

**515th Transportation Technical Committee**  
**Fargo-Moorhead Metropolitan Council of Governments**  
**THURSDAY, February 11, 2021 – 10:00 a.m.**

**AGENDA**

- |   |                               |
|---|-------------------------------|
| 1. Call to Order and Introductions                                      |                               |
| 2. Approve the Agenda   | Action Item                   |
| 3. Consider Minutes of the January 14, 2021 TTC Meeting                 | Action Item                   |
| 4. Public Input Opportunity   | Public Input                  |
| 5. 2021-2024 TIP Amendment #2   | Action Item                   |
| 6. 2020 Metro Profile   | Action Item                   |
| 7. Fargo Transportation Plan Consultant Selection                       | Action Item                   |
| 8. Performance Measures (PM- 1, 2 & 3) 2021 Safety Target Adoption      | Action Item                   |
| 9. DRAFT RFP Interstate Operations Study & Plan for Future Improvements | Action Item                   |
| 10. Amendment 1 to Intersection Traffic Data Collection and Reporting   | Action Item                   |
| 11. Agency Updates  | Discussion Item               |
| a. City of Fargo  | e. City of Horace             |
| b. City of Moorhead   | f. Cass County                |
| c. City of West Fargo   | g. Clay County                |
| d. City of Dilworth   | h. Other Member Jurisdictions |
| 12. Additional Business   | Information Item              |
| 13. Adjourn   |                               |

REMINDER: The next TTC meeting will be held **Thursday, March 11, 2021** at 10:00 a.m.

Due to ongoing public health concerns related to COVID-19, Metro COG is encouraging citizens to provide their comments for consent agenda and regular agenda items on the February 11 agenda via email to [leach@fmmetrocog.org](mailto:leach@fmmetrocog.org). To ensure your comments are received prior to the meeting, please submit them by 8:00 a.m. on the day of the meeting and reference which agenda item your comments address. If you would like to appear via video or audio link for comments or questions on a regular agenda or public hearing item, please provide your e-mail address and contact information to the above e-mail at least one business day before the meeting.

**For Public Participation, please REGISTER with the following link:**  
[https://us02web.zoom.us/webinar/register/WN\\_iR4h-R80QyGhR76US-E6g](https://us02web.zoom.us/webinar/register/WN_iR4h-R80QyGhR76US-E6g)

Red Action Items require roll call votes.

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

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**514th Meeting of the  
FM Metro COG Transportation Technical Committee  
Thursday, January 14, 2021 – 10:00 am  
Metro COG Conference Room**

**Members Present:**

Jonathan	Atkins	City of Moorhead Traffic Engineering
Jason	Benson	Cass County Highway Engineering
Julie	Bommelman	City of Fargo, MATBUS
Jeremy	Gorden	City of Fargo Transportation Engineering
Cindy	Gray	Metro COG
Robin	Huston	City of Moorhead Planning
Kim	Lipetsky	Fargo Cass Public Health
Peyton	Mastera	City of Dilworth Administration
Aaron	Nelson	Fargo City Planning
Grace	Puppe	Cass County Planning
Joe	Raso	GFMEDC
Mary	Safgren	MnDOT – District 4
Russ	Sahr	City of Horace Planning
Tim	Solberg	City of West Fargo Planning
Justin	Sorum	Clay County Engineering
Lori	Van Beek	City of Moorhead, MATBUS
Mark	Wolter	Freight Representative, Midnite Express
Andrew	Wrucke	City of West Fargo Engineering
Wayne	Zacher	NDDOT – Local Government Division

**Members Absent:**

Matthew	Jacobson	Clay County Planning
Jaclynn	Maahs	Concordia College
Brit	Stevens	NDSU – Transportation Manager

**Others Present:**

Adam	Altenburg	Metro COG
Dan	Bergerson	HDR
Baird	Bream	Cambridge Systematics, NDDOT
Luke	Champa	Metro COG
Jim	Dahlman	Interstate Engineering/City of Horace
Brenda	Derrig	City of Fargo Engineering
Ari	Del Rosario	Metro COG
Dan	Farnsworth	Metro COG
Matt	Kinsella	Apex Engineering
Savanna	Leach	Metro COG
Michael	Maddox	Metro COG
Stewart	Milakovic	NDDOT
Brent	Muscha	Apex Engineering
Anna	Pierce	MnDOT
Jordan	Smith	MATBUS
Tom	Soucy	Cass County Highway Department
Kristen	Sperry	FHWA
Kyle	Weiler	HDR

**1. CALL TO ORDER AND INTRODUCTIONS**

The meeting was called to order at 10:00 am, on January 14, 2021 by Chair Gray. A quorum was present.

**2. Approve the 514th TTC Meeting Agenda**

Chair Gray asked if there were any questions or changes to the 514th TTC Meeting Agenda.

**Motion: Approve the 514th TTC Meeting Agenda.**  
**Mr. Raso moved, seconded by Ms. Bommelman**  
**MOTION, PASSED.**  
**Motion carried unanimously.**

**3. APPROVE December 10, 2020 TTC MEETING MINUTES**

Chair Gray asked if there were any questions or changes to the December 10, 2020 TTC Meeting Minutes.

**Motion: Approve the December 10, 2020 TTC Minutes.**  
**Mr. Sahr moved, seconded by Mr. Atkins**  
**MOTION, PASSED**  
**Motion carried unanimously.**

**4. Public Comment Opportunity**

No public comments were made or received.

**5. 2020 Metro Profile**

Mr. Altenburg presented an update on the 2020 Metro Profile.

Mr. Raso asked if there has been a need for an addendum to note significant changes in statistics, and if there is any comparison data to similar markets outside of the Metro area. Mr. Altenburg said that in previous years there have been comparisons to similar communities, but have not done so in recent years.

Ms. Gray noted that this agenda item was listed as an action item, but will not be acted on during this meeting, as it was not finished in time for distribution to TTC members. The complete Metro Profile will be acted upon at the February TTC meeting.

**6. 2021-2024 TIP Amendment #1**

Mr. Champa presented Amendment #1 to the 2021-2024 Transportation Improvement Program (TIP).

The proposed amendment to the 2021-2024 TIP is as follows:

1. Modification of Project 419002: City of Fargo reconstruction of North University Drive from 40th Ave N to 32nd Ave N (2021). The total project cost increased 6.8% from \$6,000,000 to \$6,409,519 of which the Federal Surface Transportation Block Grant Program – Urban (STBGP-U) funding decreased 9.4% from \$4,500,000 to \$4,077,892, and the local funding increased 55.4% from \$1,500,000 to \$2,331,627.

2. Modification of Project 3200035: City of West Fargo shared use path construction along Drain 45 project year changed from 2020 (ALOP) to 2021. The total project cost increased 34.4% from \$387,000 to \$520,000 of which the Federal Transportation Alternatives (TA) funding stayed the same \$232,000, and the local funding increased 85.8% from \$155,000 to \$288,000.
3. Modification of Project 3204001: City of West Fargo rehabilitation at 9th Street structure over I-94 project year changed from 2020 (ALOP) to 2021. The total project cost decreased 68.1% from \$482,000 to \$154,000 of which the Federal STBGP-U funding decreased 64.4% from \$390,082 to \$139,000, and the local funding decreased 83.7% from \$91,918 to \$15,000.
4. Addition of Project 9211001: North Dakota Department of Transportation (NDDOT) statewide intelligent transportation system (ITS) improvement project to update dynamic message signs (2021). The total project cost is \$25,052 of which \$20,275 is funded through Federal Interstate Maintenance (IM) funds, and \$4,777 through State funds.
5. Modification of Project 9190021: NDDOT safety project for turn lanes, signals, and pavement marking at the 38th St and I-29 ramp (2021). The total project cost increased 56.5% from \$361,000 to \$565,000 of which the Federal Highway Safety Improvement Program (HSIP) funding increased 56.5% from \$324,900 to \$508,500, and the State funding increased 56.5% from \$36,100 to \$56,500.
6. Removal of Project 9210008: NDDOT mill and overlay on ND 10E from ND 18 E to the Raymond interchange (2023) project was bid in early 2020 and will be constructed in 2021 with 100% State funds therefore, the project is being removed from the TIP.
7. Modification of Project 9170019: NDDOT concrete pavement repair on I-29N from Main Ave to N Fargo Interchange (2021). The total project cost increased 41% from \$674,000 to \$950,000 of which the Federal IM funding increased 40.9% from \$607,000 to \$855,000, and the State funding increased 41.8% from \$67,000 to \$95,000.
8. Modification of Project 9170020: NDDOT concrete pavement repair on I-29S from Main Ave to N Fargo Interchange (2021). The total project cost increased 41% from \$674,000 to \$950,000 of which the Federal IM funding increased 40.9% from \$607,000 to \$855,000, and the State funding increased 41.8% from \$67,000 to \$95,000.
9. Modification of Project 9200012: NDDOT high tension cable median guardrail on I-94 from W of Main Ave to the 42nd St grade separation (previous project limits were from W of Main Ave to W of Veterans Blvd) (2021). The total project cost increased 80.5% from \$1,180,000 to \$2,130,000 of which the Federal HSIP funding increased 80.5% from \$1,062,000 to \$1,917,000, and the State funding increased 80.5% from \$118,000 to \$213,000.
10. Modification of Project 9210007: NDDOT hot bituminous pave, concrete median barrier on I-94 from 42nd St to I-29 (2021). The total project cost increased 364% from \$525,000 to \$1,914,000 of which the Federal HSIP funding increased 364% from \$473,000 to \$1,723,000, and the State funding increased 367% from \$52,000 to \$191,000.
11. Modification of Project 9200022: NDDOT median cross-overs on I-94W 6 miles east of ND 18 project year changed from 2020 (ALOP) to 2021. The total project decreased 8.1% from \$911,000 to \$837,000 of which Federal IM funding

decreased 8.1% from \$820,000 to \$753,300, and the State funding decreased 8% from \$91,000 to \$83,700.

12. Modification of Project 9210006: NDDOT high tension cable median guardrail on I-94 from Valley City District to West Fargo (2022). The total project cost increased 0.4% from \$5,978,000 to \$6,000,000 of which the Federal HSIP funding increased 0.4% from \$5,380,000 to \$5,400,000, and the State funding increased 0.3% from \$598,000 to \$600,000.
13. Modification of Project 9182611: NDDOT Illustrative project for structure, grade raise, PCC paving, drainage improvements, and median cross overs on I-29 S of the Metro Area at the Red River Diversion (2021). Total project cost has been updated and a range is provided to reflect base and alternative bids estimated between \$45,000,000 - \$64,000,000. Project is included in the TIP for informational purposes only.
14. Addition of Project 1211002: Cass County hot mix asphalt paving, paved shoulders, and minor grading and seeding on CR 10 from ND 18 to CR 11 (2021). The total project cost is \$3,100,000 of which \$2,500,000 is funded by Federal Non National Highway System – County Rural Project (Non NHS-CS) funds and \$600,000 through local funds.
15. Addition of Project 1211003: Cass County hot mix asphalt mill and overlay on CR 11 from CR 22 to CR 4 (2021). The total project cost is \$1,700,000 of which \$1,400,000 is funded by Federal Non NHS-CS funds and \$300,000 through local funds.
16. Modification of Project 2190038: Clay County Advance Construction (AC) bituminous mill and overlay on CSAH 31 from S County Line to CSAH 10 (2022). Total project cost increased 36.9% from \$1,260,000 to \$1,725,000 of which Federal Surface Transportation Block Grant Program – Regional (STBGP-R) funding stayed the same \$741,260 and the local funding increased 89.6% from \$518,740 to \$983,740. The AC payback in 2023 with Federal STBGP-R funding stayed the same \$840,000 however the AC project total cost increased 22.1% from \$2,100,000 to \$2,565,000.

The public hearing was opened. No comments were received. The public hearing was closed.

Mr. Gorden asked why the amount for project #419002 (North University) has been lowered, and asked if this project could not be changed. Mr. Zacher stated that he received a cost estimate that was lower than the original budget.

After discussion, Mr. Zacher said that the removal of that project change is allowed as an administrative change, and sees no issue with the removal.

Ms. Van Beek asked why a transit project was not listed. Mr. Champa said that the project in question was not received in time for advertising. He noted that this could potentially be an administrative modification and could be added, and will start working on the addition now, for a quick turnaround.

**Motion: Recommend approval of Amendment #1 of the Metro COG 2021-2024 Transportation Improvement Program (TIP) to the Policy Board, with the removal of Project #419002 as discussed.**

**Mr. Gorden moved, seconded by Mr. Benson.**  
**MOTION, PASSED**  
**Motion carried unanimously.**

**7. 2021 FM Metro Area-Wide Traffic Count Request for Proposals**

Mr. Farnsworth presented the request for proposals (RFP) for the 2021 Fargo-Moorhead Metro Area-Wide Traffic Counts. He stated that these counts are done every five years, the last done in 2015, but this new effort was ultimately programmed for 2021, due to NDDOT's plan to count the eastern third of the state in 2021 rather than 2020, and this worked out for the best anyway, due to the erratic fluctuations in traffic during 2020 caused by the pandemic.

The project budget is \$130,000 with counts at 515 locations. The number of counts may be subject to change (see paragraph below for more details). It is planned that these counts would begin in early-May and be completed in mid-October.

In developing this RFP Metro COG has also been in discussions with MnDOT. Since it is uncertain whether or not MnDOT will be conducting counts in 2021, this RFP assumes MnDOT will not be counting in 2021 and this project will take on the MnDOT count locations that were counted in 2015. However Metro COG will continue communicate with MnDOT in hopes that MnDOT may count some locations. If MnDOT chooses to count in 2021 the number of counts in this project will be lessened and key count locations can be reallocated from general vehicle counts to vehicle classification (truck) counts.

Ms. Safgren asked if Dan has reached out to MnDOT traffic engineers. Mr. Farnsworth said that he has spoken to representatives in both St. Paul, and District 4 (local), and neither committed, but did show interest. Ms. Safgren said that it could be due to COVID numbers as well.

**Motion: Recommend Policy Board approval of the 2021 Fargo-Moorhead Metro Area-Wide Traffic Counts RFP.**  
**Mr. Mastera moved, seconded by Mr. Atkins.**  
**MOTION, PASSED**  
**Motion carried unanimously.**

**8. MetroGROW: 2045 MTP Amendment #1**

Mr. Maddox presented Amendment #1 to the Metropolitan Transportation Plan, MetroGROW: 2045.

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) held a virtual public meeting to present a proposed amendment to its Metropolitan Transportation Plan (MTP) entitled MetroGROW on Tuesday, December 22, 2020 from Noon to 1:00 p.m. The meeting consisted of a short presentation followed by an open discussion period where attendees could ask questions.

The Amendment removes project R16- 19<sup>th</sup> Ave N Preservation project and replaces it with a 17<sup>th</sup> Ave S (38<sup>th</sup> St S to 42<sup>nd</sup> St S) Preservation project.

Following the public open house, the TTC and Policy Board were polled to determine if both bodies approve of Amendment #1 to the MTP. After obtaining an adequate number of votes which constituted a quorum of the TTC and Policy Board, it was determined that both bodies unanimously supported the amendment. This allowed us to proceed with this Urban Roads application for the project that was added to the MTP; however, to formalize the amendment, Metro COG will bring this forward to the TTC and Policy Board for an in-person vote at the January TTC and Policy Board meetings.

**Motion: recommend approval to the Policy Board of the MTP amendment as shown in Attachment 2**

**Mr. Gorden moved, seconded by Ms. Bommelman**

**MOTION, PASSED**

**Motion carried unanimously.**

**9. NDDOT Transportation Connection Update**

Mr. Milakovic and Mr. Bream presented an update to the NDDOT Transportation Connection, the North Dakota statewide transportation plan.

**10. Agency Updates**

Fargo Transit: TDP halfway through, free fares during COVID until March.

Fargo Engineering: FAA approval for North University, 64<sup>th</sup> Ave Overpass project, 7<sup>th</sup> Ave N (Broadway to University).

Moorhead Engineering: Otter Tail Valley RR back onto permanent alignment, 12<sup>th</sup> Ave S/20<sup>th</sup> St RR crossing update.

West Fargo: Sheyenne Street downtown updates

Horace: Water connection coordination with Cass Rural Water District

GFMEDC: projects in motion, Amazon warehouse and workforce needs, housing needs

MnDOT: The first round of public engagement for the SMTP is wrapping up on Monday, January 18th. The SMTP Technical Advisory Committee is scheduled to meet for the first time on February 10th. D4 Freight Plan – CPCS as consultant

NDDOT: discussion with other ND MPOs on definition of “regionally significant” projects as required in the TIP

**11. Additional Business**

No additional business

**12. Adjourn**

The 514th Regular Meeting of the TTC was adjourned on January 14, 2021 at 12:02 p.m.

**THE NEXT FM METRO COG TRANSPORTATION TECHNICAL COMMITTEE MEETING WILL  
BE HELD February 11, 2021, 10:00 A.M.**

Respectfully Submitted,

Savanna Leach  
Executive Assistant



**To:** Transportation Technical Committee  
**From:** Luke Champa  
**Date:** 02/04/2021  
**Re:** **2021-2024 Transportation Improvement Program (TIP) Amendment #2**

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) will hold a virtual public hearing via Zoom Video Communications on Thursday, February 18, 2021 at 4:00 p.m. to consider public comments regarding a proposed amendment to the 2021-2024 Transportation Improvement Program (TIP) for the FM Metropolitan Area. The proposed amendment to the 2021-2024 TIP updated federally funded projects within the Metropolitan Planning Area (MPA) and reflects minor changes to language found within the TIP document.

A public notice was published in the Forum of Fargo-Moorhead on Wednesday, February 3, 2021, advertising the public hearing, how to request more information, and detailed public comment information such as where to send written comments regarding the proposed amendment. The public notices advertised that public comments will be accepted until 12:00 p.m. (noon) on Thursday, February 18, 2021. As of the writing of this memo, no written comments have been received.

The proposed amendment to the 2021-2024 TIP is as follows:

1. **Modification of Project 9170019:** NDDOT concrete pavement repair on I-29N from Main Ave to N Fargo Interchange (2021). The total project cost decreased 68.7% from \$950,000 to \$297,092 of which the Federal IM funding decreased 68.7% from \$855,000 to \$267,383, and the State funding decreased 68.7% from \$95,000 to \$29,709.
2. **Modification of Project 9170020:** NDDOT concrete pavement repair on I-29S from Main Ave to N Fargo Interchange (2021). The total project cost decreased 68.7% from \$950,000 to \$297,092 of which the Federal IM funding decreased 68.7% from \$855,000 to \$267,383, and the State funding decreased 65.2% from \$95,000 to \$29,709.
3. **Text modifications (pages 103-104):**  
"Amendment Required:
  1. The change adds new individual FHWA funded, FTA funded, or Regionally Significant (RS) project;
  2. Total cost increase meets the Formal TIP Amendment threshold as shown in Table 11-1;
  3. The change adds or removes a phase of work such as preliminary engineering, right-of-way, construction, etc. to the project which increases or decreases the total project cost;

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 with NAAQS);

Table 11-1: FHWA & FTA Project Cost Increase Thresholds

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

Source: Metro COG

Administrative Adjustment Required:

1. The increase in total project cost estimate is lower than the TIP amendment thresholds shown in Table 11-1. Justification is required to maintain fiscal constraint;
2. Decrease in total project cost estimate;
3. 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;
4. 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;
5. The change includes a technical correction;
6. Adding or removing Advance Construction (AC) - includes adding new AC, increase or decrease in existing AC amount (subject to table 11-1 increase threshold), or taking an existing AC off of a project;
7. Removing a project currently programmed in the TIP;
8. Changing FTA funding sources such as changing from Section 5307 funds to Section 5339 funds or vice versa;
9. Changing federal funding from FTA funds to FHWA funds or vice versa. Fiscal constraint justification required;
10. Changing the TIP project number."

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

**Requested Action:** Pending public comment, recommend approval of Amendment #2 of the Metro COG 2021-2024 Transportation Improvement Program (TIP) to the Policy Board.

[illegible]

**To:** Transportation Technical Committee (TTC)  
**From:** Adam Altenburg, AICP  
**Date:** February 5, 2021  
**Re:** **2020 Metro Profile**

The Metropolitan Profile (Metro Profile) is a critical component of Metro COG's metropolitan planning program and has been updated on an annual basis since 1981. The Profile reports upon conditions associated with the region's transportation system and analyzes trends and changes in socio-economic conditions influencing the Fargo-Moorhead metro area. Additionally, the Profile serves as a tool to evaluate metrics, projections, and assumptions set forth in various elements of the MTP, TIP, and other plans and programs.

Metro COG makes a concerted effort to re-evaluate the Profile on an annual basis, and focuses on creating a document which is useful to our stakeholders, board members, and the public as a whole.

In the 2020 Metro Profile, information and data from the 2019 calendar year has been compiled and analyzed when possible. In some instances, data was not available for 2019, so the most recent data available was presented.

**Requested Action:**  
**Recommend Policy Board approval of the 2020 Metropolitan Profile.**


# METROPOLITAN PROFILE 2020

ANNUAL REPORT FOR THE FARGO-MOORHEAD METROPOLITAN AREA



PREPARED BY  
**METROCOG**  
FM REGIONAL TRANSPORTATION PLANNING ORGANIZATION

ADOPTED: FEBRUARY 18, 2021  
ONE 2ND STREET N SUITE 232  
FARGO, ND 58102  
[WWW.FMMETROCOG.ORG](http://WWW.FMMETROCOG.ORG)



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Dear Interested Persons, Stakeholders, Jurisdictions, Agencies and Organizations --

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) is pleased to present the 2020 Metropolitan Profile (Metro Profile), a document previously known as the Surveillance and Monitoring Report for the Fargo-Moorhead Metropolitan Area. The data presented within this Profile pertains to the 2019 calendar year (January 1, 2019 through December 31, 2019).

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

The profile is structured to document and monitor the following:

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

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

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

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

**Dave Fenelon**  
Chair, Metro COG Policy Board

**Cindy Gray**  
Executive Director, Metro COG

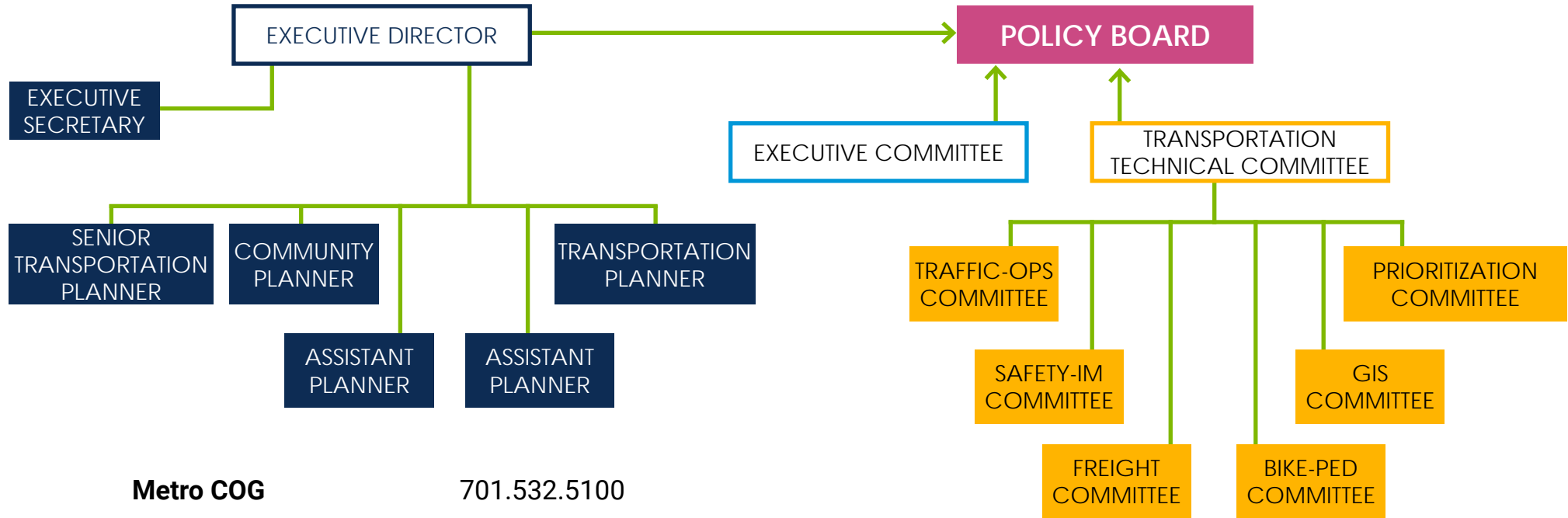


# ACRONYMS

<b>AADT</b>	Average Annual Daily Traffic	<b>MSA</b>	Metropolitan Statistical Area (includes all of Cass County and Clay County)
<b>ACS</b>	American Community Survey (U.S. Census Bureau)	<b>MSUM</b>	Minnesota State University – Moorhead
<b>ADA</b>	Americans with Disabilities Act of 1990	<b>NAICS</b>	North American Industry Classification System
<b>ADT</b>	Average Daily Traffic	<b>NDDOT</b>	North Dakota Department of Transportation
<b>ATAC</b>	Advanced Traffic Analysis Center	<b>NDSU</b>	North Dakota State University
<b>ATR</b>	Automatic Traffic Recorder	<b>PPP</b>	Public Participation Plan
<b>CFR</b>	Code of Federal Regulations	<b>TAZ</b>	Traffic Analysis Zone
<b>CSAH</b>	Minnesota County State Aid Highway	<b>TDM</b>	Travel Demand Model
<b>DNR</b>	Department of Natural Resources	<b>TDP</b>	Transit Development Plan
<b>FHWA</b>	Federal Highway Administration	<b>TH</b>	Minnesota Trunk Highway
<b>FTA</b>	Federal Transit Administration	<b>TIP</b>	Transportation Improvement Program
<b>FAUA</b>	Aid Urbanized Area or UZA	<b>UPWP</b>	Unified Planning Work Program
<b>HSS</b>	U.S. Dept. of Health and Human Services	<b>USC</b>	United States Code
<b>HUD</b>	U.S. Dept. of Housing & Urban Development	<b>UZA</b>	Urbanized Area
<b>ITS</b>	Intelligent Transportation System	<b>VMT</b>	Vehicle Miles Traveled
<b>LRTP</b>	Long-Range Transportation Plan	<b>VSS</b>	Valley Senior Services
<b>MATBUS</b>	Metro Area Transit of Fargo-Moorhead		
<b>Metro COG</b>	Fargo-Moorhead Metropolitan Council of Governments		
<b>MnDOT</b>	Minnesota Department of Transportation		
<b>MPA</b>	Metropolitan Planning Area		
<b>MPO</b>	Metropolitan Planning Organization		



# ORGANIZATIONAL CHART



**Metro COG** 701.532.5100

## Executive Director

Cindy Gray ..... 701.532.5103

## Executive Secretary

Savanna Leach ..... 701.532.5101

## Senior Transportation Planner

Michael Maddox ..... 701.532.5104

## Transportation Planner

Dan Farnsworth ..... 701.532.5106

## Community & Transportation Analyst

Adam Altenburg ..... 701.532.5105

## Assistant Planner

Luke Champa ..... 701.532.5107

## Assistant Planner / GIS Coordinator

Ari Del Rosario ..... 701.532.5102





# INTRODUCTION

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

The core of an MPO is the urbanized area, which is initially identified and defined by the U.S. Census Bureau as part of the Decennial Census update. This boundary is adjusted by local officials and approved by the overseeing Department of Transportation. The result of which is the official Adjusted Urban Area Boundary (known as the UZA). In Metro COG’s case, the overseeing DOT is North Dakota Department of Transportation (NDDOT). The UZA boundary is used to determine the type of transportation funding programs potential projects may be eligible to receive. In 2012, Metro COG worked closely with local jurisdictions, NDDOT, and the Minnesota Department of Transportation (MnDOT) to establish an Adjusted UZA for the Fargo-Moorhead area. This Adjusted UZA was subsequently approved by the Metro COG Policy Board, FHWA, and both the Minnesota and North Dakota Departments of Transportation in 2013.

In addition to the UZA, the MPO boundary includes any contiguous areas which may become urbanized within a twenty-year forecast period. Collectively, this area is known as the Metropolitan Planning Area (MPA). Metro COG’s MPA boundary was most recently expanded in 2013 and is currently comprised of approximately 1,073 square miles (687,000 acres), across two states, two counties, 14 cities, and 30 townships. The MPA boundary is effectively Metro COG’s “study area” or area of influence respective to the metropolitan planning program. These areas are significant not only as potential

future population centers, but also due to their proximity to existing and future transportation assets of regional significance.

The map on the next page provides an overview of these boundaries for the Fargo-Moorhead area, specifically depicting:

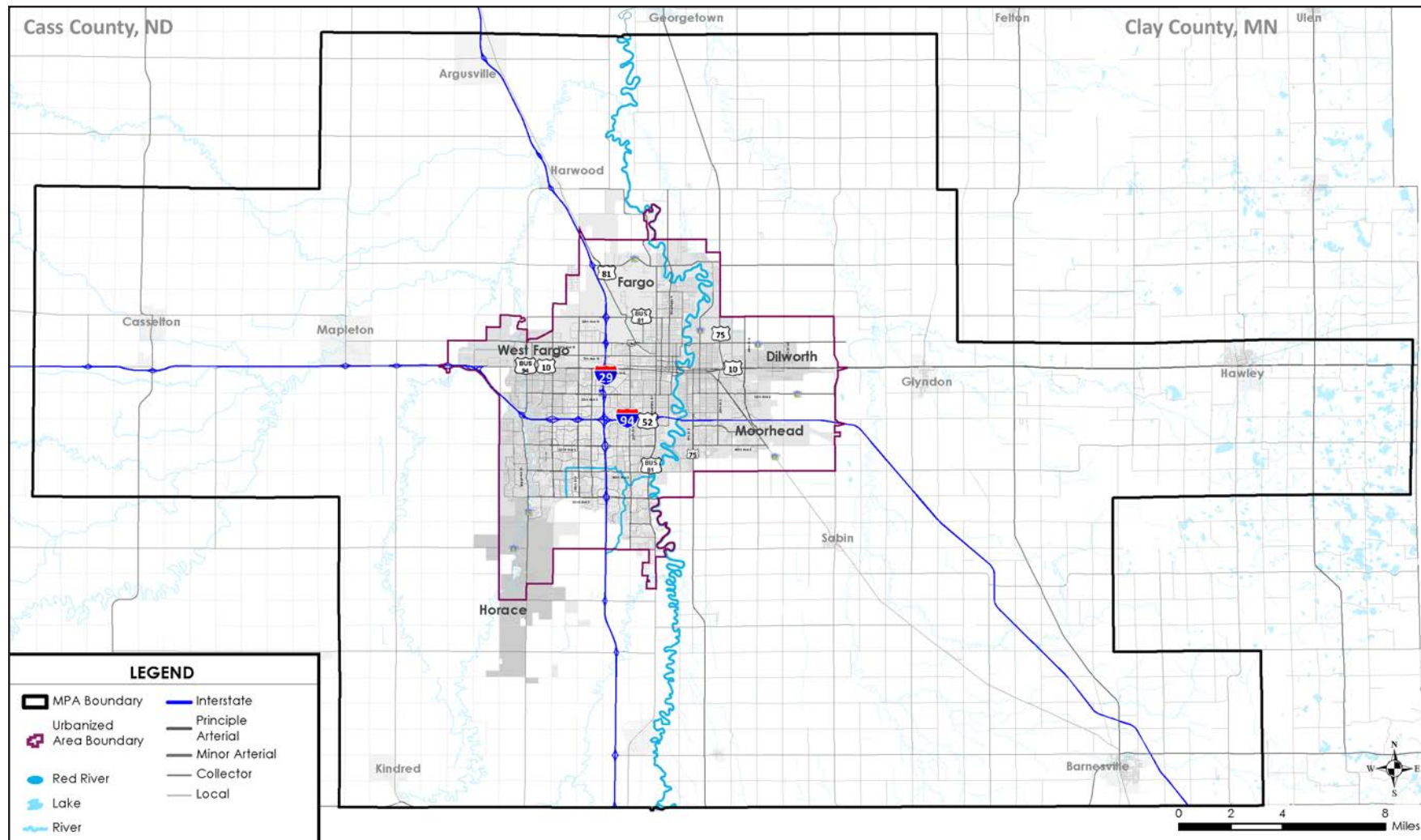
- a) The Metropolitan Planning Area Boundary;
- b) The Adjusted Urbanized Area boundary; and
- c) Cities within the MPA.

Metro COG serves a bi-state area. This area is unique that it covers 14 townships in Cass County, ND, and 16 townships in Clay County, MN.

Within that area there are seven member jurisdictions, which pay dues and have voting rights on the policy board and transportation technical committee. The following are the member jurisdictions:

- ❑ Cass County, ND
- ❑ Clay County, MN
- ❑ City of Fargo, ND
- ❑ City of Moorhead, MN
- ❑ City of West Fargo, ND
- ❑ City of Dilworth, MN
- ❑ City of Horace, ND

Additionally, there are associate jurisdictions located within the MPA. These towns have populations over 700, do not pay dues, and do not have voting rights on the policy board and transportation technical committee. These include in North Dakota include: Casselton, Harwood, and Mapleton; and in Minnesota: Barnesville, Glyndon, and Hawley.



Jurisdictions that have populations under 700 and/or have chosen not to participate in Metro COG are considered non-member jurisdictions. These include in North Dakota: Argusville, Briarwood, Frontier, Kindred, North River, Oxbow, Prairie Rose, and Reile's Acres.; and in Minnesota: Comstock and Sabin.

The 14 Townships within the MPA in North Dakota include: Barnes, Berlin, Casselton, Durbin, Everest, Harmony, Harwood, Mapleton, Normanna, Pleasant, Raymond, Reed, Stanley, Warren.

The 16 Townships within the MPA in Minnesota include: Alliance, Barnesville, Eglon, Elkton, Elmwood, Glyndon, Hawley, Holy Cross, Humboldt, Kragnes, Kurtz, Moland, Moorhead, Morken, Oakport, Riverton.



# TRANSPORTATION

## COMMUNITY PROFILE

POPULATION  
EMPLOYMENT  
HOUSING  
LAND AREA

### ROADWAY

SAFETY  
ECONOMIC VITALITY  
TRENDS IN VMT  
SYSTEM  
MANAGEMENT &  
OPERATIONS  
SYSTEM  
PRESERVATION  
SYSTEM RELIABILITY  
TRAFFIC COUNTS  
INTELLIGENT  
TRANSPORTATION  
SYSTEM (ITS)  
FEDERAL  
FUNCTIONAL  
CLASSIFICATION

### FREIGHT

RECENT PROJECTS  
RAIL  
AVIATION  
TRUCK  
TRAVEL TIME  
RELIABILITY  
PIPELINES

### BICYCLE & PEDESTRIAN

SAFETY TARGETS  
NETWORK  
PLANS  
ACCESSIBILITY |  
CONNECTIVITY  
BIKE & PED COUNTS

### TRANSIT

2019 EQUIPMENT,  
FACILITIES &  
RIDERSHIP  
ROUTE & SERVICE  
CHANGES  
FARES, MARKETING &  
STUDIES

The 2020 Metropolitan Profile is separated into five chapters, each of which focuses on trends affecting the development patterns and transportation network of the Fargo-Moorhead MPA. Together the chapters provide a comprehensive snapshot of the conditions and trends affecting the metro area based on 2019 data (or the most recent data available). The chapters are grouped into two categories:

- Community Profile
- Transportation

The Transportation category encompasses topics focused on the:

- Roadway System
- Freight & Interstate Travel
- Bicycle & Pedestrian Network
- Local & Regional Transit

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

Metro COG's vision statement and mission were adopted by Metro COG in 2012. The core functions of Metro COG are identified in the United States Code of Federal Regulations (CFR) 23 § 450 Subpart C - Metropolitan Transportation Planning and Programming. There are 10 core functions that Metro COG is mandated, as an MPO, to study and plan around for the MPA.





# VISION STATEMENT

**PROVIDE QUALITY, PROACTIVE REGIONAL PLANNING  
SERVICES FOR A CHANGING SOCIETY.**

# MISSION

- Harmonize the activities of federal, state, and local agencies,
- Render technical assistance
- Encourage public participation in the development of the area

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# CORE FUNCTIONS

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

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## EXECUTIVE SUMMARY

Fargo-Moorhead Metropolitan Council of Governments (Metro COG) is both the designated Council of Governments (COG) and Metropolitan Planning Organization (MPO) for the greater Fargo-Moorhead Metropolitan Area. Metro COG coordinates planning efforts across state lines for the seven member jurisdictions and six associate jurisdictions within the Metropolitan Planning Area (MPA).

Each year Metro COG produces the Metropolitan Profile (Metro Profile), which serves as a fact book summarizing major trends and data within the Metropolitan Planning Area (MPA) for that year. The Metro Profile is separated into five chapters, each of which focuses

on trends affecting the development patterns and multi-modal transportation network of the Fargo-Moorhead Metropolitan Area.

In the 2020 Metro Profile, information and data from the 2019 calendar year (or data from the year most recently available) has been compiled and analyzed. The following are some highlights.



In 2019, the population of the Metropolitan Statistical Area (MSA) grew by 0.27 percent, which is less than the 1.6 percent growth seen in 2018. The number of residents increased from 245,471 in 2018 to 246,145 in 2019.

The demand for housing remained steady, with an MSA occupancy rate of 92.4 percent and 887 new single family housing units permitted throughout the area. However, the demand for multifamily developments continued to drop, from 37 permitted in 2018 to only 8 in 2019.

Total traffic crash related fatalities increased slightly in the MPA from 10 in 2018 to 11 in 2019. Nine of the fatal crashes occurred in Cass County, and two fatal crashes occurred in Clay County.

Overall, the bicycle and pedestrian network remained relatively unchanged. Users continued to utilize the Fargo-Moorhead Bike Map app for mobile devices. The app allows for frequent updates to the mapped system, keeping information readily up-to-date compared to previously printed maps.

The transit network experienced few changes in 2019. Route 15, which travels between the downtown GTC and the West Acres Mall and 13th Avenue commercial corridor, continues to be the most heavily utilized route, totaling over 321,702 rides in 2019. Routes 32 and 33, both of which carry sizeable numbers of NDSU students, area also routes which account for a high proportion of the total transit ridership in the area. However, total fixed route ridership was down by 9.2 percent in Fargo and 7.7 percent in Moorhead compared with 2018 totals. Paratransit ridership increased in 2019 by 1.3 percent after being relatively stable from 2016 to 2018.

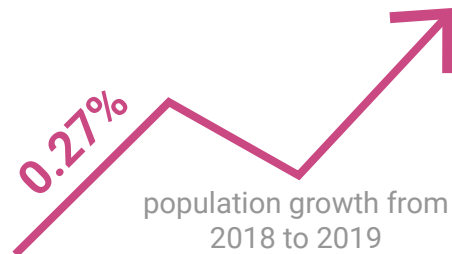
Senior ride and rural transit services continue to provide an important link to those in the community. Total ridership on senior and rural transit systems decreased slightly in 2019, due to drops in ridership for Cass County Rural Transit and services in Fargo and West Fargo.

TapRide, the on-demand service offered on the NDSU campus during the academic year, saw its services expanded to the Fargo Industrial Park in 2019. LinkFM, the free circulator connecting the downtowns of Fargo and Moorhead, ended daily operations at the end of 2019 and now only operates during designated community-sponsored events.

Overall in 2019, the Fargo-Moorhead Metropolitan Planning Area continues to see slow and steady growth. Across the multi-modal transportation network, there were improvements that helped the agency meet our performance measure targets for the metropolitan planning area. Even with construction projects throughout the network, roadway and freight networks saw stable reliability indexes. Transit and bicycle/pedestrian networks have stayed relatively stable in the MPA from 2018 to 2019.

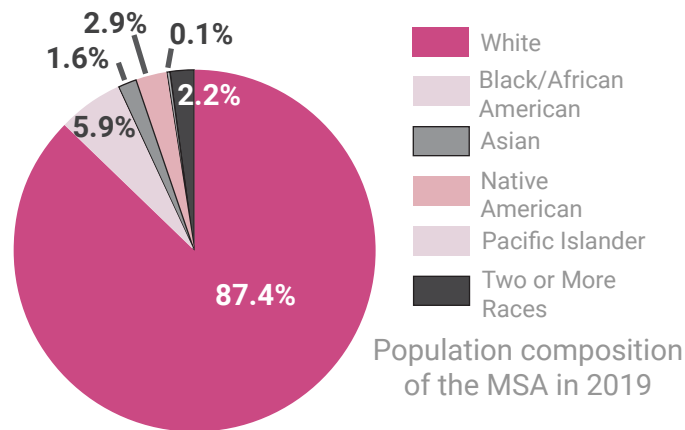
2019 MSA POPULATION: **246,145**

TOTAL ESTIMATED POPULATION OF CASS AND CLAY COUNTIES



**212,738** 2019 Total Estimated Population of Member Jurisdictions **32.3** 2018 Median Age in MSA

□ 124,662	Fargo	□ 35.1	North Dakota
□ 43,652	Moorhead	□ 37.9	Minnesota
□ 37,058	West Fargo	□ 37.9	Nationally
□ 4,024	Dilworth		
□ 2,944	Horace		



2018 median household income



## EMPLOYMENT | JOBS

There were approximately 145,00 total nonfarm jobs estimated in the MSA in 2019, including 125,800 private sector jobs. This is an increase of approximately 6,000 jobs over the past five years.



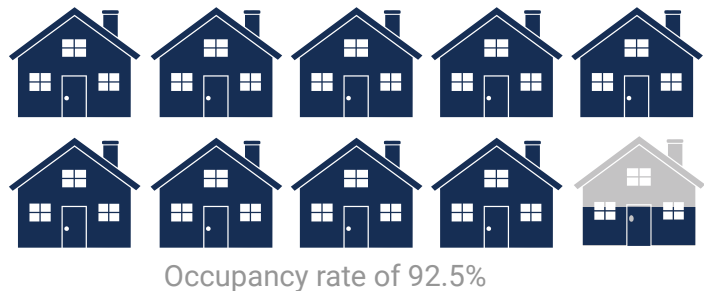
Unemployment rate of 2.3%

In 2019, the MSA had an average seasonally adjusted **unemployment rate of 2.3 percent**. This is less than the 2.6 percent rate in 2018 and the lowest unemployment rate since 1999.

\*INFORMATION RETRIEVED FROM THE AMERICAN CENSUS SURVEY ON CENSUS.GOV FOR 2019 AND 2018 FOR THE FARGO-MOORHEAD METROPOLITAN STATISTICAL AREA. 2019 DATA WAS NOT AVAILABLE FOR MEDIAN HOUSEHOLD INCOME OR MEDIAN AGE

## HOUSING

In 2018, the average household size in the MSA was **2.29 people**, a decrease from 2.32 people in 2017. There were approximately **100,207 households** in 2019, which is up from an estimated 98,125 households in 2018. A total of **112,592 housing units** were available in the MSA in 2019. Of those housing units, **92.5 percent were considered occupied**.



Of the occupied housing units, **56.2 percent were owner-occupied** and 43.8 percent were renter-occupied.

In 2019, there was a ratio of **1.69** single family dwelling units for every one multi-family dwelling unit. Within the MSA, the **annual apartment vacancy rate was 8.4 percent** in 2019, down from a high of 9.4 percent in 2018.



\*INFORMATION RETRIEVED FROM THE AMERICAN CENSUS SURVEY ON CENSUS.GOV FOR 2019 AND 2018 FOR THE FARGO-MOORHEAD METROPOLITAN STATISTICAL AREA. 2019 DATA WAS NOT AVAILABLE FOR ALL FIGURES, THUS SOME DATA IS ONLY AVAILABLE IN 2018 FIGURES.

## BUILDING PERMITS

Within the Metropolitan Planning Area **1,139** total new residential building unit permits were issued in 2019.



- Single-family Residential - **887 units**
  - 312 units Fargo
  - 312 units West Fargo
  - 71 units Horace
  - 125 units Moorhead
  - 19 units Dilworth
  - 48 units Associate Jurisdictions

- Multi-family Residential - **571 units**
  - 172 units Fargo
  - 318 units West Fargo
  - 0 units Horace
  - 81 units Moorhead
  - 0 units Dilworth
  - 0 units Associate Jurisdictions

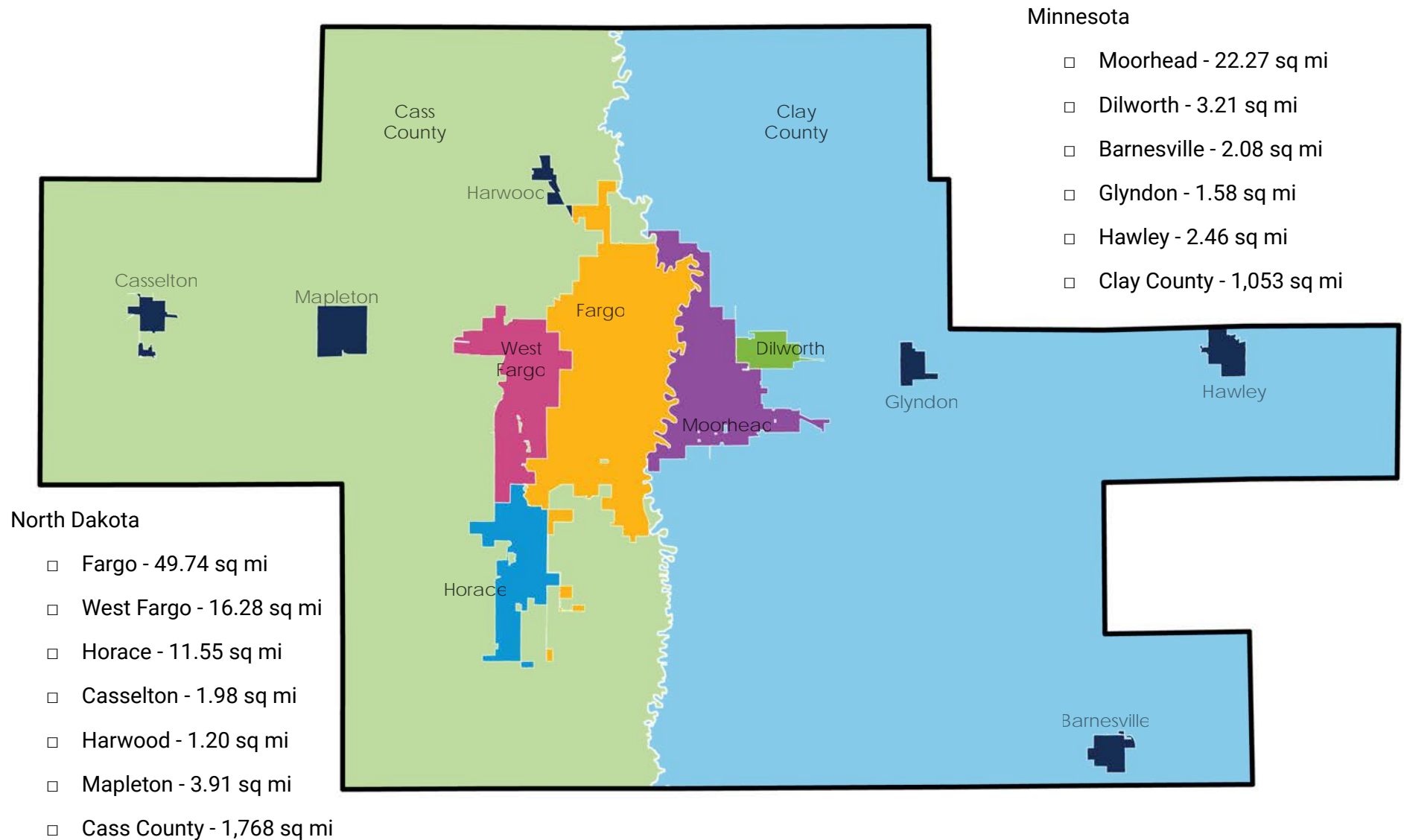
This was **77 fewer** single-family residential unit permits and **667 fewer** multi-family residential unit permits issued in 2019 than in 2018.

## LAND AREA

On the adjacent page is a map of the MPA boundary with the jurisdictions that are located within it. Along side the map are the jurisdictions' incorporated acreage.

\*BUILDING PERMIT DATA RECEIVED FROM EACH JURISDICTION AND THE HOME BUILDERS ASSOCIATION. APARTMENT VACANCY RATE CALCULATED BY APPRAISAL; SERVICES INC. SINGLE FAMILY REFERS TO ONE UNIT PER BUILDING. MULTI-FAMILY REFERS TO TWO OR MORE UNITS PER BUILDING.

# 2019 JURISDICTION MAP - MEMBERS/ASSOCIATE MEMBERS



\*JURISDICTION ACREAGE WAS CALCULATED FROM THE GIS INFORMATION PROVIDED BY EACH JURISDICTION. ASSOCIATE JURISDICTIONS ARE DEPICTED IN NAVY, WHILE THE MEMBER JURISDICTIONS ARE COLOR CODED BY PINK, PURPLE, GREENS, BRIGHT BLUES, OR YELLOW.



## PERFORMANCE MEASURES

### SAFETY MEASURES

MAP-21 (and the FAST Act) require MPOs to adopt system safety targets for each state that they operate in or to set their own targets for the entire MPA. Safety targets are considered Performance Measure 1 (PM1).

In 2017, MnDOT and NDDOT set their respective statewide system reliability targets for FY2018 based on 2013 through 2017 data. Metro COG examined the data and determined if the targets proposed by the respective states were applicable and/or aligned with the regional planning goals.

Beginning in 2018, Metro COG has annually reviewed and adopted each state's respective PM1 targets for each state's portion of the MPA. With that, Metro COG adopted two sets of PM1 targets.



### MET 2019 MN SAFETY TARGETS

The PM1 targets that were adopted for the Minnesota portion of the MPA were:

- 372.2 Fatalities (throughout MN, not just the FM MPA)
- 0.622 Fatalities per 100 million vehicle miles traveled (VMT)
- 1,711 Serious Injuries (throughout MN, not just the FM MPA)
- 2.854 Serious Injuries per 100 million VMT
- 267.5 Non-motorized fatalities & Non-motorized serious injuries (throughout MN, not just the FM MPA)

Below are the 2019 PM1 Safety Target numbers that are representative of the crashes that occurred on the Minnesota side of the MPA.

### 2019 MN PORTION OF MPA SAFETY TARGET NUMBERS

**2** Fatal motorized crashes in 2019

**0.165** Rate of motorized fatalities per 100 million VMT in 2019

**9** Serious Injury motorized crashes in 2019

**0.889** Rate of motorized serious injuries per 100 million VMT in 2019

**0** Fatal or Serious Injury non-motorized crashes in 2019

**618** Total motorized crashes in 2019

The PM1 targets that were adopted for the North Dakota portion of the MPA were:

- 127.3 Fatalities (throughout ND, not just the FM MPA)
- 1.271 Fatalities per 100 million vehicle miles traveled (VMT)
- 486.2 Serious Injuries (throughout ND, not just the FM MPA)
- 4.848 Serious Injuries per 100 million VMT
- 34.6 Non-motorized fatalities & Non-motorized serious injuries (throughout ND, not just the FM MPA)

Below are the 2019 PM1 Safety Target numbers that are representative of the crashes that occurred on the North Dakota side of our MPA.

## 2019 ND PORTION OF MPA SAFETY TARGET NUMBERS

**6** Fatal motorized crashes in 2019

**0.238** Rate of motorized fatalities per 100 million VMT in 2019

**39.4** Serious Injury motorized crashes in 2019

**1.623** Rate of motorized serious injuries per 100 million VMT in 2019

**5** Fatal or Serious Injury non-motorized crashes in 2019

**3,748** Total motorized crashes in 2019



## MET 2019 ND SAFETY TARGETS

\*SAFETY STATISTICS WERE CALCULATED USING THE CRASH DATA FROM MNDOT AND NDDOT RESPECTIVELY. VMT DATA WAS CALCULATED USING THE MNDOT YEAR-END REPORT IN MINNESOTA AND IN NORTH DAKOTA, A 3% GROWTH RATE WAS APPLIED FOR 2016-2017 AND 2017-2018. THE TRAVEL DEMAND MODEL, WHICH USES DATA COLLECTED IN 2015 AND IS PRODUCED BY ATAC FOR METRO COG, WAS USED TO CALCULATE THE VEHICLE/CAPACITY RATIO, AVERAGE MPH, AND TOTAL MOTOR VEHICLE TRIPS.

## ECONOMIC VITALITY

**1** Project was started that used planning and NEPA in the same document/process in 2019

- 52nd Avenue South improvement project - Fargo

**1** Project started construction in 2019 that was previously studied by Metro COG

- Sheyenne Street improvement project from 32nd Avenue West to 40th Avenue West - West Fargo



## TRENDS IN VMT

Vehicle Miles Travelled (VMT) is often used to measure the relative traffic demand on the transportation network, as well as assist with the calibration of the Traffic Demand Model (TDM). For the purposes of the Metro Profile, VMT estimate are annualized and refer to the total number of miles traveled by all vehicles on an annual basis.

In 2019, there were  
**3,581,123,741 VMT**  
in the MPA.

This is down 0.3 percent from 2018.

VMT per capita (V/C) is the number of vehicle miles traveled per person. This is a statistical tool that is used to determine the amount and length of trips people are taking. It also can be used to determine which modes of transportation people are using. In 2019, there were **14,548.84 V/C** in the MPA. This equates to a 0.6 percent decrease in VMT per person since 2018.

## SYSTEM MANAGEMENT & OPERATIONS

A good measure of roadway capacity is the percentage of VMT on the modeled network with vehicle/capacity ratio. Near capacity levels are considered 0.85-0.95, so as a measurement Metro COG uses the percentage to gauge the roadway network's capacity levels. These percentages are calculated using the Traffic Demand Model (TDM).

Since Metro COG updates the TDM every 5 years, the last traffic numbers are from 2015. Thus, in 2015, the VMT on the modeled network with vehicle/capacity ratio greater than 0.9 was **2.15 percent**. What this means is that the roadway network is under capacity.

Another indicator that the transportation network is under capacity is that the average travel speed for the TDM network in 2015 was **49.6 mph**. This is considered good because the majority of the Interstate has a speed limit of 55 mph in the urbanized area, whereas the rest of the functionally classified network has speed limits ranging from 25 mph to 45 mph in the urban system. The rural roadway system has speed limits ranging from 25 mph to 75 mph.

Further, the roadway network can be examined by the level of travel time reliability (LOTTR). Federal Highway Administration (FHWA) uses this measurement as in Performance Measure 3 (PM3). This information is elaborated on in the System Reliability section.

## TRAVEL TIME AND COMMUTING DATA

Travel time to employment in the metropolitan area showed a slight decrease since 2015, from 17.1 minutes to 16.9 minutes. Compared with state and national mean travel times, Fargo-Moorhead metro area commute times remain less than North Dakota, Minnesota, and U.S. estimates.

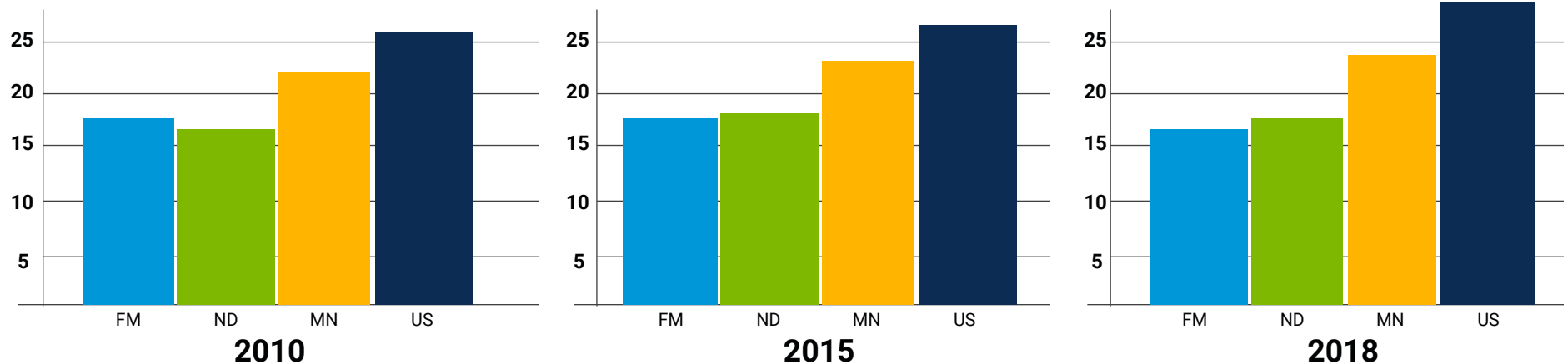
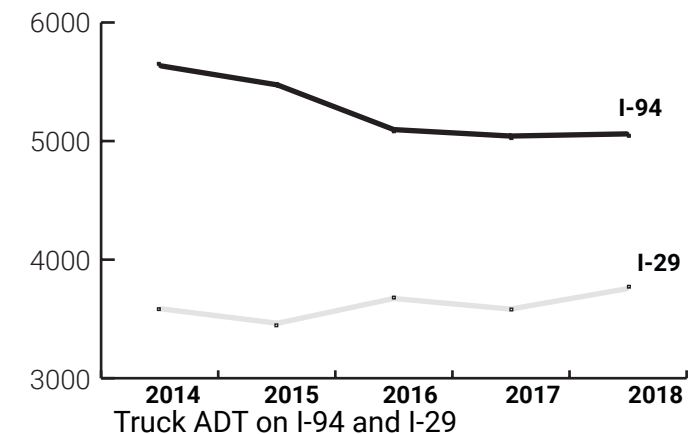
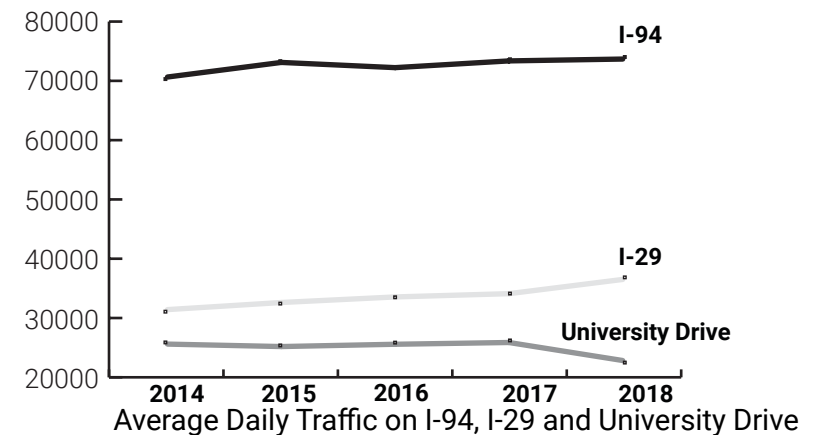


## AVERAGE DAILY TRAFFIC

NDDOT routinely collects ADT and vehicle class count data across the state. Traffic data in the eastern region of the state (including Fargo/West Fargo) is collected every two years. Information on these counts can be found on NDDOT's traffic count webpage at [www.dot.nd.gov/business/maps-portal.htm](http://www.dot.nd.gov/business/maps-portal.htm).

MnDOT also routinely collects traffic data across the state of Minnesota. Trunk highways are counted every two years while local system roads are counted every four years. Results of these counts can be found on MnDOT's traffic forecasting and analysis webpage at [www.dot.state.mn.us/traffic/data/](http://www.dot.state.mn.us/traffic/data/).

Automatic traffic recorder (ATR) stations are traffic volume detection systems that are permanently installed on selected interstate, state, county highways, and urban roadways and provide continuous access to data. These ATR stations are equipped with loop detectors that allow the station to collect traffic volume data and, in certain circumstances, vehicle classification data. NDDOT and MnDOT both currently operate ATR stations in the metro area.



Fargo-Moorhead metropolitan mean travel time compared with North Dakota, Minnesota, and the United States (in minutes)

## SYSTEM PRESERVATION

MAP 21 (and the The FAST Act) require MPOs to adopt system preservation targets for each state that they operate in or to set their own targets for the entire MPA. This is considered Performance Measure 2 (PM2).

In 2018, MnDOT and NDDOT set their respective statewide PM2 targets for 2018-2021 based on 2017 data. Later that year, Metro COG adopted PM2 targets that aligned with the statewide PM2 targets because state DOTs maintain the NHS system.

In order to adopt targets, Metro COG examined the 2013-2017 data for each state's portion of the MPA and determined if the targets proposed by the respective states were applicable and/or aligned with the regional planning goals. In 2021, Metro COG will have the opportunity to revise PM2 targets. Until that time, Metro COG will track the conditions of the NHS pavement and bridge conditions annually.

Pavement is evaluated using International Roughness Index (IRI), rutting or faulting, and cracking. These metrics are categorized into Good, Fair, and Poor based on measurements taken along each 1/10 mile segment. Once each metric has a Good, Fair, or Poor rating and the type of pavement on the roadway segment is identified, then each segment can be given an overall ranking of Good, Fair, or Poor.

The overall ranking is determined by the following:

- All 3 metrics have a Good rating, then the overall rating of the roadway segment is Good.
- 2-3 metrics have a Poor rating, then the overall rating of the roadway segment is Poor.
- All other combinations of metric ratings make the overall rating of the roadway segment Fair.

With each roadway segment classified as Good, Fair, or Poor condition, the total Good condition roadway mileage on the Interstate and Non-Interstate NHS is calculated. Subsequently, the Poor classified roadway segment mileage is totalled.

The total Interstate mileage within the MPA and the total Non-Interstate National Highway System (NHS) mileage is also calculated. For example, the Minnesota portion of the MPA there 26.75 miles of Interstate mileage, and 32.49 miles of Non-Interstate NHS mileage, not including bridges.

Then the following formulas are used to determine the percentages:

**Interstate Pavement in Good Condition** = [Interstate mileage classified as Good] / [total Interstate mileage in MPA or portion of MPA being examined]

**Interstate Pavement in Poor Condition** = [Interstate mileage classified as Poor] / [total Interstate mileage in MPA or portion of MPA being examined]

**Non-Interstate NHS Pavement in Good Condition** = [Non-Interstate NHS mileage classified as Good] / [total Non-Interstate NHS mileage in MPA or portion of MPA being examined]

**Non-Interstate NHS Pavement in Poor Condition** = [Non-Interstate NHS mileage classified as Poor] / [total Non-Interstate NHS mileage in MPA or portion of MPA being examined]

Bridges are evaluated using the National Bridge Inventory (NBI), which provides a numerical rating of 0 to 9.

Good	7-9
Fair	5-6
Poor	0-4

The higher the percentage of pavement or bridges in good/excellent condition the better. The lower the percentage of pavement or bridges in poor condition the better.

The PM2 targets that were adopted for the North Dakota portion of the MPA were:

- 75.6% of Interstate Pavement is in Good Condition
- 3% of Interstate Pavement is in Poor Condition
- 58.3% of Non-Interstate NHS Pavement is in Good Condition
- 3% of Non-Interstate NHS Pavement is in Poor Condition
- 60% of NHS Bridges are in Good Condition
- 4% of NHS Bridges are in Poor Condition

The PM2 targets that were adopted for the Minnesota portion of the MPA were:

- 55% of Interstate Pavement is in Good Condition
- 2% of Interstate Pavement is in Poor Condition
- 50% of Non-Interstate NHS Pavement is in Good Condition
- 4% of Non-Interstate NHS Pavement is in Poor Condition
- 50% of NHS Bridges are in Good Condition
- 4% of NHS Bridges are in Poor Condition

The following are the 2018 and 2019 system preservation numbers that are used to determine if Metro COG is working towards achieving the PM2 targets that were set in 2018. The data has been grouped by North Dakota's portion of the MPA and Minnesota's portion of the MPA.

## NORTH DAKOTA - 2018

### INTERSTATE PAVEMENT IN ND

73.13% in good condition

0.16% in poor condition

### NON-INTERSTATE NHS PAVEMENT IN ND

13.57% in good condition

2.72% in poor condition

\*NOT ALL NON-INTERSTATE NHS PAVEMENT DATA WAS AVAILABLE

**DID NOT MEET ALL  
ND PAVEMENT  
CONDITION TARGETS**

### NHS BRIDGES CLASSIFIED IN ND

56.25% of NHS Bridges are in Good Condition

1.56% of NHS Bridges are in Poor Condition



**MET 2018 ND PM2 -  
BRIDGE CONDITION TARGETS**

## MINNESOTA - 2019

### INTERSTATE PAVEMENT IN MN

74.24% in good condition

0.00% in poor condition

### NON-INTERSTATE NHS PAVEMENT IN MN

66.92% in good condition

0.44% in poor condition



**MET 2019 MN PM2 -  
PAVEMENT CONDITION TARGETS**

### NHS BRIDGES CLASSIFIED IN MN

11.7% of NHS Bridges are in Good Condition

5.8% of NHS Bridges are in Poor Condition

**DID NOT MEET ALL  
MN BRIDGE  
CONDITION TARGETS**

\*SYSTEM PRESERVATION DATA WAS CALCULATED BY USING THE NATIONAL PERFORMANCE MANAGEMENT RESEARCH DATA SET (NPMRDS) AND LOCATION JURISDICTIONAL DATA.

## SYSTEM RELIABILITY

### TRAVEL TIME RELIABILITY

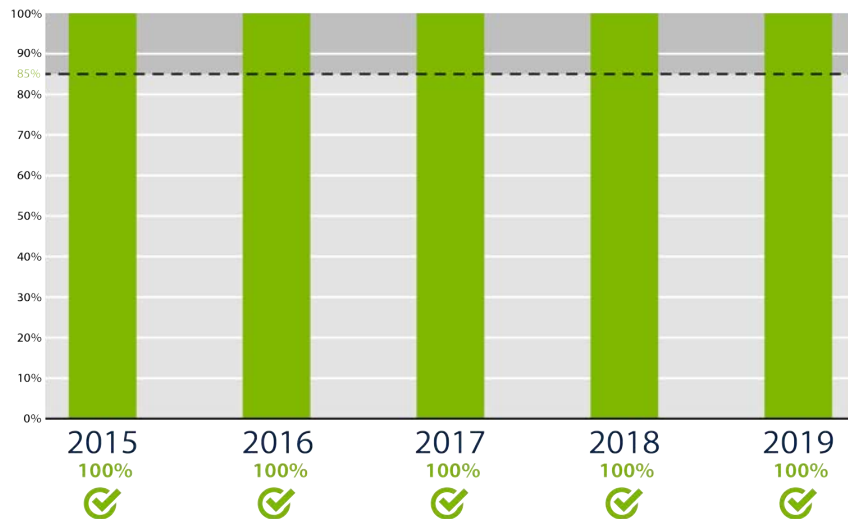
MAP-21 (and the FAST Act) require MPOs to adopt system reliability targets for each state that they operate in or to set their own targets for the entire MPA. System Reliability targets are considered Performance Measure 3 (PM3).

In 2018, MnDOT and NDDOT set their respective statewide system reliability targets for 2018-2021 based on 2013 through 2017 data. Metro COG examined the data and determined if the targets proposed by the respective states were applicable and/or aligned with the regional planning goals.

Metro COG decided to adopt the Minnesota statewide PM3 targets for the entire MPA. This means that Metro COG adopted the same PM3 targets for the Minnesota portion and the North Dakota portion of the MPA. The purpose of this was to create consistent system-wide reliability targets.

#### FARGO-MOORHEAD METROPOLITAN COG

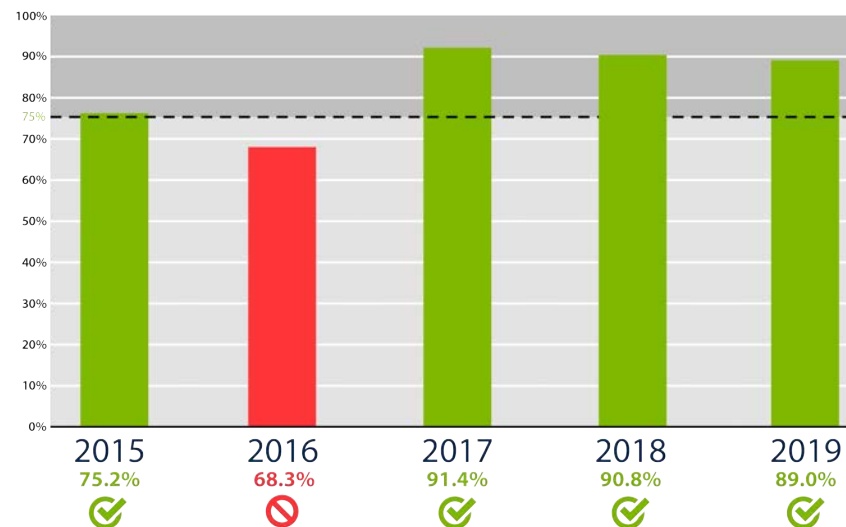
*Interstate Travel Time Reliability, FM MPA*



Target of at least 80% of the system should have LOTTR less than 1.50

#### FARGO-MOORHEAD METROPOLITAN COG

*Non-Interstate NHS Travel Time Reliability, FM MPA*



Target of at least 75% of the system should have LOTTR less than 1.50

The PM3 targets that were adopted were:

- 80% of Person Miles Traveled on the Interstate are reliable
- 75% of Person Miles Traveled on the Non-Interstate NHS are reliable
- 1.5 is the Truck Travel Time Reliability Index

In the tables above and adjacent are the Travel Time Reliability for Interstate and Non-Interstate NHS for each state. The dotted line notes the goals Metro COG set for the MPA for that target and the bars represent the Travel Time Reliability in the MPA. If the bar is green it meets or exceeds the target. If the bar is red, it does not meet the target.

In 2019, all set performance measure targets for system reliability were met in the MPA.

The Truck Travel Time Reliability target of the PM3 are discussed in the Freight section of the 2020 Metro Profile.



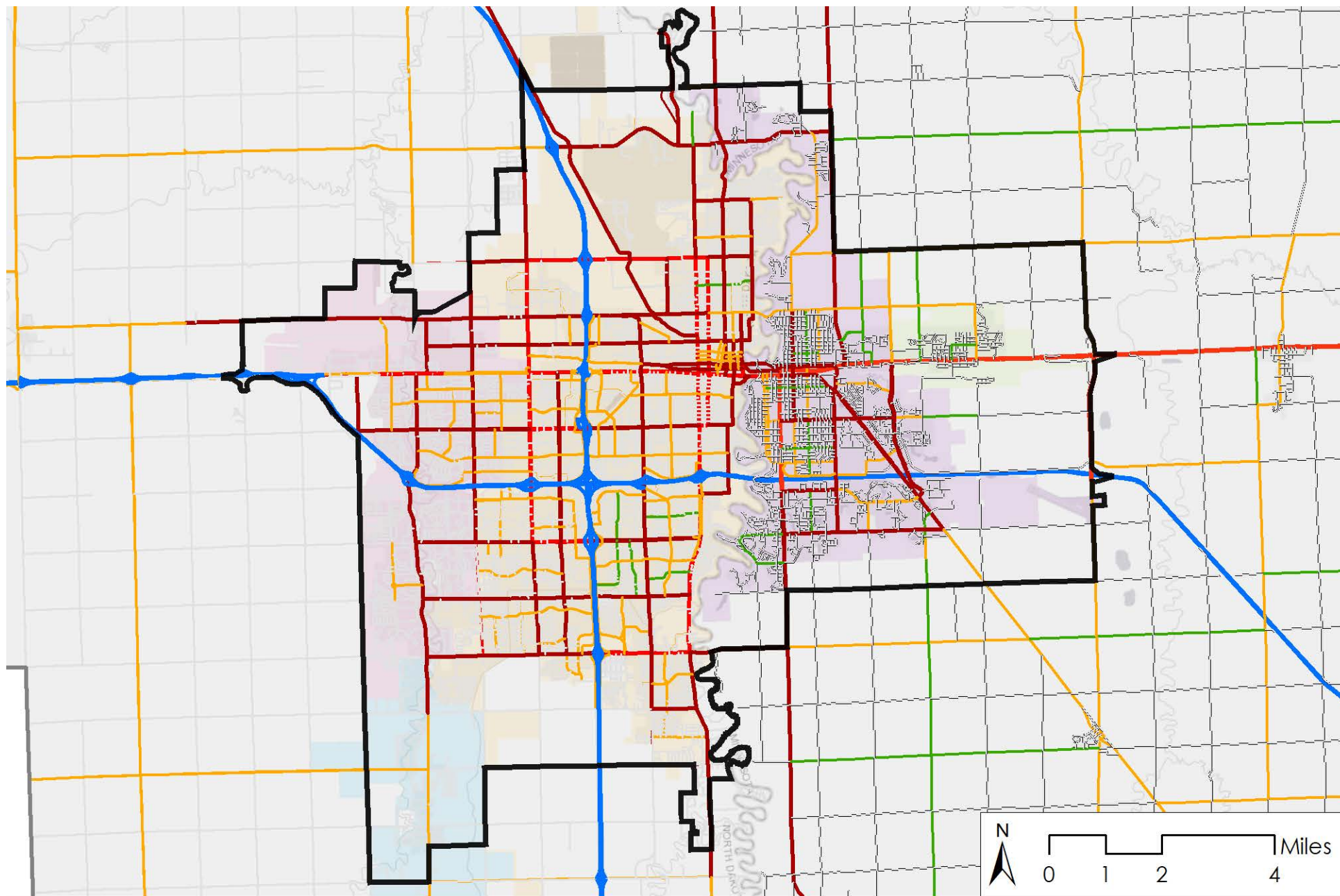
## MET 2019 PM3 TARGETS

## ITS

Metro COG maintains an Intelligent Transportation System (ITS) plan for the MSA and works in cooperation with the Advanced Traffic Analysis Center (ATAC) on the maintenance of the Regional ITS Architecture. The ITS Deployment Strategy and Regional ITS Architecture were both updated and adopted by Metro COG in December 2014. The primary recommendations of the ITS Deployment Strategy and Regional Architecture focus on interoperability and regionalization of existing and future ITS deployments and place a high priority on the centralization and integration of signal systems within the MSA.

\*TRAVEL TIME RELIABILITY WAS CALCULATED USING THE NATIONAL PERFORMANCE MANAGEMENT RESEARCH DATA SET (NPMRDS) AND LOCATION JURISDICTIONAL DATA.

# 2019 FEDERAL FUNCTIONAL CLASSIFICATION





## FEDERAL FUNCTIONAL CLASSIFICATION

The FHWA groups roadways into functional classes according to the character of service the roadway is intended to provide. In order to be eligible for federal transportation funding, a roadway must be identified as a collector, arterial, or interstate in the Federal Functional Classification (FFC) road network.

All streets and highways are classified depending on the character of the traffic and the degree of land access that they provide. Higher level facilities, such as interstate highways, have lower access, allowing for higher speeds and capacities. Conversely, lower level facilities allow for greater access, but have reduced mobility due to lower speeds and capacities.

In 2015, Metro COG worked with MnDOT and FHWA to complete a comprehensive update to the FFC network in Clay County. Metro COG is currently working with NDDOT and local jurisdictions to update the portion of the FFC network in Cass County.

The classifications are listed below in the legend. The roadway classifications are organized from highest level facilities on top to lowest level facilities on the bottom.

## FARGO-MOORHEAD METROPOLITAN ROADWAY NETWORK








Roadways meeting certain categories under the functional classification system have access to federal transportation funds, which can be utilized for studies, network improvements, and construction. Local facilities, residential streets, and rural minor collectors (pursuant to CFR 470.103) are not eligible for federal transportation funding assistance.

In 2015, Metro COG worked with MnDOT and the FHWA to update the Federal Functional Classification network for Clay County, Minnesota. This update introduced new recommended roadway types on to the local system, which were first outlined in a document published by the FHWA in 2013.

Cass County Federal Functional Classification has not been updated since 2007. It is currently being updated due to the significant roadway network changes over the last decade.

The map on the previous page illustrates the current adopted Federal Functional Classification of the Metropolitan Urban Area and the surrounding MPA.

### LEGEND

-  Metropolitan Urban Area Boundary
-  Interstate
-  Principal Arterial
-  Minor Arterial
-  Major Collector
-  Minor Collector
-  Local

\*DATA FOR THE FEDERAL FUNCTIONAL CLASSIFICATION MAP WAS RECEIVED FROM MNDOT, NDDOT, AND CASS COUNTY.

## RECENT PROJECTS

In 2018, Metro COG completed the Fargo-Moorhead Alternate Route and Traffic Incident Management (TIM) Guidebook Project. The primary goal of the TIM Guidebook is to assist officials and emergency responders in streamlining response times to emergency situations where the diversion of traffic to alternate routes is required.

The Guidebook allows responders to confidently divert traffic along pre-approved routes that will be devoid of obstacles or impediments to large volumes and types of traffic, including trucks.

The Guidebook is an electronic resource and is a series of interactive maps that help to quickly identify alternate routes to be used based on the incident or event location. It also provides a list of responders in the region, contact data, actions to be taken and traveler information to be provided to motorists.

For more information please review the TIM Guidebook at:

<http://fmmetrocog.org/resources/planning/traffic-incident-management>

### RECENT PROJECTS

#### RAIL

#### AVIATION

#### TRUCK

#### TRAVEL TIME RELIABILITY

#### PIPELINES

## RAIL

The Metropolitan area is and continues to be a hub for the rail network. This form of transportation has a great impact on the daily operation of the transportation network due to the many railroad crossings throughout the MPA.

BNSF Railway owns the tracks throughout the MPA and is the primary railroad operator throughout the region. Although, Otter Tail Valley Railroad (OTVR) has trackage rights to haul chemicals, coal, and grain from the Dilworth Yard to Barnesville and Fergus Falls, to the southeast. Red River Valley & Western (RRVW) owns and operates 577 miles of track in North Dakota and Minnesota transporting grain, sugar, corn syrup, fertilizer, coal, gravel, feed, lumber, and steel to over 60 customers in the region.



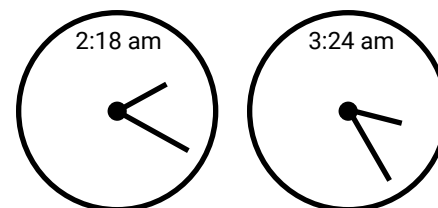
Amtrak uses the rails to move people throughout the country on the Empire Builder. In 2019, Amtrak had 18,556 boardings/arrivals in Fargo, which is down 0.75 percent from 2018.

The total Amtrak ridership for North Dakota was 101,119, which is down 2.38 percent from 2018.

### AMTRAK

#### EMPIRE BUILDER

EASTBOUND DEPARTURE	WESTBOUND DEPARTURE
2:18 am	3:24 am



Fargo, ND Station



## AIR

Fargo-Moorhead MPA is home to five airports. Smaller airports serve a majority of private air traffic for the region. This increases fluidity of non-commercial air traffic in the area.

Hector International Airport provides the only commercial service to the area. It is also the primary hub for air-based freight and mail activity for the region.

The annual passenger activity at Hector International Airport experienced an overall increase of 10.2 percent from 2018 to 2019. In 2019, there was an average of 20 air carrier landings and departures everyday, with an average total daily passenger count of 2,574.

There was a significant increase in the amount of air cargo landed by weight, increasing by nearly 44 percent compared to 2018.

### AIR CARGO



391,019,295

TONS

(42.0% increase)

## COMMERCIAL AIRLINES



**7,389 landings/departures**  
(5.1% increase from 2018)



**939,720 total passengers**  
(10.2% increase from 2018)

**471,333 total enplanements  
(boarding)**  
(11.6% increase from 2018)

**468,387 total deplanements  
(deboarding)**  
(11.2% increase from 2018)

## TRUCK



Freight Truck service depends on reliable travel times in order to provide adequate service to their clientele. In the MPA in 2018, seven roadway segments were identified as unreliable.

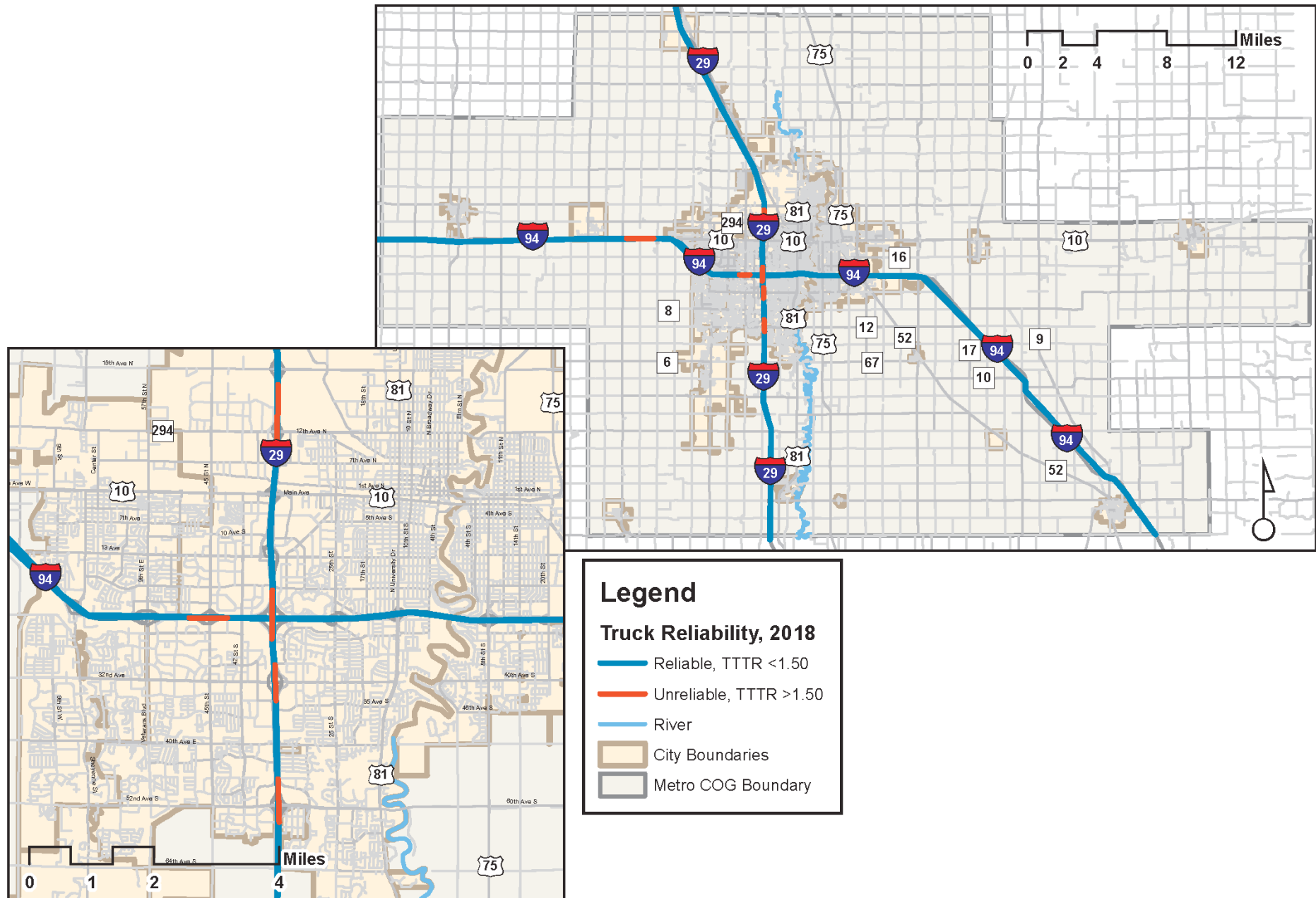
- ❑ I-29 northbound of Exit 66 for 12th Avenue N in Fargo
- ❑ I-29 southbound of Exit 66 for 12th Avenue N in Fargo
- ❑ I-29 southbound at the I-94 interchange in Fargo
- ❑ I-29 northbound surrounding Exit 62 for 32nd Avenue S in Fargo
- ❑ I-29 northbound surrounding Exit 60 for 52nd Avenue S in Fargo
- ❑ I-94 eastbound surrounding Exit 348 for 45th Street S in Fargo
- ❑ I-94 westbound between 38th Street NW and 165th Avenue SE (at the weigh station)

These segments should continue to be watched to see if these are consistently unreliable from year to year. If a pattern emerges, these segments may need to be studied further.

The following section will review the methodology as to how Truck Travel Time Reliability (TTTR) is determined and measured.

\*DATA USED IN THE RAIL SECTION WAS RETRIEVED FROM AMTRAK.COM, BNSF.COM, GWRR.COM, AND RRVW.NET. AIR DATA WAS COLLECTED FROM THE YEAR END STATISTICS PAGE ON FARGOairport.com. TRUCK DATA WAS COLLECTED FROM NPMRDS AND LOCAL JURISDICTIONS AND ANALYZED BY METRO COG WITH THE HELP OF HDR IN COORDINATION WITH THE MTP DEVELOPMENT.

# 2018 TRUCK TRAVEL TIME RELIABILITY



# PERFORMANCE MEASURES

## SYSTEM MANAGEMENT & OPERATIONS

### TRUCK TRAVEL TIME RELIABILITY

MAP-21 (and the FAST Act) require MPOs to adopt system reliability targets for each state that they operate in or to set their own targets for the entire MPA. Truck Travel Time Reliability (TTTR) is used to assess the reliability of the Interstate and is considered part of Performance Measure 3 (PM3).

In 2018, MnDOT and NDDOT set their respective statewide system reliability targets for 2018-2021 based on 2013 through 2017 data. Metro COG examined the data and determined if the targets proposed by the respective states were applicable and/or aligned with the regional planning goals.

Metro COG decided to adopt the Minnesota statewide PM3 targets for the entire MPA. The purpose of this was to create consistent system-wide reliability targets.

The PM3 targets that were adopted were:

- 80% of Person Miles Traveled on the Interstate are reliable
- 75% of Person Miles Traveled on the Non-Interstate NHS are reliable
- 1.5 is the Truck Travel Time Reliability Index

On the previous page is the Truck Travel Time Reliability (TTTR) Map, which shows which roadways are above or below the TTTR Index of 1.5 (reliable or unreliable) in 2019.

In order to calculate the TTTR Index, the TTTR data is reporting based on five time periods:

- Morning peak (6-10 a.m.) Monday through Friday
- Midday (10 a.m.-4 p.m.) Monday through Friday
- Afternoon peak (4-8 p.m.) Monday through Friday
- Weekends (6 a.m.-8 p.m.)
- Overnight for all days (8 p.m.-6 a.m.)

The TTTR ratio is then generated by dividing the 95th percentile time by the normal time (50th percentile) for each roadway segment. The TTTR Index is generated by multiplying each segment's largest ratio of the five periods by its length, then dividing the sum of all length-weighted segments by the total length of Interstate.

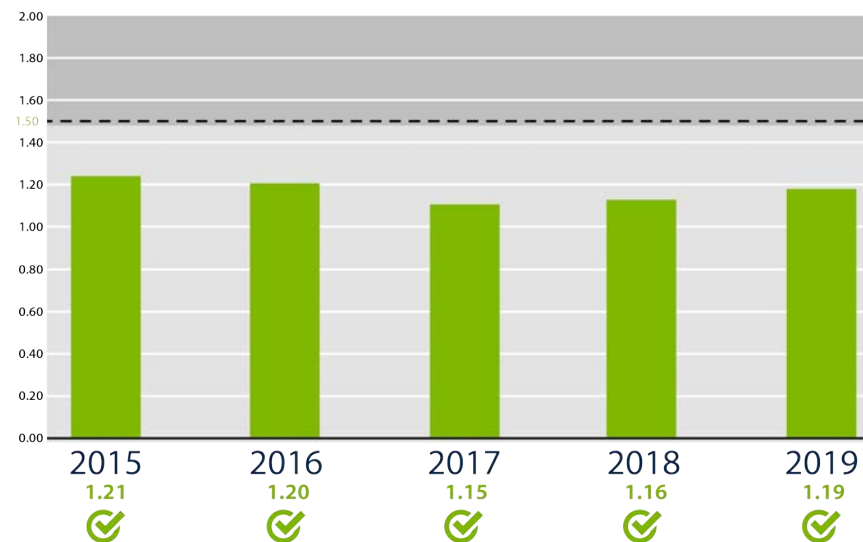
In 2019, the **TTTR for the entire MPA was 1.19.**

The chart below shows the TTTR for each year from 2015 through 2019 for the MPA. The dashed line on the chart indicates the MPA TTTR target set for 2018-2021. Since the MPA is below the target numbers, as indicated in the chart by the green bars, the MPA is meeting and exceeding the targets set by Metro COG.

**In 2019, all set performance measure targets for system reliability were met in the MPA.**

### FARGO-MOORHEAD METROPOLITAN COG

Truck Travel Time Reliability, FM MPA



Target of system should have a TTTR less than 1.50

\* TRUCK TRAVEL TIME RELIABILITY DATA WAS COLLECTED FROM THE NPMRDS DATA AND FORMULATED INTO TABLES BY HDR FOR METRO COG IN DEVELOPMENT OF PERFORMANCE MEASURE TARGETS FOR THE MTP. THE PERSON MILES TRAVELED RELIABILITY TARGETS OF THE PM3 ARE DISCUSSED IN THE ROADWAY SECTION OF THE 2019 METRO PROFILE

## PIPELINES

Oil and gas production in western North Dakota has encouraged the expansion of pipeline development throughout the region and the nation. Pipelines move petroleum products from production areas to refineries without the need to utilize surface transportation freight networks.

In Cass County, ND and Clay County, MN there are two major types of pipelines: gas transmission pipelines and hazardous liquid pipelines.

The gas transmission pipelines move natural gas through high pressure pipelines that range in 0.5 inches in diameter to 48 inches in diameter. These pipes are typically made of carbon steel, but some are made of advanced plastic. Along the pipelines are compressor stations usually placed every 40 to 100 miles along the pipeline. These stations re-compress the natural gas as it passes through the station and continues along the pipeline. Additionally, there are metering stations and valves along the pipelines to measure, restrict, or allow natural gas to move through the pipeline. These help manage and allow maintenance to occur along the pipeline.

ONEOK Partners, L.P. owns Viking Gas Transmission Company, which operates a gas transmission pipeline (indicated by the blue line in the Minnesota portion of the map on the next page). One of the delivery locations is in Moorhead, MN.

Williston Basin Interstate (WBI) Energy Transmission, Inc. operates the other gas transmission pipeline located in the MPA (indicated by the blue line in the North Dakota portion of the map on the next page).

Hazardous liquid pipelines move petroleum products (crude oil, bitumen, gasoline, diesel, jet fuel, butane, condensate, and other fuels) from drilling areas to refineries and markets. Within these pipelines there are four categories: crude oil lines, refined product lines, highly volatile liquids (HVL) lines, and carbon dioxide (CO<sub>2</sub>) lines.

Magellan Midstream Partners operates a refined products pipeline and terminal out of Fargo, ND. They provide at the Fargo, ND terminal off Main Avenue (indicated by the blue square on the adjacent map) 91 Octane, 83 Octane, Ethanol, ULSD #2 Fuel Oil 15ppm Sulfur, ULSD #1 Fuel Oil 15ppm Sulfur, ULSD Premium Diesel 15ppm Sulfur, and Methyl Ester (Bio).

Cenex Pipeline, LLC is operated by CHS and uses the same terminal Magellan does out of Fargo, ND.

NuStar operates a terminal off Main Avenue in Moorhead, MN (indicated by the red square on the map on the next page). Here NuStar supplies gasoline, fuel oils, jet fuel, ethanol, and biodiesel. This terminal has 16 tanks with a capacity of 514,000 barrels.

Throughout the FM MPA there are:

- 3 Petroleum Product Terminals
- 1 Petroleum Power Plant
- 1 Ethanol Production Plant
- 1 Coal Power Plant
- 1 Wind Power Plant

Each of these locations are major freight centers, which bring commerce to the area and increased traffic along roadways and railways.

In 2019, there were two pipeline incidents and one inquiry/complaint investigation in Clay County. Additionally, there was one pipeline facility inspection completed in Clay County.

The map displays the Fargo, North Dakota area, highlighting the locations of gas and hazardous liquid pipelines, LNG plants, breakout tanks, and accidents. The legend indicates the following symbols:

- County Boundary (Yellow line)
- Gas Transmission Pipelines (Blue line)
- Hazardous Liquid Pipelines (Red line)
- LNG Plants (Blue square)
- Breakout Tanks (Red square)
- Accidents (Liquid) (Purple dot)
- Accidents (Gas) (Cyan dot)

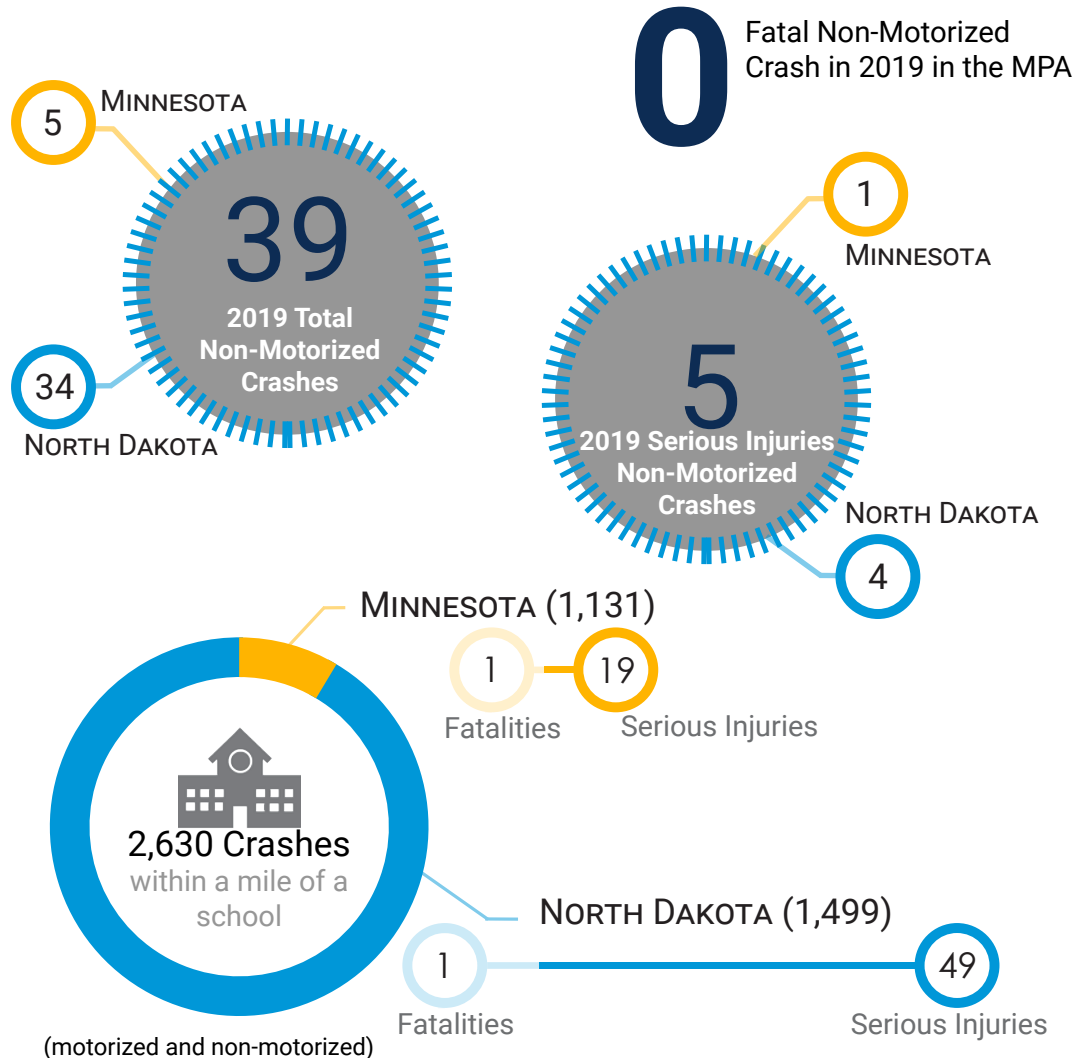
Key pipelines shown include Cenex, NuStar, WBI Energy Transmission, Inc., Viking Gas Transmission Company, and Magellan. Major roads like I-94, I-29, and US-10 are also visible.

2020 METROPOLITAN PROFILE | 23



## MPA SAFETY TARGETS

All the safety performance measures reported on this page are based on the MPA area. Each target is separated out by which state's portion of the MPA the crashes were located in.

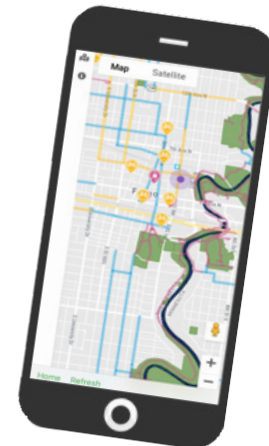


**0** Fatal Non-Motorized Crash in 2019 in the MPA



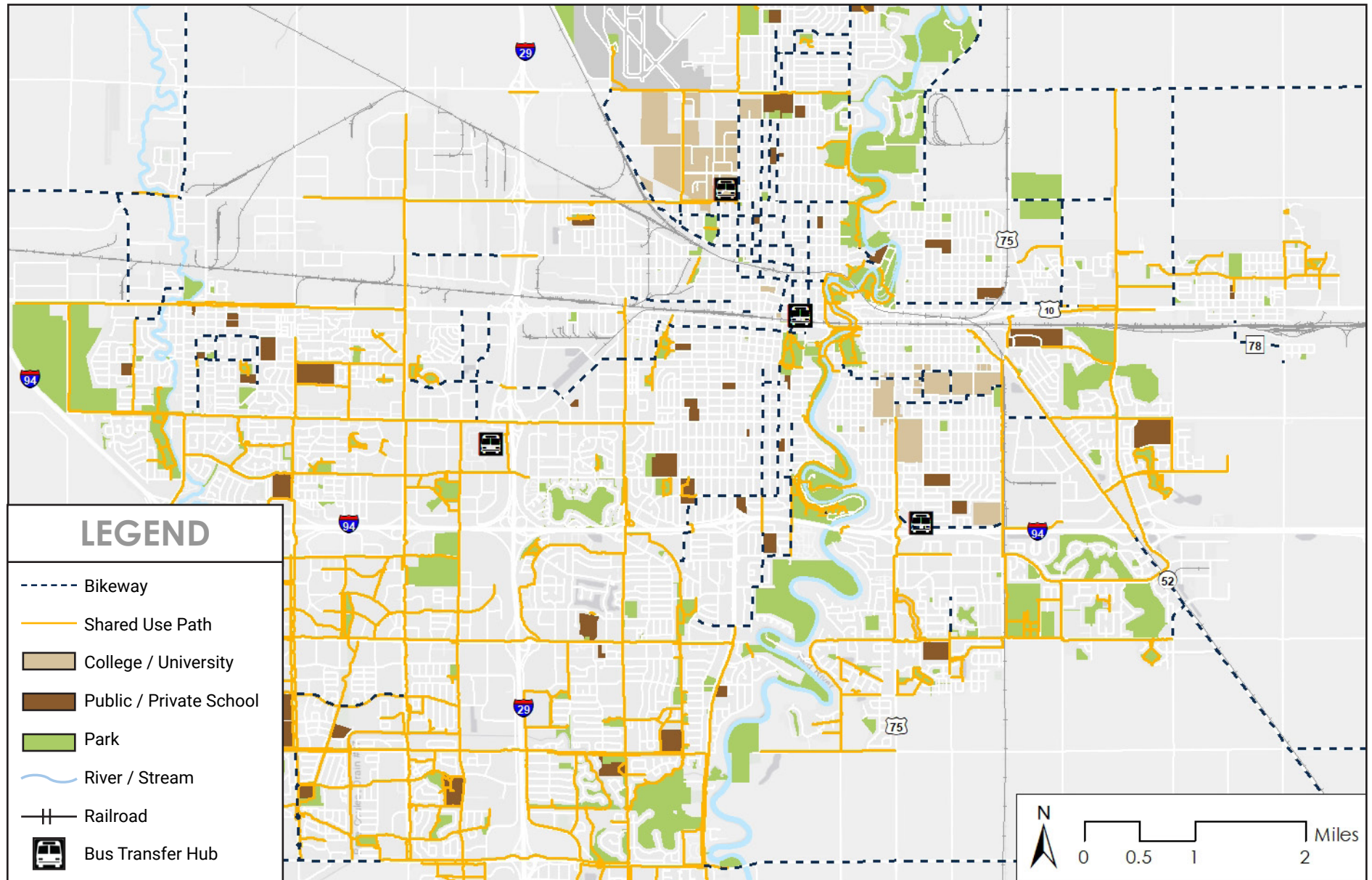
In 2018, Metro COG initiated the development of a mobile application for smartphones, tablets, and Internet browsers. The app and Bike Map continue to be downloadable and viewable at:

<http://fmmetrocog.org/fmbikemap>



\*SAFETY STATISTICS WERE CALCULATED USING THE CRASH DATA FROM MNDOT AND NDDOT RESPECTIVELY. SYSTEM PRESERVATION, ECONOMIC VITALITY, ACCESSIBILITY|CONNECTIVITY, AND ENVIRONMENTAL CONSERVATION DATA WAS PROVIDED BY EACH JURISDICTION. IF A JURISDICTION DIDN'T PROVIDE DATA, IT WAS NOTED. BICYCLE COUNTS WERE CONDUCTED BY METRO COG AND ADDITIONAL INFORMATION CAN BE FOUND ONLINE AT FMMETROCOG.ORG IN THE 2019 BICYCLE AND PEDESTRIAN COUNT REPORT.

# 2019 BICYCLE AND PEDESTRIAN MAP



\*BIKEWAY AND SHARED USE PATH MAP DEVELOPED AND UPDATED BY METRO COG WITH INPUT FROM THE JURISDICTIONS AND METROPOLITAN BICYCLE AND PEDESTRIAN COMMITTEE.



## RECENT PLANS

### FARGO-MOORHEAD METRO BIKEWAYS GAP ANALYSIS

Upon completion of the 2016 Fargo-Moorhead Metro Bicycle & Pedestrian Plan, 119 potential projects were identified to improve connectivity for bicyclists within the area. Of the gaps identified in the 2016 Bicycle & Pedestrian Plan, the jurisdictions of West Fargo, Fargo, Moorhead, and Clay County identified a total of 16 gaps to be thoroughly analyzed as part of a bikeways gap analysis. The identification of the gaps analyzed as part of this study were based on results of the 2016 Bicycle & Pedestrian Plan, local needs, public feedback, and a general understanding that implementation is most likely feasible to eliminate the gap in some way.

The objectives of this project were to:

- Develop planning-level alternatives for closing the gaps, including graphics (sketches and renderings), information about impact to adjacent properties (i.e. will easements or right-of-way be needed, and if so, how much), the extent to which standards can be met, comparison of alternatives, and planning level cost estimates. Once analyzed, the participating local jurisdictions will use the information provided by this study to pursue efforts to fund and implement the gaps.
- Prioritize projects, based on information provided by the alternatives analysis and public input.
- Prepare a report and graphics that provide information and recommendations for resolution of gaps in the bikeway network.

For more information, please review the Bikeways Gap Analysis:

<http://www.fmmetrocog.org/projects-rfps/completed-projects/FM-bike-gap>

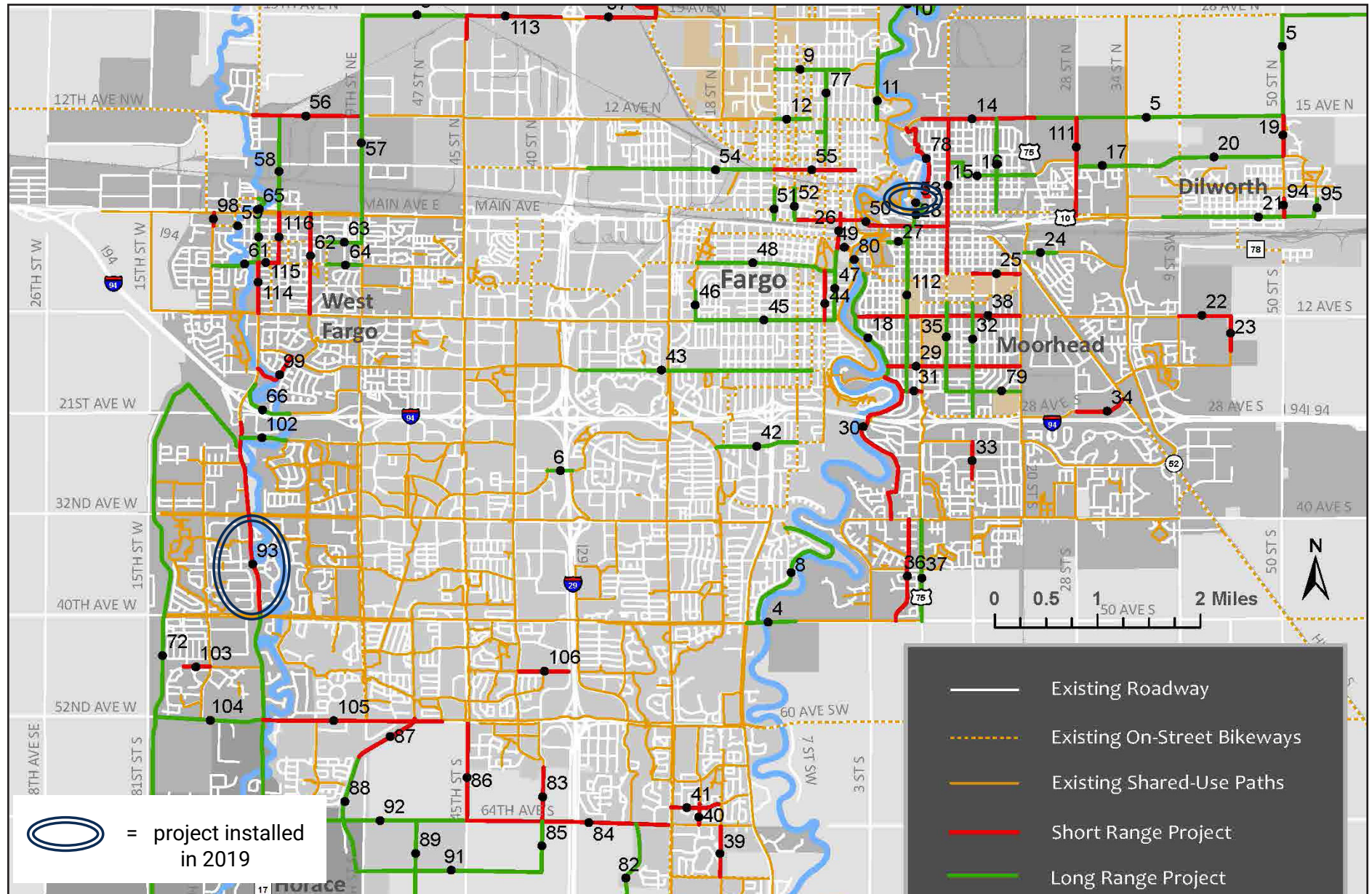
## ACCESSIBILITY | CONNECTIVITY

### 3 PROJECTS INSTALLED FROM BIKE/PED PLAN IN 2019

- **53** - City of Moorhead and City of Fargo continued construction of a new automated lift bridge at Oak Grove/Memorial Park Bike
- **93** - City of West Fargo constructed a shared use path on Sheyenne Street from 32nd Avenue West to 40th Avenue West
- **96** - City of Glyndon constructed a shared use path on Parke Avenue from US 10 to 12th Avenue South (Not shown)



# 2016 BICYCLE AND PEDESTRIAN PLAN - IMPROVEMENTS MAP

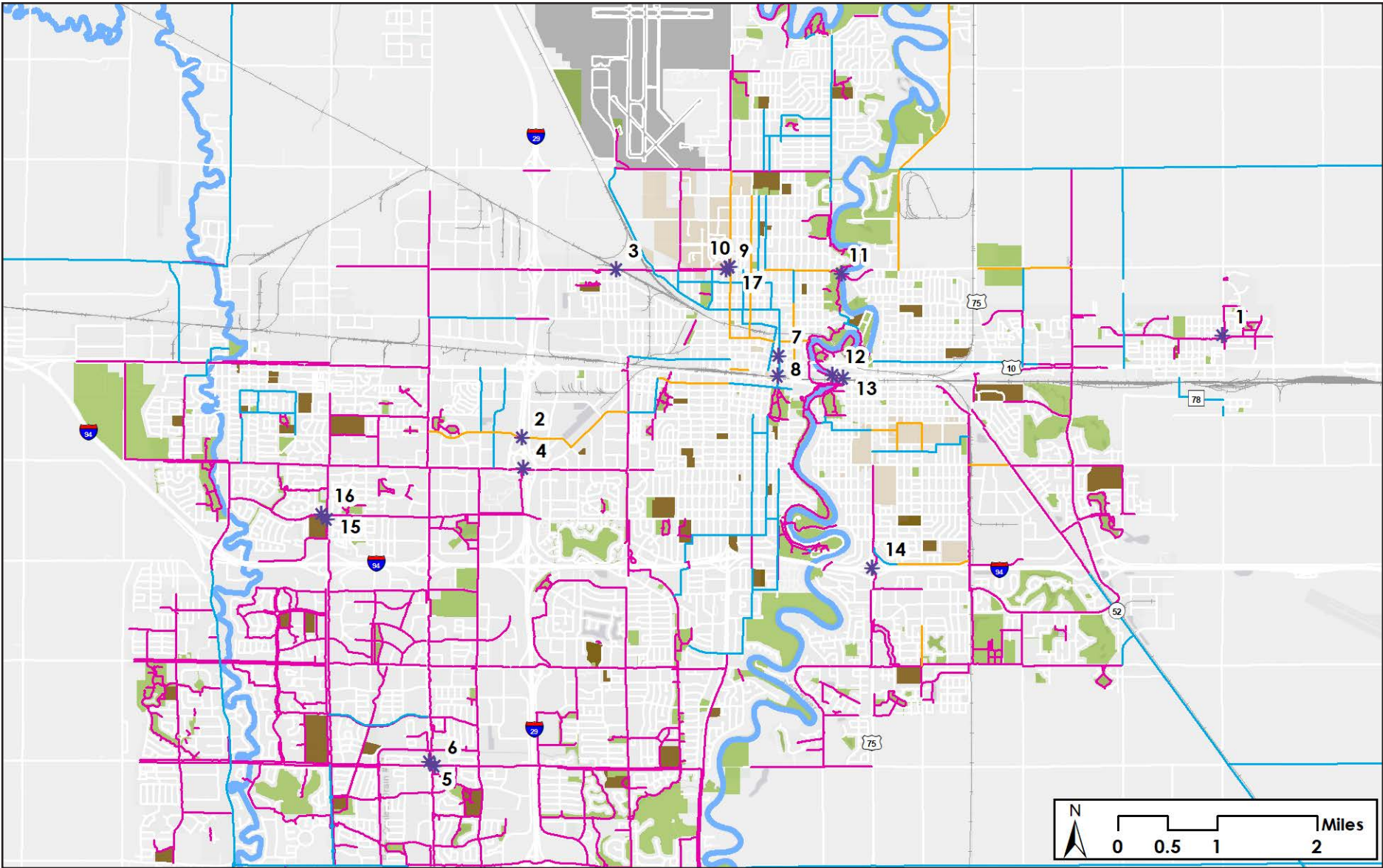


\*2016 BICYCLE AND PEDESTRIAN PLAN - IMPROVEMENTS MAP FOUND IN THE 2016 BICYCLE AND PEDESTRIAN PLAN AS DEVELOPED AND UPDATED BY METRO COG.



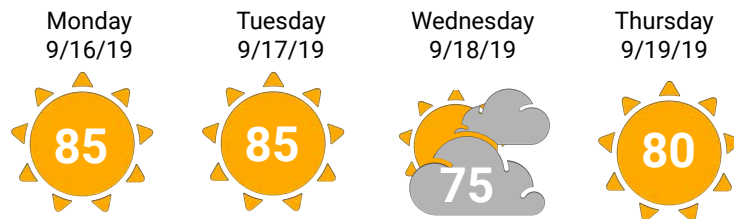


# 2019 BICYCLE & PEDESTRIAN COUNT MAP



## BICYCLE & PEDESTRIAN COUNTS

In 2019, Metro COG staff conducted bicycle and pedestrian counts between Monday, September 16th and Thursday, September 19th. The weather on each day was as indicated below:



LEGEND	
	Bicycle & Pedestrian Count Location
	Bike Lane / Separated Bike Lane
	Shared Lane with Markings or Signage or Shoulder greater than 4ft wide
	Shared Use Path
	College / University
	Public / Private School
	Park
	River / Stream
	Railroad

In order to conduct as many counts within the same timeframe, Metro COG staff with the assistance of volunteers and traffic cameras manually counted bicycle and pedestrian traffic at each location. The locations of each count can be seen on the Bicycle and Pedestrian Count Map on previous page.

Depending on resources available annually, some locations are counted on one day, while other locations are counted on two consecutive days. Locations 5, 6, 8, 12, 13, and 14 were all manually counted on one day. Locations 3 and 4 were counted only one day

during the week using cameras, while 1, 2, 7, 9, 10, 15, 16 and 17 were counted on two consecutive days using cameras throughout the week. All locations, with the exception of 9, 10 and 17, were counted between the hours of 3:00pm and 7:00pm.

In order to more accurately count the bicycle and pedestrian movements adjacent to North Dakota State University, the timeframe of the counts was adjusted to 1:00pm to 6:00pm for two consecutive days at locations 9, 10 and 17.

A total of seven automated bicycle/pedestrian counters are installed at various locations in the Fargo-Moorhead Area. These counters count passer-byers seven days a week, 24 hours a day, 365 days a year. The seven counters are located in: downtown Fargo, West Fargo, south Fargo, and at two of the pedestrian bridges spanning the Red River. Due to replacement of the Oak Grove/Memorial Park pedestrian bridge in 2019, that counter was off-line until construction was finished.

Further information about bicycle and pedestrian counts and detailed counts can be found on Metro COG's website at:

[www.fmmetrocog.org/resources/planning/bicycle-pedestrian-planning](http://www.fmmetrocog.org/resources/planning/bicycle-pedestrian-planning)

\*BIKEWAY AND PEDESTRIAN COUNT MAP DEVELOPED AND USED BY METRO COG TO CONDUCT BICYCLE AND PEDESTRIAN COUNTS FROM YEAR TO YEAR WITH CONSISTENT LOCATIONS.

## 2019 EQUIPMENT

### FLEET INVENTORY

**12** - 35' Buses owned by Moorhead

**2** - 30' Buses owned by Moorhead

**25** - 35' Buses owned by Fargo, of which 2 are diesel-electric hybrid buses

**6** - 40' Buses owned by Fargo, of which all are diesel-electric hybrid buses

**7** - 35' Bus removed from service

**7** - 35' Buses authorized for purchase, put in service in Sept. 2018

### PARATRANSIT INVENTORY

**4** - Cutaway Buses owned by Moorhead

**11** - Cutaway Buses owned by Fargo

### VALLEY SENIOR SERVICE INVENTORY

**4** - Dodge Caravans owned by Moorhead

## 2019 FACILITY

### PURCHASES, REPLACEMENTS & IMPROVEMENTS

#### GROUND TRANSPORTATION CENTER (GTC)

- Designed and bid remodeling project, including Jefferson Lines area, administration offices, relocation of dispatcher office and restrooms to improve safety

## 2019 EQUIPMENT PURCHASES

**2** 35' diesel fixed route replacement vehicle for Moorhead

**3** Replacement Senior Ride Vans for Moorhead/Dilworth service

**1** Replacement Paratransit Bus for Moorhead

**1** New transfer van for Fargo

**1** Expansion TapRide Ford Transit

**1** Fork lift (joint purchase)

**1** Mobile lift (joint purchase)

Awarded upgrade to Genfare Collection System. New features include:

- Mobile ticketing
- Best fare
- New customized app
- Wireless download of data
- Paratransit set up with current farebox system and added mobile ticketing

## SHELTERS

- Purchased 10 replacement shelters for Fargo (new design)
- Installed shelter at the Metro Transit Garage
- Installed two new shelters on 10th Street North in Fargo through NDDOT project

2019 EQUIPMENT,  
FACILITIES &  
RIDERSHIP

ROUTE & SERVICE  
CHANGES

FARES, MARKETING &  
STUDIES

## 2019 RIDERSHIP

### FIXED ROUTES

**1,308,403** Fargo and West Fargo riders, down 9.2 percent from 2018

**481,049** Moorhead & Dilworth riders, down 8.4 percent from 2018

**1,789,452** Total fixed route riders, down 8.8 percent from 2018

### MAT PARATRANSIT ROUTES

**53,350** Paratransit riders, up 1.3 percent from 2018

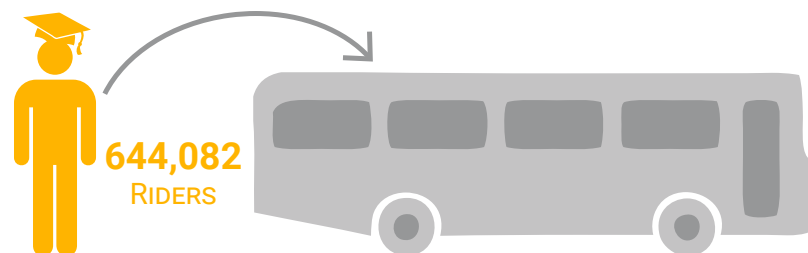
### SENIOR RIDE & RURAL TRANSIT ROUTES

**44,635** Valley Senior Service riders, down 5.2 percent from 2018

**969** Cass County Rural Transit riders, up 4.3 percent from 2018

**7,410** Transit Alternatives riders, down 3.1 percent from 2018

### U-PASS

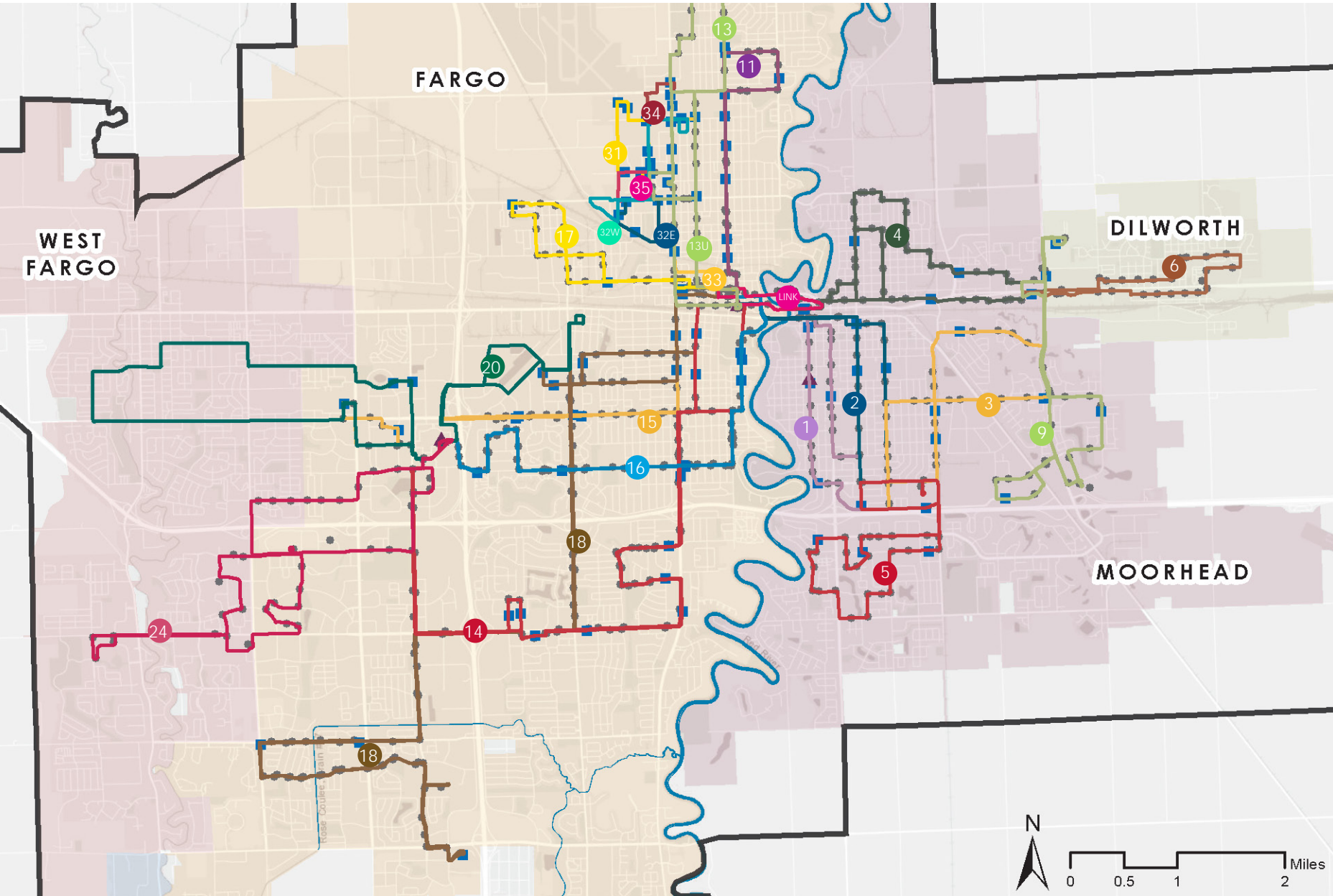






























DURING THE 2018-2019 ACADEMIC YEAR

\*DATA PROVIDED BY MATBUS.



# 2019 MATBUS ROUTE MAP



LEGEND	
	Shelter
	Hub
	Designated Stop
	Route 1
	Route 2
	Route 3
	Route 4
	Route 4 Extension
	Route 5
	Route 6
	Route 9
	Route 11
	Route 13
	Route 13U
	Route 14
	Route 15
	Route 16
	Route 17
	Route 18
	Route 20
	Route 24
	Route 31
	Route 32E
	Route 32W
	Route 33
	Route 34
	Route 35
	Link FM

## ROUTE AND SERVICE CHANGES

- Route 4: Approved change to avoid Highway 10 frontage road and 34th Street left-hand turn
- LinkFM: Approved modification effective January 2020 to cover certain downtown events
- Fargo Industrial Park TapRide: Started pilot program in August 2019
- Senior Ride: Approved service hours change to 7:30 am to 4:30pm, Monday through Friday

## 2019 FARES

- Implemented new MATPASS with Rider ID

## 2019 MARKETING

- Won the APTA Grand Award for television commercial “Abandoned Cars”
- Redesigned wrap for LinkFM due to retiring of previous vehicle
- Updated the FM Ridesource brochure

## 2019 STUDIES

- Completed analysis of Moorhead New Service Expansion Two-Year Pilot Program
- Continued work on Transit Authority Study through Metro COG with SRF and AECOM

\*DATA PROVIDED BY MATBUS. METRO COG DEVELOPED THE MAP.



**METROCOG**  
[WWW.FMMETROCOG.ORG](http://WWW.FMMETROCOG.ORG)





**To:** Transportation Technical Committee  
**From:** Michael Maddox, AICP  
**Date:** 02/05/2021  
**Re:** **Fargo Transportation Plan Consultant Selection**

The Fargo Moorhead Metropolitan Council of Governments (Metro COG) programmed a study for the City of Fargo within its Unified Planning Work Program (UPWP) to create a transportation plan. This planning effort would create a "playbook" that the City of Fargo can use in the development of the roadway network within its jurisdiction. It would encapsulate transportation policy, guidance on best practices, priorities, and would create a unified transportation vision amongst all City of Fargo Departments.

In December 2020, Metro COG's Policy Board approved the Request for Proposal (RFP) to secure a consultant to complete the technical and planning tasks outlined in the scope of work under an approved project budget of \$175,000 (\$132,000 from federal CPG funds and \$43,000 from local funds provided by Fargo). Metro COG received three proposals prior to the proposal deadline on Friday January 29, 2020.

The consultant selection panel reviewed the proposals and will interview all three consultant teams. After the writing of this memo, the consultant selection panel will meet with and interview the consultants on February 9, 2021 to further understand each team's technical qualifications, task deliverables, and past project experiences. The selection will be based upon scoring criteria, written technical proposals, and the in-person (virtual) interviews.

Metro COG will send out a revised memo prior to the TTC meeting stating the recommended consulting team for the plan. This memo will also identify all consultant teams that proposed on the project.

**Requested Action: Recommend Policy Board approval of the consulting team as recommended by the study's consultant selection panel and recommend Policy Board approval to enter into a contract negotiations with said consulting team for the Fargo Transportation Plan.**

**To:** Transportation Technical Committee  
**From:** Ari Del Rosario  
**Date:** February 4, 2021  
**Re:** **Performance Measure 1 (PM1) – 2021 Safety Target Adoption MN**

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

Performance Measure 1 (PM1) is meant to establish performance targets related to safety. This falls under §490 Subpart B. As such, each state must annually establish and report performance targets for the Highway Safety Improvement Program (HSIP) for the following five (5) safety performance measures:

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 and/or
2. Establish MPO specific safety performance targets for all or some of the above five measures.

These are reviewed and revised annually. 2021 is the third year we are reviewing and adopting PM1 targets for the MPA.

Since 2018, TTC recommended to Policy Board to adopt MnDOT's Safety Performance Measures for the MPA. Based on the crash data available to us, **Metro COG again requests that TTC recommend adoption of MnDOT's Safety Performance Measures for the MPA.** This information is based on the following analysis and timeframe.

In December 2020, FHWA determined whether a State has met or made significant progress toward meeting 2015-2019 HSIP targets. FHWA used 2013-2017 data as a baseline period for assessing significant progress. In March 2021, FHWA will report their findings to States indicating whether the State has met or made significant progress towards meeting their 2015-2019 HSIP targets.

FHWA uses the following table to determine if a State has met or made significant progress towards their 2019 Performance Measure 1 Targets (received from

[https://safety.fhwa.dot.gov/hsip/spm/pm\\_progress\\_fs.cfm](https://safety.fhwa.dot.gov/hsip/spm/pm_progress_fs.cfm)).

Example Significant Progress Determination for CY 2019 Targets

Performance Measure	5-year Rolling Averages			Target Achieved?	Better than Baseline?	Met or Made Significant Progress?
	TARGET 2015 – 2019 <sup>A</sup>	ACTUAL 2015 – 2019 <sup>B</sup>	BASELINE 2013 – 2017 <sup>C</sup>			
Number of Fatalities	465	472.4	474	No	✓ Yes	Yes (4 out of 5 targets met or made significant progress)
Fatality Rate	0.980	0.990	0.988	No	No	
Number of Serious Injuries	2,560.0	2,578.4	2,703.2	No	✓ Yes	
Serious Injury Rate	4.126	4.214	4.288	No	✓ Yes	
Number of Non-motorized Fatalities and Serious Injuries	108.0	107.6	113.2	✓ Yes	N/A	

(A) CY 2019 **Targets** are established and reported in the August 31, 2018 HSIP Annual Report.

(B) **Actual performance** is the 5-year rolling average ending in the year for which the targets were established. In this case that is CY 2015-2019.

(C) **Baseline performance** is the 5-year rolling average that ends prior to the year in which the targets were established. In this case, that is CY 2013-2017, since the targets were established in 2018. Baseline performance is calculated in order to compare whether the actual outcome for CY 2015-2019 was better than the baseline performance (in this case CY 2013-2017), for the targets that were not met.

Then by mid-2021 States that did not meet or make significant progress toward meeting 2015-2019 HSIP targets must submit an HSIP Implementation Plan to FHWA. If a State did not meet or make significant progress toward meeting their 2015-2019 HSIP targets, the State must:

1. Use obligation authority equal to the Fiscal Year 2018 HSIP apportionment only for highway safety improvement projects for October 1, 2021 through September 30, 2022.
2. Develop and submit an HSIP Implementation Plan that describes actions the State will take to meet or make significant progress toward meeting its targets.

Then in December 2021, FHWA will start the process over again and determine whether a State has met or made significant progress toward meeting 2016-2020 HSIP targets. FHWA uses 2014-2018 data as a baseline period for assessing significant progress for this reporting period.

To compare and determine how Metro COG's metropolitan planning area (MPA) contributes to each state's targets, staff have compiled Assessment Tables for PM1 targets for 2019, 2020 and 2021 for each state's portion of the MPA.

**Below are the Assessment Tables.** The Assessment Tables for MnDOT's portion of the MPA are included with numbers that demonstrate how we continue to meet the statewide targets.

## 2019 Performance Measure 1 Target Assessment - MnDOT

2015-2019 Assessment Table

	5-Year Rolling Averages			Assessment		
	MPO 2013-2017 Baseline Performance	Statewide 2015-2019 Targets <small>Evaluated based on 5yr Rolling average</small>	MPO 2015-2019 Actual Performance <small>(MN portion of MPA)</small>	Statewide Target Achieved? <small>Compares to state goal</small>	Better than Baseline?	Met or Made Significant Progress?
Number of Fatalities	2.4	372.0	1.4	Yes	Yes	Yes
Fatality Rate (per 100M VMT)	0.255	0.620	0.124	Yes	Yes	
Number of Serious Injuries	10.6	1711.0	9.4	Yes	Yes	
Serious Injury Rate (per 100M VMT)	1.068	2.850	0.844	Yes	Yes	
Number of Non- Motorized Fatalities & Serious Injuries	0.6	267.5	0.6	Yes	No	

## 2020 Performance Measure 1 Target Assessment - MnDOT

2016-2020 Assessment Table

	5-Year Rolling Averages			Assessment		
	MPO 2014-2018 Baseline Performance	Statewide 2016-2020 Targets <small>Evaluated based on 5yr Rolling average</small>	MPO 2016-2020 Actual Performance <small>(MN portion of MPA)</small>	Statewide Target Achieved? <small>Compares to state goal</small>	Better than Baseline?	Met or Made Significant Progress?
Number of Fatalities	1.8	375.4				
Fatality Rate (per 100M VMT)	0.169	0.626				
Number of Serious Injuries	9.2	1714.2				
Serious Injury Rate (per 100M VMT)	0.870	2.854				
Number of Non- Motorized Fatalities & Serious Injuries	0.4	317.0				

## 2021 Performance Measure 1 Target Assessment - MnDOT

2017-2021 Assessment Table

	5-Year Rolling Averages			Assessment		
	MPO 2015-2019 Baseline Performance	Statewide 2017-2021 Targets Evaluated based on 5yr Rolling average	MPO 2017-2021 Actual Performance (MN portion of MPA)	Statewide Target Achieved? Compares to state goal	Better than Baseline?	Met or Made Significant Progress?
Number of Fatalities	1.4	375.4				
Fatality Rate (per 100M VMT)	0.124	0.626				
Number of Serious Injuries	9.4	1714.2				
Serious Injury Rate (per 100M VMT)	1.068	2.854				
Number of Non-Motorized Fatalities & Serious Injuries	0.6	317.0				

Within the Assessment Tables, staff have compared the rate of fatalities and the rate of serious injuries to the state targets, they have a common factor of determining the rate based on per 100million Vehicle Miles Travelled at either level.

In order for the MPO to compare the MPO target (portion of the data for the MPA within the state the targets are adopted in) to the statewide target for the number of fatalities, number of serious injuries, and number of non-motorized fatalities/number of non-motorized serious injuries, MPO staff needed to determine a common factor to compare the data against. It's important to note that FHWA does not illustrate what this common factor is. Therefore, Metro COG staff determined that the best common factor would be population.

The following **Estimated Populations table** illustrates the statewide population, jurisdictions within the MPO within that state, a summary of the jurisdictional total population within the MPO, the county population within the that state, and the Fargo-Moorhead Metropolitan Statistical Area (MSA) population. Note that the Census Bureau doesn't collection population for the MPA, instead it collects it based on the MSA, which the Fargo-Moorhead MSA includes all of Cass County, ND and Clay County, MN.

### Minnesota Estimated Populations - Based on the ACS 5-year 2015-2019

	Population	% of State Population	% of MSA Population
<b>Minnesota</b>	5,563,378	100%	N/A
Moorhead, MN	42,939	0.77%	17.86%
Dilworth, MN	4,410	0.08%	1.83%
<b>Member Jurisdiction Total</b>	47,349	0.85%	19.69%
<b>Clay County, MN</b>	63,446	1.14%	26.39%
F-M MSA	240,421	N/A	100%

Take note that in Minnesota the **Member Jurisdictional total percentage is 0.85%** of the statewide population and the **Clay County population total is 1.14%** of the statewide population. These are the population percentages that staff compared to the percentages listed in gray and parentheses in the 'MPO 2015-2019 Actual Performance\*' column in the assessment tables.

In each Performance Measure 1 Target Assessment table, the MPO Actual Performance column lists the actual 5-year rolling average number for each category (in black) and the percent of the total Statewide target number in that category (in gray). The percent of the Statewide target number is then compared to the percent of the State Population that the Member Jurisdiction Total population is.

For example:

The 2019 PM1 Target Assessment – MnDOT table states that the target for the Number of Fatalities for 2015-2019 is a maximum of 372.0 statewide, which is assessed based on a 5-year rolling average of 2015-2019 statewide data.

The MPO 2015-2019 actual performance for the Minnesota portion of the MPA was 1.4, which is **0.38%** of the total 372.0 target.

The Member Jurisdiction total population is **0.85%** of the statewide population and Clay County's population is **1.14%** of the statewide population.

When compared to either the Member Jurisdiction population or Clay County population percentages, 0.38% is still significantly lower.

Therefore, the MPO is achieving (supporting) the Statewide Target, as adopted in 2019.

Based on the Target Assessment tables for each state that indicate that the Fargo-Moorhead MPO is meeting or making significant progress towards the targets previously adopted, Metro COG requests the TTC recommend the Policy Board approve the attached resolutions for each state that are in support of adopting the statewide Performance Measure 1 – Safety targets, as these targets are in line with the actual performance data.

Once approved by the Policy Board, the resolutions will be signed and distributed to the applicable jurisdictions and programming will occur in accordance.

**Requested Action: Recommend Policy Board adoption of MnDOT's 2021 Safety Performance Measures by signing the enclosed MnDOT resolution.**

To:

Transportation Technical Committee

From:

Ari Del Rosario

Date:

February 4, 2021

Re:

Technical Report on FHWA National Performance Management Measure 2 –  
Pavement Condition (Subpart C) & Bridge Condition (Subpart D) MN

## Overview

On December 4, 2015, the Fixing America's Surface Transportation (FAST) Act was passed. This law continues the performance measure methodology established in MAP-21 with further clarification and the establishment of performance measure targets. These revisions include the establishment of quantifiable targets for each performance measure identified in §490 Subpart C to assess NHS pavement condition and §490 Subpart C to assess NHS bridge condition.

As part of the target establishment, Metro COG must (1) report their established targets to the respective State DOTs (i.e. resolutions) and (2) report the baseline condition/performance and progress toward the achievement of the targets in the system performance report in the LRTP.

### §490 Subpart C

Per §490 Subpart C every four years each State DOT is required by Federal Highway Administration (FHWA) to establish four (4) pavement condition performance measure targets. The State DOTs also need to report annually on each of these targets. Below are the performance measure targets for pavement conditions:

- Percent of Interstate Pavement in Good Condition
- Percent of Interstate Pavement in Poor Condition
- Percent of Non-interstate NHS Pavement in Good Condition
- Percent of Non-interstate NHS Pavement in Poor Condition

Each jurisdiction assesses a variety of roadway factors for each segment to calculate the 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

### §490 Subpart D

Per §490 Subpart D every four years each State DOT is required by Federal Highway Administration (FHWA) to establish two (2) bridge condition performance measure targets. The State DOTs also need to report annually on each of these targets. Below are the performance measure targets for pavement conditions:

- Percent of NHS Bridges in Good Condition
- Percent of NHS Bridges in Poor Condition



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

## Data

### §490 Subpart C – Pavement Condition Data

Within each portion of the MPA the pavement condition has been assessed. The following table illustrates the PM2 – pavement conditions within the MN portion of the MPA and the associated State DOT set performance targets.

	<b>MN Portion of MPA</b>	<b>MnDOT set Targets</b>
% of Interstate Pavement in Good Condition	74.24%	55%
% of Interstate Pavement in Poor Condition	0%	2%
% of Non-interstate NHS Pavement in Good Condition	66.92%	50%
% of Non-interstate NHS Pavement in Poor Condition	0.44%	4%

\* Cells filled in green mean that the relative portion of the MPA meets or exceeds the associated State DOT's set targets.

The type of target depends on how the measurement is determined to meet or not meet the target. To meet a good condition target, the percentage needs to be equal to or greater than the target percentage. In order to meet a poor condition target, the percentage needs to be less than or equal to the target percentage.

### §490 Subpart D – Bridge Condition Data

Within the MN portion of the MPA the bridge condition has been assessed. The following table illustrates the PM2 – bridge conditions within MN's portion of the MPA and the associated State DOT set performance targets.

	<b>MN Portion of MPA</b>	<b>MnDOT set Targets</b>
% of NHS Bridges in Good Condition	11.87%	50%
% of NHS Bridges in Poor Condition	5.97%	4%

\* Cells filled in pink mean that the relative portion of the MPA does not meet the associated State DOT set targets.

The type of target depends on how the measurement is determined to meet or not meet the target. To meet a good condition target, the percentage needs to be equal to or greater than the target percentage. In order to meet a poor condition target, the percentage needs to be less than or equal to the target percentage.



## Penalties

There are no penalties for not meeting the “good condition” targets. Although, if a “poor condition” percentage is exceeded (i.e. not met), at the State DOT level, the penalty is that according to 23 CFR 490.413 “(1) during the fiscal year following the determination, the State DOT shall obligate and set aside in an amount equal to 50 percent of funds apportioned to such State for fiscal year 2009 to carry out 23 U.S.C. 144 (as in effect the day before enactment of MAP-21) from amounts apportioned to a State for a fiscal year under 23 U.S.C. 104(b)(1) only for eligible projects on bridges on the NHS. (2) The set-aside and obligation requirement for bridges on the NHS in a State in paragraph (a) of this section for a fiscal year shall remain in effect for each subsequent fiscal year until such time as less than 10 percent of the total deck area of bridges in the State on the NHS is located on bridges that have been classified as Structurally Deficient as determined by FHWA.”

## Recommendation

For PM2 – Pavement and Bridge Conditions, Metro COG staff recommends the adoption of the respective State DOT performance measure targets for calendar year 2018-2021.

The MPA is meeting and exceeding the targets related to pavement condition. Metro COG funds some of the Non-Interstate NHS roadways and can plan and maintain those roadways through the LRTP, TIP, and UPWP. The Interstate roadways are planned and maintained by the respective State DOTs, so Metro COG will support the planning and maintenance efforts in order to achieve those associated targets.

In regards to bridge conditions, Metro COG does not fund the maintenance of the bridges on the NHS. Thus, Metro COG will support the planning and maintenance efforts of the respective State DOTs in order for those targets to be met.

**Requested Action: Recommend Policy Board adoption of MnDOT's 2021 Safety Performance Measures by signing the enclosed MnDOT resolution.**

**To:** Transportation Technical Committee  
**From:** Ari Del Rosario  
**Date:** February 4, 2021  
**Re:** Technical Report on FHWA National Performance Management Measure 3 –  
Performance of the NHS (Subpart E) & Freight Movement on the Interstate  
(Subpart F) MN

## Overview

On December 4, 2015, the Fixing America's Surface Transportation (FAST) Act was passed. This law continues the performance measure methodology established in MAP-21 with further clarification and the establishment of performance measure targets. These revisions include the establishment of quantifiable targets for each performance measure identified in §490 Subpart E to assess performance on the NHS and §490 Subpart F to assess freight movement on the Interstate.

As part of the target establishment, Metro COG must (1) report their established targets to the respective State DOTs (i.e. resolutions) and (2) report the baseline condition / performance and progress toward the achievement of the targets in the system performance report in the LRTP.

### §490 Subpart E

Per §490 Subpart E every four years each State DOT is required by Federal Highway Administration (FHWA) to establish two (2) travel reliability performance measure targets. Travel time reliability is defined by the consistency or dependability of travel times from day to day or across different times of the day. The State DOTs also need to report annually on each of these targets. Below are the performance measure targets for travel reliability:

- Percent of person-miles traveled on the Interstate that are reliable
- Percent of person-miles traveled on the Non-Interstate NHS that are reliable

FHWA requires the use of 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:

Longer travel times (80<sup>th</sup> percentile of travel times)  
to

Normal travel times (50<sup>th</sup> 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 roadway are considered to have a ratio of 1.50 or less, whereas segments of roadway with a ratio above 1.50 are considered unreliable.

It is important to note that between 2016 and 2017, NPMRDS switched probe data providers from HERE to INRIX. With that switch there was a dramatic increase in the reliability of the data.

#### §490 Subpart F

Per §490 Subpart F every four years each State DOT is required by Federal Highway Administration (FHWA) to establish one (1) freight movement on the Interstate performance measure target. The State DOTs also need to report annually on each of these targets. Below is the performance measure target for freight movement:

- Truck Travel Time Reliability Index

The NPMRDS provides truck travel times on the Interstate system in 15-minute increments.

Good	7-9
Fair	5-6
Poor	0-4

## Data

#### §490 Subpart E – Auto Travel Time Reliability Data

Within the MN portion of the MPA the Travel Time Reliability (TTR) has been assessed. The following table illustrates the PM3 – TTR within each MN's portion of the MPA and the associated State DOT set performance targets.

	2019 MN Portion of MPA	MnDOT set Targets
% of Reliable Person Miles on the Interstate	100%	80%
% of Reliable Person Miles on the Non-Interstate NHS	99%	75%

\* Cells filled in green mean that the relative portion of the MPA meets or exceeds the associated State DOT's set targets.

Travel time reliability is about consistency. The higher the percentage of reliability, it means that more often the travel time is the same. For example, it takes a person to travel from point A to point B 15 minutes. If the travel time reliability is 90%, it will take that person 15 minutes to get from point A to point B, 9 out of 10 times. The 10<sup>th</sup> time it may take the person a longer time or a short time to travel that distance.

#### §490 Subpart F – Truck Travel Time Reliability Data

Within the MN portion of the MPA the Truck Travel Time Reliability (TTTR) Index has been assessed. The following table illustrates the PM3 – TTTR Index within MN's portion of the MPA and the associated State DOT set performance targets.

	2019 MN Portion of MPA	MnDOT set Targets
Truck Travel Time Reliability Index	1.16	1.50

\*Cells filled in green mean that the relative portion of the MPA meets or exceeds the associated State DOT's set targets.

Truck Travel Time Reliability (TTTR) Index is meant to assess the reliability of the travel time it takes to travel a segment of the Interstate System. The higher the number the more unreliable the segment of roadway is. Thus, it is better to have a lower TTTR Index than a higher one. For example, the Twin Cities MPA has a TTTR Index of 2.32 for 2019. That region is significantly more congested along the Interstate system than the Fargo-Moorhead MPA.

## Penalties

The penalties for PM3 are unclear.

## Recommendation

It is the professional opinion of staff that a MnDOT's targets are consistent with the regions planning goals and efforts.

Metro COG staff are proposing to set consistent targets across the region for Travel Time Reliability. For PM3 – System Reliability, Metro COG staff recommend adopting MnDOT's 2018-2021 targets. Those targets are as follows:

- Percentage of Person Miles Traveled on the Interstate that are Reliable: 80%
- Percentage of Person Miles Traveled on the Non-Interstate NHS that are Reliable: 75%
- Truck Travel Time Reliability Index: 1.5

**Requested Action: Recommend Policy Board adoption of MnDOT's 2021 Safety Performance Measures by signing the enclosed resolution.**

## Methodology

$$100 \times \frac{\sum_{i=1}^R SL_i \times AV_i \times OF_j}{\sum_{i=1}^T SL_i \times AV_i \times OF_j}$$

R = total number of Interstate System reporting segments that are exhibiting an LOTTR below 1.50 during all of the time periods identified in § 490.511(b)(1)(i) through (iv);

I = Interstate System reporting segment "i";

SL<sub>i</sub> = length, to the nearest thousandth of a mile, of Interstate System reporting segment "i";

AV<sub>i</sub> = total annual traffic volume to the nearest single vehicle, of the Interstate System reporting segment "i";

J = geographic area in which the reporting segment "i" is located where a unique occupancy factor has been determined;

OF<sub>j</sub> = occupancy factor for vehicles on the NHS within a specified geographic area within the State/Metropolitan planning area; and

T = total number of Interstate System reporting segments.

**To:** Transportation Technical Committee  
**From:** Ari Del Rosario  
**Date:** February 4, 2021  
**Re:** Performance Measure 1 (PM1) – 2021 Safety Target Adoption ND

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

Performance Measure 1 (PM1) is meant to establish performance targets related to safety. This falls under §490 Subpart B. As such, each state must annually establish and report performance targets for the Highway Safety Improvement Program (HSIP) for the following five (5) safety performance measures:

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 and/or
2. Establish MPO specific safety performance targets for all or some of the above five measures.

These are reviewed and revised annually. 2021 is the third year we are reviewing and adopting PM1 targets for the MPA.

Since 2018, TTC recommended to Policy Board to adopt NDDOT's Safety Performance Measures for the MPA. Based on the crash data available to us, **Metro COG again requests that TTC recommend adoption NDDOT's Safety Performance Measures for the MPA.** This information is based on the following analysis and timeframe.

In December 2020, FHWA determined whether a State has met or made significant progress toward meeting 2015-2019 HSIP targets. FHWA used 2013-2017 data as a baseline period for assessing significant progress. In March 2021, FHWA will report their findings to States indicating whether the State has met or made significant progress towards meeting their 2015-2019 HSIP targets.

FHWA uses the following table to determine if a State has met or made significant progress towards their 2019 Performance Measure 1 Targets (received from

[https://safety.fhwa.dot.gov/hsip/spm/pm\\_progress\\_fs.cfm](https://safety.fhwa.dot.gov/hsip/spm/pm_progress_fs.cfm)).

Example Significant Progress Determination for CY 2019 Targets

Performance Measure	5-year Rolling Averages			Target Achieved?	Better than Baseline?	Met or Made Significant Progress?
	TARGET 2015 – 2019 <sup>A</sup>	ACTUAL 2015– 2019 <sup>B</sup>	BASELINE 2013– 2017 <sup>C</sup>			
Number of Fatalities	465	472.4	474	No	✓ Yes	Yes (4 out of 5 targets met or made significant progress)
Fatality Rate	0.980	0.990	0.988	No	No	
Number of Serious Injuries	2,560.0	2,578.4	2,703.2	No	✓ Yes	
Serious Injury Rate	4.126	4.214	4.288	No	✓ Yes	
Number of Non-motorized Fatalities and Serious Injuries	108.0	107.6	113.2	✓ Yes	N/A	

(A) CY 2019 **Targets** are established and reported in the August 31, 2018 HSIP Annual Report.

(B) **Actual performance** is the 5-year rolling average ending in the year for which the targets were established. In this case that is CY 2015-2019.

(C) **Baseline performance** is the 5-year rolling average that ends prior to the year in which the targets were established. In this case, that is CY 2013-2017, since the targets were established in 2018. Baseline performance is calculated in order to compare whether the actual outcome for CY 2015-2019 was better than the baseline performance (in this case CY 2013-2017), for the targets that were not met.

Then by mid-2021 States that did not meet or make significant progress toward meeting 2015-2019 HSIP targets must submit an HSIP Implementation Plan to FHWA. If a State did not meet or make significant progress toward meeting their 2015-2019 HSIP targets, the State must:

1. Use obligation authority equal to the Fiscal Year 2018 HSIP apportionment only for highway safety improvement projects for October 1, 2021 through September 30, 2022.
2. Develop and submit a HSIP Implementation Plan that describes actions the State will take to meet or make significant progress toward meeting its targets.

Then in December 2021, FHWA will start the process over again and determine whether a State has met or made significant progress toward meeting 2016-2020 HSIP targets. FHWA uses 2014-2018 data as a baseline period for assessing significant progress for this reporting period.

To compare and determine how Metro COG's metropolitan planning area (MPA) contributes to each state's targets, staff have compiled Assessment Tables for PM1 targets for 2019, 2020 and 2021 for each state's portion of the MPA.

**Below are the Assessment Tables.** The Assessment Tables NDDOT's portion of the MPA are included with numbers that demonstrate how we continue to meet the statewide targets.

## 2019 Performance Measure 1 Target Assessment - NDDOT

2015-2019 Assessment Table

	5-Year Rolling Averages			Assessment		
	MPO 2013-2017 Baseline Performance	Statewide 2015-2019 Targets <small>Evaluated based on 5yr Rolling average</small>	MPO 2015-2019 Actual Performance <small>(ND portion of MPA)</small>	Statewide Target Achieved? <small>Compares to state goal</small>	Better than Baseline?	Met or Made Significant Progress?
Number of Fatalities	4.4	127.3	5.8	Yes	No	Yes
Fatality Rate (per 100M VMT)	0.196	1.271	0.242	Yes	No	
Number of Serious Injuries	39.8	486.2	39.4	Yes	Yes	
Serious Injury Rate (per 100M VMT)	1.820	4.848	1.651	Yes	Yes	
Number of Non- Motorized Fatalities & Serious Injuries	4.40	34.6	5.40	Yes	No	

## 2020 Performance Measure 1 Target Assessment - NDDOT

2016-2020 Assessment Table

	5-Year Rolling Averages			Assessment		
	MPO 2014-2018 Baseline Performance	Statewide 2016-2020 Targets <small>Evaluated based on 5yr Rolling average</small>	MPO 2016-2020 Actual Performance <small>(ND portion of MPA)</small>	Statewide Target Achieved? <small>Compares to state goal</small>	Better than Baseline?	Met or Made Significant Progress?
Number of Fatalities	5.8	108.3				
Fatality Rate (per 100M VMT)	0.249	1.106				
Number of Serious Injuries	40.4	413.9				
Serious Injury Rate (per 100M VMT)	1.765	4.230				
Number of Non- Motorized Fatalities & Serious Injuries	3.60	33.4				



## 2021 Performance Measure 1 Target Assessment - NDDOT

2017-2021 Assessment Table

	5-Year Rolling Averages			Assessment		
	MPO 2015-2019 Baseline Performance	Statewide 2017-2021 Targets Evaluated based on 5yr Rolling average	MPO 2017-2021 Actual Performance (ND portion of MPA)	Statewide Target Achieved? Compares to state goal	Better than Baseline?	Met or Made Significant Progress?
Number of Fatalities	5.8	105.0				
Fatality Rate (per 100M VMT)	0.242	1.103				
Number of Serious Injuries	39.4	390.2				
Serious Injury Rate (per 100M VMT)	1.651	4.046				
Number of Non-Motorized Fatalities & Serious Injuries	5.40	33.0				

Within the Assessment Tables, staff have compared the rate of fatalities and the rate of serious injuries to the state targets, they have a common factor of determining the rate based on per 100million Vehicle Miles Travelled at either level.

In order for the MPO to compare the MPO target (portion of the data for the MPA within the state the targets are adopted in) to the statewide target for the number of fatalities, number of serious injuries, and number of non-motorized fatalities/number of non-motorized serious injuries, MPO staff needed to determine a common factor to compare the data against. It's important to note that FHWA does not illustrate what this common factor is. Therefore, Metro COG staff determined that the best common factor would be population.

The following **Estimated Populations table** illustrates the statewide population, jurisdictions within the MPO within that state, a summary of the jurisdictional total population within the MPO, the county population within the that state, and the Fargo-Moorhead Metropolitan Statistical Area (MSA) population. Note that the Census Bureau doesn't collection population for the MPA, instead it collects it based on the MSA, which the Fargo-Moorhead MSA includes all of Cass County, ND and Clay County, MN.

### North Dakota Estimated Populations - Based on the ACS 5-year 2015-2019

	Population	% of State Population	% of MSA Population
<b>North Dakota</b>	756,717	100%	N/A
Fargo, ND	121,889	16.11%	50.70%
West Fargo, ND	35,397	4.68%	14.72%
Horace, ND	2,741	0.36%	1.14%
<b>Member Jurisdiction Total</b>	160,027	21.15%	66.56%
<b>Cass County, ND</b>	176,975	23.39%	73.61%
F-M MSA	240,421	N/A	100%



Take note that in North Dakota the **Member Jurisdictional total percentage is 21.15%** of the statewide population and the **Cass County population total is 23.39%** of the statewide population. These are the population percentages that staff compared to the percentages listed in gray and parentheses in the 'MPO 2015-2019 Actual Performance\*' column in the assessment tables.

In each Performance Measure 1 Target Assessment table, the MPO Actual Performance column lists the actual 5-year rolling average number for each category (in black) and the percent of the total Statewide target number in that category (in gray). The percent of the Statewide target number is then compared to the percent of the State Population that the Member Jurisdiction Total population is.

For example:

The 2019 PM1 Target Assessment – NDDOT table states that the Number of Fatalities for is 127.3 statewide, which is assessed based on a 5-year rolling average of 2015-2019 statewide data.

The MPO 2015-2019 actual performance for the North Dakota portion of the MPA was 5.8, which is **4.6%** of the total 127.3 target.

The Member Jurisdiction total population is **21.15%** of the statewide population and Cass County's population is **23.39%** of the statewide population.

When compared to either the Member Jurisdiction population or Cass County population percentages, 4.6% is still significantly lower.

Therefore, the MPO is achieving (supporting) the Statewide Target, as adopted in 2019.

Based on the Target Assessment tables for each state that indicate that the Fargo-Moorhead MPO is meeting or making significant progress towards the targets previously adopted, Metro COG requests the TTC recommend the Policy Board approve the attached resolutions for each state that are in support of adopting the statewide Performance Measure 1 – Safety targets, as these targets are in line with the actual performance data.

Once approved by the Policy Board, the resolutions will be signed and distributed to the applicable jurisdictions and programming will occur in accordance.

**Requested Action: Recommend Policy Board adoption of NDDOT's 2021 Safety Performance Measures by signing the enclosed NDDOT resolution.**

**To:** Transportation Technical Committee  
**From:** Ari Del Rosario  
**Date:** February 4, 2021  
**Re:** Technical Report on FHWA National Performance Management Measure 2 – Pavement Condition (Subpart C) & Bridge Condition (Subpart D) ND

## Overview

On December 4, 2015, the Fixing America's Surface Transportation (FAST) Act was passed. This law continues the performance measure methodology established in MAP-21 with further clarification and the establishment of performance measure targets. These revisions include the establishment of quantifiable targets for each performance measure identified in §490 Subpart C to assess NHS pavement condition and §490 Subpart C to assess NHS bridge condition.

As part of the target establishment, Metro COG must (1) report their established targets to the respective State DOTs (i.e. resolutions) and (2) report the baseline condition/performance and progress toward the achievement of the targets in the system performance report in the LRTP.

### §490 Subpart C

Per §490 Subpart C every four years each State DOT is required by Federal Highway Administration (FHWA) to establish four (4) pavement condition performance measure targets. The State DOTs also need to report annually on each of these targets. Below are the performance measure targets for pavement conditions:

- Percent of Interstate Pavement in Good Condition
- Percent of Interstate Pavement in Poor Condition
- Percent of Non-interstate NHS Pavement in Good Condition
- Percent of Non-interstate NHS Pavement in Poor Condition

Each jurisdiction assesses a variety of roadway factors for each segment to calculate the 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

### §490 Subpart D

Per §490 Subpart D every four years each State DOT is required by Federal Highway Administration (FHWA) to establish two (2) bridge condition performance measure targets. The State DOTs also need to report annually on each of these targets. Below are the performance measure targets for pavement conditions:

- Percent of NHS Bridges in Good Condition
- Percent of NHS Bridges in Poor Condition

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

## Data

### §490 Subpart C – Pavement Condition Data

Within each portion of the MPA the pavement condition has been assessed. The following table illustrates the PM2 – pavement conditions within the ND portion of the MPA and the associated State DOT set performance targets.

	ND Portion of MPA	NDDOT set Targets
% of Interstate Pavement in Good Condition	78.78%	75.6%
% of Interstate Pavement in Poor Condition	0%	3%
% of Non-interstate NHS Pavement in Good Condition	13.86%	58.3%
% of Non-interstate NHS Pavement in Poor Condition	1%	3%

\* Cells filled in green mean that the relative portion of the MPA meets or exceeds the associated State DOT's set targets. Cells filled in pink mean that the relative portion of the MPA does not meet the associated State DOT set targets.

The type of target depends on how the measurement is determined to meet or not meet the target. To meet a good condition target, the percentage needs to be equal to or greater than the target percentage. In order to meet a poor condition target, the percentage needs to be less than or equal to the target percentage.

### §490 Subpart D – Bridge Condition Data

Within the ND portion of the MPA the bridge condition has been assessed. The following table illustrates the PM2 – bridge conditions within ND's portion of the MPA and the associated State DOT set performance targets.

	ND Portion of MPA	NDDOT set Targets
% of NHS Bridges in Good Condition	59.57%	60%
% of NHS Bridges in Poor Condition	0%	4%

\*Cells filled in green mean that the relative portion of the MPA meets or exceeds the associated State DOT's set targets.

The type of target depends on how the measurement is determined to meet or not meet the target. To meet a good condition target, the percentage needs to be equal to or greater than the target percentage. In order to meet a poor condition target, the percentage needs to be less than or equal to the target percentage.

## Penalties

There are no penalties for not meeting the “good condition” targets. Although, if a “poor condition” percentage is exceeded (i.e. not met), at the State DOT level, the penalty is that according to 23 CFR 490.413 “(1) during the fiscal year following the determination, the State DOT shall obligate and set aside in an amount equal to 50 percent of funds apportioned to such State for fiscal year 2009 to carry out 23 U.S.C. 144 (as in effect the day before enactment of MAP-21) from amounts apportioned to a State for a fiscal year under 23 U.S.C. 104(b)(1) only for eligible projects on bridges on the NHS. (2) The set-aside and obligation requirement for bridges on the NHS in a State in paragraph (a) of this section for a fiscal year shall remain in effect for each subsequent fiscal year until such time as less than 10 percent of the total deck area of bridges in the State on the NHS is located on bridges that have been classified as Structurally Deficient as determined by FHWA.”

## Recommendation

For PM2 – Pavement and Bridge Conditions, Metro COG staff recommends the adoption of the respective State DOT performance measure targets for calendar year 2018-2021.

The MPA is meeting and exceeding most targets related to pavement condition. Metro COG funds some of the Non-Interstate NHS roadways and can plan and maintain those roadways through the LRTP, TIP, and UPWP. The Interstate roadways are planned and maintained by the respective State DOTs, so Metro COG will support the planning and maintenance efforts in order to achieve those associated targets.

In regards to bridge conditions, Metro COG does not fund the maintenance of the bridges on the NHS. Thus, Metro COG will support the planning and maintenance efforts of the respective State DOTs in order for those targets to be met.

**Requested Action: Recommend Policy Board adoption of NDDOT's 2021 Safety Performance Measures by signing the enclosed NDDOT resolution.**

**To:** Transportation Technical Committee  
**From:** Ari Del Rosario  
**Date:** February 4, 2021  
**Re:** Technical Report on FHWA National Performance Management Measure 3 –  
 Performance of the NHS (Subpart E) & Freight Movement on the Interstate  
 (Subpart F) ND

## Overview

On December 4, 2015, the Fixing America's Surface Transportation (FAST) Act was passed. This law continues the performance measure methodology established in MAP-21 with further clarification and the establishment of performance measure targets. These revisions include the establishment of quantifiable targets for each performance measure identified in §490 Subpart E to assess performance on the NHS and §490 Subpart F to assess freight movement on the Interstate.

As part of the target establishment, Metro COG must (1) report their established targets to the respective State DOTs (i.e. resolutions) and (2) report the baseline condition / performance and progress toward the achievement of the targets in the system performance report in the LRTP.

### §490 Subpart E

Per §490 Subpart E every four years each State DOT is required by Federal Highway Administration (FHWA) to establish two (2) travel reliability performance measure targets. Travel time reliability is defined by the consistency or dependability of travel times from day to day or across different times of the day. The State DOTs also need to report annually on each of these targets. Below are the performance measure targets for travel reliability:

- Percent of person-miles traveled on the Interstate that are reliable
- Percent of person-miles traveled on the Non-Interstate NHS that are reliable

FHWA requires the use of 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:

Longer travel times (80<sup>th</sup> percentile of travel times)  
to

Normal travel times (50<sup>th</sup> 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 roadway are considered to have a ratio of 1.50 or less, whereas segments of roadway with a ratio above 1.50 are considered unreliable. It is important to note that between 2016 and 2017, NPMRDS switched probe data providers from HERE to INRIX. With that switch there was a dramatic increase in the reliability of the data.

### §490 Subpart F

Per §490 Subpart F every four years each State DOT is required by Federal Highway Administration (FHWA) to establish one (1) freight movement on the Interstate performance measure target. The State DOTs also need to report annually on each of these targets. Below is the performance measure target for freight movement:

- Truck Travel Time Reliability Index

The NPMRDS provides truck travel times on the Interstate system in 15-minute increments.

Good	7-9
Fair	5-6
Poor	0-4

## Data

### §490 Subpart E – Auto Travel Time Reliability Data

Within the ND portion of the MPA the Travel Time Reliability (TTR) has been assessed. The following table illustrates the PM3 – TTR within ND's portion of the MPA and the associated State DOT set performance targets.

	2019 ND Portion of MPA	NDDOT set Targets
% of Reliable Person Miles on the Interstate	100%	85%
% of Reliable Person Miles on the Non-Interstate NHS	82%	85%

\* Cells filled in green mean that the relative portion of the MPA meets or exceeds the associated State DOT's set targets. Cells filled in pink mean that the relative portion of the MPA does not meet the associated State DOT set targets.

Travel time reliability is about consistency. The higher the percentage of reliability, it means that more often the travel time is the same. For example, it takes a person to travel from point A to point B 15 minutes. If the travel time reliability is 90%, it will take that person 15 minutes to get from point A to point B, 9 out of 10 times. The 10<sup>th</sup> time it may take the person a longer time or a short time to travel that distance.

### §490 Subpart F – Truck Travel Time Reliability Data

Within the ND portion of the MPA the Truck Travel Time Reliability (TTTR) Index has been assessed. The following table illustrates the PM3 – TTTR Index within ND's portion of the MPA and the associated State DOT set performance targets.

	2019 ND Portion of MPA	NDDOT set Targets
Truck Travel Time Reliability Index	1.27	1.50

\*Cells filled in green mean that the relative portion of the MPA meets or exceeds the associated State DOT's set targets.

Truck Travel Time Reliability (TTTR) Index is meant to assess the reliability of the travel time it takes to travel a segment of the Interstate System. The higher the number the more unreliable the segment of roadway is. Thus, it is better to have a lower TTTR Index than a higher one. For example, the Twin Cities MPA has a TTTR Index of 2.32 for 2019. That region is significantly more congested along the Interstate system than the Fargo-Moorhead MPA.

## Penalties

The penalties for PM3 are unclear.

## Recommendation

In a metropolitan area it is normal to have a lower percentage of travel time reliability. Metro COG staff do not believe that for our MPA it is appropriate to have a travel time reliability percentage of 85% on the Interstate and the Non-Interstate NHS in North Dakota. It is the professional opinion of staff that MnDOT's targets are more consistent with the regions planning goals and efforts.

Thus, Metro COG staff are proposing to set consistent targets across the region for Travel Time Reliability. For PM3 – System Reliability, Metro COG staff recommend adopting MnDOT's 2018-2021 targets for North Dakota. Those targets are as follows:

- Percentage of Person Miles Traveled on the Interstate that are Reliable: 80%
- Percentage of Person Miles Traveled on the Non-Interstate NHS that are Reliable: 75%
- Truck Travel Time Reliability Index: 1.5

**Requested Action: Recommend Policy Board adoption of MnDOT's 2021 Safety Performance Measures by signing the enclosed resolution.**

## Methodology

$$100 \times \frac{\sum_{i=1}^R SL_i \times AV_i \times OF_j}{\sum_{i=1}^T SL_i \times AV_i \times OF_j}$$

R = total number of Interstate System reporting segments that are exhibiting an LOTTR below 1.50 during all of the time periods identified in § 490.511(b)(1)(i) through (iv);

I = Interstate System reporting segment "i";

SL<sub>i</sub> = length, to the nearest thousandth of a mile, of Interstate System reporting segment "i";

AV<sub>i</sub> = total annual traffic volume to the nearest single vehicle, of the Interstate System reporting segment "i";

J = geographic area in which the reporting segment "i" is located where a unique occupancy factor has been determined;

OF<sub>j</sub> = occupancy factor for vehicles on the NHS within a specified geographic area within the State/Metropolitan planning area; and

T = total number of Interstate System reporting segments.



**To:** Transportation Technical Committee  
**From:** Cindy Gray, Executive Director  
**Date:** February 9, 2021  
**Re:** **REVISED DRAFT RFP for Interstate Operations Study and Plan for Future Improvements**

A revised draft version of the Request for Proposals (RFP) for the Interstate Operations Study and Plan for Future Improvements is attached for your review. On Monday, February 8, Metro COG met with NDDOT, MnDOT, and engineers from the local jurisdictions of Cass and Clay Counties, Moorhead and West Fargo to discuss comments, questions, and suggestions. The content of our conversation, and subsequent communications have been incorporated into the revised RFP.

Additional time has also been provided for proposal preparation, although this does limit the number of days available in early April for interviews prior to the April 8<sup>th</sup> TTC meeting.

The intent of the RFP background information and scope of work is to communicate what we want out of the study without detailing out a specific project approach, since we would prefer consultant teams to clearly communicate their recommended approaches to this very technical project based on their past experience with similar projects. To allow for that, we have slightly expanded the maximum number of pages allowed in the proposals.

An overall focus of the study is to review the interstate system as a whole, looking at the system-wide impacts of traffic growth on the existing system, as well as different approaches to interstate access, capacity, and ITS/traffic management applications. In addition to analyzing the interstate itself, the scope of work calls for an analysis of a ring route (also referred to as a potential reliever route) in both Minnesota and North Dakota. This analysis also involves comparing the size of our metropolitan area with others, and the spacing of highway facilities that support regional traffic as an alternative to traveling through the core urban areas on the original interstate system.

Analysis of a ring route is also included. By Thursday's meeting, I will have a slightly revised schedule to discuss with you that will allow for a preliminary ring route analysis within the first seven or eight months of the project.

If you have any comments or questions on the attached draft RFP, please let me know.

**Requested Action: Recommend approval of the RFP for the Interstate Operations Study and Plan for Future Improvements to the Policy Board.**

**FARGO-MOORHEAD  
METROPOLITAN COUNCIL OF GOVERNMENTS**

**REQUEST FOR PROPOSALS (RFP)**

**PROJECT NO. 2021-214**

***DRAFT  
2021-2022 Interstate Operations Analysis  
and  
Plan for Future Improvements***

*February, 2021*

**APPROVED:**

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**Cindy Gray  
Metro COG, Executive Director**

## REQUEST FOR PROPOSALS (RFP)

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) requests proposals from qualified consultants for the following project:

### **2021-2022 Interstate Operations Analysis and Plan for Future Improvements**

Qualifications based selection criteria will be used to analyze proposals from responding consultants. The most qualified candidates may be invited to present a virtually hosted interview. Upon completion of technical ranking and interviews, Metro COG will enter into negotiations with the top ranked firm. **Sealed cost proposals shall be submitted with the proposal.** The cost proposal of the top ranked firm will be opened during contract negotiations. Those firms not selected for direct negotiations will have their unopened cost proposals returned. Metro COG reserves the right to reject any or all submittals. This project will be funded, in part with federal transportation funds and has a not-to-exceed budget of **\$400,000.**

Interested firms can request a full copy of the RFP by telephoning 701.532.5100, or by e-mail: metrocog@fmmetrocog.org. Copies will be posted on the North Dakota Department of Transportation QBS website (<https://www.dot.nd.gov>) and are also available for download in .pdf format at [www.fmmetrocog.org](http://www.fmmetrocog.org).

All proposals received by **4:30 pm (Central Time) on March 24, 2021** at Metro COG's office will be given equal consideration. Proposals received after 4:30 pm (Central Time) on March 24, 2021 will not be considered. Respondents must submit twelve (12) hard copies and a PDF of the proposal, and one (1) sealed hard copy of the cost proposal. The full length of each proposal shall not exceed twenty-five (25) double sided pages for a total of fifty (50) pages; including any supporting material, charts, or tables.

The digital version (PDF) of the proposal may be emailed. The consultant must verify that the email was received with the PDF attachment prior to 4:30 pm on the due date. Proposal documents and sealed cost proposals shall be shipped to ensure timely delivery to the contact identified below:

Cindy Gray  
Fargo-Moorhead Metropolitan Council of Governments  
One 2nd Street North, Suite 232  
Fargo, ND 58102  
[gray@fmmetrocog.org](mailto:gray@fmmetrocog.org)  
701-532-5103

Fax versions will not be accepted as substitutes for the proposals or the sealed cost proposal. Once submitted, the proposals will become property of Metro COG.

Note: This document can be made available in alternative formats for persons with disabilities by contacting Savanna Leach, Office Manager at 701.532.5100 or [leach@fmmetrocog.org](mailto:leach@fmmetrocog.org).

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*Note: Throughout this RFP, Metro COG may be referred to as 'Client' and the consulting firm may be referred to as 'Consultant', 'Contractor', or 'Firm'.*

**I AGENCY OVERVIEW**

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) serves as the Council of Governments (COG) and Metropolitan Planning Organization (MPO) for the greater Fargo, North Dakota – Moorhead, Minnesota Metropolitan Area. As the designated MPO for the Fargo-Moorhead Metropolitan Area, Metro COG is responsible under federal law for maintaining a continuous, comprehensive, and coordinated transportation planning process.

Metro COG is responsible, in cooperation with the North Dakota and Minnesota Departments of Transportation (NDDOT and MnDOT, respectively) and our local planning partners, for carrying out the metropolitan transportation planning process and other planning needs of a regional nature. Metro COG represents eleven cities and two counties that comprise the Metro COG region in these efforts.

**II BACKGROUND INFORMATION**

The last interstate operations analysis for the FM metropolitan area was completed in 2010-2011. Since that study began in 2010, the metropolitan statistical area (MSA) population has grown nearly 18 percent, from approximately 209,000 to over 246,000. The 2020 MSA population exceeded the 2020 projections that were in use during the last study by approximately 5,000. The 2035 population projections for the MSA, which were used as the basis for the 2011 Interstate Operations Study, were approximately 281,000, whereas the 2035 population projection developed in the Fargo-Moorhead 2016 Demographic Forecast ranged from 309,000 to 317,000. The 2045 projection is 330,000 to 342,000. These higher growth levels, combined with geographical expansion of urbanization are likely to yield significantly different recommendations than those of the 2011 study.

Both MnDOT and NDDOT anticipate reconstruction projects within the next decade, and wish to study the needs of the interstate in light of metropolitan area growth projections and freight usage. Both MnDOT and NDDOT will have significant roles on the Study Review Committee as project partners. Local project partners involved in the project will include Cass and Clay Counties and the Cities of Fargo, Moorhead and West Fargo. Each city has the potential for future interchanges within their jurisdiction, as identified in Metro Grow.

Many of the recommendations of the 2011 study have been implemented or are in the process of being implemented. This study is intended to inform anticipated interstate highway reconstruction projects by looking at the interstate system as a whole, recognizing the collective impact that each interchange has on adjacent interchanges and on through traffic. The study will need to analyze the system based on future (2045) ADT and peak hour volumes, pinch points, weaving issues, potential collector-distributor

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opportunities, and potential need for, feasibility of, and system impacts of future interchanges. Metro COG is interested in determining how, where and when interstate highway congestion typically manifests and its average duration. One significant area of analysis is the I-94 bridge over the Red River. This bridge will need rehabilitation, and both NDDOT and MnDOT want a determination as to the future capacity needs of the bridge prior to investing significant funds in rehabilitation.

The boundaries of the study will include I-29 from 100<sup>th</sup> Avenue S to Argusville (Cass County 4), and I-94 from Cass County 15 (165<sup>th</sup> Ave SE interchange, also known as Exit 340 – Kindred) to MN 336/Clay County Highway 11. Future interchanges should be considered at the section-line arterial roadway alignments of 64<sup>th</sup> and 76<sup>th</sup> Avenues S in Fargo and 55<sup>th</sup> Street in Moorhead. Previous efforts such as the 76<sup>th</sup> Avenue South Corridor Study, the Moorhead GAP/AUAR and the MTP can provide insight into the consideration for new interchanges in recent years.

The need for and potential benefit of a ring route around the perimeter of the metro area will also be studied as part of the interstate operations analysis, to determine the extent to which such a facility has the potential to serve as a reliever to regional interstate routes. Ring route alternatives in Minnesota will include MN 336 and Clay County Highway 11. A ring route alignment in ND does not have a defined route, but past studies such as the Cass County Comprehensive and Transportation Plan (2018) and the alignment of the FM Diversion inform potential route alternatives. Metro Grow, the 2045 MTP (2019), called for additional study of a ring route in North Dakota and a similar facility on the Minnesota side, to provide an efficient alternative route around the metropolitan area for regional traffic as well as creating a more efficient route to make intra-regional trips than the grid arterial network in the FM region. The emphasis of the ring route analysis will be to determine the extent to which a ring route relieves traffic on portions of I-94 or I-29 and if that relief is adequate to prevent or delay the need for capacity expansions through 2045, and to determine if the impacts of a ring route are advantageous or disadvantageous compared to interstate improvements.

This study also needs to identify and document the likely environmental impacts of future interstate expansion projects, such as impacts to right-of-way, adjacent development, traffic noise, low income and minority neighborhoods (i.e. environmental justice), wetlands and stormwater, and winter visibility (snow control and ice management).

The interstate system is a barrier to active transportation in some portions of the metropolitan area. This study will need to identify locations where grade separated crossings are needed to facilitate bicycle and pedestrian modes of travel.

I-94 and I-29 are essential to the efficient movement of freight into, out of, and within the metropolitan area. The needs of truck traffic and the future changes in the volume of truck traffic within and through the metro area will be an important component of the study. The Regional Freight Plan (2017) may provide valuable information and insight.

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In the autumn of 2022, Metro COG expects to transition from an MPO into a Transportation Management Area (TMA). Congestion Management Planning will become a more deliberate planning element of all plans and studies, including this interstate operations analysis and plan for future improvements.

Recommendations of the 2011 Interstate Operations Study included Transportation Demand Management (TDM) strategies that reduce peak demand on the Interstate System by five percent. These recommendations have not been accomplished and there is little appetite in the community to form a transportation management organization (TMO) for the metropolitan area in the foreseeable future.

Intelligent Transportation Systems (ITS)/Incident Management strategies that provide improved travel information and coordinated response to emergency situations were also recommended. Features that have been implemented to date include:

- Digital message signs at key locations (12 full and medium sized DMS)
- Completion of the Fargo-Moorhead Alternate Route & Traffic Incident Management Guidebook Project in December of 2017
- I-94 Alternate Route Signing (Minnesota)
- MAST system on the I-94 bridge deck

Since the completion of the 2011 Interstate Operations Analysis, the following improvements have been made:

- Reconstruction of the I-94 and US 75 interchange
- Auxiliary lane additions on I-94 between I-29 and 45<sup>th</sup> Street Reconfiguration of the 25<sup>th</sup> Street I-94 interchange to add the EB slip ramp reconfigure the loop ramp in the SW quadrant to be accessed by SB 25<sup>th</sup> Street only, eliminating NB left turn movements at the south ramp
- 32<sup>nd</sup> Ave S and I-29 interchange improvements, including reallocation of existing lanes on SB I-29 from I-94 to 32<sup>nd</sup> Ave S (improvements included a loop in the SW quadrant rather than the recommended NW loop ramp)
- Reconstruction of the Sheyenne Street Interchange

Since the completion of the 2011 Interstate Operations Analysis, the following improvements are still underway:

- Two-lane I-29/I-94 tri-level ramp (I-29 SB to I-94 EB, with the addition of an auxiliary lane on EB I-94 from the tri-level to 25<sup>th</sup> Street programmed for completion. As part of this project, weather and ice monitoring capabilities on the SB I-29 to EB I-94 ramp have also been completed.

Median barriers (either high-tension cable or concrete) have been installed, or are programmed for installation throughout the metro area. These were not a recommendation of the 2011 study.



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Ramp metering was recommended, but has not been implemented.

Starting in 2021, I-29 bridges and connecting portions of highway south of Fargo will be constructed in a manner that will accommodate the alignment of the FM Diversion. The design of this new segment of highway and bridges will include forms of technology that will be compatible with data collection and connected vehicles.

The 2018 Alternate Route & Traffic Incident Guidebook recommended the development of a regional traffic operations center/transportation management center (TOC/TMC), or the coordination of operations regionally between individual traffic and transportation management centers. This was also recommended in two prior ITS studies and incident management strategies for the region. No action has been taken to move the metro area in this direction, with the exception of sharing information and video feeds between some jurisdictions and entities, including MATBUS, Red River Dispatch Center, ND Highway Patrol, and MN State Patrol. NDDOT is currently seeking funding for a statewide TMC to monitor operations and manage emergency and/or maintenance responses to conditions.

Other studies that have recently examined the potential for changes to existing interchanges or additional interchanges include:

- 13<sup>th</sup> Avenue Corridor Study in West Fargo (2019)
- 76<sup>th</sup> Avenue Corridor Study (2020)
- Northwest Metro Transportation Plan (2020)
- 12<sup>th</sup> Ave S Study – Moorhead (2006)
- Moorhead GAP/AUAR – (2018)

All of these studies, as well as Metro Grow: 2045 MTP, can be found on Metro COG's website. The 2011 Interstate Operations Study will be placed on Metro COG's website after release of the RFP.

### **III SCOPE OF WORK AND PERFORMANCE TASKS**

Below are tasks the Consultant is expected to complete as part of this project:

#### **Task 1 – Project Management and Coordination**

The Consultant will be required to manage the study and coordinate with any subconsultants, as well as be responsible for all documentation and equipment needs. The Consultant will identify a project manager from their team to act as the direct point of contact for Metro COG's project manager.

The Consultant should expect monthly (or, at times, bi-weekly) progress meetings with Metro COG to discuss the status of the project, seek any guidance, clarification, or information, and discuss any issues or concerns regarding the project. The Consultant should expect additional meetings with Metro COG on an as-needed basis. It's

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anticipated that these meetings will usually be virtual web-based meetings.

Additionally, the Consultant should expect to prepare monthly progress reports, submit adequate documentation of any and all travel and expense receipts, and prepare and submit invoices on a monthly basis. When submitting progress reports, the Consultant and subconsultant(s), if applicable, will be required to outline the following:

- Performed work during the reporting period
- Upcoming tasks
- Upcoming milestones
- Status of scope and schedule
- Any issues to be aware of

All invoices, travel and expense receipts, and progress reports, are due to Metro COG's project manager no later than the 2<sup>nd</sup> Thursday of each month to ensure invoices are processed in a timely fashion.

**Task 2 – Data Collection – Documentation of Existing Conditions**

The following data shall be collected and documented as part of the study. These data components will be used to establish existing conditions, and will be critical to the identification of issues and needs.

Traffic Count Data – The Consultant shall propose a strategy for collecting AM and PM peak hour traffic count data at the following locations:

- Turning movement counts at I-94 and I-29 ramp intersections, including ramp counts at the rest area on eastbound I-94 in Moorhead,
- Eastbound and westbound AM and PM peak hour traffic counts at the following segments of I-94:
  - West of 165<sup>th</sup> Avenue SE (Exit 340 – Kindred)
  - 165<sup>th</sup> Ave SE (Exit 340 – Kindred interchange) to 38<sup>th</sup> St NW (Exit 342 – Raymond Interchange)
  - 38<sup>th</sup> St NW (Exit 342 – Raymond Interchange) to Main Ave (US 10) interchange
  - Main Ave (US 10) to Sheyenne Street
  - Sheyenne Street to Veterans Boulevard
  - Veterans Boulevard to 45<sup>th</sup> Street
  - 45<sup>th</sup> Street to I-29
  - I-29 to 25<sup>th</sup> Street

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- 25th Street to University Drive
- University Drive to US 75 (8<sup>th</sup> Street S)
- US 75 (8<sup>th</sup> Street S) to 20th Street S
- 20th Street S to 34th Street S
- 34<sup>th</sup> Street S to MN 336/Clay County Highway 11
- East of MN 336/Clay County Highway 11
- Northbound and Southbound AM and PM peak hour traffic counts at the following segments of I-29:
  - South of 100<sup>th</sup> Avenue S
  - 100<sup>th</sup> Avenue S to 52<sup>nd</sup> Avenue S
  - 52<sup>nd</sup> Avenue S to 32<sup>nd</sup> Avenue S
  - 32<sup>nd</sup> Avenue S to I-94
  - I-94 to 13<sup>th</sup> Avenue S
  - 13<sup>th</sup> Avenue S to Main Avenue
  - Main Avenue to 12<sup>th</sup> Avenue N
  - 12<sup>th</sup> Avenue N to 19<sup>th</sup> Avenue N
  - 19<sup>th</sup> Avenue N to Cass County Highway 20
  - Cass County Highway 20 to Cass County Highway 22
  - Cass County Highway 22 to Cass County Highway 4
  - North of Cass County Highway 4

Metro COG and NDDOT will be conducting ADT traffic counts in the spring through fall of 2021. ADT count data from the traffic count project may be used in this study. Metro COG will work with NDDOT to determine when data will be available. Metro COG's data will be available roughly two weeks after each count is taken (between May 15<sup>th</sup> 2021 and October 31<sup>st</sup> 2021, depending on the location).

Automatic traffic recording equipment exists along I-94 at the Red River Bridge and on I-29 north of 12<sup>th</sup> Avenue N. Data can be provided by NDDOT, and the most recent report can be found here:

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[https://www.dot.nd.gov/business/docs/trafficreports/e\\_report\\_July2020.pdf](https://www.dot.nd.gov/business/docs/trafficreports/e_report_July2020.pdf).

Counts must be taken on weekdays, generally Monday through Thursday. Consultants shall work with Metro COG staff to identify any events during which counts should be avoided.

Peak Travel Times – Traffic count data shall be analyzed to identify the peak travel times during the AM and PM Peak hours and any other time of day when volumes peak for various roadway segments or interchanges.

Origin and Destination – Metro COG has access to StreetLight data. Using this data, the consultant shall determine the origin and destination of traffic using I-94 and I-29.

Safety Data – Crash data shall be gathered for the past five years and a crash analysis will be required for all interstate segments, ramps and ramp intersections. Data such as numbers of crashes, crash rates, and types of crashes shall be analyzed to identify trends and issues.

Weaving Lengths – Length of merge and weave portions of the highways between interchanges, particularly in areas where crash data warrants this review or peak hour congestion occurs frequently.

Right of Way – Interstate right of way shall be documented for the entire interstate highway system in the metro area.

Pavement and Capacity – Existing pavement width and lane configurations shall be documented for ramps and ramp intersections and for each segment of the two corridors, including shoulder width.

Traffic Control Measures – at all ramp intersections.

Committed Projects – Projects which are already programmed shall be documented.

Active Transportation Components – The locations of pedestrian grade separations and other pedestrian connections across the interstate highways shall be documented.

Environmental Justice Areas – Low income and minority areas, using Metro COG's Title VI criteria for identification of these areas, shall be identified and documented as they relate to the interstate corridors as well as any ring route alternatives. This analysis should also consider the equity considerations identified in the MnDOT District 4 Equity Study.

Pavement and Bridge Condition Data – for the purpose of identifying priority maintenance or reconstruction projects.

Land Use along Interstate Highway Corridors (existing and future) – for the purpose of identifying the potential for noise impacts due to future capacity expansions.

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Freight Volumes and Peak Travel Times – the percentage of traffic volume that consists of freight vehicles, identification of times of day when freight movements are more prevalent, and origin/destination patterns of freight trips. MnDOT District 4's Freight Plan will be developed during the same time as this study. New warehouse facilities, such as Amazon's facility, which is currently under construction, need to be considered.

Rest Area Usage – average daily usage of the rest area / travel information facility on eastbound I-94 in Moorhead, and percentage of trucks. This task should also document and consider the distance to/from other facilities that truck drivers can use for rest purposes.

Snow Control and Ice Control – document issues and measures taken by MnDOT and NDDOT for roadways and bridges.

Lighting – Document existing lighting conditions in preparation for identifying future areas of need.

Travel Time and Speed – free flow vs. peak hour travel times and speeds through the metro area on I-94 and I-29

Other features that impact interstate improvements – such as pipelines, railroad tracks, power lines, rivers, legal drains and other water features, FM Diversion, Sheyenne Diversion, etc.

**Task 3 – Public Engagement**

The Consultant will propose an approach to stakeholder and public engagement which shall ultimately be placed in a public engagement plan, to be reviewed and approved by the Study Review Committee (SRC). Most engagement shall be virtual in nature, with the potential for in-person engagement in 2022. Currently Metro COG has a virtual only public engagement policy until such time as public health officials deem public gatherings acceptable. This may occur during the duration of the planning effort. The consultant should propose how it would handle both virtual and in-person meetings, and virtual opportunities should be available even after in-person meetings are deemed acceptable.

SRC membership should be recommended, along with the role of the SRC and the number of meetings.

Focus groups should be recommended by the consultant team, particularly for users such as the ND Highway Patrol and MN State Patrol, emergency responders, state highway maintenance crews, and freight users. In addition, focus groups should include local officials who make decisions affecting interstate highway usage, such as local planning department officials, Greater Fargo Moorhead Economic Development Corporation (GFMEDC), and Metro Area Transit (MATBUS) (relative to possible future closed-door transit service on the interstate highways).

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Input from the general public is also important to this project, and consultants need to present an approach to gathering input from the public.

Please note that all public notices, mailings, and social media boosts, etc. shall be paid for out of the project budget. Metro COG's website will be used to host the project website, and Metro COG staff will work with the consultant to keep the website up-to-date with content provided by the consultant team.

Please anticipate periodic updates (i.e. quarterly or at key project milestones) to Metro COG's Transportation Technical Committee and Policy Board.

**Task 4 – Future Traffic Projections**

The consultant shall work with NDSU's Advanced Traffic Analysis Center (ATAC) to determine the 2045 ADT projections. The most recent socioeconomic (SE) data used in the travel demand model was developed recently for the Veterans Boulevard Corridor Extension Study. If local jurisdictions identify changes to the projected SE data used in the model, Metro COG staff will work with ATAC and the local jurisdictions to update relevant traffic analysis zones.

Metro COG recently worked with ATAC to develop a dynamic traffic assignment model. This model is a tool that could be used to test certain scenarios on I-94 and I-29.

**Task 5 – Traffic Operations Analysis**

Based on projected traffic volumes, a traffic operations analysis shall be completed that uses a method of traffic simulation that will serve as a tool for evaluating future interstate operations and future improvement alternatives. The initial analysis should focus on future issues and identify the relative level of severity of those issues from a level of service (LOS) perspective. Beyond LOS, it will be important to identify and analyze areas where traffic operations are causing traffic to slow down and become congested - areas where traffic volumes would not otherwise indicate reduced speeds or a poor LOS. From that point, working with the SRC, the consultant should propose an iterative approach that uses alternatives to address those issues.

The consultant team shall approach this task iteratively with input from the SRC. After identifying issues with the functionality of the existing plus committed interstate system, the consultants' proposals should describe how they would work with the SRC to

- a. identify future scenarios for evaluation (i.e. future interchanges, collector-distributor alternatives, lane configurations, etc.),
- b. identify TSMO and ITS strategies that improve safety and help manage interstate travel, and determine if any of those strategies have the potential to delay or eliminate the need for capacity expansion,

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- c. identify infrastructure components that will facilitate the transition to connected and autonomous vehicles (CAV),
- d. analyze agreed upon scenarios,
- e. report and demonstrate the results of the analyses to the SRC, and
- f. refine and repeat the above in response to concerns and questions posed by the SRC.

Phases and priorities for improvements should be part of the recommended approach. The potential for impacts to the adjacent land uses, the environment, and environmental justice will be reviewed and analyzed at a planning level and reported on in the analysis of alternatives.

**Task 6 – Ring Route Analysis**

Consultants should present an approach to evaluating ring routes in their proposal. Conceptual ring route alignment alternatives should be developed and evaluated based on their potential to relieve future congestion on I-29 and I-94, if applicable. This should include the use of the metro area travel demand model. In addition, ring routes should be evaluated based on their ability to serve as alternate routes during incidents or other times when normal interstate capacity is unavailable. The analysis should help answer questions regarding the pros and cons of having a ring route, and compare the size of the FM area with other metropolitan areas that have planned for and constructed highways that serve as alternatives to the interstate highway system's original route. A vision for the roadway, such as level of access, capacity, and features should be prepared as part of the analysis. Recommendations should include roadway ownership and responsibilities for both day-to-day maintenance and repair/rehab/reconstruction.

**Task 7 – Development of Planning Level Cost Estimates**

Planning level cost estimates are expected for up to three system-wide futures scenarios for interstate improvements and up to two ring route alternatives on both the MN and ND side. Cost estimates should account for design, predesign, right of way, contract administration, construction (including Risk) along with a percentage for work orders/change orders, and provide consideration for inflation to the year of construction.

**Task 8 – Development of Draft and Final Report**

Proposals should discuss the consultant team's approach to the development of the draft and final report, and the presentation of the information in a format that can be understood and digested by the public and policy-makers. Detailed data collection and traffic analyses should be presented in appendices.

**Task 9 – Adoption Process**

The consultant is expected to take the project through the adoption process with



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assistance of Metro COG staff, NDDOT and MnDOT engineers, and the engineering and planning staff of the respective local jurisdictions. This will include:

- a. Presentation to NDDOT Management Team
- b. Presentation to MnDOT District Leadership
- c. Presentations to Planning Commissions and City/County Commissions/Councils, and
- d. Presentations to Metro COG's Transportation Technical Committee and Policy Board.

Presentations to NDDOT Management Team and MnDOT District Leadership should take place toward the end of alternative analyses, and while the draft report is still in development to allow time and scope for carrying out additional analyses if requested by the DOTs. Metro COG's TTC and Policy Board, as well as the local Planning Commissions only meet one time per month on a pre-determined schedule. Elected bodies generally meet more frequently, such as bi-weekly.

**IV IMPLEMENTATION SCHEDULE****1) Consultant Selection**

Advertise for Consultant Proposals	2/19/2021
Due Date for Proposal Submittals (by 4:30pm)	3/24/2021
Review Proposals/Identify Finalists	3/25/2021 – 3/31/2021
Interview Finalists	between 4/1/2021 and 4/6/2021
Metro COG Board Approval/Consultant Notice	4/15/2021
Contract Negotiations	4/7/2021 – 4/20/2021
Signed Contract	Immediately after contract negotiations
Notice to Proceed	One day following a signed contract

**2) Project Development**

Begin project	5/1/2021
Begin Alternatives Analysis	11/1/2021
Draft Study/Plan	8/1/2022
Final Draft Study/Plan	9/15/2022
Approval Process	October, 2022
Metro COG TTC and Policy Board Approval	November, 2022
Receipt of final adopted Study/Plan	December 15, 2022
Final project invoice	December, 2022

Variations on this project development schedule may be proposed by consultant

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teams, provided the approval process remains in the fall of 2022, with adoption and submittal of the final report by year-end.

## **V EVALUATION AND SELECTION PROCESS**

**Selection Committee.** The Client will establish a selection committee to select a Consultant. The committee will likely consist of Metro COG staff as well as staff from local jurisdictions.

The Consultant selection process will be administered under the following criteria:

- 20% - Understanding of project objectives
- 20% - Proposed approach, work plan, and management techniques
- 20% - Experience with similar projects
- 20% - Expertise of the technical and professional staff assigned to the project
- 20% - Current workload and ability to meet deadlines

The Selection Committee, at the discretion of the Client and under the guidance of NDDOT policy, will entertain virtual presentations for the top candidates to provide additional information for the evaluation process. The presentations will be followed by a question and answer period during which the committee may question the prospective Consultants about their proposed approaches.

A Consultant will be selected on **April 15<sup>th</sup>, 2021** based on an evaluation of the proposals submitted, the recommendation of the Selection Committee and approval by the Metro COG Policy Board.

The Client reserves the right to reject any or all proposals or to waive minor irregularities in said proposal, and reserves the right to negotiate minor deviations to the proposal with the successful Consultant. The Client reserves the right to award a contract to the firm or individual that presents the proposal, which, in the sole judgement of the Client, best accomplishes the desired results.

The RFP does not commit the Client to award a contract, to pay any costs incurred in the preparation of the contract in response to this request or to procure or contract for services or supplies. The Client reserves the right to withdraw this RFP at any time without prior notice.

All proposals, whether selected or rejected, shall become the property of the Client.

## **VI PROPOSAL CONTENT**

The purpose of the proposal is to demonstrate the qualifications, competence, and capacity of the Consultant seeking to provide comprehensive services specified herein for the Client, in conformity with the requirements of the RFP. The proposal should demonstrate qualifications of the firm and its staff to undertake this project. It should also

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specify the proposed approach that best meets the RFP requirements. The proposal must address each of the service specifications under the Scope of Work and Performance Tasks.

The Client is asking the Consultant to supply the following information. Please include all requested information in the proposal to the fullest extent practical.

- 1) Contact Information.** Name, telephone number, email address, mailing address and other contact information for the Consultant's Project Manager.
- 2) Introduction and Executive Summary.** This section shall document the Consultant name, business address (including telephone, FAX, email address(es)), year established, type of ownership and parent company (if any), project manager name and qualifications, and any major facts, features, recommendations or conclusions that may differentiate this proposal from others, if any.
- 3) Work Plan and Project Methodology.** Proposals shall include the following, at minimum:
  - a) A detailed work plan identifying the major tasks to be accomplished relative to the requested study tasks and expected product as outlined in this RFP;
  - b) A timeline for completion of the requested services, identifying milestones for development of the project and completion of individual tasks.
  - c) List of projects with similar size, scope, type, and complexity that the proposed project team has successfully completed in the past.
  - d) List of the proposed principal(s) who will be responsible for the work, proposed Project Manager and project team members (with resumes).
  - e) A breakout of hours for each member of the team by major task area, and an overall indication of the level of effort (percentage of overall project team hours) allocated to each task. Note that specific budget information is to be submitted in a sealed cost proposal as described below in Section VIII. General Proposal Requirements.
  - f) A list of any subcontracted agencies, the tasks they will be assigned, the percent of work to be performed, and the staff that will be assigned.
  - g) List of client references for similar projects described within the RFP.
  - h) Required Disadvantaged Business Enterprise (DBE) and/or Minority Business Enterprise (MBE) Firms participation documentation, if applicable.
  - i) Ability of firm to meet required time schedules based on current and known future workload of the staff assigned to the project.
  - j) The nature of the counting equipment proposed and details of the reliability and proven capability of the equipment to gather accurate, reliable data.
- 4) Signature.** Proposals shall be signed in ink by an authorized member of the firm/project team.
- 5) Attachments.** Review, complete, and submit the completed versions of the

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following RFP Attachments with the proposal:

Exhibit A - Cost Proposal Form (as identified in VIII 1)

Exhibit B – Federal Clauses

## **VII Submittal Information**

Hard copies of technical and cost proposals should be shipped to ensure timely delivery to the contact as defined below:

Cindy Gray, AICP  
Executive Director  
Fargo-Moorhead Metropolitan Council of Governments  
Case Plaza, Suite 232  
One 2<sup>nd</sup> Street North  
Fargo, ND 58102-4807  
[gray@fmmetrocog.org](mailto:gray@fmmetrocog.org)

Proposals shall be received by **4:30 pm (Central Time) on March 24, 2021** at the Metro COG office. Minority, women-owned and disadvantaged business enterprises are encouraged to participate. Respondents must submit twelve (12) hard copies and one Adobe Acrobat (.pdf) copy of the proposal. The full length of each proposal should not exceed twenty-five (25) double sided pages for a total of fifty (50) pages; including any supporting material, charts or tables.

## **VIII GENERAL RFP REQUIREMENTS**

- 1) Sealed Cost Proposal.** All proposals must be clearly identified and marked with the appropriate project name; inclusive of a separately sealed cost proposal per the requirements of this RFP. Cost proposals shall be based on an hourly “not to exceed” amount and shall follow the general format as provided within Exhibit A of this RFP. Metro COG may decide, in its sole discretion, to negotiate a price for the project after the selection committee completes its final ranking. Negotiation will begin with the Consultant identified as the most qualified per requirements of this RFP, as determined in the evaluation/selection process. If Metro COG is unable to negotiate a contract for services negotiations will be terminated and negotiations will begin with the next most qualified Consultant. This process will continue until a satisfactory contract has been negotiated.
- 2) Consultant Annual Audit Information for Indirect Cost.** Consulting firms proposing to do work for Metro COG must have a current audit rate no older than 15 months from the close of the firm's Fiscal Year. Documentation of this audit rate must be provided with the sealed cost proposal. Firms that do not meet this requirement will not qualify to propose or contract for Metro COG projects until the requirement is met. Firms that have submitted all the necessary information to Metro COG and are waiting for the completion of the audit will be qualified to submit proposals for

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work. Information submitted by a firm that is incomplete will not qualify. Firms that do not have a current cognizant Federal Acquisition Regulations (FARs) audit of indirect cost rates must provide this audit prior to the interview. **This documentation should be attached with the sealed cost proposal.**

- 3) **Debarment of Suspension Certification and Certification of Restriction on Lobbying.** See Exhibit B, Federal Clauses.
- 4) **Respondent Qualifications.** Respondents must submit evidence that they have relevant past experience and have previously delivered services similar to the requested services within this RFP. Each respondent may also be required to show that similar work has been performed in a satisfactory manner and that no claims of any kind are pending against such work. No proposal will be accepted from a respondent whom is engaged in any work that would impair his or her ability to perform or finance this work.
- 5) **Disadvantaged Business Enterprise.** Pursuant to Department of Transportation policy and 49 CFR Part 23, Metro COG supports the participation of DBE/MBE businesses in the performance of contracts financed with federal funds under this RFP. Consultants shall make an effort to involve DBE/MBE businesses in this project. If the Consultant is a DBE/MBE, a statement indicating that the business is certified DBE/MBE in North Dakota or Minnesota shall be included within the proposal. If the Consultant intends to utilize a DBE/MBE to complete a portion of this work, a statement of the Subconsultant's certification shall be included. The percent of the total proposed cost to be completed by the DBE/MBE shall be shown within the proposal. Respondents should substantiate (within proposal) efforts made to include DBE/MBE businesses.
- 6) **US DOT Policy Statement on Bicycle and Pedestrian Accommodations.** Consultants are advised to review and consider the *US DOT Policy Statement on Bicycle and Pedestrian Accommodation* issued in March of 2010 when developing written proposals.
- 7) **North Dakota Department of Transportation Consultant Administration Services Procedure Manual.** Applicants to this Request for Proposal are required to follow procedures contained in the *NDDOT Consultant Administration Services Procedure Manual*, which includes prequalification of Consultants. Copies of the Manual may be found on the Metro COG website [www.fmmetrocog.org](http://www.fmmetrocog.org) or the NDDOT website at [www.dot.nd.gov](http://www.dot.nd.gov).

## **IX CONTRACTUAL INFORMATION**

- 1) The Client reserves the right to reject any or all proposals or to award the contract to the next most qualified firm if the successful firm does not execute a contract within forty-five (45) days after the award of the proposal. The Client will not pay for any information contained in proposals obtained from participating firms.

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- 2) The Client reserves the right to request clarification on any information submitted and additionally reserves the right to request additional information of one (1) or more applicants.
- 3) Any proposal may be withdrawn up until the proposal submission deadline. Any proposals not withdrawn shall constitute an irrevocable offer for services set forth within the RFP for a period of ninety (90) days or until one or more of the proposals have been approved by the Metro COG Policy Board.
- 4) If, through any cause, the Consultant shall fail to fulfill in a timely and proper manner the obligations agreed to, the Client shall have the right to terminate its contract by specifying the date of termination in a written notice to the firm at least ninety (90) working days before the termination date. In this event, the firm shall be entitled to just and equitable compensation for any satisfactory work completed.
- 5) Any agreement or contract resulting from the acceptance of a proposal shall be on forms either supplied by or approved by the Client and shall contain, as a minimum, applicable provisions of the Request for Proposals. The Client reserves the right to reject any agreement that does not conform to the Request for Proposal and any Metro COG requirements for agreements and contracts.
- 6) The Consultant shall not assign any interest in the contract and shall not transfer any interest in the same without prior written consent of Metro COG.

## **X PAYMENTS**

The selected Consultant will submit invoices for work completed to the Client. Payments shall be made to the Consultant by the Client in accordance with the contract after all required services, and items identified in the scope of work and performance tasks, have been completed to the satisfaction of the Client.

## **XI FEDERAL AND STATE FUNDS**

The services requested within this RFP will be partially funded with funds from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). As such, the services requested by this RFP will be subject to federal and state requirements and regulations.

The services performed under any resulting agreement shall comply with all applicable federal, state, and local laws and regulations. In addition, this contract will be subject to the relevant requirements of 2 CFR 200.

## **XII TITLE VI ASSURANCES**

Prospective Consultants should be aware of the following contractual ("Contractor")

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requirements regarding compliance with Title VI should they be selected pursuant to this RFP:

- 1) **Compliance with Regulations.** The Consultant shall comply with the regulations relative to nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation, Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time (hereinafter referred to as the Regulations).
- 2) **Nondiscrimination.** The Consultant, with regard to the work performed by it, shall not discriminate on the grounds of race, color, national origin, sex, age, disability/handicap, or income status\*\*, in the selection and retention of Subconsultants, including procurements of materials and leases of equipment. The Consultant shall not participate, either directly or indirectly, in the discrimination prohibited by Section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.
- 3) **Solicitations for Subcontracts, Including Procurements of Materials and Equipment.** In all solicitations, either by competitive bidding or negotiation, made by the Consultant for work to be performed under a subcontract, including procurements of materials or leases of equipment, each potential Subconsultant or supplier shall be notified by the Consultant of the Consultant's obligations to Metro COG and the Regulations relative to nondiscrimination on the grounds of race, color, national origin, sex, age, disability/handicap, or income status\*\*.
- 4) **Information and Reports.** The Consultant shall provide all information and reports required by the Regulations, or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information and its facilities as may be determined by Metro COG or the North Dakota Department of Transportation to be pertinent to ascertain compliance with such Regulations, orders, and instructions. Where any information required of a Consultant is in the exclusive possession of another who fails or refuses to furnish this information, the Consultant shall so certify to Metro COG, or the North Dakota Department of Transportation, as appropriate, and shall set forth what efforts it has made to obtain the information.
- 5) **Sanctions for Noncompliance.** In the event of the Consultant's noncompliance with the nondiscrimination provisions as outlined herein, the Client and the North Dakota Department of Transportation shall impose such sanctions as it or the Federal Highway Administration / Federal Transit Administration may determine to be appropriate, including but not limited to:
  - 6) Withholding of payments to the Consultant under the contract until the Consultant complies; or
  - 7) Cancellation, termination, or suspension of the contract, in whole or in part.



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- 8) **Incorporation of Title VI Provisions.** The Consultant shall include the provisions of Section XII, paragraphs 1 through 5 in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations or directives issued pursuant thereto.

The Consultant shall take such action with respect to any subcontract or procurement as Metro COG or the U.S. Department of Transportation, Federal Highway Administration, may direct as a means of enforcing such provisions, including sanctions for noncompliance provided, however, that in the event a Consultant becomes involved in, or is threatened with, litigation by a Subconsultant or supplier as a result of such direction, the Consultant may request Metro COG enter into such litigation to protect the interests of Metro COG; and, in addition, the Consultant may request the United States to enter into such litigation to protect the interests of the United States.

\*\* The Act governs race, color, and national origin. Related Nondiscrimination Authorities govern sex, 23 U.S.C. 324; age, 42 U.S.C. 6101; disability/handicap, 29 U.S.C. 790; and low income, E.O. 12898.

**XIII TERMINATION PROVISIONS**

The Client reserves the right to cancel any contract for cause upon written notice to the Consultant. Cause for cancellation will be documented failure(s) of the Consultant to provide services in the quantity or quality required. Notice of such cancellation will be given with sufficient time to allow for the orderly withdrawal of the Consultant without additional harm to the participants or the Client.

The Client may cancel or reduce the amount of service to be rendered if there is, in the opinion of the Client, a significant increase in local costs; or if there is insufficient state or federal funding available for the service, thereby terminating the contract or reducing the compensation to be paid under the contract. In such event, the Client will notify the Consultant in writing ninety (90) days in advance of the date such actions are to be implemented.

In the event of any termination, the Client shall pay the agreed rate only for services delivered up to the date of termination. The Client has no obligation to the Consultant, of any kind, after the date of termination. Consultant shall deliver all records, equipment and materials to the Client within 24 hours of the date of termination.

**XIV LIMITATION ON CONSULTANT**

All reports and pertinent data or materials are the sole property of the Client and its state and federal planning partners and may not be used, reproduced or released in any form without the explicit, written permission of the Client.

The Consultant should expect to have access only to the public reports and public files of local governmental agencies and the Client in preparing the proposal or reports. No

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compilation, tabulation or analysis of data, definition of opinion, etc., should be anticipated by the Consultant from the agencies, unless volunteered by a responsible official in those agencies.

**XV CONFLICT OF INTEREST**

No Consultant, Subconsultant, or member of any firm proposed to be employed in the preparation of this proposal shall have a past, ongoing, or potential involvement which could be deemed a conflict of interest under North Dakota Century Code or other law. During the term of this Agreement, the Consultant shall not accept any employment or engage in any consulting work that would create a conflict of interest with the Client or in any way compromise the services to be performed under this agreement. The Consultant shall immediately notify the Client of any and all potential violations of this paragraph upon becoming aware of the potential violation.

**XVI INSURANCE**

The Consultant shall provide evidence of insurance as stated in the contract prior to execution of the contract.

**XVII RISK MANAGEMENT**

The Consultant agrees to defend, indemnify, and hold harmless the Client and the state of North Dakota, its agencies, officers and employees (State), from and against claims based on the vicarious liability of the Client and the State or its agents, but not against claims based on the Client's and the State's contributory negligence, comparative and/or contributory negligence or fault, sole negligence, or intentional misconduct. The legal defense provided by Consultant to the Client and the State under this provision must be free of any conflicts of interest, even if retention of separate legal counsel for the Client and the State is necessary. Consultant also agrees to defend, indemnify, and hold the Client and the State harmless for all costs, expenses and attorneys' fees incurred if the Client or the State prevails in an action against Consultant in establishing and litigating the indemnification coverage provided herein. This obligation shall continue after the termination of this Agreement.

The Consultant shall secure and keep in force during the term of this agreement, from insurance companies, government self-insurance pools or government self-retention funds authorized to do business in North Dakota, the following insurance coverage:

1. Commercial general liability and automobile liability insurance - minimum limits of liability required are \$250,000 per person and \$1,000,000 per occurrence.
2. Workforce Safety insurance meeting all statutory limits.
3. The Client and the State of North Dakota, its agencies, officers, and employees (State) shall be endorsed as an additional insured on the commercial general

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liability and automobile liability policies.

4. Said endorsements shall contain a "Waiver of Subrogation" in favor of the Client and the state of North Dakota.
5. The policies and endorsements may not be canceled or modified without thirty (30) days prior written notice to the undersigned Client and the State Risk Management Department.

The Consultant shall furnish a certificate of insurance evidencing the requirements in 1, 3, and 4, above to the Client prior to commencement of this agreement.

The Client and the State reserve the right to obtain complete, certified copies of all required insurance documents, policies, or endorsements at any time. Any attorney who represents the State under this contract must first qualify as and be appointed by the North Dakota Attorney General as a Special Assistant Attorney General as required under N.D.C.C. Section 54-12-08.

When a portion of the work under the Agreement is sublet, the Consultant shall obtain insurance protection (as outlined above) to provide liability coverage to protect the Consultant, the Client and the State as a result of work undertaken by the Subconsultant. In addition, the Consultant shall ensure that any and all parties performing work under the Agreement are covered by public liability insurance as outlined above. All Subconsultants performing work under the Agreement are required to maintain the same scope of insurance required of the Consultant. The Consultant shall be held responsible for ensuring compliance with those requirements by all Subconsultants.

Consultant's insurance coverage shall be primary (i.e., pay first) as respects any insurance, self-insurance or self-retention maintained by the Client or State. Any insurance, self-insurance or self-retention maintained by the Client or the State shall be excess of the Consultant's insurance and shall not contribute with it. The insolvency or bankruptcy of the insured Consultant shall not release the insurer from payment under the policy, even when such insolvency or bankruptcy prevents the insured Consultant from meeting the retention limit under the policy. Any deductible amount or other obligations under the policy(ies) shall be the sole responsibility of the Consultant. This insurance may be in a policy or policies of insurance, primary and excess, including the so-called umbrella or catastrophe form and be placed with insurers rated "A-" or better by A.M. Best Company, Inc. The Client and the State will be indemnified, saved, and held harmless to the full extent of any coverage actually secured by the Consultant in excess of the minimum requirements set forth above.

**DRAFT 2021-2022 Interstate Operations Analysis and Plan for Future Improvements****Exhibit A – Cost Proposal Form**

**Cost Proposal Form** – Include completed cost form (see below) in a separate sealed envelope – labeled “**Sealed Cost Form – Vendor Name**” and submit with concurrently with the technical proposal as part of the overall RFP response. The cost estimate should be based on a not to exceed basis and may be further negotiated by Metro COG upon identification of the most qualified Consultant. Changes in the final contract amount and contract extensions are not anticipated.

**REQUIRED BUDGET FORMAT**

Summary of Estimated Project Cost

1.	Direct Labor	Hours	x	Rate	=	Project Cost	Total
	Name, Title, Function	0.00	x	0.00	=	0.00	0.00
			x		=	0.00	0.00
			x		=	0.00	0.00
				<b>Subtotal</b>	=	0.00	0.00
2.	<b>Overhead/Indirect Cost (expressed as indirect rate x direct labor)</b>					0.00	0.00
3.	<b>Subconsultant Costs</b>					0.00	0.00
4.	<b>Materials and Supplies Costs</b>					0.00	0.00
5.	<b>Travel Costs</b>					0.00	0.00
6.	<b>Fixed Fee</b>					0.00	0.00
7.	<b>Miscellaneous Costs</b>					0.00	0.00
<b>Total Cost</b>					=	0.00	0.00

***DRAFT 2021-2022 Interstate Operations Analysis and Plan for Future Improvements***

**Exhibit B**

**Federal Clauses**

## Federal Clauses

### Equal Employment Opportunity Clause – 41 CFR 60-1.4(a) and 2 CFR Part 200 Appendix II (C)

#### 41 CFR 60-1.4(a)

- (a) *Government contracts.* Except as otherwise provided, each contracting agency shall include the following equal opportunity clause contained in section 202 of the order in each of its Government contracts (and modifications thereof if not included in the original contract): during the performance of this contract, the contractor agrees as follows:
- (1) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion, or transfer, recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the contracting officer setting forth the provisions of this nondiscrimination clause.
  - (2) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex, or national origin.
  - (3) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the agency contracting officer, advising the labor union or workers' representative of the contractor's commitments under section 202 of Executive Order 11246 of September 24, 1965, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.
  - (4) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations, and relevant orders of the secretary of labor.
  - (5) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations, and orders of the secretary of labor, or pursuant thereto, and will permit access to his books, records, and accounts by the contracting agency and the secretary of labor for purposes of investigation to ascertain compliance with such rules, regulations, and orders.
  - (6) In the event of the contractor's non-compliance with the nondiscrimination clauses of this contract or with any of such rules, regulations, or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further government contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation, or order of the secretary of labor, or as otherwise provided by law.

- (7) The contractor will include the provisions of paragraphs (1) through (7) in every subcontract or purchase order unless exempted by rules, regulations, or orders of the secretary of labor issued pursuant to section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as may be directed by the secretary of labor as a means of enforcing such provisions including sanctions for noncompliance: *provided, however*, that in the event the contractor becomes involved in, or is threatened with, litigation with a subcontractor or vendor as a result of such direction, the contractor may request the united states to enter into such litigation to protect the interests of the United States.

## **2 CFR Part 200 Appendix II (C)**

- (C) Equal Employment Opportunity. Except as otherwise provided under 41 CFR Part 60, all contracts that meet the definition of “federally assisted construction contract” in 41 CFR Part 60-1.3 must include the equal opportunity clause provided under 41 CFR 60-1.4(b), in accordance with Executive Order 11246, “Equal Employment Opportunity” (30 FR 12319, 12935, 3 CFR Part, 1964-1965 Comp., p. 339), as amended by Executive Order 11375, “Amending Executive Order 11246 Relating to Equal Employment Opportunity,” and implementing regulations at 41 CFR part 60, “Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor.”

## **Sanctions and Penalties for Breach of Contract – 2 CFR Part 200 Appendix II (A)**

- (A) Contracts for more than the simplified acquisition threshold currently set at \$150,000, which is the inflation adjusted amount determined by the Civilian Agency Acquisition Council and the Defense Acquisition Regulations Council (Councils) as authorized by 41 U.S.C. 1908, must address administrative, contractual, or legal remedies in instances where contractors violate or breach contract terms, and provide for such sanctions and penalties as appropriate.

## **Termination for Cause and Convenience – 2 CFR Part 200 Appendix II (B)**

- (B) All contracts in excess of \$10,000 must address termination for cause and for convenience by the non-Federal entity including the manner by which it will be effected and the basis for settlement.

## **Rights to Inventions Made Under a Contract or Agreement – 2 CFR Part 200 Appendix II (F)**

- (F) Rights to Inventions Made Under a Contract or Agreement. If the Federal award meets the definition of “funding agreement” under 37 CFR § 401.2 (a) and the recipient or subrecipient wishes to enter into a contract with a small business firm or nonprofit organization regarding the substitution of parties, assignment or performance of experimental, developmental, or research work under that “funding agreement,” the recipient or subrecipient must comply with the requirements of 37 CFR Part 401, “Rights to Inventions Made by Nonprofit Organizations and



Small Business Firms Under Government Grants, Contracts and Cooperative Agreements,” and any implementing regulations issued by the awarding agency.

**Debarment and Suspension - 2 CFR Part 200 Appendix II (I)**

- (I) Debarment and Suspension (Executive Orders 12549 and 12689)—A contract award (see 2 CFR 180.220) must not be made to parties listed on the governmentwide Excluded Parties List System in the System for Award Management (SAM), in accordance with the OMB guidelines at 2 CFR 180 that implement Executive Orders 12549 (3 CFR Part 1986 Comp., p. 189) and 12689 (3 CFR Part 1989 Comp., p. 235), “Debarment and Suspension.” The Excluded Parties List System in SAM contains the names of parties debarred, suspended, or otherwise excluded by agencies, as well as parties declared ineligible under statutory or regulatory authority other than Executive Order 12549.

**Byrd Anti-Lobbying Amendment - 2 CFR Part 200 Appendix II (J)**

- (J) Byrd Anti-Lobbying Amendment (31 U.S.C. 1352)—Contractors that apply or bid for an award of \$100,000 or more must file the required certification. Each tier certifies to the tier above that it will not and has not used Federal appropriated funds to pay any person or organization for influencing or attempting to influence an officer or employee of any agency, a member of Congress, officer or employee of Congress, or an employee of a member of Congress in connection with obtaining any Federal contract, grant or any other award covered by 31 U.S.C. 1352. Each tier must also disclose any lobbying with non-Federal funds that takes place in connection with obtaining any Federal award. Such disclosures are forwarded from tier to tier up to the non-Federal award.

**To:** Transportation Technical Committee  
**From:** Cindy Gray, Executive Director  
**Date:** February 5, 2021  
**Re:** **Amendment 1 to Intersection Traffic Data Collection and Reporting**

NDSU's Advanced Traffic Analysis Center (ATAC) has been working with the MnDOT, NDDOT and the cities of Fargo, Moorhead and West Fargo to carry out the FM Intersection Data Collection and Reporting project, which allows intersection traffic volume and turning movement data to be collected and saved continuously. This allows operators of the traffic signal to access the data for various dates and times and to better manage traffic flow at and between signalized intersections. Also, investments in this data collection methodology have the potential to reduce the data collection costs associated with future transportation planning and traffic studies.

Recently, West Fargo identified 10 additional intersections that the City would like to add to the project. They are listed on the following page (Attachment 1). West Fargo communicated this to ATAC, and the attached amendment request was submitted to Metro COG.

Metro COG's 2021 budget is, for the most part, committed to other projects, but a small adjustment of this nature can be accommodated, provided we receive a commitment for the local match from the City of West Fargo. The breakdown of the study costs of \$11,995.00 will be 80/20 with CPG funds of \$9,596 being used for 80 percent of the project cost and West Fargo's local funds of \$2,399 for 20 percent.

**Requested Action: Recommend approval to the Policy Board of Amendment #1 to Addendum 2 of Metro COG's Planning Support Program Master Agreement with ATAC to allow for the addition of 10 intersections in West Fargo.**

## North Dakota MPO Planning Support Program Master Agreement

### Amendment to: *Fargo Moorhead Metro COG Addendum #2 to the Master Agreement*

Due to some intersections being offline and others requiring modifications FM Metro COG has requested that scope and duration of addendum #2 be amended. Also, additional intersections for City of West Fargo are available for traffic data collection setup. Therefore, the tasks and timeline are amended as below.

1. *Project Title:* **FM Intersection Traffic Data Collection and Reporting - Amendment 1**
2. *Effective Dates:* **March 2, 2020 through September 30, 2021.**
3. *Amendment Tasks:* ATAC will add the following West Fargo intersections to the project:
  - a. 13th Ave E @ 14th St E
  - b. 13th Ave E @ 17th St E
  - c. Sheyenne St @ 19th Ave
  - d. Sheyenne St @ 21st Ave
  - e. Sheyenne St @ 26th Ave
  - f. Sheyenne St @ 29th Ave
  - g. Sheyenne St @ 32nd Ave
  - h. Sheyenne St @ 38th Ave
  - i. Sheyenne St @ 40th Ave
  - j. 9th St E @ 4th Ave E
4. *Principal Investigator:* Kshitij Sharma
5. *Desired Deliverables:*
  - a. 10 additional West Fargo intersections setup for traffic data collection and reporting enabled on Traffic Analysis Website
6. *Contract Amount:* \$11,995

#### AUTHORIZATION:

**Fargo-Moorhead Metro COG**

**North Dakota State University**

\_\_\_\_\_  
Authorized Signature

\_\_\_\_\_  
Authorized Signature

\_\_\_\_\_  
Name and Title Date

\_\_\_\_\_  
Name and Title Date

## BUDGET

**Project Title: Amendment 1 to #2 FM Intersection  
Traffic Data Mapping and Reporting**

Cost Item	Amount
Staff Salaries	\$ 5,941
Benefits	\$ 2,436
Grad Student Salaries	\$ -
Undergrad Student Salaries	\$ -
Benefits	\$ -
Operating	\$ -
Total direct costs	\$ 8,377
NDSU overhead (43.2%)	\$ 3,619
<b>Total project cost</b>	<b>\$ 11,995</b>