broadway bike path as well as the bridge on Broadway going into Moorhead. The traffic flow in our neighborhood without the bridge is hazardous and is diminishing our roads.

5. Where do you currently reside?

More Details

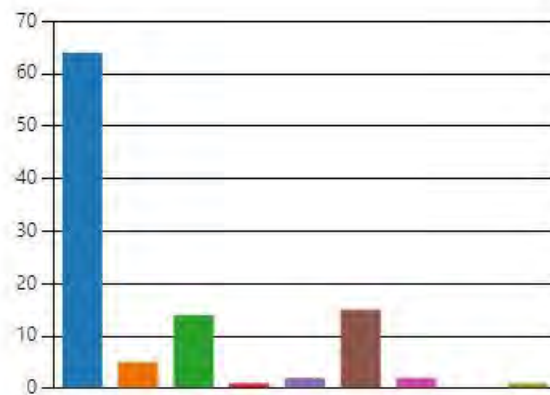
● Fargo	58
● Moorhead	4
● West Fargo	10
● Dilworth	0
● Horace	3
● Casselton	27
● Other Rural Cass County	2
● Other Rural Clay County	0
● Outside Cass and Clay Counties	1



6. Where do you work?

[More Details](#)

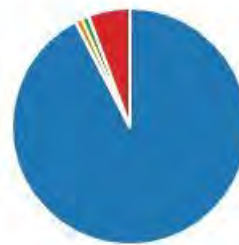
Fargo	64
Moorhead	5
West Fargo	14
Dilworth	1
Horace	2
Cassellton	15
Other Rural Cass County	2
Other Rural Clay County	0
Outside Cass and Clay Counties	1



7. What mode of travel do you predominantly use?

[More Details](#)

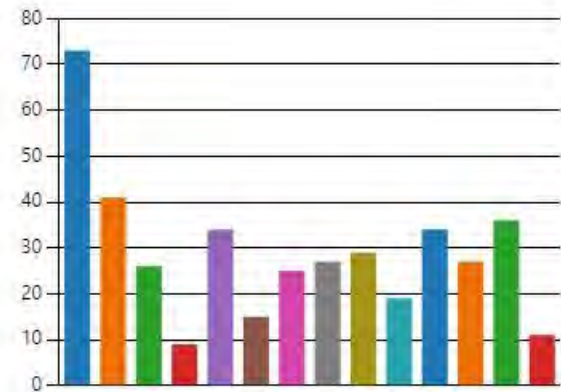
Automobile	97
MATBUS Public Transport System	1
Walking	1
Biking	6
Other	0



8. What roadway corridor do you most rely on (Choose all that apply)?

[More Details](#)

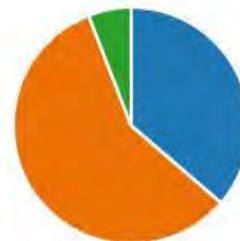
Interstate 94	73
Interstate 29	41
US HWY 10 (Main Ave in Fargo ...	26
US HWY 75 (Moorhead)	9
University Drive (Fargo)	34
19th Ave N (Fargo & West Fargo)	15
13th Ave S (Fargo & West Fargo)	25
32nd Ave S (Fargo & West Fargo)	27
52nd Ave S (Fargo & West Fargo)	29
10th Street (Fargo)	19
45th Street (Fargo)	34
Sheyenne Street (West Fargo)	27
Veterans Blvd (West Fargo)	36
Other	11



9. Sex:

[More Details](#)

Female	37
Male	59
Prefer not to say	6



10. Disability:

[More Details](#)

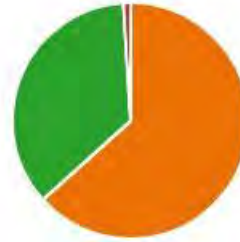
Yes	5
No	90
Prefer not to say	7



11. Age:

[More Details](#)

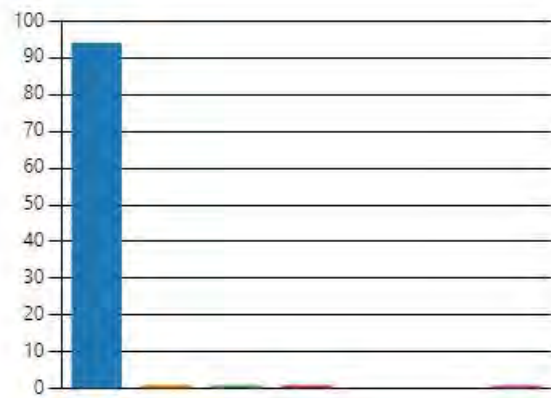
Under 18	0
18 - 40	64
41 - 65	36
65 and over	1



12. Race: (Check all that apply)

[More Details](#)

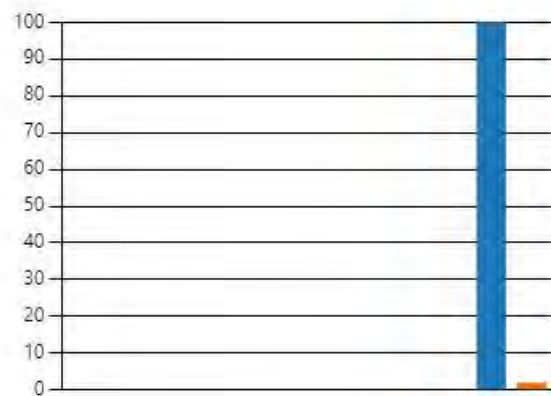
White	94
Native Hawaiian/ Other Pacific I...	1
Hispanic or Latino	1
Black/African American	1
Asian	0
American Indian/Alaskan Native	0
Other	1



13. Language most frequently spoken in your home:

[More Details](#)

Spanish	0
German	0
Other African Language	0
Chinese	0
Vietnamese	0
Arabic	0
Russian	0
Other India Language	0
Japanese	0
Other Slavic Language	0
English	100
Other	2



14. Do you receive public assistance?:

[More Details](#)

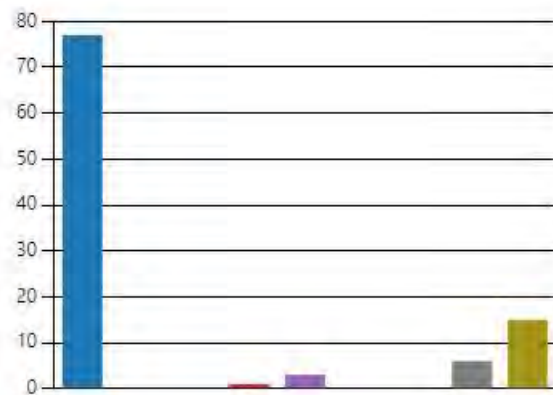
Yes	1
No	101



15. How did you hear about this?:

[More Details](#)

Internet	77
Radio	0
Mailing	0
NDDOT Contact	1
Newspaper	3
Social Service Agency	0
Television	0
Advocacy Group	6
Other	15



F

F - Bicycle and Pedestrian Committee Meeting and Scoring

Bicycle and Pedestrian Committee Scored all received TA projects based on the established scoring criteria. These scores were approved by TTC and presented to the Policy Board prior to project selection.

123rd Metropolitan Bicycle and Pedestrian Committee Meeting
December 14th, 2023 – 3:00pm
Hybrid Meeting – Virtual / In-person (Metro COG Conference Room)

Members Present

Dan Farnsworth, Chair, Metro COG
Payton Mastera, City of Dilworth
Andrew Wrucke, City of West Fargo Engineering
Joe Anderson, City of Fargo Police
Forrest Steinhoff, City of Moorhead Planning
Jeremy Gorden, City of Fargo Engineering
Kurt Kopperud, Citizen Representative
Rosemary Bruce-White, MnDOT – District 4
Maegin Elshaug, City of Fargo Planning
Jonathan Atkins, City of Moorhead Engineering
Jace Hellman, City of Horace
Cole Hanson, Cass County
Christine Holland, River Keepers
Leslie McGillivray-Rivas, City of West Fargo Planning
Luke Grittner, MATBUS
Tyler Kirchner, City of Fargo Parks

Others Present:

Paul Bervik, Metro COG
Ayden Schaffler, Metro COG
Chelsea Levorsen, Metro COG
Blue Weber, Citizen/Bolton & Menk
Terry Steen, Citizen/Flatlands Cycling Club
Michael Bendel-Paulson, Citizen
Steve Strack, Citizen/Houston Engineering

1. Welcome and Introductions

The meeting began at 3:08 pm. Some technical difficulties cause the meeting to begin later than normal. Both in-person and virtual attendees introduced themselves.

2. Approve minutes from August 16th, 2023 meeting

A motion to approve the August 16th minutes was made by A. Wrucke and seconded by P. Mastera. The minutes were passed unanimously with no edits.

3. Public input opportunity

There were several members of the public attending the meeting, both virtually and in-person. No verbal comments were given during this input opportunity, however D. Farnsworth read a public email comment which Metro COG received prior to the meeting which the individual indicated he wanted shared at the meeting. The comment was requesting that a bicycle & pedestrian counter be considered along the path under I-94 in Moorhead along Rivershore Dr.

4. Review & scoring of urban TA applications

There were a total of nine urban TA applications that were submitted to Metro COG. All nine were located on the ND side of Metro COG's planning area. D. Farnsworth summarized each project briefly with the Committee before going into the scoring.

D. Farnsworth then went into the scoring of each project, which Metro COG pre-scored prior to the meeting. Certain scores which Metro COG felt needed Committee discussion were then discussed.

Several projects had EJ areas that were close to being considered 'adjacent' to the EJ area as noted in the criteria. The Committee felt that these projects were so close to the EJ areas that they should receive points for being 'adjacent'.

Another criteria that was discussed was whether the Cass Co Rd 81 shared use path replacement project should receive points for being identified in a planning study. While this particular project was not identified in a planning study, 'maintenance and rehab' of infrastructure is identified in several local planning studies involving Cass County. It was the decision of the Committee to award this project half points (5 pts) for this criteria. The Committee also felt that the scoring should be revised to accommodate maintenance-type projects. Metro COG will revise TA scoring criteria to accommodate maintenance-type projects for next year's scoring.

After finalizing the scoring for the urban TA applications, the following scores were shown:

- Cass Co – CR 81/ University Dr Path – 45 pts
- Fargo – Drain 27/Deer Creek Path Phase 1 – 35 pts
- Fargo – Drain 27/Deer Creek Path Phase 1 – 30 pts
- Fargo – Low Lever Drain 53 Crossing – 25 pts
- Fargo – Drain 53 Path (64th Ave S to 73rd Ave S) – 25 pts
- Fargo – Water Reclamation Plant Path – 45 pts
- Horace – 76th Ave Path, CR 17 to Brink Dr – 45 pts
- Horace CR 17 Path, 81st Ave to 76th Ave – 45 pts
- West Fargo – Rivers Bend Bridge & Path – 35 pts

A motion to recommend Policy Board approval of the urban TA applications and scores was made by J. Hellman and seconded by A. Wrucke. The motion was passed unanimously.

5. Review & scoring of rural TA applications

There were a total of three rural TA applications that were submitted to Metro COG. All three were located on the ND side of Metro COG's planning area. D. Farnsworth summarized each project briefly with the Committee before going into the scoring.

D. Farnsworth then went into the scoring of each project, which Metro COG pre-scored prior to the meeting. Certain scores which Metro COG felt needed Committee discussion were then discussed.

Discussion with the Casselton Path project entailed determining if phase 1 of the project (not yet constructed, but programmed for construction prior to this project) should be considered in-place. Since phase 1 will very likely be in-place prior to this project, scoring pertaining to this connection will be awarded.

There was also discussion about the Mapleton project, which entails the implementation of five raised crosswalks at various locations in the city. It was discussed whether the project should be awarded full points if one of the five crosswalks meets the criteria or partial points. It was decided that if one of the five crosswalks met the criteria, it would receive 1/5 of the points. There was also discussion about whether this project should get points for the criteria asking *"Does the project connect residential area(s) to commercial or industrial area(s)?"* It was determined that, since a crosswalk isn't a new connection, it shouldn't receive the points for this criteria.

After finalizing the scoring for the urban TA applications, the following scores were shown:

- Casselton – Governor's Dr Path (Phase 2) – 30 pts
- Cass Co (Kindred) – CR 15 Path – 45 pts
- Mapleton – Pedestrian Safety Improvements – 16 pts

A motion to recommend Policy Board approval of the rural TA applications and scores was made by M. Elshaug and seconded by T. Kirchner. The motion was passed unanimously.

6. Other business

M. Bendel-Paulson asked if there were any items involving a Dilworth project. P. Bervik noted that there is no TA solicitation this year for MN urban jurisdictions (Moorhead or Dilworth) as Metro COG will be combining two years of solicitation next year because of the limited funding within the urbanized area on the Minnesota side.

R. Bruce-White wanted to mention to the Committee members that MnDOT District 4 has some portable bicycle/pedestrian counters that they are able and willing to lend to MN jurisdictions within District 4 for temporary counting efforts.

The meeting was adjourned at 4:42 pm.

2045 MTP Goal	TA Evaluation Criteria			Cass Co - CR 81 Shared Use Path Replacement		Fargo - Drain 27 Deer Creek Path - Phase 1		Fargo - Drain 27 Deer Creek Path - Phase 2		Fargo - Low level Drain 53 crossing at Silverleaf		Fargo - Path near wastewater treatment		Fargo - Drain 53 path from 64th Ave S to 73rd		Horace - 76th Ave Path - CR 17 to Brink Dr.		Horace - CR 17 Path - 81st Ave to 76th Ave		West Fargo - Rivers Bend Path	
	Question	Evaluation Instructions	Points	Points	Notes	Points	Notes	Points	Notes	Points	Notes	Points	Notes	Points	Notes	Points	Notes	Points	Notes	Points	Notes
System Safety	Is the project located where a crash involving a motor vehicle and a bicyclist or pedestrian have occurred within the past 5 years?	Refer to most recent bicycle/pedestrian crash maps. Saved in TA folder.	10	0	No crash history in past 5 years	0	No crash history in past 5 years	0	No crash history in past 5 years	0	No crash history in past 5 years	0	No crash history in past 5 years	0	No crash history in past 5 years	0	No crash history in past 5 years	0	No crash history in past 5 years	0	No crash history in past 5 years
	Is the project located within 1/2 mile radius of a K-8 public school?	Measure from outermost perimeter of school building.	10	10	0.37 mi from Bennett Elementary	10	0.46 mi from Deer Creek Elementary	10	Within 0.07 mi from Deer Creek Elementary	0	No public school located within 1/2 from project.	10	Within 0.48 mi from McKinley Elementary	0	No K-8 public school located within 1/2 from project.	10	0.37 mi from Heritage Middle School	10	0.31 mi from Heritage Middle School	10	Within 1/2 mi from Brooks Harbor Elementary & Freedom Elementary
Travel Efficiency and Reliability	Is the project within a 1/4 mile of existing commercial AND multi-dwelling residential (3-plexes or greater) land uses?	Per jurisdiction's zoning maps	10	10	Commercial properties located at 5990 14th St. (0.03 mi). 28-unit apartment at 1251 5th AveS (0.01 mi)	0	Within 1/4 mi of existing commercial but no multi-dwelling (3-plex or greater) nearby	0	Within 1/4 mi of existing commercial but no multi-dwelling (3-plex or greater) nearby	0	Within 1/4 mi of existing multi-dwelling / residential but no commercial nearby	10	Within 1/4 mi of existing multi-dwelling residential (apartments) and commercial.	0	No existing multi-dwelling residential or commercial within 1/4 mi.	10	0.25 mi from apartment building and 0.34 mi from commercial building	10	0.05 mi from apartment building and 0.03 mi from commercial building	0	Commercial nearby but 0.26 mi from nearest 3-plex or greater residential
	Is the project part of a multi-jurisdictional planning effort/initiative?	This criteria is designed to be a project partnership between two separate jurisdictions such as City of Fargo and City of Moorhead. This criteria is not intended to be for partnerships between a city or school district, city and park district, or the county sponsorship of <5,000 population jurisdiction projects.	5	5	Local match will come from both Cass Co and City of Fargo. Ownership will be both Cass Co and Fargo.	0	Fargo project only	0	Fargo project only	0	Fargo project only	0	Fargo project only	0	Fargo project only	0	Horace project only	0	Horace project only	0	West Fargo project only
Walking and Bicycling	Is the project located in a zone which currently has low or moderate levels of walkability on the 2045 MTP's walkability index?	Refer to Figure 4.24 in the 2045 MTP Plan. Low and moderate shown in blue and yellow. If project is in two zones, choose the zone in which the majority of the project is located.	10	10	Per Figure 4.24 in the 2045 MTP Plan.	10	Per Figure 4.24 in the 2045 MTP Plan	10	Per Figure 4.24 in the 2045 MTP Plan.	10	Per Figure 4.24 in the 2045 MTP Plan.	10	Per Figure 4.24 in the 2045 MTP Plan.	10	Per Figure 4.24 in the 2045 MTP Plan.	10	Per Figure 4.24 in the 2045 MTP Plan.	10	Per Figure 4.24 in the 2045 MTP Plan.	10	Per Figure 4.24 in the 2045 MTP Plan.
	Is the project consistent with recommendations of a completed corridor, comprehensive, or other planning study?	These would be studies or plans that would be approved by a governing body, and would ideally have obtained public input as part of the study or plan.	10	5	2018 Cass Co Comp Plan, Cass Co Comp Highway 8, Bridge 5 Year Plan - 'need for improvements'	10	Shown in 2022 PM Bike-Ped Plan	10	Shown in 2022 PM Bike-Ped Plan	10	Shown in 2022 PM Bike-Ped Plan	10	Shown in 2022 PM Bike-Ped Plan	10	Shown in 2022 PM Bike-Ped Plan	10	Shown in 2022 PM Bike-Ped Plan & Horace Comprehensive Plan	10	Shown in 2022 PM Bike-Ped Plan & Horace Comprehensive Plan	10	Shown in 2022 PM Bike-Ped Plan & West Fargo Comprehensive Plan
	Is the project located in an area with high or medium levels of vehicle trip density?	High trip density = 50+ trips/acre Medium trip density 25 to 50 trips/acre Refer to maps developed for F-M area. Saved in TA folder. If project is in two zones, choose the zone in which the majority of the project is located.	High trip density: 10 points Med trip density: 5 points	0	Trip density lower than 25 trips/acre	0	Trip density lower than 25 trips/acre	0	Trip density lower than 25 trips/acre	0	Trip density lower than 25 trips/acre	0	Trip density lower than 25 trips/acre	0	Trip density lower than 25 trips/acre	0	Trip density lower than 25 trips/acre	0	Trip density lower than 25 trips/acre	0	Trip density lower than 25 trips/acre
	Does the project make a systematic effort to conserve natural resources	Per FHWA TA eligibility, this criteria would include: vegetation management, environmental mitigation related to stormwater, and habitat connectivity. Any of these items would need to be identified in the application/letter of Intent in order to receive points.	3	0	Nothing noted in application	0	Nothing noted in application	0	Nothing noted in application	0	Nothing noted in application	0	Nothing noted in application	0	Nothing noted in application	0	Nothing noted in application	0	Nothing noted in application	0	Nothing noted in application
Economic Development & Transportation Decisions	Is the project within 1/4 mile of a MATBUS route corridor?	This is measured from any portion of the project.	5	0	No MATBUS route nearby	0	No MATBUS route nearby	0	No MATBUS route nearby	0	No MATBUS route nearby	5	Within 0.36 mi of Route 13	0	No MATBUS route nearby	0	No MATBUS route nearby	0	No MATBUS route nearby	0	0.46 mi from Route 24
	Is the project located within one of Metro COG's environmental justice (EJ) areas?	Use latest Metro COG environmental justice map. Project is within or directly adjacent to EJ area	5	5	Within EJ area.	5	Adjacent to an EJ area	0	Outside of any EJ area	5	Within EJ area.	0	Outside of any EJ area	5	Adjacent to an EJ area	5	Adjacent to an EJ area	5	Within/adjacent to an EJ area	5	Adjacent to an EJ area
Total Points			45	-	35	-	30	-	25	-	45	-	25	-	45	-	45	-	35	-	

H - TTC Technically Evaluating the Received Projects

The TTC performs a technical evaluation of the received CRP and STBG projects.

Agenda Item 3 Attachment 1

**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.

549 Meeting of the FM Metro COG Transportation Technical Committee – page 2
Thursday, January 11, 2023

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

549 Meeting of the FM Metro COG Transportation Technical Committee – page 3
Thursday, January 11, 2023

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

549 Meeting of the FM Metro COG Transportation Technical Committee – page 4
Thursday, January 11, 2023

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

Technical Scoring Criteria	Project Scoring			
	+2	+1	0	-2
GOAL AREA: SYSTEM SAFETY AND SECURITY				
Has potential to reduce serious injury and fatal crashes.	Project directly improves roadway safety in a corridor with identified crash issues.	Project directly improves roadway safety in a corridor with low or moderate crash issues.	Project would have limited impact on safety.	Project has potential to reduce roadway safety.
Make transportation infrastructure more resilient to natural and manmade events.	Project elevates facility out of floodplain or creates a more reliable connection for emergency response.		Project would have limited impact on system resiliency.	Project has potential to negatively impact system resiliency.
GOAL AREA: TRAVEL EFFICIENCY AND RELIABILITY				
Roadway Congestion Policy (pg 100): Assessing and addressing roadway capacity and congestion must seek out a balance between peak hour traffic, daily traffic, travel times, travel demand (i.e. when trips are made), and the level of investment in the transportation network.	Project would significantly improve traffic operations on a roadway.	Project would minorly improve traffic operations on a roadway.	Project would not improve travel delay significantly.	Project would degrade traffic operations to LOS F on an NHS or arterial roadway.
Improve travel reliability.	Project includes elements shown to improve reliability on a roadway with identified reliability issues.	Project includes elements shown to improve reliability on a roadway.	Project would likely have limited reliability improvements.	
Improve the connectivity of the street network and promote a grid street pattern.	Project is context sensitive and would complete a roadway connection where a gap of 1 mile or more exists.	Project is context sensitive and would complete a roadway connection where a gap of 1/2 mile or more exists.	Project has limited impact on street network connectivity.	Project is not context sensitive or limits grid pattern.
GOAL AREA: WALKING AND BIKING				
Walking and Biking Policy (pg 102): Promote bicycling and pedestrian facilities in future roadway developments and encourage non-motorized transportation connections within all FM Metro COG jurisdictions.	Project promotes bicycling and pedestrian facilities in future roadway developments.		Project would not enhance walking and biking.	Project has potential to negatively impact walking and biking.
Future Modal Spending Targets (pg 105): 5% of STBGP future modal spending targets should be spent on bike/ped infrastructure.	Project will solely consist of a bicycle or pedestrian project using STBG funding.	Project contains bicycle and pedestrian elements that will improve the bicycle and pedestrian network.	Project will not improve bicycle or pedestrian network.	Project will create a barrier to bicycle or pedestrian network.
Walking and Biking Objective (Appendix D pg 224): Promote active, mixed use developments that mix residential, work, and entertainment uses.	Street project includes a significant new bicycle and pedestrian facility in an area / corridor with current or planned mixed land uses; or is consistent with recommendation of a corridor, comprehensive, or other planning study.	Street project would be an enhancement to existing bicycle and pedestrian facilities in an area / corridor with current or planned mixed land uses.	Project would not enhance walking and biking.	Project has potential to negatively impact walking and biking.
GOAL AREA: TRANSIT ACCESS				
Enhances access to the existing and future MATBUS system.	Street project would upgrade an existing transit corridor to provide transit amenities such as transit signal priority or bus shelters.		Project would have no impact on transit signal amenities.	
Future Modal Spending Targets (pg 105): 6% of STBGP future modal spending targets should be spent on transit.	Project will primarily consist of a transit project using STBG funding.		Project is not primarily a transit project.	
GOAL AREA: MAINTAIN TRANSPORTATION INFRASTRUCTURE				
Provide a financial plan that supports maintaining transportation infrastructure in a state of good repair.	The pavement condition of the roadway is poor.	The pavement condition of the roadway is fair.	The pavement condition of the roadway is good.	The pavement condition of the roadway is excellent.
Preservation and Maintenance (pg 103): Prioritize investments in our roadway network that preserve and maintain existing facilities rather than the construction of new ones. Preserving and maintaining our existing network takes a higher priority than expanding the network.	The primary purpose of the project is reconstruction of the existing system.		The primary purpose of the project is not reconstruction of the existing system.	

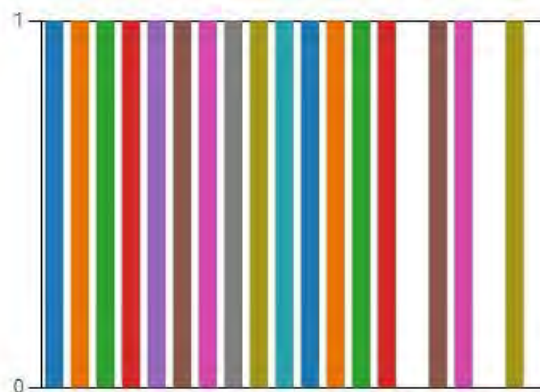
Technical Scoring Criteria	Project Scoring			
	+2	+1	0	-2
GOAL AREA: ENVIRONMENTAL SUSTAINABILITY				
Provide a transportation system that provides equitable access.	Project integrates all required ADA and PROWAG Guidelines.			Project fails to integrate all required ADA and ProWAG Guidelines.
Land Use (pg 104): Enact transportation-supportive land use policies that maintain system connectivity and accessibility as the metropolitan region’s population and employment levels increase.	Project is sensitive to the context of the surrounding land uses. Project is referenced in a planning document.	Project is sensitive to the context of the surrounding land uses.		Project is not reflective to the context of and adversely impacts the surrounding land uses.
Environmental Sustainability Objective (pg 53): Limit or mitigate transportation impacts to natural resources.	Project incorporates additional elements that could have a positive impact on the environment.		Project will have negligible to no environmental impacts.	Project is likely to cause environmental impacts that would need to be mitigated.
Environmental Sustainability Objective (pg 53): Ensure transportation system impacts are equally distributed, and do not disproportionately impact Environmental Justice and Title VI Communities.	Positive impacts will likely exist for Environmental Justice or Title IV Communities.	The distribution of negative impacts will be shared equally.	Minor negative impacts will likely be disproportionately distributed to Environmental Justice or Title IV Communities.	Major negative impacts will likely be disproportionately distributed to Environmental Justice or Title IV Communities.
GOAL AREA: ECONOMIC DEVELOPMENT AND TRANSPORTATION DECISIONS				
Promote transportation projects that support regional economic goals, support freight movement, and promote projects that can be financially sustained for the long-term.	Project completes first mile/last mile connections, supports business development, and has a design life of 30 years minimum.	Project has some elements of economic development and freight and has a design life of 20-30 years.	Project has no elements of economic development and freight and has a design life of 10-20 years.	Project has no elements of economic development and freight and has a design life of less than 10 years.
Economic Development and Transportation Decisions Objective (Appendix D pg 224): Enhance the regional economy.	Project is consistent with a regional economic development plan, or provides improved connection to an existing or future major employment center.		Project provides no significant economic development connection.	
Economic Development and Transportation Decisions Objective (Appendix D pg 224): Promote financially sustainable transportation investments.	Project would involve reconstruction of a corridor at a time consistent with its anticipated replacement date.		Project has limited benefit in terms of timing of reconstruction.	Roadway is being reconstructed before anticipated replacement date.
Economic Development and Transportation Decisions Objective (Appendix D pg 224): Provide improvements to the truck freight system.	Project was identified in Regional Freight Plan or provides enhanced freight route access.		Project would have limited impact on freight travel.	

CRP Project Scoring

1. Please indicate who you represent:

[More Details](#)

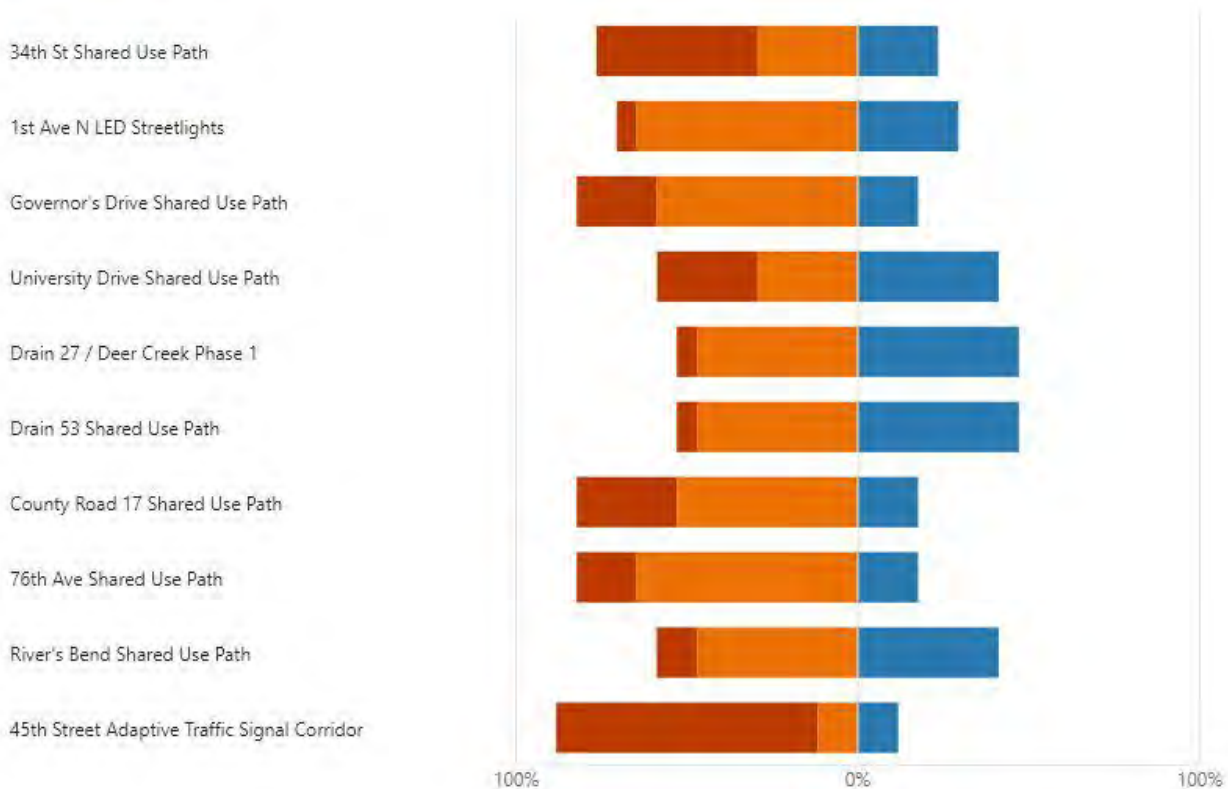
 Metro COG	1
 NDDOT	1
 Cass County Engineering	1
 Cass County Planning	1
 Fargo Engineering	1
 Fargo Planning	1
 Fargo Transit	1
 West Fargo Engineering	1
 West Fargo Planning	1
 Horace	1
 MNDOT	1
 Clay County Engineering	1
 Clay County Planning	1
 Moorhead Engineering	1
 Moorhead Planning	0
 Moorhead Transit	1
 Dilworth	1
 Freight Representative	0
 Higher Education Representative	1
 Economic Development Represe...	0



2. Has potential to reduce serious injury and fatal crashes.

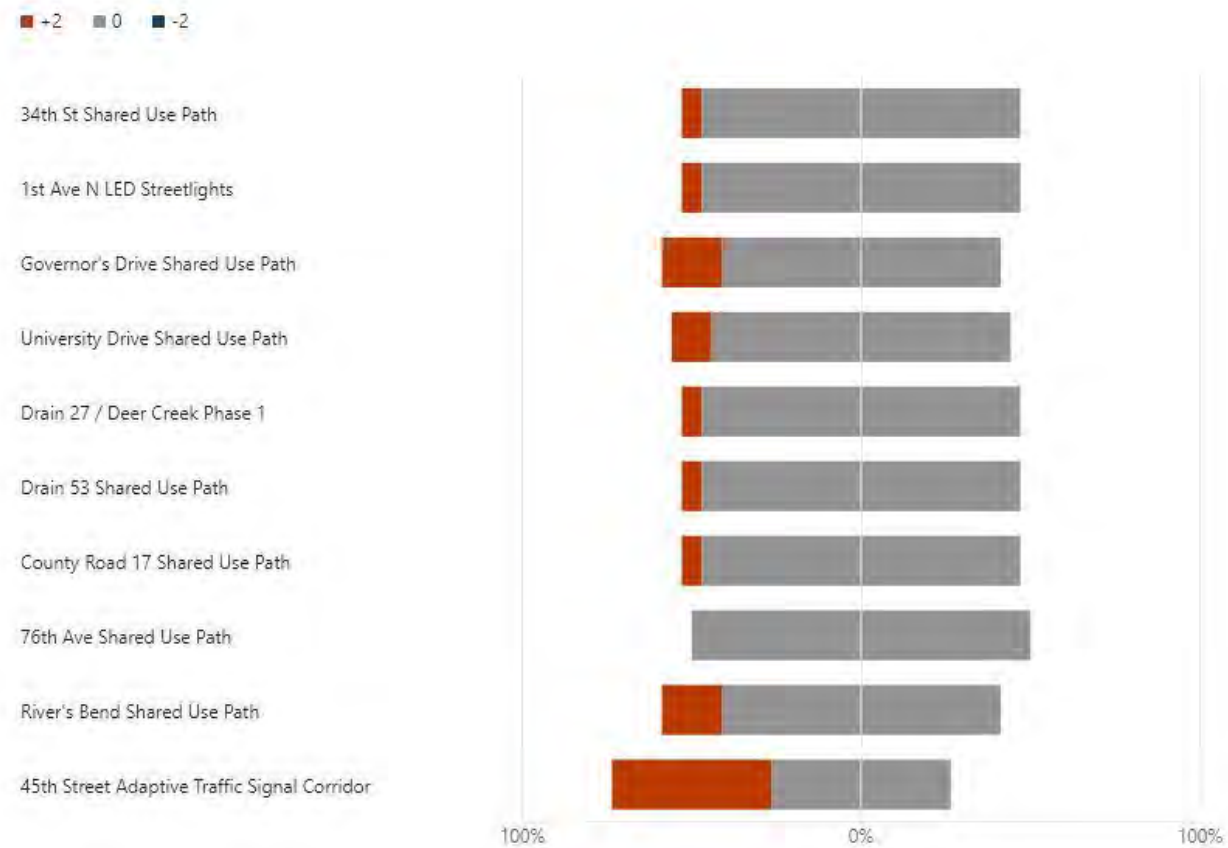
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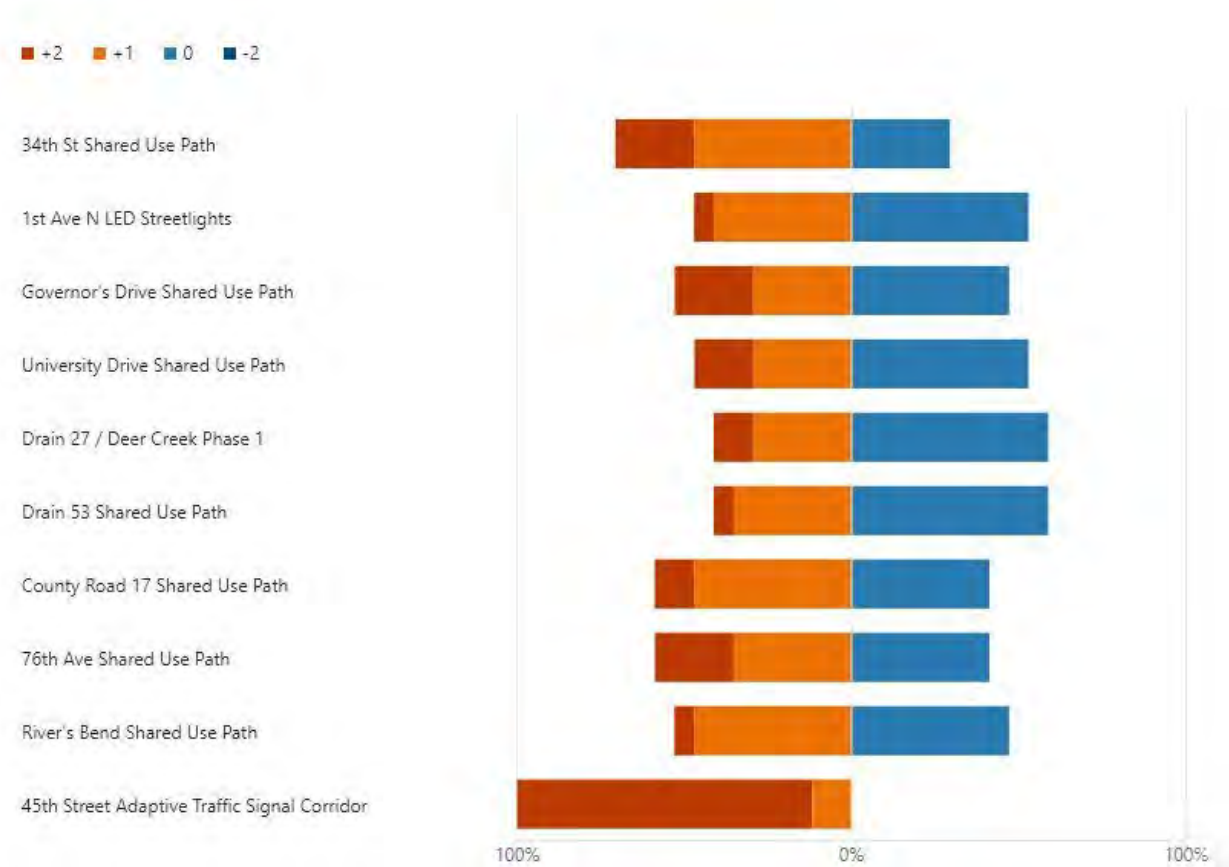
3. Make transportation infrastructure more resilient to natural and manmade events.

[More Details](#)



4. Assessing and addressing roadway capacity and congestion must seek out a balance between peak hour traffic, daily traffic, travel times, travel demand (i.e. when trips are made), and the level of investment in the transportation network.

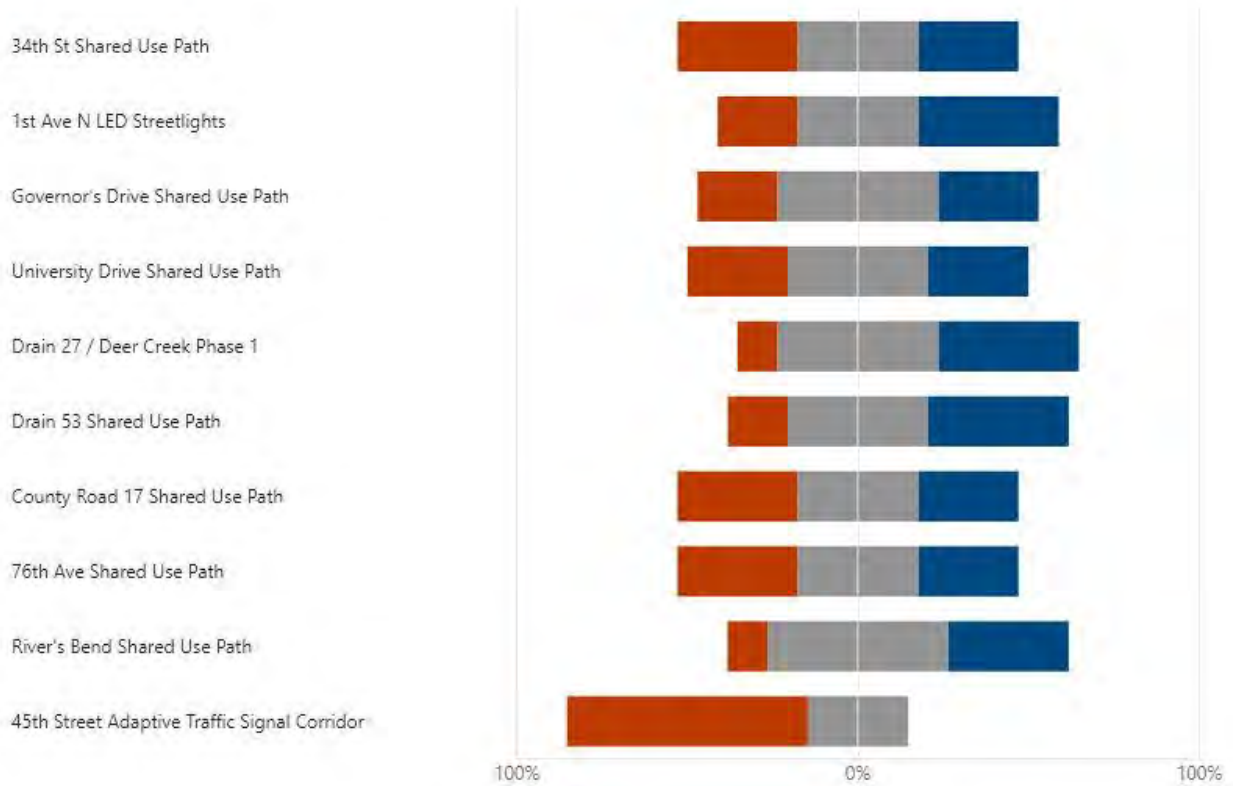
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5. Improve travel reliability.

[More Details](#)

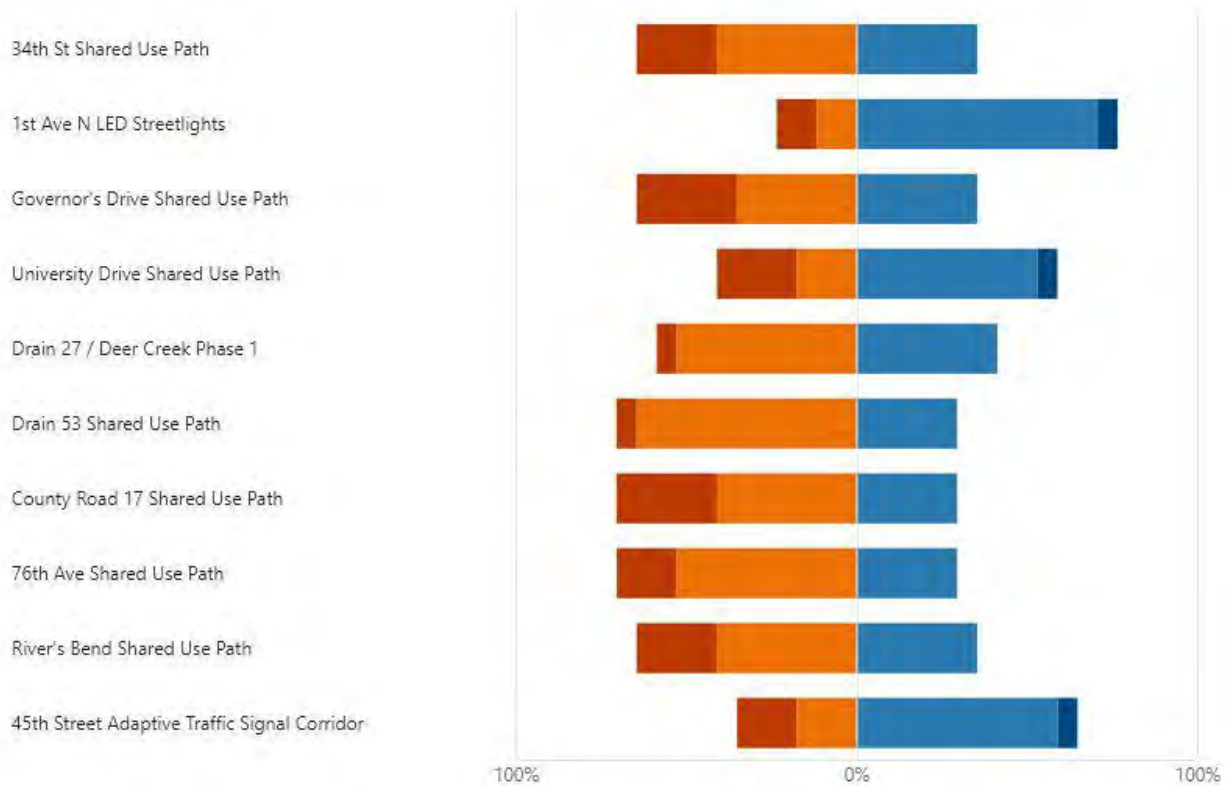
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6. Improve the connectivity of the street network and promote a grid street pattern.

[More Details](#)

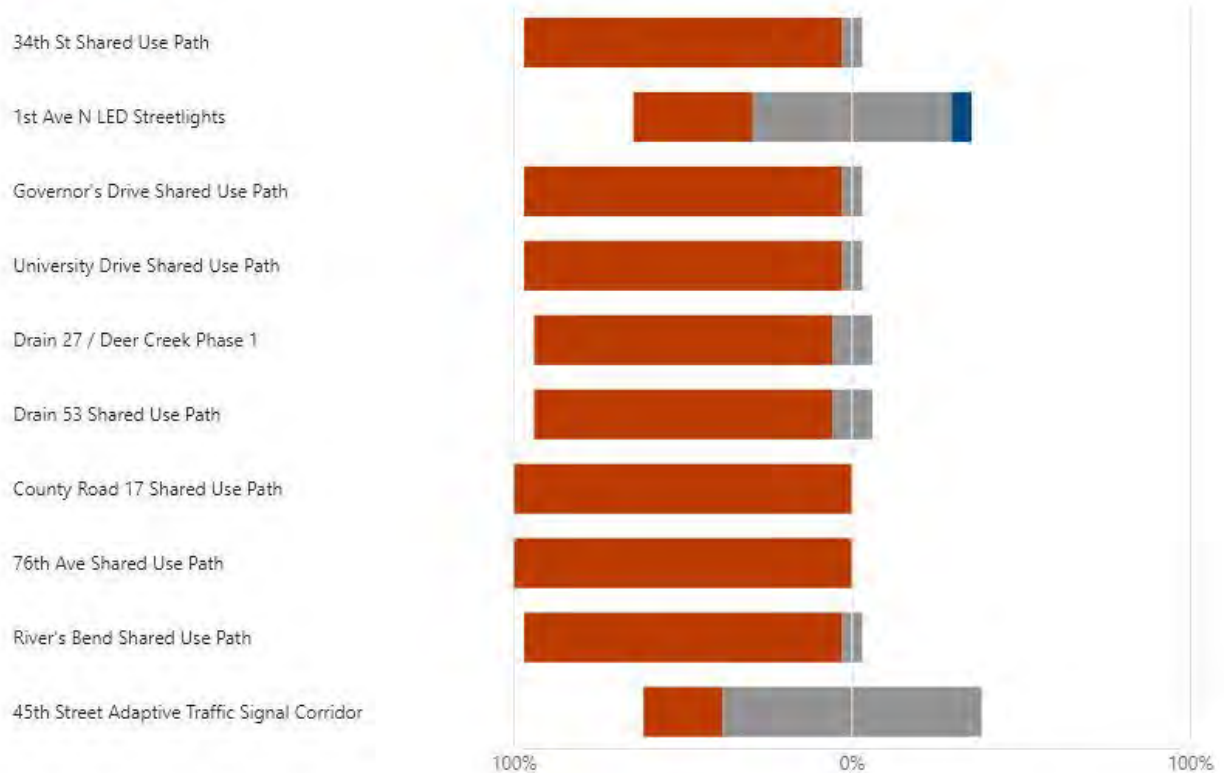
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7. Promote bicycling and pedestrian facilities in future roadway developments and encourage non-motorized transportation connections within all FM Metro COG jurisdictions.

[More Details](#)

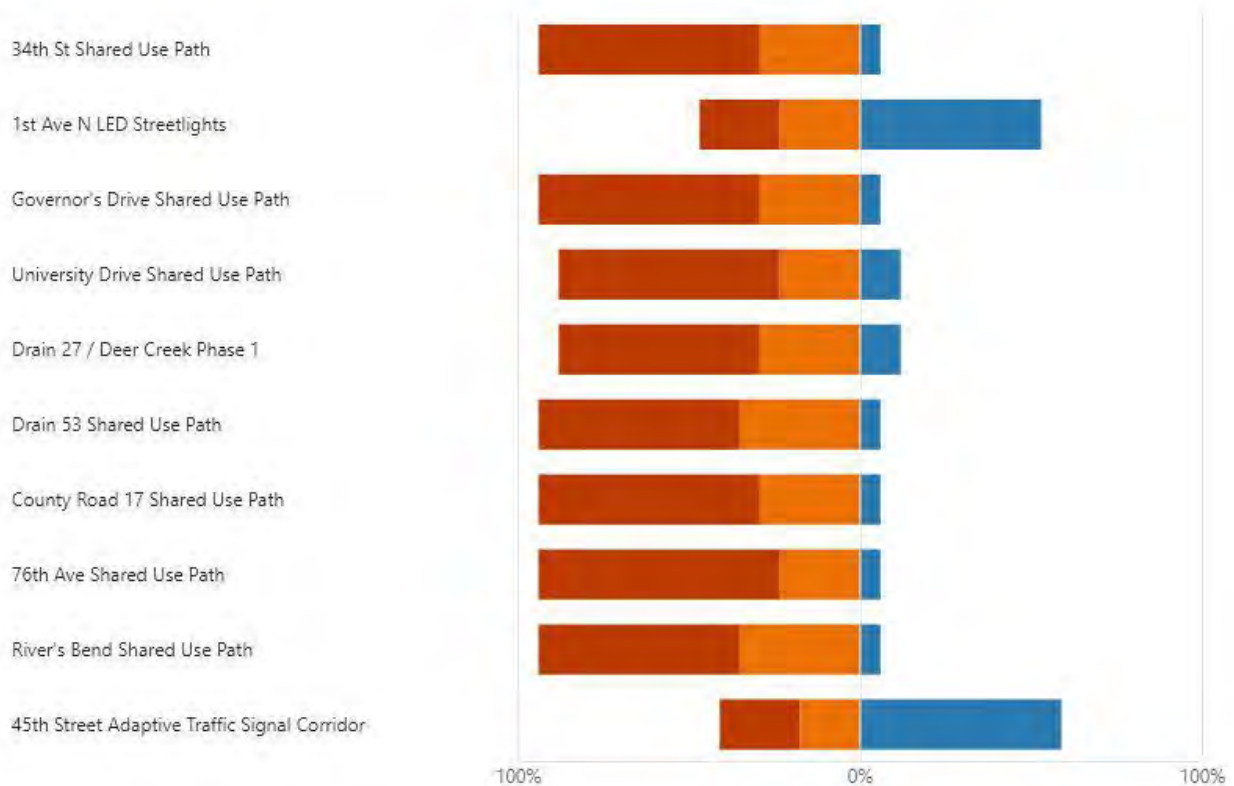
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8. 5% of STBGP future modal spending targets should be spent on bike/ped infrastructure.

[More Details](#)

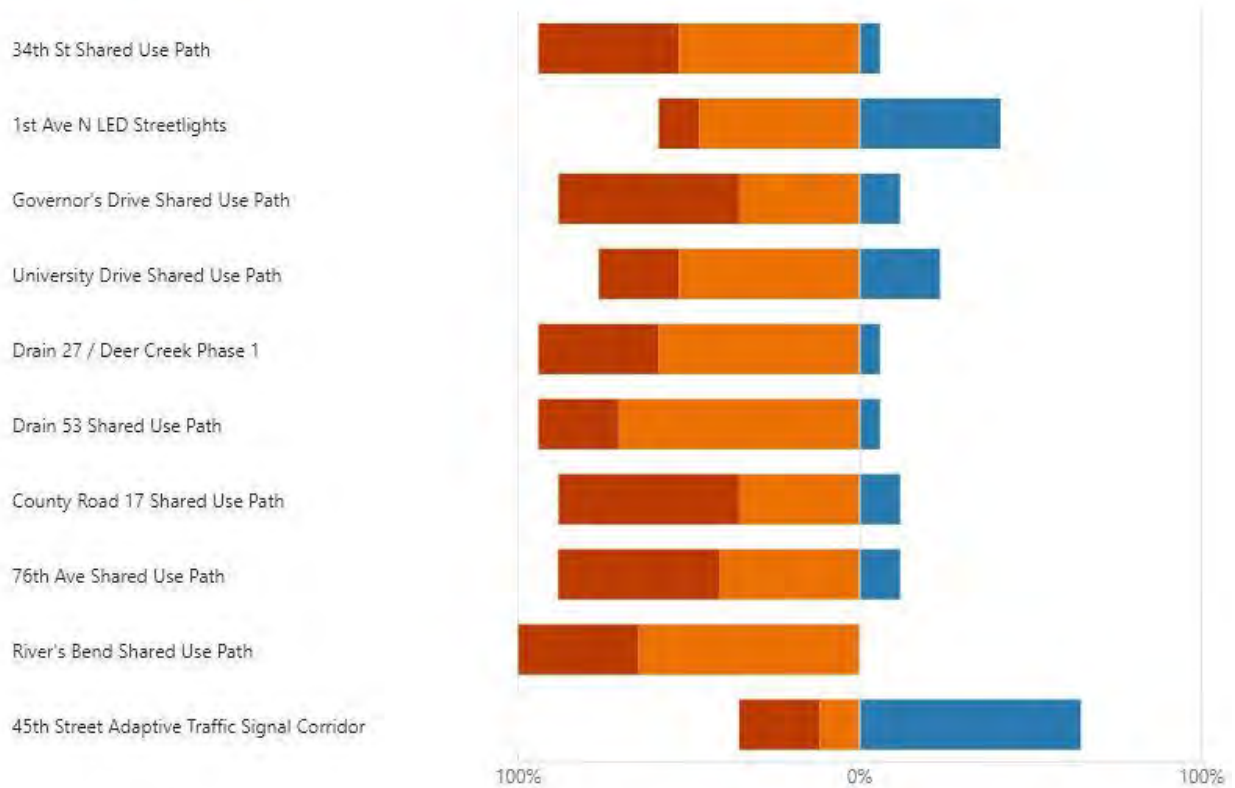
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9. Promote active, mixed use developments that mix residential, work, and entertainment uses.

[More Details](#)

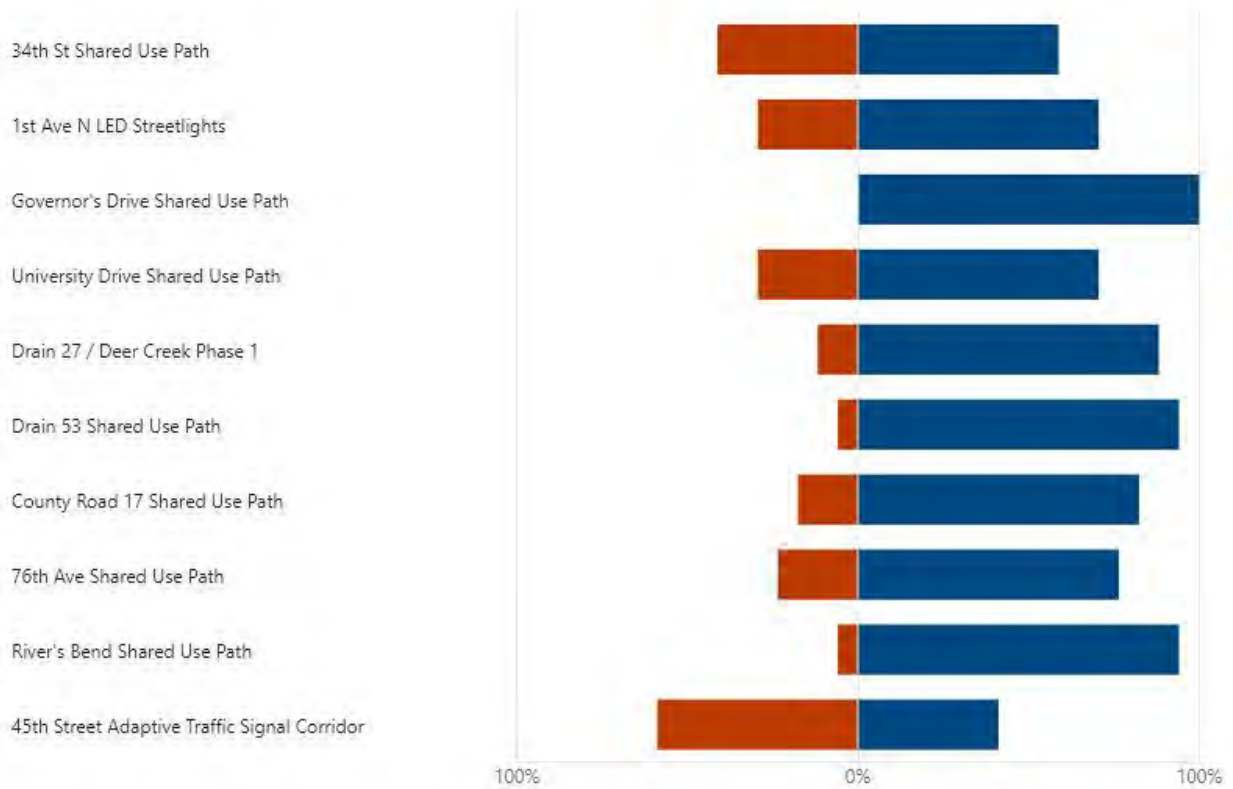
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10. Enhances access to the existing and future MATBUS system.

[More Details](#)

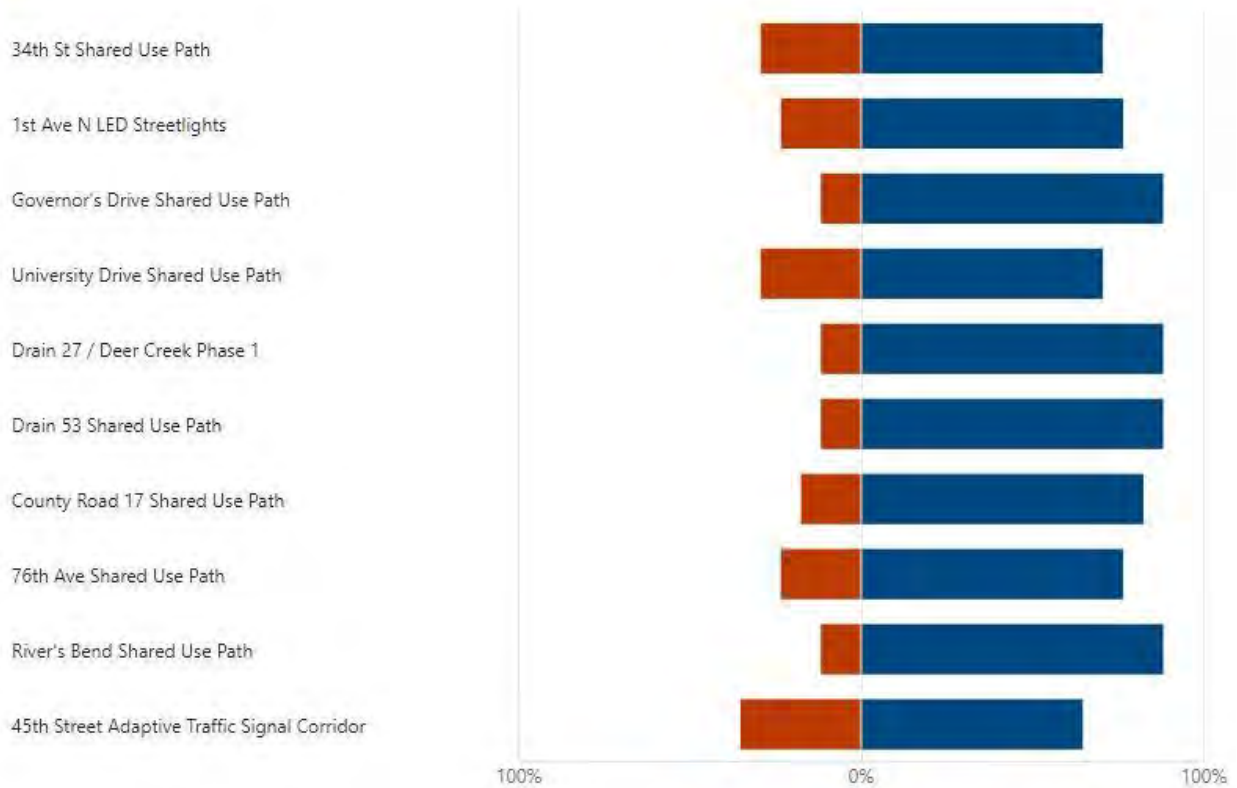
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11. 6% of STBGP future modal spending targets should be spent on transit.

[More Details](#)

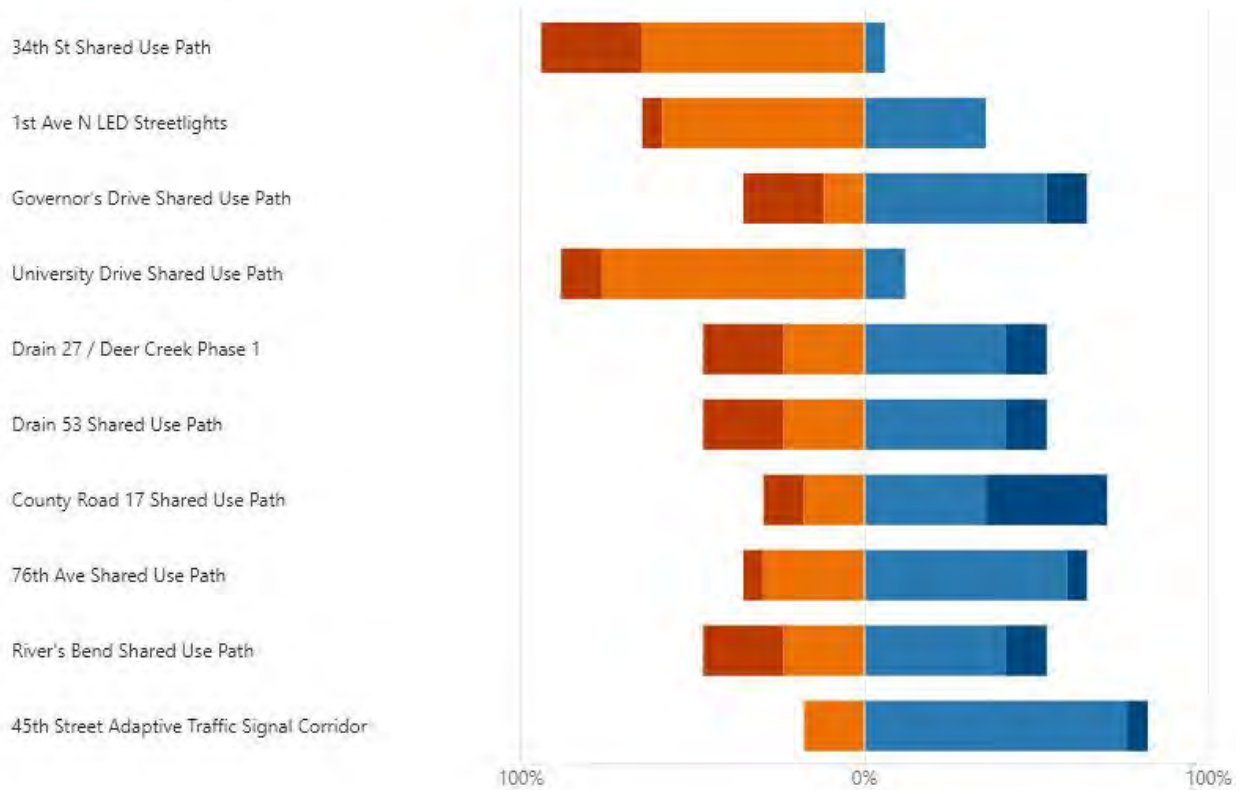
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12. Provide a financial plan that supports maintaining transportation infrastructure in a state of good repair.

[More Details](#)

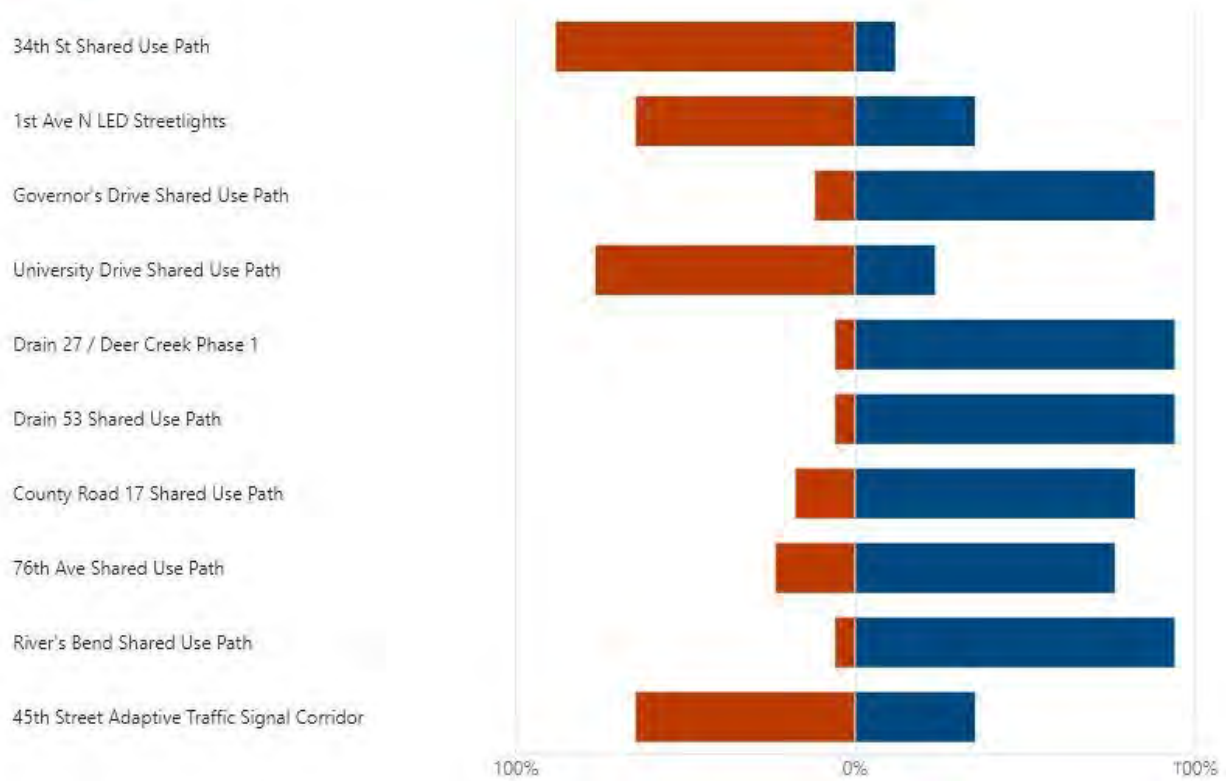
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13. Prioritize investments in our roadway network that preserve and maintain existing facilities rather than the construction of new ones. Preserving and maintaining our existing network takes a higher priority than expanding the network.

[More Details](#)

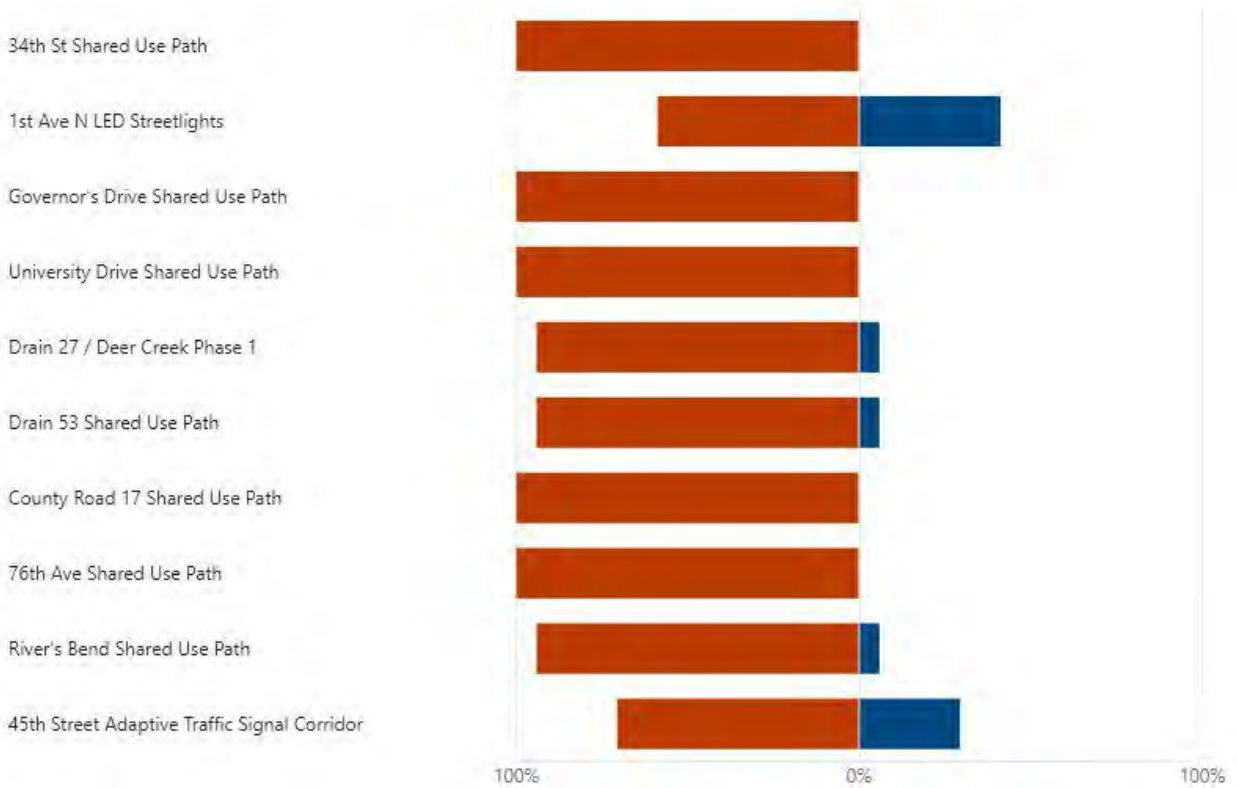
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14. Provide a transportation system that provides equitable access.

[More Details](#)

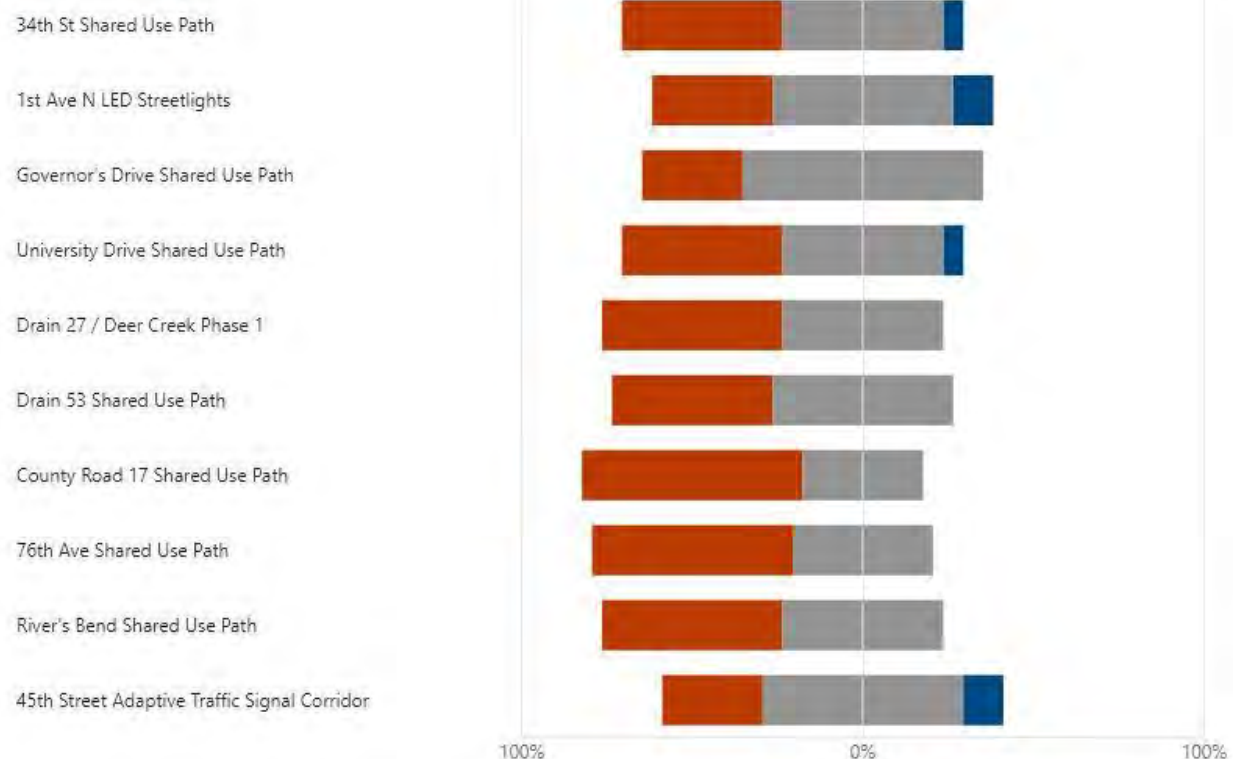
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15. Enact transportation-supportive land use policies that maintain system connectivity and accessibility as the metropolitan region's population and employment levels increase.

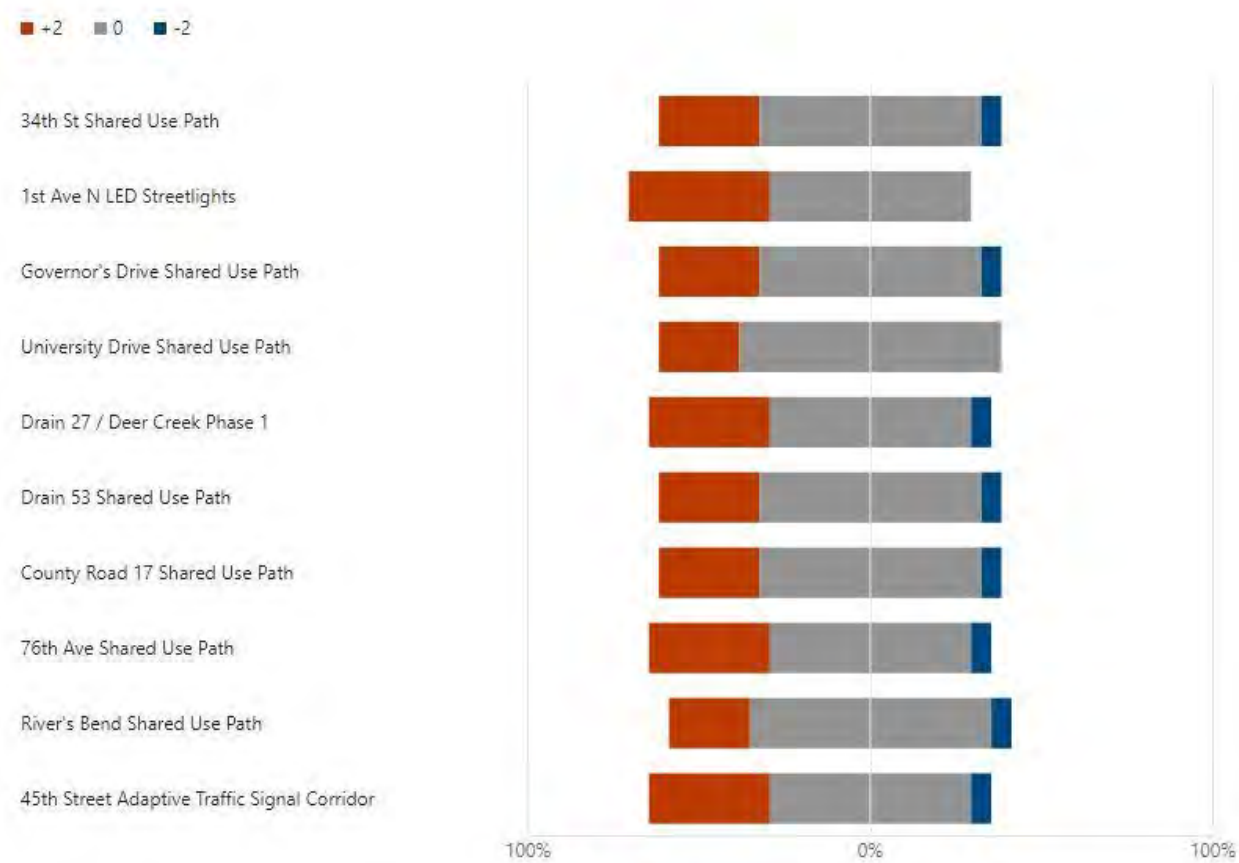
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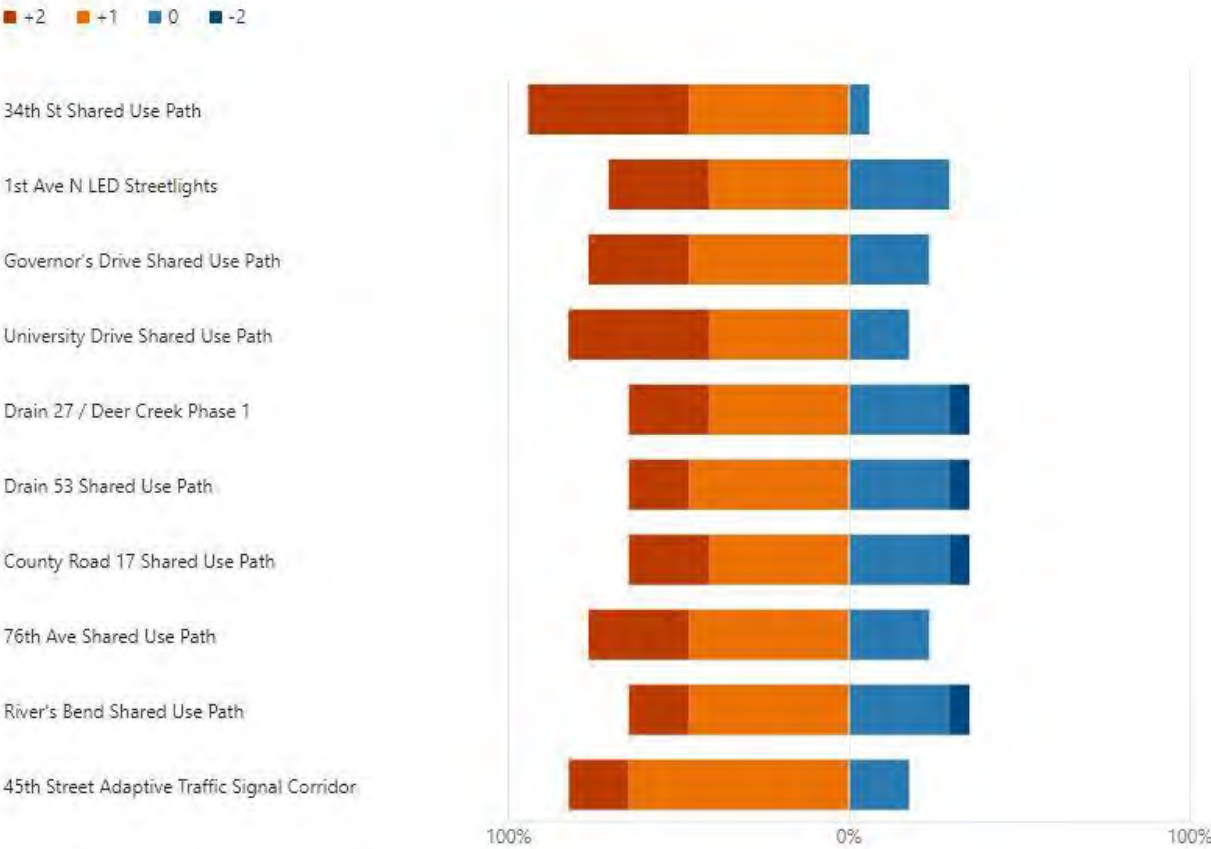
16. Limit or mitigate transportation impacts to natural resources.

[More Details](#)



17. Ensure transportation system impacts are equally distributed, and do not disproportionately impact Environmental Justice and Title VI Communities.

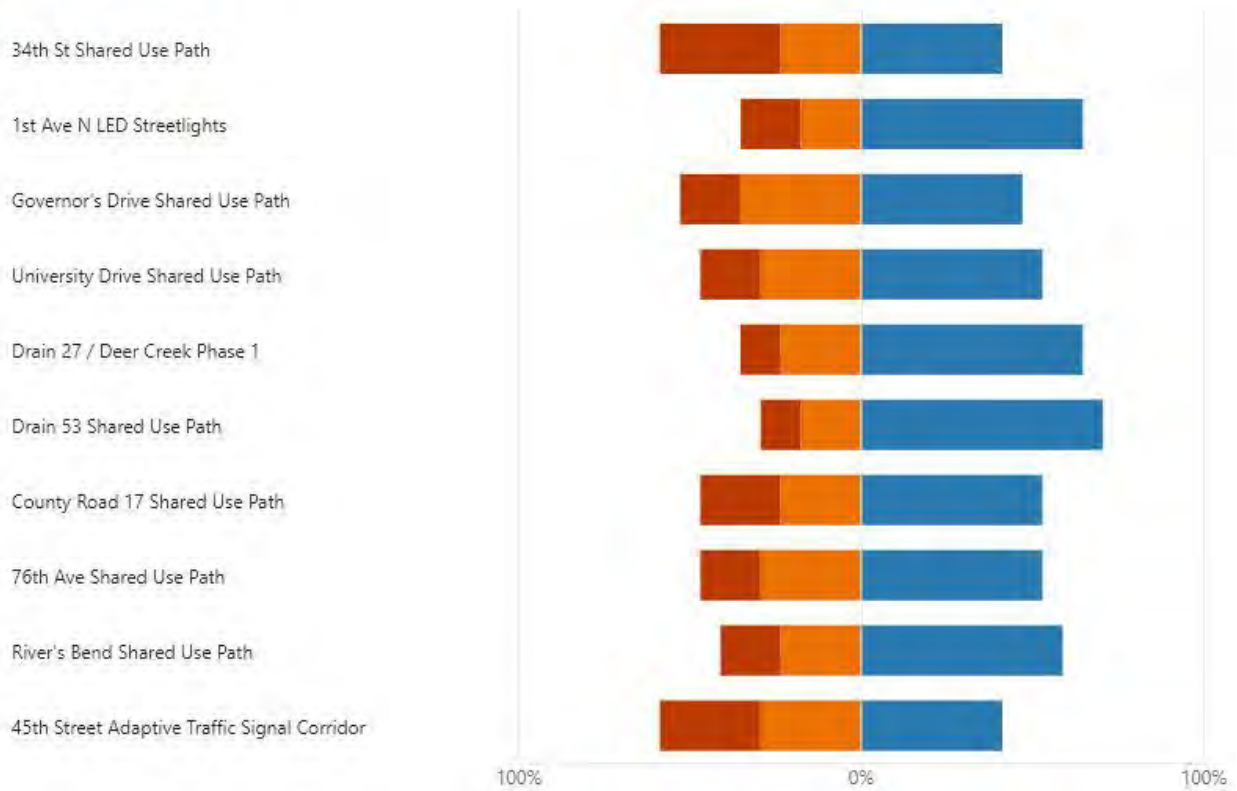
[More Details](#)



18. Promote transportation projects that support regional economic goals, support freight movement, and promote projects that can be financially sustained for the long-term.

[More Details](#)

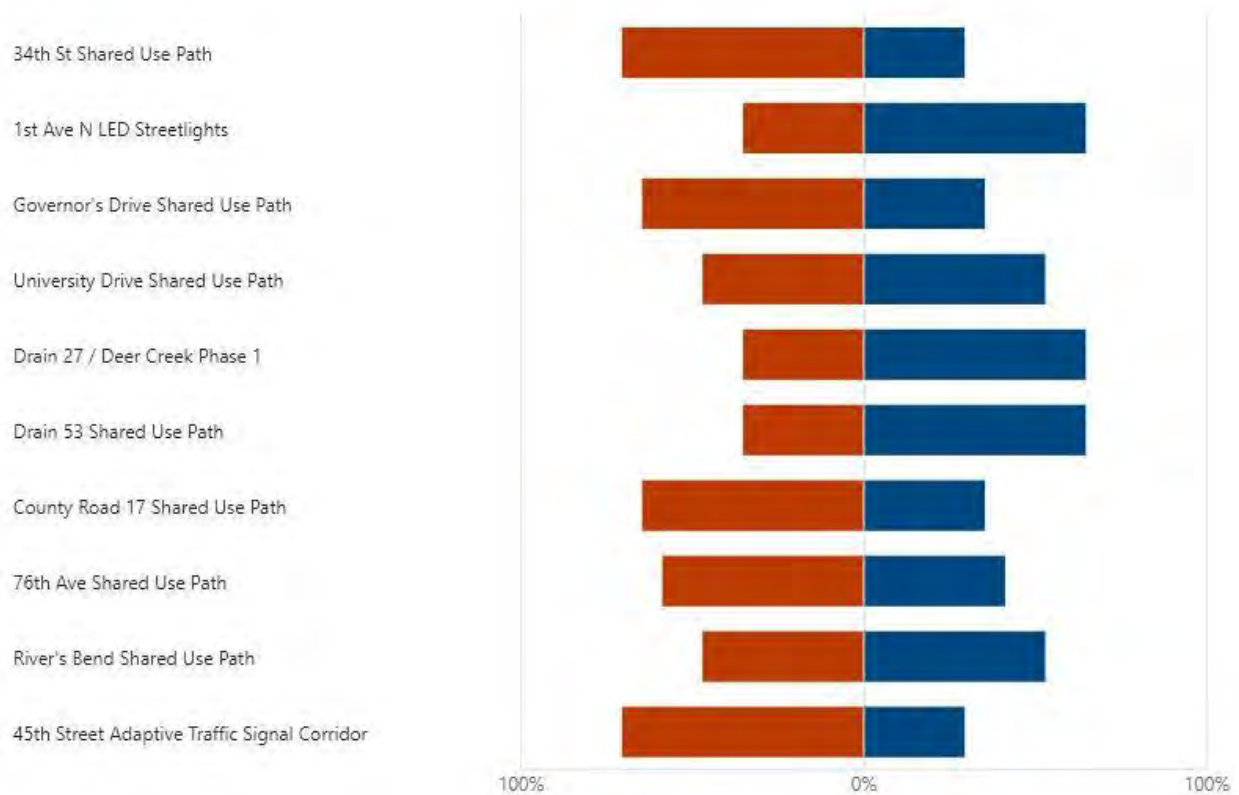
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19. Enhance the regional economy.

[More Details](#)

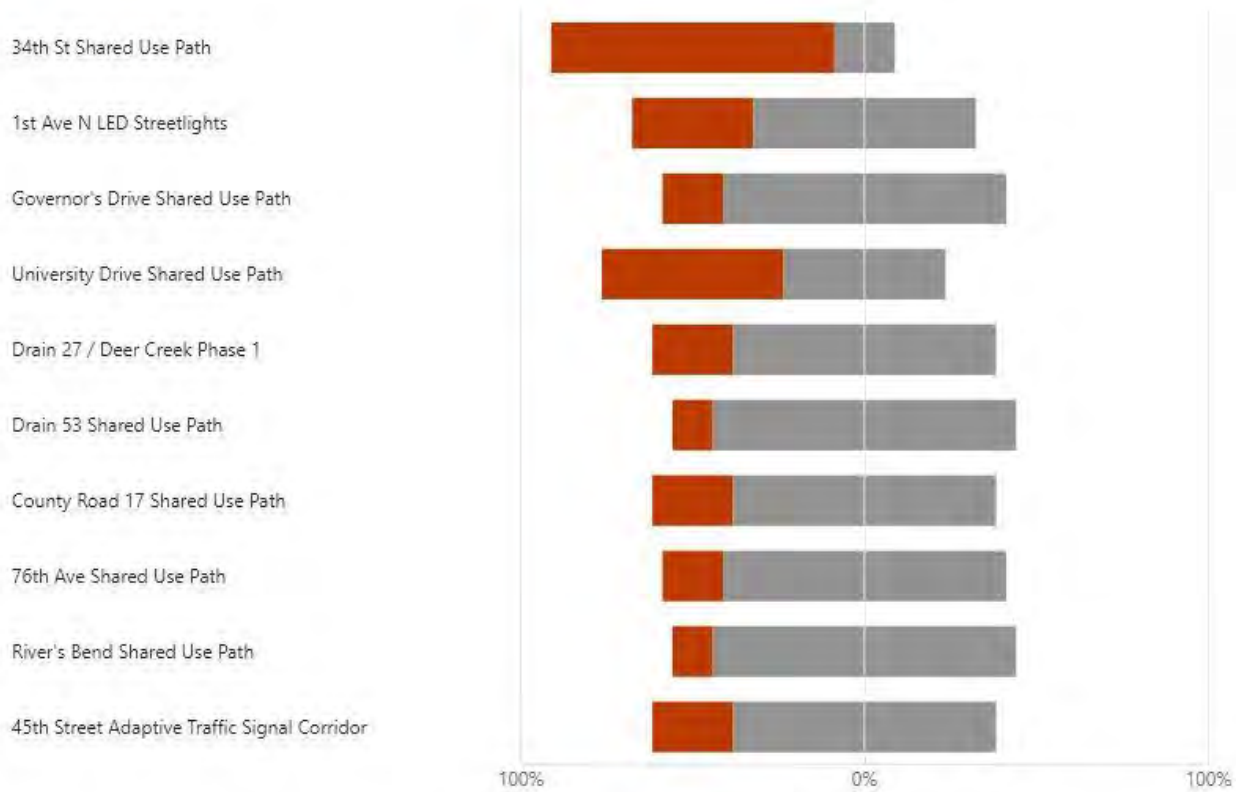
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20. Promote financially sustainable transportation investments.

[More Details](#)

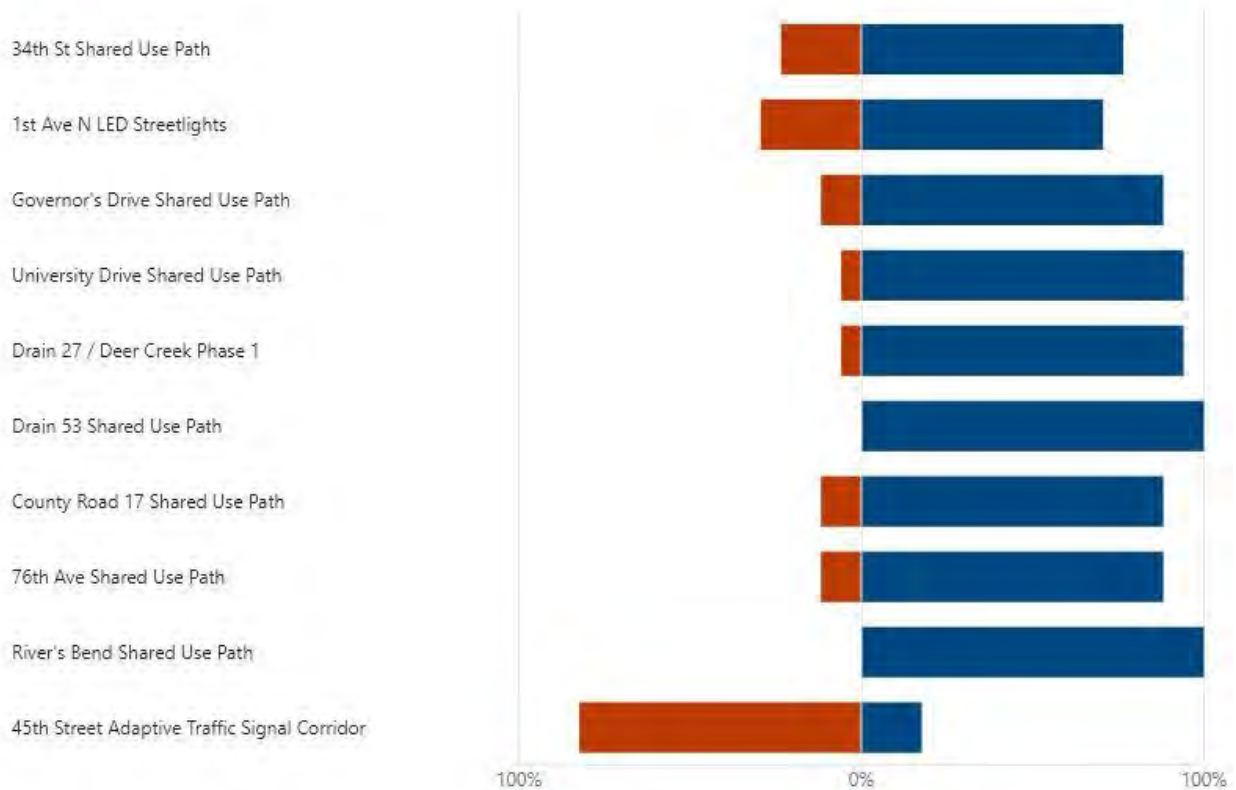
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21. Provide improvements to the truck freight system.

[More Details](#)

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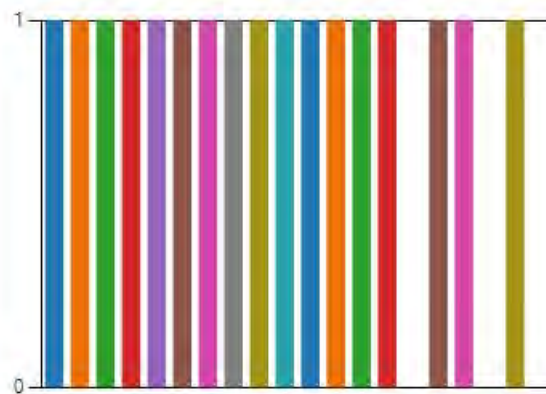


CRP Project Scoring

1. Who do you represent:

[More Details](#)

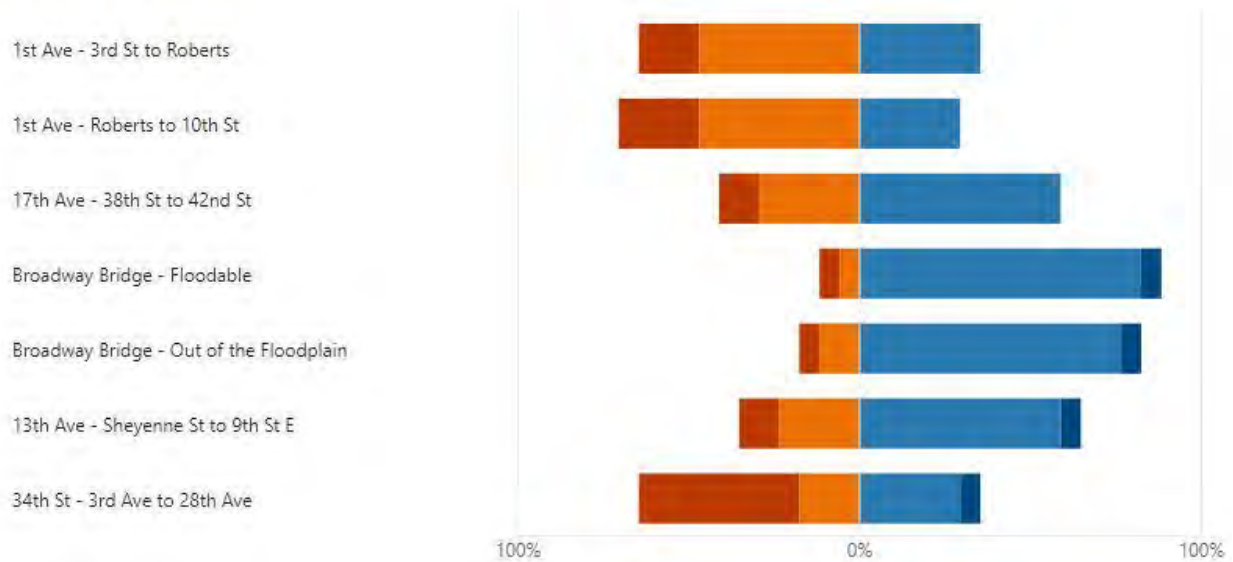
 Metro COG	1
 NDDOT	1
 Cass County Engineering	1
 Cass County Planning	1
 Fargo Engineering	1
 Fargo Planning	1
 Fargo Transit	1
 West Fargo Engineering	1
 West Fargo Planning	1
 Horace	1
 MNDOT	1
 Clay County Engineering	1
 Clay County Planning	1
 Moorhead Engineering	1
 Moorhead Planning	0
 Moorhead Transit	1
 Dilworth	1
 Freight Representative	0
 Higher Education Representative	1
 Economic Development Represe...	0



2. Has potential to reduce serious injury and fatal crashes.

[More Details](#)

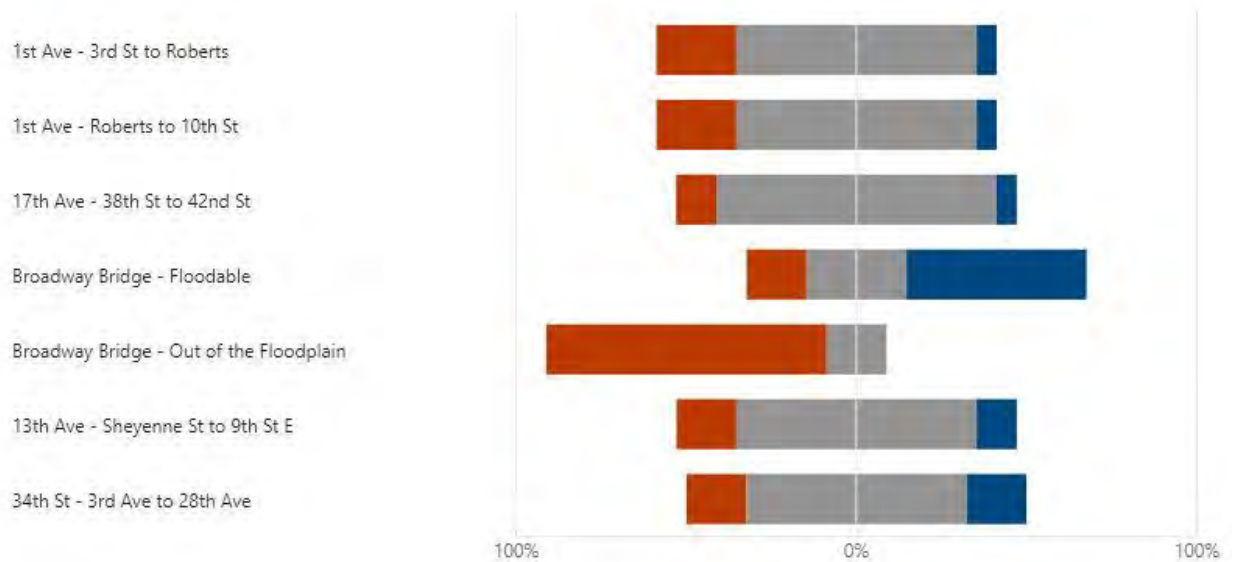
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3. Make transportation infrastructure more resilient to natural and manmade events.

[More Details](#)

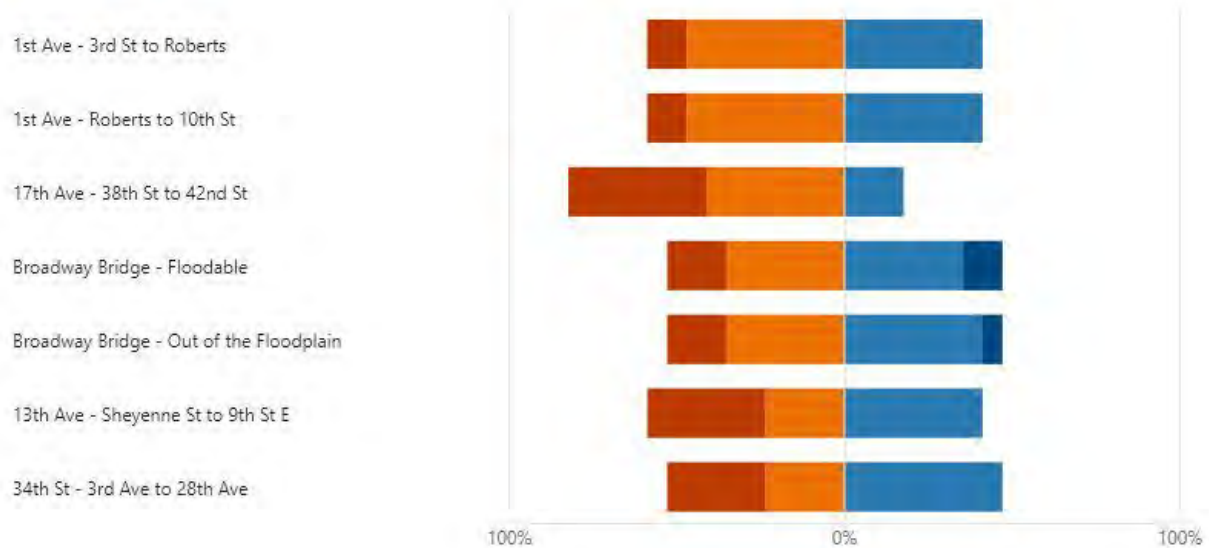
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- Assessing and addressing roadway capacity and congestion must seek out a balance between peak hour traffic, daily traffic, travel times, travel demand (i.e. when trips are made), and the level of investment in the transportation network.

[More Details](#)

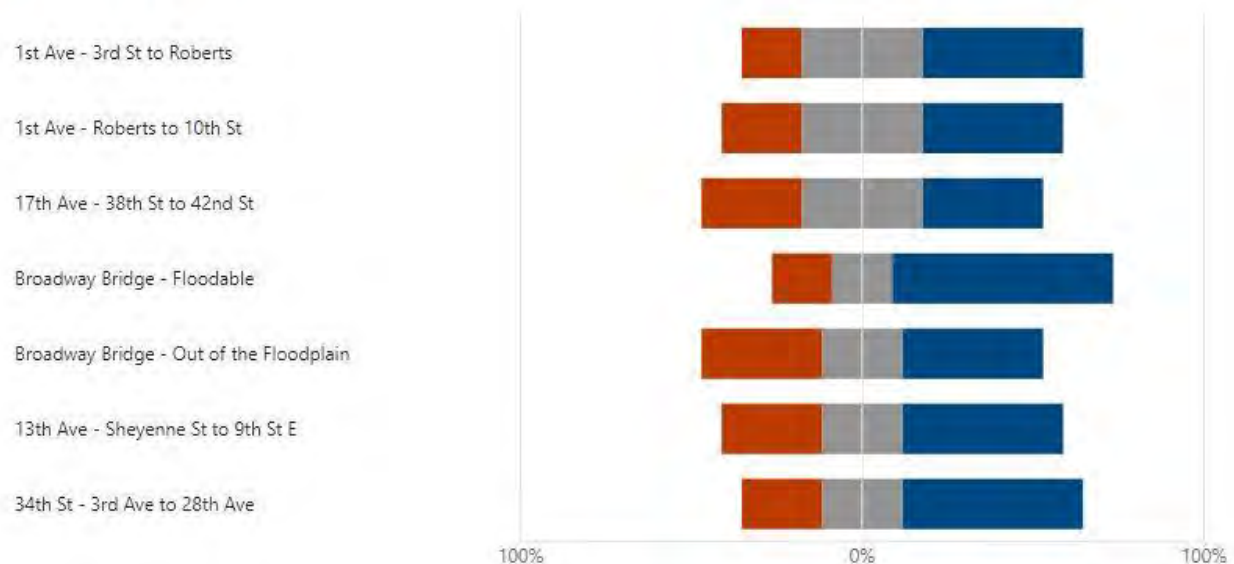
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- Improve travel reliability.

[More Details](#)

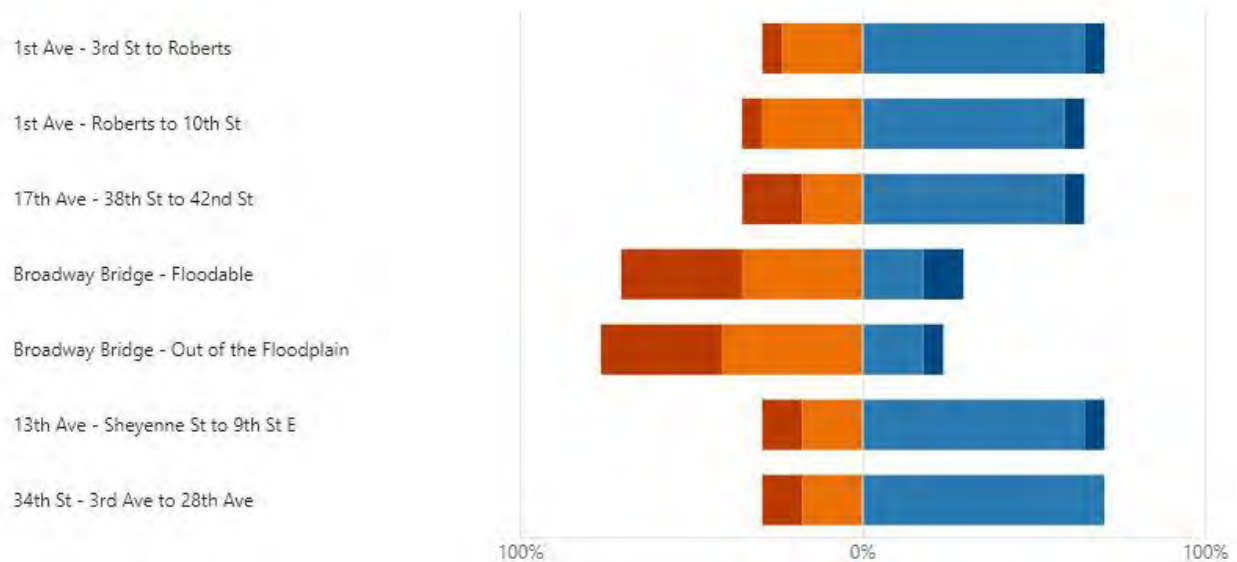
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6. Improve the connectivity of the street network and promote a grid street pattern.

[More Details](#)

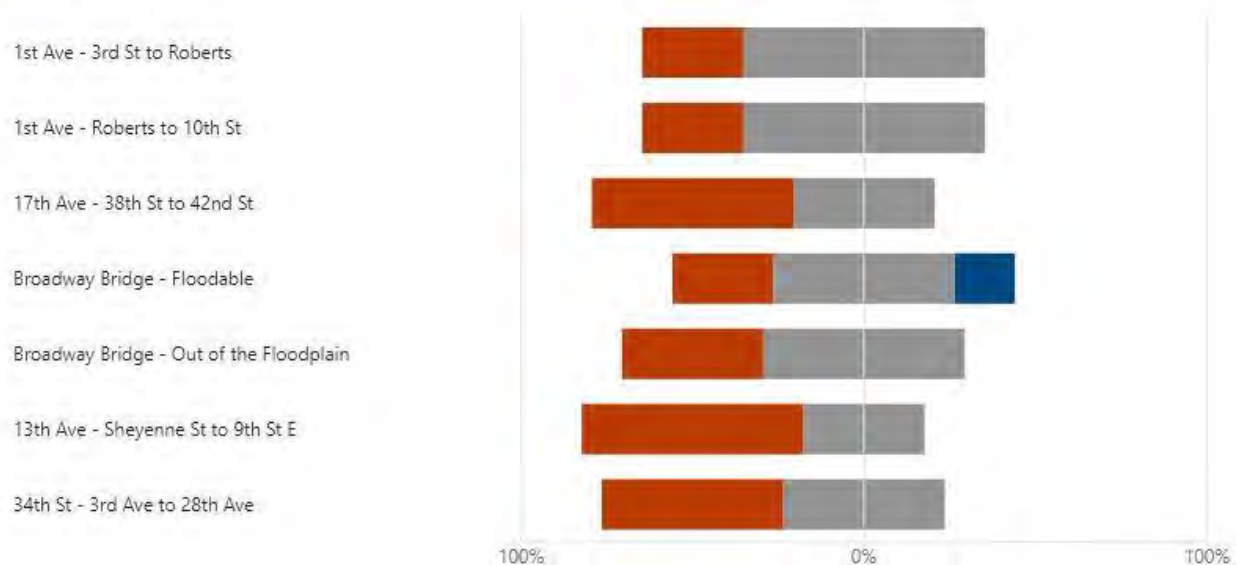
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7. Promote bicycling and pedestrian facilities in future roadway developments and encourage non-motorized transportation connections within all FM Metro COG jurisdictions.

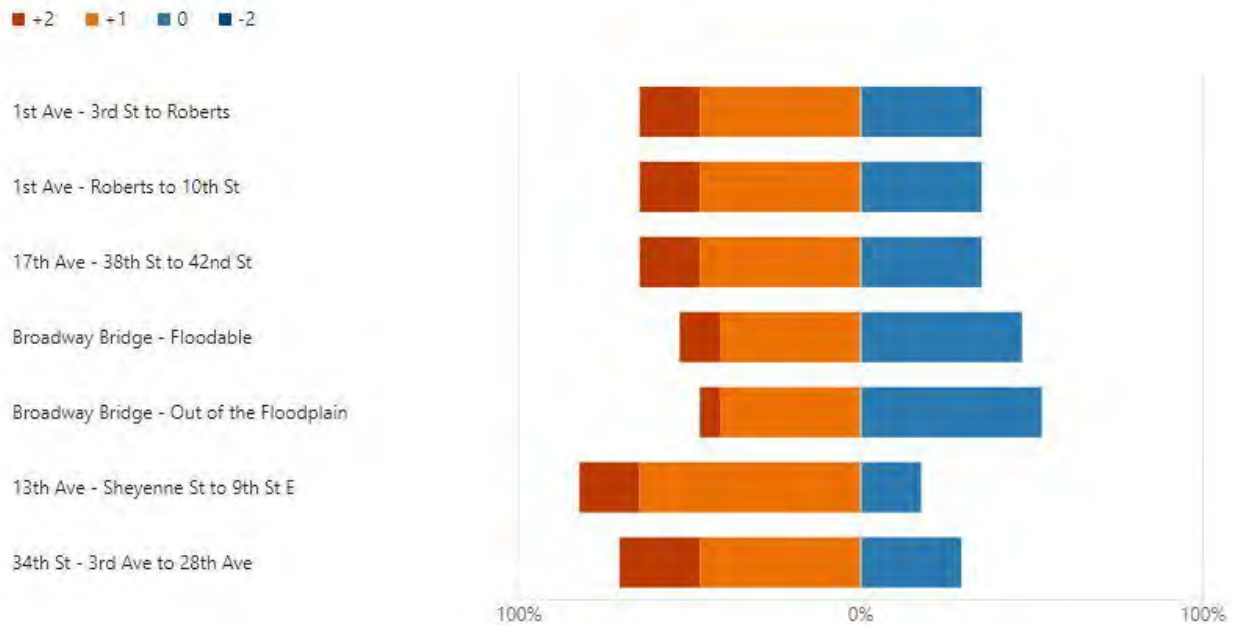
[More Details](#)

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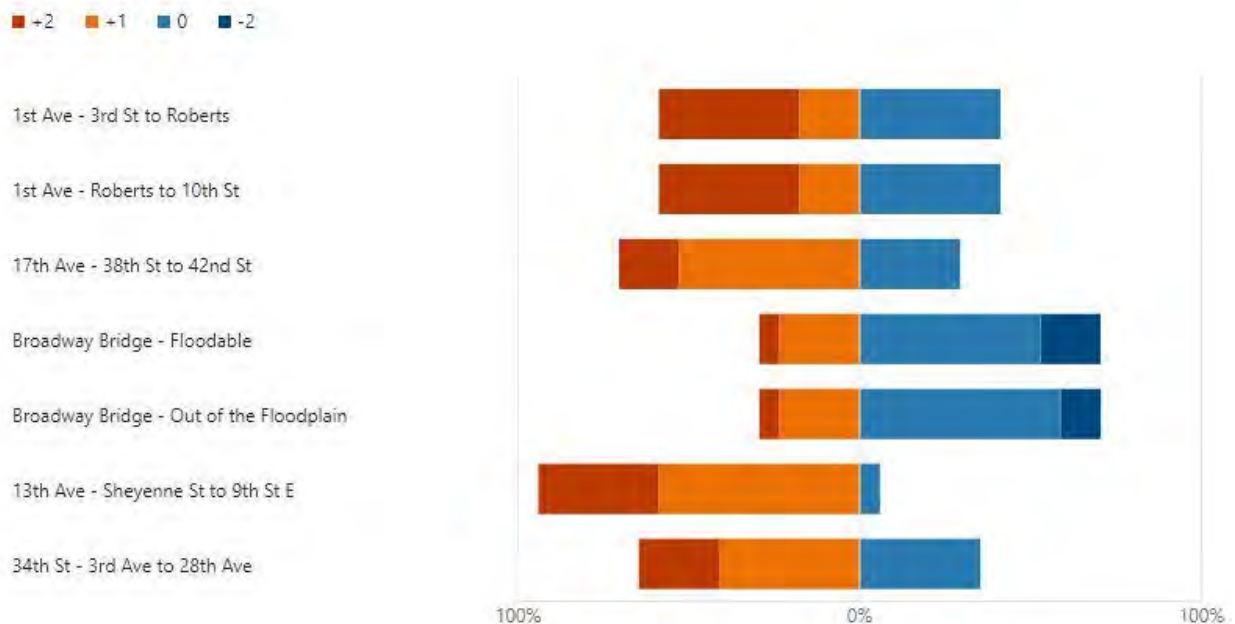
8. 5% of STBGP future modal spending targets should be spent on bike/ped infrastructure.

[More Details](#)



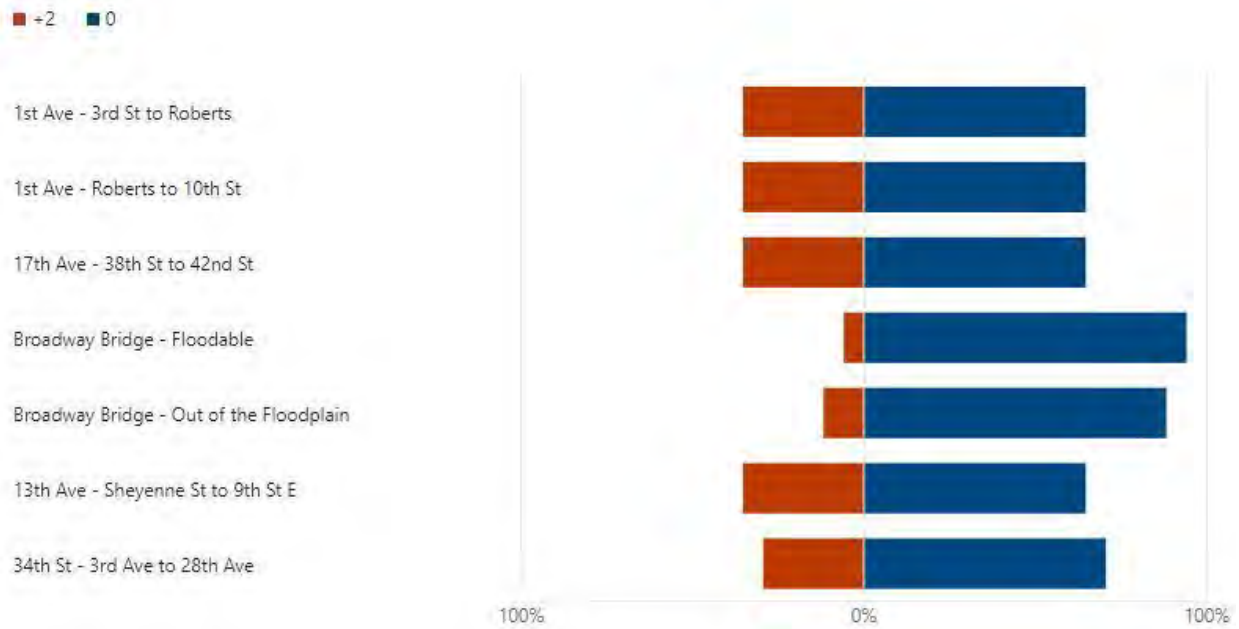
9. Promote active, mixed use developments that mix residential, work, and entertainment uses.

[More Details](#)



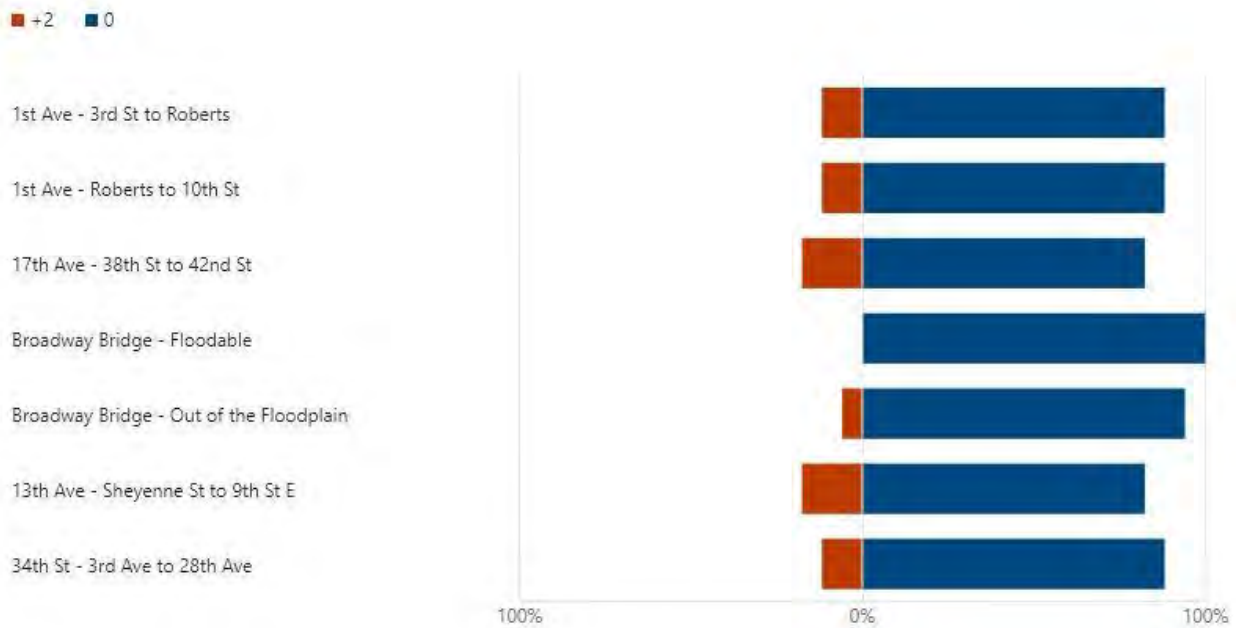
10. Enhances access to the existing and future MATBUS system.

[More Details](#)



11. 6% of STBGP future modal spending targets should be spent on transit.

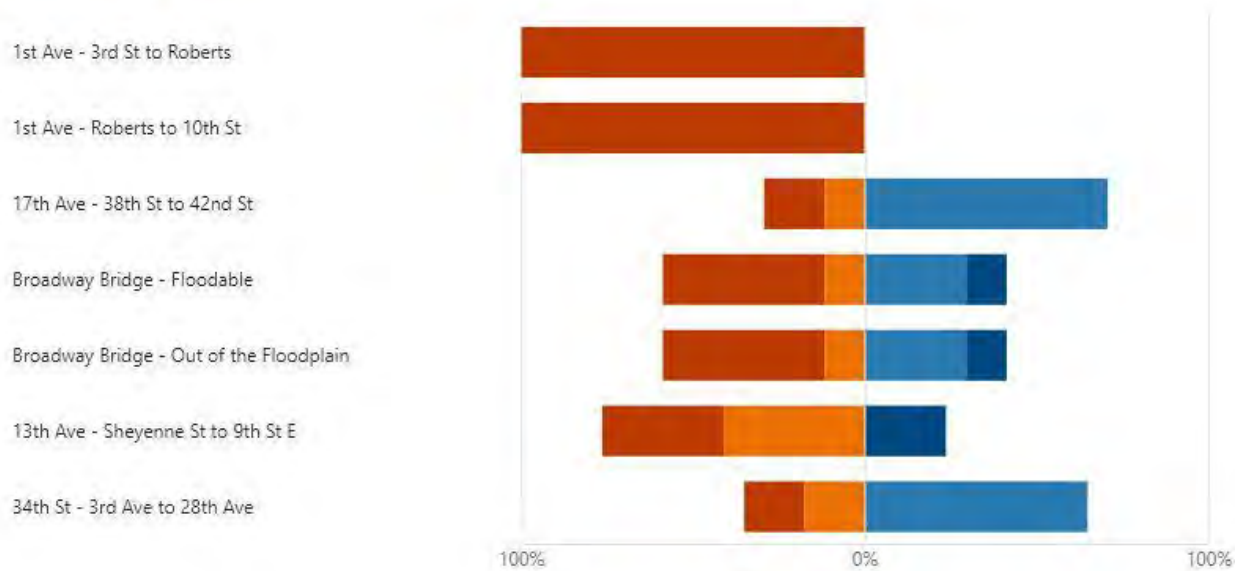
[More Details](#)



12. Provide a financial plan that supports maintaining transportation infrastructure in a state of good repair.

[More Details](#)

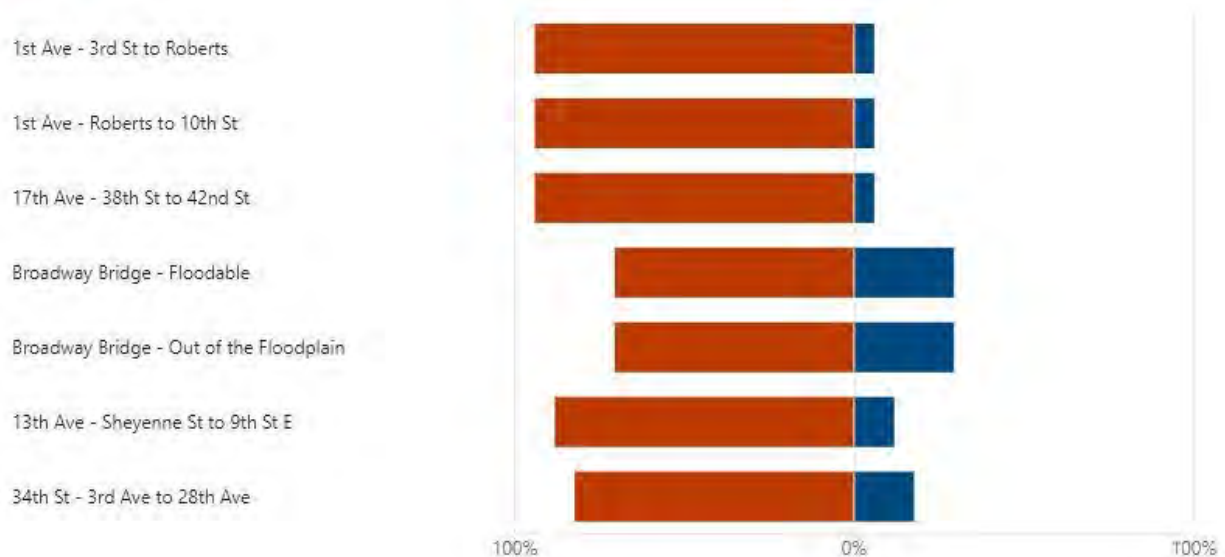
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13. Prioritize investments in our roadway network that preserve and maintain existing facilities rather than the construction of new ones. Preserving and maintaining our existing network takes a higher priority than expanding the network.

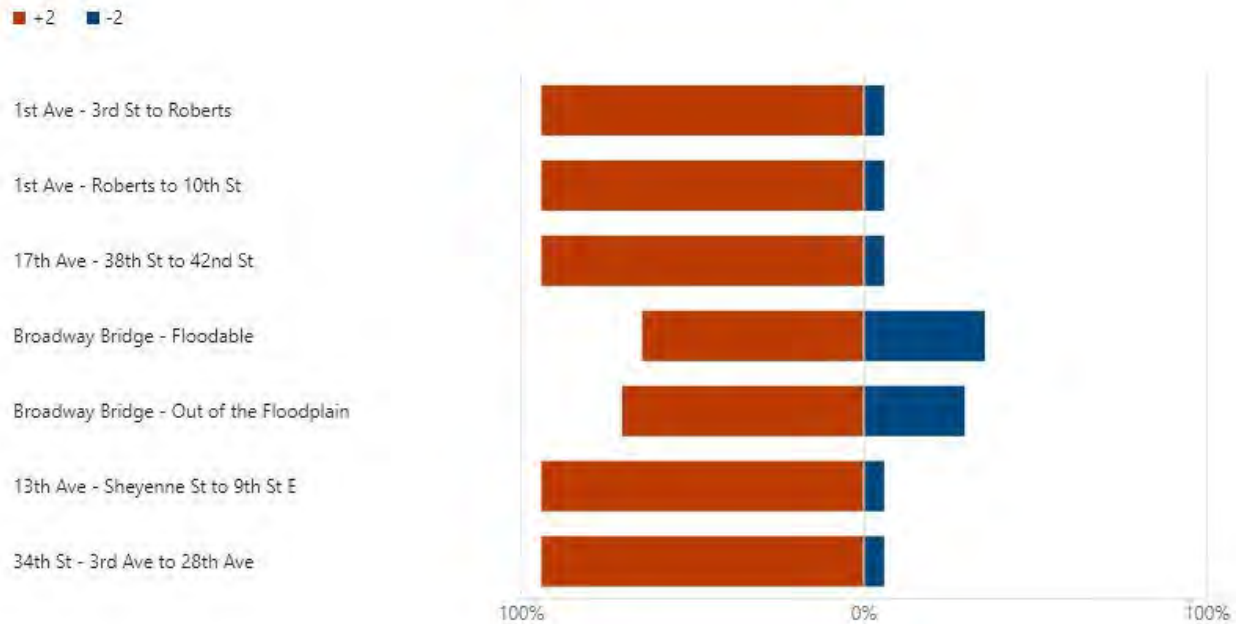
[More Details](#)

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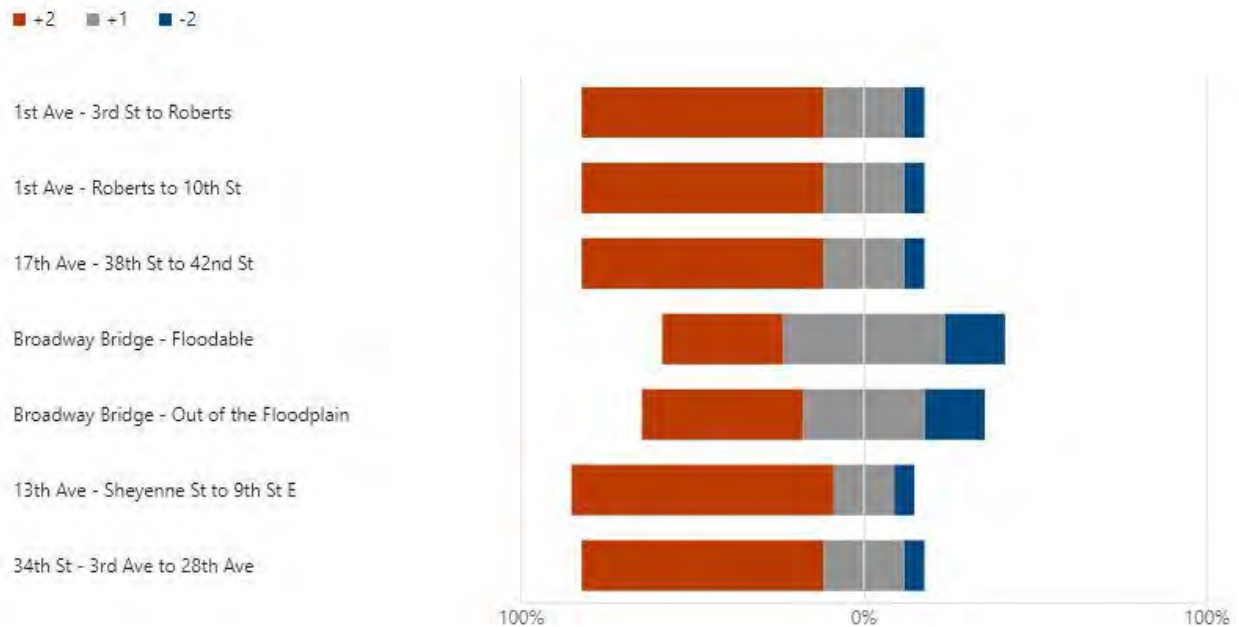
14. Provide a transportation system that provides equitable access.

[More Details](#)



15. Enact transportation-supportive land use policies that maintain system connectivity and accessibility as the metropolitan region's population and employment levels increase.

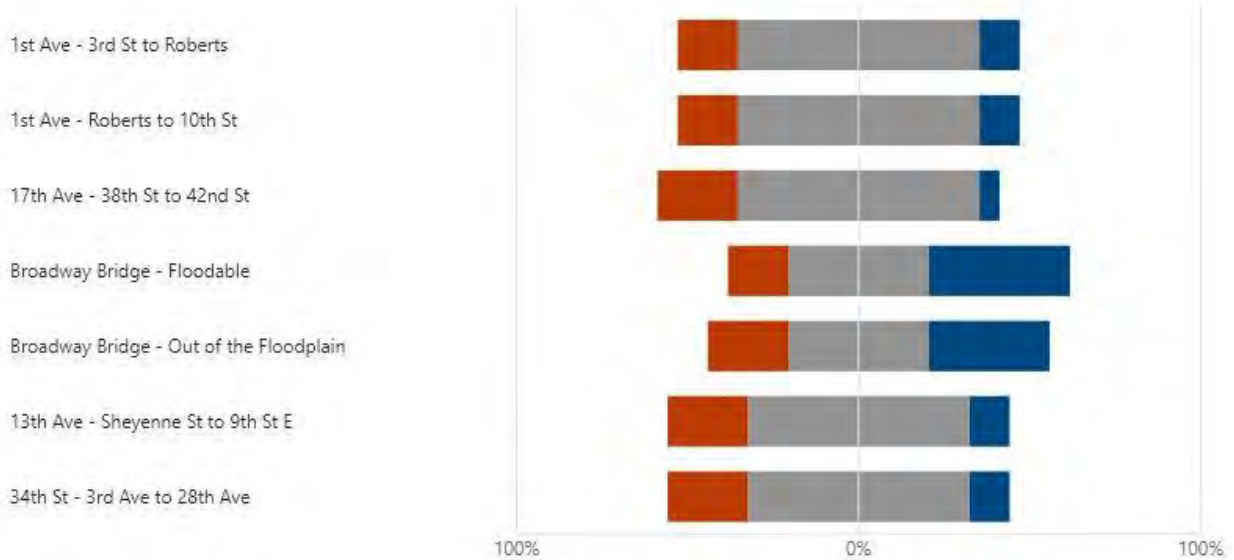
[More Details](#)



16. Limit or mitigate transportation impacts to natural resources.

[More Details](#)

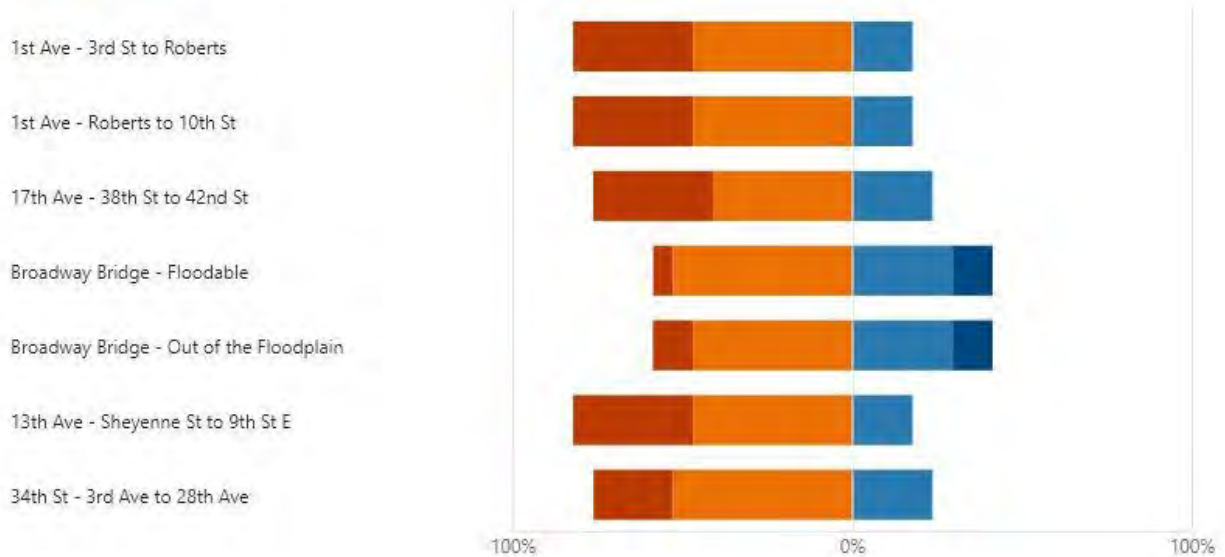
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17. Ensure transportation system impacts are equally distributed, and do not disproportionately impact Environmental Justice and Title VI Communities.

[More Details](#)

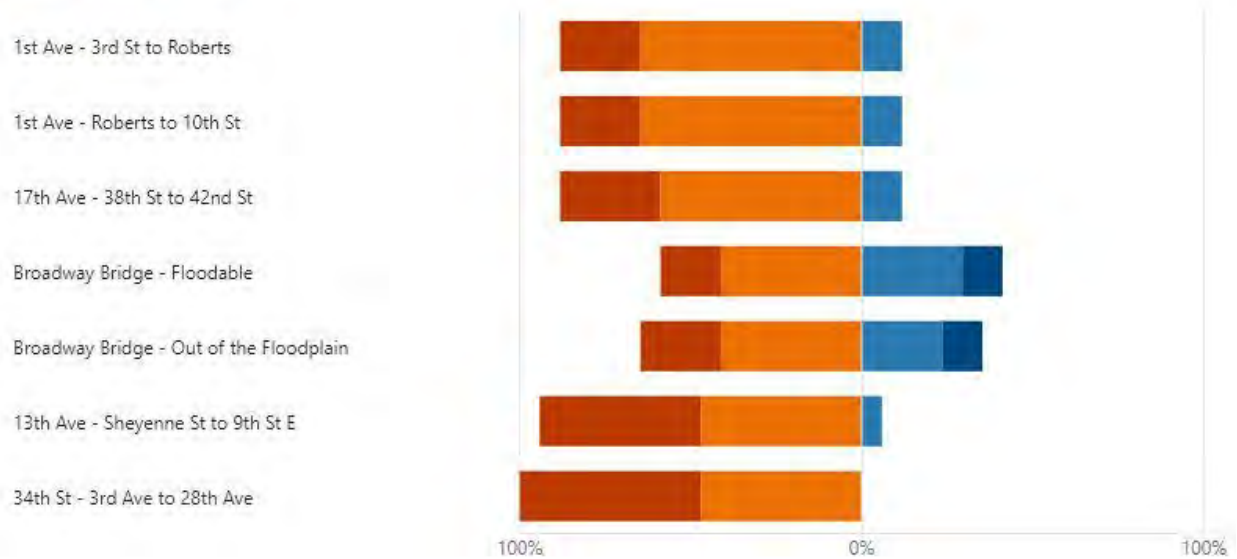
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18. Promote transportation projects that support regional economic goals, support freight movement, and promote projects that can be financially sustained for the long-term.

[More Details](#)

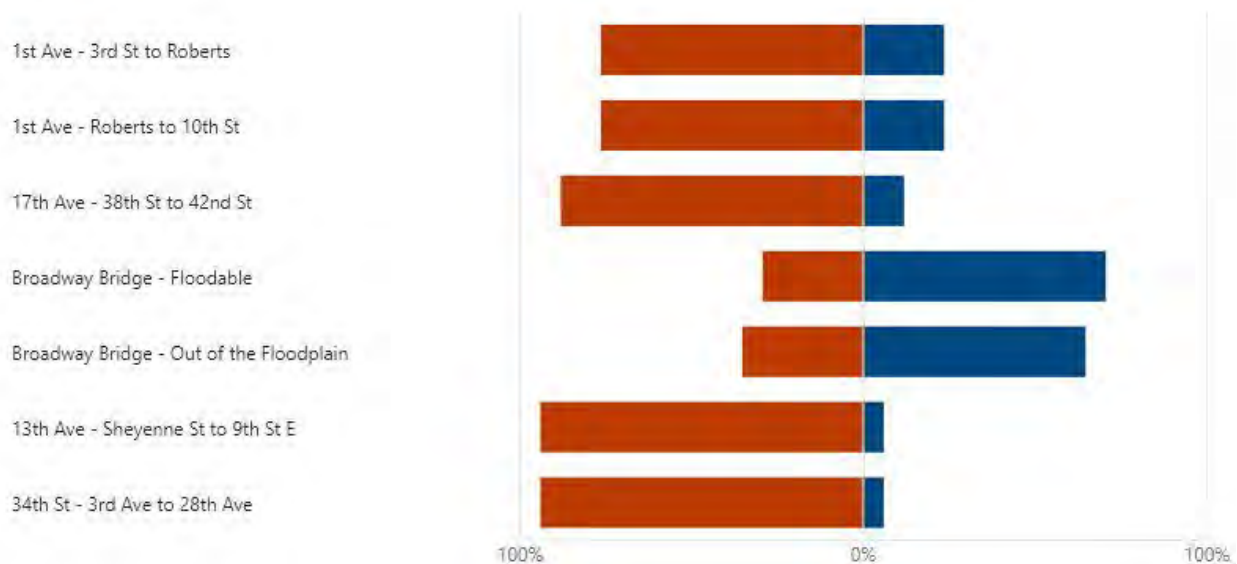
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19. Enhance the regional economy.

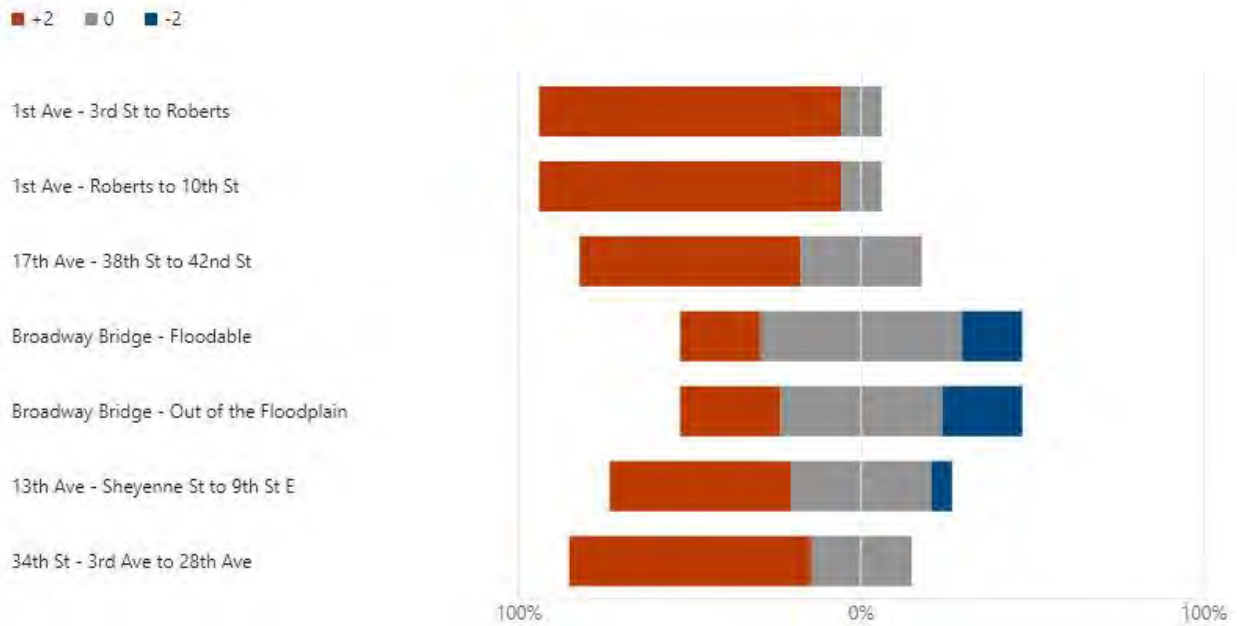
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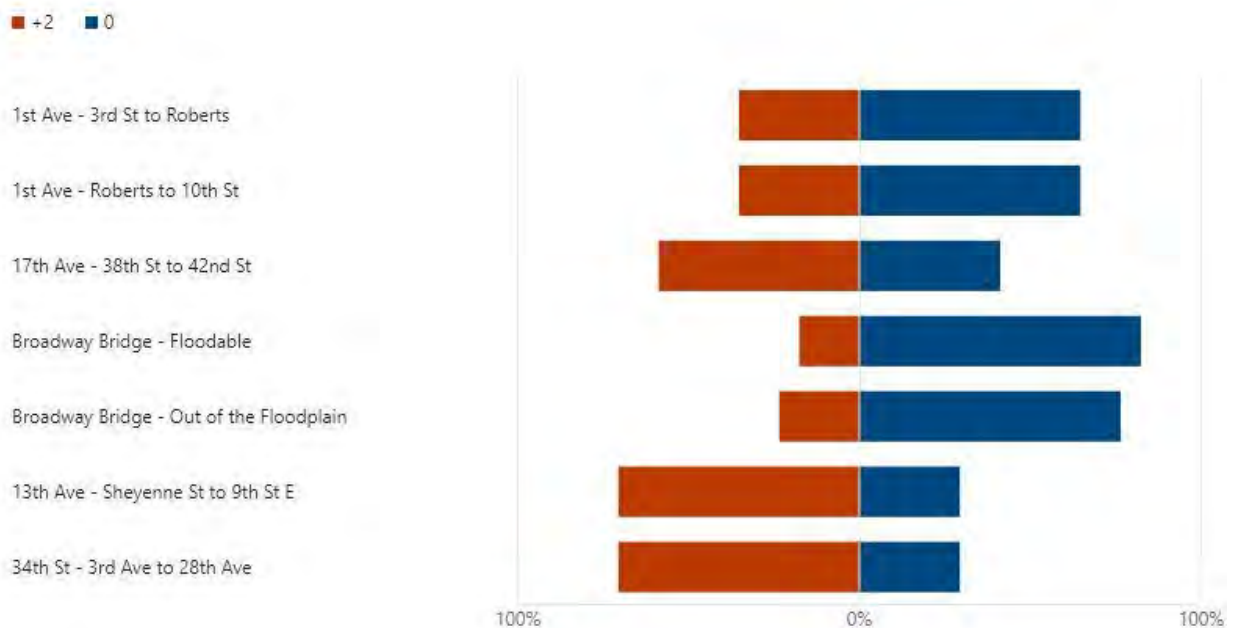
20. Promote financially sustainable transportation investments.

[More Details](#)



21. Provide improvements to the truck freight system.

[More Details](#)



I - Policy Board Selects Projects

The Policy Board considers TTC technical evaluation, Carbon Reduction, Bicycle and Pedestrian Committee Scoring, DOT comments, and Public Input Ranking.

Agenda Item 1c, Attachment 1

623rd Policy Board Meeting Fargo-Moorhead Metropolitan Council of Governments Thursday, January 18, 2024 – 4:00 pm

Members Present:

Duane	Breitling	Cass County Commission
John	Gunkelman	Fargo Planning Commission
Chuck	Hendrickson	Moorhead City Council
Brenton	Holper	Horace City Administrator (alternate for Jeff Trudeau)
Denise	Kolpack	Fargo City Commission
Jenny	Mongeau	Clay County Commission
Julie	Nash	Dilworth City Council
Ryan	Nelson	Moorhead City Council
Brad	Olson	West Fargo City Commission
Dave	Piepkorn	Fargo City Commission
Arlette	Preston	Fargo City Commission
Thomas	Schmidt	Fargo Planning Commission
John	Strand	Fargo City Commission
Deb	White	Moorhead City Council

Members Absent:

Amanda	George	West Fargo City Commission
Rocky	Schneider	Fargo Planning Commission
Jeff	Trudeau	Horace City Council
Aaron	Murra	NDDOT – Fargo District (ex-officio)
Shiloh	Wahl	MnDOT – District 4 (ex-officio)

Others Present:

Adam	Altenburg	Metro COG
Paul	Bervik	Metro COG
Jaron	Capps	Metro COG
Brenda	Derrig	City of Fargo
Dan	Farnsworth	Metro COG
Ben	Griffith	Metro COG
Paul	Krabbenhoff	Clay County
Savanna	Leach	Metro COG
Chelsea	Levorsen	Metro COG
Kyle	Litchy	Cass County
Michael	Maddox	Metro COG
Ayden	Schaffler	Metro COG

1a. MEETING CALLED TO ORDER, WELCOME, AND INTRODUCTIONS, convened

The meeting was called to order at 4:00 pm, on January 18, 2024 by Chair Hendrickson, noting a quorum was present. Introductions were made.

1b. Election of Metro COG Chair and Vice Chair

Chair Hendrickson asked if there was a nomination for the rotation of Policy Board Chair and Vice Chair. Mr. Griffith explained that according to the current rotation set by the Bylaws, the Executive Committee members from Cass County and Clay County are to become the Chair and Vice Chair, respectively.

MOTION: Nominate Duane Breifling (Cass County) as Chair for Metro COG Policy Board 2024.

Ms. Mongeau moved, seconded by Mr. Olson

MOTION, passed

Motion carried unanimously

MOTION: Nominate Jenny Mongeau (Clay County) as Vice Chair for Metro COG Policy Board 2024.

Mr. Olson moved, seconded by Mr. Hendrickson

MOTION, passed

Motion carried unanimously

1c. Approve Order and Contents of Overall Agenda, approved

Chair Breifling asked for approval for the overall agenda.

MOTION: Approve the contents of the Overall Agenda of the January 18, 2024 Policy Board Meeting.

Ms. Nash moved, seconded by Mr. Gunkelman

MOTION, passed

Motion carried unanimously.

1d. Past Meeting Minutes, approved

Chair Breifling asked for approval of the Minutes of the December 21, 2023 Meeting.

MOTION: Approve the December 21, 2024 Policy Board Meeting Minutes.

Ms. Nash moved, seconded by Mr. Hendrickson

MOTION, passed

Motion carried unanimously.

1e. Monthly Bills, approved

Chair Breifling asked for approval of the January 2024 Bills as listed on Attachment 1d.

MOTION: Approve the January 2024 Bills List.

Ms. Mongeau moved, seconded by Ms. Nash

MOTION, passed

Motion carried unanimously.

2. CONSENT AGENDA

Chair Breifling asked for approval of Items a-b on the Consent Agenda.

- a. December Month End Report
- b. Metro COG Q4/Final Report

MOTION: Approve Items a-b on the Consent Agenda.

Mr. Olson moved, seconded by Mr. Gunkelman

MOTION, passed

Motion carried unanimously.

3. REGULAR AGENDA

3a. Public Comment Opportunity

No public comments were made or received.

3b. 2024-2027 Transportation Improvement Program Amendment 3

Mr. Bervik presented amendment 3 to the 2024-2027 Transportation Improvement Program. A public notice was published in the Forum of Fargo-Moorhead on Wednesday, December 27, 2023, which advertised the public meeting, and how to provide public comment. Public comments were accepted until 12:00 noon on Thursday, January 11, 2024. No written or verbal comments were received.

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

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

At their regularly scheduled meeting on January 11, 2023, the TTC did not have any comments and unanimously recommended the Policy Board approve the amendment.

Ms. White asked how many bus shelters will be updated. Mr. Bervik said that the amendment is to add funding to hire an outside engineer to complete these updates. (Staff later found the number to be 6 shelters planned.)

MOTION: Approval of Amendment 3 of the Metro COG 2024-2027 Transportation Improvement Program (TIP).

Ms. White moved, seconded by Ms. Mongeau.

MOTION, passed

Motion carried unanimously.

3c. Funding Designation for Transportation Alternatives (TA) Project Applications

Mr. Bervik presented the project applications received for the Transportation Alternatives (TA) Metro COG has the following amounts of ND urban TA funding: **\$850,000** in fiscal year (FY) 2026 and **\$860,000** in FY 2027.

Metro COG received a total of nine TA applications. On December 13th the Bicycle & Pedestrian Committee reviewed and scored the TA projects using the pre-approved TA scoring matrix. At the January 11th TTC meeting, the TTC

reviewed the TA scoring and recommended forwarding the scoring to the Policy Board to assist the Board with TA funding prioritization.

The projects to receive funding are broken down as follows:

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

North Dakota Urban TA

- Cass County - Reconstruction and updating ADA compliance of S. University Drive Shared Use Path from 54th Ave S to 88th Ave S
 - TA funding requested: \$790,334 (FY2026) \$809,354 (FY2027)
 - TA funding received: \$436,536 (FY2026) \$232,798 (FY2027)
- Horace - Construction of a new shared use path along County Road 17 from 76th Ave S to 81st Ave S
 - TA funding requested: \$413,464 (FY 2026) \$442,189 (FY 2027)
 - TA funding received: \$413,464 (FY2026)
- Horace - 76th Avenue Construction of a new shared use path (County Road 17 - Brink Drive)
 - TA funding requested: \$331,202 (FY2027)
 - TA funding received: \$331,202 (FY2027)
- Fargo - Construction of a new shared use path near the Water Reclamation Facility (near 35th Ave N)
 - TA funding requested: \$296,000 (FY2027)
 - TA funding received: \$296,000 (FY2027)

3d. Funding Designation for Carbon Reduction Program (CRP) Projects

Mr. Bervik presented the projects presented received for the Carbon Reduction Program for Minnesota. Metro COG has the following amounts of MN CRP funding: **\$120,000** in fiscal year (FY) 2025 and **\$120,000** in FY 2026.

Minnesota Funding Year 2025

- Moorhead - LED Lighting on 1st Avenue North (Red River - 8th St N)
 - CRP funding requested: \$120,000
 - CRP funding received: \$120,000 (FY2025)

Minnesota Funding Year 2026

- Moorhead/Dilworth - 34th Street North Reconstruction of Shared Use Path (4th Ave S - 3rd Ave N)
 - CRP funding requested: \$120,000
 - CRP funding received: \$120,000 (FY2026)

MOTION: Approval of projects to be funded in Minnesota by Carbon Reduction Program (CRP) funding in FY2025 and FY 2026

Ms. Mongeau moved, seconded by Mr. Olson

MOTION, passed

Motion carried unanimously.

Mr. Bervik presented the projects presented received for the Carbon Reduction Program for North Dakota. Metro COG has the following amounts of ND CRP funding: **\$1,160,000** in fiscal year (FY) 2026 and **\$1,180,000** in FY 2027.

North Dakota Funding Year 2026

- Fargo - University Drive Reconstruction of Shared Use Path from (54th Ave - 88th Ave)
 - CRP funding requested: \$1,505,400
 - CRP funding received: \$760,000 (FY2026)
- West Fargo - River's Bend area Construction of a new pedestrian crossing at the Sheyenne River (near 23rd Ave E)
 - CRP funding requested: \$800,000
 - CRP funding received: \$400,000 (FY2026)

North Dakota Funding Year 2027

- Fargo - 45th Street Adaptive Traffic Signal Corridor (9th Ave S - 44th Ave S)
 - CRP funding requested: \$1,200,600
 - CRP funding received: \$725,000 (FY2027)
- West Fargo - River's Bend area Construction of a new pedestrian crossing at the Sheyenne River (near 23rd Ave E)
 - CRP funding requested: \$855,000
 - CRP funding received: \$455,000 (FY2027)

MOTION: Approval of projects to be funded in North Dakota by Carbon Reduction Program (CRP) funding in FY2026 and FY 2027

Mr. Piepkorn moved, seconded by Mr. Olson

MOTION, passed

Motion carried unanimously.

3e. Funding Designation for Surface Transportation Block Grant (STBG) Projects

Mr. Bervik presented the projects presented received for the Surface Transportation Block Grant for Minnesota. Metro COG has the following amounts of MN STBG funding: **\$1,093,040** in fiscal year (FY) 2028.

- Moorhead/Dilworth - 34th Street North Mill and Overlay (28th Ave S – 3rd Ave N)
 - STBG funds requested: \$1,093,040
 - STBG funds received: \$1,093,040 (FY2028)

MOTION: Approval of projects to be funded in Minnesota by Surface Transportation Block Grant (STBG) program funding in FY 2028

Ms. White moved, seconded by Mr. Olson

MOTION, passed

Motion carried unanimously.

Mr. Bervik presented the projects presented received for the Surface Transportation Block Grant for North Dakota. Metro COG has the following amounts of ND STBG funding: **\$6,324,210** in fiscal year (FY) 2027 and \$10,693,894 in fiscal year (FY) 2028).

North Dakota Funding Year 2027

- West Fargo - 13th Avenue South Reconstruction from (Sheyenne Street - 9th Street)
 - STBG funding requested: \$10,480,000
 - STBG funds received: \$6,324,210 (FY2027)

North Dakota Funding Year 2028

- Fargo - 1st Avenue North Reconstruction from (10th Street – Roberts Street)
 - STBG funding requested: \$5,613,716
 - STBG funds received: \$5,613,716 (FY2028)
- Fargo - 1st Avenue North Reconstruction from (Roberts Street - 3rd Street)
 - STBG funding requested: \$7,810,388
 - STBG funding received: \$5,080,178 (FY2028)

MOTION: Approval of projects to be funded in North Dakota by Surface Transportation Block Grant (STBG) program funding in FY 2027 and FY 2028

Mr. Piepkorn moved, seconded by Mr. Gunkelman

MOTION, passed

Motion carried unanimously.

4. Additional Business

Mr. Griffith updated the board with the following updates:

NDIRF will be issuing the needed GL Insurance to satisfy NDDOT's requirement for the 2024 UPWP and planning projects.

5. Adjourn

MOTION: Adjourn the 623rd Meeting of the FM Metro COG Policy Board

Mr. Olson moved, seconded by Mr. Gunkelman

MOTION, passed.

Motion carried unanimously.

The 623rd Meeting of the FM Metro COG Policy Board held Thursday, January 18, 2024 was adjourned at 5:45 pm.

623rd Meeting of the FM Metro COG Policy Board – page 6
Thursday, January 18, 2024

**THE NEXT FM METRO COG POLICY BOARD MEETING WILL BE HELD FEBRUARY 15, 2024,
4:00 P.M.**

Respectfully Submitted,

Savanna Leach
Executive Assistant

623rd Meeting of the FM Metro COG Policy Board – page 7
Thursday, January 18, 2024

Fargo-Moorhead Metropolitan Council of Governments

Resolution 2024-R002

Resolution of Approval of Minnesota Funding Designation of Carbon Reduction Program (CRP) Projects

WHEREAS, The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) has been designated by the Governors of North Dakota and Minnesota as the Metropolitan Planning Organization (MPO) for the greater Fargo, North Dakota – Moorhead, Minnesota metropolitan area; and

WHEREAS, Metro COG exceeded population threshold of 200,000 on October 1, 2023 designating it a Transportation Management Area (TMA) as defined in 23 CFR 450.310.c; and

WHEREAS, Metro COG being establish as a TMA Metro COG has the authority to select projects for its directly suballocated funding sources: Transportation Alternatives (TA), Carbon Reduction Program (CRP), and Surface Transportation Block Grant (STBG); and

WHEREAS, Metro COG has a direct suballocation of Carbon Reduction Program funding in the amount of \$120,000 for FFY2025, and \$120,000 for FFY2026; and

WHEREAS, Metro COG released a solicitation for projects on the Minnesota portion or the Urbanized Area on October 6th, 2023 to be funded through the Carbon Reduction Program in federal fiscal years 2025 and 2026; and

WHEREAS, The Metro COG Transportation Technical Committee met at its regularly scheduled meeting on January 11, 2024 and evaluated the technical merits of each project submitted in response to the solicitation; and

WHEREAS, The Metro COG Policy Board met at its regularly scheduled meeting on January 18, 2024 to consider the projects submitted in response to the solicitation; and

WHEREAS, The Metro COG Policy Board did review the technical score, public input, and all other relevant information, and has allocated CRP funding in the following amounts to the projects in the following tables, and has ranked unfunded projects to determine priority for as a backup in case funded projects do not move forward for any reason.

THEREFORE, BE IT RESOLVED, that the Metro COG Policy Board approves funding for selected projects and ranks the priority of backup projects for Minnesota CRP projects as seen in the tables below.

2025 Minnesota CRP Projects	
Project	Awarded CRP Funding
34th Street Shared Use Path	\$120,000.00

2026 Minnesota CRP Projects	
Project	Awarded CRP Funding
1 st Avenue North LED Street Light Upgrade	\$120,000.00

Approved this 18th day of January, 2024.


Duane Breitling
Metro COG Policy Board Chair


Ben Griffith
Metro COG Policy Board Secretary

Fargo-Moorhead Metropolitan Council of Governments

Resolution 2024-R005

Resolution of Approval of Minnesota Funding Designation of Surface Transportation Block Grant (STBG) Projects

WHEREAS, The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) has been designated by the Governors of North Dakota and Minnesota as the Metropolitan Planning Organization (MPO) for the greater Fargo, North Dakota – Moorhead, Minnesota metropolitan area; and

WHEREAS, Metro COG exceeded population threshold of 200,000 on October 1, 2023 designating it a Transportation Management Area (TMA) as defined in 23 CFR 450.310.c; and

WHEREAS, Metro COG being establish as a TMA Metro COG has the authority to select projects for its directly suballocated funding sources: Transportation Alternatives (TA), Carbon Reduction Program (CRP), and Surface Transportation Block Grant (STBG); and

WHEREAS, Metro COG has a direct suballocation of Surface Transportation Block Grant funding in the amount of \$1,093,040 for FFY2028; and

WHEREAS, Metro COG released a solicitation for projects on the Minnesota portion of the Urbanized Area on October 6th, 2023 to be funded through the Surface Transportation Block Grant in federal fiscal year 2028; and

WHEREAS, The Metro COG Transportation Technical Committee met at its regularly scheduled meeting on January 11, 2024 and evaluated the technical merits of each project submitted in response to the solicitation; and

WHEREAS, The Metro COG Policy Board met at its regularly scheduled meeting on January 18, 2024 to consider the projects submitted in response to the solicitation; and

WHEREAS, The Metro COG Policy Board did review the technical score, public input, and all other relevant information, and has allocated STBG funding in the following amounts to the projects in the following tables, and has ranked unfunded projects to determine priority for as a backup in case funded projects do not move forward for any reason.

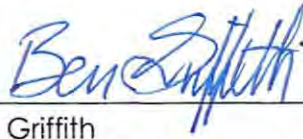
THEREFORE, BE IT RESOLVED, that the Metro COG Policy Board approves funding for selected projects and ranks the priority of backup projects for Minnesota STBG projects as seen in the table below.

2028 Minnesota STBG Projects	
Project	Awarded STBG Funding
34 th Street Mill and Overlay	\$1,093,040

Approved this 18th day of January, 2024.



Duane Breitling
Metro COG Policy Board Chair



Ben Griffith
Metro COG Policy Board Secretary

Fargo-Moorhead Metropolitan Council of Governments

Resolution 2024-R006

Resolution of Approval of North Dakota Funding Designation of Surface Transportation Block Grant (STBG) Projects

WHEREAS, The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) has been designated by the Governors of North Dakota and Minnesota as the Metropolitan Planning Organization (MPO) for the greater Fargo, North Dakota – Moorhead, Minnesota metropolitan area; and

WHEREAS, Metro COG exceeded population threshold of 200,000 on October 1, 2023 designating it a Transportation Management Area (TMA) as defined in 23 CFR 450.310.c; and

WHEREAS, Metro COG being establish as a TMA Metro COG has the authority to select projects for its directly suballocated funding sources: Transportation Alternatives (TA), Carbon Reduction Program (CRP), and Surface Transportation Block Grant (STBG); and

WHEREAS, Metro COG has a direct suballocation of Surface Transportation Block Grant funding in the amount of \$6,324,210 for FFY2027, and \$10,693,894 for FFY2028; and

WHEREAS, Metro COG released a solicitation for projects on the North Dakota portion of the Urbanized Area on October 6th, 2023 to be funded through the Surface Transportation Block Grant in federal fiscal years 2027 and 2028; and

WHEREAS, The Metro COG Transportation Technical Committee met at its regularly scheduled meeting on January 11, 2024 and evaluated the technical merits of each project submitted in response to the solicitation; and

WHEREAS, The Metro COG Policy Board met at its regularly scheduled meeting on January 18, 2024 to consider the projects submitted in response to the solicitation; and

WHEREAS, The Metro COG Policy Board did review the technical score, public input, and all other relevant information, and has allocated STBG funding in the following amounts to the projects in the following tables, and has ranked

unfunded projects to determine priority for as a backup in case funded projects do not move forward for any reason.

THEREFORE, BE IT RESOLVED, that the Metro COG Policy Board approves funding for selected projects and ranks the priority of backup projects for North Dakota STBG projects as seen in the tables below.

2027 North Dakota STBG Projects	
Project	Awarded STBG Funding
13 th Avenue East Reconstruction	\$6,324,210.00
1 st Avenue North Reconstruction 3 rd Street to Roberts	\$0

2028 North Dakota STBG Projects	
Project	Awarded STBG Funding
1 st Avenue North Reconstruction Roberts to 10 th Street	\$5,613,716.00
13 th Avenue East Reconstruction	\$0
1 st Avenue North Reconstruction 3 rd Street to Roberts	\$5,080,178.00
17 th Avenue South Reconstruction	\$0
Broadway Bridge - Out of the Floodplain	\$0
Broadway Bridge - Floodable	\$0

Priority Ranking of Unfunded Projects	
Project Name	Rank
1 st Avenue North Reconstruction	
13 th Avenue East Reconstruction	
1 st Avenue North Reconstruction	
17 th Avenue South Reconstruction	
Broadway Bridge - Out of the Floodplain	
Broadway Bridge - Floodable	

Approved this 18th day of January, 2024.



Duane Breitling
Metro COG Policy Board Chair



Ben Griffith
Metro COG Policy Board Secretary

J – Policy Board Reviews Selection

Policy Board reviews the projects selected at the January 18th, 2024 meeting. Policy Board optimizes funding, and funding levels, funding years, and funding sources to maximize project selection

Agenda Item 1c, Attachment 1

**624th Policy Board Meeting
Fargo-Moorhead Metropolitan Council of Governments
Thursday, February 15, 2024 – 4:00 pm**

Members Present:

Duane	Breitling	Cass County Commission
John	Gunkelman	Fargo Planning Commission
Chuck	Hendrickson	Moorhead City Council
Jenny	Mongeau	Clay County Commission
Julie	Nash	Dilworth City Council
Ryan	Nelson	Moorhead City Council
Brad	Olson	West Fargo City Commission
Dave	Piepkorn	Fargo City Commission
Arlette	Preston	Fargo City Commission
Rocky	Schneider	Fargo Planning Commission
John	Strand	Fargo City Commission
Jeff	Trudeau	Horace City Council
Deb	White	Moorhead City Council

Members Absent:

Amanda	George	West Fargo City Commission
Denise	Kolpack	Fargo City Commission
Thomas	Schmidt	Fargo Planning Commission
Aaron	Murra	NDDOT – Fargo District (ex-officio)
Shiloh	Wahl	MnDOT – District 4 (ex-officio)

Others Present:

Adam	Altenburg	Metro COG
Paul	Bervik	Metro COG
Jaron	Capps	Metro COG
Dan	Farnsworth	Metro COG
Ben	Griffith	Metro COG
Savanna	Leach	Metro COG
Chelsea	Levorsen	Metro COG
Michael	Maddox	Metro COG
Sebastian	McDougall	Moorhead City Council
Ayden	Schaffler	Metro COG
Kristen	Sperry	FHWA - ND

- 1a. MEETING CALLED TO ORDER, WELCOME, AND INTRODUCTIONS, convened**
The meeting was called to order at 4:00 pm, on February 15, 2024 by Chair Breitling, noting a quorum was present. Introductions were made.
- 1b. Approve Order and Contents of Overall Agenda, approved**
Chair Breitling asked for approval for the overall agenda.

**MOTION: Approve the contents of the Overall Agenda of the February 15, 2024 Policy Board Meeting.
Ms. White moved, seconded by Ms. Nash
MOTION, passed**

Motion carried unanimously.

1c. Past Meeting Minutes, approved

Chair Breifling asked for approval of the Minutes of the January 18, 2024 Meeting.

MOTION: Approve the January 18, 2024 Policy Board Meeting Minutes.

Mr. Olson moved, seconded by Mr. Piepkorn

MOTION, passed

Motion carried unanimously.

1d. Monthly Bills, approved

Chair Breifling asked for approval of the February 2024 Bills as listed on Attachment 1d.

MOTION: Approve the February 2024 Bills List.

Ms. Nash moved, seconded by Ms. White

MOTION, passed

Motion carried unanimously.

2. CONSENT AGENDA

Chair Breifling asked for approval of Items a-b on the Consent Agenda.

a. January Month End Report

b. Cass-Clay Food Commission Contract 2024

MOTION: Approve Items a-b on the Consent Agenda.

Mr. Strand moved, seconded by Mr. Gunkelman

MOTION, passed

Motion carried unanimously.

3. REGULAR AGENDA

3a. Public Comment Opportunity

No public comments were made or received.

3b. 2024-2027 Transportation Improvement Program (TIP) Amendment 4

Mr. Bervik presented amendment 4 to the 2024-2027 Transportation Improvement Program (TIP). A public notice was published in the Forum of Fargo-Moorhead on Wednesday, January 24, 2024. Public comments were accepted until 12:00 noon on Thursday; no written or verbal comments were 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 22nd Street South to 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 revenue.
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 project (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).

MOTION: Approve 2024-2027 Transportation Improvement Program (TIP) Amendment 4

Mr. Olson moved, seconded by Ms. White.

MOTION, passed

Motion carried unanimously.

3c. Modified Funding Distribution for 2026 and 2027 funding of North Dakota Transportation Alternatives (TA) and North Dakota Carbon Reduction Program (CRP).

Mr. Bervik presented a modified Funding Distribution for 2026 and 2027 funding of North Dakota Transportation Alternatives (TA) and North Dakota Carbon Reduction Program (CRP).

At the January 18, 2024 meeting, the Policy Board designated funding levels for project received pursuant to Metro COG's Fall 2023 solicitation of projects for 2026 and 2027 North Dakota TA and North Dakota CRP funding sources.

The projects and amounts were modified as follows:

Project	26 NDTA	27 NDTA	26 NDCRP	27 NDCRP	Total Funding	Change in Funding	Percentage Change
South University Drive Path	\$850,000	\$564,000			\$1,414,000	(\$15,334) Reduction	(1.07%) Reduction
Water Reclamation Path		\$296,000			\$296,000		
County Road 17 Path			\$413,464		\$413,464		
76 th Avenue South Path				\$331,202	\$331,202		
River's Bend Bridge and Path				\$848,798	\$848,798	(\$6,202) Reduction	(0.73%) Reduction
45 th Street Adaptive Traffic Signal			\$746,536		\$746,536	+\$21,536 Increase	+2.97% Increase
Total:	\$850,000	\$860,000	\$1,160,000	\$1,180,000	\$4,050,000	\$0.00	

MOTION: Approval of the modified funding distribution and submit approved funding designation to NDDOT.

Mr. Strand moved, seconded by Mr. Gunkelman.

MOTION, passed

Motion carried unanimously.

3d. 2023-2024 UPWP Amendment #6

Mr. Griffith presented Amendment #6 to the 2023-2024 Unified Planning Work Program (UPWP). Metro COG staff was informed by NDDOT on February 1st 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, Metro COG must use funding from programmed projects in 2024 which have not yet gotten underway. It is not Metro COG staff's intention to cancel any projects; rather, they will be programmed in 2025 as part of the 2025-2026 UPWP.

NDDOT informed Metro COG that the revised, programmed, formula amount for 2024 is \$2,396,826.35, which includes \$1,933,755.12 in CPG funds. Metro COG staff

has developed an updated budget for 2024 projects and overhead, based on this new amount.

What follows is a listing of the affected projects, showing current status and how they will be programmed for 2024 and into 2025.

2023 Projects Proposed for \$812,274 in "Carryover" Funding in 2024:

- 2050 Metropolitan Transportation Plan Update (Year 2 of 3)
- West Perimeter Highway Corridor Study
- Moorhead I-94/20th Street Interchange Analysis (Year 1 of 2)
- Uni-10 Corridor Study (Year 3 of 3)
- Metro Railroad Needs Study
- Signalized Intersection Data Collection and Reporting (Year 2 of 3)
- Moorhead Intersection Traffic Data Collection (Year 2 of 3)
- Horace Downtown/Core Neighborhoods Plan

Ongoing 2023 Projects Currently ON-HOLD Until 2024 Funding is Authorized:

- West Perimeter Highway Corridor Study
- Moorhead I-94/20th Street Interchange Analysis
- Uni-10 Corridor Study

Projects Programmed for 2024 and proposed for 2024 Funding:

- NDSU-ATAC Annual Participation
- 2050 Metropolitan Transportation Plan Update (Year 2 of 3)
- 2050 Metropolitan Transportation Plan Update (Year 3 of 3)
- West Perimeter Highway Corridor Study
- Moorhead I-94/20th Street Interchange Analysis (Year 1 of 2)
- Moorhead I-94/20th Street Interchange Analysis (Year 2 of 2)
- Uni-10 Corridor Study (Year 3 of 3)
- Signalized Intersection Data Collection and Reporting (Year 2 of 3)
- Moorhead Intersection Traffic Data Collection (Year 2 of 3)
- Moorhead Intersection Traffic Data Collection (Year 3 of 3)
- Horace Downtown/Core Neighborhoods Plan (Year 1 of 2)
- Horace Downtown/Core Neighborhoods Plan (Complete Streets)
- Heartland Trail Alignment Analysis (Year 1 of 2)

Projects to be Programmed for 2025 Funding:

- Heartland Trail Alignment Analysis (Year 2 of 2)
- Horace Downtown/Core Neighborhoods Plan (Year 2 of 2)
- Metro Railroad Needs Study
- Vehicular Bridge Crossing Study at 76th Avenue S & 100th Avenue S
- 15th Avenue N Corridor Study in Dilworth
- 13th Avenue S (or 15th Street W) Overpass at I-94 & Sheyenne Diversion
- Signalized Intersection Data Collection and Reporting-Exp. (Year 3 of 3)

Metro COG staff have also updated the 2024 Overhead and Internal Operations Budget for 2024 to reflect cost increases, which include: software applications

(such as StreetLight Data, UrbanSDK and Remix), increased rent, replacement of traffic counting equipment, and more accurate costs of annual accounting services. Personnel costs for 2024, composed of loaded wages which include benefits, are approximately \$965,000 and requested Overhead Costs are estimated to be \$368,204 for a total amount of \$1,333,204.00.

There were many questions asking why NDDOT/FHWA are doing this without any plans in place for re-obligation. Ms. Sperry from ND FHWA stated that there is a history of large amounts of carryover amounts and issues opening grants while older grants are open. With the addition of the Minn MPO, FHWA and NDDOT agreed this was the best time to "fix" the issues along with the reallocation of CPG funding formula.

Ms. Nash said that because of the FHWA and NDDOT's lack of planning, the Minnesota jurisdictions are losing out on funding for crucial projects and timing of available funding. Ms. Mongeau agreed. Mr. Piepkorn and Mr. Strand suggested a meeting with the governor, legislators, and NDDOT to get this addressed sooner rather than later, so a precedent is not set with these actions.

MOTION: approval of Amendment #6 to Metro COG's 2023-2024 Unified Planning Work Program, revising and updating Overhead and Personnel costs, and detailing specific projects and funding amounts for 2024, and to schedule a meeting to address the funding issues.

Mr. Piepkorn moved, seconded by Mr. Strand

MOTION, passed

Motion carried unanimously.

3e. 2024 NDDOT/Metro COG Contract Amendment

Mr. Griffith presented the amended Metro COG 2024 UPWP contract with NDDOT. NDDOT and Metro COG executed the 2024 UPWP Contract in December of last year. When the contract was executed, it was assumed that Metro COG would eventually receive \$812,273.62 in carryover funds via UPWP Amendment #5 to complete six 2023 projects that were underway and two projects that were programmed to begin in early 2024.

The 2024 corrected project budget amounts should be: \$1,933,755.12 in CPG funding and a total Formula Amount of \$2,396,826.35. NDDOT's explanation for the different amounts in the attached contract is that their calculations include transposed numbers and did not account for the Complete Streets amount NOT requiring a local match, which affected the Formula Amount. The Contract amendment shows the CPG amount being 12¢ short for the CPG funding amount. Metro COG staff is working closely with NDDOT and FHWA staff to ensure the contract amendment amounts are absolutely correct prior to execution.

That exact dollar amount and local match is estimated to be \$1,933,755 in CPG funds, \$483,439 in local match, for a total of \$2,417,194.

MOTION: Approval of the 2024 NDDOT/Metro COG UPWP Contract Amendment, when corrected amounts have been included, and authorization of the Policy Board Chair and Executive Director to execute said agreement.

Ms. White moved, seconded by Ms. Nash

MOTION, passed

Motion carried unanimously.

3f. Performance Measure 1 (PM1) – 2024 Safety Target Adoption – North Dakota

Mr. Capps presented Metro COG's Performance Measure 1 (PM1) recommended adoption for North Dakota. Performance Measure 1 (PM1) establishes targets related to safety. Each state must annually establish and report targets for the Highway Safety Improvement Program (HSIP). 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.

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 requests that the Policy Board 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.

MOTION: Support of the NDDOT's 2024 Safety Performance Measures.

Mr. Olson moved, seconded by Mr. Gunkelman

MOTION, passed

Motion carried unanimously.

3g. Performance Measure 1 (PM1) – 2024 Safety Target Adoption – Minnesota

Mr. Capps presented Metro COG's Performance Measure 1 (PM1) recommended adoption for Minnesota. The same process was followed for Minnesota.

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 requests that the Policy Board 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.

MOTION: Support of the MnDOT's 2024 Safety Performance Measures.

Ms. White moved, seconded by Ms. Nash

MOTION, passed

Motion carried unanimously.

3h. Horace Downtown Neighborhood Plan – Consultant Selection

Mr. Maddox presented the recommendation of SRF with subconsultant Tallgrass Landscape Architects for the Horace Downtown Neighborhood Plan. Metro COG released an RFP for consultant services for completion of 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. One consulting firm asked for their proposal to be withdrawn from consideration before interviews were conducted.

1. SRF Consulting
2. Bolton & Menk
3. TC2
4. Stantec
5. Interstate Engineering – withdrew proposal

The selection committee conducted interviews with the four remaining consulting firms on Wednesday, February 7th. After the interviews were completed, the selection committee scored and ranked the consulting firms. SRF Consulting Group, with subconsultant Tallgrass Landscape Architects, was chosen by the selection committee as the preferred consulting firm to complete the Horace Downtown Core Neighborhood Plan. SRF's cost proposal came in at \$195,949, which is within the total budgeted amount (\$196,473).

MOTION: Approval of SRF Consulting Group, with subconsultant Tallgrass Landscape Architects, as the top ranked firm to complete the Horace Core Neighborhood Plan, and provide authorization for Metro COG's Executive Director to enter into a contract for services.

Ms. White moved, seconded by Mr. Olson

MOTION, passed

Motion carried unanimously.

4. Additional Business

Mr. Griffith said that Metro COG is working on the 2025-2026 UPWP and will be presenting the draft budget in the coming months.

5. Adjourn

MOTION: Adjourn the 624th Meeting of the FM Metro COG Policy Board
Mr. Olson moved, seconded by Mr. Gunkelman
MOTION, passed.
Motion carried unanimously.

The 624th Meeting of the FM Metro COG Policy Board held Thursday, February 15, 2024 was adjourned at 5:38 pm.

**THE NEXT FM METRO COG POLICY BOARD MEETING WILL BE HELD March 21, 2024,
4:00 P.M.**

Respectfully Submitted,

Savanna Leach
Executive Assistant

Fargo-Moorhead Metropolitan Council of Governments

Resolution 2024-R010

Resolution of Modified Funding Distribution for North Dakota 2026 and 2027 Transportation Alternatives and Carbon Reduction Program

WHEREAS, The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) has been designated by the Governors of North Dakota and Minnesota as the Metropolitan Planning Organization (MPO) for the greater Fargo, North Dakota – Moorhead, Minnesota metropolitan area; and

WHEREAS, Metro COG exceeded population threshold of 200,000 on October 1, 2023 designating it a Transportation Management Area (TMA) as defined in 23 CFR 450.310.c; and

WHEREAS, Metro COG being establish as a TMA Metro COG has the authority to select projects for its directly suballocated funding sources: Transportation Alternatives (TA), Carbon Reduction Program (CRP), and Surface Transportation Block Grant (STBG); and

WHEREAS, Metro COG has a direct suballocation of Transportation Alternatives funding in the amount of \$850,000 for FFY2026, and \$860,000 for FFY2027; and

WHEREAS, Metro COG has a direct suballocation of Carbon Reduction Program funding in the amount of \$1,160,000 for FFY2026, and \$1,180,000 for FFY2027; and

WHEREAS, Metro COG released a solicitation for projects on the North Dakota portion of the Urbanized Area on October 6th, 2023 to be funded through the Transportation Alternatives in federal fiscal years 2026 and 2027; and

WHEREAS, The Metro COG Transportation Technical Committee met at its regularly scheduled meeting on January 11, 2024 and evaluated the technical merits of each project submitted in response to the solicitation; and

WHEREAS, The Metro COG Policy Board met at its regularly scheduled meeting on January 18, 2024 to consider the projects submitted in response to the solicitation; and

WHEREAS, The Metro COG Policy Board did review the technical score, public input, and all other relevant information, and has allocated TA and CRP funding for projects in the amounts seen in Resolutions 2024-R003 and 2024-R004; and

WHEREAS, The Metro COG staff in conjunction with local jurisdictions' staff reviewed the funding amounts from Resolutions 2024-R003 and 2024-R004 and proposed a modified funding distribution; and

THEREFORE, BE IT RESOLVED, that the Metro COG Policy Board approves the modified funding for selected projects for North Dakota TA and CRP projects as provided in the tables below.

2026 North Dakota TA Projects	
Project	Awarded TA Funding
South University Drive Shared Use Path	\$850,000

2027 North Dakota TA Projects	
Project	Awarded TA Funding
South University Drive Shared Use Path	\$564,000
Water Reclamation Shared Use Path	\$296,000

2026 North Dakota CRP Projects	
Project	Awarded TA Funding
County Road 17 Shared Use Path	\$413,464
45 th Street Adaptive Traffic Signal Corridor	\$746,536

2027 North Dakota CRP Projects	
Project	Awarded TA Funding
76 th Avenue South Shared Use Path	\$331,202
River's Bend Shared Use Path	\$848,798

Approved this 15th day of February, 2024.



Duane Breitling
Metro COG Policy Board Chair



Ben Griffith
Metro COG Policy Board Secretary