

The 569<sup>th</sup> Policy Board Meeting  
Fargo-Moorhead Metropolitan Council of Governments  
THURSDAY, September 19, 2019 – 4:00 p.m.  
CIVIC CENTER CONFERENCE ROOM

## AGENDA

### 1. Call to Order and Introductions

- |   |                  |
|---|------------------|
| a. Introductions                                      | Information Item |
| b. Approve Order and Contents of the Overall Agenda   | Action Item      |
| c. Approve Minutes of the July 18, 2019 Board Meeting | Action Item      |
| d. Approve September 2019 Bills                       | Action Item      |

### 2. Consent Agenda

Action Item

- a. August Month End Report
- b. Horace Comprehensive & Transportation Plan Contract Extension
- c. US10/75 Corridor Study Contract Amendment
- d. ATAC Work Orders – Intersection Traffic Data Collection/ATSPM Setup Fargo
- e. 2019-2022 TIP Amendment #4
- f. 2019-2020 UPWP Amendment #4
- g. 2018 Financial Audit

### 3. Regular Agenda

- |  |                  |
|--|------------------|
| a. Public Comment Opportunity                    | Public Input     |
| b. Consolidated Planning Grant Funding Scenarios | Action Item      |
| c. Cass County Road 18 Extension Study           | Action Item      |
| d. 2020-2023 TIP Final Draft                     | Action Item      |
| e. All-Aboard Minnesota                          | Information Item |

### 4. Additional Business

Information Item

### 5. Adjourn

REMINDER: The next Metro COG Policy Board Meeting is scheduled for Thursday,  
October 17, 2019 at 4:00 p.m. in the Metro COG Conference Room.

Red Action Items require roll call votes.

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

NOTE: Given the participation of Fargo City Commissioners at Policy Board meetings, such meetings may constitute open public meetings of the City of Fargo.

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

## Agenda Item 1c, Attachment 1

568 Policy Board Meeting  
Fargo-Moorhead Metropolitan Council of Governments  
Thursday, July 18, 2019 – 4:00 p.m.  
Metro COG Conference Room – Civic Center

Members Present:

Duane	Breitling	Cass County Commission
Shara	Fischer	Fargo Planning Commission
Steve	Gehrtz	Moorhead City Council
Eric	Gjerdevig	West Fargo City Commission
Tony	Grindberg	Fargo City Commission
John	Gunkelman	Fargo Planning Commission
Steve	Jesme	Dilworth City Council
Nicole	Mattson	Moorhead Planning Commission (alternate)
Jenny	Mongeau	Clay County Commission
Brad	Olson	West Fargo City Commission
Dave	Piepkorn	Fargo City Commission
Rocky	Schneider	Fargo Planning Commission

Members Absent:

Tony	Gehrig	Fargo City Commission
Chuck	Hendrickson	Moorhead City Council
Johnathan	Judd	Moorhead City Council
John	Koerselman	Horace City Commission
John	Strand	Fargo City Commission

Others Present:

Adam	Altenburg	Metro COG
Luke	Champa	Metro COG
Dan	Farnsworth	Metro COG
Joni	Giese	SRF Consulting
Cindy	Gray	Metro COG
Savanna	Leach	Metro COG
Michael	Maddox	Metro COG
Joel	Paulsen	Stantec
Anna	Pierce	Metro COG
Bob	Walton	NDDOT – Fargo District

- 1a. MEETING CALLED TO ORDER, WELCOME, AND INTRODUCTIONS, convened  
The meeting was called to order at 4:00 p.m., on July 18, 2019 by Chair Mongeau, noting a quorum was present. Introductions were made.
- 1b. Approve Order and Contents of Overall Agenda, approved  
Chair Mongeau asked for approval for the overall agenda.

*MOTION:* Approve the contents of the Overall Agenda of the 568<sup>th</sup> Policy Board Meeting.

Mr. Gehrtz moved, seconded by Mr. Olson.

*MOTION*, passed. 11-0

Motion carried unanimously.

- 1c. Past Meeting Minutes, approved  
Chair Mongeau asked for approval of the Minutes of the June 20, 2019 Meeting.

*MOTION:* Approve the June 20, 2019 Policy Board Meeting Minutes.  
Mr. Grindberg moved, seconded by Ms. Fischer  
*MOTION*, passed. 11-0  
Motion carried unanimously.

- 1d. Monthly Bills, approved  
Chair Mongeau asked for approval of the July 2019 Bills as listed on Attachment 1d.

*MOTION:* Approve the July 2019 Bills List.  
Mr. Grindberg moved, seconded by Mr. Breitling  
*MOTION*, passed. 11-0  
Motion carried unanimously.

**\*\***Mr. Gunkelman joined the meeting at 4:04 p.m.

2. CONSENT AGENDA  
Chair Mongeau asked for approval of Items a-b on the Consent Agenda.

- a. June Month End Report
- b. 2019 Second Quarter Report

*MOTION:* Approve Items a-b on the Consent Agenda.  
Mr. Grindberg moved, seconded by Mr. Olson.  
*MOTION*, passed. 11-0-1 (Ms. Mattson abstained)  
Motion carried unanimously.

3. REGULAR AGENDA  
3a. Public Comment Opportunity  
No public comments were made or received.

*No MOTION*

- 3b. 2020-2023 Draft TIP  
Mr. Champa presented the Draft 2020-2023 Metro COG Transportation Improvement Program (TIP), highlighting the changes and updates from the previous (2019-2022) TIPs. The final TIP document will be released with the passing of the NDDOT STIP and MnDOT STIP.

Mr. Gehrtz asked if the maps could be broken down by year in the future. Mr. Walton noted that the maps are prepared to show anticipated projects for each year of the TIP to show how transportation could be influenced by construction projects.

*MOTION:* Approve the Draft Metro COG 2020-2023 Transportation Improvement Program (TIP).  
Mr. Piepkorn moved, seconded by Mr. Olson.  
*MOTION*, passed. 12-0  
Motion carried unanimously.

- 3c. Update on Furniture Proposals and Purchase Approval  
Ms. Gray presented Christianson's as the preferred vendor for the office furniture purchase. Staff received six proposals. The proposals were received with sealed cost proposals, so vendor ranking was based on qualifications-based selection (QBS) ranking, with Christianson's as top-ranked.

Ms. Gray has asked for an allowance up to \$2,000 in case of any variations or issues that may arise with the final purchase.

Mr. Gunkelman asked what the other bids came in at, and Ms. Gray explained that proposals on projects over \$50,000 have sealed cost proposals that are not opened unless chosen as the preferred consultant/vendor, as that is the guidelines for QBS proposals involving federal funding.

**MOTION: Approve the selection of Christianson's Business Furniture's**  
Haworth proposal, and the estimated budget of \$65,705.39, with the understanding that the Executive Director may approve a variation of up to \$2,000 greater than the amount quoted if necessary to complete the order.  
Mr. Breitling moved, seconded by Mr. Gehrtz.  
**MOTION**, passed. 12-0  
Motion carried unanimously.

- 3d. 76<sup>th</sup> Avenue Corridor Study Mid-Project Update  
Mr. Maddox stated that the 76<sup>th</sup> Avenue Project is at approximately 50% completion. Mr. Paulsen provided a presentation on the project and public input findings to date.

*No MOTION*

- 3e. 76<sup>th</sup> Avenue Corridor Study Contract Amendment #1  
Mr. Maddox presented Amendment #1 to the 76<sup>th</sup> Avenue South Corridor Study. Amendment #1 to the study is a revision to the scope of work originally contracted. The City of Fargo recently discussed possible future support of an interchange at I-29 and 64<sup>th</sup> Avenue S – one mile north of the 76<sup>th</sup> Avenue S Corridor – rather than just an overpass. The amendment is aimed at looking at the impact that an interchange at 64<sup>th</sup> Avenue S would have on 76<sup>th</sup> Avenue, relative to future traffic volumes, right of way needed, etc. The scope of work revision would include analysis of this impact in the Travel Demand Model. Funding for this amendment comes from unused CPG and local funds from the 52nd Avenue South Corridor Study (2017), which was approved by both the TTC and Policy Board during discussions on 2019-2020 UPWP Amendment #3 and the 2020 budget.

**MOTION: Approve Amendment #1 to the 76th Avenue South Corridor Study**  
Contract, including Optional Tasks 3a and 3b.  
Mr. Gehrtz moved, seconded by Mr. Gunkelman.  
**MOTION**, passed. 12-0  
Motion carried unanimously.

\*\*Mr. Jesme left the meeting at 5:04 p.m.

- 3f. FM Diversion Rec Plan Kick-Off  
Mr. Altenburg and Ms. Giese introduced the FM Diversion Recreation Plan and kick-off for the project, including the scope of work, goals, and timeline.



No MOTION

- 3g. Metro COG seat on Cass Clay Community Land Trust Board  
Ms. Gray was approached by the FM Area Foundation to sit on the board of the Cass Clay Community Land Trust.

*MOTION: Approve Cindy Gray's participation in the CCCLT as a member of the Board of Directors.*

Mr. Grindberg moved, seconded by Mr. Olson.

*MOTION*, passed. 11-0

Motion carried unanimously.

- 3h. Cancellation of August TTC and Policy Board Meetings

*MOTION: Cancel the August TTC and Policy Board Meetings*

Mr. Piepkorn moved, seconded by Mr. Gunkelman.

*MOTION*, passed. 11-0

Motion carried unanimously.

4. Additional Business  
No additional business.

5. Adjourn

The 568<sup>th</sup> Meeting of the FM Metro COG Policy Board held Thursday, July 18, 2019 was adjourned at 5:21 p.m.

THE NEXT FM METRO COG POLICY BOARD MEETING WILL BE HELD September 19, 2019, 4:00 P.M. AT THE FM METRO COG CONFERENCE ROOM, ONE NORTH 2ND STREET, CASE PLAZA SUITE 232, FARGO, ND.

Respectfully Submitted,

Savanna Leach  
Executive Secretary



To: Policy Board  
From: Adam Altenburg, AICP  
Date: September 12, 2019  
Re: Horace Comprehensive & Transportation Plan Contract Extension

In December 2018, Metro COG contracted with Stantec for the completion of the Horace Comprehensive & Transportation Plan. The initial schedule indicated substantial completion of the project by November 2019. However, several deliverables were delayed early on in the plan which has impacted final delivery of the plan.

Stantec has proposed extending the Horace Comprehensive & Transportation Plan to March 2020. Their revised schedule calls for draft document completion in October of 2019, with adoption in January of 2020. Extending the contract into the first quarter of 2020 allows for final billing and document delivery after adoption. Metro COG is asking that the contract with Stantec be amended to include the new extended project delivery schedule.

The TTC recommended approval of the updated schedule and contract amendment to reflect the new schedule at their meeting on September 12, 2019.

Requested Action: Approve the updated schedule and amend the contract to reflect new timetable for completion of the Horace Comprehensive & Transportation Plan.



**Stantec Consulting Services Inc.**  
2632 47th Street South, Suite 103  
Fargo, ND 58104-8571

September 5, 2019  
File: 193804411

**Attention: Adam Altenburg**  
Metro COG  
One 2<sup>nd</sup> Street North, Suite 232  
Fargo, ND 58102

Dear Adam,

**Reference: Addendum No. 1 for the Horace Comprehensive and Transportation Plan**

## Purpose of Addendum

The purpose of this amendment is to extend the project schedule for the Horace Comprehensive and Transportation Plan. While we originally anticipated a project completion date of November 2019, considerable time was spent on additional community meetings, the adoption of the Future Land Use Plan and the collection of existing utility infrastructure. These unexpected scheduling delays have impacted the final delivery date of the project, and we now anticipate final invoicing and completion to occur no later than March 31, 2020. Work that is currently scoped for the Horace Comprehensive and Transportation Plan will not incur any additional fees for this delay.

This addendum will provide adequate time for final adoption hearings and formal approval of the comprehensive and transportation master plan by the City's Planning and Zoning Commission as well as the Horace City Council.

## Scope of Services

No changes to existing scope of services are proposed, at this time.

## Project Schedule

The original contract completion date to complete the Study is November 30, 2019. The additional time to complete the study will extend the project contract completion date to March 31, 2020. As part of this schedule extension, we anticipate the following project milestones:

- Draft Comprehensive and Transportation Plan: October 10, 2019
- SRC Meeting #2 to review Draft Plan Document: Late October 2019
- SRC Meeting #3 to review Implementation Strategies: November 2019
- Community Presentation #4: Early December 2019

**Reference:** Addendum No. 1 for the Horace Comprehensive and Transportation Plan

- Presentation to Horace Planning and Zoning Commission: December 2019
- Presentation to Horace City Council: January 2020

Regards,

**Stantec Consulting Services Inc.**



**Wendy Van Duyne** PLA, ASLA, LEED AP  
Associate  
Phone: 701 333 8924  
Wendy.vanduyne@stantec.com

Attachment: Addendum No. 1 Cost Proposal Form for project extension

c. Project File

hp v:\1938\active\193804378\management\scopeschedulefee\contract addendum #1\20190710\_76thavescorridorstudy\_addendumno.1.v2.docx



## PROFESSIONAL SERVICES AGREEMENT CHANGE ORDER

Change Order # 1 Date 5 September 2019  
"Stantec" Stantec Consulting Services Inc.  
Stantec Project # 193804411  
2632 47<sup>th</sup> Street South, Suite 103, Fargo, ND 58104  
Ph: (701) 566-6020  
email: wendy.vanduyne@stantec.com  
Client Fargo Moorhead Metropolitan Council of Governments  
Client Project # 2018-010  
One North 2<sup>nd</sup> Street, Suite 232, Fargo, ND 58102  
Ph: (701) 232-3242  
email: altenburg@fmmetrocog.org

Project Name and Location: Horace Comprehensive and Transportation Plan

In accordance with the original Professional Services Agreement dated 12 December 2018 and Change Orders thereto, the Agreement changes as detailed below are hereby authorized.

See attached letter for change order #1 details, referenced as Addendum No. 1 for the Horace Comprehensive and Transportation Plan.

Total fees this Change Order		\$	-
Original agreement amount		\$	159,974.04
Change Order Number		\$	-
Change Order Number		\$	-
Change Order Number		\$	-
Change Order Number		\$	-
<b>Total Agreement</b>		<b>\$</b>	<b>159,974.04</b>

Effect on Schedule: This change order moves out the project completion date to March 31, 2020.

Payments shall be made in accordance with the original agreement terms. All other items and conditions of the original Agreement shall remain in full force and effect.

**Stantec Consulting Services Inc.**

**Fargo Moorhead Metropolitan Council of Governments**

Peggy Harter, Senior Associate

Print Name and Title

Signature

Date Signed:

9/05/2019

Print Name and Title

Signature

Date Signed:



Fargo-Moorhead Metropolitan  
Council of Governments

Case Plaza Suite 232 | One 2nd Street North  
Fargo, North Dakota 58102-4807  
p: 701.232.3242 | f: 701.232.5043  
e: metrocog@fmmetrocog.org  
www.fmmetrocog.org

To: Policy Board  
From: Michael Maddox, AICP  
Date: September 12, 2019  
Re: US 10/75 Corridor Study – Contract Amendment #1

Metro COG is currently working with SRF Consulting Group to complete the US 10/75 Corridor Study. Due to unexpected delays in the project because of staff turnover, stakeholder engagement, and extreme weather last winter which resulted in multiple meeting and public engagement delays, SRF and Metro COG have agreed to extend the project schedule until the end of 2019 (December 31<sup>st</sup>). This is the only modification to the original contract.

The Transportation Technical Committee (TTC) recommended approval of the amendment at their September 12, 2019 meeting.

Requested Action: Metro COG staff request favorable action by the Policy Board for approval of Amendment #1 to the US 10/75 Corridor Study contract.

## Amendment to US 10/75 Corridor Study Agreement Amendment No. 1

### Background

The US 10/75 Corridor Study was approved by the Policy Board at the August 2018 meeting. Subsequently, the project began in September 2018. The project had a timeline of eight-months according to the original contract; however, staff turnover, additional stakeholder involvement, and weather in the winter of 2018 delayed the project significantly. Therefore, SRF Consulting Group (Consultant) and Metro COG (Client) have agreed to extend the project.

### Description of Modifications

The Client and the Consultant both agree to extend the US 10/75 Corridor Study schedule until December 31, 2019. This agreement shall have the following stipulations:

- The Consultant will deliver a draft of the study report for review before November 28, 2019.
- The Consultant will submit all deliverables before December 31, 2019.
- The Consultant shall remit a final invoice in January 2020.
- No work after December 31, 2019 will be reimbursed by the Client.

This amendment to the US 10/75 Corridor Study is solely to extend the project schedule. The project fee is to remain the same and no additional funds will be made available in the future unless authorized by an additional contract amendment.

### Agreement

The Consultant and the Client hereby agree to modify the above-referenced Modifications as set forth in this Amendment. All provisions of the original contract not modified by this or previous Amendments remain in effect. The Effective Date of this Amendment is \_\_\_\_\_.

CONSULTANT: SRF Consulting Group

Client: Fargo Moorhead Metro COG

\_\_\_\_\_  
Leif Garnass (Project Manager)

\_\_\_\_\_  
Jenny Mongeau (Policy Board Chair)

\_\_\_\_\_  
Todd Polum (Vice President)

\_\_\_\_\_  
Cynthia R. Gray (Executive Director)

Dated this \_\_\_\_ day of \_\_\_\_, 20\_\_

Dated this \_\_\_\_ day of \_\_\_\_, 20\_\_



To: Policy Board Members  
From: Cindy Gray, Executive Director  
Date: September 13, 2019  
Re: ATAC Work Orders – Intersection Traffic Data Collection (Fargo, Moorhead and West Fargo) and ATSPM Setup (Fargo)

The 2019/2020 UPWP was amended recently to spread out the time frame of the intersection data collection project over the course of 2019 and 2020. This project was carried over from the previous UPWP. Attachment 1 is **Addendum #2 to Metro COG's** master agreement with ATAC.

As noted in the Scope of Work (Attachment 2), each local agency included in the project scope has signalized intersections that have the capability to collect continuous traffic data. The scope of work provides a description of the work to be completed and the deliverables.

The intended outcome is to initiate this data collection system within Fargo, Moorhead and West Fargo, with the intent that the cities could expand the system if desired. Certain NDDOT and MnDOT signalized intersections are also included in this project.

The project is intended to begin in 2019 and extend through 2020.

The 2019/2020 UPWP was also amended recently to add the Fargo Automated Traffic Signal Performance Measures (ATSPM) Setup project. This project is being carried out by ATAC and will be **Addendum #3 to Metro COG's** master agreement with ATAC (see Attachment 3).

ATAC has been working with the City of Fargo Traffic Engineering and Information Services Departments to discuss logistics and ensure feasibility of the project. Those discussions been positive, and both parties are confident that the project can proceed.

The intended outcome of the project is to provide the City of Fargo with data that allows them to be responsive to signal operations in a timelier manner, resulting in more streamlined signal operations, more effective maintenance, and increased safety due to reductions in delay and the number of stops.

The attached Scope of Work (Attachment 4) explains the proposed project, the time frame, and the deliverables. The project is intended to begin in 2019 and extend through 2020.

Requested Action: Approve the proposed Scopes of Work and Addendums #2 and #3 to the Master Agreement between Metro COG and ATAC.



## North Dakota MPO Planning Support Program Master Agreement

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

Upon execution by the parties below, this Addendum and any attachments shall become attached to and incorporated into the 'North Dakota MPO Planning Support Program Master Agreement' between 'Fargo Moorhead Metro COG ' and North Dakota State University.

1. *Project Title:* **Intersection Traffic Data Collection and Reporting**
2. *Effective Dates:* **August 1, 2019 through December 31, 2020**
3. *Statement of Work:* UGPTI will customize their traffic analysis tool to import and process varied formats of traffic volume data received from regional transportation agencies.
4. *Principal Investigator:* Kshitij Sharma
5. *Desired Deliverables:*
  1. Web based traffic analysis tool  
UGPTI will provide the COG and each of the participating agencies with a traffic analysis tool that would accept varied formats of raw data files (specific to individual agency's infrastructure and setup).
  2. Login credentials  
UGPTI will provide the COG and each of the participating agencies with secure login credentials to use the traffic analysis tool.
  3. Sample reports  
UGPTI will provide the COG and each of the participating agencies with reports and data exports (e.g. 24-hour Volume Profile, Peak-hour Volume and Factors etc.) created from the sample data obtained from regional agencies.
6. *Contract Amount:* \$ 64,255

#### AUTHORIZATION:

##### Fargo Moorhead Metro COG

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

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

##### North Dakota State University

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

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

**BUDGET:**

**Project Title: Intersection Traffic Data  
Collection and Reporting**

<b>Cost Item</b>	<b>Amount</b>
Staff Salaries	\$ 17,190
Benefits	\$ 6,532
Grad Student Salaries	\$ 9,756
Undergrad Student Salaries	\$ 10,266
Benefits	\$ 1,001
Operating	\$ 125
Total direct costs	\$ 44,871
NDSU overhead (43.2%)	\$ 19,384
<b>Total project cost</b>	<b>\$ 64,255</b>



UPPER GREAT PLAINS TRANSPORTATION INSTITUTE  
ADVANCED TRAFFIC ANALYSIS CENTER

To: Cindy Gray, FM Metro COG

From: Bradley Wentz, UGPTI/ATAC

**Re: Intersection Traffic Data Collection and Reporting.**

Date: June 12, 2019

**Background/Purpose**

Within the FM Metro COG each agency responsible for signalized intersections has the potential capability to collect continuous traffic data. The agencies are:

- North Dakota Department of Transportation
- Minnesota Department of Transportation
- City of Fargo
- City of Moorhead
- City of West Fargo

Some of these agencies such as the City of Fargo has, in recent past, collected such traffic data using in-pavement detection loops. The collected data has been imported into a SQL database. North Dakota Department of Transportation collects turning movement counts at all of its ramp termini. The data is currently not being imported into a database. Other Agencies such as the City of West Fargo have video based detection such as Autoscope cameras which have the capability to collect traffic volume data but are not currently set up to do so.

The Upper Great Plains Transportation Institute (UGPTI) has built a web-based traffic data analysis tool for the Grand Forks – East Grand Forks Metropolitan Planning Organization. This tool is capable of creating the following reports (.pdf) and exports (.xlsx) from data collected from City of Grand Forks intersections:

1. 24-hr Volume Profile
2. Monthly Seasonal Factors (report only)
3. Day-of-the-week Seasonal Factors (report only)
4. Peak-hour Volume and Factors
5. Average Annual Daily Traffic (AADT)
6. Monthly Average Daily Traffic (MADT)
7. Average Daily Traffic (ADT)

In addition, various options such as time period and day of the week have been built into the tool to enable the users to easily create customized reports and exports. This tool is currently configured to only receive video-camera based traffic data.

The primary purpose of this project is to develop the connections and build a traffic analysis tool-compatible database for the FM Metro COG to collect data from various intersections operated by Fargo, West Fargo, NDDOT, Moorhead, and MnDOT.

In addition to making the database connections to existing data there will need to be some device data collection setup performed such as the Autoscope cameras in West Fargo.

The number of intersections included in this study will be limited as follows:

Fargo – 10  
West Fargo – 3  
NDDOT – 2  
Moorhead – 2  
MnDOT - 1

The list of exact intersections will be determined as part of the project and would depend on existing system capabilities. Sample datasets from the selected intersections will be used for the purpose of this project.

### **Project Tasks**

This project requires active participation from the City's Traffic Engineering and Information Services departments. UGPTI has outlined the project tasks as follows:

1. Remote connections/import setup
  - a. *Fargo, West Fargo, and NDDOT:*  
UGPTI would work with the respective Information Services departments to setup remote connections and to facilitate import of the traffic data into the existing web-based application.
  - b. *Moorhead and MnDOT:*  
UGPTI would work with these agencies to determine capabilities of existing infrastructure.
2. Equivalency table/data collection setup
  - a. *Fargo:*  
After successfully establishing remote connections, UGPTI would work with the City's Traffic Engineering department to create an equivalency table. This table would comprise of detector-to-lane relationships on a per intersection basis. Further, these relationships will be narrowed down to individual lane groups per approach, per intersection. Note that these would be either one-to-one (1 lane per lane group e.g. 1 right-turn-lane) or many-to-one (multiple lanes per lane group e.g. 3 thru-lanes). UGPTI would also work to setup intersections to collect traffic data.
  - b. *West Fargo, Moorhead and MnDOT:*  
UGPTI would work with these agencies to set their intersections to collect traffic data and to make their data compatible with the Traffic Analysis Tool.
  - c. *NDDOT:*  
UGPTI would work with NDDOT to update their data collection parameters to current manufacturer recommendations. UGPTI would also make their data compatible with the Traffic Analysis Tool.
3. Reporting capabilities setup
  - a. All agencies:

UGPTI would create reporting and exporting capabilities for each agency's traffic data using the newly created database.

4. Login credential setup
  - a. All agencies:  
UGPTI would create secure login credentials for the web-based traffic analysis tool. In addition to the MPO staff, these credentials will be provided to each of the agencies.
5. Data quality audits
  - a. All agencies:  
UGPTI would perform data quality audits on data obtained from each agency prior to creating sample reports and data exports. In case where historical data is available and any changes are made to the data collection process, a before-and-after data quality audit will be performed.

### Major Milestones and Deadlines

The major milestones for this project and their deadlines are:

Milestone	Deadline
Kick-off	August 1, 2019
Remote connections setup	September 2, 2019
Import setup	September 2, 2019
Equivalency table & data collection setup	October 7, 2019
Regional sample data transfer to UGPTI	October 5, 2020
Reporting capabilities setup	November 2, 2020
Login credential setup	December 1, 2020
Sample report & export creation	December 31, 2020

### Resources Required

UGPTI would require the following:

- Assistance from each agency's Information Services department in setting up remote connections/import and in providing access to required hardware/equipment.
- Assistance from each agency's Traffic Engineering department in setting up the equivalency tables and in setting up traffic data collection.
- Assistance from regional agencies in providing sample traffic data and access to their respective Advanced Traffic Management System or Traffic Control Software.

### Deliverables

Deliverables in this project will consist of the following:

- Web based traffic analysis tool  
UGPTI will provide the COG and each of the participating agencies with a traffic analysis tool that would accept varied formats of raw data files (specific to individual agency's infrastructure and setup).
- Login credentials  
UGPTI will provide the COG and each of the participating agencies with secure login credentials to use the traffic analysis tool.

- Sample reports  
UGPTI will provide the COG and each of the participating agencies with reports and data exports (e.g. 24-hour Volume Profile, Peak-hour Volume and Factors etc.) created from the sample data obtained from regional agencies.

## North Dakota MPO Planning Support Program Master Agreement

### *Fargo Moorhead Metro COG Addendum #3 to the Master Agreement*

Upon execution by the parties below, this Addendum and any attachments shall become attached to and incorporated into the 'North Dakota MPO Planning Support Program Master Agreement' between 'Fargo Moorhead Metro COG ' and North Dakota State University.

1. *Project Title:* **ATSPM Setup for City of Fargo**
2. *Effective Dates:* **August 1, 2019 through December 31, 2020**
3. *Statement of Work:* UGPTI will setup ATSPMs for the City of Fargo.
4. *Principal Investigator:* Kshitij Sharma
5. *Desired Deliverables:*
  1. Web based ATSPM  
UGPTI will provide the COG and the City of Fargo with a web address that hosts the ATSPM
  2. Sample reports  
UGPTI will provide the COG and the City of Fargo with sample reports from the ATSPM website.
  3. Training  
UGPTI will provide the COG and the City of Fargo with training on how to use the ATSPM website and the new watchdog capabilities.
6. *Contract Amount:* \$ 28,482

#### **AUTHORIZATION:**

##### **Fargo Moorhead Metro COG**

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

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

##### **North Dakota State University**

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

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

**BUDGET:**

**Project Title: ATSPM Setup for City of Fargo**

<b>Cost Item</b>	<b>Amount</b>
Staff Salaries	\$ 6,730
Benefits	\$ 2,557
Grad Student Salaries	\$ -
Undergrad Student Salaries	\$ 5,336
Benefits	\$ 267
Operating	\$ 5,000
Total direct costs	\$ 19,890
NDSU overhead (43.2%)	\$ 8,592
<b>Total project cost</b>	<b>\$ 28,482</b>





UPPER GREAT PLAINS TRANSPORTATION INSTITUTE  
ADVANCED TRAFFIC ANALYSIS CENTER

To: Cindy Gray, FM Metro COG

From: Bradley Wentz, UGPTI/ATAC

**Re: FM #3 City of Fargo ATSPM.**

Date: September 4, 2019

### **Background/Purpose**

Within the FM Metro COG urbanized area, the City of Fargo is in the process of replacing traffic signal controllers system-wide. This includes setup of a new Advanced Traffic Management System (ATMS) as well. The new controllers are all high-resolution data logging capable. Such capability is a requirement for setting the agency up for Automated Traffic Signal Performance Measures (ATSPMs). The purpose of this project is to setup the City of Fargo for a proactive signal-performance based maintenance and operational policy rather than a reactive time-based (3- or 5-year) or complaint-based policy. The deployment and use of ATSPMs is a proven, cost-effective way to support agency goals and objectives. Some of the benefits include:

- Streamlined operations
  - The network operations improve (e.g. by reduction in number of stops within the network and reduction in delay overall).
- Effective maintenance
  - Agencies are able to provide the road users with state-of-the-practice network with a high quality of service. This results in cost savings not only on the road user side but also on the agency side especially with targeted maintenance information that is made readily available in a timely fashion.
- Increased safety
  - With improved operations and reduced number of stops within the network, incidents like red light running (and potential crashes resulting from such occurrences) are reduced hence improving safety.

### **Project Tasks**

This project requires active participation from the City of Fargo's Traffic Engineering and Information Services departments. Upper Great Plains Transportation Institute (UGPTI) has outlined the project tasks as follows:

#### **1. ATSPM Computer setup**

A computer will be setup on the City of Fargo's network which can then directly communicate with the traffic signal controllers using existing communication channels. This computer and any accompanying supplies are to be paid for by FM Metro COG through this project. The City of Fargo will be responsible for maintenance of the same. Once replaced, the old equipment is to be handed over to UGPTI for proper disposal/surplus by NDSU. This computer is to be exclusively used for ATSPM purposes only.

Note that for optimal efficiency as well as the most economic option, existing SQL and IIS servers housed at Department of Transportation Support Center (DOTSC) will be utilized as part of this project. The computer setup at the City of Fargo would be programmed to download raw data from the traffic signal controllers. The ATSPM computer needs to be able to communicate with and transfer data to the DOTSC servers.

2. Automated Traffic Signal Performance Measures setup  
The individual traffic signals at identified intersections along a corridor (see list of potential intersections below) will then be setup to collect and process the high-resolution data logged by the controllers.
3. Reporting/watchdog capabilities setup  
The web services will be setup to enable reporting based on the high-resolution data collected from the controllers. Also, built-in watchdog capabilities will be setup to enable proactive network maintenance. This would entail the use of the City of Fargo's existing Simple Mail Transfer Protocol (SMTP).

The ATSPMs will be setup for up to 25 intersections along selected corridor(s). The free, open-source Utah Department of Transportation ATSPM software provided with guidance from FHWA will be used in this project.

The intersections to be potentially included in the project are<sup>1</sup>:

1. Main Ave @ 4<sup>th</sup> St
2. Main Ave @ Broadway
3. Main Ave @ 8<sup>th</sup> St
4. Main Ave @ University Drive
5. Main Ave @ 18<sup>th</sup> St S
6. Main Ave @ 25<sup>th</sup> St
7. Main Ave @ 27<sup>th</sup> St/28<sup>th</sup> St
8. Main Ave @ 32<sup>nd</sup> St
9. Main Ave @ 34<sup>th</sup> St
10. Main Ave @ 38<sup>th</sup> St/40<sup>th</sup> St
11. Main Ave @ 42<sup>nd</sup> St
12. Main Ave @ 43 ½ St
13. Main Ave @ 45<sup>th</sup> St
14. 45<sup>th</sup> St @ 9<sup>th</sup> Ave S
15. 45<sup>th</sup> St @ 13<sup>th</sup> Ave S
16. 45<sup>th</sup> St @ 15<sup>th</sup> Ave S
17. 45<sup>th</sup> St @ 17<sup>th</sup> Ave S
18. 45<sup>th</sup> St @ 19<sup>th</sup> Ave S
19. 45<sup>th</sup> St @ 23<sup>rd</sup> Ave S
20. 45<sup>th</sup> St @ Amber Valley Parkway
21. 45<sup>th</sup> St @ 30<sup>th</sup> Ave S/Brandt Drive S
22. 45<sup>th</sup> St @ 32<sup>nd</sup> Ave S
23. 45<sup>th</sup> St @ 40<sup>th</sup> Ave S

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<sup>1</sup> During the project, if deemed necessary, any intersection on this list may be swapped for another, keeping the total number of intersections 25.

- 24. 45<sup>th</sup> St @ 44<sup>th</sup> Ave S
- 25. 45<sup>th</sup> St @ 52<sup>nd</sup> Ave S

### Major Milestones and Deadlines

The major milestones for this project and their deadlines are:

Milestone	Deadline
Kick-off	September 23, 2019
Server setup	October 31, 2019
ATSPM setup	October 31, 2020
Reporting/watchdog setup	December 31, 2020

### Resources Required

UGPTI would require the following:

- Assistance from the City of Fargo's Information Services department in setting up the ATSPM computer with required connections/permissions. This may require coordination among other Information Services departments such as those of NDSU, NDDOT etc. The department would also be required to provide input in finalizing computer/peripheral specifications. A remote connection to the ATSPM computer is also required.
- Assistance from City of Fargo's Traffic Engineering department in selecting a pilot corridor and setup of ATSPMs for the selected corridor. In addition to the selection of intersections, UGPTI would need detailed signal setup information which may include intersection layout, phase diagrams, field and cabinet wire terminations, detector inputs/outputs etc.

### Deliverables

Deliverables in this project will consist of the following:

- Web based ATSPM  
UGPTI will provide FM Metro COG and the City of Fargo with a web address that hosts the ATSPM website.
- Sample reports  
UGPTI will provide FM Metro COG and the City of Fargo with sample reports from the ATSPM website.
- Training  
UGPTI will provide FM Metro COG and the City of Fargo with training on how to use the ATSPM website and the new watchdog capabilities.



To: Policy Board  
From: Luke Champa, Assistant Planner  
Date: September 12, 2019  
Re: 2019-2022 Transportation Improvement Program (TIP) Amendment #4

In July, Metro COG was asked by NDDOT to process an amendment to the 2019-2022 TIP to add a project regarding an important emergency project regarding I-29 structures at the Wild Rice River, about 6 miles south of Fargo. The project is near the southern edge of our metropolitan planning area (MPA).

Due to the urgency of the situation, Metro COG provided project information to TTC and Policy Board members and asked them to vote via Doodle Poll. The Doodle Poll was initiated on August 1, 2019. TTC and Policy Board members were provided with a concise project description and asked to vote yes or no. The TTC had 11 "yes" votes, with eight needed to establish a quorum, and the Policy Board had 10 "yes" votes, with nine needed to establish a quorum.

A public notice was published on August 19, 2019 in The Forum to open a public comment period and direct all comments to the NDDOT. To date, no comments have been received from the public regarding the TIP amendment.

The proposed amendment to the 2019-2022 TIP is as follows:

Addition of Project 9194001: NDDOT median crossovers and instrumentation at the Wild Rice River bridges (Northbound & Southbound) on I-29. The total project cost is \$514,000 of which \$462,600 is funded by Federal Interstate Maintenance (IM) funds, and \$51,400 through State funds.

NDDOT received no public comments regarding the proposed project.

At their September 12<sup>th</sup> meeting, the Metro COG TTC recommended approval of TIP Amendment #4.

Requested Action: Approval of the proposed Amendment #4 to the 2019-2022 TIP.

Lead Agency	Metro COG ID	Project Year	Project Location	Length To	Project Limits From	Project Description	Improvement Type	Total Project Cost	Federal Revenue	Other Revenue	Revenue
Amendment #4											
NDDOT	9194001	2019	I-29	Wild Rice River Bridge Near Mile Point 54		Median Crossovers and Instrumentation at the Wild Rice River Bridges NB and SB	Rehabilitation	\$ 514,000	IM	State	\$ 462,600 \$ 51,400



To: Policy Board Members  
From: Cindy Gray, Executive Director  
Date: September 13, 2019  
Re: 2019-2020 UPWP Amendment #4  
Remodeling Funds – Movement of 2020 Funds into 2019 Budget to complete  
Conference Room Audio/Visual System

In August, I had the opportunity to meet with the Executive Committee to consider options for purchase and installation of Conference Room IT/AV equipment in the remodeled space in Case Plaza. A portion of the 2020 funds budgeted for the remodeling project is needed to complete this work, which is estimated at approximately \$9,000 to \$10,000. The Executive Committee felt strongly that Metro COG should complete this set-up as soon as possible to avoid dragging out the construction project. The intent would be to complete the installation prior to the October TTC and Policy Board meetings.

In addition, the cost of phone and internet set-up in both the temporary and permanent space has been higher than anticipated. Change order costs for the addition of electrical and data outlets was lower than previously expected, at \$365.

To ensure we can cover these costs, Metro COG is requesting a UPWP Amendment to transfer \$20,000 in 2020 funds already designated for the remodeling project into 2019 (\$16,000 Federal, \$4,000 local). To provide the local match, our intent is to use local funds from our money market account rather than invoice local jurisdictions for unanticipated local matches at this late stage of the year.

The table on the following page outlines known and estimated project costs. Some costs shown in the table have been incurred because we are staying in our temporary location longer than expected due to furniture installation in mid-September. These costs include an additional month of rent in the temporary space and storage space through September.

Approval of this action will leave \$5,000 in the remodeling budget to address any further needs in 2020.

The TTC recommended approval of this UPWP amendment at their September 12<sup>th</sup> meeting.

Requested Action: Recommend approval of the proposed UPWP Amendment to transfer \$20,000 of the 2020 remodeling budget to 2019 to the Policy Board.

Summary of Costs – Actual and Estimated Metro COG Remodeling Project		
Item	Costs	Budget Remaining
<b>Starting 2019 Budget *</b>		<b>\$320,000.00</b>
Construction Costs	240,000.00	80,000.00
Change Order #1	5010.00	74,990.00
Office Furnishings	65,376.40	9,613.60
Break Room Tables/Chairs	848.00	8,765.60
Apartment Movers (move #1)	3,266.00	5,499.60
Apartment Movers (storage for 4 months)	665.00	4,834.60
True IT Temp. Office Setup	1,350.00	3,484.60
Network Center Temp. Office Setup	915.35	2,569.25
Apartment Movers (move #2) - estimated	2,500.00	69.25
Copier - Move & Set-Up x 2 - estimated	500.00	-430.75
Network Center Case Plaza Setup - estimated	900.00	-1,330.75
TrueIT - Case Plaza IT Set-Up - estimated	1,500.00	-2,830.75
Electrical change order	365.00	-3,195.75
Deduct for acoustical ceiling changes and tile installation error	-2,820.00	-375.75
Addition of PLAM Shelving in Work Room	2,295.00	-2,670.75
<b>Conference Room AV and IT Equipment and Set-Up</b>		
Conference Room IT, Audio and Camera Setup - estimated	6,133.00	-8,803.75
Flat screens (1 large and 2 small for large conf room, and one for small conf room), full motion wall brackets, and installation - estimated	2,700.00	-11,503.75
<b>Additional items due to delayed move-in</b>		
September Rent in Civic Center (due to not having furniture) - in add'n to Case Plaza rent	2,870.00	-14,373.75
Apartment Movers - Storage - one month	160.00	-14,533.75
<b>2020 Budget**</b>	<b>\$25,000.00</b>	<b>\$10,446.25</b>

\* Does not include \$25,000 budgeted for 2020.

\*\* Amount budgeted and programmed for 2020.

To: Policy Board Members  
From: Cindy Gray, Executive Director  
Date: September 13, 2019  
Re: 2018 Financial Audit

Metro COG's 2018 Financial Audit was completed this past summer. No financial or internal control issues were identified. During examination of payroll documents, one issue regarding one employee file was noted, in which the U.S. Citizenship and Immigration Form I-9 was incomplete in the section regarding employer certification. The form was completed immediately and other employee files were reviewed to ensure completeness. The audit reports have been uploaded to the Federal Clearinghouse, and the audit is complete.

Requested Action: Accept the 2018 Financial Audit and Management Report completed by Brady, Martz & Associates, P.C.



**FARGO – MOORHEAD METROPOLITAN  
COUNCIL OF GOVERNMENTS  
FARGO, NORTH DAKOTA**

AUDITED FINANCIAL STATEMENTS

FOR THE YEAR ENDED DECEMBER 31, 2018

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## INDEPENDENT AUDITOR'S REPORT

To the Governing Board  
Fargo-Moorhead Metropolitan Council of Governments  
Fargo, North Dakota

### Report on the Financial Statements

We have audited the accompanying financial statements of the governmental activities and general fund of Fargo-Moorhead Metropolitan Council of Governments as of and for the year ended December 31, 2018, and the related notes to the financial statements, which collectively comprise the basic financial statements as listed in the table of contents.

### Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

### Auditor's Responsibility

Our responsibility is to express opinions on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting principles used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

### ***Opinions***

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities and general fund of Fargo-Moorhead Metropolitan Council of Governments as of December 31, 2018, and the respective changes in financial position for the year then ended in accordance with accounting principles generally accepted in the United States of America.

### ***Other Matters***

#### ***Required Supplementary Information***

Accounting principles generally accepted in the United States of America requires that the management's discussion and analysis and budgetary comparison information as listed in the table of contents be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

#### ***Other Information***

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise Fargo-Moorhead Metropolitan Council of Governments' basic financial statements. The schedule of expenditures of federal awards is presented for purposes of additional analysis as required by Title 2 U.S. *Code of Federal Regulations* (CFR) Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards*, and is not a required part of the basic financial statements.

The schedule of expenditures of federal awards is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the schedule of expenditures of federal awards is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

### ***Other Reporting Required by Government Auditing Standards***

In accordance with *Government Auditing Standards*, we have also issued our report dated June 19, 2019 on our consideration of Fargo-Moorhead Metropolitan Council of Governments' internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Council's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering Fargo-Moorhead Metropolitan Council of Governments' internal control over financial reporting and compliance.



**BRADY, MARTZ & ASSOCIATES, P.C.  
GRAND FORKS, NORTH DAKOTA**

June 19, 2019

**FARGO-MOORHEAD METROPOLITAN COUNCIL OF GOVERNMENTS**  
**MANAGEMENT'S DISCUSSION AND ANALYSIS**  
**FOR THE YEAR ENDED DECEMBER 31, 2018**

As Management of the Fargo-Moorhead Metropolitan Council of Governments (Metro COG), we offer readers of Metro COG's financial statements this narrative overview and analysis of the financial activities of Metro COG for the fiscal year ended December 31, 2018. We encourage readers to consider the information presented here in conjunction with Metro COG's financial statements, which begin on page 10.

**Financial Highlights**

- The assets of Metro COG exceeded its liabilities and deferred inflows of resources at the close of the most recent fiscal year by \$249,880 (net position). Of this amount, \$243,645 (unrestricted net position) may be used to meet Metro COG's ongoing obligations.
- Metro COG's cash balance at December 31, 2018 was \$40,702 representing a decrease of \$137,227 from December 31, 2017.
- Metro COG's total net position decreased by \$34,607.
- Metro COG had revenues of \$1,713,415 and expenses of \$1,748,022 for the year ended December 31, 2018. Revenues included grant funds of \$1,356,733, local matching funds of \$218,483, local dues of \$133,851 and other income of \$4,348. For the year ended December 31, 2017, Metro COG's revenues were \$2,159,469 and expenses were \$2,152,268. Revenues for the year ended December 31, 2017 included grant funds of \$1,436,948, local matching funds of \$595,313, local dues of \$126,120, and other income of \$1,088.

**Overview of the Financial Statements**

The discussion and analysis is intended to serve as an introduction to Metro COG's basic financial statements. Metro COG's basic financial statements comprise three parts: 1) Governmental Funds Balance Sheet/Statement of Net Position, 2) Statement of Governmental Fund Revenues, Expenditures, and Changes in Fund Balances/Statement of Activities, and 3) Notes to the Financial Statements.

***BASIC FINANCIAL STATEMENTS***

The basic financial statements are designed to provide readers with a broad overview of Metro COG's finances, in a manner similar to a private-sector business.

**FARGO-MOORHEAD METROPOLITAN COUNCIL OF GOVERNMENTS**  
**MANAGEMENT'S DISCUSSION AND ANALYSIS - CONTINUED**  
**FOR THE YEAR ENDED DECEMBER 31, 2018**

The *statement of net position* presents information on all of Metro COG's assets, deferred outflows of resources, liabilities, and deferred inflows of resources, with the difference between these reported as net position. Over time, increases or decreases in net position may serve as a useful indicator of whether the financial position of Metro COG is improving or deteriorating.

	<u>2018</u>	<u>2017</u>
<b>ASSETS</b>		
Current and Other Assets	<u>\$539,795</u>	<u>\$668,930</u>
<b>TOTAL ASSETS</b>	<u>539,795</u>	<u>668,930</u>
<b>LIABILITIES</b>		
Current Liabilities	<u>111,576</u>	<u>256,565</u>
<b>TOTAL LIABILITIES</b>	<u>111,576</u>	<u>256,565</u>
<b>DEFERRED INFLOW OF RESOURCES</b>		
Local Match - Federal Planning Contracts	<u>178,339</u>	<u>127,878</u>
<b>TOTAL DEFERRED INFLOW OF RESOURCES</b>	<u>178,339</u>	<u>127,878</u>
<b>NET POSITION</b>		
Net Investment in Capital Assets	6,235	9,409
Unrestricted	<u>243,645</u>	<u>275,078</u>
<b>TOTAL NET POSITION</b>	<u><u>\$249,880</u></u>	<u><u>\$284,487</u></u>

**FARGO-MOORHEAD METROPOLITAN COUNCIL OF GOVERNMENTS**  
**MANAGEMENT'S DISCUSSION AND ANALYSIS - CONTINUED**  
**FOR THE YEAR ENDED DECEMBER 31, 2018**

The *statement of activities* presents information showing how Metro COG's net position changed during the most recent fiscal year. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of related cash flows. Thus, revenues and expenses are reported in this statement for some items that will only result in cash flows in future periods (e.g., depreciation and earned but unused vacation leave).

	<u>2018</u>	<u>2017</u>
<b>REVENUE</b>		
Operating Grants and Contributions	\$ 1,709,067	\$ 2,158,381
Other Income	<u>4,348</u>	<u>1,088</u>
	<u>1,713,415</u>	<u>2,159,469</u>
<b>EXPENSES</b>		
Salaries	440,706	450,103
Fringe Benefits	103,171	59,293
Travel	11,883	7,106
Professional Fees	11,990	11,023
Rent and Utilities	35,843	35,153
Bookkeeping Service	12,247	12,409
Advertising	2,913	1,028
Telephone	3,803	2,934
Office Expense	10,243	10,473
Dues and Subscriptions	1,355	752
Project Costs (Contracted Planning)	1,055,957	967,317
Equipment Lease	27,925	11,591
Printing	879	-
Insurance	4,982	5,461
Special Activities	6,020	573,438
Compensated Absences	14,931	1,227
Depreciation	<u>3,174</u>	<u>2,960</u>
	<u>1,748,022</u>	<u>2,152,268</u>
Change in Net Position	(34,607)	7,201
Net Position, Beginning of Year	<u>284,487</u>	<u>277,286</u>
Net Position, End of Year	<u>\$ 249,880</u>	<u>\$ 284,487</u>



**FARGO-MOORHEAD METROPOLITAN COUNCIL OF GOVERNMENTS**  
**MANAGEMENT'S DISCUSSION AND ANALYSIS - CONTINUED**  
**FOR THE YEAR ENDED DECEMBER 31, 2018**

The basic financial statements report on the primary function of Metro COG as being supported by intergovernmental revenues from local, state, and federal sources. Metro COG is responsible for harmonizing transportation planning and programming decisions involving local, state, and federal agencies to ensure the efficient management and operations of the surface transportation system within the FM Metropolitan area. Metro COG's primary revenue source is from the U.S. Department of Transportation.

The basic financial statements can be found on pages 10 and 11 of this report.

***FUND FINANCIAL STATEMENTS***

A *fund* is a grouping of related accounts that is used to maintain control over resources that have been segregated for specific activities or objectives. Metro COG, like other state and local governments, uses fund accounting to ensure and demonstrate compliance with finance-related legal requirements. Metro COG has only one fund type, namely a general fund that is used to account for its operations.

***NOTES TO THE FINANCIAL STATEMENTS***

The notes provide additional information that is essential to a full understanding of the data provided in the fund financial statements. The notes to the financial statements can be found on pages 12 through 21 of this report.

**Financial Analysis**

As noted earlier, net position may serve over time as a useful indicator of a government's financial position. In the case of Metro COG, assets exceeded liabilities and deferred inflows of resources by \$249,880 at the close of the most recent fiscal year.

During the current fiscal year, net position of Metro COG decreased by \$34,607. Metro COG's revenues are largely intergovernmental revenues received from cost reimbursement grants. Metro COG draws down monies from the grants' awards for allowable program expenses, except for non-cash transactions, such as changes in compensated absences. Metro COG's intergovernmental revenues and charges for services were sufficient to cover all expenses incurred during the year.

**Financial Analysis of Metro COG's Funds**

As noted earlier, Metro COG uses fund accounting to ensure and demonstrate compliance with finance related legal requirements. Metro COG's general fund is discussed below:

***GENERAL FUND***

As of the end of the current fiscal year, Metro COG's general fund reported an ending fund balance of \$284,297. Metro COG's major sources of revenues are cost reimbursement state and federal grants, as well as local dues and local matches collected from local units of government. The fund balance primarily represents the accumulation of local monies and interest income in excess of expenditures not reimbursed by funding sources.

**FARGO-MOORHEAD METROPOLITAN COUNCIL OF GOVERNMENTS**  
**MANAGEMENT'S DISCUSSION AND ANALYSIS - CONTINUED**  
**FOR THE YEAR ENDED DECEMBER 31, 2018**

**General Fund Budgeting Highlights**

Actual revenues were \$123,054 lower than expected and actual expenditures were \$110,310 under budget in the general fund.

**Capital Asset and Debt Administration**

***CAPITAL ASSETS***

Metro COG's capitalization threshold is \$5,000. As of December 31, 2018, Metro COG had capital assets, net of accumulated depreciation, of \$6,235. See Note 4 of this report for more information on capital assets.

**Economic Factors and Next Year's Budgets and Rates**

Metro COG budgeted approximately \$1.52 million for 2019 to support Metro COG operations and contracted planning studies. That amount is made up of approximately \$1.17 million in Federal Consolidated Planning Grant (CPG) Funds. In 2019, the agency is also working through several projects that were budgeted in 2018, but will not be completed until 2019 or even 2020 in one or two cases. The 2019 budget is less than 2018 because Metro COG was in the position of using Federal CPG dollars from 2014 to carry out several needed planning studies and projects. Now that those funds have been obligated and/or spent, our 2019 and 2020 budgets will return to amounts more typical of Metro COG's recent history.

**Future Events that will Financially Impact Metro COG**

The Fixing America's Surface Transportation (FAST) Act authorizes funding through 2020 for many transportation projects and programs, including transportation planning activities carried out by metropolitan planning organizations such as Metro COG. The North Dakota Department of Transportation and Minnesota Department of Transportation have been able to provide Metro COG with reliable estimates of CPG funding with enough advance notice that we have been able to prepare or update our budgets with no difficulty. NDDOT and MNDOT figures provided for planning purposes show that an anticipated CPG of nearly \$1.29 has been authorized for 2020.

New funding formulas may have an effect on MPO funding through the NDDOT CPG. However, through 2020, budgets have been prepared and approved based on information provided. The FHWA and NDDOT have discussed the potential for the three ND MPOs to renegotiate a revised CPG funding formula prior to the 2020 Census. A change to the base amount provided to each MPO is the change that has the highest possibility at this time, if any changes are made at all. However, none of the respective Policy Boards have come to resolution on the issue. The NDDOT may, at their discretion, change the formula to one that they consider equitable to all MPOs. No action has been taken on this matter, but Metro COG has been encouraged to initiate discussions with the other two MPOs. A change to the funding formula would be more likely to decrease the amount of CPG funds available to Metro COG than to increase them.

The 2020 Census of Population is very likely to have a financial impact on Metro COG. There is a small chance that the Minot, ND area may reach a population of 50,000 in the 2020 Census, which meets the threshold for becoming an MPO. This would require ND's CPG funds to be

**FARGO-MOORHEAD METROPOLITAN COUNCIL OF GOVERNMENTS**  
**MANAGEMENT'S DISCUSSION AND ANALYSIS - CONTINUED**  
**FOR THE YEAR ENDED DECEMBER 31, 2018**

spread to an additional MPO. A new funding formula will be required to accommodate any new MPOs. This could result in less funding for FM Metro COG.

In addition, the Fargo-Moorhead metropolitan area will exceed the 200,000 population threshold, which allows the formation of a Transportation Management Area (TMA). A TMA receives a dedicated amount of federal transportation funds through what is now the Surface Transportation Program. These funds may be used for streets, highways, transit and planning. FHWA has informed Metro COG that their agency has recommended to Congress that the MPO threshold of 50,000 population and the TMA population of 200,000 be raised significantly as part of future transportation funding legislation (i.e. "highway bill"). Metro COG will monitor any future proposed legislation to determine if this proposal moves forward.

If any of the above scenarios result in less funding for FM Metro COG, it would be necessary to reduce staffing of the organization or drop some or all of the consultant led studies and focus on the core required planning studies for all MPOs.

**Contacting Metro COG's Financial Management**

The financial report is designed to provide a general overview of Metro COG's finances for all those with an interest. Questions concerning any of the information provided in this report or requests for additional financial information should be addressed to Cindy Gray, Executive Director, Fargo-Moorhead Metropolitan Council of Governments, Case Plaza Suite 232, One 2nd Street North, Fargo, North Dakota, or call (701) 232-3242.

**FARGO-MOORHEAD METROPOLITAN COUNCIL OF GOVERNMENTS**  
**GOVERNMENTAL FUNDS BALANCE SHEET / STATEMENT OF NET POSITION**  
**AS OF DECEMBER 31, 2018**

	<u>General Fund</u>	<u>Adjustments</u>	<u>Statement of Net Position</u>
<b>ASSETS</b>			
Cash and Investments	\$ 40,702	\$ -	\$ 40,702
Receivables:			
Due from NDDOT	480,638	-	480,638
Due from MNDOT	6,705	-	6,705
Other Receivable	3,356	-	3,356
Interest Receivable	476	-	476
Prepaid Expense	1,683	-	1,683
Capital Assets, Net of Accumulated Depreciation	-	6,235	6,235
Total Assets	<u>533,560</u>	<u>6,235</u>	<u>539,795</u>
<b>LIABILITIES AND DEFERRED INFLOW OF RESOURCES</b>			
Liabilities:			
Accounts Payable	70,058	-	70,058
Accrued Payroll Liabilities	866	-	866
Compensated Absences:			
Expected to be paid within one year	-	40,652	40,652
Total Liabilities	<u>70,924</u>	<u>40,652</u>	<u>111,576</u>
Deferred Inflow of Resources:			
Local Match - Federal Planning Contracts	<u>178,339</u>	-	<u>178,339</u>
Total Liabilities and Deferred Inflow of Resources	<u>249,263</u>	<u>40,652</u>	<u>289,915</u>
<b>FUND BALANCE / NET POSITION</b>			
Fund Balance:			
General Fund - Nonspendable	1,683	(1,683)	-
General Fund - Assigned	206,200	(206,200)	-
General Fund - Unassigned	<u>76,414</u>	<u>(76,414)</u>	<u>-</u>
Total Fund Balance	<u>284,297</u>		
Net Position:			
Net Investment in Capital Assets			6,235
Unrestricted		<u>249,880</u>	<u>243,645</u>
Total		<u>\$ 249,880</u>	<u>\$ 249,880</u>

See Notes to the Financial Statements

**FARGO-MOORHEAD METROPOLITAN COUNCIL OF GOVERNMENTS**  
**STATEMENT OF GOVERNMENTAL FUND REVENUES, EXPENDITURES,**  
**AND CHANGES IN FUND BALANCES / STATEMENT OF ACTIVITIES**  
**FOR THE YEAR ENDED DECEMBER 31, 2018**

	<u>General Fund</u>	<u>Adjustments</u>	<u>Statement of Activities</u>
Revenues:			
Federal - Passed Through State of ND	\$ 1,329,913	\$ -	\$ 1,329,913
State - Minnesota	26,820	-	26,820
Local Dues	133,851	-	133,851
Local Match (Contracted Planning)	218,483	-	218,483
Other Income	4,348	-	4,348
	<u>1,713,415</u>	<u>-</u>	<u>1,713,415</u>
Expenditures/Expenses:			
Public Works			
Current:			
Salaries	440,706	-	440,706
Fringe Benefits	103,171	-	103,171
Travel	11,883	-	11,883
Professional Fees	11,990	-	11,990
Rent and Utilities	35,843	-	35,843
Bookkeeping Service	12,247	-	12,247
Advertising	2,913	-	2,913
Telephone	3,803	-	3,803
Office Expense	10,243	-	10,243
Dues and Subscriptions	1,355	-	1,355
Project Costs (Contracted Planning)	1,055,957	-	1,055,957
Equipment Lease	27,925	-	27,925
Printing	879	-	879
Insurance	4,982	-	4,982
Special Activities	6,020	-	6,020
Compensated Absences	-	14,931	14,931
Depreciation	-	3,174	3,174
	<u>1,729,917</u>	<u>18,105</u>	<u>1,748,022</u>
Total Expenditures/Expenses:			
	<u>1,729,917</u>	<u>18,105</u>	<u>1,748,022</u>
Excess of Revenues Over Expenses	(16,502)	16,502	-
Change in Net Position	-	(34,607)	(34,607)
Fund Balance / Net Position			
Beginning of the Year	<u>300,799</u>	<u>-</u>	<u>284,487</u>
End of the Year	<u>\$ 284,297</u>	<u>\$ -</u>	<u>\$ 249,880</u>

See Notes to the Financial Statements

**FARGO-MOORHEAD METROPOLITAN COUNCIL OF GOVERNMENTS**  
**NOTES TO THE FINANCIAL STATEMENTS**  
**AS OF DECEMBER 31, 2018**

**NOTE 1 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES**

The financial statements of the Fargo-Moorhead Metropolitan Council of Governments (Metro COG) have been prepared in conformity with accounting principles generally accepted in the United States of America (GAAP) as applicable to governments. The Governmental Accounting Standards Board (GASB) is the accepted standard setting body for establishing governmental accounting and financial reporting principles. The more significant of Metro COG's accounting policies are described below.

**Reporting Entity**

The accompanying financial statements present the activities of Metro COG. Metro COG has considered all potential component units for which Metro COG is financially accountable and other organizations for which the nature and significance of their relationships with Metro COG such that exclusion would cause Metro COG's financial statements to be misleading or incomplete. The Governmental Accounting Standards Board has set forth criteria to be considered in determining financial accountability. These criteria include appointing a voting majority of an organization's governing body and (1) the ability of Metro COG to impose its will on that organization or (2) the potential for the organization to provide specific financial benefits to, or impose specific financial burdens on Metro COG.

Based on these criteria, there are no component units.

**Basis of Presentation**

Metro COG's basic financial statements consist of government-wide statements, including a statement of net position and a statement of activities, and fund financial statements which provide a more detailed level of financial information.

The government-wide financial statements (i.e., the statement of net position and the statement of activities) report information on all of the non-fiduciary activities of Metro COG.

**Basis of Accounting**

The government-wide financial statements are reported using the *economic resources measurement focus* and the *accrual basis of accounting*. Revenues are recorded when earned and expenses are recorded when a liability is incurred, regardless of the timing of related cash flows. Grants and similar items are recognized as revenue as soon as all eligible requirements imposed by the provider have been met.

Governmental fund financial statements are reported using the *current financial resources measurement focus* and the *modified accrual basis of accounting*. Revenues are recognized as soon as they are both measurable and available. Revenues are considered to be available when they are collectible within the current period or soon enough thereafter to pay liabilities of the current period. For this purpose, the government considers revenues to be available if they are collected within 60 days of the end of the current fiscal period. Expenditures generally are recorded when a liability is incurred, as under accrual accounting. However, debt service expenditures, as well as expenditures related to compensated absences and claims and judgments, are recorded only when payment is due.

**FARGO-MOORHEAD METROPOLITAN COUNCIL OF GOVERNMENTS**  
**NOTES TO THE FINANCIAL STATEMENTS - CONTINUED**  
**AS OF DECEMBER 31, 2018**

Under the terms of grant agreements, Metro COG funds certain programs by a combination of specific cost-reimbursement grants and general revenues. Thus, when program expenses are incurred, there are both restricted and unrestricted net position available to finance the program. It is Metro COG's policy to first apply cost-reimbursement grant resources to such programs, and then by general revenues.

The government reports the following major governmental funds:

The general fund is the government's primary operating fund. It accounts for all financial resources of the general government, except those required to be accounted for in another fund.

### **Budgets**

Based upon available financial information and request by the board, the executive director prepares Metro COG's budget. The budget is prepared for the general fund on the modified accrual basis of accounting. The budget includes the proposed expenditures and the means of financing them. All annual appropriations lapse at year-end. It is typical that Metro COG expends 100% of collected local dues (paid by member units of government) and its MN/DOT State Planning Grant during the current budget year. Metro COG typically carries over federal funds and the requisite 20% non-federal local match from one budget year to the next for Contracted Planning activities.

### **Cash and Investments**

Metro COG considers cash equivalents to be money market funds and demand deposits. Deposits must either be deposited with the Bank of North Dakota or in another financial institution situated and doing business within the state. Deposits, other than with the Bank of North Dakota, must be fully insured or bonded. In lieu of a bond, a financial institution may provide a pledge of securities equal to 110% of the uninsured balance.

State statutes authorize Metro COG to invest in: (1) Bonds, treasury bills and notes, or other securities that are a direct obligation of, or an obligation insured or guaranteed by, the treasury of the United States, or its agencies, instrumentalities, or organization created by an act of Congress. (2) Securities sold under agreements to repurchase, written by a financial institution in which the underlying securities for the agreement to repurchase are the type listed above. (3) Certificates of Deposit fully insured by the federal deposit insurance corporation or the state. (4) Obligations of the state.

Investments consist of certificates of deposit stated at cost.

### **Capital Assets and Depreciation**

Capital assets are recorded at historical cost or estimated historical cost if actual historical cost is not known. Contributed assets, including those from the federal government, are recorded at acquisition value on the date received. Additions, improvements and other capital outlays that significantly extend the useful life of an asset are capitalized. Costs incurred for repairs and maintenance are expensed as incurred.

**FARGO-MOORHEAD METROPOLITAN COUNCIL OF GOVERNMENTS**  
**NOTES TO THE FINANCIAL STATEMENTS - CONTINUED**  
**AS OF DECEMBER 31, 2018**

Capital assets are defined by the federal government as assets with an initial individual cost of more than \$5,000. Metro COG's capitalization policy is \$1,000. It is also Metro COG practice to require that any capital purchase of more than \$5,000 be approved by the appropriate federal agency (E.g. FHWA, FTA, etc.). Such assets purchased as capital expenditures shall belong to each funding agency in proportion to their share of the original costs, unless regulations state otherwise. All such items shall be inventoried, and if sold, the funding agencies shall receive or be credited their proportional share, in accordance with federal regulations.

Property and equipment are carried at cost less accumulated depreciation computed on the straight-line method over periods ranging between 7 to 50 years.

**Encumbrances**

Encumbrances, which represent commitments related to unperformed contracts for goods or services, have not been recorded in the financial statements.

**Receivables**

Receivables comprise of amounts receivable from the North Dakota Department of Transportation and the Minnesota Department of Transportation and are reimbursements due for expenses in the operation of various programs. These amounts consist of a mix of state and federal dollars. These amounts are expected to be collected in full and no allowance for doubtful accounts is deemed necessary.

**Accounts Payable**

Accounts payable consists of amounts on open account for goods and services received prior to December 31, 2018, and chargeable to the appropriations for the year then ended but paid for subsequent to that date.

**Compensated Absences**

Employees accrue vacation leave at a rate of various hours per month for years of continuous service. The maximum amount of vacation leave is an amount that can be earned in the prior two years, to be used at the discretion of the employee and his/her department head. All outstanding vacation is payable upon termination and is recorded in the financial statements.

Sick leave is accrued at a rate of one working day per each full month of service. Employees will receive monetary compensation of (50) percent of all sick leave hours accumulated over 960 hours. This compensation is made to eligible employees at the end of December each year. Terminated employees receive compensation of all sick leave hours up to 960 at a rate of (25) percent and over 960 hours at a rate of (50) percent. Twenty five percent of accumulated unpaid sick leave is recorded in the financial statements as no employee had over 960 hours accrued as of December 31, 2018.



**FARGO-MOORHEAD METROPOLITAN COUNCIL OF GOVERNMENTS**  
**NOTES TO THE FINANCIAL STATEMENTS - CONTINUED**  
**AS OF DECEMBER 31, 2018**

**Deferred Outflows/Inflows of Resources**

In addition to assets, the statement of net position will sometimes report a separate section for deferred outflows of resources. This separate financial statement element, deferred outflows of resources, represents a consumption of net position that applies to a future period(s) and so will not be recognized as an outflow of resource (expense/expenditure) until then. Metro COG does not have any items that qualify for reporting in this category.

In addition to liabilities, the statement of net position will sometimes report a separate section for deferred inflows of resources. This separate financial statement element, deferred inflows of resources, represents an acquisition of net position that applies to future period(s) and so will not be recognized as an inflow of resources (revenue) until that time. Metro COG has one type of item that qualifies for reporting in this category. The governmental funds report unavailable revenues from one source, federal planning contracts. These amounts are deferred and recognized as an inflow of resources in the period that the contract commitments are fulfilled.

**Fund Balance**

GASB Statement No. 54 *Fund Balance Reporting and Governmental Fund Type Definitions*, provides more clearly defined fund balance categories to make the nature and extent of the constraints placed on a government's fund balance more transparent. The following classifications describe the strength of the spending constraints and the purposes for which resources can be used:

*Nonspendable* - consists of amounts that are not in spendable form, such as inventory and prepaid items.

*Restricted* - consists of amounts related to externally imposed constraints established by creditors, grantors or contributors; or constraints imposed by law through constitutional provisions or enabling legislation.

*Committed* - consists of internally imposed constraints. These constraints are established by formal action of the Policy Board.

*Assigned* - consists of internally imposed constraints. These constraints reflect the specific purpose for which it is the Organization's intended use. These constraints are established by the Policy Board. Pursuant to Board resolution, the Organization's Executive Director may be authorized to establish assignments of fund balance.

*Unassigned* - is the residual classification for the general fund and also reflects negative residual amounts in other funds.

The Metro COG does not have a formal fund balance policy, however, when both restricted and unrestricted resources are available for use, Metro COG will first use restricted resources, and then use unrestricted resources as they are needed.

When committed, assigned or unassigned resources are available for use, Metro COG will use resources in the following order; 1) committed, 2) assigned, 3) unassigned.

**FARGO-MOORHEAD METROPOLITAN COUNCIL OF GOVERNMENTS**  
**NOTES TO THE FINANCIAL STATEMENTS - CONTINUED**  
**AS OF DECEMBER 31, 2018**

**Net Position**

Net position represents the difference between (a) assets and deferred outflows of resources and (b) liabilities and deferred inflows of resources in Metro COG's financial statements. Net investment in capital assets consists of capital assets, net of accumulated depreciation, reduced by the outstanding balances of any long-term debt attributable to the acquisition, construction, or improvement of those assets. Restricted Net Position consists of restricted assets reduced by liabilities and deferred inflows of resources related to those assets.

Unrestricted Net Position is the net amount of assets, deferred outflows of resources, liabilities, and deferred inflows of resources that are not included in the determination of net investment in capital assets or the restricted component of net position.

**Estimates**

The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the recorded amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.

**Economic Dependency**

Metro COG has significant economic dependency on the grant revenues from the Department of Transportation.

**NOTE 2 LEGAL COMPLIANCE – BUDGETS**

**Expenditures Over Appropriations**

The following expenditures exceeded their budgeted amounts by the following during the year ended December 31, 2018:

Professional Fees	\$ 4,191
Advertising	413
Telephone	553
Equipment Lease	14,925
Printing	879
Special Activities	6,020

**FARGO-MOORHEAD METROPOLITAN COUNCIL OF GOVERNMENTS**  
**NOTES TO THE FINANCIAL STATEMENTS - CONTINUED**  
**AS OF DECEMBER 31, 2018**

**NOTE 3 DEPOSITS AND INVESTMENTS**

**Custodial Credit Risk**

Custodial credit risk is risk associated with the failure of a depository financial institution to recover its deposits or collateralized securities that are in the possession of outside parties. Metro COG does not have a formal policy that addresses custodial credit risk for deposits. However, in accordance with state statutes, Metro COG maintains deposits at those depository banks and savings and loans authorized by Metro COG, all of which are covered by federal deposit insurance. These statutes also require that the deposits be protected by insurance, collateral or surety bond. The fair value of the collateral pledged must be equal to or greater than 110% of the deposits not covered by insurance or bonds. As of December 31, 2018, the carrying amount of all deposits was \$40,702 and the bank balance was \$396,125. The entire balance of Metro COG's deposits is either fully insured or properly collateralized, and has no custodial risk.

**Interest Rate Risk**

Interest rate risk is the risk that changes in interest rates of debt securities will adversely affect the fair value of an investment. The price of debt security typically moves in the opposite direction of the change in interest rate. Metro COG does not have a formal investment policy that limits investment maturities as a means of managing its exposure to potential fair value losses arising from future changes in interest rates. As of December 31, 2018, Metro COG had no debt securities investments.

**Credit Risk**

Credit risk is the risk that an issuer or other counterparty to an investment will not fulfill its obligations. Metro COG does not have a formal investment policy that specifically addresses credit risk. As of December 31, 2018, Metro COG had no debt securities investments.

**Concentration of Credit Risk**

Concentration of credit risk is the risk of loss attributed to the magnitude of a government's investment in a single issuer. Metro COG does not have an investment policy that specifically addresses concentrations of credit risk in a single issuer. As of December 31, 2018, Metro COG had no debt securities investments.

**FARGO-MOORHEAD METROPOLITAN COUNCIL OF GOVERNMENTS**  
**NOTES TO THE FINANCIAL STATEMENTS - CONTINUED**  
**AS OF DECEMBER 31, 2018**

**NOTE 4 CAPITAL ASSETS**

Capital asset activity for the year ended December 31, 2018 was as follows:

<u>Governmental Activities</u>	<u>Balance January 1, 2018</u>	<u>Additions</u>	<u>Deletions</u>	<u>Balance December 31, 2018</u>
Capital Assets Being Depreciated:				
Equipment	\$ 66,840	\$ -	\$ -	\$ 66,840
Less Accumulated Depreciation:				
Equipment	<u>(57,431)</u>	<u>(3,174)</u>	<u>-</u>	<u>(60,605)</u>
Total Capital Assets Being Depreciated, Net	<u>\$ 9,409</u>	<u>\$ (3,174)</u>	<u>\$ -</u>	<u>\$ 6,235</u>

**NOTE 5 COMPENSATED ABSENCES**

The following is a summary of changes in compensated absences for the year ended December 31, 2018.

<u>Balance 12/31/2017</u>	<u>Accrued 2018</u>	<u>Used 2018</u>	<u>Balance 12/31/2018</u>	<u>Current Portion 12/31/2018</u>
<u>\$ 25,721</u>	<u>\$ 29,862</u>	<u>\$ 14,931</u>	<u>\$ 40,652</u>	<u>\$ 40,652</u>

**NOTE 6 SIMPLE DEFERRED COMPENSATION PLAN**

Metro COG maintains a SIMPLE deferred compensation program for its employees. Metro COG contributes three percent of compensation for employees participating at the same or greater rate. The amount of this contribution for 2018 was \$12,957.

**NOTE 7 DESIGNATED FUND BALANCE/NET POSITION**

Metro COG management has designated fund balance/net position for the following:

Matching	\$ 22,726
Special Projects	17,100
Unemployment	15,000
Strategic Reserve	144,669
Bike Maps Printing	<u>6,705</u>
Total	<u>\$206,200</u>

**FARGO-MOORHEAD METROPOLITAN COUNCIL OF GOVERNMENTS**  
**NOTES TO THE FINANCIAL STATEMENTS - CONTINUED**  
**AS OF DECEMBER 31, 2018**

**NOTE 8 COMMITMENTS AND CONTINGENCIES**

**Leases**

Metro COG entered into a lease agreement with Case Plaza LLC for the use of the facilities from which Metro COG operates. The lease expires on December 31, 2027. During the year ended December 31, 2018, rents paid to Case Plaza LLC amounted to \$35,843. Annual rents due for the next five years are as follows:

2019	\$ 36,561
2020	37,307
2021	38,054
2022	38,801
2023	39,576
Thereafter	166,431

**Risk Management**

Metro COG is exposed to various risks of loss related to torts; theft of, damage to, and destruction of assets; errors and omissions; injuries to employees; and natural disasters.

The State Bonding Fund currently provides Metro COG with Blanket fidelity bond coverage in the amount of \$326,000 for its employees. The State Bonding fund does not currently charge a premium for this coverage.

Metro COG participates in the North Dakota Worker's Compensation Bureau.

Metro COG is currently insured for commercial/general liability, automobile liability insurance (nonowned and hired), personal property, inland marine, and Directors and Officers (liability). Metro COG purchases its insurance through the private market. Metro COG has not filed any claims in the last three calendar years.

**Grant Programs**

Metro COG participates in numerous state and federal grant programs, which are governed by various rules and regulations of the grantor agencies. Costs charged to the respective grant programs are subject to audit and adjustment by the grantor agencies; therefore, to the extent that Metro COG has not complied with the rules and regulations governing the grants, refunds or any money received may be required and the collectability of any related receivable at December 31, 2018, may be impaired. In the opinion of Metro COG, there are no significant contingent liabilities relating to compliance with the rules and regulations governing the respective grants; therefore, no provision has been recorded in the accompanying financial statements for such contingencies.

**NOTE 9 NEW PRONOUNCEMENTS**

Additional significant Governmental Accounting Standards Board (GASB) Statements that will be applicable in future years are as follows:

**FARGO-MOORHEAD METROPOLITAN COUNCIL OF GOVERNMENTS**  
**NOTES TO THE FINANCIAL STATEMENTS - CONTINUED**  
**AS OF DECEMBER 31, 2018**

GASB Statement No. 83, *Certain Asset Retirement Obligations*, addresses accounting and financial reporting for certain asset retirement obligations (AROs). This Statement establishes criteria for determining the timing and pattern of recognition of a liability and corresponding deferred outflow of resources for AROs. It also establishes disclosure of information about the nature of a government's AROs, the methods and assumptions used for the estimates of the liabilities, and the estimated remaining useful life of the associated tangible capital assets. The requirements of this Statement are effective for reporting periods beginning after June 15, 2018. Earlier application is encouraged.

GASB Statement No. 84, *Fiduciary Activities*, provides guidance regarding the identification of fiduciary activities for accounting and financial reporting purposes and how those activities should be reported. This Statement establishes criteria for identifying fiduciary activities of all state and local governments. The focus of the criteria generally is on (1) whether a government is controlling the assets of the fiduciary activity and (2) the beneficiaries with whom a fiduciary relationship exists. Separate criteria are included to identify fiduciary component units and postemployment benefit arrangements that are fiduciary activities. The requirements of this Statement are effective for reporting periods beginning after December 15, 2018. Earlier application is encouraged.

GASB Statement No. 87, *Leases*, establishes a single model for lease accounting based on the foundational principle that leases are financings of the right to use an underlying asset. This Statement requires recognition of certain lease assets and liabilities for leases that were previously classified as operating leases and recognized as inflows of resources or outflows of resources based on the payment provisions of the contract. Under this Statement, a lessee is required to recognize a lease liability and an intangible right-to-use lease asset, and a lessor is required to recognize a lease receivable and a deferred inflow of resources, thereby enhancing the relevance and consistency of information about governments' leasing activities. This Statement is effective for reporting periods beginning after December 15, 2019. Earlier application is encouraged.

GASB Statement No. 88, *Certain Disclosures Related to Debt, including Direct Borrowings and Direct Placements*, improves the information that is disclosed in notes to government financial statements related to debt, including direct borrowings and direct placements. It also clarifies which liabilities governments should include when disclosing information related to debt. This Statement requires that additional essential information related to debt be disclosed in notes to financial statements, including unused lines of credit; assets pledged as collateral for the debt; and terms specified in debt agreements related to significant events of default with finance-related consequences, significant termination events with finance-related consequences, and significant subjective acceleration clauses. This Statement is effective for reporting periods beginning after June 15, 2018. Earlier application is encouraged.

GASB Statement No. 89, *Accounting for Interest Cost Incurred before the End of a Construction Period*, establishes accounting requirements for interest cost incurred before the end of a construction period. This Statement requires that interest cost incurred before the end of a construction period be recognized as an expense in the period in which the cost is incurred for financial statements prepared using the economic resources measurement focus. As a result, interest cost incurred before the end of a construction period will not be included in the historical cost of a capital asset reported in a business-type activity or enterprise fund. The requirements of this Statement are effective for reporting periods beginning after December 15, 2019. Earlier application is encouraged.

GASB Statement No. 90, *Majority Equity Interests*, provides guidance for reporting when a government has majority equity interest in legally separate organizations. An equity interest is explicit and measurable if the government has a present or future claim to the net resources of the entity and the method for measuring the government's share of the entity's net resources is determinable. If government's holding of that equity interest meets the definition of an investment, as defined by GASB

**FARGO-MOORHEAD METROPOLITAN COUNCIL OF GOVERNMENTS**  
**NOTES TO THE FINANCIAL STATEMENTS - CONTINUED**  
**AS OF DECEMBER 31, 2018**

No. 72, the equity interest should be reported as an investment and measured using the equity method and not as a component unit of the government. If a government's holding of a majority interest in a legally separate organization does not meet the definition of an investment, the holding of the majority equity interest results in the government being financially accountable for the organization and therefore, the government should report the legally separate organization as a component unit. The requirements of this Statement are effective for reporting periods beginning after December 15, 2018. Earlier application is encouraged.

Management has not yet determined what effect these statements will have on Metro COG's financial statements.

**NOTE 10 SUBSEQUENT EVENTS**

On May 1, 2019, Fargo-Moorhead Metropolitan Council of Governments agreed to a lease amendment effective on August 1, 2019 through December 31, 2027 in which office space remodeling costs exceeding \$240,000 and an additional \$25,000 in HVAC costs will be amortized over the life of the lease with an interest rate of 7%. No other significant events occurred subsequent to Metro COG's year end. Subsequent events have been evaluated through June 19, 2019, which is the date these financial statements were available to be issued.

**FARGO-MOORHEAD METROPOLITAN COUNCIL OF GOVERNMENTS**  
**STATEMENT OF GOVERNMENTAL FUND REVENUES, EXPENDITURES,**  
**AND CHANGES IN FUND BALANCE**  
**GENERAL FUND – BUDGET AND ACTUAL**  
**FOR THE YEAR ENDED DECEMBER 31, 2018**

	Original Budget	Final Budget	Actual	Variance Favorable (Unfavorable)
Revenues:				
Federal - Passed Through State of ND	\$ 1,454,748	\$ 1,454,748	\$ 1,329,913	\$ (124,835)
State - Minnesota	26,820	26,820	26,820	-
Local Dues	132,426	132,426	133,851	1,425
Local Match (Contracted Planning)	219,600	219,600	218,483	(1,117)
Other Income	<u>2,875</u>	<u>2,875</u>	<u>4,348</u>	<u>1,473</u>
 Total Revenues	 <u>1,836,469</u>	 <u>1,836,469</u>	 <u>1,713,415</u>	 <u>(123,054)</u>
Expenses				
Salaries	466,069	484,874	440,706	44,168
Fringe Benefits	127,558	127,558	103,171	24,387
Travel	12,500	12,500	11,883	617
Professional Fees	7,799	7,799	11,990	(4,191)
Rent and Utilities	38,780	38,780	35,843	2,937
Bookkeeping Service	15,570	15,570	12,247	3,323
Advertising	2,500	2,500	2,913	(413)
Telephone	3,250	3,250	3,803	(553)
Office Expense	26,492	26,492	10,243	16,249
Dues and Subscriptions	3,455	3,455	1,355	2,100
Project Costs (Contracted Planning)	1,098,000	1,098,000	1,055,957	42,043
Equipment Lease	13,000	13,000	27,925	(14,925)
Printing	-	-	879	(879)
Insurance	5,961	5,961	4,982	979
Miscellaneous	488	488	-	488
Special Activities	<u>-</u>	<u>-</u>	<u>6,020</u>	<u>(6,020)</u>
 Total Expenditures / Expenses	 <u>1,821,422</u>	 <u>1,840,227</u>	 <u>1,729,917</u>	 <u>110,310</u>
 Excess Revenues Over Expenditures	 15,047	 (3,758)	 (16,502)	 (12,744)
 Fund Balance, Beginning of Year	 <u>300,799</u>	 <u>300,799</u>	 <u>300,799</u>	 <u>-</u>
 Fund Balance, End of Year	 <u>\$ 315,846</u>	 <u>\$ 297,041</u>	 <u>\$ 284,297</u>	 <u>\$ (12,744)</u>

See Note to the Budgetary Comparison Schedule



**FARGO-MOORHEAD METROPOLITAN COUNCIL OF GOVERNMENTS**  
**NOTE TO THE BUDGETARY COMPARISON SCHEDULE**  
**FOR THE YEAR ENDED DECEMBER 31, 2018**

**NOTE 1 - BUDGETARY COMPARISON**

**BUDGET**

Metro COG prepares an annual budget on a per grant basis. This budget is approved by the Board and also must be approved by the grantor agency. The budget may be amended with the approval of the grantor agency.

**FARGO-MOORHEAD METROPOLITAN COUNCIL OF GOVERNMENTS**  
**SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS**  
**FOR THE YEAR ENDED DECEMBER 31, 2018**

<u>Federal Grantor/Program Title</u>	<u>CFDA Number</u>	<u>Pass-Through Entity Identifying Number</u>	<u>Passed Through to Subrecipients</u>	<u>Expenditures</u>
<b>FEDERAL PASS THROUGH - STATE OF NORTH DAKOTA</b>				
North Dakota Department of Transportation				
Highway Planning and Construction Cluster	20.205	Contract No. 38162107		<u>\$ 1,329,913</u>
<b>TOTAL FEDERAL PASS THROUGH - STATE OF NORTH DAKOTA</b>				<u>1,329,913</u>
<b>TOTAL EXPENDITURES OF FEDERAL AWARDS PASS THROUGH - STATE OF NORTH DAKOTA</b>				<u><u>\$ 1,329,913</u></u>

**NOTE TO SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS**

**Basis of Presentation**

The accompanying Schedule of Expenditures of Federal Awards (the "Schedule") includes the federal award activity of Fargo-Moorhead Metropolitan Council of Governments under programs of the federal government for the year ended December 31, 2018. The information in this schedule is presented in accordance with the requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Because the Schedule presents only a selected portion of the operations of Fargo-Moorhead Metropolitan Council of Governments, it is not intended to and does not present the financial position or changes in net position of Fargo-Moorhead Metropolitan Council of Governments.

**Summary of Significant Accounting Policies**

Expenditures reported on the Schedule are reported on the accrual basis of accounting. Such expenditures are recognized following the cost principles contained in the Uniform Guidance, wherein certain types of expenditures are not allowable or are limited as to reimbursement. Fargo-Moorhead Metropolitan Council of Governments has not elected to use the 10-percent de minimis indirect cost rate as allowed under the Uniform Guidance.

**INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL  
OVER FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER  
MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENTS  
PERFORMED IN ACCORDANCE WITH GOVERNMENT AUDITING STANDARDS**

To the Governing Board  
Fargo-Moorhead Metropolitan Council of Governments  
Fargo, North Dakota

We have audited, in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the governmental activities and general fund of Fargo-Moorhead Metropolitan Council of Governments as of and for the year ended December 31, 2018, and the related notes to the financial statements, which collectively comprise Fargo-Moorhead Metropolitan Council of Governments' basic financial statements, and have issued our report thereon dated June 19, 2019.

## **Internal Control over Financial Reporting**

In planning and performing our audit of the financial statements, we considered Fargo-Moorhead Metropolitan Council of Governments' internal control over financial reporting (internal control) to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of Fargo-Moorhead Metropolitan Council of Governments' internal control. Accordingly, we do not express an opinion on the effectiveness of Fargo-Moorhead Metropolitan Council of Governments' internal control.

*A deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

## Compliance and Other Matters

As part of obtaining reasonable assurance about whether Fargo-Moorhead Metropolitan Council of Governments' financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

## Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the result of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.



**BRADY, MARTZ & ASSOCIATES, P.C.**  
**GRAND FORKS, NORTH DAKOTA**

June 19, 2019

## INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE FOR EACH MAJOR PROGRAM AND ON INTERNAL CONTROL OVER COMPLIANCE REQUIRED BY THE UNIFORM GUIDANCE

To the Governing Board  
Fargo-Moorhead Metropolitan Council of Governments  
Fargo, North Dakota

### **Report on Compliance for Each Major Federal Program**

We have audited Fargo-Moorhead Metropolitan Council of Governments' compliance with the types of compliance requirements described in the *OMB Compliance Supplement* that could have a direct and material effect on its major federal program for the year ended December 31, 2018. Fargo-Moorhead Metropolitan Council of Governments' major federal program is identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

### ***Management's Responsibility***

Management is responsible for compliance with federal statutes, regulations, and the terms and conditions of its federal awards applicable to its federal programs.

### ***Auditor's Responsibility***

Our responsibility is to express an opinion on compliance for Fargo-Moorhead Metropolitan Council of Governments' major federal program based on our audit of the types of compliance requirements referred to above. We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and the audit requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Those standards and the Uniform Guidance require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on a major federal program occurred. An audit includes examining, on a test basis, evidence about Fargo-Moorhead Metropolitan Council of Governments' compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

We believe that our audit provides a reasonable basis for our opinion on compliance for each federal program. However, our audit does not provide a legal determination on Fargo-Moorhead Metropolitan Council of Governments' compliance.

## ***Opinion on Each Major Federal Program***

In our opinion, Fargo-Moorhead Metropolitan Council of Governments complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on its major federal program for the year ended December 31, 2018.

## **Report on Internal Control Over Compliance**

Management of Fargo-Moorhead Metropolitan Council of Governments is responsible for establishing and maintaining effective internal control over compliance with the types of requirements referred to above. In planning and performing our audit of compliance, we considered Fargo-Moorhead Metropolitan Council of Governments' internal control over compliance with the types of requirements that could have a direct and material effect on its major federal program to determine the auditing procedures that are appropriate in the circumstances for the purpose of expressing an opinion on compliance for its major federal program and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of Fargo-Moorhead Metropolitan Council of Governments' internal control over compliance.

*A deficiency in internal control over compliance* exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. *A material weakness in internal control over compliance* is a deficiency, or combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis. *A significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies. We did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance. Accordingly, this report is not suitable for any other purpose.



**BRADY, MARTZ & ASSOCIATES, P.C.  
GRAND FORKS, NORTH DAKOTA**

June 19, 2019

**FARGO-MOORHEAD METROPOLITAN COUNCIL OF GOVERNMENTS**  
**SCHEDULE OF FINDINGS AND QUESTIONED COSTS**  
**FOR THE YEAR ENDED DECEMBER 31, 2018**

**Section I-Summary of Auditor's Results**

Financial Statements

Type of auditor's report issued: Unmodified

Internal control over financial reporting:

Material weakness(es) identified?      yes   x   no

Significant deficiency(ies) identified that are not considered to be material weaknesses?      yes   x   none

Noncompliance material to financial statements noted?      yes   x   no

Federal Awards

Internal control over major programs:

Material weakness(es) identified?      yes   x   no

Significant deficiency(ies) identified that are not considered to be material weaknesses?      yes   x   none

Type of auditor's report issued on compliance for major programs: Unmodified

Any audit findings disclosed that are required to be reported in accordance with 2 CFR 200.516(a)?      yes   x   no

Identification of major programs:

CFDA Number(s) Name of Federal Program or Cluster

20.205 Highway Planning and Construction Cluster

Dollar threshold used to distinguish between Type A and Type B programs: \$750,000

Auditee qualified as low-risk auditee?      yes   x   no

**FARGO-MOORHEAD METROPOLITAN COUNCIL OF GOVERNMENTS**  
**SCHEDULE OF FINDINGS AND QUESTIONED COSTS - CONTINUED**  
**FOR THE YEAR ENDED DECEMBER 31, 2018**

**Section II-Financial Statement Findings**

None – no current year audit findings were reported

**Section III-Federal Award Findings and Questioned Costs**

None – no current year audit findings were reported



**FARGO-MOORHEAD METROPOLITAN COUNCIL OF GOVERNMENTS**  
SCHEDULE OF PRIOR YEAR AUDIT FINDINGS  
FOR THE YEAR ENDED DECEMBER 31, 2018

None – no prior year audit findings were reported

**FARGO-MOORHEAD METROPOLITAN COUNCIL OF GOVERNMENTS  
FARGO, NORTH DAKOTA**

MANAGEMENT REPORT

FOR THE YEAR ENDED DECEMBER 31, 2018

## **AUDIT COMMITTEE LETTER**

June 19, 2019

To the Governing Board  
Fargo-Moorhead  
Metropolitan Council of Governments  
Fargo, North Dakota

We have audited the financial statements of the governmental activities and general fund of Fargo-Moorhead Metropolitan Council of Governments for the year ended December 31, 2018 and have issued our report thereon dated June 19, 2019. Professional standards require that we provide you with information about our responsibilities under generally accepted auditing standards, *Government Auditing Standards* and the Uniform Guidance, as well as certain information related to the planned scope and timing of our audit. We have communicated such information in our letter to you dated May 15, 2019. Professional standards also require that we communicate to you the following information related to our audit.

## Significant Audit Findings

### *Qualitative Aspects of Accounting Practices*

Management is responsible for the selection and use of appropriate accounting policies. The significant accounting policies used by Fargo-Moorhead Metropolitan Council of Governments are described in Note 1 to the financial statements. No new accounting policies were adopted and the application of existing policies was not changed during 2018. We noted no transactions entered into by the governmental unit during the year for which there is a lack of authoritative guidance or consensus. All significant transactions have been recognized in the financial statements in the proper period.

Accounting estimates are an integral part of the financial statements prepared by management and are based on management's knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ significantly from those expected.

The financial statement disclosures are neutral, consistent, and clear.

### *Difficulties Encountered in Performing the Audit*

We encountered no significant difficulties in dealing with management in performing and completing our audit.

### *Corrected and Uncorrected Misstatements*

Professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that are clearly trivial, and communicate them to the appropriate level of management. We noted no material audit adjustments.

### *Disagreements with Management*

For purposes of this letter, a disagreement with management as a financial accounting, reporting, or auditing matter, whether or not resolved to our satisfaction, that could be significant to the financial statements or the auditor's report. We are pleased to report that no such disagreements arose during the course of our audit.

### *Management Representations*

We have requested certain representations from management that are included in the management representation letter dated June 19, 2019.

### *Management Consultations with Other Independent Accountants*

In some cases, management may decide to consult with other accountants about auditing and accounting matters, similar to obtaining a "second opinion" on certain situations. If a consultation involves application of an accounting principle to the Fargo-Moorhead Metropolitan Council of Governments' financial statements or a determination of the type of auditor's opinion that may be expressed on those statements, our professional standards require the consulting accountant to check with us to determine that the consultant has all the relevant facts. To our knowledge, there were no such consultations with other accountants.

### *Other Audit Findings or Issues*

We generally discuss a variety of matters, including the application of accounting principles and auditing standards, with management each year prior to retention as the Fargo-Moorhead Metropolitan Council of Governments' auditors. However, these discussions occurred in the normal course of our professional relationship and our responses were not a condition to our retention.

### Other Matters

We applied certain limited procedures to the Management's Discussion and Analysis and Statement of Governmental Fund Revenues, Expenditures, and Changes in Fund Balance - General Fund - Budget and Actual which are required supplementary information (RSI) that supplements the basic financial statements. Our procedures consisted of inquiries of management regarding the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We did not audit the RSI and do not express an opinion or provide any assurance on the RSI.

We were engaged to report on the Schedule of Expenditures of Federal Awards, which accompany the financial statements but is not RSI. With respect to this supplementary information, we made certain inquiries of management and evaluated the form, content, and methods of preparing the information to determine that the information complies with accounting principles generally accepted in the United States of America, the method of preparing it has not changed from the prior period, and the information is appropriate and complete in relation to our audit of the financial statements. We compared and reconciled the supplementary information to the underlying accounting records used to prepare the financial statements or to the financial statements themselves.

Restriction on Use

This information is intended solely for the use of the Governing Board and management of Fargo-Moorhead Metropolitan Council of Governments and is not intended to be, and should not be, used by anyone other than these specified parties.

Very truly yours,

A handwritten signature in black ink that reads "Brady Martz". The signature is written in a cursive, flowing style.

**BRADY, MARTZ & ASSOCIATES, P.C.**  
**GRAND FORKS, NORTH DAKOTA**

## **MANAGEMENT LETTER**



To the Governing Board  
Fargo-Moorhead  
Metropolitan Council of Governments  
Fargo, North Dakota

In planning and performing our audit of the financial statements of Fargo-Moorhead Metropolitan Council of Governments as of and for the year ended December 31, 2018, in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States, we considered Fargo-Moorhead Metropolitan Council of Governments' internal control over financial reporting (internal control) as a basis for designing auditing procedures that are appropriate in the circumstances for the purpose of expressing our opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Company's internal control. Accordingly, we do not express an opinion on the effectiveness of the Company's internal control.

However, during our audit we became aware of deficiencies in internal control other than significant deficiencies and material weaknesses and matters that are opportunities for strengthening internal controls and operating efficiency. The memorandum that accompanies this letter summarizes our comments and suggestions regarding those matters. This letter does not affect our report dated June 19, 2019, on the financial statements of Fargo-Moorhead Metropolitan Council of Governments.

We will review the status of these comments during our next audit engagement. We have already discussed many of these comments and suggestions with various Company personnel, and we will be pleased to discuss them in further detail at your convenience, to perform any additional study of these matters, or to assist you in implementing the recommendations.

This information is intended solely for the use of management, and the Governing board and is not intended to be and should not be used for any other purpose.

A handwritten signature in black ink that reads "Brady Martz".

**BRADY, MARTZ & ASSOCIATES, P.C.**  
**GRAND FORKS, NORTH DAKOTA**

June 19, 2019



**Fargo-Moorhead Metropolitan Council of Governments  
Management Letter Memorandum  
For the Year Ended December 31, 2018**

**1. Observation:**

During our testing of payroll, we noted in one employee file the U.S. Citizenship and Immigration Services Form I-9 did not include any information regarding the employer certification.

**Recommendation:**

We recommend that the Executive Director review all employee files to determine employment forms are properly filled out.

**Response:**

Metro COG's Executive Director had reviewed all employee files to determine if employment forms were properly filled out after last year's audit, and missed the fact that one section of one form was not completed. She did not understand that this portion of the I-9 form needed to be completed. She will coordinate in the future with Metro COG's contracted Human Resource expert to ensure the forms have been provided to new employees and properly completed within the required time frame either before or shortly after the new employee start date. She has also shared this information with Metro COG's Administrative Assistant who assists in the processing of new employee paper work.



To: Policy Board Members  
From: Cindy Gray, Executive Director  
Date: September 13, 2019  
Re: Consolidated Planning Grant Funding Scenarios

The MPO directors from FM Metro COG, Bismarck/Mandan and Grand Forks/East Grand Forks were recently asked, by NDDOT, to meet to discuss the funding formula which determines the distribution of Consolidated Planning Grant (CPG) funds between the three ND MPOs. As most of you know, the CPG funds are made up of Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funds allocated to both ND and MN. Metro COG's oversight agency is NDDOT. NDDOT works with three MPOs to track CPG fund usage, ensure that the use of funds is eligible for CPG funding, and monitor annual grant balances.

For a few years now, the Federal funds have been distributed as follows:

MPO	Base Distribution	% Based on 2010 Population*
Fargo-Moorhead	\$120,000	49.86*
Bismarck-Mandan	\$120,000	30.46
Grand Forks/EGF	\$120,000	19.68

\*2018 ACS estimates place the FM area's population at over 51 percent of the total of the three MPOs.

The philosophy behind setting a base distribution, rather than strictly distributing funds based on percentage of population, was based on the thinking that any agency, no matter how small, will incur a certain base level of operational and overhead expenses.

For a variety of reasons, NDDOT and the Grand Forks/East Grand Forks MPO have asked that this formula be revisited with the desired outcome being an increased amount of CPG funds for the Grand Forks/East Grand Forks MPO, generally resulting in less funding for Metro COG and BisMan.

Attachment 1 lays out scenarios for modifying the base amounts per MPO, using 2017 ND planning funds as an example. The current scenario is the first one shown. In particular, I would draw your attention to Scenarios A or D, which result in the lowest reductions in funds for Metro COG. In contrast, please see Scenario E, which results in an increase in funds of approximately \$59,600 if the funds were simply split up by population.

It is my understanding that this discussion originally arose when Metro COG and BisMan MPOs were not spending their Federal CPG funds in a timely manner. Both agencies have corrected the situation, and have been carefully planning and executing budgets and UPWPS that simultaneously a) spend the funds in a timely manner, while b) stretching funds to ensure we can cover our expenses within the appropriate budget

year. My preference and recommendation is that we retain the current formula, or go back to simply using population percentage as the means of calculating the distribution of funds. We know, based on our list of future project needs, that our MPA will need these funds to study important transportation and transit issues of this fast-growing metropolitan area. That said, if NDDOT sees fit to revisit this matter, it could arrive at a solution that is less advantageous for our MPO, in which case, we would benefit from making a recommendation that has the least impact, such as Scenario A or D.

The Bismarck-Mandan Technical Advisory Committee will meet on September 16<sup>th</sup> and will consider a recommendation at that time. Staff at the BisMan MPO have suggested looking at an approach that considers the relative cost of the four essential MPO planning documents (UPWP – Unified Planning Work Program, TIP – Transportation Improvement Program, PPP – Public Participation Plan, and MTP – Metropolitan Transportation Plan) as one basis for establishing a formula. It remains to be seen if this approach is realistic, given that some MPOs may use staff time to reduce MTP consultant costs, and others may include tasks and analyses that go beyond the basic plan requirements. Furthermore, with Fargo-Moorhead moving towards a Transportation Management Area (TMA), the requirements for some of our essential planning documents will be more extensive than in the past.

After discussion and consideration of scenarios, the Metro COG TTC recommended to the Policy Board that they consider endorsing Scenario E, which simply bases the funding formula on population percentage and eliminates the base amount provided to each MPO.

**Requested Action:**

Endorse the TTC recommendation of using Scenario E as the funding formula recommended to NDDOT.

## Using FY 2017 FHWA PL Funds as Example (ND Only)

### Available 2017 FHWA Funds (ND Only)

Scenario	Total	Base Amount	Remaining
<b>Current</b>	<b>\$ 1,525,391.10</b>	<b>\$ 360,000.00</b>	<b>\$ 1,165,391.10</b>
A	\$ 1,525,391.10	\$ 480,000.00	\$ 1,045,391.10
B	\$ 1,525,391.10	\$ 600,000.00	\$ 925,391.10
C	\$ 1,525,391.10	\$ 440,000.00	\$ 1,085,391.10
D	\$ 1,525,391.10	\$ 570,000.00	\$ 955,391.10
E	\$ 1,525,391.10	\$ -	\$ 1,525,391.10

#### Current Scenario - Base Amount of \$120,000 per MPO

Entity	Percentage of Total	Splits	Base Amount	Total	Current Split	Gain or Loss
Bis-Man MPO	30.46%	\$ 354,978.13	\$ 120,000.00	\$ 474,978.13	\$ 474,978.13	\$ -
FM Metro COG	49.86%	\$ 581,064.00	\$ 120,000.00	\$ 701,064.00	\$ 701,064.00	\$ -
GF-EGF MPO	19.68%	\$ 229,348.97	\$ 120,000.00	\$ 349,348.97	\$ 349,348.97	\$ -
				<b>\$ 1,525,391.10</b>		

#### Scenario A - Increase Base Amount to \$160,000 per MPO

Entity	Percentage of Total	Splits	Base Amount	Total	Current Split	Gain or Loss
Bis-Man MPO	30.46%	\$ 318,426.13	\$ 160,000.00	\$ 478,426.13	\$ 474,978.13	\$ 3,448.00
FM Metro COG	49.86%	\$ 521,232.00	\$ 160,000.00	\$ 681,232.00	\$ 701,064.00	\$ (19,832.00)
GF-EGF MPO	19.68%	\$ 205,732.97	\$ 160,000.00	\$ 365,732.97	\$ 349,348.97	\$ 16,384.00
				<b>\$ 1,525,391.10</b>		

#### Scenario B - Increase Base Amount to \$200,000 per MPO

Entity	Percentage of Total	Splits	Base Amount	Total	Current Split	Gain or Loss
Bis-Man MPO	30.46%	\$ 281,874.13	\$ 200,000.00	\$ 481,874.13	\$ 474,978.13	\$ 6,896.00
FM Metro COG	49.86%	\$ 461,400.00	\$ 200,000.00	\$ 661,400.00	\$ 701,064.00	\$ (39,664.00)
GF-EGF MPO	19.68%	\$ 182,116.97	\$ 200,000.00	\$ 382,116.97	\$ 349,348.97	\$ 32,768.00
				<b>\$ 1,525,391.10</b>		

#### Scenario C - Increase Base Amount to \$200,000 for GF/EGF only, leaving FM and BM at \$120,000

Entity	Percentage of Total	Splits	Base Amount	Total	Current Split	Gain or Loss
Bis-Man MPO	30.46%	\$ 330,610.13	\$ 120,000.00	\$ 450,610.13	\$ 474,978.13	\$ (24,368.00)
FM Metro COG	49.86%	\$ 541,176.00	\$ 120,000.00	\$ 661,176.00	\$ 701,064.00	\$ (39,888.00)
GF-EGF MPO	19.68%	\$ 213,604.97	\$ 200,000.00	\$ 413,604.97	\$ 349,348.97	\$ 64,256.00
				<b>\$ 1,525,391.10</b>		

#### Scenario D - Increase Base Amount to \$190,000 per MPO

Entity	Percentage of Total	Splits	Base Amount	Total	Current Split	Gain or Loss
Bis-Man MPO	30.46%	\$ 291,012.13	\$ 190,000.00	\$ 481,012.13	\$ 474,978.13	\$ 6,034.00
FM Metro COG	49.86%	\$ 476,358.00	\$ 190,000.00	\$ 666,358.00	\$ 701,064.00	\$ (34,706.00)
GF-EGF MPO	19.68%	\$ 188,020.97	\$ 190,000.00	\$ 378,020.97	\$ 349,348.97	\$ 28,672.00
				<b>\$ 1,525,391.10</b>		

#### Scenario E - Eliminate Base Amount per MPO and Use Population Percentage Only

Entity	Percentage of Total	Splits	Base Amount	Total	Current Split	Gain or Loss
Bis-Man MPO	30.46%	\$ 464,634.13	\$ -	\$ 464,634.13	\$ 474,978.13	\$ (10,344.00)
FM Metro COG	49.86%	\$ 760,560.00	\$ -	\$ 760,560.00	\$ 701,064.00	\$ 59,496.00
GF-EGF MPO	19.68%	\$ 300,196.97	\$ -	\$ 300,196.97	\$ 349,348.97	\$ (49,152.00)
				<b>\$ 1,525,391.10</b>		



To: Policy Board  
From: Dan Farnsworth, Transportation Planner  
Date: September 13, 2019  
Re: Cass County Road 18 Extension Study

In May of 2018, Metro COG in cooperation with Cass County kicked-off the Cass County Road 18 Extension Study. Metro COG contracted with Houston Engineering to perform study services.

The purpose of the study was to evaluate the feasibility of transferring the existing roadway (52<sup>nd</sup> St SE) from a township to a county roadway, evaluate the necessary changes and associated costs, facilitate stakeholder and public feedback, and provide a framework for a jurisdictional transfer and future improvements.

The final draft report of the study was completed in May of 2019 and was presented to the Cass County Roadway Advisory Committee in July. Metro COG's TTC recommended Policy Board approval of the report at their September 12<sup>th</sup> meeting.

Attached you will find both a one-page summary of the study along with the full report.

Requested Action: Approval of the Cass County Road 18 Extension Study Report.

\*\* The full report can be viewed at  
[fmmetrocog.org/projects-rfps/cass-county-road-18-extension-study](http://fmmetrocog.org/projects-rfps/cass-county-road-18-extension-study)

# Cass County Roadway 18 Extension Study

## From Cass County Rd 17 to Cass County Rd 15



### Project Background

The Cass County Roadway 18 Extension Study was developed by Metro COG, Cass County, and Houston Engineering in cooperation with a Study Review Committee consisting of representatives from Normanna Township, Pleasant Township, and other local and governmental stakeholders.

The purpose of the study is to evaluate the feasibility of transferring the roadway from a township to a county roadway, evaluate the necessary changes and associated costs, facilitate stakeholder and public feedback, and provide a framework for a jurisdictional transfer and future improvements.

### Public Involvement

A public input meeting was held on December 4<sup>th</sup>, 2018 at the Kindred High School from 6:00 pm – 8:00 pm. An estimated 20 attendees were present at the meeting.

### Study Outcomes

- Proposed roadway alternatives included: no-build alternative, existing alignment with County typical section alternative, relocation of church alternative
- Sheyenne River crossing alternatives: three alignment alternatives (A, B, C)
- An implementation plan is provided in the report which consists of near-term, mid-term, and long-term solutions for working with the townships and implementing roadway improvements

### Final Study

The final study report can be found on Metro COG's website at <http://www.fmmetrocog.org/projects-rfps/cass-county-road-18-extension-study>





Fargo, ND | Metro COG No. 2018-005

May 28, 2019



# CASS COUNTY ROADWAY 18 EXTENSION STUDY

From Cass County Roadway 17 to  
Cass County Roadway 15



*The preparation of this document was funded in part by the United States Department of Transportation with funding administered through the North Dakota Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration. Additional funding was provided through local contributions from Cass County. The United States Government and the States of North Dakota and Minnesota assume no liability for the contents or use thereof.*

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



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# 1 EXECUTIVE SUMMARY

The Cass County Highway Department, in coordination with both the Normanna and Pleasant Township officials, made a request to the Fargo-Moorhead Metro Council of Governments to study the potential extension of Cass County Roadway 18 along 52<sup>nd</sup> Street SE. The study area for this project includes 52<sup>nd</sup> Street SE in Cass County from Cass County Roadway 17 west to Cass County Roadway 15 in both the Normanna and Pleasant Townships within Cass County, North Dakota.

The existing conditions analysis of the study area identified existing utilities, land uses, and environmental features. The existing conditions analysis also reviewed the roadway typical sections for 52<sup>nd</sup> Street SE and County Roadway 18 and the Sheyenne River crossing bridge. The 2018 traffic volumes for 52<sup>nd</sup> Street SE ranged from 155 to 200 vehicles per day with approximately 20 to 25 percent heavy vehicles. There were six crashes from 2013 to 2017 on 52<sup>nd</sup> Street SE with one fatal crash.

The future conditions developed forecasted traffic volumes on 52<sup>nd</sup> Street SE for the years 2025 and 2040 for a no-build, aggregate and paved roadway surface alternatives. The 2025 forecasted traffic forecasts ranged from 175 to 230 vehicles per day for the no-build alternatives, 190 to 245 vehicles per day for the aggregate surface alternative, and 220 to 300 vehicles per day for the paved surface alternative. The 2045 forecasted traffic forecasts ranged from 220 to 280 vehicles per day for the no-build alternatives, 245 to 300 vehicles per day for the aggregate surface alternative, and 280 to 325 vehicles per day for the paved surface alternative. No impacts to the study area are expected due to the proposed Fargo-Moorhead diversion.

The project purpose is to study the feasibility of extending CR 18 from CR 17 to CR 15 and transitioning ownership to a county roadway and the roadway typical section to meet county roadway standards. The goals associated with this project are as follows:

- Study the county roadway network connection for CR 18 between CR 17 and CR 15 to maintain a roadway network that allows users to travel on a standard roadway cross-section to Kindred and between CR 15 and Interstate 29.
- Provide recommendations/alternatives for a roadway that maintains a suitable driving surface throughout the year and accommodates traffic mix consisting of passenger cars, heavy trucks, and agriculture implements.
- Provide recommendations/alternatives that will minimize the potential for crashes along the corridor.
- Support the goals and objectives of the *Cass County Transportation and Comprehensive Plan*

The project needs include the following:

- County roadway system connectivity
- Insufficient roadway surface conditions due to subgrade
- To minimize the potential for crashes along the corridor
- To support the goals and objectives of the *Cass County Transportation and Comprehensive Plan*

Throughout the duration of the project, a Study Review Committee periodically met to discuss the findings of the project and to review and provide comments on the Study's memoranda. A public input meeting was held on December 4<sup>th</sup>, 2018 at the Kindred High School commons area. Comments were received at the meeting and for two weeks after the public meeting.

The final analysis of the alternatives included three alignments on the existing alignment (no-build, existing alignment with County typical section, and relocation of the church) and three alignments adjusting the location of the Sheyenne River crossing bridge (alignments A, B, C). The Study Review Committee was tasked with only ranking the Sheyenne River crossing alternatives. The criteria used in analyzing the Sheyenne River crossing alternatives was developed and approved by the Study Review Committee and was provided to the committee for their ranking of the Sheyenne River crossing alternatives. The results of the Committee's rankings were alignment B followed by alignment C and finally alignment A.

## 2 INTRODUCTION

### 2.1 PROJECT SCOPE AND LIMITS

The Cass County Highway Department, in coordination with both the Normanna and Pleasant Township officials, made a request to the Fargo-Moorhead Metro Council of Governments (Metro COG) to study the potential extension of Cass County Roadway 18 (CR 18) along 52<sup>nd</sup> Street SE. The study area for this project includes 52<sup>nd</sup> Street SE in Cass County from Cass County Roadway 17 (CR 17) west to Cass County Roadway 15 (CR 15) in both the Normanna and Pleasant Townships within Cass County, North Dakota. The study area for the project is shown in Figure 1.

Throughout the study, memoranda were completed for the following phases of the study:

- Existing Conditions Analysis
- Future Conditions Analysis
- Purpose and Need of the Study
- Public Input Summary
- Alternatives Analysis

The memoranda were used to develop the final report for the project.

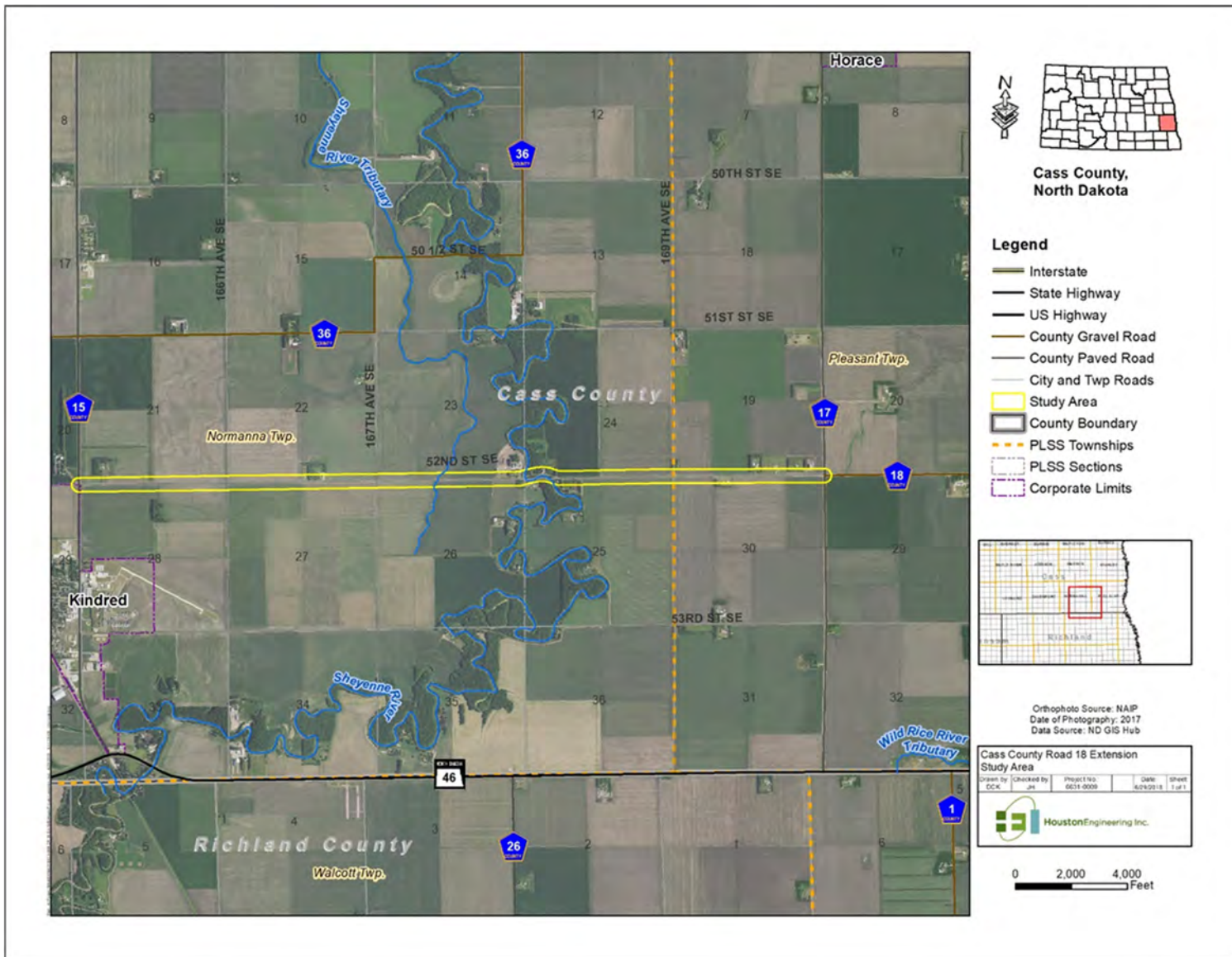


Figure 1. Study Area



## 3 EXISTING CONDITION ANALYSIS

### 3.1 ROADWAY TYPICAL SECTION AND ATTRIBUTES

The existing 52<sup>nd</sup> Street SE and CR 18 roadway typical sections are shown in Figure 1. Three typical sections are shown in Figure 2; one for the existing aggregate surfaced roadway section on 52<sup>nd</sup> Street SE throughout the study area, CR 18 for the section within 2 miles of CR17, and one for the bridge section across the Sheyenne River. The 52<sup>nd</sup> Street SE roadway section is currently an aggregate surface with open ditch drainage along both the north and south sides of the roadway. As shown in Figure 2, the roadway, ditch, and right-of-way (ROW) widths vary based on the location within the corridor, but the aggregate surface is typically 28 to 30 feet wide. The CR 18 typical section is similar to the 52<sup>nd</sup> Street SE typical section with a slightly wider aggregate surface of approximately 30 to 32 feet. The townships both complete annual aggregate surface maintenance on 52<sup>nd</sup> Street SE. The spread rate of gravel used for each township vary between 150 cubic yards per mile (CY/mile) to 365 CY/mile based on the amount of available funding. Cass County currently maintains CR 18 at a gravel spread rate of 365 CY/mile.

Driveway and field access locations along both 52<sup>nd</sup> Street SE and CR 18 typically have corrugated metal pipe culverts for drainage. Flood protection measures have been implemented on the east end of the study area. The measures include levees and sluice gates installed on the north side of the roadway. Approximately 0.75 miles west of the Sheyenne River bridge, two transverse corrugated metal pipe culverts cross 52<sup>nd</sup> Street SE providing conveyance for a tributary of the Sheyenne River. Several drainage improvements have been made at the intersection of 52<sup>nd</sup> Street SE and CR 17 including multiple culverts and roadway ditch improvements. The 52<sup>nd</sup> Street corridor speed limit is 55 miles per hour (MPH) with the exception of reduced speed zones of 40 MPH approaching the Sheyenne River bridge and 25 MPH immediately adjacent to the bridge.

The 52<sup>nd</sup> Street SE intersection with CR 15 has two-way stop-control on the 52<sup>nd</sup> Street SE approaches and the intersection with CR 17 is controlled by a yield sign on the 52<sup>nd</sup> Street SE approach and stop sign on the CR 18 approach. Several north-south township roadways intersect with 52<sup>nd</sup> Street SE throughout the project study area. The north-south township roadways are typically yield controlled with yield signs at the intersections with 52<sup>nd</sup> Street SE. Additional access locations along 52<sup>nd</sup> Street SE are typically at driveway approaches or field locations. The spacing and locations of the access points along the corridor are acceptable, but some may need to be slightly relocated or combined if any improvements to the roadway are made.

The roadways in the study area were included in the functional class figure within the *Cass County Comprehensive and Transportation Plan*. The Cass County Functional Class figure lists both CR 15 and CR 17 as Major Collectors with CR 18 and 52<sup>nd</sup> Street SE as Local/Township classification. North Dakota 46 is classified as a Minor Arterial in the comprehensive plan and as a State Corridor with the North Dakota Department of Transportation (NDDOT) State Highway Performance Classification System. According to the Comprehensive Plan, both CR 15 and CR 17 are classified as Regionally Significant Candidate Corridors. Vehicle load restrictions are typically placed on CR 15 and CR 17 during the spring thaw.

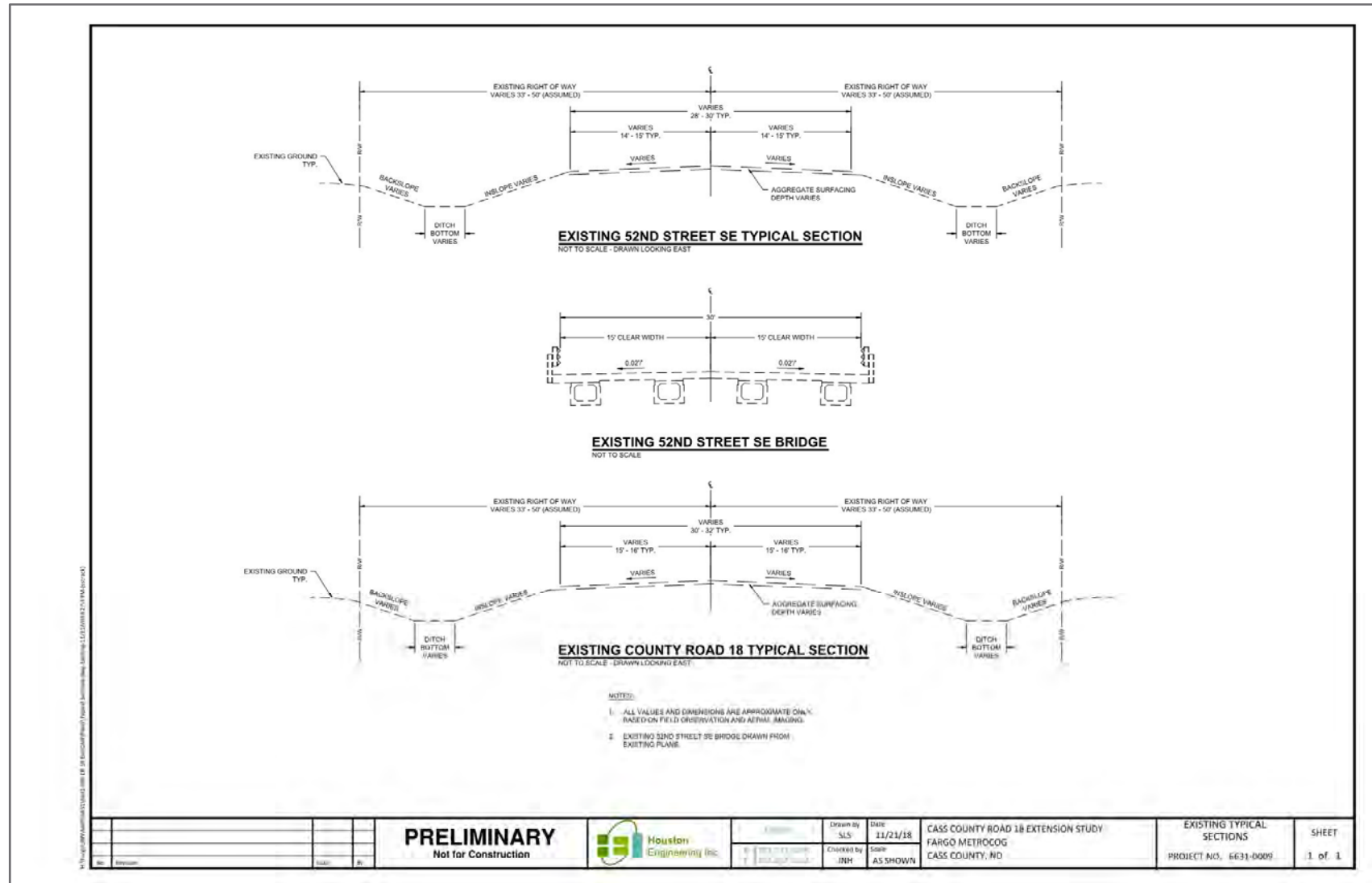


Figure 2. 52nd Street SE Typical Sections



## 3.2 BRIDGE ACROSS THE SHEYENNE RIVER

The existing bridge on 52<sup>nd</sup> Street SE that crosses the Sheyenne River was constructed in 1995. The typical section for the roadway is shown in Figure 2. The bridge spans are prestressed concrete and the bridge deck is cast-in-place concrete. According to the most recently available National Bridge Inventory (NBI) report from 2015, the overall condition of the bridge is “Good” with the superstructure and substructure both being categorized “Very Good”. The sufficiency rating of the bridge according to the NBI report is a 99.7. The channel bank is beginning to slump, and the embankment protection devices have widespread minor damage according to the NBI report. The bridge was included in *Cass County Comprehensive and Transportation Plan*’s “Cass County Bridge Condition Average” figure with a bridge condition average range of 7.1 to 8.0 out of 10, and in the “2037 and beyond” construction phase for replacement.

## 3.3 EXISTING UTILITIES IN STUDY AREA

The study area does contain electrical, fiber optic, telephone, and rural water utilities. A utility locate and survey were not conducted for this study. Any utility information provided in this report and study are for information purposes only and are not intended to be used for design or construction. Based on a review of existing above ground utility structures along the corridor, several of the underground utilities run parallel to 52<sup>nd</sup> Street SE in the backslope of the north ditch of the roadway. Throughout the corridor, fiber optic and telephone underground lines are located north of the roadway and cross beneath the roadway to service residences on the south side of the roadway. Overhead electric utilities are typically located along the north field edges and run most of the eastern half of the project terminating just west of the bridge. There are also short runs of overhead electrical utilities serving the two western most residential and commercial locations within the study area. The overhead electrical lines do cross 52<sup>nd</sup> Street SE at three locations within a 0.5 mile stretch from the Sheyenne River bridge to the east. At the location of the Norman Lutheran church, the overhead power lines are located on the south side of the roadway directly across from the church. There are valve locations for Cass County Rural Water located north of 52<sup>nd</sup> Street SE in the study area. Based on plan documents for the Sheyenne River bridge, the rural water line does cross beneath the roadway at the ag residential locations just west of the bridge.

## 3.4 EXISTING LAND USES WITHIN THE STUDY AREA

The Cass County existing land use plan contained within the *Cass County Comprehensive and Transportation Plan* provides the existing land uses in the study area that are based on the seven land use categories used in Cass County. Along the 52<sup>nd</sup> Street SE corridor in the study area, the primary land use “agriculture” with a few areas of “single family residential”, “farm exempt”, and “ag with residential”. The residential land uses are located near the Sheyenne River Bridge and at the east end of the study area. There is also a “commercial/industrial/multi-family residential” land use area for a manufacturing facility located 1.5 miles east of the intersection with CR 15. The Norman Lutheran church, located just east of the Sheyenne River bridge, is classified as a “single-family residential” in the land use plan. The very west 0.75 miles of 52<sup>nd</sup> Street SE is included in the City of Kindred’s Extraterritorial Area.

### 3.5 EXISTING ENVIRONMENTAL FEATURES

The wetlands for the study area were reviewed using data from the National Wetlands Inventory available from the United States Fish and Wildlife Service. Two figures are provided with Figure 3 showing the palustrine and riverine wetlands that are located within and near the study area and Figure 4 showing a more detailed view of the palustrine and riverine wetlands within the study area. The project study area has the Sheyenne River and the Sheyenne River tributary for flowing water. There are three primary locations for palustrine wetlands located in sections 23 and 26 of the Normanna Township. As shown in Figure 4, the locations that are within the roadway ditch section that are classified as wetlands are located in the section from the Sheyenne River bridge to the west approximately a 0.5 mile.

### 3.6 2018 TRAFFIC VOLUMES

Traffic volumes at two segments of 52<sup>nd</sup> Street SE and one segment of CR 18 were collected Tuesday May 15<sup>th</sup> to Friday May 18<sup>th</sup> and Monday October 15 to Friday October 19 of 2018. The traffic volumes were counted for approximately 72 consecutive hours at all locations. The Kindred Public School system was in session when the traffic volumes were collected. The traffic volumes were reviewed for any differences, and an average of the two counting periods was determined. The traffic volumes included in this report are Average Annual Daily Traffic (AADT) volumes that are based on the actual number of vehicles counted during the two count periods and then adjusted to account for daily and seasonal variations. AADTs provide the average volume of traffic using the roadway throughout the year. Actual traffic counts on random days may be either above or below the AADT, but the AADT provides an average for the entire year. Intersection turning movements were not counted as a part of this study.

The AADTs for the three count locations are shown in Figure 5, Figure 6, and Figure 7. The AADTs for the spring and fall ranged from 86 and 136 vehicles per day (VPD) on CR 18 near CR 17 to 115 and 197 VPD on the west end of the study area. The traffic consisted of 20 to 25 percent heavy vehicles (vehicles with more than 2 axles) throughout the study area. The heavy vehicle percentages were slightly lower on the existing CR 18 section. It is important to note that the traffic counts were taken while agricultural producers were starting to plant and harvest the agricultural fields in the area surrounding the study area. The travel direction distribution at the count locations was approximately 55 to 60 percent travelling westbound to approximately 40 to 45 percent travelling eastbound during the spring count period and 50 percent eastbound and westbound during the fall count period. The directional distribution may signal that vehicles are traveling west to Kindred or elsewhere on 52<sup>nd</sup> Street SE, but returning to their residence or place of origin by another route such as North Dakota 46 and a north-south county or township roadway.

The peak hour, the highest volume of four consecutive 15-minute counting periods, for all locations was consistent between 7:00 am and 8:00 am with minor 15-minute adjustments for the morning period of each day. The afternoon/evening peak hour was not as consistent as the morning peak hour for all three locations. The PM peak hour was typically either 3:30 pm to 4:30 pm or approximately around the 5:00 pm hour. A potential reason for the variation of the evening/afternoon peak hour may be due to rain events on one of the count days and the resulting saturated condition of the gravel roadways. Although, there is not enough evidence to draw a conclusion that the condition of the roadway impacts the traffic volume on the roadway. The peak hours from the fall traffic counts were similar in the hour that had the peaking volumes to the spring data.

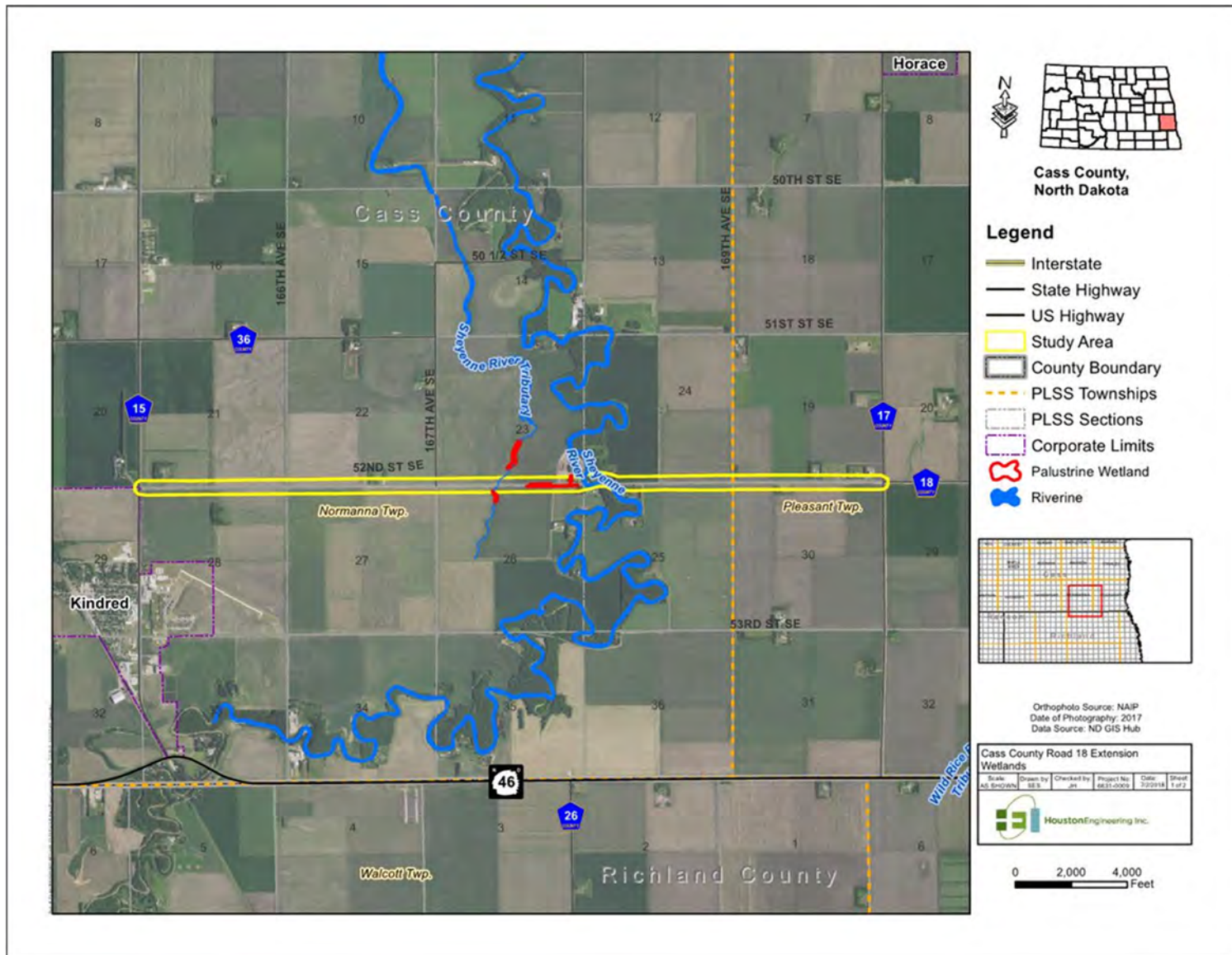


Figure 3. Environmental Map for Study Area



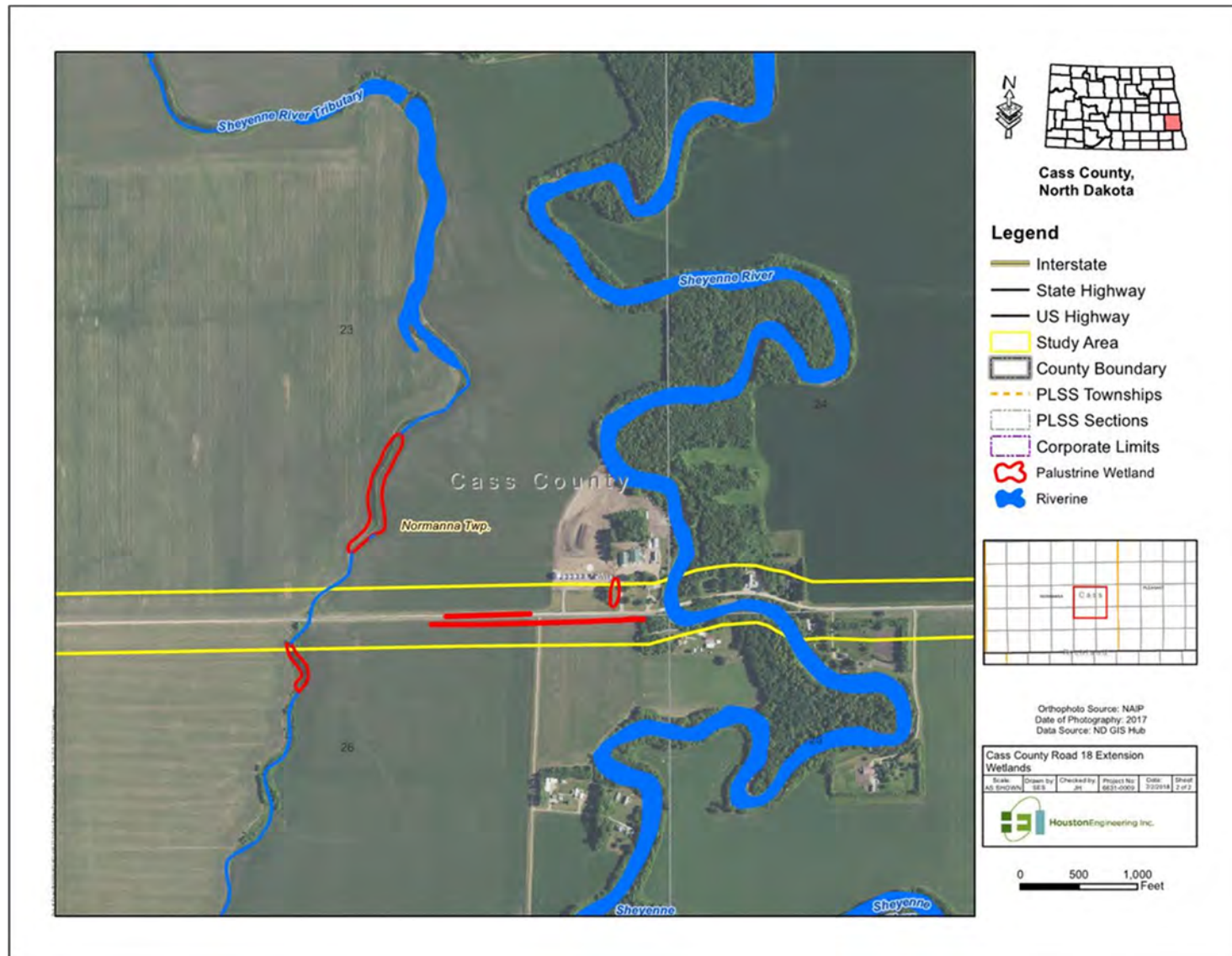


Figure 4. Wetlands within the Study Area

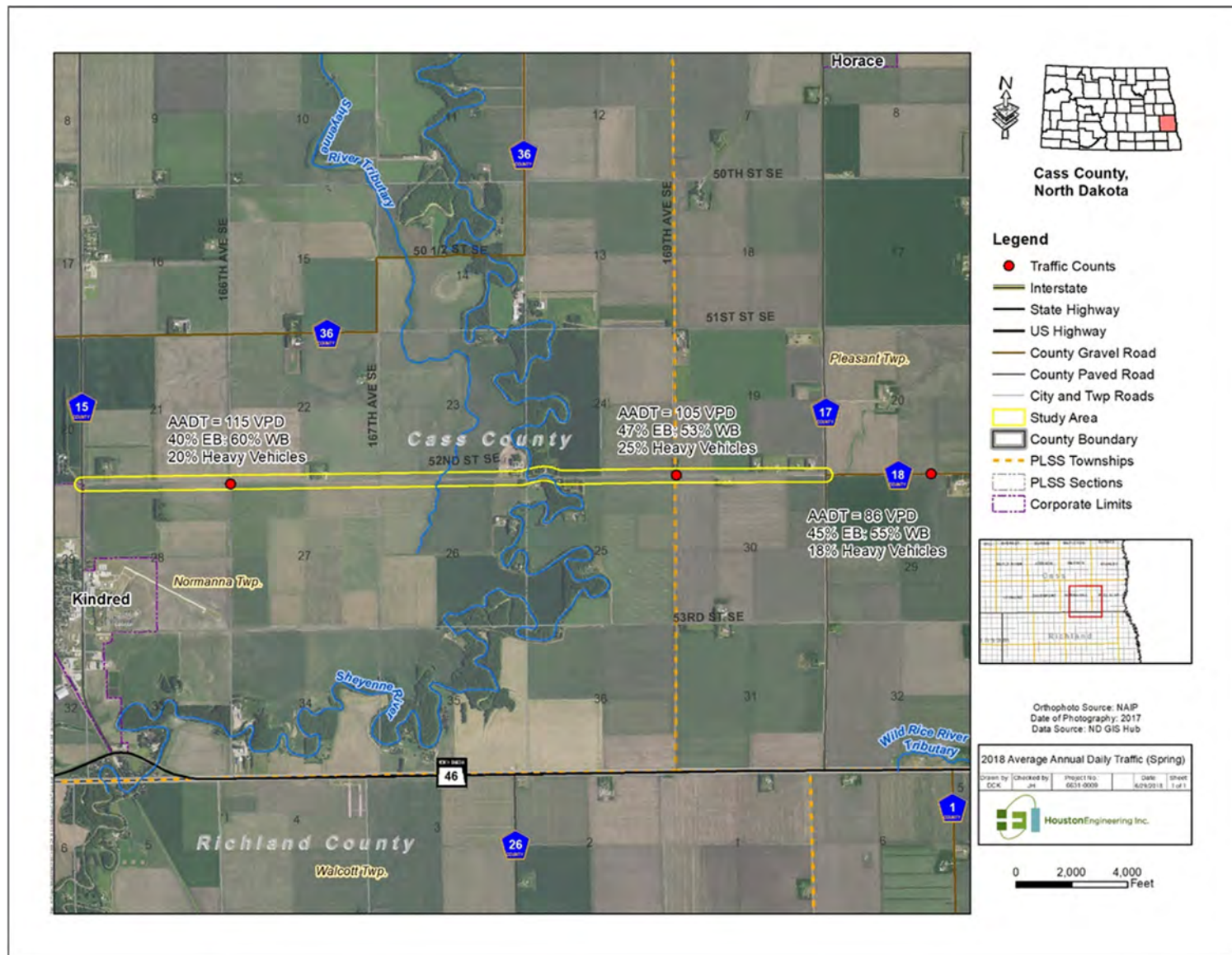


Figure 5. 2018 Average Annual Daily Traffic Volumes (Spring 2018)



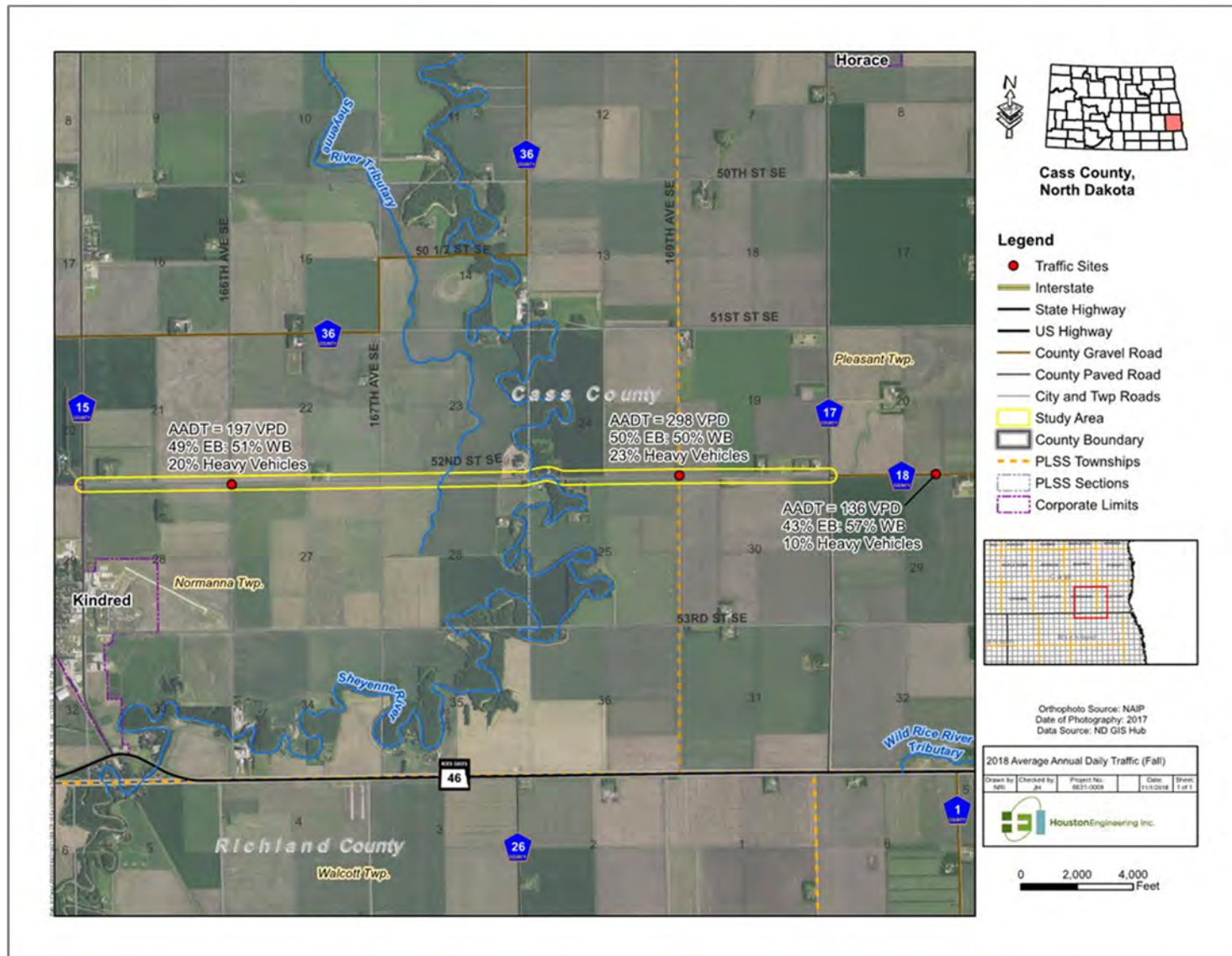


Figure 6. 2018 Average Annual Daily Traffic Volumes (Fall 2018)

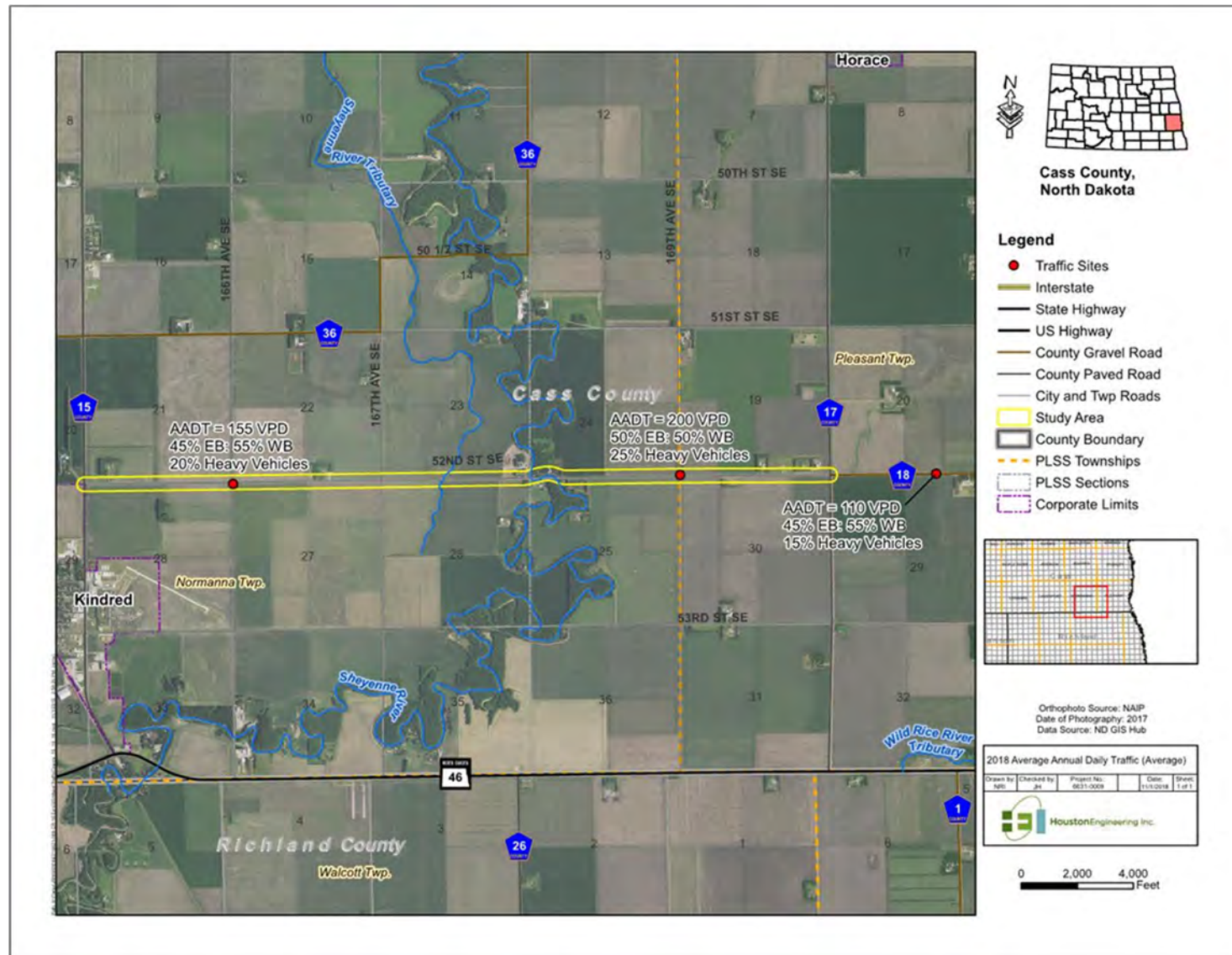


Figure 7. Average Annual Traffic Volumes (Average of Spring and Fall 2018)

### 3.7 TRAFFIC SAFETY PERFORMANCE FOR 2013 TO 2017

The data and information used in the traffic safety section was provided by the Metro COG from a data set that was received from the NDDOT. The data included all traffic crashes in the Metro COG planning boundary for the years 2013 to 2017. The software program ArcGIS was used to select crashes for the study area based on a selection buffer of 250 feet from 52<sup>nd</sup> Street SE, as shown in Figure 8. The NDDOT and Department of Public Safety maintain criteria for what constituted a reportable traffic crash, and some very minor non-injury crashes may not be considered a reportable traffic crash.

There was a total of six traffic crashes in the study area from 2013 to 2017. The crash locations and severity are included in Figure 8. Additional information for the crashes are included in the following Table 1 to Table 4. The corridor had one fatal crash, two injury crashes, and three property damage only crashes from 2013 to 2017 as shown in Table 1. The crash severity by year is shown in Table 2 and the only year with more than one crash was 2014. Typically, fatal and injury crashes occur when vehicles collide either head-to-head or at various angles to each other, of which the right-angle crash is typically the angle manner of collision with the highest potential of injury. Included in Table 3 are the crash severities by the manner of collision. The corridor experienced three angle crashes with two being right angle crashes; resulting in one a fatal crash and one property damage only crash. The study corridor is assumed to have a proportion of the traffic volumes that consists of vehicles travelling to or from the Kindred Public School system buildings in Kindred.

Due to the potential of teen-age drivers travelling on the road, the driver ages of vehicles involved in crashes along the corridor were included in Table 4 to provide information on any patterns that emerged involving younger drivers or drivers of a certain age range. Please note that each driver in a crash is listed and more than one driver may be included in a crash. The 0 to 16 and 17 to 24 age ranges were grouped together so that all teen-age drivers along with younger drivers were included in one group for analysis. Based on the data in Table 4, three of the nine drivers involved in crashes were between 0 and 24 years of age which represents 33 percent of the total drivers. The 0 to 24 and 35 to 44 age ranges had three drivers involved in crashes which was the highest of all ranges.

The fatal crash that occurred along the corridor was further examined to determine if any roadway or traffic control attributes may have been a contributing factor. Based on a review of the information available about the crash, a vehicle failed to yield at a yield sign to another vehicle on 52<sup>nd</sup> St. SE and a right-angle crash occurred between a passenger vehicle and a semi-truck. Based on the information available, it does not appear that any roadway or traffic control attributes contributed to the crash.

Table 1. Crashes by Year ('13 to '17)

2013	1
2014	3
2015	1
2016	1
2017	0



Table 2. Crash Severity by Year ('13 to '17)

	Crash Severity					
YEAR	Fatal	Major Injury	Minor Injury	Possible Injury	Property Damage Only	TOTAL
2013	0	0	0	0	1	1
2014	1	0	0	1	1	3
2015	0	0	0	0	1	1
2016	0	0	1	0	0	1
2017	0	0	0	0	0	0
<b>TOTAL</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>6</b>

Table 3. Manner of Collision and Severity ('13 to '17)

	Crash Severity					
Manner of Collision	Fatal	Major Injury	Minor Injury	Possible Injury	Property Damage Only	TOTAL
Angle (Not Specific)	0	0	0	0	1	1
Non-Collision w/ Motor Vehicle	0	0	1	1	1	3
Right Angle	1	0	0	0	1	2
<b>TOTAL</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>6</b>

Table 4. Crash Severity by Age ('13 to '17)

	Injury Severity					
AGE	Fatal	Major Injury	Minor Injury	Possible Injury	Property Damage Only	TOTAL
0 to 16	0	0	1	0	0	1
16 to 24	0	0	0	0	2	2
25 to 34	0	0	0	0	1	1
35 to 44	1	0	0	1	1	3
45 to 54	0	0	0	0	0	0
55 to 64	1	0	0	0	1	2
65 to 74	0	0	0	0	0	0
75+	0	0	0	0	0	0
<b>TOTAL</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>5</b>	<b>9</b>

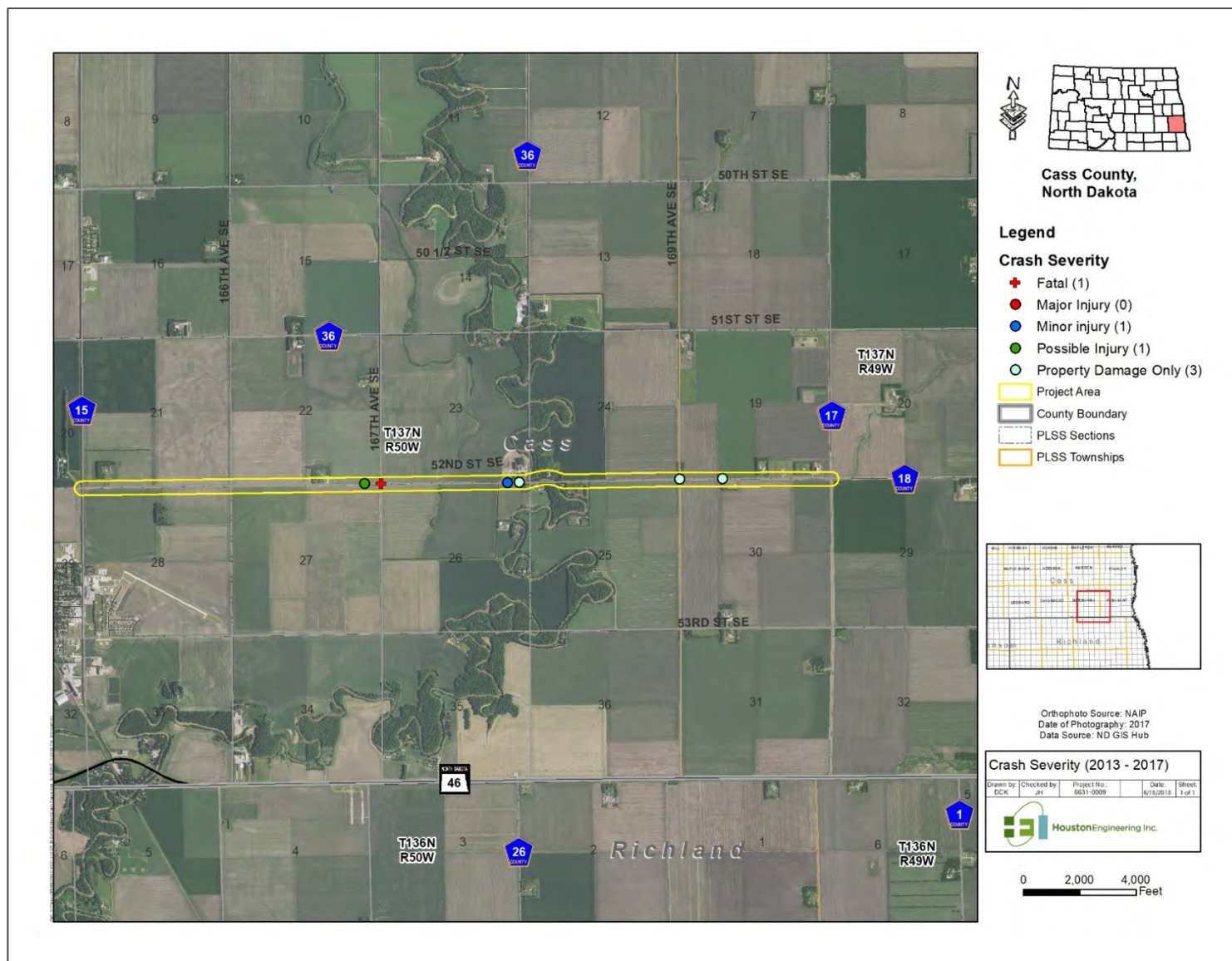


Figure 8. 2013 to 2017 Crash Locations

## 4 FUTURE CONDITIONS ANALYSIS

### 4.1 FUTURE LAND USE

#### 4.1.1 CASS COUNTY

The *Cass County Comprehensive and Transportation Plan* (the Comprehensive and Transportation Plan) was recently updated in May of 2018. The Comprehensive and Transportation Plan contained information on Cass County's future population and community growth out to the year 2045. Several important items for this report such as household information, school growth, and the expansion of cities' developed areas were referenced from the Comprehensive and Transportation Plan. The Comprehensive and Transportation Plan will be referenced throughout the document with information included in several of the upcoming sections.

##### 4.1.1.1 FUTURE POPULATION

The Comprehensive and Transportation Plan provided the population forecasts for several jurisdictions in Cass County. Provided in Table 5 are the historical and future populations for Cass County at-large, the City of Horace, and the City of Kindred. As shown in Table 5, both Cass County and Horace are expected to have significant population growth. The growth for the City of Horace is most likely due to the expansion from the urban areas of Fargo and West Fargo in to the jurisdiction of the City of Horace. The City of Kindred is expected to have limited growth in the future years and reach a population of around 800 people in 2025 and remain at that population through the year 2045.

Table 5. Future Population Estimates

Jurisdiction	1990	2000	2010	2015	2020	2025	2030	2035	2040	2045
Cass County	102,874	123,138	149,778	168,930	189,900	206,620	221,350	233,940	244,460	251,940
Horace	662	915	2,430	2,620	5,070	8,190	8,940	9,500	9,820	10,040
Kindred	569	614	692	728	773	798	805	799	802	797

##### 4.1.1.2 HOUSEHOLDS

Included in the Comprehensive and Transportation Plan were historical and future household numbers for Cass County and the Cities of Horace and Kindred. The historic and future household values are shown in Table 6. Similar to the population growth trends in Table 5, Cass County and the City of Horace are expected to see significant growth with the number of households while the City of Kindred will see limited growth through the forecasted period.

Table 6. Future Household Estimates

Jurisdiction	1990	2000	2010	2015	2020	2025	2030	2035	2040	2045
Cass County	42,407	53,790	63,899	70,480	78,160	83,820	89,280	95,520	96,750	99,960
Horace	216	311	810	840	1,730	2,710	2,980	3,190	3,360	3,520
Kindred	246	267	267	270	280	280	280	290	300	300

According to the Comprehensive and Transportation Plan, the average household size for an owner-occupied residence is 2.65 people and 1.89 people for a renter-occupied residence. The information



provided for households also included age ranges for the householders. It is expected that a younger householder in the 25 to 44-year-old range to have a higher likelihood of having school-aged children currently or in the near future. Based on a map provided in the Comprehensive and Transportation Plan that is based on the year 2010 census data, both the Cities of Kindred and Oxbow's median age is in the 25 to 44-year-old category. It is also important to note that one in four households in Cass County have children.

#### **4.1.1.3 LAND ACREAGE DEVELOPMENT AND GROWTH**

In order for a city to grow, land and utility services must be available. The Comprehensive and Transportation Plan categorized four different types of communities in Cass County; Metropolitan Cities, Urban Residential Communities, Rural Center, and Rural Residential Clusters. The City of Kindred was classified as a Rural Growth Center and the City of Oxbow was classified as a Rural Residential Cluster. The difference between a Rural Center and a Rural Residential Cluster is that the Center has resources, such as available land, potential utility expansion, and other similar items, that will allow for future growth whereas the Cluster has limited potential for future growth.

##### **4.1.1.3.1 CITY OF KINDRED**

The City of Kindred currently has available lots for single family residential in the Newport Ridge development. According to the City, this is the only new development that is formally planned in the City. The Newport Ridge development is located just south of the airport and when completed will have approximately 69 developable lots. The development is currently 25 percent occupied with mostly single-family residential homes of which some feature access to the airport taxiway. Based on anticipated future growth for the City, it is expected that if additional residential lots are needed, they will be developed near the new high school on the north side of the City.

##### **4.1.1.3.2 CITY OF OXBOW**

The City of Oxbow is expected to be surrounded in a ring dike due to the impacts of the Fargo-Moorhead Diversion project. The City has prepared zoning plans and locations for single family residential development in anticipation for a ring dike. The zoning plan shows future development being completely within the area protected by the dike. It is expected that the City of Oxbow will not grow beyond the area enclosed by the ring dike and the only future growth will be what is included in the full-build plans of the City. The City currently is at approximately 75 to 85 percent of all single-family lots being developed with approximately 20 to 25 residential lots still available for single-family development.

##### **4.1.1.3.3 KINDRED PUBLIC SCHOOL DISTRICT**

The Kindred Public School District completed a demographic study that provides information on the population of cities in the school district and the number of students from those cities and other rural areas throughout the district. The school district has a projected 2018-2019 school population (Kindergarten through 12<sup>th</sup> Grade) of 758 students. The student population is aggregated into the following three categories for 2018 and 2019 school year:

K through 6 <sup>th</sup> Grade Total Enrollment	419 students (Average of 60 per class)
7 <sup>th</sup> and 8 <sup>th</sup> Grade Total Enrollment	126 students (Average of 63 per class)
9 <sup>th</sup> through 12 <sup>th</sup> Grade Total Enrollment	213 students (Average of 54 per class)

The demographic study also provides the number of students from each city that attended during the 2017-2018 school year. The total number of students from the Oxbow-Bakke area was 86 or 11.4 percent of the total school enrollment. The nine-year trend for enrollment from the Oxbow-Bakke area has decreased about 33 percent or about 3 percent per year. Based on information obtained from developers and realtors in the Oxbow area, several of the householders that have recently moved to Oxbow are in the 25- to 44-year old age range that typically will have children currently attend or attend school in the future. This may change the trend of enrollment for the Kindred School District from the Oxbow area. The student location numbers and trends are included in the traffic forecasts for this report.

## **4.2 FUTURE IMPACTS OF FARGO-MOORHEAD DIVERSION**

### **4.2.1 FLOODING IMPACTS**

The study area for this project is not located within the protected area of the Fargo-Moorhead Diversion and is typically referred to as being on the “wet” side of the diversion. The flooding impacts with the diversion for 10-year, 20-year, and 100-year storm events are shown in Figure 9. The roadway elevations shown in Figure 9 are based on the existing roadway elevations and will be considered with proposed roadway profile elevations in the Alternative Analysis phase of this project. As shown in Figure 9, 52<sup>nd</sup> Street SE holds back water that drains from the south to the north and creates flooding in area fields to the south of 52<sup>nd</sup> Street. The historic impacts to the roadway due to significant flooding events is shown in Figure 10. The information for Figure 10 was provided by Cass County based on their records and was verified by modeling information that was available from previous Cass County flooding projects. The information included in Figure 9 and Figure 10 will provide a base for any analysis included in the Alternative Analysis phase.

### **4.2.2 IMPACTS TO AREA ROADWAYS**

Reviewing the most recent information available for the Fargo-Moorhead Diversion, 52<sup>nd</sup> Street SE in the study area will not be impacted by the construction of the diversion. The roadways in the area of this project that will be impacted are all to the north and east of the study area. County Road 18 east of Interstate 29 will be raised to allow access to Oxbow once the ring dike has been constructed.

## **4.3 FUTURE AREA ROADWAY IMPROVEMENTS**

The current Cass County Transportation Plan was reviewed to determine if any area roadway, bridge, and drainage structure improvements are planned in the next five years. According to the Transportation Plan, no roadway, bridge, or drainage structure improvements are planned in the area. As previously mentioned, there will be some roadway improvements due to the construction of the Fargo-Moorhead Diversion. The North Dakota Department of Transportation (NDDOT) Statewide Transportation Improvement Program (STIP) document for 2018 to 2021 was reviewed and no significant construction project will take place on North Dakota 46.

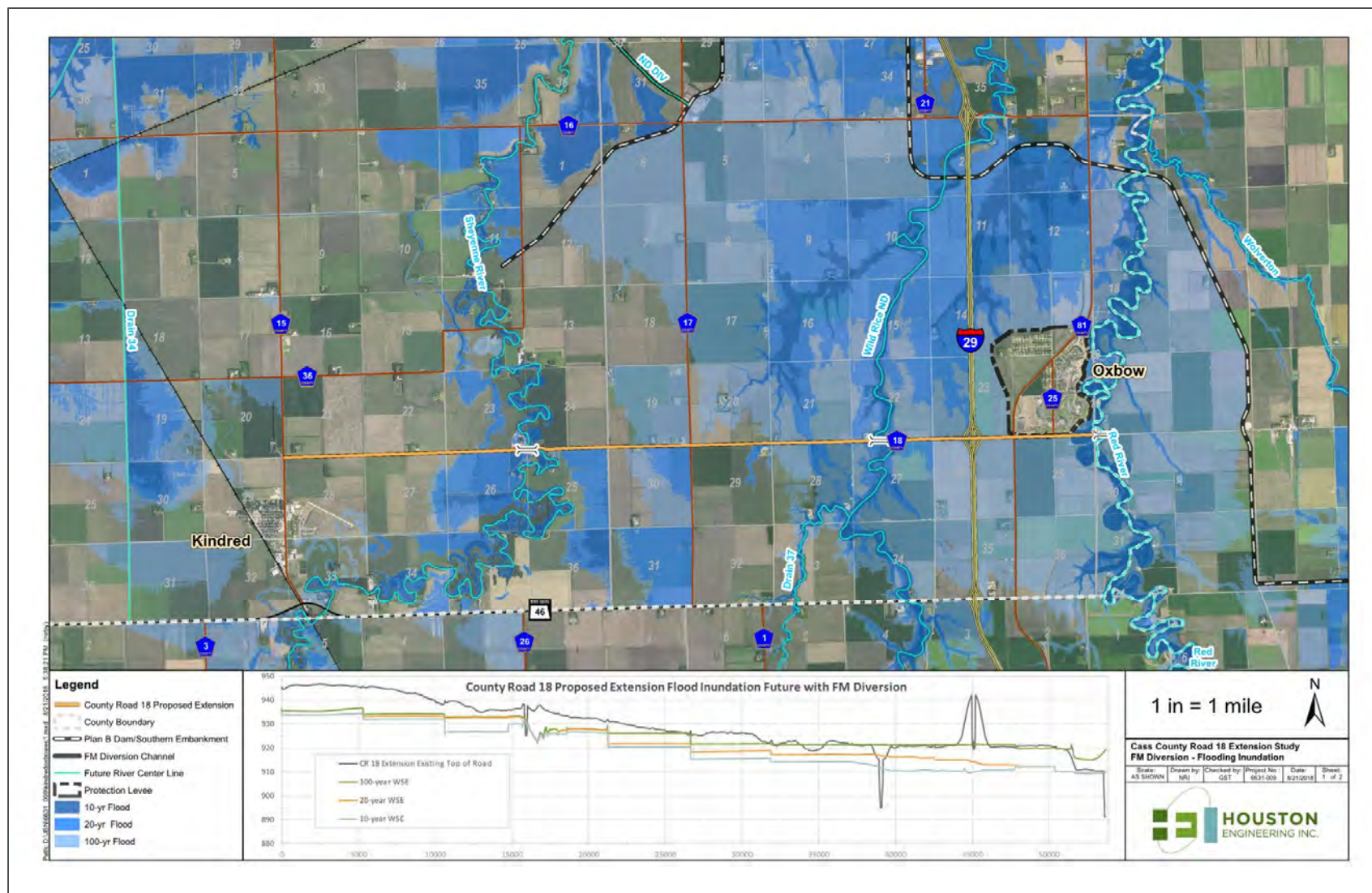


Figure 9. 10-Year, 20-Year, and 100-Year Flood Events



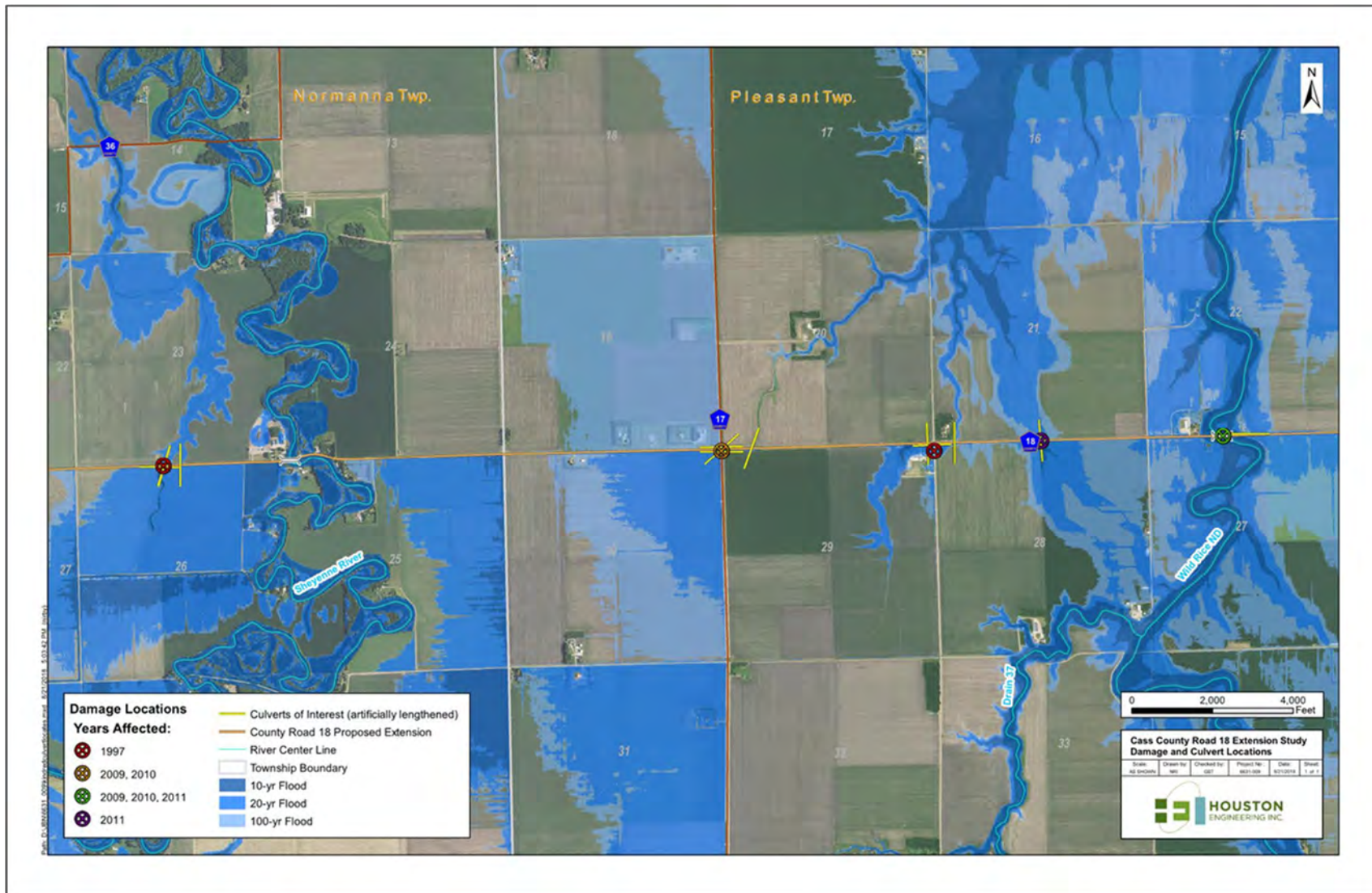


Figure 10. Historic Flood Damage Areas

## 4.4 FORECASTED TRAFFIC VOLUMES

### 4.4.1 METHODOLOGY

The location of 52<sup>nd</sup> Street SE is rural with farms and residents typically located everyone one to two miles along the roadway. The City of Kindred is within one mile of the far west end of the roadway. No other cities or proposed developments are located near the roadway. Traditional trip generation and traffic forecasting relies on known existing and future development within analysis zones to determine the trips that will be generated by the development. Once the number of trips is known, the trips are assigned to roadways serving the analysis zone. With the rural location of this roadway and very limited development planned for the future, the traditional methodology for forecasting traffic volumes was adjusted to determine the traffic forecasts for this roadway. A step-based methodology is provided below with further explanation following:

- Step 1. Determine existing base traffic volumes along area roadways and at the CR18 and North Dakota 46 (ND46) Interchanges
- Step 2. Determine existing traffic patterns and directional distribution
- Step 3. Determine traffic growth rates based on historic traffic data
- Step 4. Review Cities of Oxbow and Kindred land use information for future traffic volume growth
- Step 5. Determine future traffic roadway assignment based on travel times for each alternative
- Step 6. Review and balance traffic forecasts, as needed.

The 52<sup>nd</sup> Street SE corridor is located such that the only sizable trip generators in the area, Cities of Kindred and Oxbow, are able to serve as a cordon boundary along with Interstate 29, ND 46, and the north City Limits of Kindred. Several NDDOT traffic count sites are located at the ramps and cross road of the interchanges and along Cass County Road 15 and ND 46. The traffic volumes at the boundary points allow for accurately determining where traffic using 52<sup>nd</sup> Street SE is originating and ending. Steps 1, 2, and 3 of the methodology were based on North Dakota Department of Transportation (NDDOT) historic traffic data. Some of the area roadway historic annual average traffic growth rates are included in Figure 11 with 2018 traffic volumes. Once this information was determined, the existing base traffic information was complete.

The information needed for step 4 was readily available from the Cities on each of the City websites or from their city engineer. The percentage of developed lots for the current year 2018 were determined for each development in the City and then the expected growth due to a full-build out of the development was determined. Both Cities have limited existing lots available with populations that are expected to grow and stabilize by 2025 so a full-build out was assumed for all forecasting. For step 5, several NDDOT traffic count sites are located on the roadways serving both cities, which allowed for basing the trip assignments off the current travel patterns for each City. The current developed households were used to determine an approximate rate of trips that were used for forecasting future traffic volumes based on the anticipated growth.

Two main factors were used in determining the future traffic assignments for each alternative to be considered; travel time and roadway surface type. It is generally assumed that when travelers would be provided an opportunity to choose 52<sup>nd</sup> Street SE for travel versus an alternative route, the travel time would have to be shorter for 52<sup>nd</sup> Street SE or the condition of the roadway would have to be improved from an aggregate surface to a paved surface to attract a significant number of vehicles. The travel time



between CR 18 interchange and the City of Kindred is shown in Table 7. As shown in Table 7, the I-29 and ND 46 route has a shorter travel time and is a paved surface and is expected to attract more traffic than 52<sup>nd</sup> Street SE. Once future traffic volumes are determined for each alternative, the forecasts were reviewed for balance forecasted traffic volumes.

Table 7. Travel Times Between CR 18 Interchange and City of Kindred

Route via	Distance (miles)	Free Flow Time (minutes)	Intersection Delay (minutes)	Total Travel Time (minutes)
52nd Street/CR 18	9.4	14.0	2.0	16.0
I-29/ND46	12.1	14.0	1.0	15.0

#### 4.4.2 ROADWAY SECTION ALTERNATIVES

For the traffic forecasting, three general alternatives were considered for the improved 52<sup>nd</sup> Street SE; No-Build (Existing) Section, Aggregate County Typical Section, Paved County Typical Section. The design criteria for the roadway alternatives was not a consideration as the roadway width, ditch foreslopes, etc. would at least meet the County's minimum criteria and not have a significant impact on travelers choosing a route. The speed limit for 52<sup>nd</sup> Street SE for each of the three alternatives was kept at 55 miles per hour with 0.5 miles at 25 miles per hour. The paved roadway surface was assumed to be attract more traffic volume due to the consistent surface (i.e. no impacts from wet weather, aggregate washboarding, etc.) for the travelling public.

- No-Build Alternative
- Aggregate Surface Alternative
- Paved Surface Alternative

#### 4.4.3 TRAFFIC FORECASTS

The traffic forecasts for all three roadway alternatives was completed for the future years 2025 and 2045 based on the average of the spring and fall 2018 traffic counts. The traffic forecasts are included in Figure 12 and Figure 13 for 52<sup>nd</sup> Street SE. It is expected that some of the additional traffic volume on 52<sup>nd</sup> Street SE would be due to vehicles using an improved roadway section from County Road 15 and 17.

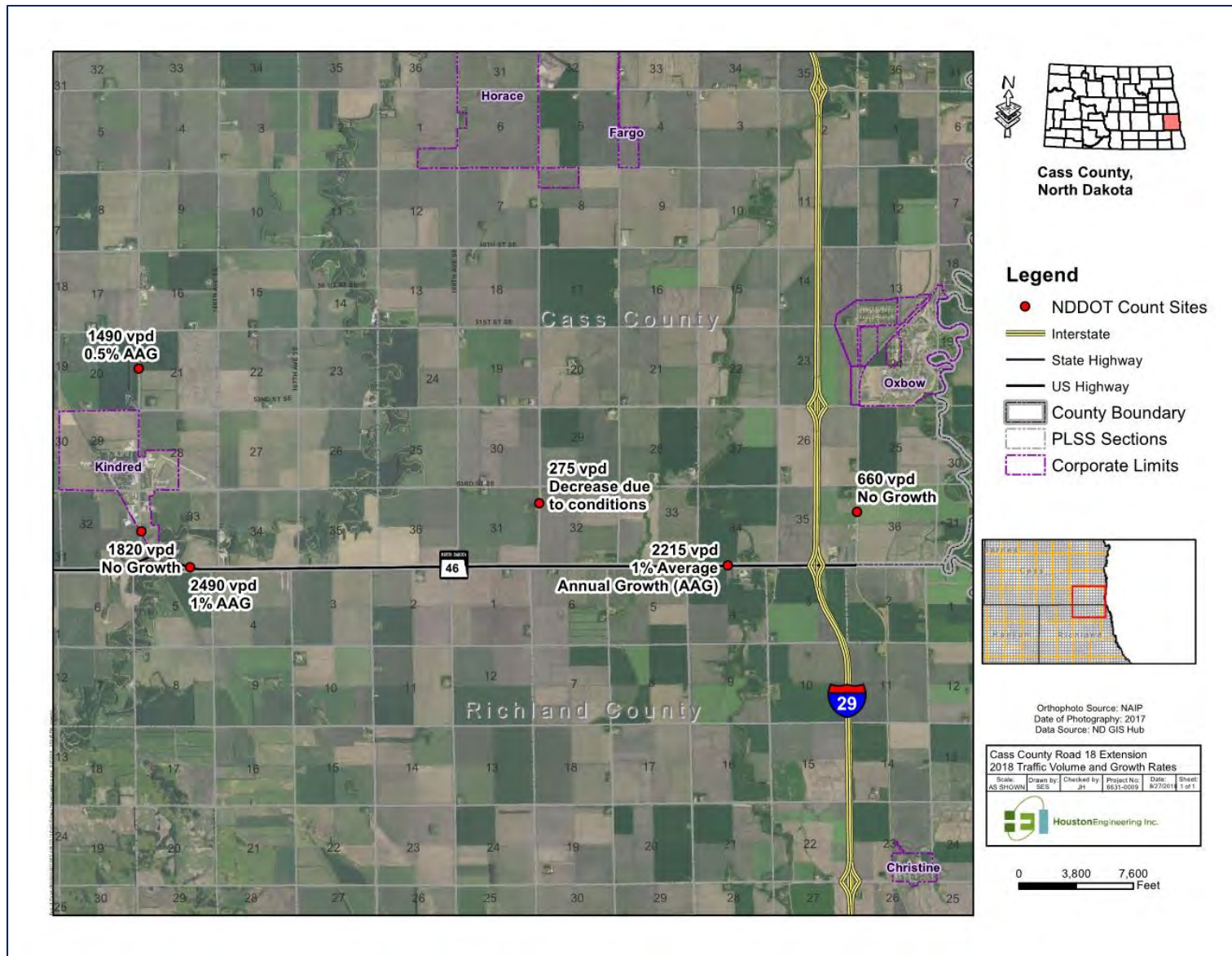


Figure 11. Historic Traffic Growth Rates

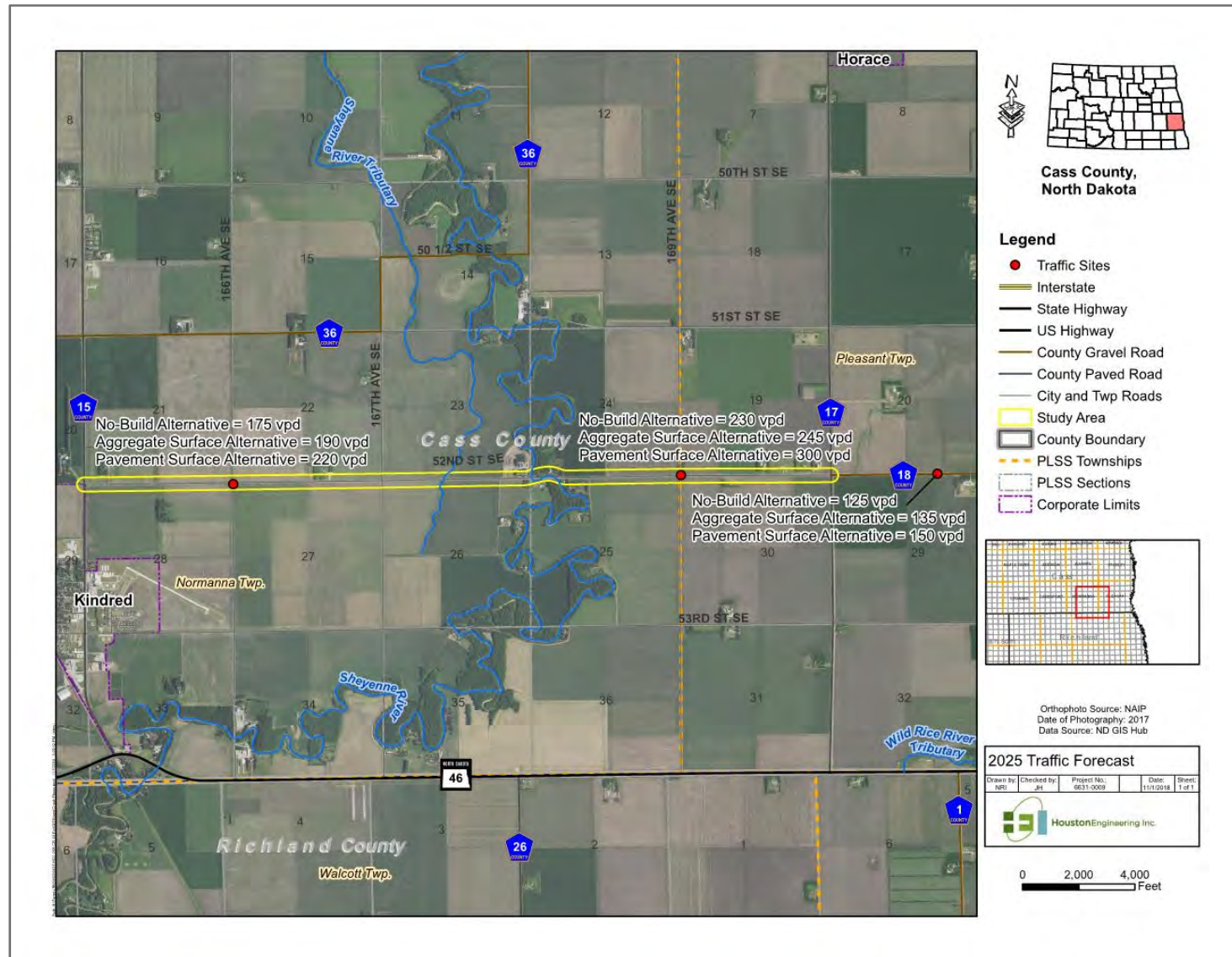


Figure 12. 2025 Traffic Forecasts



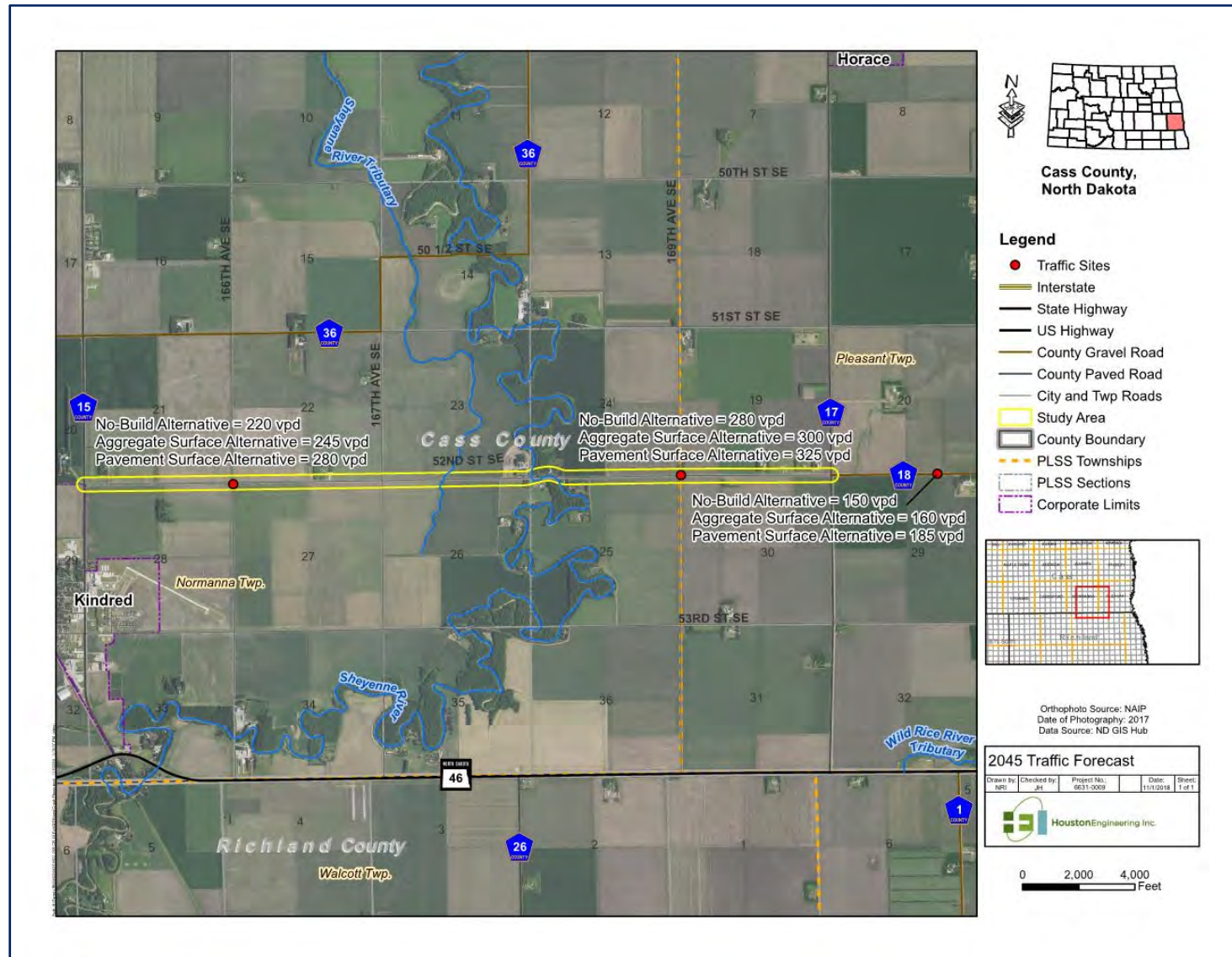


Figure 13. 2045 Traffic Forecasts

## 5 PURPOSE AND NEED

### 5.1 PROJECT PURPOSE

The purpose of this project is to study the feasibility of extending CR 18 from CR 17 to CR 15 and transitioning ownership to a county roadway and the roadway typical section to meet county roadway standards. As a part of this project, existing and future needs, as well as, necessary improvements to the study corridor are being analyzed in order to provide recommendations and alternatives to decision makers regarding the future of this corridor. As an outcome of this study, the intent is for CR 18 to become a functionally classified roadway if 52<sup>nd</sup> Street SE is converted from a township roadway to a county roadway.

The goals associated with this project are as follows:

- Study the county roadway network connection for CR 18 between CR 17 and CR 15 to maintain a roadway network that allows users to travel on a standard roadway cross-section to Kindred and between CR 15 and Interstate 29.
- Provide recommendations/alternatives for a roadway that maintains a suitable driving surface throughout the year and accommodates traffic mix consisting of passenger cars, heavy trucks, and agriculture implements.
- Provide recommendations/alternatives that will minimize the potential for crashes along the corridor.
- Support the goals and objectives of the *Cass County Transportation and Comprehensive Plan*

The sections that follow describe the existing conditions summary along the project corridor and the needs of the project.

### 5.2 EXISTING CONDITION SUMMARY

#### 5.2.1 ROADWAY TYPICAL SECTION AND ATTRIBUTES

Within the project study area, 52<sup>nd</sup> Street SE is an aggregate roadway with a width of 28 to 30 feet and open ditch drainage. The Normanna and Pleasant Townships maintain 52<sup>nd</sup> Street SE with annual aggregate resurfacing at a variable rate between 150 cubic yards per mile (CY/mile) and 365 CY/mile. The typical sections for the existing 52<sup>nd</sup> Street SE and CR 18 are shown in Figure 2. Driveway and field access locations along both 52<sup>nd</sup> Street SE and CR 18 typically have corrugated metal pipe culverts for drainage. Flood protection measures have been implemented on the east end of the study area. The measures include levees and sluice gates installed on the north side of the roadway. Approximately 0.75 miles west of the Sheyenne River bridge, two transverse corrugated metal pipe culverts cross 52<sup>nd</sup> Street SE providing conveyance for a tributary of the Sheyenne River. The 52<sup>nd</sup> Street corridor speed limit is 55 miles per hour (MPH) except for reduced speed zones of 40 MPH approaching the Sheyenne River bridge and 25 MPH immediately adjacent to the bridge.

The 52<sup>nd</sup> Street SE intersection with CR 15 has two-way stop-control on the 52<sup>nd</sup> Street SE approaches and the intersection with CR 17 is controlled by a yield sign on the 52<sup>nd</sup> Street SE approach and stop sign on the CR 18 approach. Several north-south township roadways intersect with 52<sup>nd</sup> Street SE throughout the project study area. The north-south township roadways are typically yield controlled with yield signs

at the intersections with 52<sup>nd</sup> Street SE. Additional access locations along 52<sup>nd</sup> Street SE are typically at driveway approaches or field locations. The spacing and locations of the access points along the corridor are acceptable, but some may need to be slightly relocated or combined if any improvements to the roadway are made.

## 5.2.2 BRIDGE ACROSS THE SHEYENNE RIVER

According to the most recently available National Bridge Inventory (NBI) report from 2015, the overall condition of the existing bridge crossing the Sheyenne River is “Good” with the superstructure and substructure both being categorized “Very Good”. The sufficiency rating of the bridge according to the NBI report is a 99.7. The channel bank is beginning to slump, and the embankment protection devices have widespread minor damage according to the NBI report. The bridge was included in *Cass County Comprehensive and Transportation Plan*’s “Cass County Bridge Condition Average” figure with a bridge condition average range of 7.1 to 8.0 out of 10, and in the “2037 and beyond” construction phase for replacement.

## 5.2.3 EXISTING UTILITIES IN STUDY AREA

The study area does contain electrical, fiber optic, telephone, and rural water utilities. A utility locate and survey were not conducted for this study. Any utility information provided in this report and study are for information purposes only and are not intended to be used for design or construction. Based on a review of existing above ground utility structures along the corridor, several of the underground utilities run parallel to 52<sup>nd</sup> Street SE in the backslope of the north ditch of the roadway. Throughout the corridor, fiber optic and telephone underground lines are located north of the roadway and cross beneath the roadway to service residences on the south side of the roadway. Overhead electric utilities are typically located along the north field edges and run most of the eastern half of the project terminating just west of the bridge. There are also short runs of overhead electrical utilities serving the two western most residential and commercial locations within the study area. The overhead electrical lines do cross 52<sup>nd</sup> Street SE at three locations within a 0.5 mile stretch from the Sheyenne River bridge to the east. At the location of the Norman Lutheran church, the overhead power lines are located on the south side of the roadway directly across from the church. There are valve locations for Cass County Rural Water located north of 52<sup>nd</sup> Street SE in the study area.

## 5.2.4 EXISTING LAND USES WITHIN THE STUDY AREA

The Cass County existing land use plan contained within the *Cass County Comprehensive and Transportation Plan* provides the existing land uses in the study area that are based on the seven land use categories used in Cass County. Along the 52<sup>nd</sup> Street SE corridor in the study area, the primary land use is “agriculture” with a few areas of “single family residential”, “farm exempt”, and “ag with residential”. The residential land uses are located near the Sheyenne River Bridge and at the east end of the study area. There is also a “commercial/industrial/multi-family residential” land use area for a manufacturing facility located 1.5 miles east of the intersection with CR 15. The Norman Lutheran church, located just east of the Sheyenne River bridge, is classified as a “single-family residential” in the land use plan. The very west 0.75 miles of 52<sup>nd</sup> Street SE is included in the City of Kindred’s Extraterritorial Area.

### 5.2.5 EXISTING ENVIRONMENTAL FEATURES

The project study area has the Sheyenne River and the Sheyenne River tributary for flowing water. There are three primary locations for palustrine wetlands located in sections 23 and 26 of the Normanna Township. The locations that are within the roadway ditch section that are classified as wetlands are located in the section from the Sheyenne River bridge to the west approximately a 0.5 mile.

### 5.2.6 FLOODING IMPACTS

The study area for this project is not located within the protected area of the Fargo-Moorhead Diversion and is typically referred to as being on the “wet” side of the diversion. The flooding impacts with the diversion for 10-year, 20-year, and 100-year storm events are shown in Figure 9. The roadway elevations shown in Figure 9 are based on the existing roadway elevations and will be considered with proposed roadway profile elevations in the Alternative Analysis phase of this project. As shown in Figure 9, 52<sup>nd</sup> Street SE holds back water that drains from the south to the north and creates flooding in area fields to the south of 52<sup>nd</sup> Street. The historic impacts to the roadway due to significant flooding events is shown in Figure 10. The information for Figure 10 was provided by Cass County based on their records and was verified by modeling information that was available from previous Cass County flooding projects.

### 5.2.7 IMPACTS TO AREA ROADWAYS

Reviewing the most recent information available for the Fargo-Moorhead Diversion, 52<sup>nd</sup> Street SE in the study area will not be impacted by the construction of the diversion. The roadways in the area of this project that will be impacted are all to the north and east of the study area. County Road 18 east of Interstate 29 will be raised to allow access to Oxbow once the ring dike has been constructed.

### 5.2.8 TRAFFIC SAFETY PERFORMANCE

There was a total of six traffic crashes in the study area from 2013 to 2017. The corridor had one fatal crash, two injury crashes, and three property damage only crashes from 2013 to 2017. The corridor experienced three angle crashes with two being right angle crashes; resulting in one a fatal crash and one property damage only crash. Based on the data collected for this study, three of the nine drivers involved in crashes were between 0 and 24 years of age which represents 33 percent of the total drivers. The 0 to 24 and 35 to 44 age ranges had three drivers involved in crashes which was the highest of all ranges.

The fatal crash that occurred along the corridor was further examined to determine if any roadway or traffic control attributes may have been a contributing factor. Based on a review of the information available about the crash, a vehicle failed to yield at a yield sign to another vehicle on 52<sup>nd</sup> St. SE and a right-angle crash occurred between a passenger vehicle and a semi-truck. Based on the information available, it does not appear that any roadway or traffic control attributes contributed to the crash.

## 5.3 NEEDS FOR THE PROJECT

### 5.3.1 SYSTEM CONNECTIVITY

The existing Cass County roadway system provides for consistent and connected roadways throughout the County to allow travel between cities and towns. The existing CR 18 is located from the interchange of Interstate 29 west for 4.5 miles to the intersection with CR 17. Existing CR 18 does not continue to the west as a County roadway. The extension of CR 18 between CR 17 and CR 15 would provide an additional system connection and linkage to the City of Kindred and also between CR 15 and CR 17.

A goal of this study is to provide system connectivity for the County roadway system.

### 5.3.2 INSUFFICIENT ROADWAY SURFACE CONDITIONS DUE TO SUBGRADE

During the spring and fall seasons, the township roadway experiences freeze-thaw temperature fluctuations that lead to rutting and an insufficient roadway surface for travelers along the roadway. As reported by local residents and travelers of 52<sup>nd</sup> Street SE, the existing roadway cross-section doesn't shed water during rain and snow events and creates muddy and slick roadway surface conditions. The roadway surface drainage issues created by the cross-section are partially due to the subgrade being deficient to maintain the roadway maintainer graded crown of the roadway. The townships have previously reported issues with maintaining a crown after the roadway maintenance crews have graded the roadway with additional aggregate surfacing.

A goal of this project is to provide recommendations/alternatives for a roadway surface that remains consistent in surface condition and cross-section through addressing any issues with the subgrade conditions.

### 5.3.3 MINIMIZE THE POTENTIAL FOR CRASHES ALONG THE CORRIDOR

The section of roadway included in this study has experienced six crashes during the study period. Of the six crashes, three were angle crashes at intersections throughout the study area. Several local residents and travelers of the roadway have commented on horizontal sight distance issues at the intersections due to standing crops or trees. The proposed roadway ROW is approximately 50 to 84 feet wider than the current ROW on the roadway. It is expected that the wider ROW would provide an improved horizontal sight distance at the intersections. The remaining three crashes along the corridor were non-collisions with motor vehicles running off the roadway. It is unknown if the foreslopes and backslopes of the roadway currently meet *Roadside Design Guide* standards for cross slopes. The proposed roadway typical section will provide sufficient fore- and backslopes to meet the *Roadside Design Guide* standards.

A goal of this project is to provide recommendations/alternatives for a roadway alignment and typical section that meets all design and safety requirements and minimizes the potential for crashes along the corridor.



#### 5.3.4 SUPPORT THE GOALS AND OBJECTIVES OF THE CASS COUNTY TRANSPORTATION AND COMPREHENSIVE PLAN

A summary of the issue, opportunity, and recommendation of a County Road 36/County Road 18 Extension was included in the *Cass County Transportation and Comprehensive Plan*. The Transportation and Comprehensive Plan includes consideration of a County Roadway connecting Kindred to the CR 18 interchange with Interstate 29.

A goal of this project is to support the goals and objectives of the *Cass County Transportation and Comprehensive Plan*.

## 6 PUBLIC INPUT SUMMARY

### 6.1 STUDY REVIEW COMMITTEE

The project included a Study Review Committee (SRC) that included committee members from a group of stakeholders and agencies located along the project study area. The SRC members and the stakeholder or agency they represented are listed below. The SRC met four times throughout the project and provided input on the existing and future conditions, alternatives to analyze, public comments, and general project approach.

- Dan Farnsworth – FM Metro COG
- Jason Benson - Cass County
- Tom Soucy – Cass County
- Kyle Litchy – Cass County
- Hali Durand/Barrett Voigt – Cass County
- Tyler Odegaard – Normanna Township
- Dennis Biewer – Pleasant Township
- Mark Hiatt – Pleasant Township
- Michael Johnson – NDDOT
- Richard Duran – FHWA
- Steve Hall – Kindred School District
- Andy Westby – Norman Lutheran Church
- James Nyhof – City of Oxbow

The SRC meeting agendas and notes are in Appendix 8.1 at the end of this report.

### 6.2 PUBLIC INPUT MEETING

The public input meeting for the project was held on December 4<sup>th</sup>, 2018 at the Kindred High School from 6:00 pm to 8:00 pm. The Public Notice for the public input meeting was published in the November 26<sup>th</sup> edition of the *Fargo Forum* newspaper and the November 28<sup>th</sup> edition of the *Cass County Reporter*. A copy of the affidavit of publication is included in Appendix 8.2 at the end of this report. In addition to the published public notices, public meeting flyers were posted in public gathering places and mailed to all landowners along the project study area. The meeting was also advertised on Metro COG's Facebook site and the CR 18 study website.

The meeting was an open house format with several members of the SRC available for questions and comments. The information available at the meeting included four display boards that provided information on the following items:

- Existing and Proposed Roadway Typical Sections
- Roadway Alignment Alternatives
- Roadway Alignment Alternatives with ROW Impacts
- Roadway Alignment Alternative Hydraulic and Flooding Impacts

The four display boards are included in Appendix 8.3 at the end of this report.

The public was given an opportunity to comment on the study and information provided at the public meeting through comment sheets and post cards provided at the public meeting. Comments were allowed to be left in a comment box at the meeting or mailed to Houston Engineering, Inc. by December 21st, 2018. A copy of the comment sheet and note card provided at the public meeting are shown in

Appendix 8.4 at the end of this report. The public meeting sign-in sheets completed by attendees are in Appendix 8.5 at the end of this report.

For those unable to attend the public meeting in-person, comment opportunities via email and standard mail from the beginning of public input notice to December 21<sup>st</sup>, 2018

### **6.3 PUBLIC INPUT MEETING COMMENTS**

The comments that were received during or after the public meeting are in Appendix 8.6 at the end of the report. The comments were provided to the SRC and reviewed. The comments were taken into consideration when discussing any of the alignment alternatives or additional items in the study. For any comments that had questions, the question and answer are provided in the following.

Question 1:

If Alt. A – Does County purchase land from owner, Does County take financial responsibility for new/enlarged bridge construction & maintenance? How are land owners reimbursed for encroachment?

Answer: The County will take financial responsibility for the bridge construction and maintenance. Land owners would be compensated for purchased ROW according to the typical procedures of Cass County.

## 7 ALTERNATIVE ANALYSIS

### 7.1 ALIGNMENT ALTERNATIVES

The alternatives included in this report were developed with input provided by the SRC members throughout the project and attendees at the public input meeting. The alternatives were developed by taking into consideration the potential impacts of erosion due to the Sheyenne River at areas adjacent to the existing 52<sup>nd</sup> Street SE roadway and impacts to existing property owners along the roadway. The alternatives included in this report were developed to a planning level and no topographical survey or design level information was used. The alternatives are to be considered preliminary and for information purposes only.

The banks of the Sheyenne River are susceptible to erosion due to water movement. The scope of this study did not allow for geotechnical review or topographical survey of the river and the adjacent land. Near the Sheyenne River crossing in the area of the Norman Lutheran Church, the Sheyenne River bank is eroding and, dependent on future erosion to the river bank, may encroach on the existing 52<sup>nd</sup> Street SE roadway ROW. The Sheyenne River bank erosion near the 52<sup>nd</sup> Street SE roadway ROW is a significant consideration in the roadway alignments for the Sheyenne River Crossing and Relocate Church Alternative that are off the existing roadway alignment.

#### 7.1.1 EXISTING ALIGNMENT ALTERNATIVE (THE NO-BUILD ALTERNATIVE)

The Existing Alignment Alternative serves as the no-build alternative for the study. This alternative would include no physical changes to the roadway and continuance of the existing maintenance activities for the roadway. The ownership of the roadway by the Townships or the County does not alter this alignment alternative. The existing 52<sup>nd</sup> Street SE alignment and typical section are shown in Figure 1 and Figure 2. Also included in Figure 2 is the typical section for existing CR 18 east of the study area.

Three typical sections are shown in Figure 2; one for the existing aggregate surfaced roadway section on 52<sup>nd</sup> Street SE throughout the study area, CR 18 for the section within 2 miles of CR17, and one for the bridge section across the Sheyenne River. The 52<sup>nd</sup> Street SE roadway section is currently an aggregate surface with open ditch drainage along both the north and south sides of the roadway. As shown in Figure 2, the roadway, ditch, and ROW widths vary based on the location within the corridor, but the aggregate surface is typically 28 to 30 feet wide. The CR 18 typical section is similar to the 52<sup>nd</sup> Street SE typical section with a slightly wider aggregate surface of approximately 30 to 32 feet.

#### 7.1.2 EXISTING ALIGNMENT WITH CASS COUNTY TYPICAL ROADWAY SECTION ALTERNATIVE

The Existing Alignment with Cass County Typical Roadway Section Alternative maintains the roadway on the existing alignment, but reconstructs the typical section to the Cass County typical roadway section for either an aggregate or paved roadway. The Cass County aggregate and paved surface typical roadway sections are shown in Figure 14. The roadway alignment for this alternative is shown in Figure 15. The Cass County typical roadway sections' ROW is wider than the existing 52<sup>nd</sup> Street SE typical roadway section. The driving surface for the county typical aggregate surface roadway section is approximately the same width as the existing aggregate surface of 52<sup>nd</sup> Street SE and the driving surface for the county typical paved surface roadway is two feet wider than the existing aggregate surface of 52<sup>nd</sup> Street SE. In

areas that the wider Cass County typical roadway section would impact buildings, landscaping, or other physical property, Cass County will modify the typical roadway section to minimize any impacts to property owners. The typical roadway sections included in Figure 14 are to be considered the County typical roadway section for the Sheyenne River Crossing and Relocate Church alternatives.

Similar to the Existing Alignment Alternative, the Existing Alignment with Cass County Typical Section Alternative may have issues with the Sheyenne River bank eroding near the existing 52<sup>nd</sup> Street SE roadway ROW.

### **7.1.3 SHEYENNE RIVER CROSSING ALTERNATIVES**

The Sheyenne River Crossing Alternatives were developed in a proactive manner to address any potential erosion issues with the river bank impacting the existing roadway grade and ROW. Cass County stated early in the project that there have been difficulties in finding long-term solutions to river bank erosion issues due to the soil types in Cass County. Many of the prior permanent erosion control solutions implemented by Cass County have not resolved the issue long-term and, in many cases, have resulted in the County reconstructing the roadway alignment in a location with limited potential for erosion issues due to the Sheyenne River.

The previous experiences of the County with erosion issues, in addition to the limited available width for a roadway between the church and the river bank, led the SRC to develop Sheyenne River Crossing Alternatives that realigned a mile of roadway on either side of the crossing to either the north or south. The north and south alternatives are included as Alternative A, Alternative B, and Alternative C. The Sheyenne River Crossing Alternatives would only be constructed if either the Sheyenne River bank erosion issue further expanded to impact 52<sup>nd</sup> Street SE or at the end of the serviceable life of the Sheyenne River Crossing bridge. Further discussion of the implementation of the Sheyenne River Crossing Alternatives is included in the Implementation Plan Section

Each of the Sheyenne River Crossing Alternatives do include the County typical roadway section on the remaining 52<sup>nd</sup> Street SE alignment, but it is not shown in each of the figures for the alternatives.

#### **7.1.3.1 SHEYENNE RIVER CROSSING ALTERNATIVE A**

The Sheyenne River Crossing Alternative A is shown in Figure 16. Alternative A is the alternative that realigns the roadway the furthest south to cross the Sheyenne River. This alternative would avoid all physical structures and provide access to all land parcels. Additional information of the alternative is available in the following sections of this report.

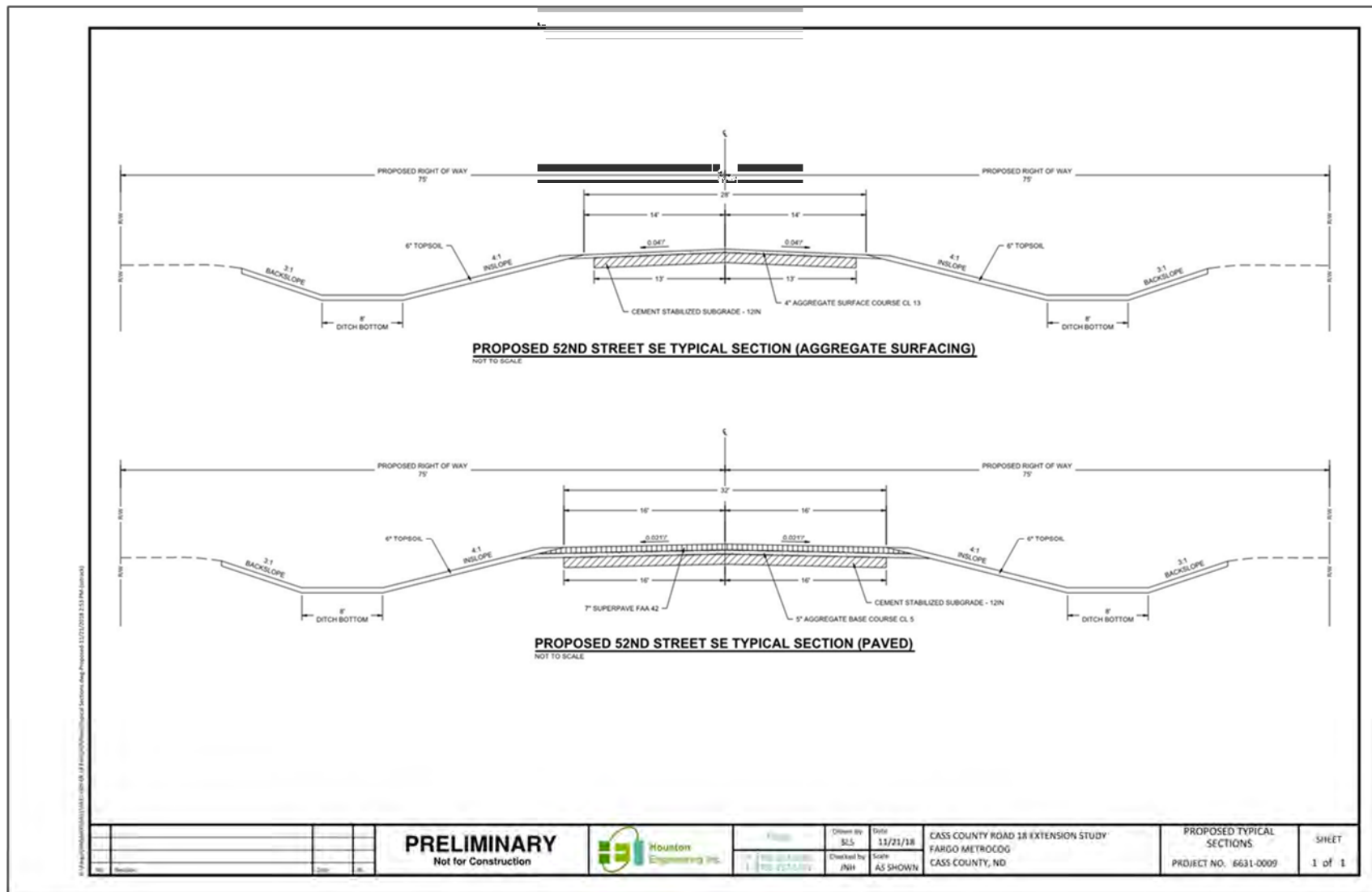
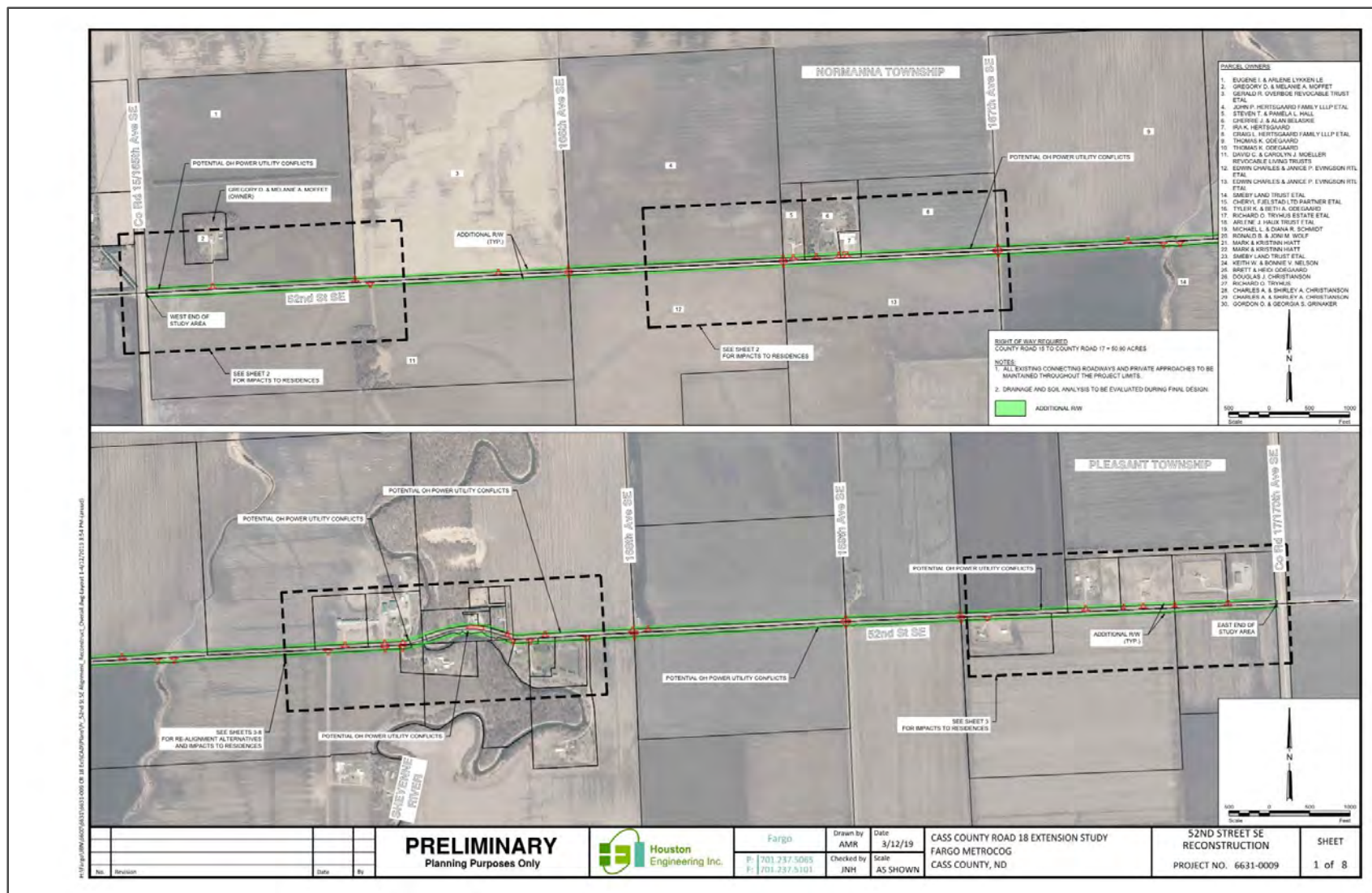


Figure 14. Cass County Typical Roadway Sections





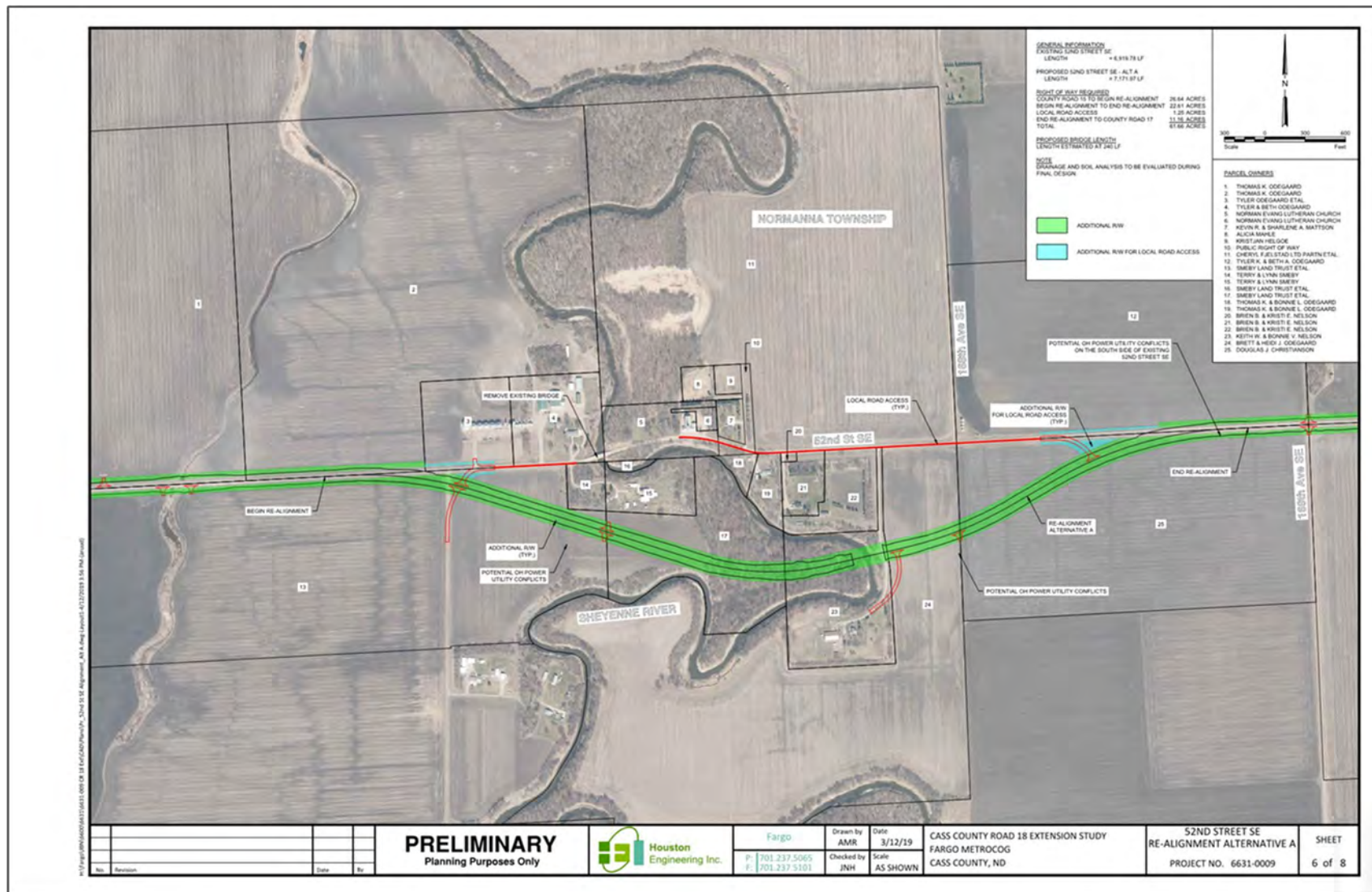


Figure 16. Sheyenne River Crossing Alternative A



### **7.1.3.2 SHEYENNE RIVER CROSSING ALTERNATIVE B**

The Sheyenne River Crossing Alternative B is shown in Figure 17. Alternative B realigns the roadway slightly to the north of the existing alignment east of the Sheyenne River Crossing and to the south of the existing roadway west of the Sheyenne River Crossing. Early in the development process for the alternatives, the SRC decided to include an alternative that minimized the impacts to dividing agricultural land in the area adjacent to the crossing. In order to accomplish the goal of minimizing agricultural impacts, the SRC considered an alignment that may cross existing residential properties and result in property buyouts. The property shown as being purchased for this alternative is shown for informational purposes only and the property owner was contacted and informed of the location of the alignment prior to development of this alternative. If the County assumes ownership of the existing roadway and a Sheyenne Crossing Alternative is needed in the future, the County intends to work with the property owner on an acceptable timeline and agreement for purchase and removal of the property, if this Alternative is selected in future analysis. Additional information on the alternative is available in the following sections of this report.

### **7.1.3.3 SHEYENNE RIVER CROSSING ALTERNATIVE C**

The Sheyenne River Crossing Alternative C is shown in Figure 18. Alternative C is the alternative that realigns the roadway to the north to cross the Sheyenne River. This alternative would avoid all physical structures and provide access to all land parcels. Additional information of the alternative is available in the following sections of this report.

### **7.1.4 RELOCATE CHURCH ALTERNATIVE**

As previously discussed in this report, the Sheyenne River bank is eroding near the Norman Lutheran Church. Directly across from the Norman Lutheran Church, the top of the Sheyenne River bank is estimated to be approximately 10 feet from the edge of the roadway ROW. The scope of this study did not allow for a topographical survey so the exact location of the top of the river bank in correlation to the roadway is not accurately known. As an additional alternative to be considered, the relocation of the Norman Lutheran Church was included as an alternative. The Relocate Church Alternative is shown in Figure 19.

The Relocate Church Alternative would relocate the church to allow for the proposed roadway alignment centerline to be realigned approximately 90 feet north of the existing alignment centerline. The realignment north would allow for maintaining the existing Sheyenne River Crossing bridge while also providing more offset distance between the Sheyenne River bank and the proposed roadway. Additional information of the alternative is available in the following sections of this report.

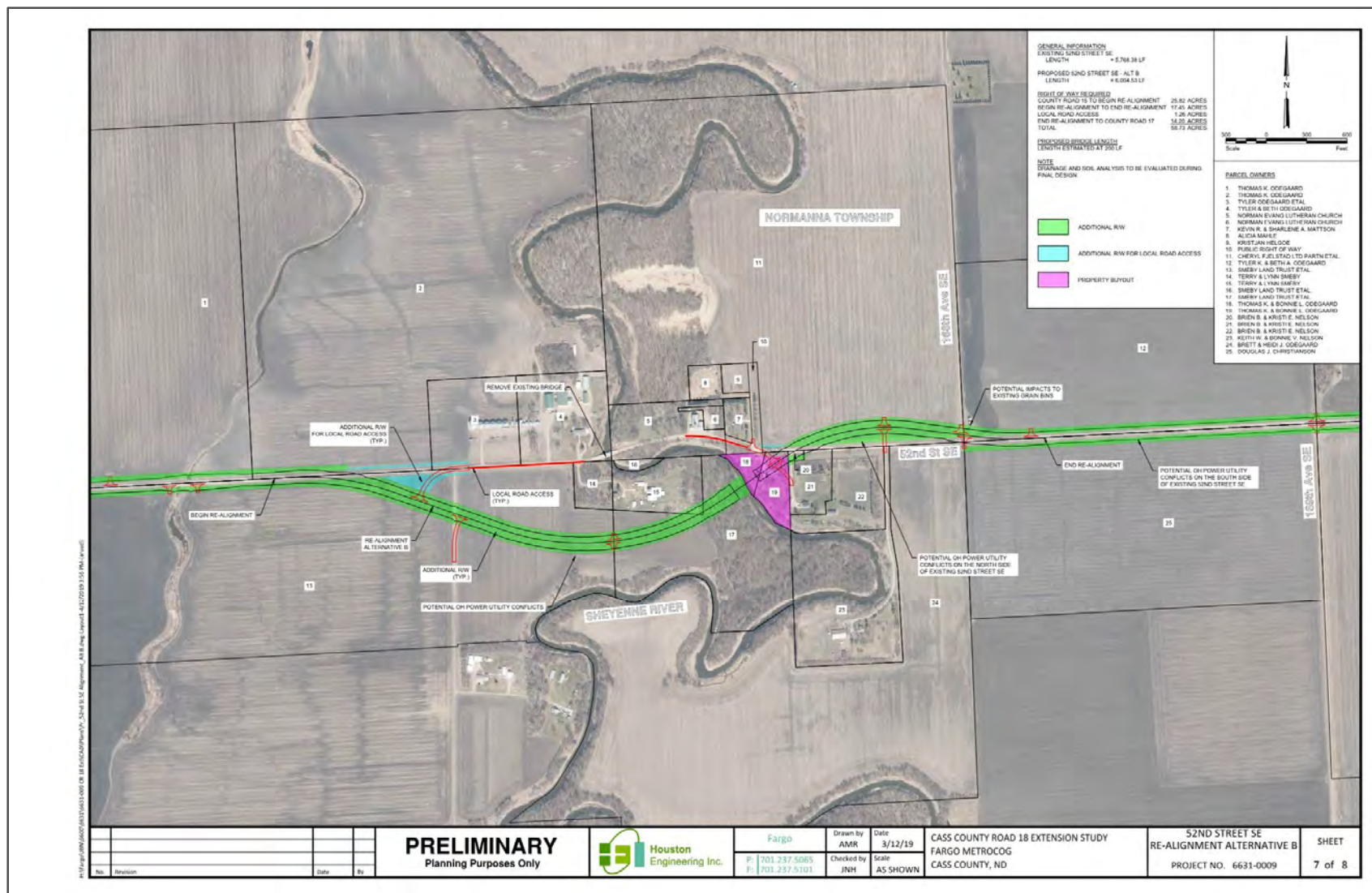


Figure 17. Sheyenne River Crossing Alternative B

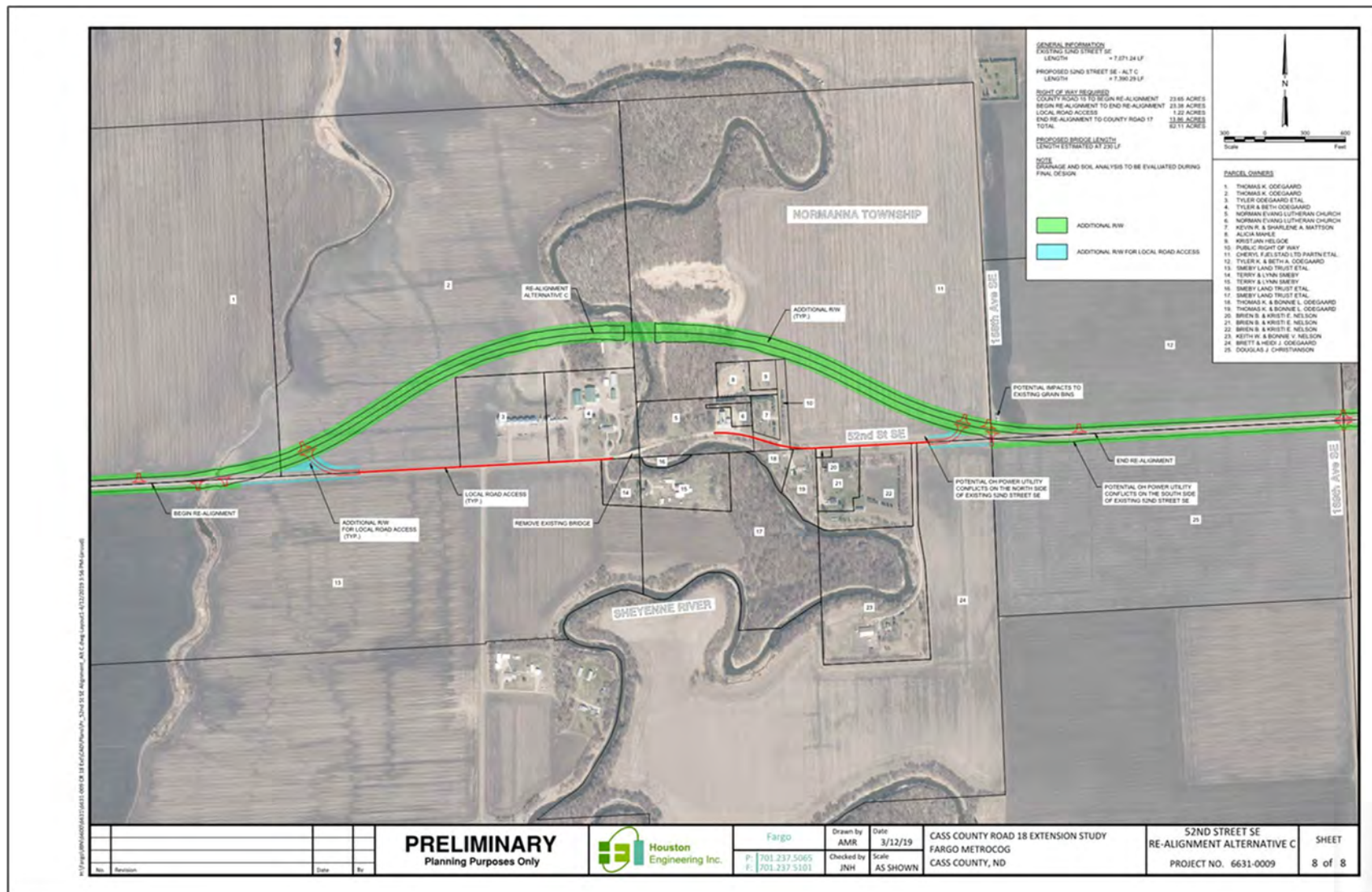


Figure 18. Sheyenne River Crossing Alternative C



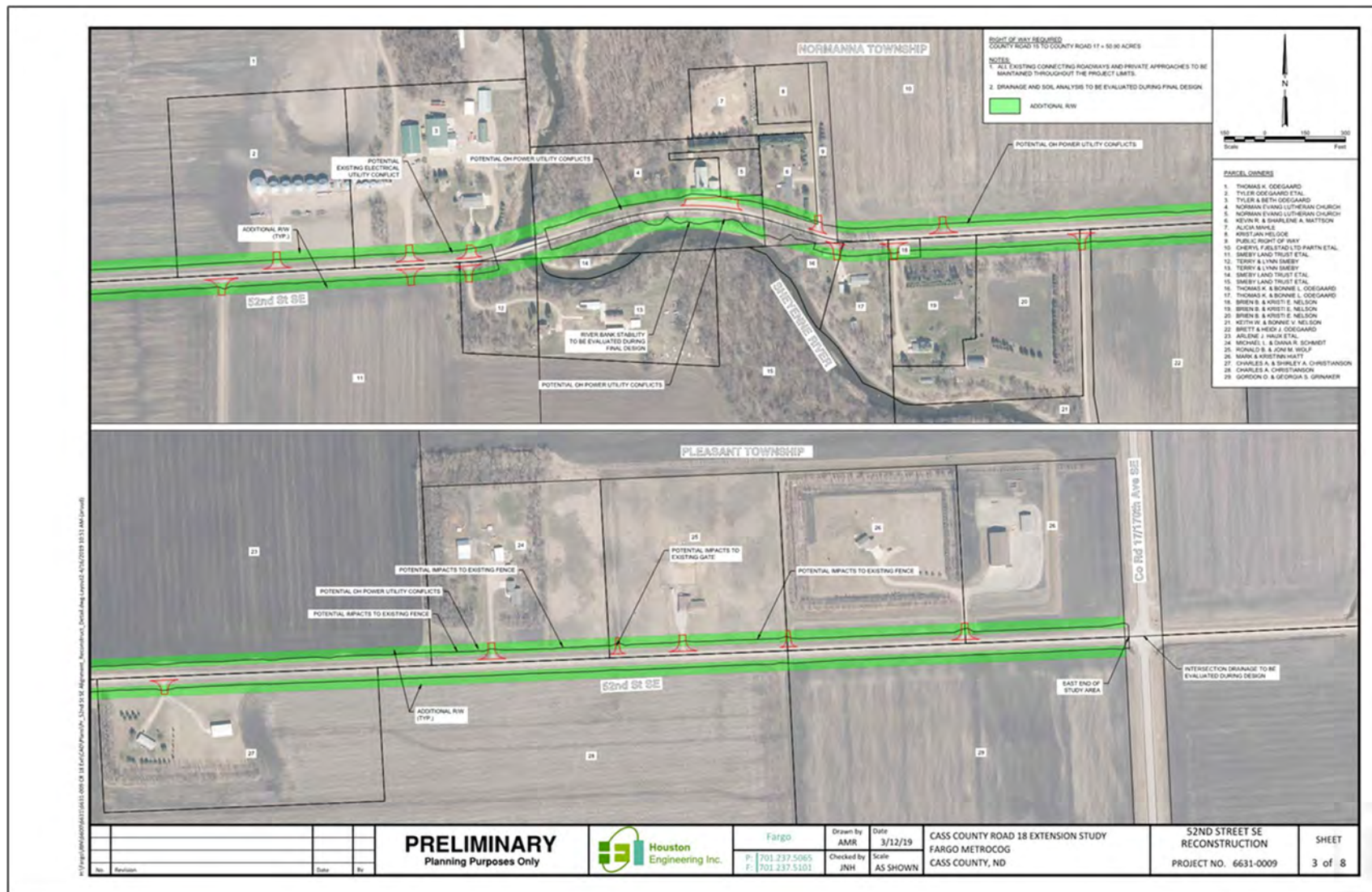


Figure 19. Relocate Church Alternative

## 7.2 ALIGNMENT ALTERNATIVE OPINIONS OF PROBABLE COST

The total costs of construction for each of the alternatives are included in Table 8. The opinion of probable cost for each alternative included in Table 8 includes reconstruction and ROW acquisition of the entire five miles of roadway in the study area and bridge construction if included in the alternative.

Table 8. Opinion of Probable Cost for Alternatives

Study Alternatives	Aggregate Surface	Paved Surface
Existing Alignment Alternative (No-Build)	\$0	---
Existing Alignment with County Typical Section	\$2,796,800	\$6,628,100
Sheyenne River Crossing Alternative A	\$4,793,300	\$8,685,500
Sheyenne River Crossing Alternative B	\$4,922,250	\$8,794,200
Sheyenne River Crossing Alternative C	\$4,624,900	\$8,535,100
Relocate Church	\$3,121,600	\$6,967,700

## 7.3 IMPLEMENTATION PLAN FOR ALTERNATIVES

The 52<sup>nd</sup> Street SE roadway between CR 15 and CR 17 is currently owned by the Townships. As shown in Figure 1, Pleasant Township owns approximately one mile of the roadway and Normanna Township owns approximately four miles of the roadway. Prior to this study, Normanna Township discussed with Cass County to have the County take ownership of the roadway so that Normanna Township would no longer have to maintain the roadway. As discussed in upcoming sections of this report, Cass County will only take ownership of this roadway if both Normanna and Pleasant Townships agree to transfer ownership of the roadway to the County. The County is not pursuing ownership of 52<sup>nd</sup> Street SE, but will take ownership if both Townships agree.

The implementation of all the alternatives included in this report are dependent on the transfer of ownership of 52<sup>nd</sup> Street SE to Cass County. All the alternatives may be considered by the Townships, but it is unlikely that any would be feasible due to budgetary limitations. The implementation time horizon for any of the alternatives is not finite or set by any of the agencies associated with this project. The Study Implementation Plan and Time Horizon are shown in Figure 20. The implementation time horizon would be determined in the “near-term” phase by the Townships. If ownership of the roadway is transferred to the County, the “mid-term” phase time horizon would be dependent on County funding and project programming and the “long-term” phase time horizon would be dependent on the status of the Sheyenne River Bank erosion and reconstruction needs of the Sheyenne River Bridge. Time horizon estimates for implementation of the phases is not feasible to estimate at this point in the study as the timing is largely dependent on the transfer of ownership and other items that are not easily estimated based on information available in this study.

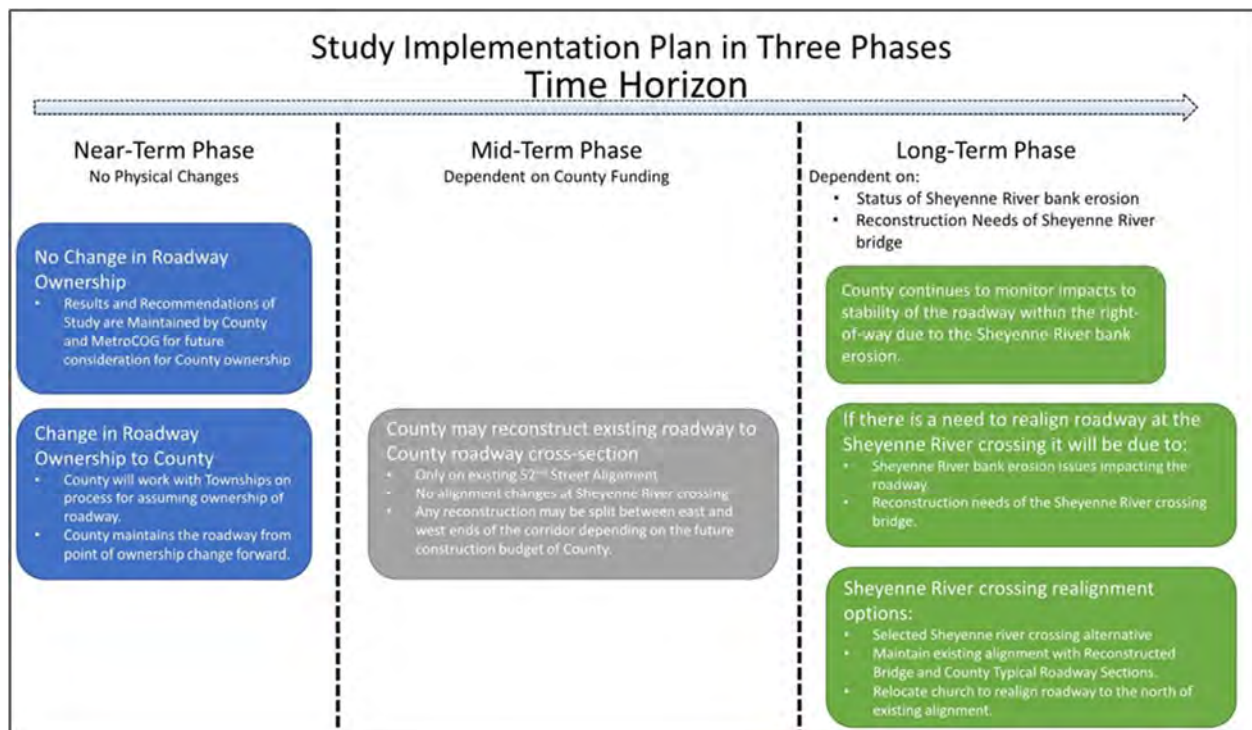


Figure 20. Study Implementation Plan and Time Horizon

The information included in Figure 20 provided further detail on each of the three phases of the implement plan and scenarios within each phase of the implementation plan. As shown in the implementation plan figure, the “near-term” phase would include no physical changes to the roadway and would include similar maintenance of the roadway into the future. The “mid-term” phase would only include typical roadway section or other physical changes on the existing alignment. Any reconstruction during the “mid-term” phase could be split into a number of seasons or phases dependent on funding and landowner coordination. The “long-term” phase of the implementation plan includes the Sheyenne River Crossing Alternatives and the Relocate Church Alternative.

Along with the Implementation Plan for the Alternatives, a Decision Tree was developed to further show the path of decisions that may be made with any future actions. The Decisions Tree for this study is shown in Figure 21. The Decision Tree includes the same time horizon and three phases as the implementation plan, but displays the order and path of decisions to be made on any future project. As shown in the Decision Tree, each of the alternatives included in this report are classified as a “near-term”, “mid-term”, and “long-term” phase decision and action.



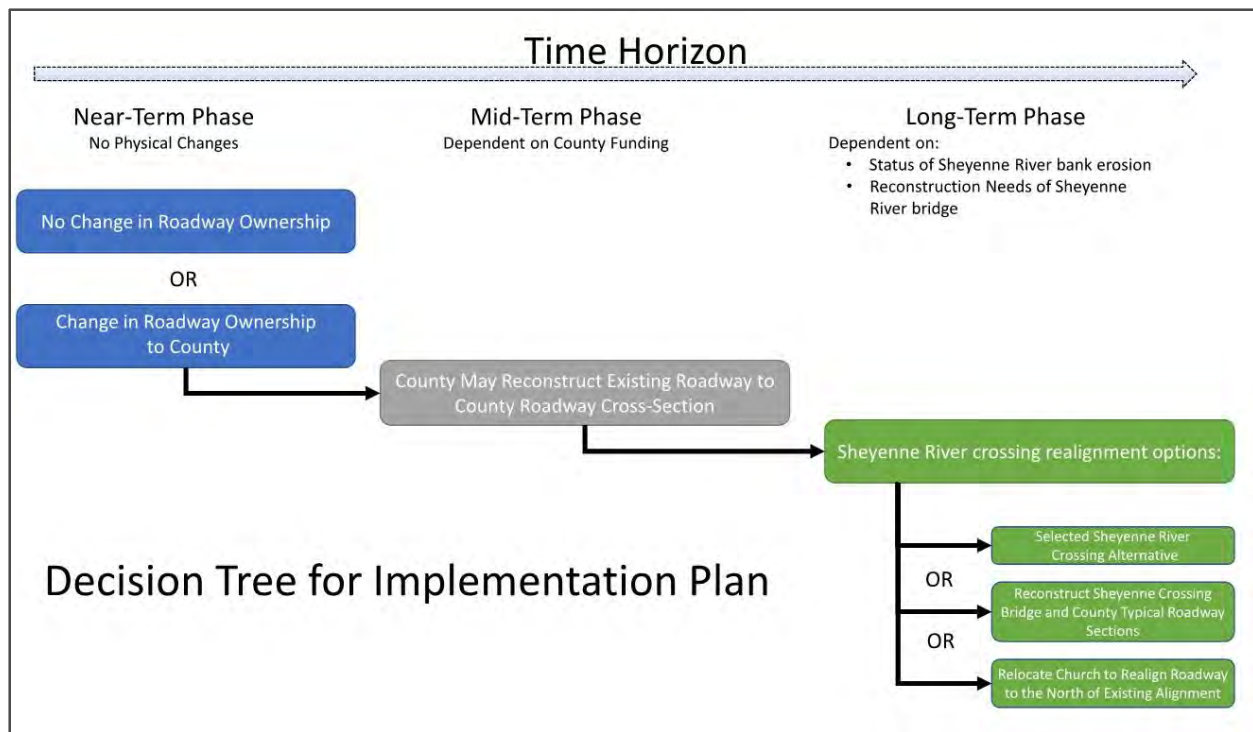


Figure 21. Decision Tree for Future Phases

## 7.4 ALIGNMENT ALTERNATIVE ATTRIBUTES AND CRITERIA FOR ANALYSIS

Throughout this study and the public input process, several questions were asked about specific alternative attributes and criteria that should be considered for analysis of alternatives. Specific areas of concerns were identified during the public input process; ROW impacts and acquisition, drainage and flooding impacts, and costs of construction. The three items previously mentioned will be further discussed within this section of the report.

### 7.4.1 RIGHT-OF-WAY IMPACTS AND ACQUISITION

All of the build alternatives included in this report will required different amounts of ROW from adjacent landowners. The County has a defined process that is followed for any ROW acquisition that follows a defined process for appropriately informing and compensating landowners that may be have property that is proposed to be acquired. In addition to the established ROW acquisition process the County follows, the County will work with property owners to minimize any disruption to structures, landscaping or other items that the owner would like to maintain.

The amount of ROW necessary to be acquired for each alternative is shown in the figures included for each alternative. Due to the scope of work for this study, the amount of ROW necessary is only an estimate and not to be considered a design level quantity.

## 7.4.2 DRAINAGE/FLOODING IMPACTS

### 7.4.2.1 EXISTING CONDITIONS

Local drainage and flooding have always been concerns in the Red River Valley, especially when roadways are intended to be altered, such as in the alternatives presented in this report. Upstream of this study area, throughout Richland and Cass Counties, the flooding generally originates from either the Sheyenne River or the Wild Rice River. As the capacity of these rivers is exceeded, flood waters tend to break out of the channel banks and flow overland, backing up behind roadways prior to overtopping and continuing to flow from section to section in a northeasterly direction.

Using the existing hydraulic models created for the Fargo-Moorhead Area Diversion Project, existing conditions flooding in the study area was reviewed. The model used for this study simulates 100-year riverine flooding from the Sheyenne River and the Wild Rice River. Near the study site, water breaks out of the west banks of the Sheyenne River and it flows overland to 52<sup>nd</sup> Street SE, west of the Norman Lutheran Church. Water also breaks out of the Sheyenne River to the east as it cascades north and east along 52<sup>nd</sup> Street SE. Further to the east, along the existing County Road 18, water breaks out of the Wild Rice River and Drain 37 prior to overtopping County Road 18. Water also overtops County Road 18 at the Wild Rice River structure. The existing conditions flooding was presented at the public meeting and several residents concurred with the overall drainage patterns and overtopping representations.

### 7.4.2.2 PROPOSED CONDITIONS WITH ALTERNATIVES

From a flooding perspective, future design of County Road 18 should include a detailed hydraulic analysis to minimize impacts from the project. For this study, no detailed design or analysis was conducted, however, the previously created FM Diversion model (existing conditions) was used to simulate the effects of the potential alternatives (A, B, and C) in the vicinity of the Norman Lutheran Church. Figure 22, Figure 23, and Figure 24 present the flooding extents and impacts for the various alternatives.

### 7.4.2.3 IMPACTS OF THE FARGO-MOORHEAD DIVERSION PROJECT

The FM Diversion Project will not affect the proposed extension of County Road 18 or the Sheyenne River crossing near the Norman Lutheran Church. However, additional flooding depths are expected during diversion operations for the current stretch of County Road 18 near the Wild Rice River. The depth of this flooding is dependent on the frequency of event (50-year, 100-year, etc.), and based on historic records the project will not have ever operated during the growing season. Figure 25 presents expected existing conditions flooding for the 10-, 20-, and 100-year flood events, without the diversion project, and Figure 26 presents flooding with the diversion in place and operating.



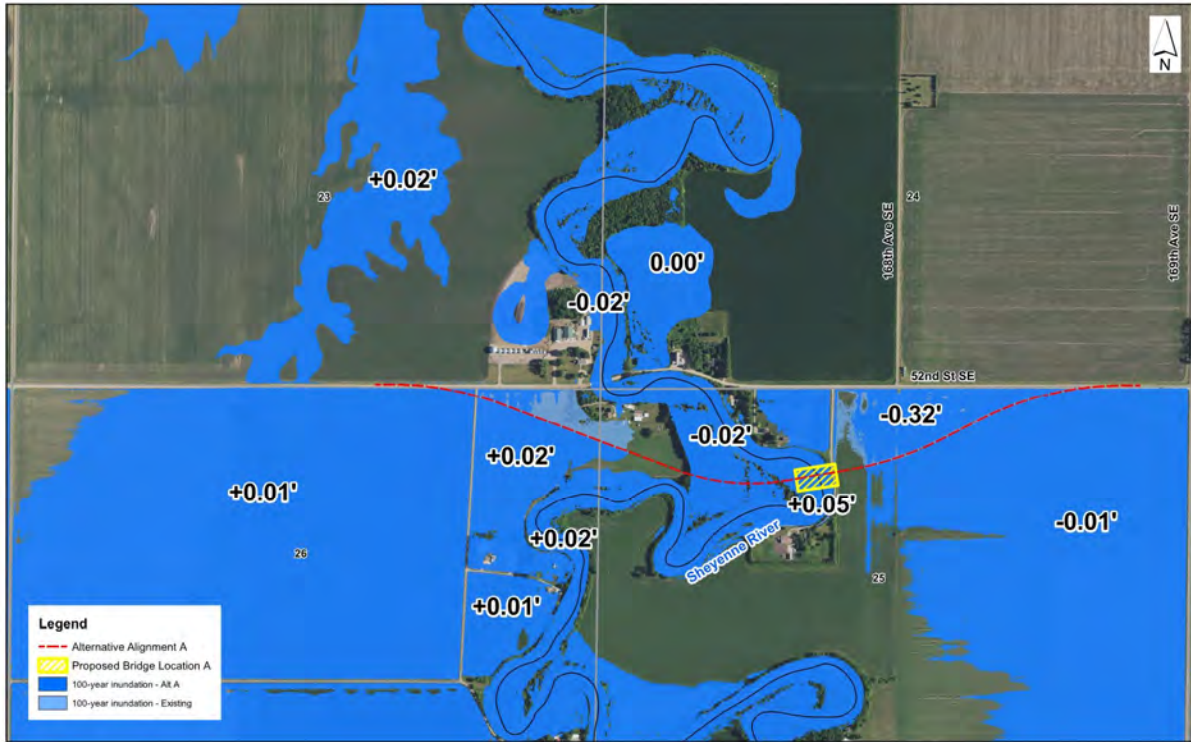


Figure 22. Alternative A Flooding Extent and Impacts

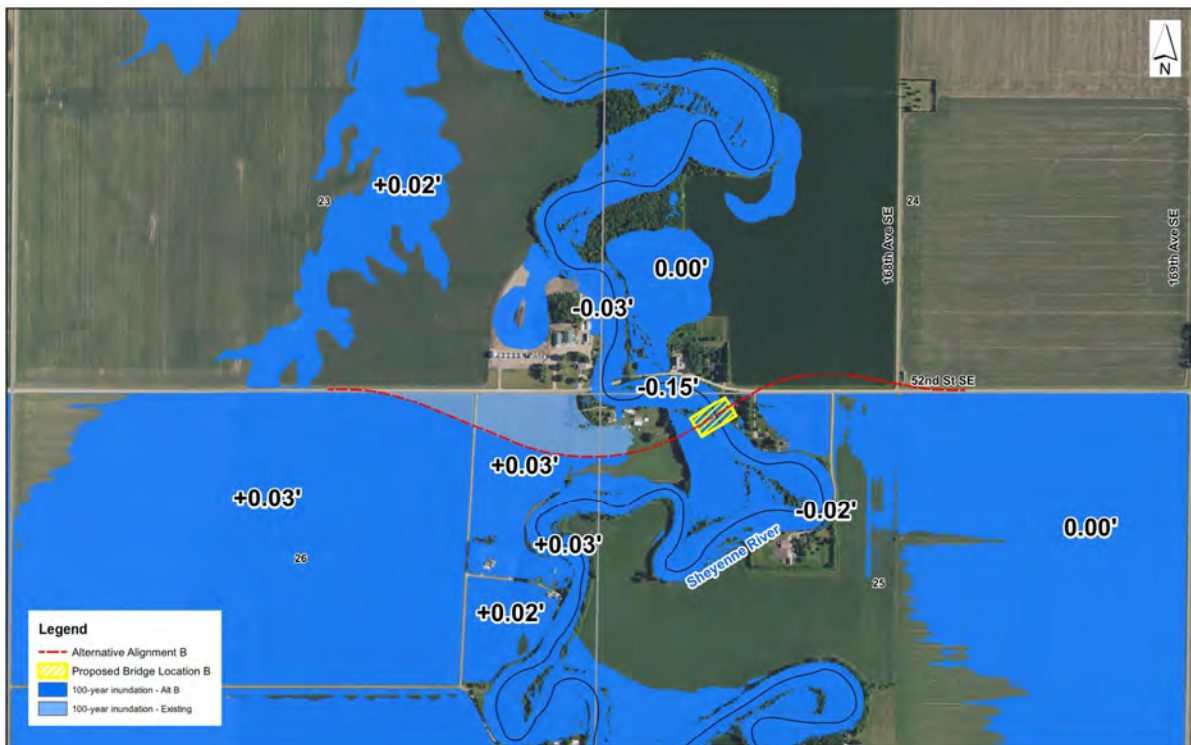


Figure 23. Alternative B Flooding Extent and Impacts

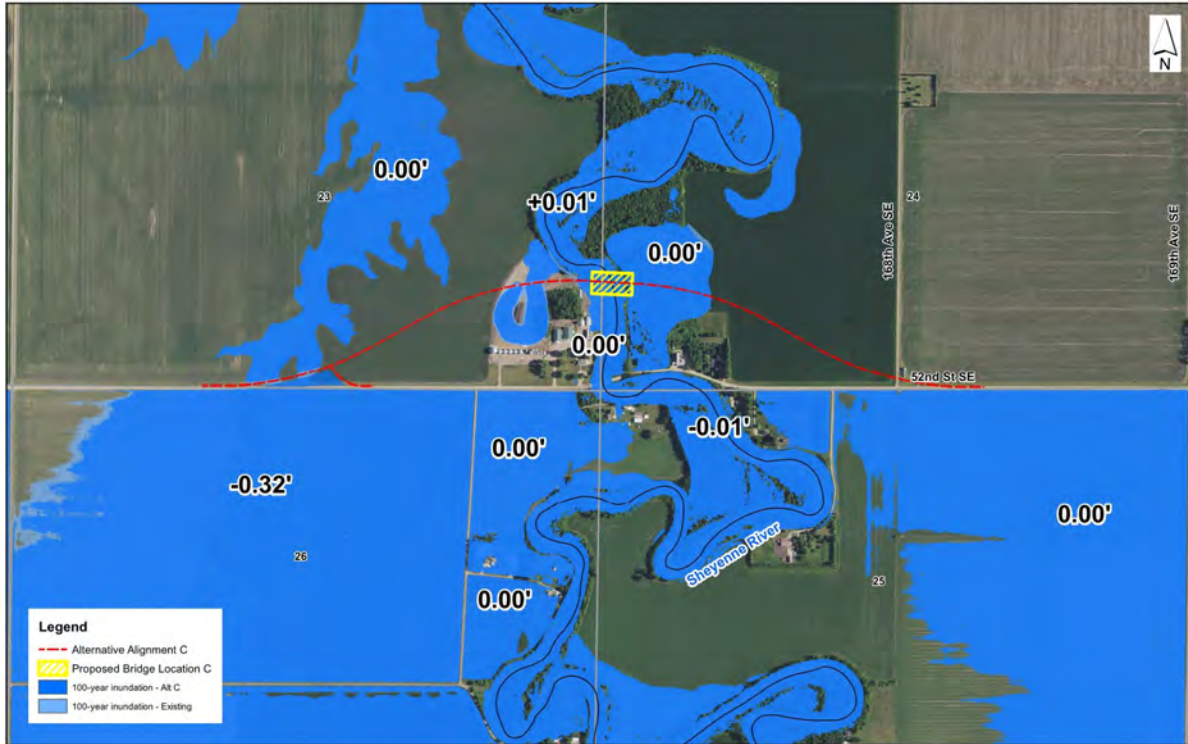


Figure 24. Alternative C Flooding Extent and Impacts

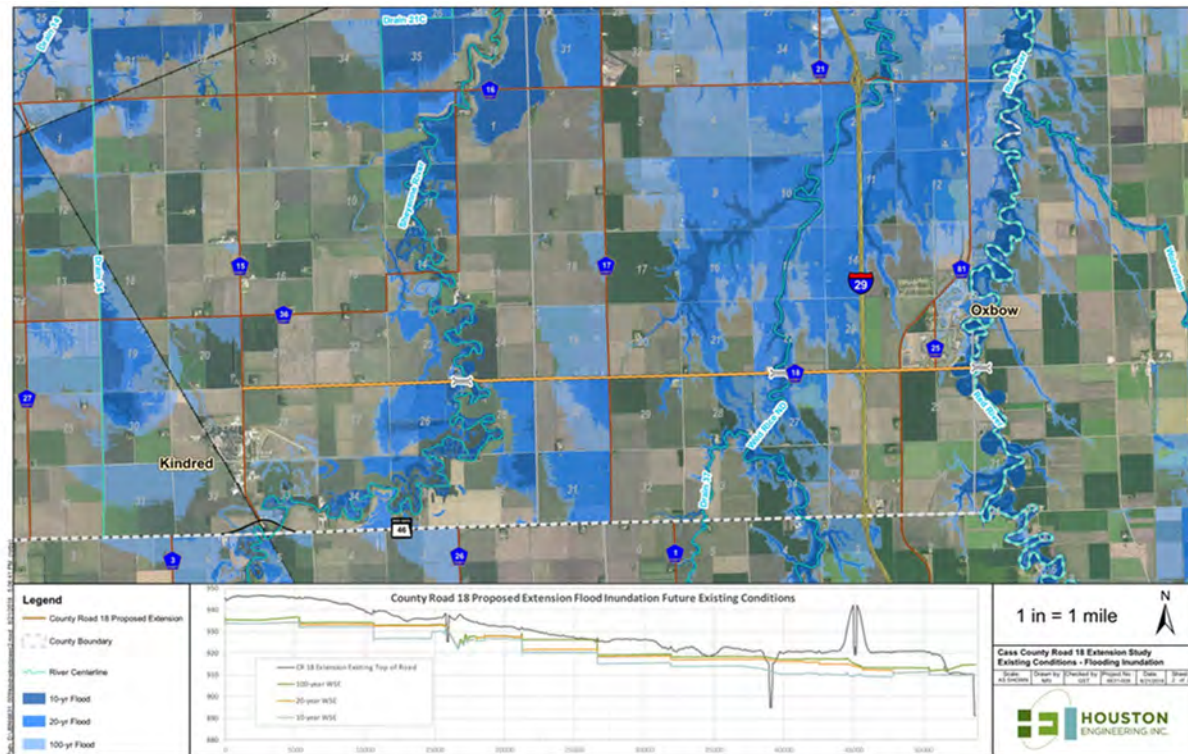


Figure 25. Existing Conditions Flooding without Diversion



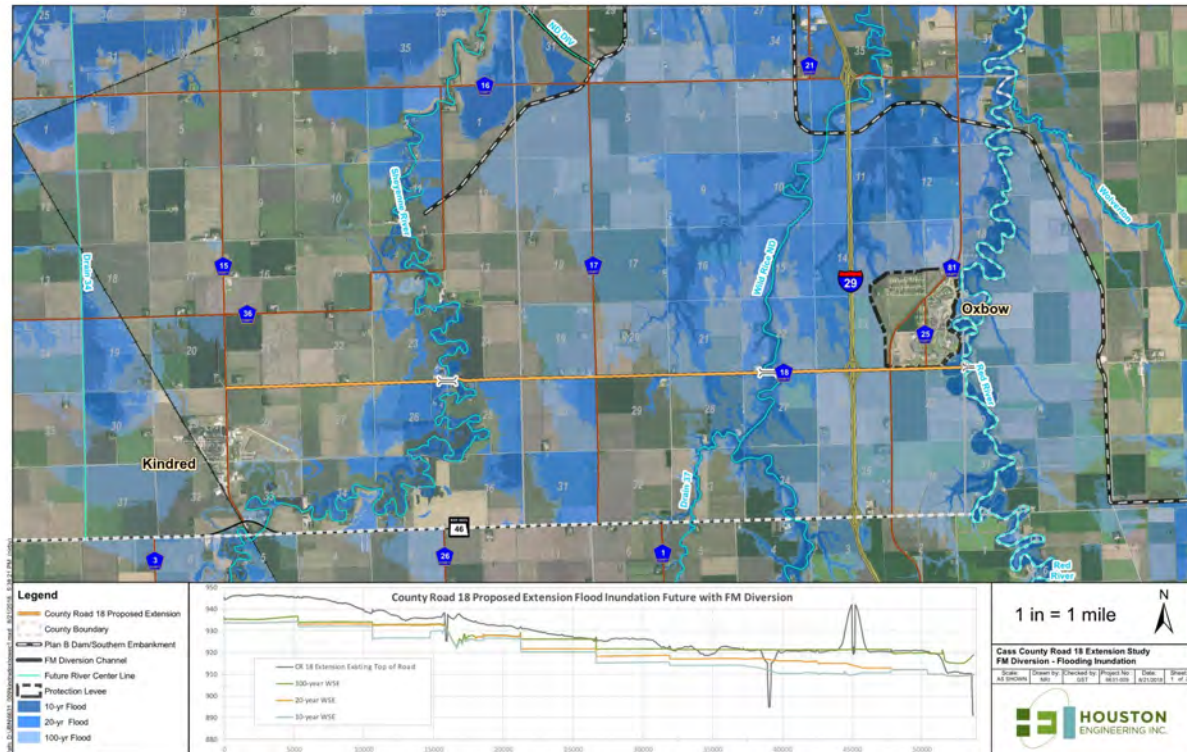


Figure 26. Existing Conditions Flooding with Diversion

## 7.5 SHEYENNE RIVER CROSSING ALTERNATIVE COMPARISON AND RANKING

Of the alternatives included in this study, only the Sheyenne River Crossing alternative have multiple sub-alternatives that would require selecting one of the alternatives against the other Sheyenne River Crossing alternatives. The SRC decided to determine a ranking of Sheyenne River Crossing alternatives through an online ranking poll. The methodology, comparison, and rankings of the Sheyenne River Crossing alternatives are included in this section.

### 7.5.1 METHODOLOGY

The selection of a ranking for the Sheyenne River Crossing alternatives was presented to the SRC. The method to determine the ranking that was proposed by the SRC was to complete an online ranking poll for Alternatives A, B, and C. The ranking was only allowed to be completed by SRC members and it was an anonymous poll. The SRC members were allowed two weeks to complete the poll and they could revise their selection up until the two-week deadline.

The SRC decided to determine the final ranking of the alternatives by applying three points for a first ranking, two points for a second ranking, and one point for a third ranking. The combined total points for each alternative was used to determine the final overall ranking.

## 7.5.2 COMPARISON

To assist the SRC members in completing the rankings of the Sheyenne River Crossing alternatives, the information in Table 9 and Figure 27 were provided to each member in a single page document. The SRC members were also provided with the plan view of each alignment alternative for their reference.

Table 9. Sheyenne River Crossing Alternative Comparison

<b>Comparison of Sheyenne River Crossing Alternatives</b> <b>Roadway Realignment "Alternatives"</b>			
<b>Comparison Metrics</b>	<b>Alternative A</b> "South Alignment Crosses Sheyenne 900' South"	<b>Alternative B</b> "South Alignment Crosses Sheyenne 300' South"	<b>Alternative C</b> "North Alignment"
<b>Construction Costs</b>	Aggregate: \$4,793,000 Paved: \$8,685,000	Aggregate: \$4,922,000 Paved: \$8,794,000	Aggregate: \$4,625,000 Paved: \$8,535,000
<b>Right-of-Way Impacts</b> - Only for Crossing	31.2 Acres	28.2 Acres	31.8 Acres
<b>Flooding/Drainage Impacts</b>	Similar to Alternative B	Similar to Alternative A	Changes Properties Impacted from Existing
<b>Agricultural Impacts</b> - Divides Tract of Land	Similar to Alternative C	Least Amount of Segmented Land	Similar to Alternative A
<b>Impacts to Residential and Farm Accesses</b>	Bridge close to Residential Driveway (Nelson Farm)	Minimal Impact	Minimal Impact
<b>Utility Impacts</b>	Minimal Impact	Minimal Impacts on East Side	Impacts on the East Side

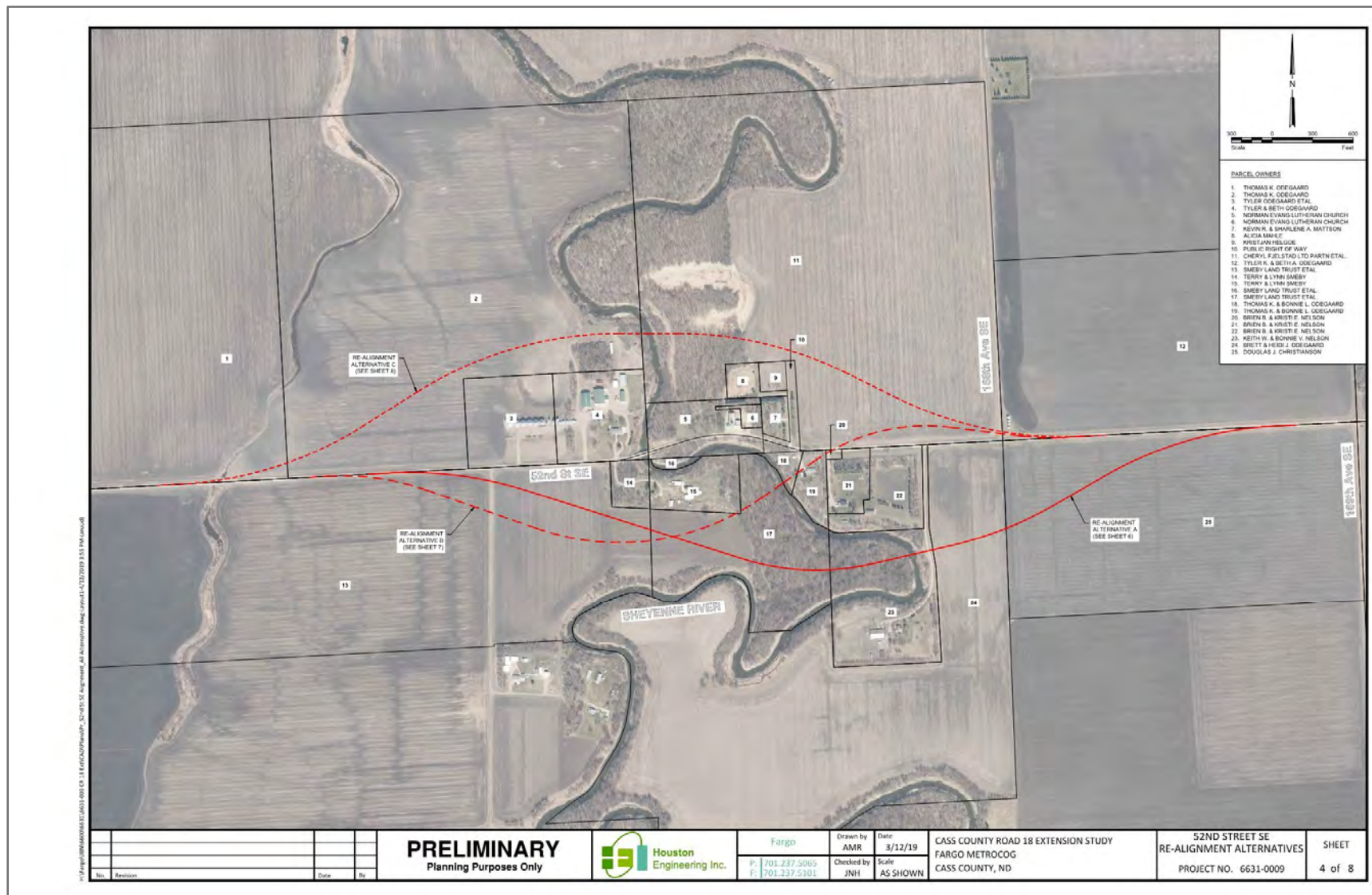


Figure 27. Sheyenne River Crossing Alternatives for Comparison



## 7.5.3 RANKING OF SHEYENNE RIVER CROSSING ALTERNATIVES

The rankings were completed by eight members of the SRC. A few members chose to abstain from ranking the alternatives for various reasons. A screen grab of the poll website with each participant's ranking is shown in Figure 28. The results of the scoring for the Sheyenne River Crossing alternatives poll is shown in Table 10. Alternative B was ranked first followed by Alternative C ranked second, and alternative A ranked third.



Figure 28. Sheyenne River Crossing Voting by Participant

Table 10. Sheyenne River Crossing Alternative Poll Ranking

Sheyenne River Crossing Alternative	#1 Ranking				#2 Ranking				#3 Ranking				Total	Final Ranking
Alternative A	1	x	3	= 3	2	x	2	= 4	5	x	1	= 5	12	3
Alternative B	4	x	3	= 12	3	x	2	= 6	1	x	1	= 1	19	1
Alternative C	3	x	3	= 9	3	x	2	= 6	2	x	1	= 2	17	2

## 7.6 ITEMS TO BE COMPLETED FOR THE PROJECT TO MOVE FORWARD

As previously discussed in this report, the 52<sup>nd</sup> Street SE roadway between CR 15 and CR 17 is currently owned by Normanna and Pleasant Township. As shown in Figure 20 and Figure 21 and discussed in this report, the Townships must initiate any transfer of ownership to Cass County. Cass County did not put a deadline or any time requirements on the Townships to make a decision on transferring ownership to the County, but the Townships would need to initiate the process. In order for the transfer process to be initiated and completed with the County, each Township would need to pass resolutions transferring ownership of each Township's portion of 52<sup>nd</sup> Street SE to the County. Once the resolutions have been completed by the Townships, the County would complete a resolution to accept ownership of the roadway. Legal and official documents for the transfer of ownership process should be coordinated between the Townships and the County, and not solely based on any information provided in this report. Information provided in this section is for informational purposes only.



To: Policy Board  
From: Luke Champa, Assistant Planner  
Date: September 12, 2019  
Re: Final Draft Metro COG 2020-2023 Transportation Improvement Program (TIP)

Metro COG staff have developed a draft 2020-2023 TIP that lists federally funded transportation projects for the named four-year period. Metro COG posted a legal notice in the July 1, 2019 edition of The Forum to begin the official TIP comment period. This comment period began on July 11, 2019 in correspondence with Metro COG's Transportation Technical Committee meeting.

A second legal notice was published in The Forum on August 19, 2019 advertising a public open house to showcase the Final Draft Metro COG 2020-2023 TIP. The open house was held on August 26, 2019 from 4:00 – 6:00 p.m. at the Fargo Downtown Library in the Community Room. As of the writing of this staff report, no formal comments from the public have been submitted in regards to the 2020-2023 TIP.

The third and final public notice was published on September 2, 2019 to inform the public that Metro COG would be taking final action on the Final Draft 2020-2023 TIP and holding a public meeting on September 12, 2019 at 10:00 a.m. in conjunction with the September TTC meeting. The notice also informed the public that Metro COG would be closing the public comment period at 12:00 p.m. (noon) on September 19, 2019 prior to formal Policy Board action.

The Final Draft 2020-2023 TIP is comprised of projects listed in the NDDOT and MnDOT Draft State Transportation Improvement Programs (STIPs). However, with the **development of this year's TIP, Metro COG** included local jurisdictions CIP projects that impacted federal functionally classified roadways including a new section regarding locally funded projects including the listing and mapping of locally funded projects. Metro COG also updated the document layout and color scheme, updated the performance measurement section, and other minor changes to text, tables, and figures throughout the document.

Metro COG's public comment period for the development of the 2020-2023 TIP started on July 11, 2019 and ends on September 19, 2019. As of the writing of this staff report, no public comments have been received.

Metro COG's TTC recommended approval of the TIP at their September 12<sup>th</sup> meeting.

Requested Action: Approval of the Final Draft Metro COG 2020-2023 Transportation Improvement Program (TIP).

# 2020 -2023 Transportation Improvement Program

*For the Fargo-Moorhead Metropolitan Area*

**METRO**COG

*September 19, 2019*



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

Case Plaza, Suite 232, One 2nd Street North Fargo, ND 58102-4807  
Phone: 701.232.3242 | Fax: 701.232.5043 | Web: [www.fmmetrocog.org](http://www.fmmetrocog.org)

In association with:

City of Dilworth, City of Fargo, City of Moorhead, City of West Fargo, Cass County, Clay County, MATBUS, MnDOT,  
NDDOT, FHWA and FTA

Approved by the Metro COG Policy Board September XX, 2019



### Disclaimer

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

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

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

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**A RESOLUTION ENDORSING THE FY 2020 - FY 2023  
TRANSPORTATION IMPROVEMENT PROGRAM  
FOR THE  
FARGO-MOORHEAD METROPOLITAN AREA**

---

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

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

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

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

**WHEREAS**, the Fiscal Year 2020 - 2023 Transportation Improvement Program, dated September 2019, which defines the capital improvements for streets, highways, bicycle and pedestrian facilities, and transit for the local jurisdictions in the metropolitan area for a four-year period, has been approved by the Transportation Technical Committee; and

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

**WHEREAS**, the FY 2020 - 2023 Transportation Improvement Program has been given due consideration by the Metro COG Policy Board; therefore, be it

**RESOLVED**, that Metro COG approves the FY 2020 - 2023 Transportation Improvement Program, dated September 2019, and recommends said program be forwarded to the appropriate state and federal agencies; and be it further

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

PASSED this \_\_\_\_ day of \_\_\_\_\_, 2019

---

Jenny Mongeau, Chairperson  
Metro COG Policy Board

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

---

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

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

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

**WHEREAS**, Metro COG adopted its Short and Long Range Metropolitan Transportation Plan, *Metro 2040: Mobility for the Future* in July of 2014 , as well as detailed ancillary modal documents including the Metropolitan Bikeway & Pedestrian Plan (adopted February 2017), a Metropolitan Transit Development Plan (adopted July 2016); a Metropolitan Comprehensive ITS Plan (adopted June 2008); and

**WHEREAS**, *Metro 2040: Mobility for the Future* includes a transportation systems management element, a short-range transportation element, and a long-range element providing for the transportation needs of the urbanized area; and

**WHEREAS**, the Transportation Technical Committee of the Metro COG recommends that *Metro 2040: Mobility for the Future* be considered valid and consistent with current transportation and land use issues.

**NOW, THEREFORE, BE IT RESOLVED THAT**, the Metro COG Policy Board certifies that *Metro 2040: Mobility for the Future* is currently held valid and consistent with current transportation and land use considerations.

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Jenny Mongeau, Chairperson  
Metro COG Policy Board

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Date

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Cynthia Gray, Executive Director  
Metro COG

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Date

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**TRANSPORTATION PLANNING PROCESS SELF CERTIFICATION  
STATEMENT**

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

- 23 USC 134 and 49 USC 5303, and 23 CFR Part 450;
- In non-attainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended [42 USC 7504, 7506 (c) and (d)] and 40 CFR part 93;
- Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR part 21;
- 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- Section 1101(b) of the Moving Ahead to Progress to the 21<sup>st</sup> Century (MAP-21) (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of Disadvantaged Business Enterprises in USDOT funded planning projects;
- 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- The provisions of the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- The Older Americans Act, as amended (42 USC 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- Section 324 of Title 23 USC regarding the prohibition of discrimination based on gender; and
- Section 504 of the Rehabilitation Act of 1973 (29 USC 794) and CFR part 27 regarding discrimination against individuals with disabilities.

Full documentation of Metro COG's federal certification can be obtained by contacting Metro COG at 701.232.3242, [metrococ@fmmetrococ.org](mailto:metrococ@fmmetrococ.org), or by visiting in person at One 2<sup>nd</sup> Street North Suite 232, Fargo, North Dakota 58102.

**F-M Metropolitan Council of Governments**

**North Dakota Department of Transportation**

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Signature

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Title

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Date

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Date

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## **Appendix A Public Input**



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

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

**Annual Element/Future Expenditures:** This section reports the proposed year of implementation and estimated cost for performing each staging item. The Annual Element column is most significant because activities shown in the first year of the TIP require no further project selection. Projects in the second and third year of the TIP, shown as Future Expenditures, could be subject to subsequent project selection. Project selection involves the process of identifying, prioritizing, and scheduling an improvement for implementation.

**Annual Listing:** This section identifies projects which have been programmed and funding has been obligated. The annual listing will represent 2014 projects for the 2016-2019 TIP.

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

**Candidate Project:** A candidate project is one which is eligible for federal aid and an application has been submitted seeking federal aid. The project remains a candidate project until project selection for federal aid has occurred at which time the project either becomes "Programmed" or "Not Programmed."

**Classification:** This section provides the functional classification of the roadway or route as defined by the Metro COG and approved by State DOTs and FHWA.

**Collectors:** A road or street that provides for traffic movement between local service roads and arterial roadways.

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

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

**Estimated Cost and Funding:** This section reports the total estimated cost of the described project. It also lists the anticipated participation of various funding sources. These sources are defined by the following categories: federal, state, local. The estimated cost for each project includes right-of-way and construction costs.

**Facility:** This section refers to the roadway or route on which the project will be completed.

**F.A.S.T Act:** Fixing America's Surface Transportation Act was introduced on October 15, 2016 as the transportation bill to replace MAP-21. The Fixing America's Surface Transportation (FAST) Act is bipartisan, bicameral, five-year legislation to improve the Nation's surface transportation infrastructure, including our roads, bridges, transit systems, and passenger rail network. In addition to authorizing programs to strengthen this vital infrastructure, the FAST Act also enhances federal safety programs for highways, public transportation, motor carrier, hazardous

materials, and passenger rail.

**Federal Source:** This section identifies the source of federal revenues proposed for funding the project. The categories are abbreviated to indicate the specific federal program planned for the scheduled improvement. The abbreviations to these categories are shown in the list below.

<b>BR:</b>	Bridge*	<b>NHPP-IM:</b>	Interstate Maintenance
<b>BRU:</b>	Bridge - Urban	<b>NHPP-ITS:</b>	Intelligent Transportation Systems
<b>CMAQ:</b>	Congestion Management Air Quality	<b>NHPP-NHS:</b>	National Highway System
<b>FTA 5307:</b>	Urbanized Area Formula Program Funds	<b>SRTS:</b>	Safe Routes to School*
<b>FTA 5308:</b>	Clean Fuels Formula Program	<b>STBGP:</b>	Surface Transportation Block Grant Program
<b>FTA 5310:</b>	Enhanced Mobility of Seniors and Individuals with Disabilities Program	<b>STBGP/R:</b>	Regional Road Program (North Dakota)
<b>FTA 5311:</b>	Rural Transit Assistance Program	<b>STBGP/Rural:</b>	Rural Roads Program (North Dakota)
<b>FTA 5339:</b>	Bus and Bus Facilities Program	<b>STBGP/U:</b>	Urban Roads Program (North Dakota)
<b>HPP:</b>	High Priority Projects Designated by Congress	<b>TA:</b>	Transportation Alternatives
<b>HSIP:</b>	Highway Safety Improvement Program	<b>TCSP:</b>	Transportation & Community System Preservation Program
<b>IM:</b>	Interstate Maintenance	<b>TE:</b>	Transportation Enhancement*
<b>NHPP:</b>	National Highway Performance Program		
<b>NHPP-HBP:</b>	Highway Bridge Program		

\*SRTS and TE were combined into the TA program. Unobligated funds in these categories may be programmed until they are spent down to zero, de-obligated or expired.

**Illustrative:** An illustrative project is a project which does not have funding, but is an important project for the jurisdiction to identify within the TIP to show the need for the project.

**Interstate:** A highway that provides for expeditious movement of relatively large volumes of traffic between arterials with no provision for direct access to abutting property. An interstate, by design, is a multi-lane road with grade separations at all crossroads with full control of access.

**Jurisdictions:** The member units of government which are within Metro COG's planning area. The member jurisdictions include the following: North Dakota Department of Transportation (NDDOT), Minnesota Department of Transportation (MnDOT), Cass County, Clay County, City of West Fargo, City of Fargo, City of Moorhead, City of Dilworth.

**Local Roads:** A road or street whose primary function is to provide direct access to abutting property.

**Local Source:** This section indicates the amount of funding that will be provided for the project from the local jurisdictions. Generally the local funding for the Minnesota and North Dakota jurisdictions comes from state aid, sales taxes, assessments, general funds, or special funding sources. For example, the City of Fargo local funding

sources comes from a variety of sources (½¢ city sales tax, state highway distribution funds, portions of the city property tax, and special assessments); the City of West Fargo local funding sources comes from the city general funds, sales tax assessment, and state highway funds; and Cass County’s local funding sources comes from a variety of sources (state highway distribution funds and 10 mil levy from the property taxes).

**Locally Funded Regionally Significant (LFRS):** LFRS projects are projects that are funded by other federal agencies and not requiring action by FHWA or FTA, or projects that are not federally funded but are of regional significance. Projects are considered to have regional significance if they occur on a collector, minor arterial or principal arterial roadway, or if they occur on any functionally classified roadway and serve any of the following:

- Intermodal facility, such as train stations, bus stations, airports, and major freight termini.
- Any major activity center such as regional shopping centers, sports complexes, or educational facilities.

**Locally Funded Project of Note:** Projects that are funded by local or state agencies and do not require action by FHWA or FTA. These projects are included to assist in coordination between local jurisdictions during staging and construction. Locally funded projects of note are listed in the locally funded project section of this document.

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

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

**Minor Arterials:** A road or street that provides for through traffic movements between collectors with other arterials. There is direct access to abutting property, subject to control of intersection and curb cuts. The minor arterial, by design, usually has two lanes in rural areas and four or more in urban areas.

**Modification:** This is required when a minor change or revision is needed for a TIP project which does not require a formal amendment.

**ND Small Town Revitalization Endeavor for Enhancing Transportation Program (NDSTREET):** North Dakota grant to provide assistance in upgrading the existing pavement infrastructure through cities with a population of less than 5,000 and to enhance the appearance of streets and sidewalks.

**Principal Arterials:** A road or street that provides for expeditious movement of relatively large volumes of traffic between other arterials. A principal arterial should, by design, provide controlled access to abutting land and is usually a multi-lane divided road with no provision for parking within the roadway.

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

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

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

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

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

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

**Public Participation Plan (PPP):** An adopted Metro COG plan which identifies the public input process which will be used for all types of projects including introducing a new TIP and making amendments and modifications to the existing TIP.

**Regionally Significant Project:** A transportation project (other than an exempt project) that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.

**Responsible Agency:** This section identifies the agency or jurisdiction usually initiating the project, requesting funding, and carrying out the necessary paperwork associated with project completion.

**SAFETEA-LU:** Safe Accountable Flexible Efficient Transportation Act, A Legacy for Users –The previous transportation act that expired July 5, 2012 and replaced with MAP-21.

**Staging:** This section depicts the latest estimate of work toward the project's completion. The stages are Right-of-Way and Construction. Right-of-Way is the arrangement for the acquisition and purchase of land/or buildings for the construction of the proposed improvement. Lastly, construction includes bid letting and actual development of the proposed improvement.

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

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

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

## Local Jurisdiction Contact List

Metro COG collects information from all jurisdictions wishing to have projects programmed in the TIP. We work closely with our planning partners to assure that the information contained in the TIP is current and accurate. Metro COG staff is available to answer questions on the TIP, the TIP process, and transportation planning in the Fargo-Moorhead metropolitan area. While Metro COG provides relevant data associated with each project identified in the TIP, more specific information related to a project is not included in the TIP project list. A list with contact information for our transportation planning partners is included on the following page. Please contact them if you require additional information that is not included on a project programmed in the TIP.

<b>North Dakota DOT</b>	<b>City of Dilworth</b>	<b>City of Moorhead</b>
Michael Johnson, P.E.	Stan Thurlow	Tom Trowbridge, P.E.
Urban Engineer & MPO Coordinator	Dilworth City Planner	Moorhead City Engineer
phone: 701.328.2118	phone: 218.287.5433	phone: 218.299.5394
email: mijohnson@nd.gov	email: dilworthcityhall@corpcomm.net	email: tom.trowbridge@ci.moorhead.mn.us
<b>Minnesota DOT</b>	<b>Cass County</b>	<b>Clay County</b>
Mary Safgren	Jason Benson, P.E.	David Overbo, P.E.
Planning Director, MnDOT District 4	Cass County Highway Engineer	County Engineer
phone: 218.846.7987	phone: 701.298.2372	phone: 218.299.5099
email: mary.safgren@state.mn.us	email: bensonj@casscountynd.gov	email: david.overbo@co.clay.mn.us
<b>City of Fargo</b>	<b>Fargo Transit</b>	<b>West Central Initiative</b>
Jeremy M. Gorden, P.E.	Julie Bommelman	Wayne T. Hurley, AICP
Division Engineer - Transportation	Fargo Transit Director	Planning Director
phone: 701.241.1529	phone: 701.476.6737	phone: 218.739.2239
email: jgorden@fargond.gov	email: jbommelman@fargond.gov	email: wayne@wcif.org
<b>City of West Fargo</b>	<b>Moorhead Transit</b>	<b>Metro COG</b>
Dustin T. Scott, P.E.	Lori Van Beek	Luke Champa
West Fargo Public Works Director	Transit Manager	Assistant Planner
phone: 701.433.5425	phone: 701.476.6686	phone: 701.532.5107
email: dustin.scott@westfargond.gov	email: lvanbeek@matbus.com	email: champa@fmmetrocog.org
<b>Federal Highway Administration - MN Division</b>	<b>Federal Transit Administration - Region 5</b>	<b>Federal Highway Administration - ND Division</b>
Andrew Emanuele, AICP	William Wheeler	Sandy Zimmer
Community Planner	Community Planner	Financial Program Manager
phone: 651.291.6124	phone: 312.353.3879	phone: 701.221.9469
email: andrew.emanuele@dot.gov	email: william.wheeler@dot.gov	email: sandy.zimmer@dot.gov
	<b>Federal Transit Administration - Region 8</b>	
	Renae Tunison	
	Transportation Program Analyst	
	phone: 202.366.3305	
	email: renae.tunison@dot.gov	



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# Section 1 | Introduction

### Transportation Improvement Program (TIP)

The Transportation Improvement Program (TIP) is a compilation of significant surface transportation improvements scheduled for implementation in the Fargo-Moorhead metropolitan area during the next four fiscal years. The fiscal year (FY) begins October 1<sup>st</sup> and ends September 30<sup>th</sup> of the following year. The TIP provides a staged, multiyear, intermodal program of transportation projects, which is consistent with the most current Metro COG Long Range Transportation Plan (LRTP).

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

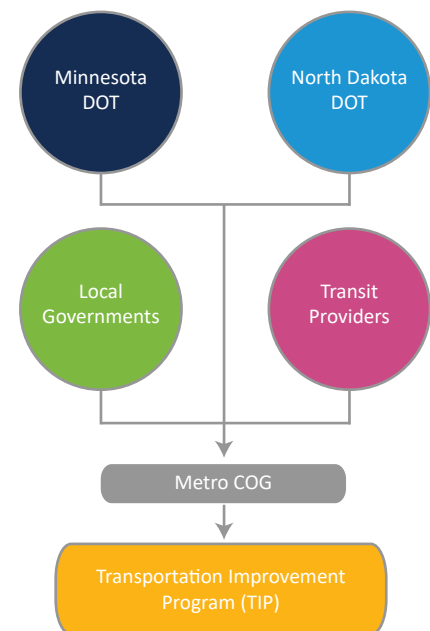
The TIP includes an Annual Element component for projects implemented during the first year of the TIP. Projects included in the Annual Listing of Obligated Projects (ALOP) constitute the agreed-to listing of Federal-Aid and Regionally Significant improvements approved by the Metro COG Policy Board.

#### TIP Development

In general terms, development of the TIP for the Fargo-Moorhead Metropolitan Area involves the following steps:

1. Reviewing and updating projects from the previous year TIP;
2. Solicitation of new projects eligible for federal aid;
3. Receiving applications from local jurisdictions for federal aid candidate projects, evaluating and prioritizing candidate projects;
4. Soliciting public comment on projects to be included within the TIP;
5. Submitting prioritized candidate projects to MnDOT and NDDOT;
6. Working cooperatively with the MnDOT and NDDOT to select candidate projects to receive federal funds;
7. Reviewing local jurisdictions' Capital Improvement Plans (CIPs) to ensure that all "Regionally Significant" projects are identified within the first two years of the TIP; and
8. Working cooperatively with MnDOT and NDDOT to ensure that their State Transportation Improvement Programs (STIP) match the information in the TIP.

Figure 1-1: Tip Development



Source: Metro COG

Metro COG typically starts the process of updating the TIP in June of each year. This generally coincides with the release of the NDDOT and MnDOT Draft STIPs. Final TIP approval through Metro COG's Transportation Technical

Committee (TTC) and Policy Board typically occurs in September, which may be before or after the States have approved their final STIPs. See Figure 1-2 below.

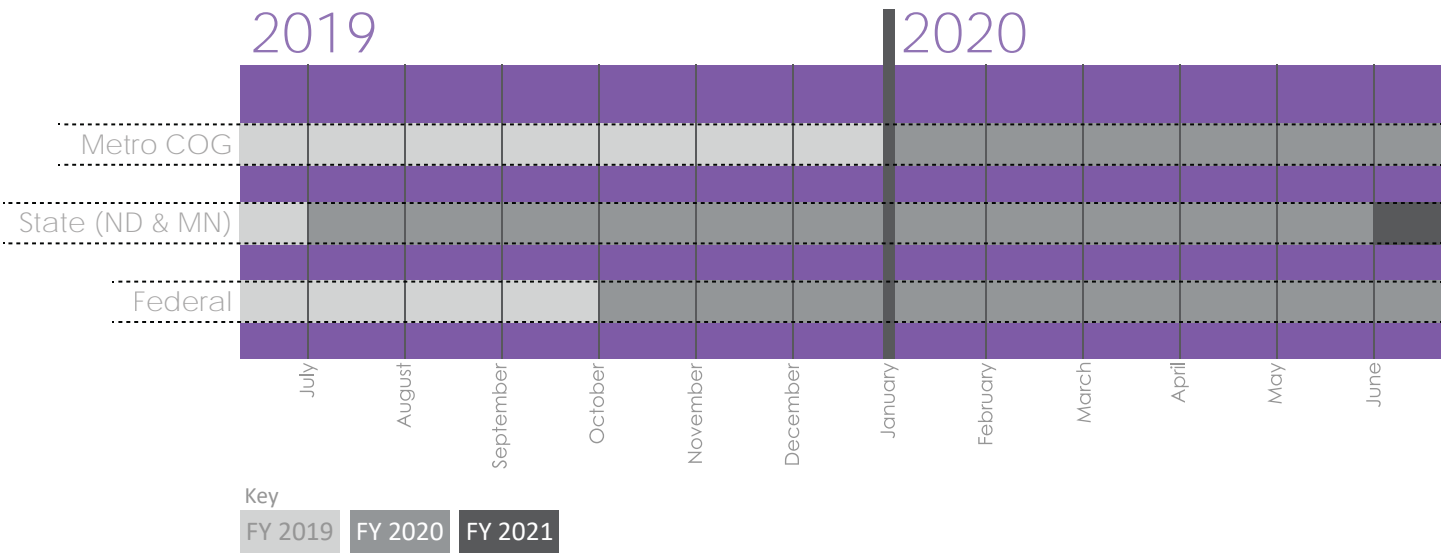
Figure 1-2: TIP Development Timeline



Source: Metro COG

Fiscal year (FY) is also an important component taken into consideration with TIP development. Projects are listed by federal fiscal year however, Metro COG, NDDOT, and MnDOT have different fiscal years. Metro COG’s fiscal year begins January 1<sup>st</sup> and ends December 31<sup>st</sup>, the state (MN & ND) fiscal year begins July 1<sup>st</sup> and ends June 30<sup>th</sup>, and the federal fiscal year begins October 1<sup>st</sup> and ends September 30<sup>th</sup>. Given the varying fiscal years, TIP development occurs much earlier than the next calendar year (2020). Figure 1-3, below, shows the variation in agency FYs.

Figure 1-3: Fiscal Year by Agency



Source: Metro COG

Legislative Requirements

The Metro COG TIP is authorized through the federal aid planning process. Metro COG is charged with the creation and maintenance of a fiscally-constrained Transportation Improvement Program (TIP), that outlines funded projects within the metropolitan planning area. Requirements for the TIP and TIP maintenance are included under various sections of Title 23 and 49 of the United States Code (USC), Title 23 and 49 of the Code of Federal Regulations (CFR) and other federal legislation and guidance. Current regulations defining TIP content are included in the Fixing America’s Surface Transportation (FAST) Act legislation signed into law December 4, 2015. The legislation requires that all transportation projects that are entirely or partially funded with federal monies within the metropolitan planning area (Cass, Clay Counties and the contiguous urbanized area) be included in the region’s TIP.

## Oversight of the TIP

The Metro COG TIP includes projects funded by the US Department of Transportation (USDOT) and its associated administrations. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) provide funding for roadways and trails, and public transit projects respectively. The Metro COG TIP includes basic project information such as the location, type of improvement, length, anticipated cost estimates, proposed funding sources, and schedule for each phase of federally funded projects. Non-federally funded, local projects are shown with less-detailed listings that provide project information.

Federal legislation requires a TIP be updated every four years however, Metro COG updates the TIP annually. After approval by the Metro COG Policy Board, the TIP is forwarded for approval by the governors of Minnesota and North Dakota (or their representatives) and is incorporated, by reference or verbatim, into the respective State Transportation Improvement Programs (STIP). The FHWA and FTA review the STIPs for conformity with federal transportation laws.

## Consistency with Other Plans

The Metro COG Long Range Transportation Plan (LRTP) documents the ongoing, multi-modal transportation planning process in the Fargo-Moorhead metropolitan area. The current LRTP, *Metro 2040: Mobility for the Future*, was adopted in July 2014 by the Metro COG Policy Board and has a planning horizon of 2040. *Metro 2040: Mobility for the Future* sets the regional transportation policy for all of Metro COG's planning area and identifies the major, long-range transportation investments. Projects contained in the TIP must first be identified in the LRTP. Whereas the LRTP provides a 20 to 25 year overview of transportation need, the TIP looks at the near future and is the means to program federal transportation funds for projects to meet those needs. In addition, the TIP is consistent, to the maximum extent feasible, with other plans developed by Metro COG.

**Table 1-1: Transportation Plans**

Transportation Plan	Date Approved
2040 Long Range Transportation Plan	2014
Intelligent Transportation Systems (ITS) Plan	2008
Metropolitan Transit Development Plan	2016
Metropolitan Bikeway and Pedestrian Plan	2017
Public Participation Plan	2016

Source: Metro COG

## Relationship to the Transportation Planning Process

As the MPO for the Fargo-Moorhead metropolitan area, Metro COG is responsible for developing and maintaining two key products of the metropolitan planning process in addition to the TIP. The TIP is the implementation arm of the documents described below:

- The Long Range Transportation Plan (LRTP) directs the transportation decision-making process in ways that help achieve regional goals. The plan, *Metro 2040: Planning for the Future*, serves as a blueprint for the management of the region's transportation system through the year 2040. It describes the current and evolving surface transportation needs of the metropolitan area and broadly categorizes transportation investments ranging from road and transit improvements to projects that enhance bike, pedestrian and freight movement. Metro COG is currently in the process of updating its LRTP.
- The update to the LRTP, *Metro Grow*, will analyze the transportation system forecasting conditions

to the year 2045. *Metro Grow* will analyze the true amount of money spent on the transportation system by focussing on a holistic vision of funding spent on the system, rather than just federal funding. Metro COG and its local partners know that there is not enough money to accomplish all of the entire region's goals, but strives to find high-value, low-cost ways of accomplishing them. With the integration of data about local sources of funding, we will be able to better determine the ramifications of funding decisions and better assess the risk and volatility of transportation investment strategies. The adoption of *Metro Grow* is tentatively scheduled for late 2019 or early 2020.

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

The current federal transportation law, the F.A.S.T Act (P.L. 112-141), added two planning factors that all

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

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

Source: Metro COG

Metropolitan Planning Organizations (MPO's) must provide consideration and implementation for in their projects, strategies, and services. The original eight planning factors established by SAFETEA-LU were re-established into ten factors. Those ten planning factors are as follows:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility of people and freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned-growth and economic-development patterns.



6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
10. Enhance travel and tourism.

## Metro COG

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) serves as the designated Metropolitan Planning Organization (MPO) for the Fargo-Moorhead area. MPOs are mandated to exist by federal transportation legislation to serve five core functions; one of which is the development of a TIP. The five core functions of an MPO are:

- Establish a fair and impartial setting for regional decision-making in the metropolitan area;
- Evaluate the transportation alternatives, scaled to the size and complexity of the region, to the nature of its transportation issues, and to the realistically available options;
- Develop and maintain a fiscally constrained, metropolitan transportation plan for the jurisdictions with a planning horizon of at least twenty years that fosters mobility and access for people and goods, efficient system performance, and preservation and quality of life;
- Develop a fiscally constrained Transportation Improvement Program (TIP) based on the metropolitan transportation plan and designed to serve regional goals; and
- Involve the general public and all significantly affected sub-groups in each of the four functions as shown above.

## Metropolitan Planning Area

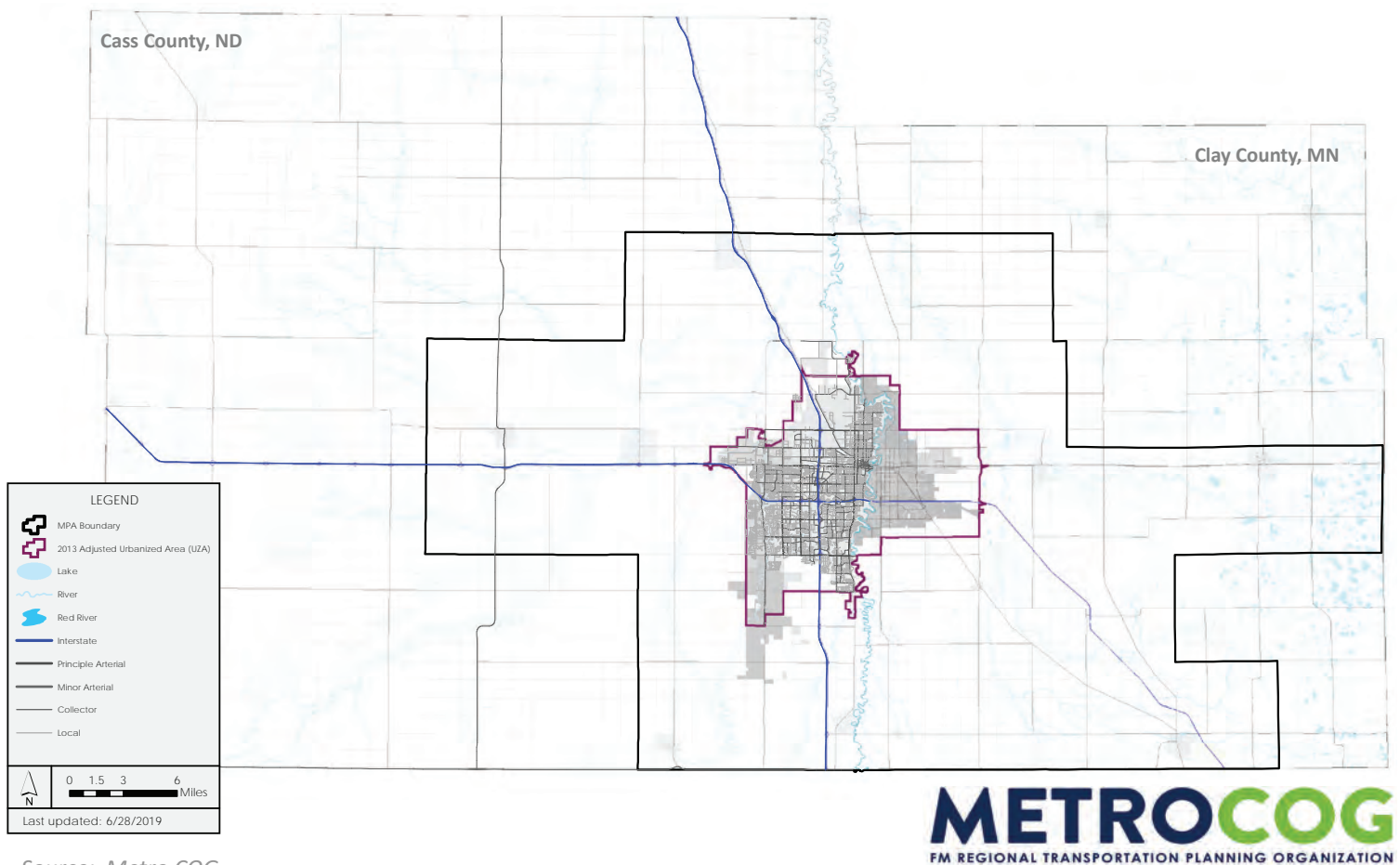
The Metro COG Metropolitan Planning Area (MPA) consists of portions of Cass County in North Dakota and Clay County in Minnesota. All transportation projects, as well as federal transportation funds included in the Metro COG TIP are limited to the Metro COG Metropolitan Planning Area (MPA). The TIP cannot contain projects outside of the MPA, unless a portion of that project is within the MPA area or is a regional or state project in which the MPO is a participant. The Metro COG MPA is identified on Figure 1-2 below.

## Metro COG Policy Board

The Metro COG Policy Board is comprised of 16 voting members, of which 75% must be elected officials or their designee. Horace was added as a voting member in 2017 and West Fargo received an additional vote in 2016. The Policy Board is responsible for meeting all federal requirements legislated for an MPO. This includes the development and maintenance of the TIP, as well as certifying that the MPO meets all federal requirements.

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

Figure 1-4: Metro COG Metropolitan Planning Area



Source: Metro COG

## Transportation Technical Committee

The Metro COG Transportation Technical Committee (TTC) advises the Policy Board on technical matters associated with Metro COG's work activities, mission, and on specific transportation planning issues. The committee is comprised of engineering, planning, and transit staff from the local jurisdictions and a representative from the FHWA, the NDDOT, and the MnDOT. The TTC reviews projects to be included in the TIP and forwards those recommendations to the Policy Board.

## Regionally Significant Projects

Regionally significant projects are projects that may not be funded with federal transportation funds, but involve major improvements to the transportation system in the Metro COG MPA. On May 16, 2013, the Metro COG Policy Board made an update to how Regionally Significant Projects will be defined for the purposes of developing and managing the TIP for the Fargo-Moorhead metropolitan area; beginning with the development of the 2014-2017 TIP. Metro COG shall define regionally significant projects as one of three types:

1. Projects requiring an action by FHWA or the FTA, whether or not the projects are to be funded under Title 23 USC or Title 49 USC;
2. Projects funded by other federal agencies and not requiring action by FHWA or FTA; and
3. Projects that are not federally funded locally funded regionally significant (LFRS).

For Type 1 projects, typical TIP procedures apply and projects will be reported for all years of the TIP. Type 2 and 3 projects are listed for informational purposes only; however, are subject to the financial constraint of the overall TIP. Type 2 and 3 projects will only be listed in the year which it is obligated or the first two years of the TIP. In determining which Type 2 or 3 projects to include in the TIP for informational purposes, Metro COG shall use the following criteria:

- Any project that impacts a facility that carries a Federal Functional Classification (FFC) of Principal Arterial, Minor Arterial, or Collector that is included as part of Metro COG's approved Travel Demand Model (TDM).

## Locally Funded Regionally Significant Projects

Locally Funded Regionally Significant (LFRS) projects are typically added to the TIP following the approval of relevant Capital Improvement Program (CIPs) by relevant local units of government (typically March or April). Thus LFRS projects to be included in the TIP shall be based on the latest CIP that is available when the draft TIP is developed. All projects identified as Regionally Significant, as defined by Metro COG, appear within the body of the TIP document, and are denoted accordingly as being "LFRS." LFRS projects are shown for planning purposes only, and have been identified in local CIPs as having an impact to a federal functional classified roadway within the MPA. With direction from the TTC and Policy Board, Metro COG is making a conscious effort to help coordinate future construction projects within the MPA. Metro COG is including these projects in the 2020-2023 TIP with the goal of mitigating impacts from projects in a localized area or on parallel corridors, and to inform travel behavior through Dynamic Traffic Assignment (DTA) modeling efforts.

## Illustrative Projects

Illustrative Projects are those projects that were not included in the fiscally-constrained project list due to limited transportation funds. These projects are first to be considered when funds become available. Illustrative projects have not been included in TIP project tables. Upon the notice of funding availability for an individual project, Metro COG will amend such project into the TIP at that time. There has been a concerted effort not to list illustrative projects within the TIP. An exception to this are projects that have been programmed in response to the pending FM Diversion project. These projects are shown in the TIP without funding information.

## Advance Construction Projects

A practice referred to as "Advance Construction" (AC) may be used in order to maximize the area's ability to expend federal funds. This practice provides project sponsors the ability to have a project occur in one fiscal year (FY) and be reimbursed with federal funds in one or more other FY. When AC is used, project sponsors must front the entire cost of the project in the first FY of the project with local or state funds. When federal funds become available, the project sponsor may request the TIP be amended to include a line item to reflect a reimbursement of project costs eligible for federal participation. Disposition of the newly available funds, as well as approval of any amendment to the TIP is the purview of the Policy Board.

## Project Solicitation, Prioritization, and Selection

Metro COG in cooperation with NDDOT, MnDOT, and MATBUS cooperatively implement a process for solicitation, prioritization, and selection of transportation improvements which are eligible for federal aid. The current TIP development procedures were approved by the Metro COG Policy Board on June 16, 2010. These procedures are reviewed and modified annually as needed, in cooperation with MnDOT, NDDOT, and MATBUS.

## Self Certification

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

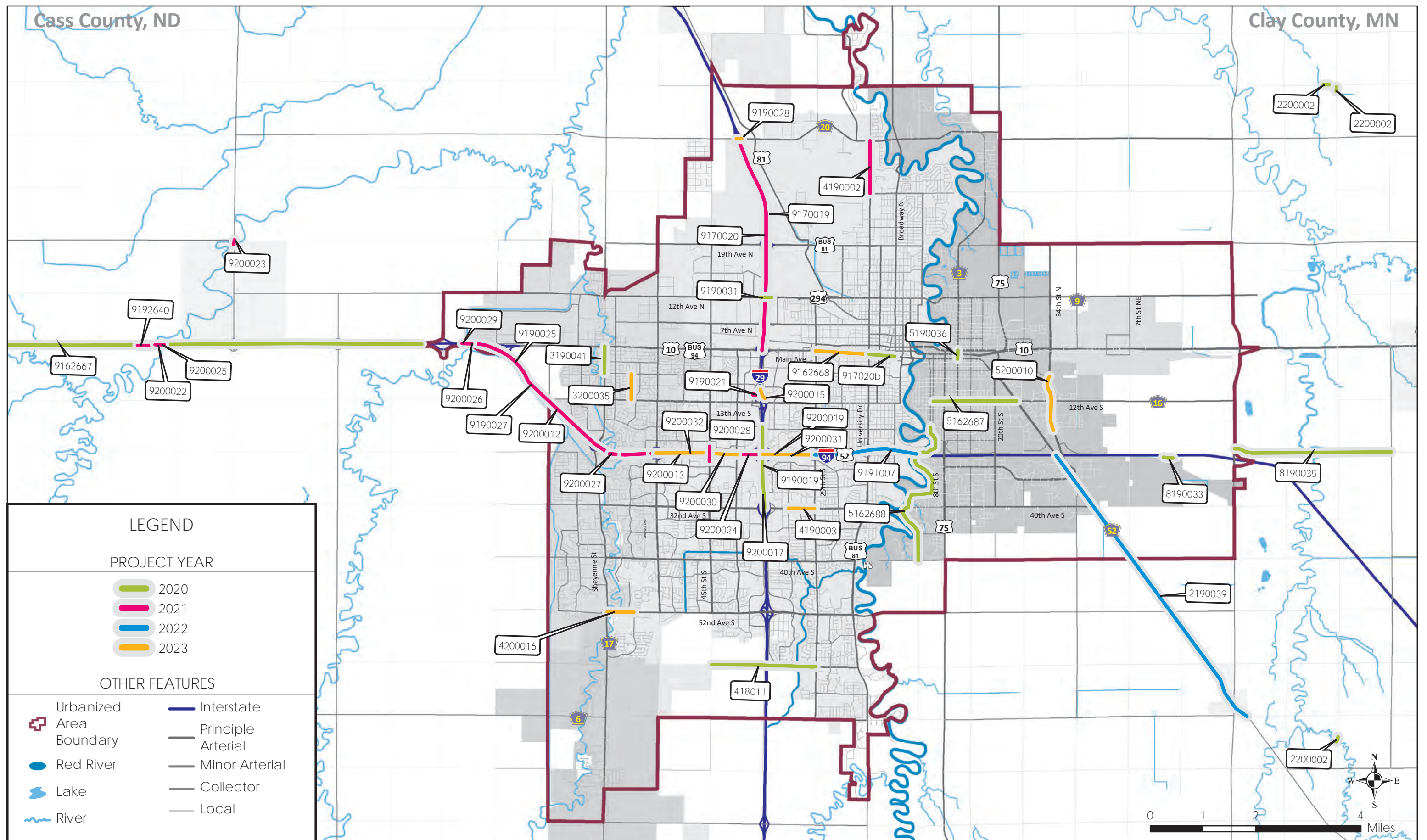
- Title VI of the Civil Rights Act of 1964, as amended;
- Prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- Involvement of disadvantaged business enterprises in USDOT-funded projects;
- Implementation of an equal employment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

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

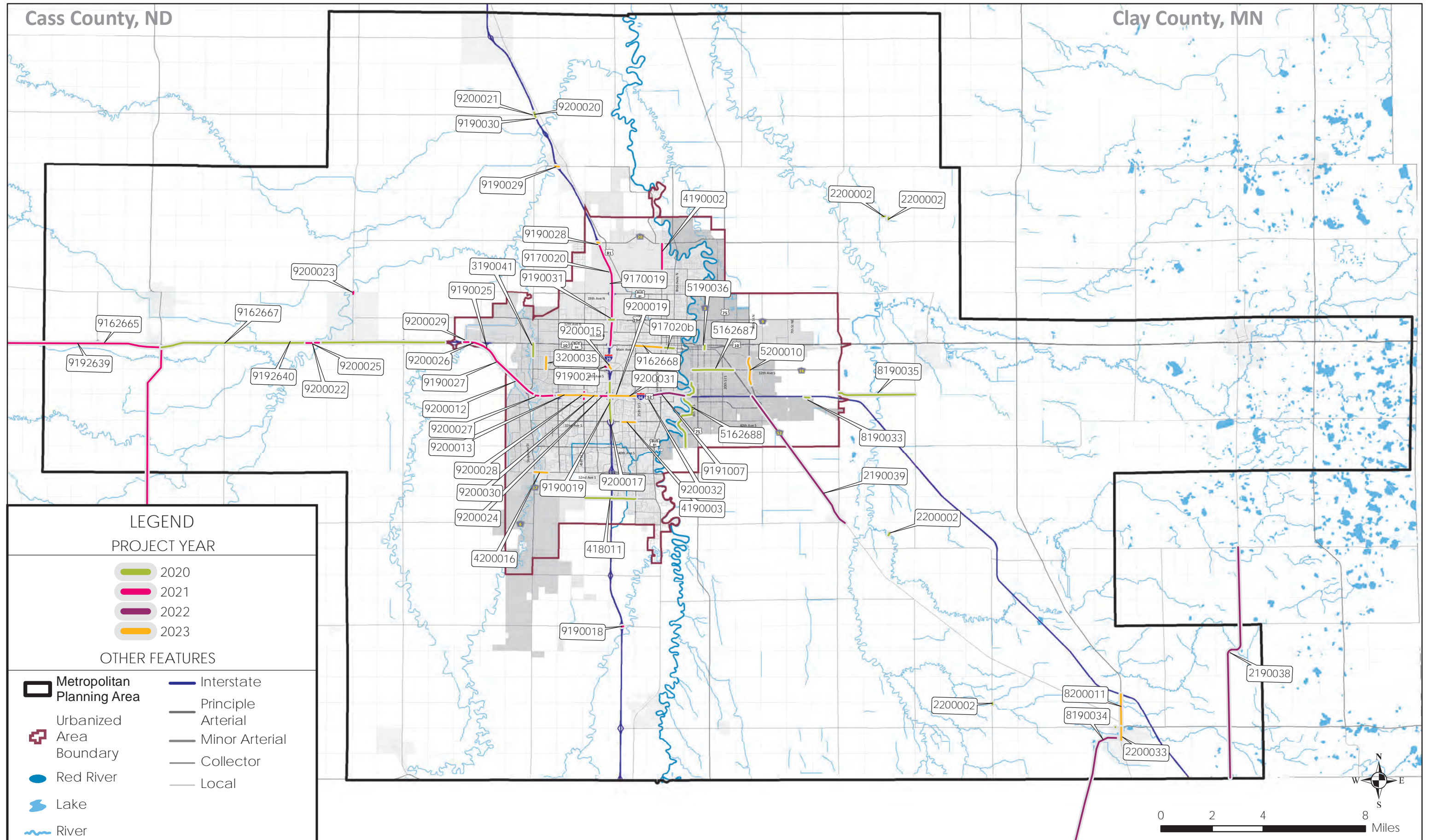
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## Section 2 | Project Locator Map









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## Section 3 | Detailed Project Listings





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Lead Agency	Metro COG ID State Number	Project Year	Project Location	Length	Project Limits		Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Other Revenue Source	Revenue
					To	From						
Moorhead Transit												
Moorhead Transit	5200001 TRF-0034-20B	2020	Transit				Communication Equipment (Transit Green Light Priority) Joint with City Engineering	Transit Capital	\$ 750,000	FTA 5339	Local	\$ 600,000 \$ 150,000
Moorhead Transit	5162685 TRS-0034-20TB	2020	Transit				Support Equipment/Facilities	Transit Capital	\$ 59,000	STBGP	Local	\$ 47,200 \$ 11,800
Moorhead Transit	5162686 TRF-0034-20A	2020	Transit				Moorhead Transit Operating Assistance	Transit Operations	\$ 3,458,500	FTA 5307	State	\$ 431,000 \$ 3,027,500
Moorhead Transit	5170005 TRS-0034-20TA	2020	Transit				Purchase of one (1) <30 ft replacement bus and bus related equipment ( replaces unit #1231)	Transit Capital	\$ 87,000	STBGP	Local	\$ 69,600 \$ 17,400
Moorhead Transit	5170006 TRS-0034-20T	2020	Transit				Purchase of one (1) <30 ft replacement bus and bus related equipment (replaces unit #1232)	Transit Capital	\$ 87,000	STBGP	Local	\$ 69,600 \$ 17,400
Moorhead Transit	5190007 TRS-0034-20TC	2020	Transit				Purchase of a Bus Shelter	Transit Capital	\$ 30,000	STBGP	Local	\$ 24,000 \$ 6,000
Moorhead Transit	5200099	2020	Transit				Transit Hub Improvements - Dilworth Walmart	Transit Capital	\$ 287,500	FTA 5307	Local	\$ 230,000 \$ 57,000
Fargo Transit												
Fargo Transit	4162670 8017	2020	Transit				Capital purchase	Transit Capital	\$ 1,250,000	STBGP-U	Local	\$ 1,000,000 \$ 250,000
Fargo Transit	4162672 8031 TURB	2020	Transit				Operating Assistance, Paratransit Operating Assistance Funded as Capital, and Preventative Maintenance	Transit Operations	\$ 4,288,000	FTA 5307	Local	\$ 2,787,000 \$ 1,501,000
Fargo Transit	4200036	2020	Transit				Purchase of one (1) 35 ft replacement bus and bus related equipment (replaces VIN 7C032364)	Transit Capital	\$ 525,000	FTA 5339	Local	\$ 420,000 \$ 105,000
Fargo Transit	4200037	2020	Transit				Purchase of one (1) 30 ft expansion bus and bus related equipment	Transit Capital	\$ 155,300	FTA 5339	Local	\$ 124,240 \$ 31,060
Fargo Transit	4200038	2020	Transit				Purchase Stationary Bus Fare Collection Equipment	Transit Capital	\$ 1,000,000	FTA 5339	Local	\$ 750,000 \$ 250,000



Lead Agency	Metro COG ID State Number	Project Year	Project Location	Length	Project Limits		Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Other Revenue Source	Revenue
					To	From						
Fargo Transit	4200039	2020	Transit				Rehab/Renovate - Miscellaneous Support Equipment	Transit Capital	\$ 97,696	FTA 5339	Local	\$ 78,156 \$ 19,540
Fargo Transit	4200040	2020	Transit				Purchase Diesel Exhaust Particulate (DEP) Filter Cleaner	Transit Capital	\$ 33,500	FTA 5339	Local	\$ 26,500 \$ 6,700
Fargo Transit	4200041	2020	Transit				Rehab/Renovate - Administration/Maintenance Facility (Metro Transit Garage [MTG])	Transit Capital	\$ 67,000	FTA 5339	Local	\$ 53,600 \$ 13,400
Fargo Transit	4200042	2020	Transit				Purchase of one (1) <30 ft replacement bus and bus related equipment (replaces VIN FDA12131)	Transit Capital	\$ 90,000	FTA 5310	Local	\$ 72,000 \$ 18,000
Fargo Transit	4200043	2020	Transit				Purchase of one (1) <30 ft replacement bus and bus related equipment (replaces VIN FDA12132)	Transit Capital	\$ 90,000	FTA 5310	Local	\$ 72,000 \$ 18,000
Fargo Transit	4200044	2020	Transit				Purchase of one (1) <30 ft replacement bus and bus related equipment (replaces VIN FDA12133)	Transit Capital	\$ 90,000	FTA 5310	Local	\$ 72,000 \$ 18,000
Fargo Transit	4200045	2020	Transit				Purchase of one (1) <30 ft expansion bus and bus related equipment	Transit Capital	\$ 84,700	FTA 5310	Local	\$ 67,760 \$ 16,940
Fargo Transit	4200046	2020	Transit				Mobility Manager Salary	Transit Operations	\$ 101,100	FTA 5310	Local	\$ 80,880 \$ 20,220
City of Fargo												
City of Fargo	418011 21564 8015	2020	64th Ave S	2.0	25th St S	45th St S	Construction of 64th Ave S as a 3-lane urban arterial, grade separated overpass of I-29, shared use path, and bicycle/pedestrian facilities.	New Construction	\$ 30,649,984	STBGP-U	Local	\$ 9,932,907 \$ 20,717,077
City of Moorhead												
City of Moorhead	5162687 144-118-016	2020	12th Ave S	1.4	5th St	SE Main	From 20th St to 5th St, mill and overlay, and from 20th St to SE Main Ave, pavement replacement	Rehabilitation	\$ 2,440,220	STBGP	Local	\$ 1,776,196 \$ 664,024
City of Moorhead	5162688 144-090-018	2020	Rivershore Dr	2.1	20th Ave S	50th Ave S	Blue Goose Trail - paved multi use trail & on-street bike facilities	Bike/Ped	\$ 525,195	TA	Local	\$ 360,000 \$ 165,195
City of Moorhead	5190036 144-115-016	2020	11th Street				Right of Way Acquisition for the 11th Street Railroad Underpass	Land Acquisition	\$ 531,993	DEMO	Local	\$ 425,594 \$ 106,399

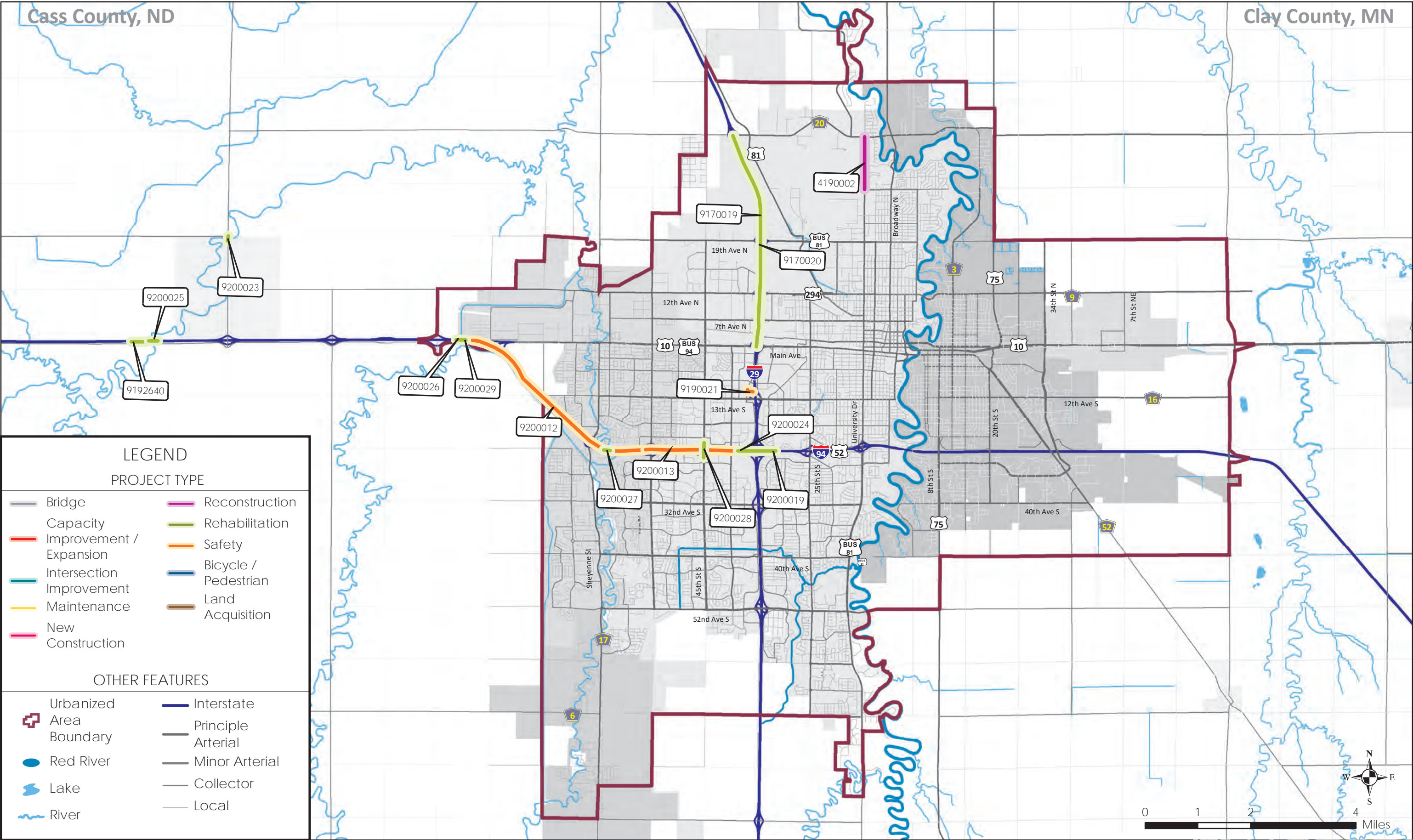
Lead Agency	Metro COG ID State Number	Project Year	Project Location	Length	Project Limits		Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Other Revenue Source	Revenue
					To	From						
City of West Fargo												
City of West Fargo	3190041 22277 8018	2020	Sheyenne St		Main	7th Ave	Road Diet, Bulb-Outs, Sidewalk, Access Modifications, Parking, Streetscape, Street Furniture, Lighting, Bus Stop	Reconstruction	\$ 3,600,000	UGP	Local	\$ 2,377,446 \$ 1,222,554
North Dakota Department of Transportation												
NDDOT	917020b 21170 8032	2020	Main Ave	0.5	Broadway	University Drive	Reconstruct Main Ave, replacement of underground utilities *Utility replacement included in cost	Reconstruction	\$ 14,690,000	STBGP-R	State Local	\$ 9,484,996 \$ 1,063,004 \$ 4,142,000
NDDOT	9190031 22487 8023	2020	I-29N			Jct I-29 & 12th Ave N Fargo	Deck Overlay, Structural Repair	Rehabilitation	\$ 1,298,000	IM	State	\$ 1,168,000 \$ 130,000
NDDOT	9162667 8013	2020	I-94W	10.9	E Casselton	Near W Fargo	Thin Overlay	Rehabilitation	\$ 1,520,000	IM	State	\$ 1,368,000 \$ 152,000
NDDOT	9200017 22291 8005	2020	I-29N	1.5	.5 N of I 94	32nd Ave S	Concrete Median Barrier, PCC Pave	Safety	\$ 1,206,000	NA	State	\$ 1,206,000
NDDOT	9200018 22436 8014	2020	Fargo/W Fargo				Various Signals in Fargo and West Fargo	Safety	\$ 450,000	Non-NHS-S	State	\$ 364,000 \$ 86,000
NDDOT	9190019 8022	2020	I-29N			I-29 & I-94 Interchange	Approach Slabs, Expansion Joint Modification, Structural/Incidentals	Rehabilitation	\$ 273,000	IM	State	\$ 246,000 \$ 27,000
NDDOT	9200020 8024	2020	I-29N			2 N of Harwood	Deck Overlay, Approach Slabs, Expansion Joint Modification, Joint Sealant	Rehabilitation	\$ 430,000	IM	State	\$ 387,000 \$ 43,000
NDDOT	9200021 8026	2020	I-29S			2 N of Harwood	Deck Overlay, Expansion Joint Modification, Joint Sealant	Rehabilitation	\$ 380,000	IM	State	\$ 342,000 \$ 38,000
NDDOT	9200022 22318 8028	2020	I-94W			6 E of ND 18	Median Cross-Overs	Rehabilitation	\$ 600,000	IM	State	\$ 540,000 \$ 60,000
Cass County												

Lead Agency	Metro COG ID State Number	Project Year	Project Location	Length	Project Limits		Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Other Revenue Source	Revenue
					To	From						
Minnesota Department of Transportation												
MnDOT	8190034 14-00126	2020	CSAH 2		at RR tracks		Install Gates at OTVR Railroad Crossing in Barnesville	Safety	\$ 230,000	RRS LF	State	\$ 207,000 \$ 23,000
MnDOT	8190033 1480-177	2020	I-94		at weigh station		Install mainline (EB/WB) weigh-in-motion scale at RP 13.102 (funded by district c) *Early let/late award (ELLA)	Rehabilitation	\$ 620,000	SF	State	\$ 620,000
Clay County												
Clay County	2200002 014-598-069	2020	CR 100, 93, 68, & CSAH 21				Bridge Replacement On CR 100, CR 93, CR 68, and CSAH 21	Reconstruction	\$ 935,000	BROS	Local	\$ 748,000 \$ 187,000
Clay County	8190035 014-070-010	2020	CSAH 14	2.7	MN 336	CSAH 17	Mill & overlay, shoulder paving, edgelines, and rumble strips	Safety	\$ 629,683	HSIP	State Local	\$ 238,214 \$ 26,469 \$ 365,000

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# Detailed Project Listings 2021







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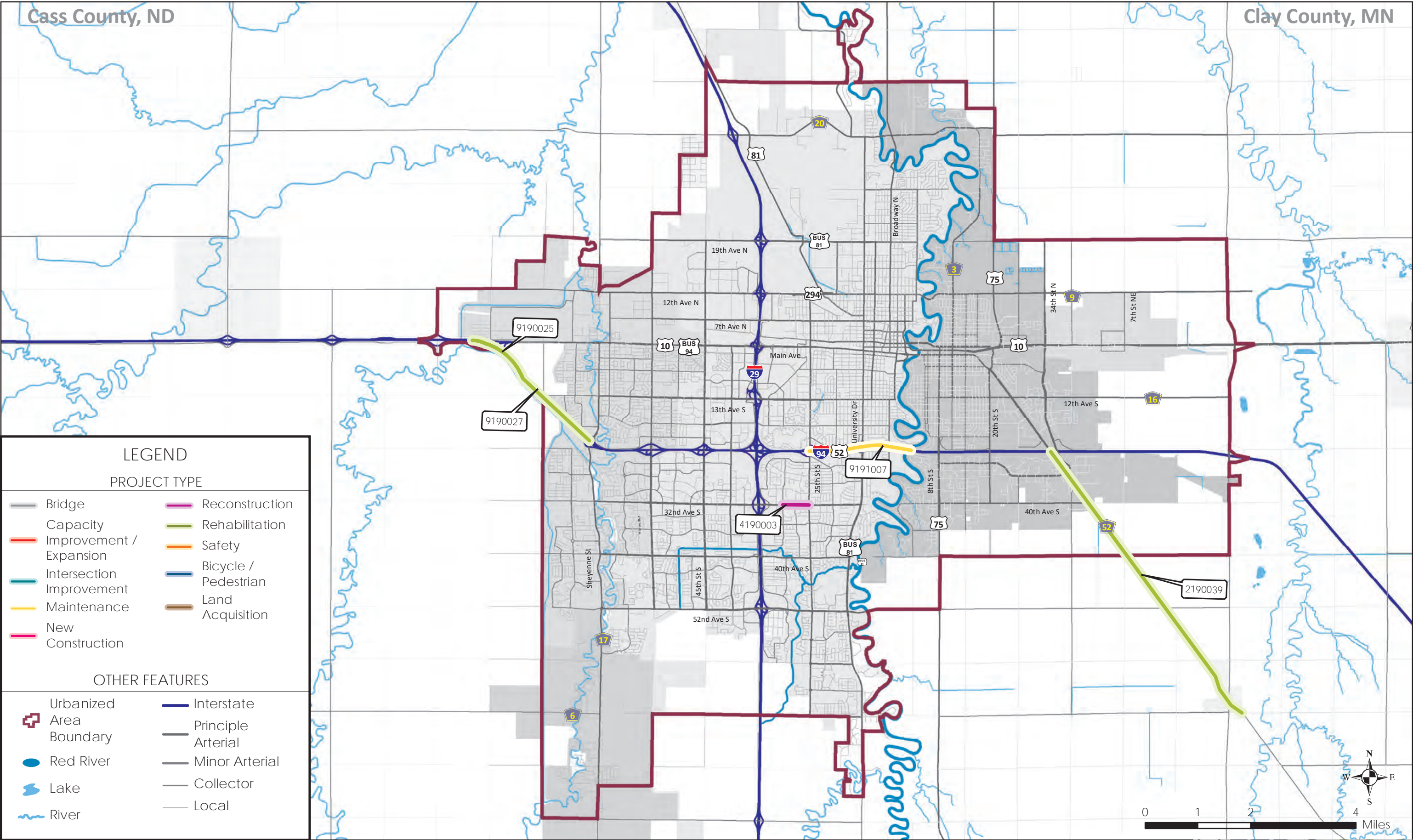
Lead Agency	Metro COG ID State Number	Project Year	Project Location	Length	Project Limits		Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Other Revenue Source	Revenue
					To	From						
Moorhead Transit												
Moorhead Transit	5170008 TRF-0034-21A	2021	Transit				Moorhead Transit Operating Assistance	Transit Operations	\$ 3,500,000	FTA 5307	State	\$ 439,000 \$ 3,061,000
Moorhead Transit	5170009 TRF-0034-21B	2021	Transit				Purchase of one <30 fr Replacement Bus (senior ride)	Transit Capital	\$ 30,000	FTA 5307	Local	\$ 24,000 \$ 6,000
Moorhead Transit	5190010 TRF-0034-21C	2021	Transit				Purchase of a Bus Shelter	Transit Capital	\$ 30,000	FTA 5307	Local	\$ 24,000 \$ 6,000
Moorhead Transit	5190011 TRS-0034-21T	2021	Transit				Purchase 35ft replacement bus (Unit 1020) (Funded by MnDOT District C)	Transit Capital	\$ 541,000	STBGP District C	State	\$ 432,800 \$ 108,200
Fargo Transit												
Fargo Transit	4170017 8132 TURB	2021	Transit				Operating Assistance, Paratransit Operating Assistance Funded as Capital, and Preventative Maintenance	Transit Operations	\$ 4,374,000	FTA 5307	Local	\$ 2,843,000 \$ 1,531,000
City of Fargo												
City of Fargo	4190002 22292 8133	2021	N University Dr		32nd Ave N	40th Ave N	Reconstruction of 64th Avenue	Reconstruction	\$ 6,000,000	STBGP-U	Local	\$ 4,500,000 \$ 1,500,000
City of Moorhead												
City of West Fargo												
North Dakota Department of Transportation												
NDDOT	9170019 8102	2021	I-29N	4.0	N Fargo INTR	Main Ave	Concrete Pavement Repair	Rehabilitation	\$ 701,000	IM	State	\$ 631,000 \$ 70,000

Lead Agency	Metro COG ID State Number	Project Year	Project Location	Length	Project Limits		Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Other Revenue Source	Revenue
					To	From						
NDDOT	9170020 8104	2021	I-29S	4.0	Main Ave	N Fargo INTR	Concrete Pavement Repair	Rehabilitation	\$ 701,000	IM	State	\$ 631,000 \$ 70,000
NDDOT	9192639 8108	2021	I-94W	7.2	E of Casselton	W Wheatland E	Concrete Pavement Repair, Hot Bituminous Pavement on Ramps, Sand Seal	Rehabilitation	\$ 1,191,000	IM	State	\$ 1,072,000 \$ 119,000
NDDOT	9162665 8107	2021	I-94E	8.0	E of Casselton	W Wheatland	Concrete Pavement Repair, Hot Bituminous Pavement on Ramps, Sand Seal	Rehabilitation	\$ 1,251,000	IM	State	\$ 1,126,000 \$ 125,000
NDDOT	9192640 22319 8122	2021	I-94W		6.0 East of ND 18		Structure Replacement, Approach Slabs	Rehabilitation	\$ 2,306,000	IM	State	\$ 2,075,000 \$ 231,000
NDDOT	9190018 22496 8112	2021	I-29N		6.0 North of ND 46		Structure Paint	Rehabilitation	\$ 289,000	IM	State	\$ 260,000 \$ 29,000
NDDOT	9190021 8131	2021	I-29		38th St & I-29 Ramp		Turn Lanes, Signals, Pavement Marking (ITS, CMP)	Safety	\$ 361,000	HSIP	Local	\$ 325,000 \$ 36,000
NDDOT	9200012 22443 8129	2021	I-94E	4.1	W of Veterans BLVD	W of Main Ave	High Tension Cable Median Guardrail	Safety	\$ 820,000	HSIP	State	\$ 738,000 \$ 82,000
NDDOT	9200013 22444 8130	2021	I-94E	2.2	I-29	W of Veterans BLVD	PCC Pave, Concrete Median Barrier	Safety	\$ 4,906,000	HSIP	State	\$ 4,415,000 \$ 491,000
NDDOT	9190024 8101	2021	ND 18N	19.2	W Jct 46 Leonard	Casselton	Mill and Overlay	Rehabilitation	\$ 3,094,000	Non NHS-S	State	\$ 2,504,000 \$ 590,000
NDDOT	9200023 22544 8109	2021	ND 10E		6.0 E of ND 18		Structure Replacement	Rehabilitation	\$ 1,375,000	NHS	State	\$ 1,113,000 \$ 262,000
NDDOT	9200019 8121	2021	I-94E		I-94 & I-29 Interchange		Approach Slabs, Expansion Joint Modification, Spall Repair, Joint Sealant	Rehabilitation	\$ 161,000	IM	State	\$ 145,000 \$ 16,000
NDDOT	9200024 8124	2021	I-94W		I-94 & I-29 Interchange		Approach Slabs, Expansion Joint Modification, Spall Repair, Joint Sealant	Rehabilitation	\$ 161,000	IM	State	\$ 145,000 \$ 16,000
NDDOT	9200025 22319 8117	2021	I-94E		6.0 E of ND 18		Structure Replace	Rehabilitation	\$ 2,306,000	IM	State	\$ 2,075,000 \$ 231,000
NDDOT	9200026 8118	2021	I-94E		6.0 W of I-29		Approach Slabs, Expansion Joint Modifiaction, Joint Sealant	Rehabilitation	\$ 118,000	IM	State	\$ 106,000 \$ 12,000

Lead Agency	Metro COG ID State Number	Project Year	Project Location	Length	Project Limits		Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Other Revenue Source	Revenue
					To	From						
NDDOT	9200027 8119	2021	I-94E		2.0 W of I-29		Approach Slabs, Expansion Joint Modification, Joint Sealant, Spall Repair	Rehabilitation	\$ 161,000	IM	State	\$ 145,000 \$ 16,000
NDDOT	9200028 8120	2021	I-94E		45th St & I-94		Deck Overlay, Apprach Slabs, Expansion Joint Modification, Spall Repair	Rehabilitation	\$ 949,000	IM	State	\$ 854,000 \$ 95,000
NDDOT	9200029 8123	2021	I-94W		6.0 W of I-29		Approach Slabs, Expansion Joint Modification, Joint Sealant	Rehabilitation	\$ 118,000	IM	State	\$ 106,000 \$ 12,000
Cass County												
Minnesota Department of Transportation												
Clay County												

# Detailed Project Listings 2022







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Lead Agency	Metro COG ID State Number	Project Year	Project Location	Length	Project Limits		Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Other Revenue Source	Revenue
					To	From						
Moorhead Transit												
Moorhead Transit	5190012 TRF-0034-22A	2022	Transit				Operating Assistance	Transit Operations	\$ 3,771,500	FTA 5307	State	\$ 409,500 \$ 3,362,000
Moorhead Transit	5190013 TRF-0034-22B	2022	Transit				Purchase of a Bus Shelter	Transit Capital	\$ 31,000	FTA 5307	Local	\$ 24,800 \$ 6,200
Moorhead Transit	5190014 TRS-0034-22T	2022	Transit				Purchase senior ride (class 200) van and related equip (Funded by MnDOT District C)	Transit Capital	\$ 31,000	STBGP District C	State	\$ 24,800 \$ 6,200
Moorhead Transit	5190015 TRF-0034-22D	2022	Transit				Purchase Equipment (AVA/AVL System)	Transit Capital	\$ 201,500	FTA 5339	State	\$ 161,200 \$ 40,300
Moorhead Transit	5190016 TRF-0034-22E	2022	Transit				Purchase equipment and replacement furniture	Transit Capital	\$ 283,000	FTA 5339	State	\$ 226,400 \$ 56,600
Fargo Transit												
Fargo Transit	4200029 8208 TURB	2022	Transit				Operating Assistance, Paratransit Operating Assistance Funded as Capital, and Preventative Maintenance	Transit Operations	\$ 4,461,000	FTA 5307	Local	\$ 2,900,000 \$ 1,561,000
City of Fargo												
Fargo	4190003 8206	2022	32nd Ave S		25th St	32nd St	Reconstruction	Reconstruction	\$ 10,400,000	STBGP-U	Local	\$ 4,700,000 \$ 5,700,000
City of Moorhead												
City of West Fargo												

Lead Agency	Metro COG ID State Number	Project Year	Project Location	Length	Project Limits		Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Other Revenue Source	Revenue
					To	From						
North Dakota Department of Transportation												
NDDOT	9191007 8203	2022	I-94E	1.9	Red River	25th St Interchange	Lift Station, Storm Sewer	Maintenance	\$ 2,500,000	IM	State	\$ 2,250,000 \$ 250,000
NDDOT	9190025 22203 8202	2022	I-94E	2.7	Near WFargo E	W Horce Rd	Approach Slabs, Crack & Seat, Hot Bituminous Pavement on Ramps, Lighting, Portland Concrete Cement	Rehabilitation	\$ 3,652,000	IM	State	\$ 3,287,000 \$ 365,000
NDDOT	9190027 22203 8204	2022	I-94W	2.7	Near WFargo E	W Horce Rd	Approach Slabs, Crack & Seat, Hot Bituminous Pavement on Ramps, Lighting, Portland Concrete Cement	Rehabilitation	\$ 3,652,000	IM	State	\$ 3,287,000 \$ 365,000
Cass County												
Minnesota Department of Transportation												
MnDOT	2190040 8409-26	2022	MN 9	26.9	Barnesville	Breckenridge	CIR and replace/extend box culverts	Rehabilitation	\$ 11,983,142	STBGP	State	\$ 9,586,514 \$ 2,396,628
Clay County												
Clay County	2190038 014-631-024	2022	CSAH 31	9.5	S County Line	CSAH 10	***AC***Bituminous Mill and Overlay (AC Payback 2023) See project 2200014	Rehabilitation	\$ 2,565,000	STBGP-R	Local	\$ 741,260 \$ 1,823,740
Clay County	2190039 014-652-016	2022	CSAH 52	6.2	CR 67 in Sabin	I-94 Bridge in Moorhead	***AC***Bituminous mill and overlay (AC Payback 2023) See project 2200009	Rehabiilitation	\$ 1,620,000	STBGP-R	Local	\$ 468,160 \$ 1,151,840

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# Detailed Project Listings 2023







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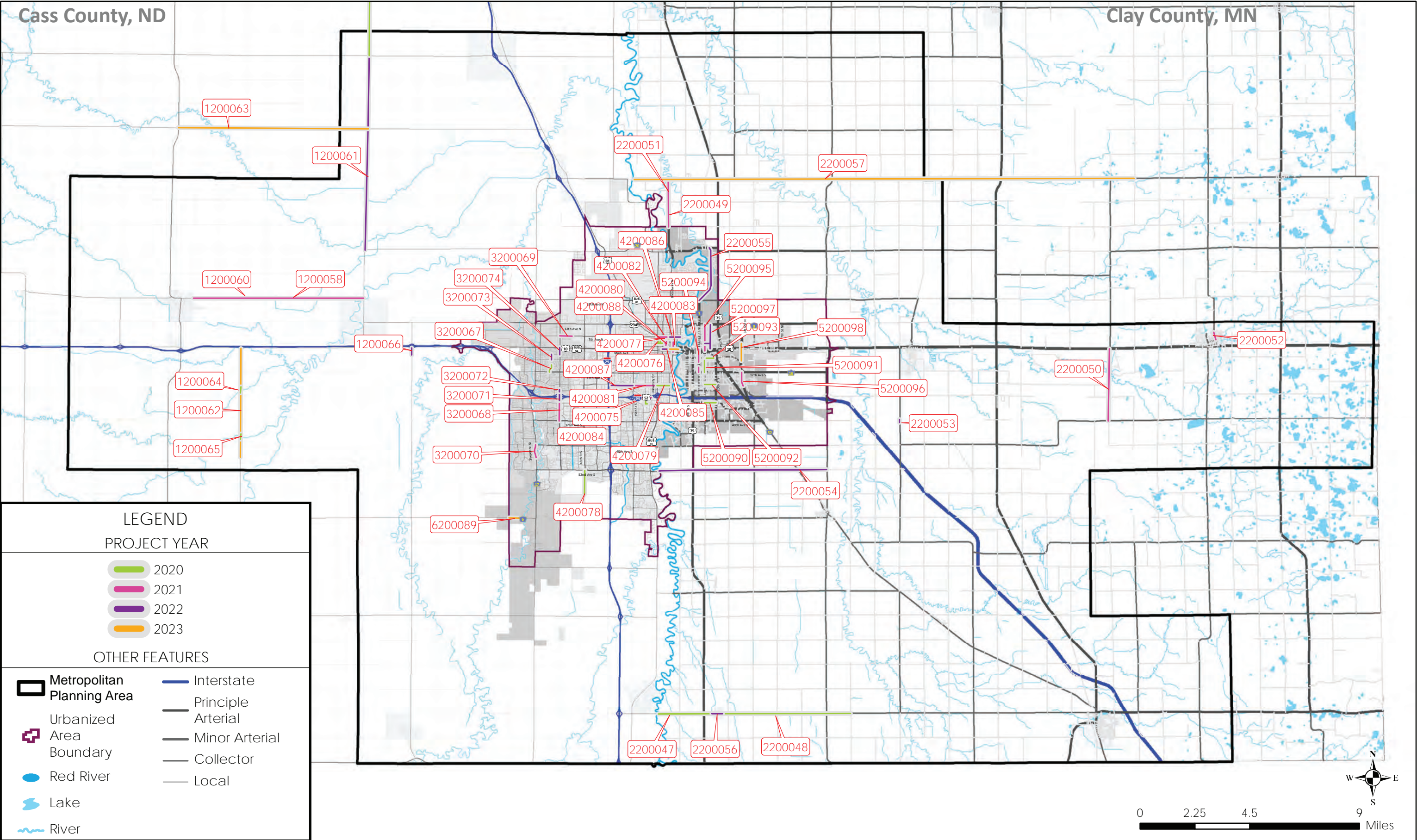
Lead Agency	Metro COG ID State Number	Project Year	Project Location	Length	Project Limits		Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Other Revenue Source	Revenue
					To	From						
Moorhead Transit												
Moorhead Transit	5200003 TRF-0034-23E	2023	Transit				Operating Assistance	Transit Operations	\$ 4,057,870	FTA 5307	State	\$ 421,800 \$ 3,636,070
Moorhead Transit	5200004 TRF-0034-23	2023	Transit				Purchase of a Bus Shelter	Transit Capital	\$ 33,000	FTA 5307	Local	\$ 26,400 \$ 6,600
Moorhead Transit	5200005 TRF-0034-23A	2023	Transit				Purchase of one <30 fr Replacement Bus (senior ride)	Transit Capital	\$ 32,000	FTA 5307	Local	\$ 25,600 \$ 6,400
Moorhead Transit	5200006 TRF-0034-23B	2023	Transit				Purchase of one <30 fr Replacement Bus (senior ride)	Transit Capital	\$ 32,000	FTA 5307	Local	\$ 25,600 \$ 6,400
Moorhead Transit	5200007 TRF-0034-23C	2023	Transit				Purchase of one <30 ft bus and bus related equipment	Transit Capital	\$ 96,000	FTA 5307	Local	\$ 76,800 \$ 19,200
Moorhead Transit	5200008 TRF-0034-23D	2023	Transit				Support Equipment/Facility Equipment (Tool Cat)	Transit Capital	\$ 32,000	FTA 5307	Local	\$ 25,600 \$ 6,400
Fargo Transit												
Fargo Transit	4200017 8317	2023	Transit				Capital Purchase	Transit Capital	\$ 1,250,000	STBGP-U	Local	\$ 1,000,000 \$ 250,000
Fargo Transit	4200029 8326 TURB	2023	Transit				Operating Assistance, Paratransit Operating Assistance Funded as Capital, and Preventative Maintenance	Transit Operations	\$ 4,551,000	FTA 5307	Local	\$ 2,958,000 \$ 1,593,000
City of Fargo												
City of Fargo	4200016 8316	2023	52nd Ave S		Sheyenne	63rd St	Reconstruction of 52nd Avenue S	Reconstruction	\$ 7,000,000	STBGP-U	Local	\$ 5,000,000 \$ 2,000,000
City of Moorhead												
City of Moorhead	5200010 144-135-016	2023	34th St	1.05	24th Ave S	4th Ave S	Reconstruction of 34th Street	Reconstruction	\$ 2,100,000	STBGP	Local	\$ 702,600 \$ 1,397,400

Lead Agency	Metro COG ID State Number	Project Year	Project Location	Length	Project Limits		Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Other Revenue Source	Revenue
					To	From						
City of West Fargo												
City of West Fargo	3200035	2023	Drain 45		7th Ave E	13th Ave E	Construction of a Multi-Use Path along Drain 45	Bike/Ped	\$ 420,000	TA	Local	\$ 232,000 \$ 188,000
North Dakota Department of Transportation												
NDDOT	9162668 8314	2023	Main Ave	1.0	25th St	University	Reconstruction of Main Ave	Reconstruction	\$ 15,412,000	NHS-U	State Local	\$ 8,370,000 \$ 1,226,000 \$ 5,816,000
NDDOT	9190029 8320	2023	I-29N		7.0 N of US 10 Near Argusville City Limits		Structure Paint	Rehabilitation	\$ 324,000	IM	State	\$ 292,000 \$ 32,000
NDDOT	9190028 8319	2023	I-29N		3.0 South of Harwood		Structure Paint	Rehabilitation	\$ 324,000	IM	State	\$ 292,000 \$ 32,000
NDDOT	9190030 8321	2023	I-29N		2.0 N of Harwood Interchange		Structure Paint	Rehabilitation	\$ 324,000	IM	State	\$ 292,000 \$ 32,000
NDDOT	9200015 8308	2023	I-29N	0.2	13th Ave S NE Ramp		Porland Concrete Cement Pave, Widening	Rehabilitation	\$ 243,000	IM	State	\$ 219,000 \$ 24,000
NDDOT	9200030 8311	2023	I-94E	4.9	Red River	1.0 W of 45th St	Concrete Pavement Repair	Rehabilitation	\$ 1,882,000	IM	State	\$ 1,694,000 \$ 188,000
NDDOT	9200031 8312	2023	I-94E	1.0	25th St Interchange	I-29	Portland Concrete Cement Pave, Ramp Connection, Ramp Revisions, Widening	Rehabilitation	\$ 1,416,000	IM	State	\$ 1,274,000 \$ 142,000
NDDOT	9200032 8313	2023	I-94W	4.9	Red River	1.0 W of 45th St	Concrete Pavement Repair	Rehabilitation	\$ 1,882,000	IM	State	\$ 1,694,000 \$ 188,000
NDDOT	9182611 20181 8323	2023	I-29 S of Metro		At Red River Diversion		FM Metro Area Diversion: Structure, grade raise, PCC paving, drainage improvements, median x-overs	New Structure	Illustrative			
NDDOT	9182612 20181 8324	2023	I-29 N of Metro	1.4	At Red River Diversion		FM Metro Area Diversion: Structure, grade raise, PCC paving, drainage improvements, median x-overs	New Structure	Illustrative			
NDDOT	9182613 20181 8325	2023	I-94 W of Metro		At Red River Diversion		FM Metro Area Diversion: Structure, grade raise, PCC paving, drainage improvements, median x-overs	New Structure	Illustrative			

Lead Agency	Metro COG ID State Number	Project Year	Project Location	Length	Project Limits		Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Other Revenue Source	Revenue
					To	From						
Cass County												
Minnesota Department of Transportation												
MnDOT	8200011 1409-25	2023	MN 9	2.56	I-94	Barnesville	Reconstruct, Mill and Overlay, ADA Improvements (Assoicated with project 2190040)	Rehabilitation	\$ 4,360,485	STBGP	State	\$ 2,401,624 \$ 1,958,861
Clay County												
Clay County	2200014 014-631-024AC	2023	CSAH 31	9.5	S County Line	CSAH 10	***AC***Bituminous Mill and Overlay (AC Payback 1 of 1) See project 20190038	Rehabilitation	\$ 700,000	STBGP-R		\$ 700,000
Clay County	2200009 014-652-016AC	2023	CSAH 52	6.2	CR 67 in Sabin	I-94 Bridge in Moorhead	***AC***Bituminous mill and overlay (AC Payback 1 of 1) See project 2190039	Rehabiilitation	\$ 500,000	STBGP-R		\$ 500,000
Clay County	2200033 014-090-007	2023	Front Street ( Adjacent to MN 9) in Barnesville		MN 34	South 2nd Ave	Multi-Use Trail and Streetscaping (Associated with Project 8200011)	Bike/Ped	\$ 443,000	TA	Local	\$ 300,000 \$ 143,000

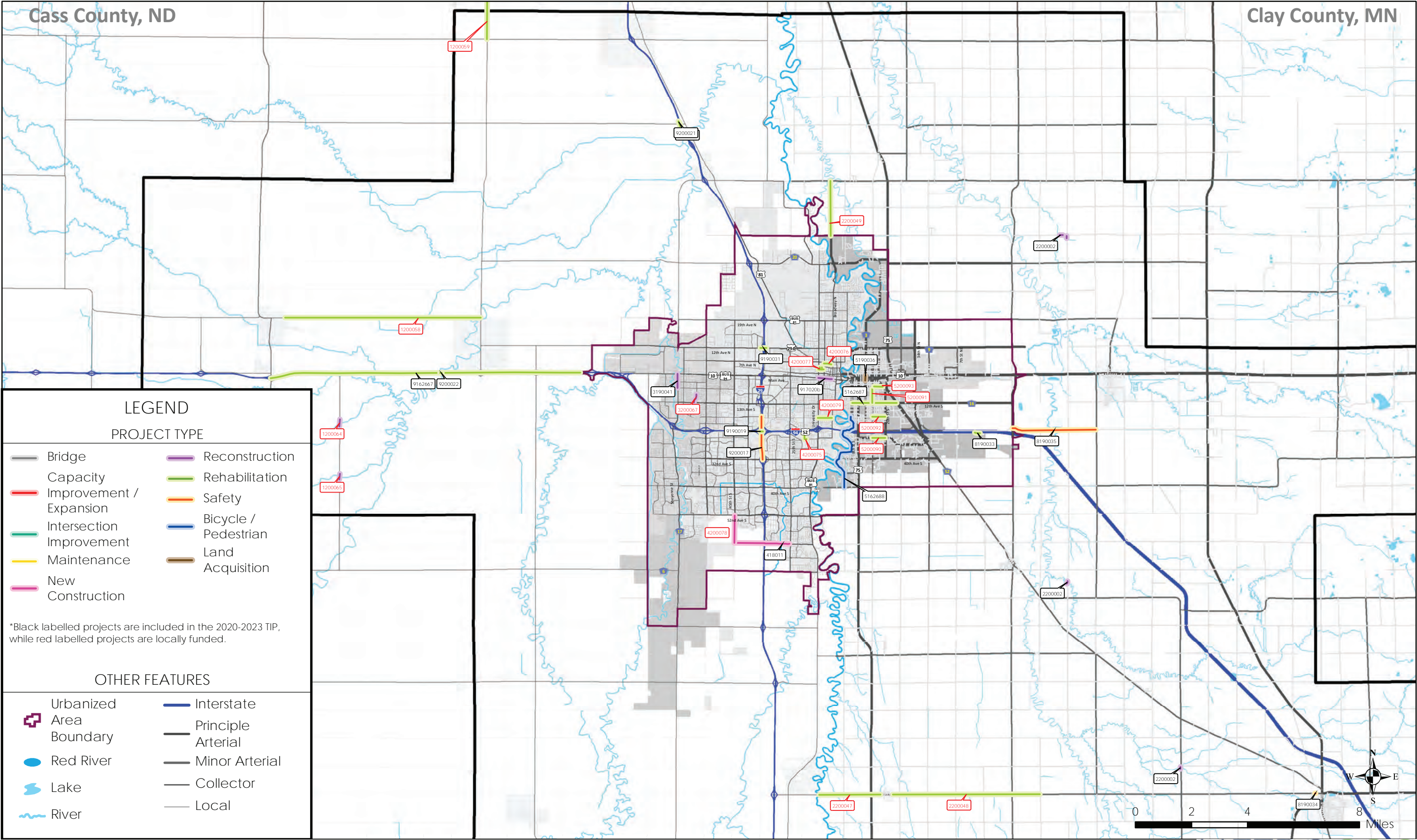
## Section 4 | Locally Funded Projects







# 2020 Locally Funded Projects Locator Map



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Lead Agency	Metro COG ID State Number	Project Year	Project Location	Length	Project Limits		Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Other Revenue Source	Revenue
					To	From						
City of Fargo												
City of Fargo	4200075	2020	17th St S 25th Ave S		21st Ave S 16th St S	25th Ave S 17th St S	Watermain and Street Reconstruction	Rehabilitation	\$ 2,128,500		Local	\$ 2,128,500
City of Fargo	4200076	2020	6th Ave N		Roberts St N	10th St N	Watermain and Street Reconstruction	Rehabilitation	\$ 1,935,000		Local	\$ 1,935,000
City of Fargo	4200077	2020	3rd Ave N 12th & 11th St N		10th St N 4th Ave N	University 3rd Ave N	Watermain and Street Reconstruction	Rehabilitation	\$ 2,193,000		Local	\$ 2,193,000
City of Fargo	4200078	2020	45th St S		64th Ave S	52nd Ave S	Arterial Roadway Improvements	New Construction	\$ 7,940,000		Local	\$ 7,940,000
City of Fargo	4200079	2020	17th Ave S		5th St S	University Dr	Arterial Roadway Improvements	Rehabilitation	\$ 2,264,000		Local	\$ 2,264,000
City of Moorhead												
City of Moorhead	5200090	2020	30th Ave S		14th St S	20th St S	Capital Improvement Project	Rehabilitation	\$ 1,868,000		Local	\$ 1,868,000
City of Moorhead	5200091	2020	14th St S		5th Ave S	12th Ave S	Capital Improvement Project	Rehabilitation	\$ 444,000		Local	\$ 444,000
City of Moorhead	5200092	2020	20th Ave S		14th St S	20th St S	Capital Improvement Project	Rehabilitation	\$ 772,000		Local	\$ 772,000
City of Moorhead	5200093	2020	4th Ave S		15th St S	Main Ave SE	Capital Improvement Project	Rehabilitation	\$ 234,000		Local	\$ 234,000
City of West Fargo												
City of West Fargo	3200067	2020	6th St E		13th Ave E	10th Ave E	Reconstruction	Reconstruction	\$ 1,375,000		Local	\$ 1,375,000
City of Horace												

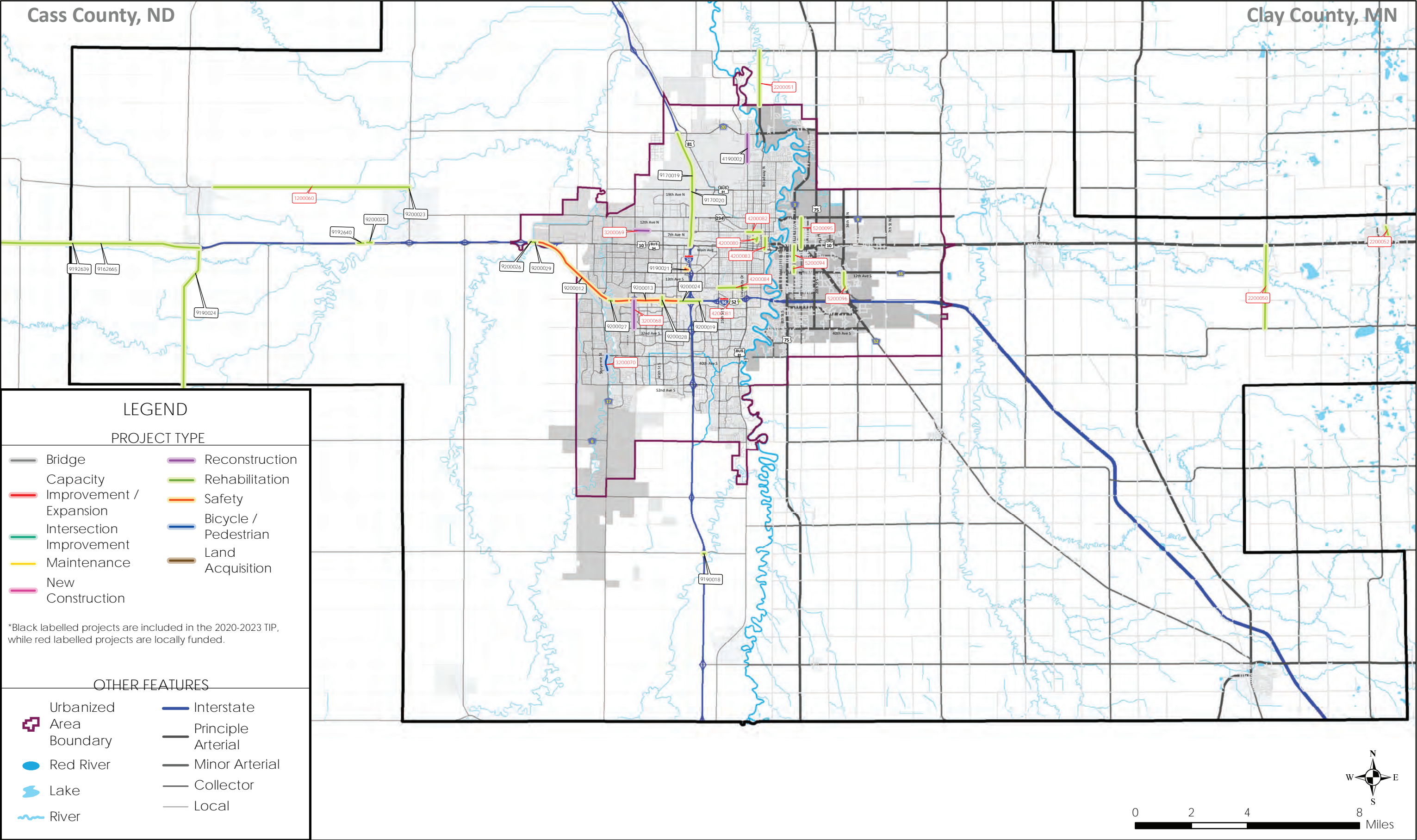


Lead Agency	Metro COG ID State Number	Project Year	Project Location	Length	Project Limits		Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Other Revenue Source	Revenue
					To	From						
Cass County												
Cass County	1200058	2020	Hwy 10		Hwy 11 Casselton	15th St	Grading	Rehabilitation	\$ 5,000,000		Local	\$ 5,000,000
Cass County	1200059	2020	Hwy 11		Hwy 26	Hwy 4	Gravel Stabilization	Rehabilitation	\$ 420,000		Local	\$ 420,000
Cass County	1200064	2020	Hwy 9		Hwy 9 Tributary of Swan Creek	17/18 Durbin Twp	Box Culvert	Reconstruction	\$ 225,000		Local	\$ 225,000
Cass County	1200065	2020	Hwy 9		Hwy 9 Buffalo Creek	29/30 Durbin Twp	Box Culvert	Reconstruction	\$ 300,000		Local	\$ 300,000
Clay County												
Clay County	2200047	2020	CSAH 2	2.0	W Limits of Comstock	Red River	Mill and Overlay	Rehabilitation	\$ 540,000		Local	\$ 540,000
Clay County	2200048	2020	CSAH 2	5.0	1000' W of 80th St	E limits of Comstock	Mill and Overlay	Rehabilitation	\$ 1,350,000		State	\$ 1,350,000
Clay County	2200049	2020	CSAH 1	2.0	CSAH 26	CSAH 20	Grading	Rehabilitation	\$ 700,000		Local State	\$ 300,000 \$ 400,000

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# 2021 Locally Funded Projects Locator Map



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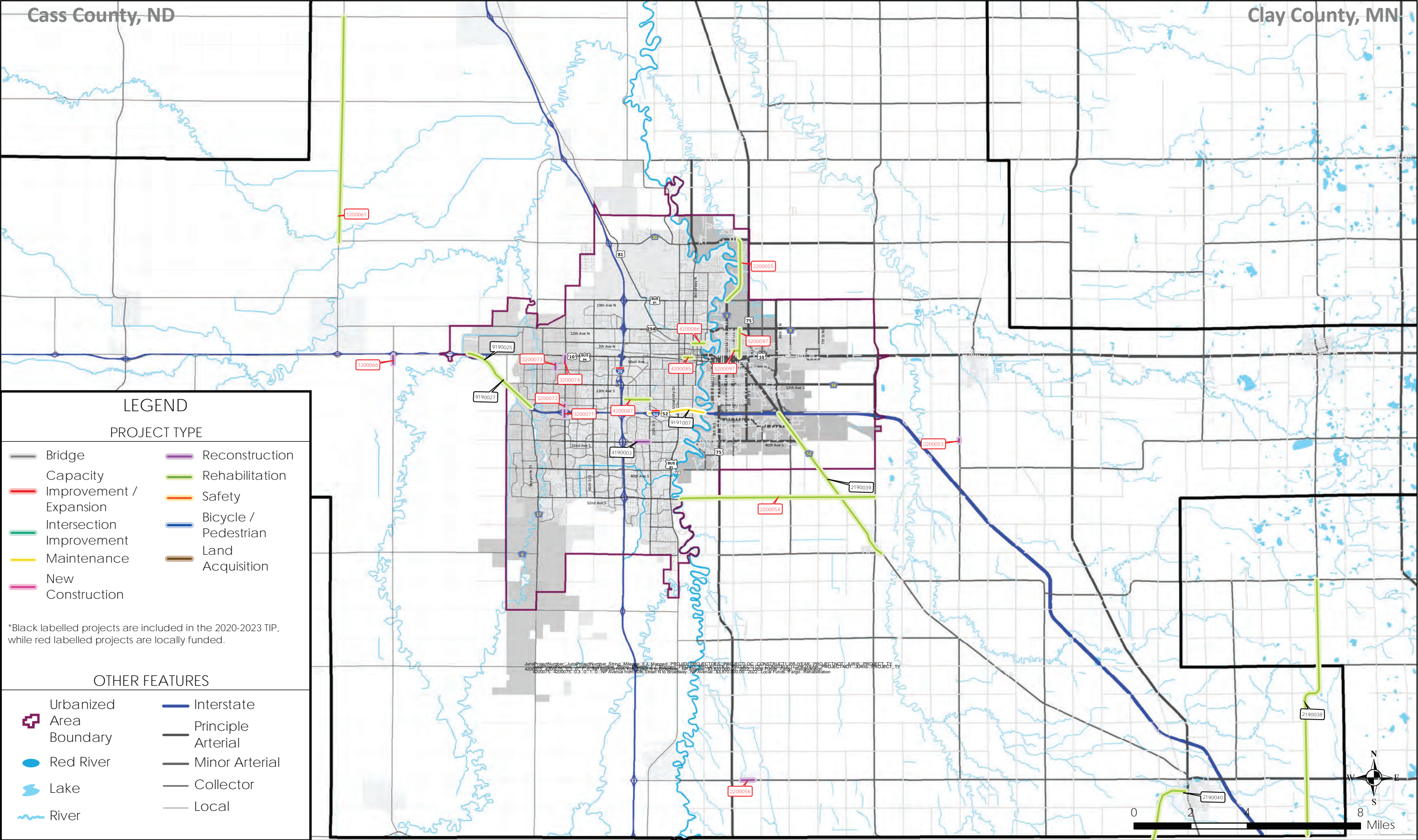
Lead Agency	Metro COG ID State Number	Project Year	Project Location	Length	Project Limits		Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Other Revenue Source	Revenue
					To	From						
City of Fargo												
City of Fargo	4200080	2021	3rd Ave N 7th St N		7th St N 4th Ave N	10 St N 2nd Ave N	Watermain and Reconstruction	Rehabilitation	\$ 2,580,000		Local	\$ 2,580,000
City of Fargo	4200081	2021	21st Ave S		15th St S	Gold Dr	Watermain and Reconstruction	Rehabilitation	\$ 3,870,000		Local	\$ 3,870,000
City of Fargo	4200082	2021	7th Ave N		Broadway	University Dr	Arterial Roadway Improvements	Rehabilitation	\$ 3,554,000		Local	\$ 3,554,000
City of Fargo	4200083	2021	4th St N		4th Ave N	Main Ave	Arterial Roadway Improvements	Rehabilitation	\$ 5,360,000		Local	\$ 5,360,000
City of Fargo	4200084	2021	17th Ave S		University Dr	25th St S	Arterial Roadway Improvements	Rehabilitation	\$ 4,328,000		Local	\$ 4,328,000
City of Moorhead												
City of Moorhead	5200094	2021	11th St		Main Ave 9th Ave S	6th Ave S 12th Ave S	Capital Improvement Project	Rehabilitation	\$ 1,321,000		Local	\$ 1,321,000
City of Moorhead	5200095	2021	14th St N		15th Ave N	Center Ave N	Capital Improvement Project	Rehabiliation	\$ 1,968,000		Local	\$ 1,968,000
City of Moorhead	5200096	2021	34th St S		12th Ave S	24th Ave S	Capital Improvement Project	Rehabilitation	\$ 527,000		Local	\$ 527,000
City of West Fargo												
City of West Fargo	3200068	2021	Veterans Blvd		I-94	32nd Ave	Pavement Widening and Replacement	Reconstruction	\$ 1,443,750		Local	\$ 1,443,750
City of West Fargo	3200069	2021	7th Ave NE		Tie-Back Levee	9th St NE	Reconstruction	Reconstruction	\$ 4,125,000		Local	\$ 4,125,000
City of West Fargo	3200070	2021	Sheyenne St		47th Ave W	40th Ave W	Multi-Use Path	Reconstruction	\$ 412,500		Local	\$ 412,500
City of Horace												

Lead Agency	Metro COG ID State Number	Project Year	Project Location	Length	Project Limits		Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Other Revenue Source	Revenue
					To	From						
Cass County												
Cass County	1200060	2021	ND 10		Hwy 11 Casselton	15th St	Bituminous Surfacing	Rehabilitation	\$ 3,500,000		Local	\$ 3,500,000
Clay County												
Clay County	2200050	2021	CSAH 23	3.0	CSAH 12	TH 10	Mill and Overlay	Rehabilitation	\$ 810,000		State	\$ 810,000
Clay County	2200051	2021	CSAH 1	2.0	CSAH 26	CSAH 20	Paving	Rehabilitation	\$ 1,200,000		Local State	\$ 400,000 \$ 800,000
Clay County	2200052	2021	CSAH 33 Hawley	0.4	Peter's Street	Main Street	Urban Reconstuct *Local Match from the City of Hawley	Reconstruction	\$ 1,300,000		Local* State	\$ 910,000 \$ 390,000

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# 2022 Locally Funded Projects Locator Map



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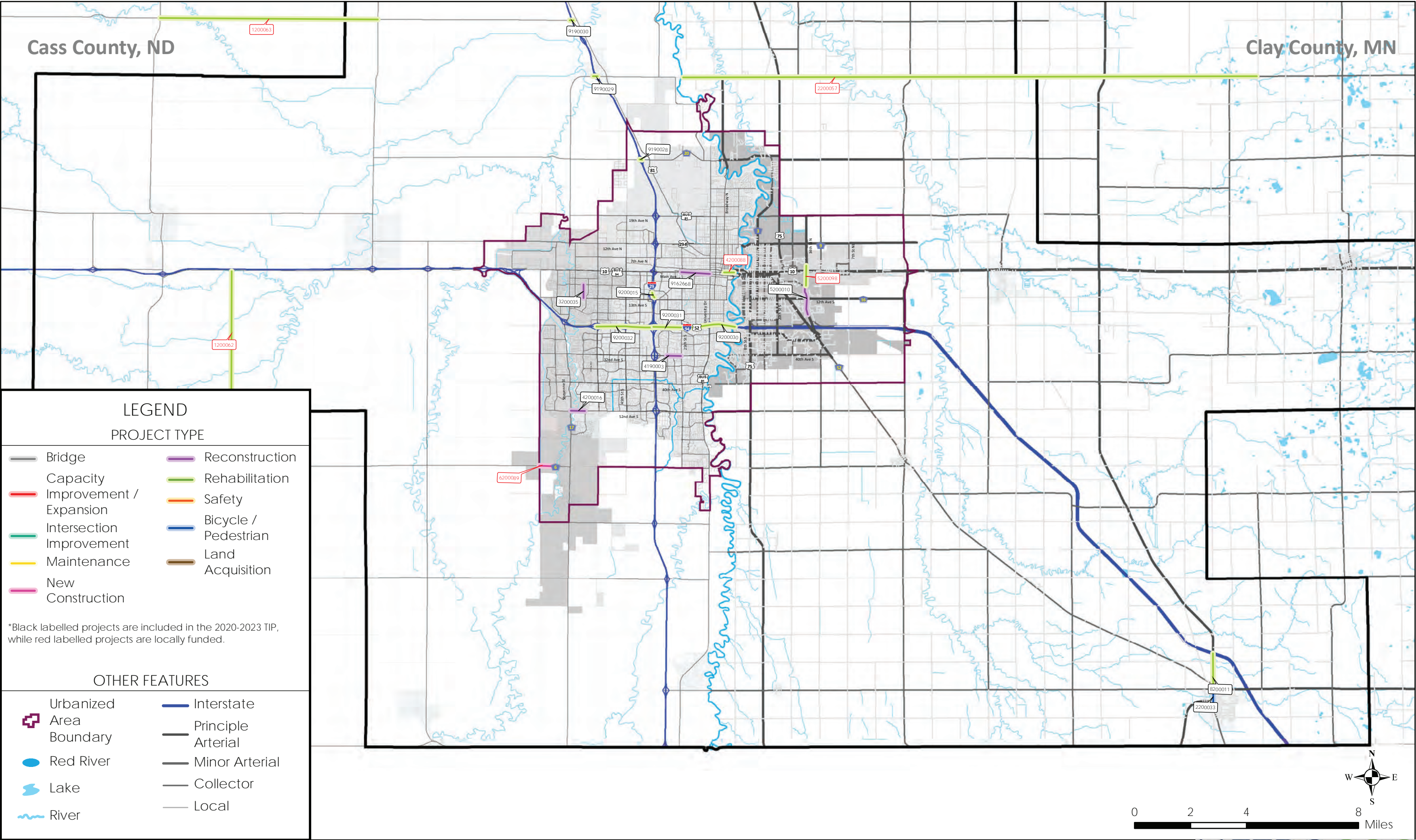
Lead Agency	Metro COG ID State Number	Project Year	Project Location	Length	Project Limits		Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Other Revenue Source	Revenue
					To	From						
City of Fargo												
Fargo	4200085	2022	NP Ave		Broadway	10th St N	Watermain and Street Reconstruction	Rehabilitation	\$ 3,870,000		Local	\$ 3,870,000
Fargo	4200086	2022	7th Ave N		Elm St	Broadway	Arterial Roadway Improvements	Rehabilitation	\$ 3,683,000		Local	\$ 3,683,000
Fargo	4200087	2022	17 Ave S		25th St S	35th St S	Arterial Roadway Improvements	Rehabilitation	\$ 4,715,000		Local	\$ 4,715,000
City of Moorhead												
City of Moorhead	5200097	2022	4th Ave N 17th St N		14th St N 1st Ave N	17th St N 15th Ave N	Capital Improvement Project	Rehabilitation	\$ 1,725,000		Local	\$ 1,725,000
City of West Fargo												
West Fargo	3200071	2022	Veterans Blvd/ 9th St E		I-94 Interchange		Pavement Widening and Replacement at I-94 Interchange	Reconstruction	\$ 1,581,250		Local	\$ 1,581,250
West Fargo	3200072	2022	9th St E & 17th Ave E Intersection				Signal and Turn Lane Replacement	Reconstruction	\$ 57,750		Local	\$ 57,750
West Fargo	3200073	2022	6th St E		7th Ave E	4th Ave E	Reconstruction	Reconstruction	\$ 2,062,500		Local	\$ 2,062,500
West Fargo	3200074	2022	9th St E		Main Ave	4th Ave E	Shared Use Path	Reconstruction	\$ 536,250		Local	\$ 536,250
City of Horace												
Cass County												
Cass County	1200061	2022	ND 11		Hwy 22	Hwy 4	Mill and Overlay	Rehabilitation	\$ 1,500,000		Local	\$ 1,500,000
Cass County	1200066	2022	Hwy 15		Hwy 15	8/9 Mapleton Twp Drain 14	Bridge Replacement	Reconstruction	\$ 1,000,000		Local	\$ 1,000,000

Lead Agency	Metro COG ID State Number	Project Year	Project Location	Length	Project Limits		Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Other Revenue Source	Revenue
					To	From						
Clay County												
Clay County	2200053	2022	CSAH 17		Sect. 26/27 Glyndon Twp Br. 17-2		Bridge Replacement	Reconstruction	\$ 150,000		State	\$ 150,000
Clay County	2200054	2022	CSAH 12	6.8	CSAH 11	Red River	Mill and Overlay	Rehabilitation	\$ 1,836,000		State	\$ 1,836,000
Clay County	2200055	2022	CR 3	2.5	CSAH 22	CSAH 18	Mill and Overlay	Rehabilitation	\$ 675,000		State	\$ 675,000
Clay County	2200056	2022	CSAH 2	0.6	City Limits of Comstock		Urban Reconstruct * Funding from the FM Diversion	Reconstruction	\$ 2,000,000		Local Mun. Local Clay State Other*	\$ 96,000 \$ 400,000 \$ 504,000 \$ 1,000,000

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# 2023 Locally Funded Projects Locator Map



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Lead Agency	Metro COG ID State Number	Project Year	Project Location	Length	Project Limits		Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Other Revenue Source	Revenue
					To	From						
City of Fargo												
City of Fargo	4200088	2023	NP Ave		East	Broadway	Watermain and Street Reconstruction	Rehabilitation	\$ 5,805,000		Local	\$ 5,805,000
City of Moorhead												
City of Moorhead	5200098	2023	34th St S		3rd Ave N	4th Ave S	Capital Improvement Project	Rehabilitation	\$ 735,000		Local	\$ 735,000
City of West Fargo												
City of Horace												
City of Horace	6200089	2023	76th Ave S		Near Dreamfields Development		New Construction	New Construction	\$ 1,000,000		Local	\$ 1,000,000
Cass County												
Cass County	1200062	2023	Hwy 9		Durbin	I-94	Grading and Gravel Stabilization	Rehabilitation	\$ 3,000,000		Local	\$ 3,000,000
Cass County	1200063	2023	Hwy 32		Hwy 11	ND 18	Gravel Stabilization	Rehabilitation	\$ 480,000		Local	\$ 480,000
Clay County												
Clay County	2200057	2023	CSAH 26	20.5	CR 27	Red River	Mill and Thin Overlay	Rehabilitation	\$ 4,100,000		Local State	\$ 1,000,000 \$ 3,100,000

## Section 5 | Annual Listing of Obligated Projects

The Metro COG TIP includes an Annual Listing of Obligated Projects (ALOP) which lists federally-obligated projects from the preceding program year. The ALOP element of the 2020-2023 TIP is reflective of projects that have been let in 2019. It includes relevant TIP information and identifies the amount of Federal funds requested in the TIP. The projects listed on the following pages include only programmed projects that received, or will receive federal transportation funds under 23 U.S.C. or 49 U.S.C. Chapter 53. Projects funded solely with local funds are not included.



Lead Agency	Metro COG ID State Number	Project Year	Project Location	Length	Project Limits		Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Other Revenue Source	Revenue
					To	From						
Moorhead Transit												
Moorhead Transit	5162657	2019	Transit				Reimbursement for Miscellaneous Support Equipment *Purchased in 2016	Transit Capital	\$ 17,000	FTA 5307	Local	\$ 13,600 \$ 3,400
Moorhead Transit	5162675 TRF-0034-17E	2019	Transit				Reimbursement for one fixed route class 700 bus (Replaces unit 591) *Purchased in 2017	Transit Capital	\$ 482,000	FTA 5307	Local	\$ 385,600 \$ 96,400
Moorhead Transit	515034 TRF-0034-17D	2019	Transit				Reimbursement for one 2012 Paratransit vehicle class 400 (Replaces unit 1218) *Purchased in 2017	Transit Capital	\$ 65,000	FTA 5307	Local	\$ 52,000 \$ 13,000
Moorhead Transit	5162690 TRF-0034-16F	2019	Transit				Reimbursement for one Senior Van *Purchased in 2017	Transit Capital	\$ 25,000	FTA 5307	Local	\$ 20,000 \$ 5,000
Moorhead Transit	5162676 TRF-0034-18F	2019	Transit				Reimbursement for one fixed route class 700 bus (Replaces unit 592) *Purchased in 2018	Transit Capital	\$ 482,000	FTA 5307	Local	\$ 385,600 \$ 96,400
Moorhead Transit	518010 TRF-0034-18A	2019	Transit				Moorhead Transit Operation Assistance *Purchased in 2018	Transit Operations	\$ 2,900,000	FTA 5307	State	\$ 415,000 \$ 2,485,000
Moorhead Transit	5162679 TRF-0034-18E	2019	Transit				Reimbursement for one van class 200 and van related equipment *Purchased in 2018	Transit Capital	\$ 28,000	FTA 5307		\$ 22,400 \$ 5,600
Moorhead Transit	5192622 TRF-0034-19D	2019	Transit				Purchase class 400 bus and bus related equipment	Transit Capital	\$ 85,000	FTA 5339	Local	\$ 68,000 \$ 17,000
Moorhead Transit	5192625 TRF-0034-19G	2019	Transit				Expansion Van Class 200 less than 30ft *Senior ride van	Transit Capital	\$ 28,000	FTA 5307	Local	\$ 22,400 \$ 5,600
Moorhead Transit	5192624 TRF-0034-19A	2019	Transit				Moorhead Transit Operation Assistance	Transit Operations	\$ 3,300,000	FTA 5307	State	\$ 386,000 \$ 2,914,000
Moorhead Transit	5162684 TRF-0034-19F	2019	Transit				Purchase Van (class 200) and van related equipment	Transit Captial	\$ 28,000	FTA 5307	Local	\$ 22,400 \$ 5,600
Moorhead Transit	5190004 TRF-0034-19I	2019	Transit				Purchase of a Bus Shelter	Transit Capital	\$ 23,300	FTA 5307	Local	\$ 18,640 \$ 4,660
Moorhead Transit	5190006 TRF-0034-19K	2019	Transit				Fare Collection System	Transit Capital	\$ 318,000	FTA 5307	Local	\$ 63,600 \$ 254,000



Lead Agency	Metro COG ID State Number	Project Year	Project Location	Length	Project Limits		Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Other Revenue Source	Revenue
					To	From						
Moorhead Transit	5190005 TRF-0034-19J	2020	Transit				Purchase Misc Support Equip - Fork Lift & Mobile Lift (1/3 share) (2019 Grant)	Transit Capital	\$ 25,000	FTA 5307	Local	\$ 20,000 \$ 5,000
Fargo Transit												
Fargo Transit	5180024	2019	Transit				Renovation of the Ground Transportation Center *Left over capital bus purchase 2017 STBGP Transfer	Transit Capital	\$ 360,000	FTA 5307		\$ 288,000 \$ 72,000
Fargo Transit	4191001	2019	Transit				GTC Renovation	Transit Capital	\$ 1,988,750	FTA 5339	Local	\$ 1,591,000 \$ 397,750
Fargo Transit	4191003	2019	Transit				Replace 10 Shelters	Transit Capital	\$ 100,000	FTA 5339	Local	\$ 80,000 \$ 20,000
Fargo Transit	4191005	2019	Transit				Replace 5 shelters	Transit Capital	\$ 50,000	FTA 5310	Local	\$ 40,000 \$ 10,000
Fargo Transit	4191006	2019	Transit				Mobility Manager Salary (Fargo share)	Transit Operations	\$ 64,365	FTA 5310	Local	\$ 51,492 \$ 12,873
Fargo Transit	4191008	2019	Transit				Reimbursement of FTA funds used to construct the now Municipal Court Building	Transit Capital	\$ 800,000		Local	\$ 800,000
Fargo Transit	4193001	2019	Transit				Bus Replacement for 3 fixed-route buses (replaces unit 1174, 1175, and 1176)	Transit Capital	\$ 1,500,000	FTA 5339	Local	\$ 961,851 \$ 538,149
Fargo Transit	4192642 8017 TURB	2019	Transit				Capital Purchase	Transit Capital	\$ 297,000	FTA 5307	Local	\$ 238,000 \$ 59,000
Fargo Transit	4192643 8018 TURB	2019	Transit				Operating Assistance	Transit Operations	\$ 2,992,000	FTA 5307	State Local	\$ 1,496,000 \$ 748,000 \$ 748,000
Fargo Transit	4192644 8019 TURB	2019	Transit				Preventative Maintenance	Transit Capital	\$ 1,189,000	FTA 5307	Local	\$ 951,000 \$ 238,000
Fargo Transit	4190001 8011 SU	2019	Transit				Bus Replacement	Transit Capital	\$ 1,250,000	STBGP-U	Local	\$ 1,000,000 \$ 250,000
Fargo Transit	4191002	2019	Transit				Forklift (Fargo 2/3 share) (2019 Grant)	Transit Capital	\$ 20,000	FTA 5339	Local	\$ 16,000 \$ 4,000

Lead Agency	Metro COG ID State Number	Project Year	Project Location	Length	Project Limits		Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Other Revenue Source	Revenue
					To	From						
Fargo Transit	4191004	2019	Transit				Mobile Lifts (fargo 2/3 share) (2019 Grant)	Transit Capital	\$ 30,000	FTA 5339	Local	\$ 24,000 \$ 6,000
City of Fargo												
Fargo	4162669	2019	52nd Ave S	2.0	45th St	Sheyenne St	Reconstruction Wident to 4-lane cross section	Reconstruction *Capacity Expansion	\$ 19,197,385	STBGP-U	Local	\$ 9,349,354 \$ 9,848,031
City of Moorhead												
Moorhead	518011 144-129-005AC	2019	15th Ave N		Red River	28th St N	**AC** (AC payback in 2019 - \$383.7K) Mill and Overlay, sidewalk lighting (Associated to 144-132-004 & 1407-275) payback 1-of-1	Rehabilitation	\$ 383,700	STBGP		\$ 383,700
City of West Fargo												
West Fargo	318011	2019	Sheyenne St	1.0	40th Ave	32nd Ave	Reconstruction to include a new signal at 40th Ave and shared-use paths on both sides of roadway	Capacity Expansion	\$ 12,649,646	STBGP-U	Local	\$ 4,350,953 \$ 8,298,693
North Dakota Department of Transportation												
NDDOT	917020a	2019	Main Ave	0.4	2nd St	Broadway	Reconstruct Main Ave, replacement of underground utilities *Utility replacement included in cost	Reconstruction	\$ 12,309,292	STBGP-R	State Local	\$ 7,332,764 \$ 821,799 \$ 4,154,729
NDDOT	9190016 22201 8006	2019	ND 18N	1.2	Jct I94	Swan Creek	Mill and Overlay	Rehabilitation	\$ 497,000	Non NHS-S	State	\$ 402,000 \$ 95,000
NDDOT	9170017 22202 8007	2019	ND 18N	23.4	Jct Cass Co 10	Trail Co Line	Mill and Overlay	Rehabilitation	\$ 4,219,000	Non NHS-S	State	\$ 3,414,000 \$ 805,000
NDDOT	9194001	2019	I-29		Wild Rice River Bridge Near Mile Point 54		Median Crossovers and Instrumentation at the Wild Rice River Bridges North-bound and South-bound	Rehabilitaion	\$ 514,000	IM	State	\$ 462,600 \$ 51,400
Minnesota Department of Transportation												

Lead Agency	Metro COG ID State Number	Project Year	Project Location	Length	Project Limits		Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Other Revenue Source	Revenue
					To	From						
Clay County												
Clay County	2170004 014-090-006AC	2019	Parke Ave		12th Street	US 10	**AC** grading, paving, construct multi-purpose trail, and sidewalk in Glyndon (AC payback 1 of 1)	Rehabilitation	\$ 375,000	TA		\$ 375,000
Clay County	8190032 088-070-056	2019	District-Wide MnDOT District 4				Latex and Epoxy striping	Safety	\$ 993,080	HSIP	State	\$ 893,772 \$ 99,308
Cass County												
Cass County	1170015	2019	Cass 5 & Cass 10				Intersection Imp, turn lanes, shoulder rehab	Safety	\$ 771,000	HSIP	Local	\$ 694,000 \$ 77,000

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## Section 6 | Financial Plan and Fiscal Constraint

### Financial Plan

Metro COG accepts the responsibility to act in the public interest to program and fund transportation projects to be accomplished in the greater Fargo-Moorhead Metropolitan area. The 2020-2023 TIP is fiscally constrained to those funding categories in which Metro COG has direct responsibility (STBGP funds). It is assumed that MnDOT and NDDOT projects programmed with federal funds are fiscally constrained at the state level through the STIP. Local funds for federal match, O&M and Regionally-significant projects are assumed fiscally constrained at the local level as well.

Metro COG is required under federal legislation to develop a financial plan that takes into account federally-funded projects and regionally significant projects that are not federally funded. The TIP is fiscally constrained for each year, and the federal-and state-funded projects in the document can be implemented using current and proposed revenue sources based on estimates provided by local jurisdictions.

### Year of Expenditure

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

### Operations and Maintenance

MPOs have been required to consider Operations and Maintenance (O&M) of transportation systems, as part of fiscal constraint, since 2005. The FAST Act reinforces the need to address O&M, in addition to capital projects, when demonstrating fiscal constraint of the TIP.

Metro COG staff projected the future operations and maintenance expenses as part of the 2040 Long Range Transportation Plan update for each jurisdiction. For the purposes of identifying O&M expenses, years 2015 to 2021 fell under the short-term expenditures identified in the long range plan. The information within the 2040 LRTP for O&M expenditures was based on current and past trends. All cost estimates were calculated by assuming a 4% increase in operations and maintenance costs unless otherwise specified by a member jurisdiction. These costs are in addition to projects identified within the 2020-2023 TIP. Table 6-1 on the following page identifies the O&M costs anticipated by each jurisdiction per year for the short-term (2015-2019) identified in the 2040 LRTP. Costs associated with this TIP are identified in gray. Those years outside of the time frame covered by this TIP are in yellow. O&M costs are assumed constrained by each state and local jurisdiction based on their ability to meet O&M obligations. O&M may be deferred based on the jurisdiction's ability to acquire revenue to cover costs. Under this condition, O&M costs will be reviewed and adjusted to reflect available local funding.

Additional information on O&M, and the methodology used to calculate the estimates, may be found in the *Metro 2040 Operations and Maintenance Plan* (2014).



**Table 6-1: Operation and Maintenance Estimated Costs per Year by Jurisdiction for 2015-2020**

Jurisdiction	2015	2016	2017	2018	2019	2020	Total
<i>Minnesota</i>							
MnDOT	\$3,279,192	\$3,410,360	\$3,546,774	\$3,688,645	\$3,836,191	\$3,989,638	\$21,750,800
Clay County	\$4,516,384	\$4,697,039	\$4,884,921	\$5,080,318	\$5,283,531	\$5,494,872	\$29,957,065
Moorhead	\$2,005,280	\$2,085,492	\$2,168,911	\$2,255,668	\$2,345,894	\$2,439,730	\$13,300,975
Dilworth	\$507,774	\$528,085	\$549,208	\$571,176	\$594,023	\$617,784	\$3,368,050
<i>North Dakota</i>							
NDDOT	\$2,171,428	\$2,258,285	\$2,348,617	\$2,442,561	\$2,540,264	\$2,641,874	\$14,403,030
Cass County	\$1,897,855	\$1,973,769	\$2,052,720	\$2,134,829	\$2,220,222	\$2,309,031	\$12,588,425
Fargo	\$7,365,212	\$7,659,820	\$7,966,213	\$8,284,862	\$8,616,256	\$8,960,906	\$48,853,270
West Fargo	\$1,971,977	\$2,050,856	\$2,132,890	\$2,218,206	\$2,306,964	\$2,399,212	\$13,080,075

Source: Metro COG

## Fiscal Constraint

Creating a fiscally constrained TIP requires Metro COG to allocate an amount of projects based upon reasonable estimates within the limits of realistically available future revenues (based upon historical trends). Metro COG cooperates and coordinates with state and local governments and public transit operators to create a TIP that prioritizes and lists all federally-funded and regionally-significant transportation projects programmed for at least the next four years.

The projects listed in the TIP must be financially realistic and achievable. Metro COG does not have any direct allocations of federal transportation funds. All federal transportation funds are provided to the region and are administered by the MnDOT and NDDOT. As such, this TIP is fiscally-constrained for fiscal years 2020 through 2023 based on the amount of federal transportation funds identified by the respective DOTs for federal-aid projects in their areas.

**Table 6-2: Fiscal Constraint**

Federal Funding Source	Financial Constraint											
	Federal Funds Available				Federal Funds Programmed				Federal Funds Balance			
	2020	2021	2022	2023	2020	2021	2022	2023	2020	2021	2022	2023
National Highway Performance Program (NHPP)	\$0	\$1,113,000	\$0	\$8,370,000	\$0	\$1,113,000	\$0	\$8,370,000	\$0.0	\$0.0	\$0.0	\$0.0
Surface Transportation Program - Urban (STBGP-U)	\$10,932,907	\$4,500,000	\$4,700,000	\$6,000,000	\$10,932,907	\$4,500,000	\$4,700,000	\$6,000,000	\$0.0	\$0.0	\$0.0	\$0.0
Surface Transportation Program - Other (STBGP)	\$11,471,592	\$432,800	\$10,820,734	\$4,304,224	\$11,471,592	\$432,800	\$10,820,734	\$4,304,224	\$0.0	\$0.0	\$0.0	\$0.0
Congestion Mitigation Air Quality (CMAQ)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0.0	\$0.0	\$0.0	\$0.0
Highway Safety Improvement Program (HSIP)	\$238,214	\$5,478,000	\$0	\$0	\$238,214	\$5,478,000	\$0	\$0	\$0.0	\$0.0	\$0.0	\$0.0
Transportation Alternatives (TA) <sup>1</sup>	\$360,000	\$0	\$0	\$532,000	\$360,000	\$0	\$0	\$532,000	\$0.0	\$0.0	\$0.0	\$0.0
Urban Area Formula Program (Sec. 5307)	\$3,448,000	\$3,330,000	\$3,334,300	\$3,559,800	\$3,403,000	\$3,267,000	\$3,334,300	\$3,559,800	\$0.0	\$0.0	\$0.0	\$0.0
Bus and Bus Related Facilities (Sec. 5339) <sup>2</sup>	\$2,052,496	\$0	\$387,000	\$0	\$2,052,496	\$0	\$387,000	\$0	\$0.0	\$0.0	\$0.0	\$0.0
Enhanced Mobility for Seniors and Individuals with Disabilities (Sec. 5310)	\$364,640	\$0	\$0	\$0	\$364,640	\$0	\$0	\$0	\$0.0	\$0.0	\$0.0	\$0.0
Formula Grants for Other than Urbanized Areas (Sec. 5311)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0.0	\$0.0	\$0.0	\$0.0
Other Federal Funds <sup>3</sup>	\$8,173,040	\$11,875,000	\$8,824,000	\$5,757,000	\$8,173,040	\$11,875,000	\$8,824,000	\$5,757,000	\$0.0	\$0.0	\$0.0	\$0.0
									\$0.0	\$0.0	\$0.0	\$0.0
TOTAL Federal Funds	\$37,040,889	\$26,728,800	\$28,066,634	\$28,523,024	\$36,995,889	\$26,665,800	\$28,066,634	\$28,523,024	\$0.0	\$0.0	\$0.0	\$0.0

Source: Metro COG

## Fiscal Constraint Analysis

### Total Expenditures

The total expenditures shown within this chapter only represent programmed projects within the 2020-2023 TIP and projected O&M costs of each jurisdictions transportation system. Jurisdictions are not expected to show fiscal constraint for their illustrative projects, because the illustrative status identifies that the project is desired

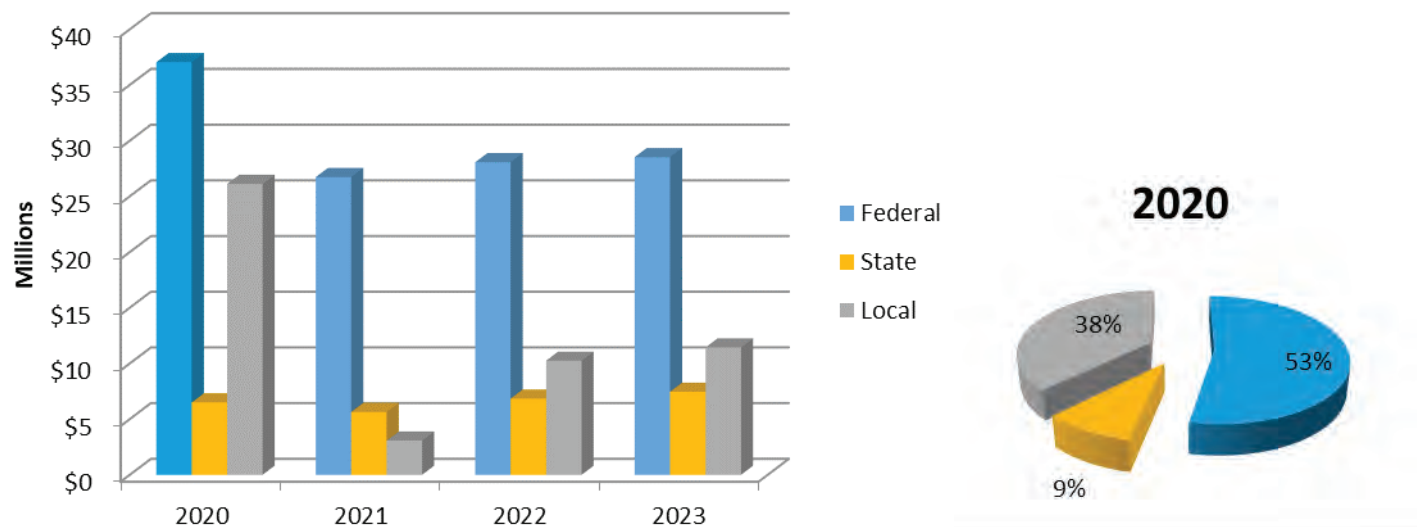
Table 6-3: Funding Totals

Jurisdiction	2020			2021			2022			2023	
	Federal	State	Local	Federal	State	Local	Federal	State	Local	Federal	State
<b>Total MN-Side</b>	\$5,226,404	\$3,696,969	\$1,912,413	\$856,800	\$3,169,200	\$12,000	\$11,642,634	\$5,861,728	\$2,981,780	\$5,206,024	\$5,594,9
City of Dilworth	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
City of Moorhead	\$2,201,790	\$0	\$935,618	\$0	\$0	\$0	\$0	\$0	\$0	\$702,600	\$0
Clay County	\$986,214	\$26,469	\$552,000	\$0	\$0	\$0	\$1,209,420	\$0	\$2,975,580	\$1,200,000	\$0
MnDOT	\$207,000	\$643,000	\$0	\$0	\$0	\$0	\$9,586,514	\$2,396,628	\$0	\$2,401,624	\$1,958,8
Transit Alternatives	\$360,000	\$0	\$165,195	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$0
Moorhead Transit	\$1,471,400	\$3,027,500	\$259,600	\$919,800	\$3,169,200	\$12,000	\$846,700	\$3,465,100	\$6,200	\$601,800	\$3,636,0
<b>Total ND-Side</b>	\$31,814,485	\$2,805,004	\$24,207,491	\$25,809,000	\$2,467,000	\$3,067,000	\$16,424,000	\$980,000	\$7,261,000	\$23,317,000	\$1,864,0
City of Fargo	\$9,932,907	\$0	\$20,717,077	\$4,500,000	\$0	\$1,500,000	\$4,700,000	\$0	\$5,700,000	\$5,000,000	\$0
City of West Fargo	\$2,377,446	\$0	\$1,222,554	\$0	\$0	\$0	\$0	\$0	\$0	\$232,000	\$0
Cass County	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NDDOT	\$13,899,996	\$2,805,004	\$0	\$18,466,000	\$2,467,000	\$36,000	\$8,824,000	\$980,000	\$0	\$14,127,000	\$1,864,0
Fargo Transit	\$5,604,136	\$0	\$2,267,860	\$2,843,000	\$0	\$1,531,000	\$2,900,000	\$0	\$1,561,000	\$3,958,000	\$0

\*This table does not include funding totals from locally funded projects.

Source: Metro COG

Figure 5-1: Funding Totals



\*These figures do not include funding totals from locally funded projects.

Source: Metro COG

but funding is currently not available. If federal funding becomes available, and the project is consistent with a currently-approved Long Range Transportation Plan (LRTP), illustrative projects may be amended into the TIP as a programmed project. Because many of the jurisdictions' projects do not receive federal aid and are not considered regionally significant, they are not required to be in the TIP. Fiscal constraint is only required for programmed projects listed in the TIP and for annual operations and maintenance (O&M). Therefore, many of the jurisdictions show a higher revenue than expenditure, which is needed to cover the cost of projects not listed within the TIP.

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

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

## Revenues for Jurisdictions to Support Fiscal Constraint

A variety of revenue sources have been identified through the preparation of the *Metro 2040: Mobility for the Future* to show that the 2020-2023 TIP projects and O&M of the transportation system have fiscal constraint. These funding sources included a variety of awarded federal funding grants, state dollars, and local county or city dollars.

## Federal Revenues

Any federal funds either programmed or anticipated for transportation projects are all shown within the 2020-

2023 TIP. The agreed upon programmed federal funds (Federal Funds Available) are considered the federal revenues for purposes of the fiscal constraint analysis. Both states have reviewed and approved the programmed or anticipated federal aid as part of the TIP development process and the dollar amounts are consistent with previous years of awarded federal aid. Constrained projects costs (Federal Funds Programmed) reflect the federal funding provided by MnDOT and NDDOT for projects currently programmed in the 2020-2023 TIP. Metro COG, nor its member jurisdictions have programmed projects in the 2020-2023 TIP that exceed the amount of federal revenue reasonably anticipated to be received from MnDOT and NDDOT in any given year.

### State and Local Revenues

The state and local revenues available for each year is more difficult to identify. The available state and local revenues were recently updated for the development of the *Metro 2040: Mobility for the Future* and are being used to identify revenues available to the states, counties, cities and transit departments within the FM area. The assumptions used to determine the revenues can be found in the Fiscal Constraint chapter of the *Metro 2040: Mobility for the Future*.

### Identifying Fiscal Constraint for Each Member Jurisdiction

State, city, and county financial evaluations measure each jurisdiction's ability to accommodate the cost of necessary improvements. As all projects included in the TIP are drawn from the *Metro 2040: Mobility for the Future*, each jurisdiction underwent a fiscal constraint analysis. The analysis for each jurisdiction may be found in Chapter 12 of the *Metro 2040: Mobility for the Future*.

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# Section 7 | Overview of Federal Aid Programs

Section 7 | Overview of Federal Aid Programs

The FAST Act continues five core formula programs that are administered by MnDOT and NDDOT:

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

Each Federal Aid program is implemented uniquely by each State DOT. Information on each funding source is identified in Appendix B. Additionally, a description for how projects are identified, prioritized, and selected for Federal Aid programs is included. More detailed information regarding how MnDOT and NDDOT develop and implement their Federal Aid program is available at their respective websites:

[www.dot.nd.gov](http://www.dot.nd.gov)

[www.dot.state.mn.us](http://www.dot.state.mn.us)

National Highway Performance Program (NHPP)

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

NHPP projects must be on an eligible facility and support progress toward achievement of national performance goals for improving infrastructure condition, safety, mobility, or freight movement on the NHS, and be consistent with Metropolitan and Statewide planning requirements. The enhanced NHS is composed of rural and urban roads serving major population centers, international border crossings, intermodal transportation facilities, and major travel destinations. It includes:

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

NHPP Funding Programmed for Metro COG Projects

2020	2021	2022	2023
\$0	\$1,113,000	\$0	\$8,730,000

Source: Metro COG

The NHPP incorporates the funding from pre-MAP-21 programs including the Interstate Maintenance (IM) Program, the National Highway System (NHS) Program, and Highway Bridge Program (HBP) for bridge infrastructure on the NHS.



## Surface Transportation Block Grant Program (STBGP)

The FAST Act reworked the original Surface Transportation Program to provide flexible funding for projects to preserve or improve conditions and performance on any Federal-aid highway, bridge projects on any public road, facilities for non-motorized transportation, transit capital projects, and public bus terminals and facilities. Per MAP-21, 50% of the STBGP apportionment (after mandatory set-asides) is to be obligated in the following areas in proportion to their relative shares of the State’s population:

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

STBGP Funding Programmed for Metro COG Projects			
2020	2021	2022	2023
\$22,404,449	\$4,932,800	\$15,520,734	\$10,304,324

Source: Metro COG

The remaining 50% may be used in any area of the State.

## Congestion Mitigation and Air Quality Improvement Program (CMAQ)

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

CMAQ Funding Programmed for Metro COG Projects			
2020	2021	2022	2023
\$0	\$0	\$0	\$0

Source: Metro COG

## Highway Safety Improvement Program (HSIP)

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

HSIP Funding Programmed for Metro COG Projects			
2020	2021	2022	2023
\$238,241	\$5,478,000	\$0	\$0

Source: Metro COG

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

consistent with the State SHSP.

## Transportation Alternatives (TA)

The FAST Act established the continuation of this program to provide for a variety of alternative transportation projects, including many that were previously eligible activities under separately funded programs. The TA Program replaces the funding from pre-MAP-21 programs including Transportation Enhancements (TE), Recreational Trails Program (RTP) and Safe Routes to School (SRTS); wrapping them into a single funding source. TA is funded via set asides from the NHPP, STBGP, CMAQ, HSIP, and the Metropolitan Planning Program. All TE and SRTS projects previously programmed within the TIP will need to be changed to show the federal funding source as TA unless money under the old SAFETEA-LU transportation law is being used.

TA Funding Programmed for Metro COG Projects

2020	2021	2022	2023
\$360,000	\$0	\$0	\$532,000

Source: Metro COG

## Federal Transit Administration

The Federal Transit Administration (FTA) annually apportions federal funding which includes grants allotted under section, 5307, 5339 (incl. old 5309), 5310/(incl. old 5317), and 5311. The following provides an overview of relevant FTA programs included in Metro COG’s TIP.

### Section 5307 Urbanized Area Formula Program

Section 5307 makes federal funds available to urbanized areas for transit capital and operating assistance. In urbanized areas it is also available for transit related planning. The City of Fargo and the City of Moorhead are each designated recipients for the Section 5307 formula funds.

5307 Funding Programmed for Metro COG Projects

2020	2021	2022	2023
\$3,403,000	\$3,267,000	\$3,334,300	\$3,559,800

Source: Metro COG

### Section 5339 Bus and Bus Related Facilities

Section 5339 (formerly Section 5309) provides federal funds for transit capital projects in both urban and rural areas of the country. Section 5339 funds are apportioned to each State based on population. The FAST Act apportions Section 5339 to each state for both a “statewide” program and an urbanize area program.

5339 Funding Programmed for Metro COG Projects

2020	2021	2022	2023
\$2,052,496	\$0	\$387,600	\$0

Source: Metro COG

### Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities

Section 5310 provides formula funding to the states for the purpose of assisting transit providers in meeting the transportation needs of elderly persons and persons with disabilities when the transit services provided is not able to meet these needs. Under the FAST Act, Section 5310 now consolidates the former Section 5317 program (see description below). States

5310 Funding Programmed for Metro COG Projects

2020	2021	2022	2023
\$364,640	\$0	\$0	\$0

Source: Metro COG

now receive both an urban and rural apportionment of Section 5310 funds.

Section 5311 Formual grants for Other than Urbanized Areas

Section 5311 funds are provided to the states for the purpose of supporting public transportation in rural areas, with populations of less than 50,000. The purpose of the program is to enhance the access of people in non-urbanized areas to health care, shopping, education, employment, public services and recreation. These funds also are used to assist in the maintenance, development, improvement, and use of public transportation systems in non-urbanized areas and to develop and support intercity bus transportation.

5311 Funding Programmed for Metro COG Projects

2020	2021	2022	2023
\$0	\$0	\$0	\$0

Source: Metro COG

North Dakota Federal Aid Process

Urban Roads Program (URP)

The North Dakota Urban Roads Program (URP) consists of all roadways not on the Interstate or Regional System which are classified as collectors and above. The URP is funded with Surface Transportation Program (STBGP) apportioned to NDDOT, plus additional funds from the NHPP and CMAQ programs. Fargo and West Fargo receive a sub allocation of STBGP funds through the URP. Fargo and West Fargo Urban Roads Program funds must be combined, and should not be sub allocated directly to either city.

Metro COG leads project solicitation and prioritization for the URP. Project solicitation will be based on a Metro COG application developed cooperatively through the metropolitan planning process that allows projects to be locally evaluated by the Transportation Technical Committee (TTC) and prioritized by the Metro COG Policy Board. Prioritized projects will be added to the TIP as “candidate projects”. Upon completion of the Metro COG solicitation process; applications will be forwarded to NDDOT for additional review and vetting, as per normal procedures. Metro COG will make project selection in cooperation with NDDOT based on the estimated availability of Federal funds.

Regional Roads Program

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

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

The Regional Roads Program is funded with 50% of STBGP available to NDDOT, plus additional funds from the NHPP and CMAQ programs. The Regional Roads program is solicited competitively statewide for any eligible Regional Roadway. Metro COG leads project solicitation and prioritization for the Regional Roads Program, in cooperation with the Fargo District Engineer. Project solicitation will be based on a Metro COG application

developed cooperatively through the metropolitan planning process that allows projects to be locally evaluated by the TTC and prioritized by the Metro COG Policy Board. Prioritized projects will be added to the TIP as “candidate projects”. Upon completion of the Metro COG solicitation process; applications will be forwarded to NDDOT for additional review and vetting, as per normal procedures. NDDOT makes project selection in cooperation with Metro COG.

### Rural Roads Program

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

### Transportation Alternatives (TA)

The TA provides funding to jurisdictions for qualified projects as defined by the FAST Act. Metro COG leads the project solicitation and prioritization process. The solicitation is based on the typical NDDOT application; however Metro COG will develop a parallel evaluation tool that allows projects to be evaluated by the TTC and prioritized by the Metro COG Policy Board. Prioritized projects will be added to the TIP as “candidate projects”. Upon completion of the Metro COG solicitation process; applications will be forwarded to NDDOT. NDDOT, via the Director’s Task Force, makes project selection, in cooperation with Metro COG.

### Section 5307 Urbanized Area Formula Program

Projects to be funded under Section 5307 will be provided to the designated recipient as part of the regular TIP development cycle. The public transit operator will make project selection, in cooperation with the NDDOT and Metro COG. No formal applications for Section 5307 funded projects are required; however Metro COG requests a listing of project activities to be funded with Section 5307 for each year of the TIP. Approximately \$2,300,000 is available annually for the Fargo Transit operations through the Section 5307 formula program.

### North Dakota State Aid for Public Transit

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

### Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities

NDDOT receives an annual apportionment of \$364,000 in Section 5310 formula funds for use in urbanized areas between 50,000 and 199,000 in population. Metro COG leads project solicitation for Section 5310 funds. Metro COG will use NDDOT applications to conduct the local solicitation. The solicitation and prioritization process may occur out of step of the typical TIP cycle based on the differing NDDOT schedules for these Federal funds. Projects submitted through Metro COG will be locally evaluated by the Metropolitan Transportation Initiative (MTI) and prioritized by the Metro COG Policy Board. Upon completion of the Metro COG solicitation and prioritization process, applications will be forwarded to NDDOT for additional review and vetting, as per normal procedures. Prioritized projects are added to the TIP as “candidate projects”. NDDOT will make project selection in cooperation with Metro COG and the Public Transit Operator(s).

### Section 5339 Bus and Bus Related Facilities

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

- Urbanized Areas between 50,000 and 199,999 in population;
- Statewide (urbanized or rural).

### Other Federal Funding

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

**Table 7-1: Project Solicitation and Programming Matrix for North Dakota**

Funding Source	Project Solicitation (Lead Agency)	Application	Evalutaion & Prioritization	Project Selection
North Dakota Urban Roads (STBGP)	Metro COG	Metro COG + NDDOT Scoping Sheet	Metro COG	NDDOT
North Dakota Regional Roads (STBGP)	Metro COG	Metro COG + NDDOT Scoping Sheet	Metro COG	NDDOT
Transportation Alternatives Program (TA)	Metro COG	NDDOT	Metro COG	NDDOT
FTA Section 5307	Metro COG	No application required	No application required	Transit Operator
FTA Section 5310	Metro COG	NDDOT	Metro COG	NDDOT
FTA Section 5339	Metro COG	X	Metro COG	NDDOT
Other (NHPP, HSIP, etc.)	NDDOT	NDDOT	*	**

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

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

Source: Metro COG



## Minnesota Federal Aid Process

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

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

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

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

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

### Transportation Alternatives (TA)

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

### Safe Routes to School

SRTS was eliminated under MAP- 21 and consolidated into TA. There is the likelihood that MnDOT will maintain a separate SRTS program funded from either a TA set aside or from legislatively appropriated state funds. MnDOT will lead project solicitation of SRTS funds, in cooperation with the Metro COG. Metro COG will use a project evaluation form that assists in determining eligibility and prioritization of the projects; and will require that SRTS



applications be routed through Metro COG prior to submission to MnDOT.

### Section 5307 Urbanized Area Formula Program

Projects to be funded under Section 5307 will be provided to Metro COG by the designated recipient as part of the regular TIP development cycle. The public transit operator will make project selection, in cooperation with the MnDOT and Metro COG. No formal applications for Section 5307 funded projects are required, however Metro COG request a listing of project activities to be funded with Section 5307 for each year of the TIP. The City of Moorhead receives an annual apportionment of approximately \$709,000 in Section 5307 formula funds.

### Section 5310 Enhanced Mobility for seniors and Individuals with Disabilities

MnDOT receives an annual apportionment of \$610,000 in Section 5310 formula funds for use in urbanized areas between 50,000 and 199,000 in population. MnDOT has not determined its approach for project solicitation and selection for Section 5310 apportioned funds under MAP-21. However, Metro COG anticipates following past procedures regarding Section 5310, as was used for the old Section 5317 (New Freedom funding) in the MPA as follows:

Metro COG leads project solicitation for Section 5310 funds. Metro COG will use MnDOT applications to conduct the local solicitation. The solicitation and prioritization process may occur out of step of the typical TIP cycle based on the differing MnDOT schedules for these Federal funds. Projects submitted through Metro COG will be locally evaluated by the Metropolitan Transportation Initiative (MTI) and prioritized by the Metro COG Policy Board. Upon completion of the Metro COG solicitation and prioritization process, applications will be forwarded to MnDOT for additional review and vetting, as per normal procedures. Prioritized projects are added to the TIP as “candidate projects”. MnDOT will make project selection in cooperation with Metro COG and the Public Transit Operator(s).

### Section 5339 Bus and Bus Related Facilities

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

- Urbanized Areas between 50,000 and 199,999 in population;
- Statewide (urbanized or rural).

MnDOT has yet to develop project solicitation and prioritization guidance for implementation for the Section 5339 (old Section 5309) program under the new provisions of MAP-21. At such time as programming and project solicitation guidance is developed by MnDOT, Metro COG will work in cooperation with MATBUS to develop a project solicitation and prioritization process.

### Transit Capital (ATP Managed STBGP)

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

### Other Federal Funding

Metro COG will cooperatively work with MnDOT District Staff and the ATP to develop a candidate project list for which Federal and State aid would be sought under programs such as Highway Safety Improvement Program (HSIP), National Highway Performance Program (NHPP), STBGP Statewide, etc. These are programs for which MnDOT has project selection authority; however through the required metropolitan planning process outlined

by 23 CFR 450 Subpart C, the State and the MPO should be engaged in a process that is cooperatively developing project priorities and eventual project selection. The intent would be to provide Metro COG an opportunity to comment on emerging project priorities of MnDOT. The programming process as describe above is summarized in Table 7-2 below.

**Table 7-2: Project Solicitation and Programming Matrix for Minnesota**

Funding Source	Project Solicitation (Lead Agency)	Application	Evalutaion & Prioritization	Project Selection
City/County Road (ATP Managed STBGP)	Metro COG	Metro COG	Metro COG/ ATP	ATP
Transportation Alternatives Program (TA)	Metro COG	MnDOT	Metro COG	ATP
Transit Capital (ATP Managed STBGP)	Metro COG	N/A	N/A	ATP
MN Safe Routes to School	MnDOT	X	X	MnDOT
FTA Section 5307	Metro COG	No application required	No application required	Transit Operator
FTA Section 5310	Metro COG	MnDOT	Metro COG	MnDOT
FTA Section 5339	Metro COG	X	X	Transit Operator
Other (NHPP, HSIP, etc.)	MnDOT	MnDOT	MnDOT	*

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

Source: Metro COG

## Section 8 | Performance Measures

## Section 8 | Performance Measures

### Introduction

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

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

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

### FM Region PM

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

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

Additionally, Metro COG operates in a bi-state region, which requires the agency to coordinate with MnDOT for the Minnesota portion of the MPA and NDDOT for the North Dakota portion of the MPA. Each state has its own set of views, targets, and expectations regarding the performance targets. As such, the United States' Code of Federal Regulations (CFR) requires Metro COG to establish targets by either:

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

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

## Latest Action

In February 2019, Metro COG set PM1 – Safety targets for the second time. For the second year in a row, Metro COG reviewed crash data and VMT and decided to support each respective state DOT targets in the applicable portions of the MPA.

**Table 8-1: 2019 Adopted PM1 - Safety Performance Targets**

Target	MnDOT Targets	NDDOT Targets
Number of Fatalities	372.2	127.3
Rate of Fatalities (per 100M VMT)	0.622	1.271
Number of Serious Injuries	1,711	486.2
Rate of Serious Injuries	2.854	4.848
Number of Non-motorized Fatalities & Non-motorized Serious Injuries	267.5	34.6

Source: Metro COG

In October 2018, Metro COG set PM2 – Road & Bridge Condition and PM3 – System Reliability measures. Both these targets are effective for a four-year term. Metro COG reviewed pavement condition data and decided to support each respective state DOT's targets in the applicable portions of the MPA for the next four years.

After significant review of datasets, Metro COG decided to set PM3 targets for the entire MPA that aligned with

**Table 8-2: 2018 Adopted PM2 - Pavement Condition Performance Targets**

Target	MnDOT Targets	NDDOT Targets
Percentage of NHS Bridges in Good Condition	50%	60%
Percentage of NHS Bridges in Poor Condition	4%	4%
Percentage of Interstate Pavement in Good Condition	55%	75.6%
Percentage of Interstate Pavement in Poor Condition	2%	3%
Percentage of Non-Interstate NHS Pavement in Good Condition	50%	58.3%
Percentage of Non-Interstate NHS Pavement in Poor Condition	4%	3%

Source: Metro COG

MnDOT's PM3 statewide targets. The purpose was to create a consistent system reliability across the MPA. Hence in the table below, Metro COG has its own category to represent the adopted measures. The NDDOT column represents the state adopted targets.

**Table 8-3: 2018 Adopted PM3 - System Reliability Performance Targets**

Target	Metro COG Adopted Targets	MnDOT Targets	NDDOT Targets
Percentage of Person Miles Traveled on the Interstate that are reliable	80%	80%	85%
Percentage of Person Miles Traveled on the Non-Interstate NHS that are reliable	75%	75%	85%
Truck Travel Time Reliability Index	1.5	1.5	3.0

Source: Metro COG

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

Metro COG is currently updating its Metropolitan Transportation Plan (MTP) and incorporating the Transportation Performance Measurement philosophy into the document. The MTP designates the region's transportation priorities for the upcoming five-year period. Thereafter, the MTP will carry forward performance based planning and programming that will support Metro COG's performance targets through project selection and prioritization processes.

## Anticipated Effect

### PM1 - Safety

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

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

Each of these individual targets is based upon a five-year rolling average. Thus, 2018 targets were based on the total for 2013, 2014, 2015, 2016, and 2017 then divided by five (5). Subsequently, 2019 targets were based on the total of 2014, 2015, 2016, 2017, and 2018 then divided by five (5). Hence with each year, the average can change based on new data.

**Table 8-4: 2019 FM Region PM1 - Safety Numbers (2014-2018 rolling average)**

Target	Minnesota Portion of MPA*	MnDOT Targets	North Dakota Portion of MPA*	NDDOT Targets
Number of Fatalities	1.8	372.2	5.8	127.3
Rate of Fatalities (per 100M VMT)	0.169	0.622	0.251	1.271
Number of Serious Injuries	9.2	1,711	40.4	486.2
Rate of Serious Injuries	0.870	2.854	1.774	4.845
Number of Non-motorized Fatalities & Non-motorized Serious Injuries	0.400	267.5	5.00	34.6

Source: Metro COG

\*Numbers are calculated using a 5 year rolling average with crash date from 2014, 2015, 2016, 2017, and 2018.

The Fargo-Moorhead region is currently meeting and/or exceeding the safety performance targets in both the North Dakota and Minnesota sides of the Metropolitan Planning Area. For this reason, Metro COG has chosen, in 2018 and 2019, to support and adopt the PM1-Safety performance targets set by MnDOT and NDDOT for the respective portions of the MPA. The adopted 2019 PM1 – Safety performance targets can be found in Tables above.

Metro COG participates in safety planning on the state and county level, mainly through highway safety plans. Safety improvements are also taken into consideration as part of all plans and studies that Metro COG performs. Metro COG also encourages safety as a high priority when prioritizing projects to be implemented at a local and



regional level.

As of 2018, Metro COG has started developing crash maps that identify where crashes are occurring by type and severity. This has been a helpful tool for local jurisdictions when determining where to prioritize projects.

In regards to the 2020-2023 TIP, over \$5 million of Highway Safety Improvement Program (HSIP) funds are programmed towards median barrier improvements along Interstate 94. This is to reduce the severity of crashes, thus working towards the Metro COG’s PM1-Safety targets or reducing the number of fatalities, rate of fatalities, number of serious injuries, and rate of serious injuries. Additionally, HSIP funds have been programmed for improving pavement marking and rumble strips along CSAH 10 in Clay County. A final project that is receiving HSIP funds is at the intersection of 38th Street S and Interstate 29, where multiple ramps converge to merge onto Interstate 29 southbound. This intersection has a history of crashes and near misses. The improvements from this project hope to reduce the number of crashes and near misses. Not only with federal projects, but locally funded projects funded solely by local jurisdictions are making safety improvements to the transportation system as well.

PM2 - Pavement Condition

The Pavement Condition Performance Measure (PM2) incorporates 6 key targets:

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

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

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

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

The Fargo-Moorhead region is currently meeting and/or exceeding the bridge condition performance targets in the Minnesota side of the Metropolitan Planning Area, but not on the North Dakota side of the MPA. Despite not meeting the Bridges in Good Condition target for North Dakota, Metro COG chose, in October 2018, to support and adopt the PM2-Pavement Condition performance targets set by MnDOT and NDDOT for the respective portions of the MPA. There were two major viewpoints behind this decision. One viewpoint was that there are no bridges across the MPA in poor condition, so the jurisdictions just have to improve the bridges that are in Fair condition over the next four years. The second major viewpoint was that bridge maintenance and repairs are outside the purview of Metro COG, thus Metro COG should support each state’s targets through programming and planning.

Some of the programming is identified in this 2020-2023 TIP through projects for bridge maintenance, bridge deck repair, painting, and bridge reconstruction. The majority of bridges slated for these repairs in 2020 and 2021 are currently rated as fair condition. Those that are slated for 2023 repairs are currently rated as good condition. With these projects completed over the next three years, the bridge condition percentages within MPA are expected to increase and meet each states' targets.

In the Table below, the PM2-Bridge Condition targets for each state and the subsequent portions of each state within the MPA are identified.

**Table 8-5: 2018 FM Region PM2 - Pavement Condition Numbers**

Bridge Condition Targets	Minnesota Portion of MPA*	MnDOT Targets	North Dakota Portion of MPA*	NDDOT Targets
Percentage of NHS Bridges in Good Condition	52%	50%	47%	60%
Percentage of NHS Bridges in Poor Condition	0%	4%	0%	4%

Source: Metro COG

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

Excellent	86-100
Good	71-85
Fair	56-70
Poor	0-55

**Table 8-6: 2018 FM Region PM2 - Pavement Condition Numbers**

Pavement Condition Targets	Minnesota Portion of MPA*	MnDOT Targets	North Dakota Portion of MPA*	NDDOT Targets
Percentage of Interstate Pavement in Good Condition	100%	55%	95.7%	75.6%
Percentage of Interstate Pavement in Poor Condition	0%	2%	0%	3%
Percentage of Non-Interstate NHS Pavement in Good Condition	90%	50%	88.6%	58.3%
Percentage of Non-Interstate NHS Pavement in Poor Condition	3.4%	4%	2.3%	3%

Source: Metro COG

The Fargo-Moorhead region is currently meeting and/or exceeding the pavement condition performance targets on both the Minnesota and North Dakota sides of the MPA. Based on this information, in October 2018, Metro COG chose to support and adopt the PM2- Pavement Condition performance targets set by MnDOT and NDDOT for the

respective portions of the MPA.

Due to the high percentage of Good or better condition rating for the pavement within the MPA, there are very few pavement repair, replacement, and maintenance projects programmed in the 2020-2023 TIP. The few projects that are programmed are programmed towards the end of the TIP cycle when some of the Good condition roadways may start to be falling into the Fair condition category. By proactively planning, the states and Metro COG are able to maintain a higher percentage of Good or Excellent pavement conditions on the roadways in the MPA.

### PM3 - System Reliability

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

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

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

For the travel time reliability targets, FHWA requires the use of 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 (LOTTR) can be calculated for four (4) analysis periods using the following ratio:

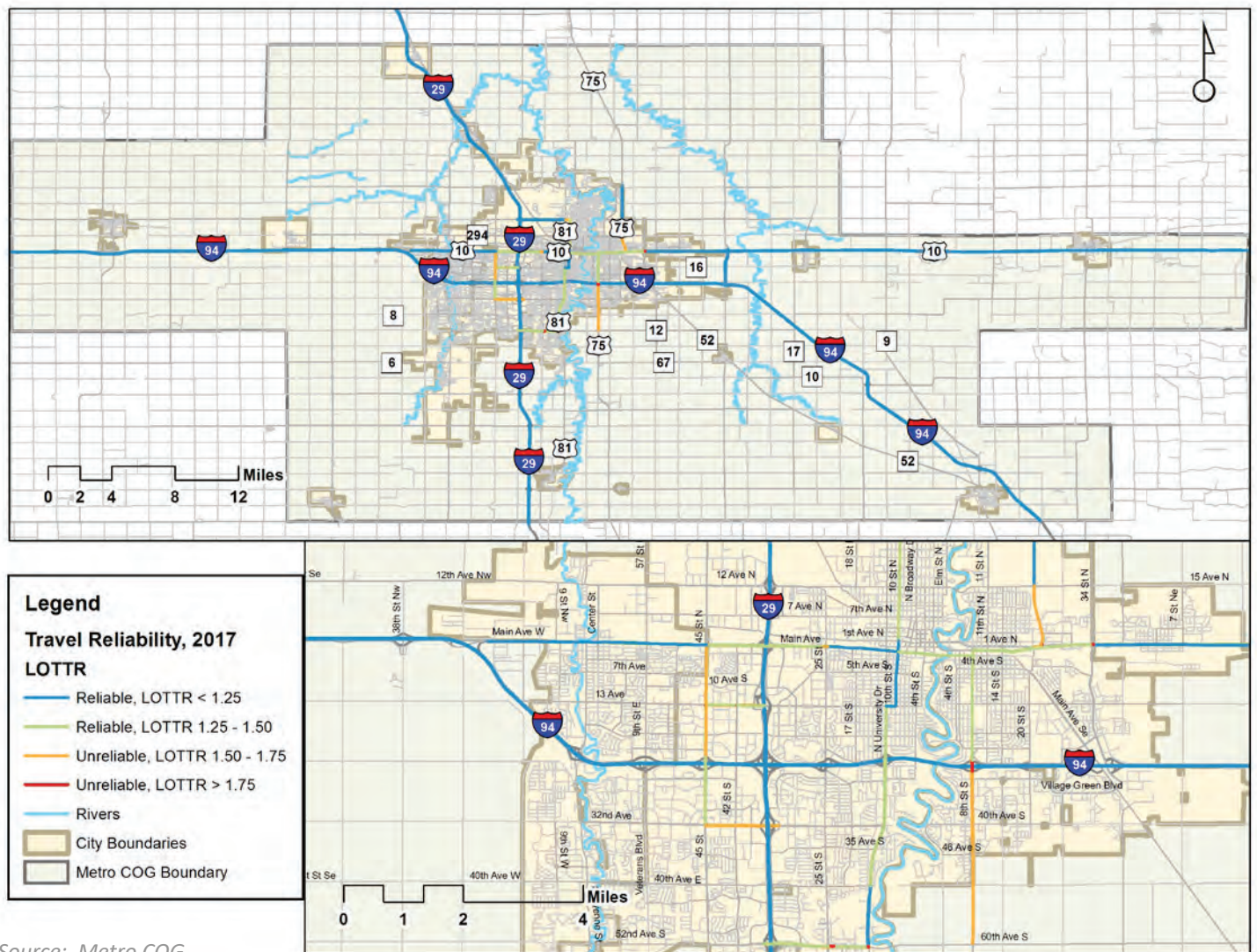
$$\frac{\text{Longer travel times (80th percentile of travel times)}}{\text{Normal travel times (50th percentile of travel times)}}$$

The analysis periods are:

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

Reliable segments of roadway are considered to have a ratio of 1.50 or less, whereas segments of roadway with a

Figure 8-1: 2018 FM Region PM3 - Travel Time Reliability Map



Source: Metro COG

\*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.

ratio above 1.50 are considered unreliable.

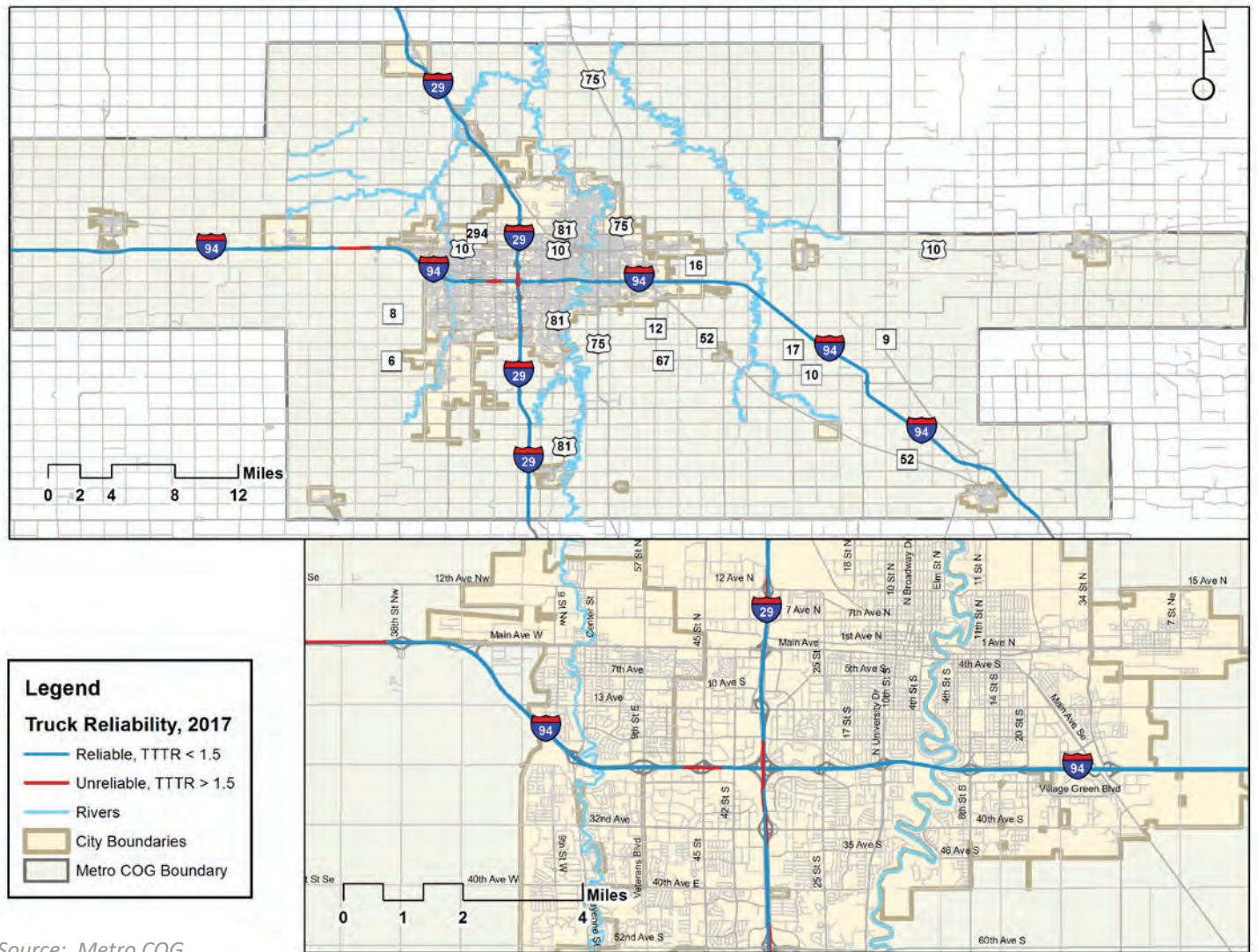
Above is the Travel Time Reliability by roadway segment for the entire NHS system in the Metropolitan Planning Area. For each segment the worst Level of Travel Time Reliability (LOTTR) of the four (4) analysis periods is shown. It is important to note that when the reliability index is a higher number, the less reliable the roadway segment is.

For the freight reliability targets, FHWA also requires the use of NPMRDS data to calculate the truck travel time reliability index for each roadway segment. NPMRDS uses passive travel data (probe data) to anonymously track how people travel and at what speed the vehicle travels. The NPMRDS provides truck travel times on the Interstate system in 15-minute increments.

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



Figure 8-2: 2018 FM Region PM3 - Truck Travel Time Reliability Map



Source: Metro COG

\*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.

Figure 8-2 is the Truck Travel Time Reliability (TTTR) map discerning which roadway segments have a reliability index of 1.5 or less across the entire Interstate system in the MPA. It's important to note that the lower the Reliability Index, the more reliable a roadway segment is.

Table 8-7: 2018 Adopted PM3 - System Reliability Performance Targets

Target	Metro COG Adopted Targets	Minnesota Portion of MPA*	MnDOT Targets	North Dakota Portion of MPA*	NDDOT Targets
Percentage of Person Miles Traveled on the Interstate that are reliable	80%	100%	80%	100%	85%
Percentage of Person Miles Traveled on the Non-Interstate NHS that are reliable	75%	94%	75%	85%	85%
Truck Travel Time Reliability Index	1.5	1.10	1.5	1.16	3.0

Source: Metro COG

\*Numbers are based on 2017 data.

From these maps and the supporting data from NPMRDS, Metro COG was able to identify that the MPA is meeting and/or exceeding the targets set by each state. Metro COG did decide to adopt consistent targets across the MPA on the basis that the roadway system should be consistently reliable across the entire MPA. Metro COG followed the Minnesota adopted targets because it felt that as an urban area, the reliability of the system could be lower for Non-Interstate NHS travel and Interstate travel could be slightly more reliable.

## Transit Asset Management (TAM)

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

MATBUS (Fargo and Moorhead Transit agencies) programs a significant number of the projects in the 2020-2023 TIP. These transit projects consist mainly of operating funds for fixed-route and paratransit services. Although, there are a few vehicle replacement projects. Through the most recent Transit Development Plan, if all projects come to fruition, MATBUS will have caught up on bus replacement. In order to maintain their bus replacements, Metro COG has agreed to solicit a bus replacement project using STBGP flexible funds every other year. This started in 2017. This expenditure will involve one million dollars of Federal highway funds with MATBUS providing the \$250,000 local match. MATBUS should be caught up on their fixed-route bus replacement by 2021. Metro COG conveyed the need for this prioritization to NDDOT to use when choosing projects.

In the past, NDDOT has not viewed a transit flex project as being this region's highest priority and the use of STBGP funds for transit did not rise to the top of the priority list when selecting projects for funding. However, based on Metro COG's request, the prioritization has allowed for the use of the funds for buses starting in 2017, which has significantly helped meet the needs of MATBUS.

## MPO Investment Priorities

Metro COG currently uses very little STBGP funding for the maintenance of the transportation system. In this region, the jurisdictions use either sales tax monies or special assessment monies to fund repaving projects. Exceptions to this include larger reconstruction projects on state or primary arterial roadways.

Due to the Fargo-Moorhead Region's high growth rate over the last three decades, most of Metro COG's priorities in the MPA have been and continue to be expanding the transportation network into new growth areas. The focuses of Metro COG's corridor studies have been, and continue to be, on increasing safety, multimodal accessibility, quality of infrastructure, and system reliability of the network. This has become increasingly important as demands on the transportation system have increased with population growth and add strain to the system.

Metro COG's updated MTP will analyze where funds are being allocated on the transportation system. The plan will focus on a holistic vision of funding that includes local, state, and federal funding. Metro COG and its local partners acknowledge that in order to achieve the region's goals, there must be project prioritizations based on value and available funding. By integrating performance measure data with funding source matrices, Metro COG is better able to prioritize projects and investment areas throughout the region.

## Conclusion

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

As Metro COG moves forward performance measure targets, data collection efforts, and strategies will be continuously integrated into future plans and studies. Maintaining a reliable and safe transportation system is of



the highest priority to the agency, which continues to focus on creating a multimodal transportation system that meets regional goals.

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

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## Section 9 | Environmental Considerations

## Section 9 | Environmental Considerations

### Environmental Consultation

As a part of the Environmental Consultation and Mitigation process required by the FAST Act, Metro COG staff annually meets with the Environmental Review Group (ERG). The ERG consists of local, state, and Federal agencies responsible for environmental protection and stewardship. ERG consultation occurred as part of the direction notification sent to all interested persons regarding the Final MN TIP and the ND Candidate Project TIP.

### Environmental Justice/Title VI

Presidential Executive Order 12898 states: “Each Federal agency shall make achieving Environmental Justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.” The Federal Highway Administration has identified three fundamental environmental justice (EJ) principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations;
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process;
- To prevent denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

The map on the following page shows projects that are part of the 2018-2021 TIP which will take place in areas with significant low-income or minority populations. A project was defined as having the potential to have an adverse effect on the environmental justice of an area if any portion of a project intersected with the defined boundaries of either a low-income population or a minority population area. The environmental justice areas were defined in Metro COG’s November 2011 technical memorandum titled *Environmental Justice Database Update: Definitions and Methodology*.

Environmental Justice is defined as the fair treatment and meaningful involvement of all people regardless of race, color, sex, national origin, or income with respect to the development, implementation and enforcement of laws, regulations and policies. The US DOT requires that Metro COG make Environmental Justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of our programs, policies, and activities on minority and low income populations. Three core EJ principles defined by the USDOT spell out EJ goals for transportation planning and projects at all levels, including MPOs. Metro COG and project sponsors work together to assure that the annual TIP process and projects included within the TIP address these core principles.

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

The three fundamental EJ principles include:

- Avoiding, minimizing or mitigating disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low income populations;
- Ensuring the full and fair participation by all potentially affected communities in the transportation decision-making process;
- Preventing the denial of, reduction of or significant delay in the receipt of benefits by minority and low-income populations.

## Air Quality

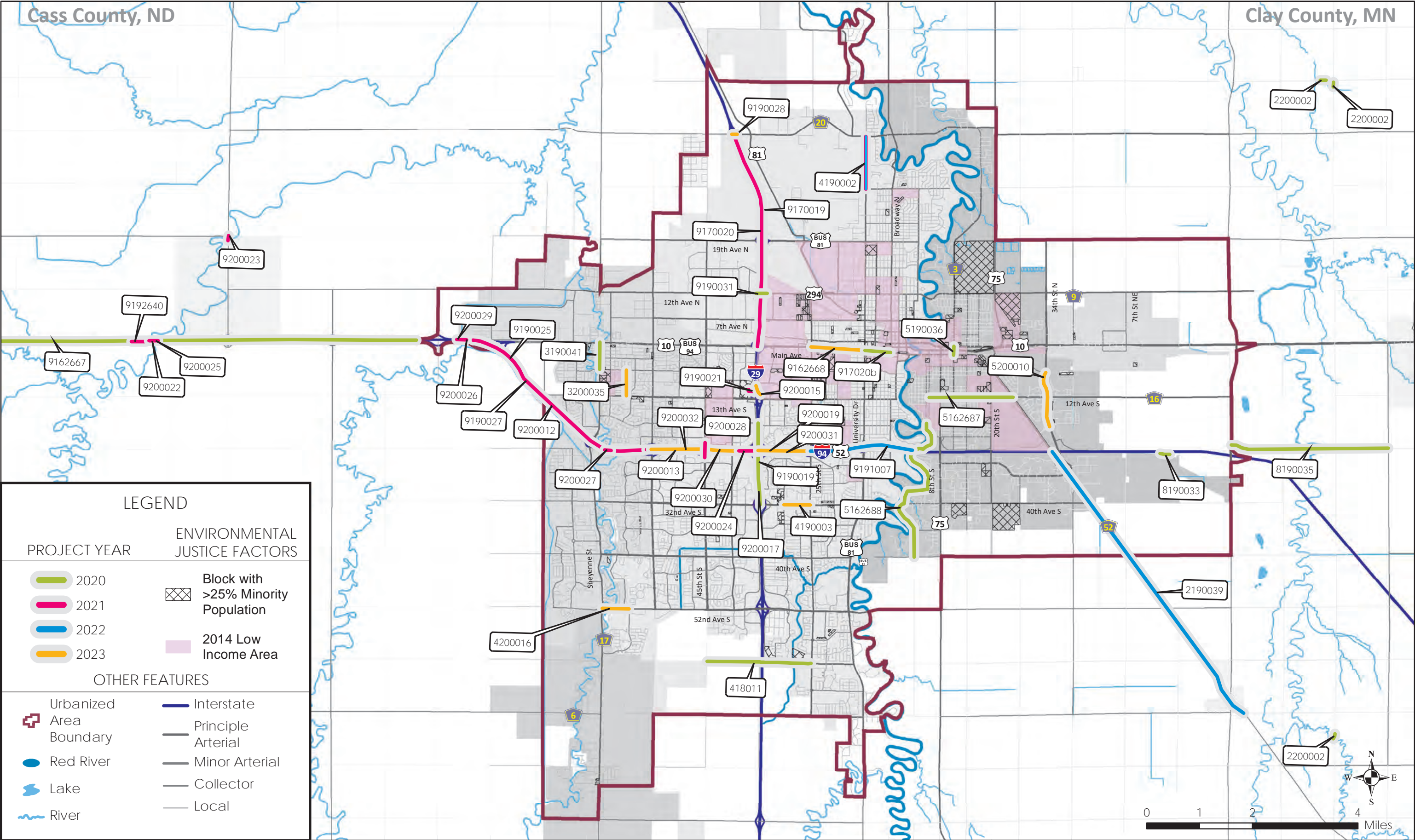
Transportation conformity is a way to ensure that Federal funding and approval goes to those transportation activities that are consistent with air quality goals. Conformity applies to transportation plans, TIPs and projects funded or approved by the FHWA or the FTA in areas that do not meet or previously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

National Ambient Air Quality Standards (NAAQS) are set by the EPA for six pollutants. Air quality is measured across the country to determine whether or not the NAAQS have been exceeded. The Metro COG region is currently in attainment for all EPA standards. Areas with concentrations of criteria pollutants that are below the levels established by the NAAQS are considered to be in attainment for air quality. A nonattainment area is an area considered to have air quality worse than the NAAQS as defined in the Clean Air Act as amended.

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

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







## Section 10 | Public Involvement

## Section 10 | Public Involvement

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

### Public Participation Plan requirements

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

### Public Process to Support TIP Development

#### Early Input to Support TIP Development and Final Approval

Metro COG developed the 2020-2023 TIP in coordination with its 2015 Public Participation Plan (PPP). Pursuant to 23 CFR 450.316 Metro COG's PPP was developed to ensure that members of the public and other interested/affected stakeholders are given an opportunity to comment on and participate in the development of various aspects/products of the Metropolitan Planning Program.

Typically, Metro COG notifies its full list of interested persons/stakeholders (approximately 900 individuals and agencies) regarding the early development of the TIP as part of the distribution of Metro Connection (Metro COG's quarterly newsletter). Metro COG specifically notifies these persons regarding the solicitation and prioritization procedures to be used in the development of the TIP.

In July of 2019 Metro COG directly notified its list of interested persons/stakeholders regarding public input opportunities in support of the project identification and project selection phase of the 2020-2023 TIP. The notification included information on the intent and purpose of the TIP, outlined major milestones related to the development of the 2020-2023 TIP, and provided contact information regarding opportunities to comment on the TIP including the first public meeting. The first public meeting for the draft TIP was held in conjunction with Metro COG's July TTC meeting on July 11, 2019, at the Metro COG temporary office in the Fargo Civic Center Offices, Suite A, 207 4th Street N., Fargo, ND 58102. Metro COG also held a public open house in the community room of the Fargo Public Library, 102 3rd Street N., Fargo, ND 58102 on August 26, 2019 from 4:00 - 6:00 p.m. to garner feedback on the final draft TIP. Additionally, a public input meeting was convened by Metro COG on September 12, 2019, at the Metro COG temporary office in the Fargo Civic Center Offices, Suite A, 207 4th Street N., Fargo, ND 58102, to solicit comments on the Final Draft 2019-2022 TIP.

These public input meeting were advertised in the Forum of Fargo-Moorhead and a press release was sent out regarding the public input opportunity to all known local media outlets. Metro COG made all relevant material regarding the 2020-2023 TIP development process available on its website at <http://www.fmmetrocog.org>. Metro COG summarized the meetings and comments received for the Metro COG Policy Board for their consideration prior to final action on the 2020-2023 TIP.

# Section 11 | Amendments & Administrative Adjustments

## Section 11 | Amendments & Administrative Adjustments

Metro COG, at the request of its member jurisdictions, will accept proposed amendments and administrative adjustments to the TIP. Amendments and Administrative Adjustments are incorporated into the TIP at any time during the program year pursuant to those procedures which have been cooperatively developed through the metropolitan planning process. Amendments may be for the purpose of deleting projects, adding projects, advancing projects, revising the funding or funding source of projects or modifying the scope or termini of projects. Amendments will be referenced in an Appendix B and will also be posted on the Metro COG website.

No amendment or administrative adjustment will be accepted for projects that “may” receive future congressional funding (funds must be identified in an approved Transportation Act or Appropriations Bill). Proposed amendments will not be approved unless the TIP is fiscally constrained. Changes to fiscal constraint should be demonstrated prior to the amendment approval process. All modification/revision items must be presented to the Transportation Technical Committee (TTC) and Policy Board at a minimum. The Metro COG Policy Board has adopted procedures regarding how amendments and administrative adjustments are defined and administered by Metro COG for the purposes of maintaining the TIP for the FM Metropolitan Area. Determination shall be made in co-operation with the NDDOT, MnDOT, and FHWA (ND/MN) when there is a question about a project change being an amendment or modification/revision. The Metro COG Public Participation Plan (PPP) includes guidance for Metro COG on the required public notifications necessary in the event a modification, revision, or amendment is required for an approved TIP in the FM Metropolitan Area.

### Metro COG Amendment and Administrative Adjustment Requirements

#### Amendments are required when:

1. The change adds new individual FHWA funded projects;
2. The change adds new individual FTA funded projects;
3. The change adds a regionally significant project as defined on page 13 of this document;
4. The change impacts financial constraint, including total cost increases or decreases meeting the Formal TIP Amendment thresholds as shown in Table 10-1 for FTA, and Table 10-2 for FHWA;
5. 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;
6. 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;
7. The change in project limit/termini is greater than 0.3 miles in any direction;
8. The change impacts air quality conformity for projects in an MPO;

**Table 11-1: FTA Project Cost Increase Thresholds**

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

Source: MnDOT

**Table 11-2: FHWA Project Cost Increase Thresholds for TIP Amendment**

Cost of Project	Amendment needed if the increase/ decrease is more than
< \$1,000,000	No Formal TIP Amendment Required*
> \$1,000,000 to \$3,000,000	50%
> \$3,000,000 to \$10,000,000	35%
> \$10,000,000 to \$50,000,000	25%
> \$50,000,000 to \$100,000,000	15%
Over \$100,000,000	10%

Source: MnDOT

\*No Formal TIP Amendment is required when a TIP total project estimate cost is less than \$1,000,000 AND the proposed total estimate cost remains less than \$1,000,000.

### Administrative Adjustments are required when:

1. The increase or decrease in cost estimate meets FHWA Administrative TIP Modification thresholds. Justification is required to maintain fiscal constraint;
2. Identifying a new project from a federal set-aside in the same state fiscal year;
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 addition of a state funded project to the TIP, which is not regionally significant;
5. Converting a state funded project to a federally funded project with no changes to scope or cost. Justification is required to maintain fiscal constraint.
6. 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;
7. The change includes a technical correction;
8. Adding or removing Advance Construction (AC) - includes adding new AC, increase or decrease in existing AC amount, or taking an existing AC off of a project;
9. Removing a project currently programmed in the TIP;
10. Changing FTA funding sources such as changing from Section 5307 funds to Section 5339 funds or vice versa;
11. Changing federal funding from FTA funds to FHWA funds or vice versa. Fiscal constraint justification required;
12. Changing the TIP project number.

**Table 11-3: FHWA Project Cost Increase Thresholds for Administrative TIP Modification**

<b>Cost of Project</b>	<b>Modification needed if the increase/decrease is more than</b>
< \$1,000,000	No Formal Administrative TIP Modification Required*
> \$1,000,001 to \$10,000,000	20%
> \$10,000,001 to \$100,000,000	10%
Over \$100,000,000	***

Source: MnDOT

\*No Administrative TIP Modification is required when a TIP total project estimate cost is less than \$1,000,000 AND the proposed total estimate cost remains less than \$1,000,000

\*\*\*Processing an Administrative TIP Modification for high profile projects (greater than \$100,000,000), which change the impacts of financial constraint, requires prior collaborative discussion between respective DOT and FHWA.



## Outreach Methods

Metro COG utilized the local newspaper, The Forum of Fargo-Moorhead, to publish all TIP related public notices and engagement opportunities. Draft TIP materials and information about public meetings are also included on the Metro COG website throughout the TIP development process. In addition, Metro COG utilizes an email list-serve to disseminate information to interested citizens, local agencies/jurisdictions, and others. As an additional outreach method, this year, the Metro COG Facebook page was utilized to inform the public about upcoming engagement opportunities related to the 2020-2023 TIP.

**Table A-1: Public Notices and Associated Activity**

Notice	Activity	Publication Date	Comments Received
Comment Period & Public Meeting #1	Begin Comment Period - Release Draft TIP	July 1, 2019	0
Public Open House	Public Open House - Final Draft TIP	August 19, 2019	0
Public Meeting #2	Final Comment Opportunities - Final TIP	September 2, 2019	0

Source: Metro COG

## Public Notices, Hearings, and Meetings

The first public notice was published on July 1, 2019 to inform the public that Metro COG would be releasing the Draft 2020-2023 TIP, opening a public comment period, and holding a public meeting on July 11, 2019 at 10:00 a.m. in conjunction with the regularly scheduled July TTC meeting. No comments were recieved from the public at the public meeting.

The second public notice was published on August 19, 2019 to inform the public that Metro COG would be releasing the Final Draft 2020-2023 TIP and holding a public open house on August 26, 2019 from 4:00 to 6:00 p.m. at the downtown Fargo Public Library in the Community Room. One person from the public attended the open house and no comments were received. The open house was set up with a sign-in table, several maps for the specific project years, and detailed project packets. This allowed people to walk freely from map to map seeing when projects are being funded and being able to use the project packet to find more information about the specific projects shown on the map. There was also a table that included Final Draft 2020-2023 TIP document for people to review or

**Figure A-1: Open House Setup**



Source: Metro COG

write their comments on.

The third and final public notice was published on September 2, 2019 to inform the public that Metro COG would be taking final action on the Final Draft 2020-2023 TIP and holding a public meeting on September 12, 2019 at 10:00 a.m. in conjunction with the regularly scheduled September TTC meeting. The notice also informed the public that Metro COG would be closing the public comment period at 12:00 p.m. (noon) on September 19, 2019 prior to formal action on the 2020-2023 TIP by the policy board.

Metro COG's public comment period for the development of the 2020-2023 TIP started on July 11, 2019 and ended on September 19, 2019. There were no comments received from the public.

**Table A-1: Electronic Outreach Methods**

Type	Activity	Date	People Reached
Facebook	Begin Comment Period - Release Draft TIP	July 8, 2019	290
Email-list	Begin Comment Period - Release Draft TIP	July 8, 2019	803
Facebook	Public Open House - Final Draft TIP	August 26, 2019	163
Email-list	Release of the Final Draft 2020-2023 TIP	September 2, 2019	800

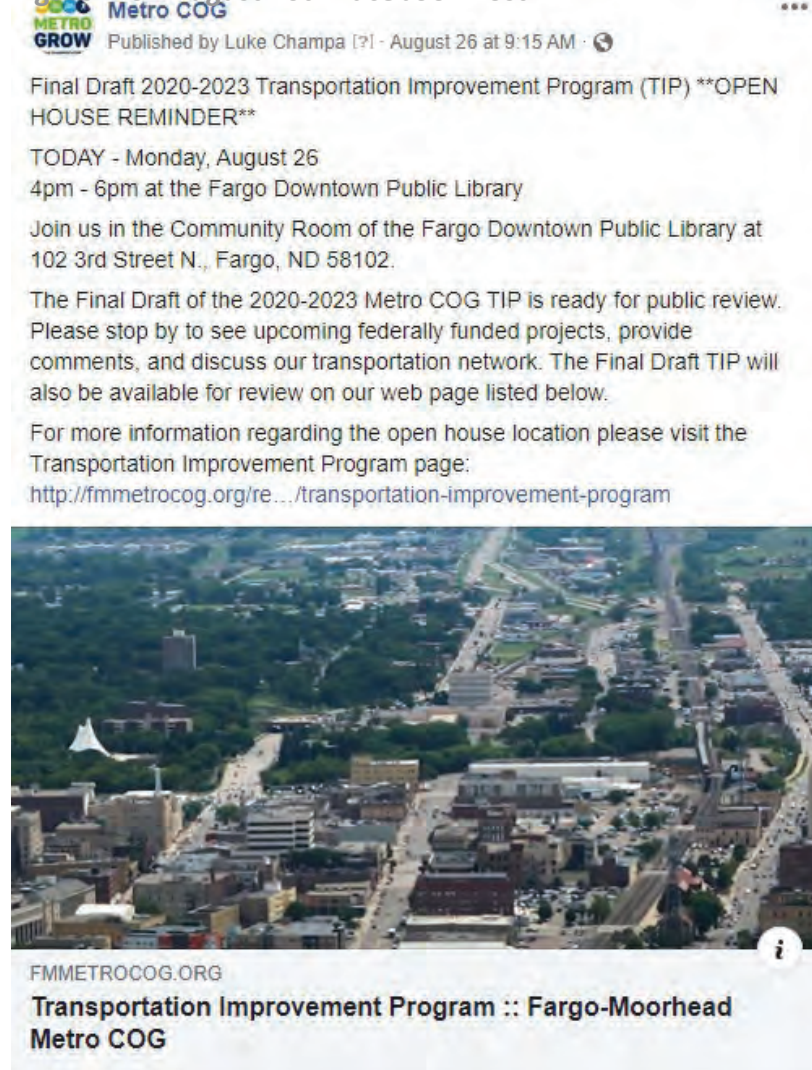
Source: Metro COG

**Figure A-2: July 8th Facebook Post**



Source: Metro COG

Figure A-3: August 26th Facebook Post



Source: Metro COG

Figure A-4: July 8th Email

**Luke Champa**

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**From:** FM Metro COG <metrocog@fmmetrocog.org>  
**Sent:** Monday, July 8, 2019 12:28 PM  
**To:** Luke Champa  
**Subject:** Draft 2020-2023 TIP

[View this email in your browser](#)

The purpose of this e-mail group is to receive updates regarding upcoming public input meetings, newsletters, and other events that allow public involvement.



## Draft Metro COG 2020-2023 TIP

Metro COG is opening a public comment period for the update of the 2020-2023 Transportation Improvement Program (TIP) at our regularly scheduled Transportation Technical Committee (TTC) meeting **July 11, 2019 at 10:00 a.m.** The TTC will review the draft TIP, open the public comment period, and hold a public hearing during the meeting. The public hearing will be located at Metro COG's temporary office location in the **Fargo Civic Center Offices, Suite A - River Room, 207 4th Street N. in Fargo, North Dakota.**

For more information about the TIP please click the link below.

[More Information about the TIP](#)

Copyright © 2019 FM Metro COG, All rights reserved.

You're receiving this email because you signed up to receive updates from Metro COG. If you'd like to be removed from our mailing list please click Unsubscribe.

Source: Metro COG



Figure A-5: July 8th Email Report

9/12/2019

Draft Metro COG 2020-2023 Transportation Improvement Program (TIP) | Mailchimp

Draft Metro COG 2020-2023 Transportation Improvement Program (TIP)

Sent 7/8/19 12:27PM

## Overview

### 803 Recipients

List: Master List

Delivered: Mon, Jul 08, 2019 12:27 pm

Subject: Draft 2020-2023 TIP

0 Orders	\$0.00 Average order revenue	\$0.00 Total revenue
-------------	---------------------------------	-------------------------

Open rate	40.2%	Click rate	9.0%
-----------	-------	------------	------

List average	30.3%	List average	10.9%
Industry average (Government)	22.3%	Industry average (Government)	2.9%

318 Opened	71 Clicked	11 Bounced	3 Unsubscribed
---------------	---------------	---------------	-------------------

Successful deliveries	792 98.6%	Clicks per unique opens	22.3%
Total opens	576	Total clicks	9,800.0
Last opened	9/12/19 2:48PM	Last clicked	7/28/19 11:09PM
Forwarded	0	Abuse reports	0

Source: Metro COG

Figure A-6: July 8th Email

**Luke Champa**

---

**From:** FM Metro COG <metrococg@fmmetrococg.org>  
**Sent:** Monday, August 26, 2019 3:23 PM  
**To:** Luke Champa  
**Subject:** Final Draft 2020-2023 Metro COG Transportation Improvement Program

[View this email in your browser](#)

The purpose of this e-mail group is to receive updates regarding upcoming public input meetings, newsletters, and other events that allow public involvement.



## Final Draft Metro COG 2020-2023 Transportation Improvement Program (TIP)

The Final Draft TIP is here for your review. Please visit our web page for more information: <http://fmmetrococg.org/resources/transportation-improvement-program>

Below is the link to the final Draft TIP

**Final Draft Metro COG 2020-2023 TIP**

Copyright © 2019 FM Metro COG, All rights reserved.  
You're receiving this email because you signed up to receive updates from Metro COG. If you'd like to be removed from our mailing list please click Unsubscribe.

**Our mailing address is:**

Source: Metro COG



Figure A-7: July 8th Email Report

9/12/2019

Final Draft 2020-2023 Metro COG Transportation Improvement Program (TIP) | Mailchimp

Final Draft 2020-2023 Metro COG Transportation Improvement Program (TIP) Sent 8/26/19 3:22PM

## Overview

### 800 Recipients

**List:** Master List

**Delivered:** Mon, Aug 26, 2019 3:22 pm

**Subject:** Final Draft 2020-2023 Metro COG  
Transportation Improvement Program

0 Orders	\$0.00 <u>Average order revenue</u>	\$0.00 <u>Total revenue</u>
-------------	--	--------------------------------

Open rate	37.2%	Click rate	11.7%
<div><div></div></div>		<div><div></div></div>	

List average	30.3%	List average	10.9%
Industry average (Government)	22.3%	Industry average (Government)	2.9%

295 Opened	93 Clicked	7 Bounced	2 Unsubscribed
---------------	---------------	--------------	-------------------

Successful deliveries	793	99.1%	Clicks per unique opens	31.5%
Total opens	624		Total clicks	43,000.0
Last opened	9/11/19 2:05PM		Last clicked	9/11/19 3:33PM
Forwarded	0		Abuse reports	0

Source: Metro COG

Figure A-8: July 1, 2019 Public Notice Affidavit

ND Affidavit No. 2769229

## AFFIDAVIT OF PUBLICATION

STATE OF NORTH DAKOTA


ss.


COUNTY OF CASS

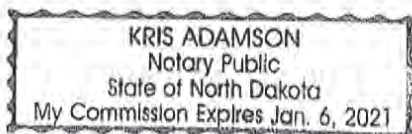
Chelsea Adams, *The Forum*, being duly sworn,  
states as follows:

1. I am the designated agent of *The Forum*, under the provisions and for the purposes of, Section 31-04-06, NDCC, for the newspapers listed on the attached exhibits.
2. The newspapers listed on the exhibits published the advertisement of: **Legal Notice; (1) time: July 1, 2019**, as required by law or ordinance.
3. All of the listed newspapers are legal newspapers in the State of North Dakota and, under the provisions of Section 46-05-01, NDCC, are qualified to publish any public notice or any matter required by law or ordinance to be printed or published in a newspaper in North Dakota.

Dated this 8th day of July, 2019.

  
Legals Clerk

  
Notary Public



### Public Hearing Notice: Metro COG 2020-2023 Transportation Improvement Program (TIP)

Notice is hereby given that the Fargo-Moorhead Metropolitan Council of Governments (Metro COG) is opening a public comment period for the update of the 2020-2023 Transportation Improvement Program (TIP). A number of public input meetings will be held during the public comment period. The first public input meeting will occur at the Transportation Technical Committee (TTC) meeting on July 11, 2019 at 10:00 a.m., located at Metro COG's temporary office location in the Fargo Civic Center Offices, Suite A - River Room, 207 4th Street N. in Fargo, North Dakota. A draft version of the TIP will be presented at the Metro COG TTC meeting, during which Metro COG will accept public comments on the Draft TIP. Two additional public meetings will be held during the public comment period. The dates, times, and locations of those meetings will be placed in a legal notice in the *Forum*, sent out via Metro COG's Public Participation Plan distribution lists, and listed digitally on Metro COG's website.

The purpose of these meetings is to provide the public an opportunity to participate in the development of the Final Metro COG 2020-2023 TIP for the Fargo-Moorhead Metropolitan Area (FM Area). The TIP coordinates and schedules transportation projects (i.e., highway, street, bikeway, pedestrian, transit, safety, enhancements, and other transportation-related improvements) in the FM Area over the next four years, thereby making these projects eligible for federal assistance.

Copies of the Draft Metro COG 2020-2023 TIP can be reviewed at Metro COG's temporary office location starting July 11, 2019, and will be presented at all public meetings regarding the Draft TIP as referenced above. A digital copy of the Draft Metro COG 2020-2023 TIP will also be posted online at [www.fmmetro-cog.org](http://www.fmmetro-cog.org).

The public is invited to attend this public meeting on July 11, 2019 at 10:00 a.m., and all subsequent public meetings, or to submit written comments to Metro COG during the comment period or by making comments in person at the Fargo Civic Center Offices, Suite A - River Room, 207 4th Street N. in Fargo, ND 58102 (email: [champa@fmmetrocog.org](mailto:champa@fmmetrocog.org)). Contact Luke Champa, Assistant Transportation Planner, at 701.532.5107 if additional information is required.

Metro COG is committed to ensuring all individuals regardless of race, color, sex, age, national origin, disability/handicap, sexual orientation, or income status have access to Metro COG's programs and services. Meeting facilities will be accessible to mobility impaired individuals. Metro COG will make a good faith effort to accommodate requests for translation services for meeting proceedings and related materials. Please contact Luke Champa, Assistant Transportation Planner at 701.532.5107 or [champa@fmmetrocog.org](mailto:champa@fmmetrocog.org) at least five days in advance of the meeting if any special accommodations are required for any member of the public to be able to participate in the meeting.

(July 1, 2019)

2769229

Source: Metro COG

Figure A-9: August 19, 2019 Public Notice Affidavit

ND Affidavit No. 2783848

## AFFIDAVIT OF PUBLICATION

STATE OF NORTH DAKOTA

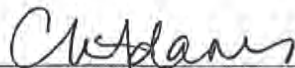
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COUNTY OF CASS

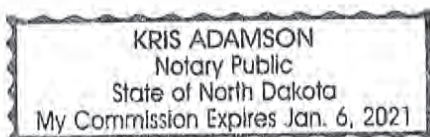
Chelsea Adams, *The Forum*, being duly sworn,  
states as follows:

1. I am the designated agent of The Forum, under the provisions and for the purposes of, Section 31-04-06, NDCC, for the newspaper listed on the attached exhibit.
2. The newspaper listed on the exhibit published the advertisement of: *Legal Notice; (1) time: August 19, 2019*, as required by law or ordinance.
3. All of the listed newspapers are legal newspapers in the State of North Dakota and, under the provisions of Section 46-05-01, NDCC, are qualified to publish any public notice or any matter required by law or ordinance to be printed or published in a newspaper in North Dakota.

Dated this 19th day of August, 2019,

  
Legals Clerk

  
Notary Public



### **Public Open House: Metro COG 2020-2023 Transportation Improvement Program (TIP)**

Notice is hereby given that the Fargo-Moorhead Metropolitan Council of Governments (Metro COG) is holding a public open house for the 2020-2023 Transportation Improvement Program (TIP). This public open house will debut the Final 2020-2023 TIP document which is inclusive of programmed Federal transportation projects for the four-year timeframe. The public open house will occur on **Monday August 26, 2019** from 4:00 p.m. to 6:00 p.m. in the Community Room of the **Fargo Downtown Public Library, 102 3rd Street N., Fargo, ND 58102.**

The purpose of the public open house is to provide the public an opportunity to participate in the development of the Final Metro COG 2020-2023 TIP for the Fargo-Moorhead Metropolitan Area (FM Area). The TIP coordinates and schedules transportation projects (i.e., highway, street, bikeway, pedestrian, transit, safety, enhancements, and other transportation-related improvements) in the FM Area over the next four years, thereby making these projects eligible for federal assistance. The Metro COG Draft 2020-2023 TIP is currently available for public comment.

Metro COG opened a public comment period on July 11, 2019. Copies of the Draft Metro COG 2020-2023 TIP can be reviewed at Metro COG's temporary office location: Fargo Civic Center Offices, Suite A, 207 4th Street N. in Fargo, North Dakota. A digital copy of the Draft Metro COG 2020-2023 TIP will also be posted online at [www.fmmetrocog.org](http://www.fmmetrocog.org). The final version of the TIP will be presented at the public open house for review and comment.

Metro COG will be presenting the Final Metro COG 2020-2023 TIP for recommendation and approval at its monthly Transportation Technical Committee (TTC) and Policy Board Meetings in September. The public is invited to attend these meetings. The final public meetings will occur on **Thursday, September 12, 2019**, where the TTC will discuss and recommend action upon the 2020-2023 TIP. The public is invited to attend this meeting or to submit written comments to Metro COG no later than **noon, September 19, 2019** at Case Plaza, Suite 232, 1 2nd Street N., Fargo, ND 58102 (email: [champa@fmmetrocog.org](mailto:champa@fmmetrocog.org)). Contact Luke Champa, Assistant Transportation Planner, at 701.532.5107 if additional information is required.

Metro COG is committed to ensuring all individuals regardless of race, color, sex, age, national origin, disability/handicap, sexual orientation, or income status have access to Metro COG's programs and services. Meeting facilities will be accessible to mobility impaired individuals. Metro COG will make a good faith effort to accommodate requests for translation services for meeting proceedings and related materials. Please contact Savannah Leach, Executive Assistant, at 701.532.5101 or [leach@fmmetrocog.org](mailto:leach@fmmetrocog.org) at least five days in advance of the meeting if any special accommodations are required for any member of the public to be able to participate in the meeting. (August 19, 2019) 2783848

Source: Metro COG



Figure A-10: September 2, 2019 Public Notice Affidavit

ND Affidavit No. 2788557

## AFFIDAVIT OF PUBLICATION

STATE OF NORTH DAKOTA


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COUNTY OF CASS

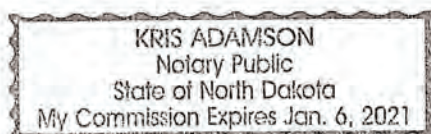
**Chelsea Adams**, *The Forum*, being duly sworn,  
states as follows:

1. I am the designated agent of The Forum, under the provisions and for the purposes of, Section 31-04-06, NDCC, for the newspaper listed on the attached exhibit.
2. The newspaper listed on the exhibit published the advertisement of: **Legal Notice; (1) time: September 2, 2019**, as required by law or ordinance.
3. All of the listed newspapers are legal newspapers in the State of North Dakota and, under the provisions of Section 46-05-01, NDCC, are qualified to publish any public notice or any matter required by law or ordinance to be printed or published in a newspaper in North Dakota.

Dated this 2nd day of September, 2019.

  
\_\_\_\_\_  
Legals Clerk

  
\_\_\_\_\_  
Notary Public



Source: Metro COG

### Public Meeting Notice: Metro COG 2020-2023 Transportation Improvement Program (TIP)

Notice is hereby given that the Fargo-Moorhead Metropolitan Council of Governments (Metro COG) is holding a final public meeting for the 2020-2023 Transportation Improvement Program (TIP). This public meeting will regard the final draft 2020-2023 TIP document which is inclusive of programmed Federal transportation projects for the four-year time-frame. The public meeting will occur on **Thursday, September 12, 2019 at 10:00 a.m.** at the regularly scheduled Transportation Technical Committee (TTC) meeting located in Metro COG's temporary offices in the **Fargo Civic Center Offices, Suite A – River Room, 207 4th Street N. in Fargo, North Dakota.**

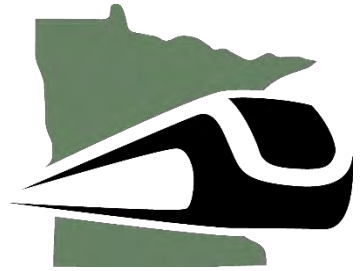
The purpose of the public meeting is to provide the public a final opportunity to view and provide comment on the Final Draft Metro COG 2020-2023 TIP for the Fargo-Moorhead Metropolitan Area (FM Area). The TIP coordinates and schedules transportation projects (i.e., highway, street, bikeway, pedestrian, transit, safety, enhancements and other transportation-related improvements) in the FM Area over the next four years, thereby making these projects eligible for federal assistance. The Final Draft Metro COG 2020-2023 TIP is currently available for public comment.

Metro COG opened a public comment period on July 11, 2019, and held a public open house on August 26, 2019. Copies of the Final Draft Metro COG 2020-2023 TIP can be reviewed at Metro COG's Office. A digital copy of the Final Draft Metro COG 2020-2023 TIP is posted online at <http://fmmetrocog.org>.

Metro COG will be presenting the Final Draft 2020-2023 for recommendation and approval at its monthly TTC and Policy Board meetings in September. The public is invited to attend these meetings. A public meeting will occur on **Thursday, September 12, 2019**, where the TTC will discuss and act upon the 2020-2023 TIP. The public is invited to attend this public meeting or to submit written comments to Metro COG's mailing address no later than **noon, September 19, 2019 at Case Plaza, Suite 232, One Second Street North, Fargo, ND 58102** (e-mail: [champa@fmmetrocog.org](mailto:champa@fmmetrocog.org)). Contact Luke Champa, Assistant Transportation Planner, at 701.532.5107 if additional information is required.

Metro COG is committed to ensuring all individuals regardless of race, color, sex, age, national origin, disability/handicap, sexual orientation, or income status have access to Metro COG's programs and services. Meeting facilities will be accessible to mobility impaired individuals. Metro COG will make a good faith effort to accommodate requests for translation services for meeting proceedings and related materials. Please contact Savanna Leach, Executive Secretary at 701.232.3242 or [leach@fmmetrocog.org](mailto:leach@fmmetrocog.org) at least five days in advance of the meeting if any special accommodations are required for any member of the public to be able to participate in the meeting. (September 2, 2019) 2788557

# ALL ABOARD MINNESOTA



*More passenger trains to more cities*

**Get on board - YOU ARE INVITED!**

All Aboard Minnesota, a citizen advocacy group for more passenger trains in Minnesota and beyond, is inviting you to learn about plans for **additional daytime passenger train service to and from Fargo/Moorhead**, connecting to the Twin Cities and Chicago. Imagine a convenient daytime trip to the Twin Cities and beyond without having to drive or fly. We will discuss all the advantages more passenger train service can offer.

## **Where?**

Hjemkomst Community Center  
Auditorium  
202 1st Ave N Moorhead, MN

## **Date and Time?**

Wednesday, October 30, 2019, 3:00pm – 4:00pm

## **Overview – Roundtable Forum for Business, Civic, and Community Leaders:**

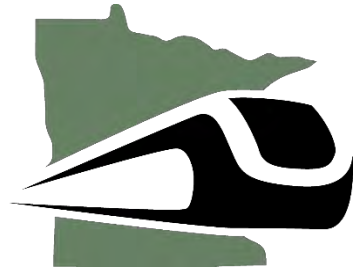
- The proposed plans for **a daytime train frequency** from the Fargo – Moorhead area to the Twin Cities and Chicago
- The overall economic, environmental, and mobility impact for the Fargo/Moorhead community
- How businesses, colleges, and citizens will benefit
- What you can do to make these proposed plans happen
- Ample time for Questions and Answers

For more information, call 612-781-2894, email: [allaboardminnesota@gmail.com](mailto:allaboardminnesota@gmail.com), or visit our site: [allaboardmn.org](http://allaboardmn.org).

### **About All Aboard Minnesota.**

All Aboard Minnesota is a 501 ( c ) ( 3 ) non-profit advocacy and education all volunteer organization focused on the expansion and development of more long distance rail passenger service as part of a balanced transportation system. We are dedicated to the development of fast, comfortable, frequent intercity passenger train services within and connecting Minnesota to the upper Midwest.

# ALL ABOARD MINNESOTA



*More passenger trains to more cities*

**Get on board - YOU ARE INVITED!**

All Aboard Minnesota, a citizen advocacy group for more passenger train service, is inviting you to learn about how an **additional daytime passenger train to and from Fargo/Moorhead**, connecting to the Twin Cities and Chicago, will benefit you and the community! Imagine a convenient daytime trip to the Twin Cities and beyond without having to drive or fly. We will discuss all the advantages more passenger train service can offer. Join us!

## **Where?**

Hjemkomst Community Center  
Auditorium  
202 1st Ave N Moorhead, MN

## **Date and Time?**

Wednesday, October 30, 2019, 6:30pm – 7:30pm

## **Overview - Learn About:**

- The proposed plans for **a daytime train frequency** from the Fargo – Moorhead area to the Twin Cities and Chicago
- The economic and mobility benefits for the Fargo/Moorhead community
- How you and your family can personally benefit
- What you can do to make these proposed plans happen
- Ample time for Questions and Answers

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