

# Final Draft 2022 -2025 Transportation Improvement Program

*For the Fargo-Moorhead Metropolitan Area*

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

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In association with:

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

Approved by the Metro COG Policy Board September **XX**, 2021 **(TO BE UPDATED)**



## 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 through local contributions from the governments of Fargo, West Fargo, Horace, and Cass County in North Dakota; and Moorhead, Dilworth, and Clay County in Minnesota. The United States government and the states of North Dakota and Minnesota assume no liability for the contents or use thereof.

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

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**A RESOLUTION ENDORSING THE FY 2022 - FY 2025  
TRANSPORTATION IMPROVEMENT PROGRAM  
FOR THE  
FARGO-MOORHEAD METROPOLITAN AREA**

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**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 2022 - 2025 Transportation Improvement Program, dated September 2021, 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 Fiscal Year 2022 - 2025 Transportation Improvement Program has been given due consideration by the Metro COG Policy Board; therefore, be it

**RESOLVED**, that Metro COG approves the Fiscal Year 2022 - 2025 Transportation Improvement Program, dated September 2021, 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 \_\_\_\_\_, 2021

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Julie Nash, Chair  
Metro COG Policy Board

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

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**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 Grow: 2045 Fargo-Moorhead Metropolitan Transportation Plan* in November of 2019, as well as detailed ancillary modal documents including the Metropolitan Bikeway & Pedestrian Plan (adopted February 2017), a Metropolitan Transit Development Plan (adopted July 2016); a Metropolitan Comprehensive ITS Plan (adopted June 2008); and

**WHEREAS**, *Metro Grow: 2045 Fargo-Moorhead Metropolitan Transportation Plan* 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 Grow: 2045 Fargo-Moorhead Metropolitan Transportation Plan* be considered valid and consistent with current transportation and land use issues.

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

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Julie Nash, Chair  
Metro COG Policy Board

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Cynthia Gray, Executive Director  
Metro COG

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Date

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Date



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**Glossary**

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

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

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

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

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

**Annual Listing of Obligated Projects (ALOP):** This section identifies projects which have been programmed and funding has been obligated. For example, projects are listed in the ALOP section if the project has been or will be bid or let prior the end of 2021 Federal Fiscal Year (September 30, 2021). The annual listing will represent 2021 projects as part of the 2022-2025 TIP.

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**Other Revenue Source:** In the project tables, this column indicates the amount of funding that will be provided for the project from the local jurisdiction(s). Generally the local funding for the Minnesota and North Dakota jurisdictions comes from state aid, sales taxes, assessments, general funds, or special funding sources.

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

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

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

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

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

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

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

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

**Public Participation Plan (PPP):** This is a required plan that defines Metro COG’s public participation approach to provide all interested parties with reasonable opportunities to be involved in the metropolitan planning process. The Metro COG PPP, adopted in 2016, identifies the public input process used for all types of projects including

adopting and maintaining the TIP.

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

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

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

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

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

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

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

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

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

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

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

## Acronyms

<b>AC</b>	Advance Construction
<b>ALOP</b>	Annual Listing of Obligated Projects
<b>ATIP</b>	Area Transportation Improvement Program (Minnesota)
<b>ATP</b>	Area Transportation Partnership (Minnesota)
<b>CFR</b>	Code of Federal Regulations
<b>CMAQ</b>	Congestion Mitigation and Air Quality
<b>CSAH</b>	County State Aid Highway (Minnesota)
<b>CR</b>	County Road (North Dakota)
<b>DOT</b>	Department of Transportation
<b>DTA</b>	Dynamic Traffic Assignment
<b>EJ</b>	Environmental Justice
<b>ELLE</b>	Early Let Late Encumbrance
<b>EPA</b>	Environmental Protection Agency
<b>ERG</b>	Environmental Review Group
<b>FAA</b>	Federal Aviation Association
<b>FAST Act</b>	Fixing America's Surface Transportation Act
<b>FHWA</b>	Federal Highway Administration
<b>FRA</b>	Federal Railroad Administration
<b>FTA</b>	Federal Transit Administration
<b>FFY</b>	Federal Fiscal Year
<b>IDIQ</b>	Indefinite Delivery Indefinite Quantity
<b>ITS</b>	Intelligent Transportation System
<b>LFP</b>	Locally Funded Project
<b>LOTTR</b>	Level of Travel Time Reliability
<b>MAP-21</b>	Moving Ahead for Progress in the 21st Century
<b>MATBUS</b>	Metro Area Transit of Fargo-Moorhead
<b>Metro COG</b>	Fargo-Moorhead Metropolitan Council of Governments
<b>MnDOT</b>	Minnesota Department of Transportation
<b>MPA</b>	Metropolitan Planning Area
<b>MPO</b>	Metropolitan Planning Organization
<b>MTP</b>	Metropolitan Transportation Plan
<b>NAAQS</b>	National Ambient Air Quality Standard
<b>NBI</b>	National Bridge Inventory
<b>NDDOT</b>	North Dakota Department of Transportation
<b>NEPA</b>	National Environmental Policy Act
<b>NHPP</b>	National Highway Performance Program
<b>NHS</b>	National Highway System
<b>NPMRDS</b>	National Performance Management Research Data Set
<b>O&amp;M</b>	Operations and Maintenance
<b>PCI</b>	Pavement Condition Index
<b>PL</b>	Public Law
<b>PM</b>	Performance Management
<b>PM1</b>	Performance Measure Rule 1 - Safety
<b>PM2</b>	Performance Measure Rule 2 - Pavement and Bridge Condition
<b>PM3</b>	Performance Measure Rule 3 - System Performance, Freight, and CMAQ
<b>PPP</b>	Public Participation Plan
<b>PTASP</b>	Public Transportation Agency Safety Plan
<b>RS</b>	Regionally Significant
<b>RTAP</b>	Rural Transit Assistance Program

<b>SAFETEA-LU</b>	Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users
<b>SFY</b>	State Fiscal Year
<b>SHSP</b>	State Strategic Highway Safety Plan
<b>SIP</b>	State Implementation Plan
<b>SMS</b>	Safety Management Systems
<b>SRTS</b>	Safe Routes to School
<b>STBGP</b>	Surface Transportation Block Grant Program
<b>STIP</b>	State Transportation Improvement Program
<b>STP</b>	Surface Transportation Program
<b>STRAHNET</b>	Strategic Highway Network
<b>TAM</b>	Transit Asset Management
<b>TAMP</b>	Transit Asset Management Plan
<b>TDM</b>	Travel Demand Model
<b>TDP</b>	Transit Development Plan
<b>TH</b>	Trunk Highway (Minnesota)
<b>TIP</b>	Transportation Improvement Program
<b>TMA</b>	Transportation Management Area
<b>TTC</b>	Transportation Technical Committee
<b>TTI</b>	Travel Time Index
<b>TTTR</b>	Truck Travel Time Reliability
<b>UGP</b>	Urban Grant Program (North Dakota)
<b>UPWP</b>	Unified Planning Work Program
<b>URP</b>	Urban Roads Program (North Dakota)
<b>USC</b>	United States Code
<b>USDOT</b>	United States Department of Transportation
<b>UZA</b>	Urbanized Area
<b>YOE</b>	Year of Expenditure

## Funding Sources

<b>ARP</b>	American Rescue Plan Act
<b>BR</b>	Bridge
<b>BRU</b>	Bridge - Urban
<b>BROS</b>	Bridge Replacement - County Off-System Project
<b>CARES Act</b>	Coronavirus Aid, Relief, and Economic Security Act
<b>CMAQ</b>	Congestion Management Air Quality
<b>CRRSAA</b>	Coronavirus Response and Relief Supplemental Appropriations Act
<b>DEMO</b>	Demonstration Project
<b>FTA 5307</b>	FTA Section 5307 - Urbanized Area Formula
<b>FTA 5310</b>	FTA Section 5310 - Enhanced Mobility for Seniors and Individuals with Disabilities
<b>FTA 5311</b>	FTA Section 5311 - Formula Grants for Other than Urbanized Areas
<b>FTA 5339</b>	FTA Section 5339 - Bus and Bus Related Facilities
<b>HBP</b>	Highway Bridge Program
<b>HPP</b>	High Priority Projects Designated by Congress
<b>HSIP</b>	Highway Safety Improvement Program
<b>NDSTREET</b>	ND Small Town Revitalization Endeavor For Enhancing Transportation
<b>NHFP</b>	National Highway Freight Program
<b>NHPP-</b>	National Highway Performance Program
<b>-HBP</b>	Highway Bridge Program
<b>-IM</b>	Interstate Maintenance

- ITS Intelligent Transportation Systems
- NHS National Highway System
- NHS-U National Highway System - State Urban Project
- Non NHS-S** Non-National Highway System - State Rural Project
- RRS** Highway/Railroad Grade Crossing Safety Program
- SRTS** Safe Routes to School
- STBGP** Surface Transportation Block Grant Program
- STBGP-R Surface Transportation Block Grant Program - Regional
- STBGP-U Surface Transportation Block Grant Program - Urban
- TA** Transportation Alternatives
- TCSP** Transportation & Community System Preservation Program
- UGP** Urban Grant Program (North Dakota)

## Local Jurisdiction Contact List

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

<b>North Dakota DOT</b>	<b>City of Dilworth</b>	<b>City of Moorhead</b>
Wayne Zacher, P.E.	Peyton Mastera	Tom Trowbridge, P.E.
MPO Coordinator/Transportation Engineer	Dilworth City Administrator	Moorhead City Engineer
phone: (701) 328-4828	phone: (218) 287-2313	phone: (218) 299-5394
email: wzacher@nd.gov	email: peyton.mastera@ci.dilworth.mn.us	email: tom.trowbridge@ci.moorhead.mn.us
<b>Minnesota DOT</b>	<b>Cass County</b>	<b>Clay County</b>
Anna Pierce	Jason Benson, P.E.	David Overbo, P.E.
MPO Planning Program Coordinator	Cass County Highway Engineer	County Engineer
phone: (651) 366-3793	phone: (701) 298-2372	phone: (218) 299-5099
email: anna.m.pierce@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@wcf.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 City Engineer	Transit Manager	Assistant Transportation 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>
Bobbi Retzlaff, AICP	William Wheeler	Kristen Sperry
Community Planner	Community Planner	Planning and Environment Program Manager
phone: (651) 291-6125	phone: (312) 353-3879	phone: (701) 221-9464
email: roberta.retzlaff@dot.gov	email: william.wheeler@dot.gov	email: kristen.sperry@dot.gov
	<b>Federal Transit Administration - Region 8</b>	
	Rena 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 Fargo-Moorhead Metropolitan Council of Governments, hereafter referred to as Metro COG, as part of the metropolitan area’s comprehensive, coordinated, and continuous transportation planning process (3-C process), develops the TIP annually. It is also developed in cooperation with the multiple Metro COG planning partners; the Minnesota Department of Transportation (MnDOT), the North Dakota Department of Transportation (NDDOT), Metro Area Transit (MATBUS) of Fargo-Moorhead, local municipal and county jurisdictions, and other organizations and agencies eligible for project sponsorship.

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

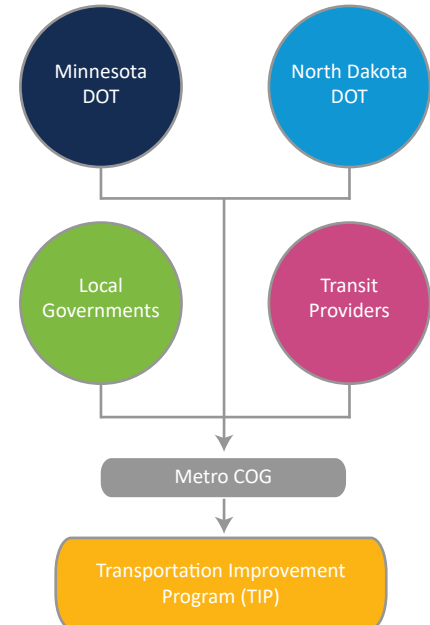
The TIP document includes an Annual Listing of Obligated Projects (ALOP) component for projects obligated in FFY 2021. The ALOP constitutes the agreed-to listing of Federal-Aid projects and Regionally Significant Projects (RSPs) approved by the Metro COG Policy Board.

### TIP Development

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

1. Reviewing and updating projects that were prioritized, programmed, and listed in previous TIPs;
2. Solicitation of new projects eligible for federal aid funding;
3. Receiving applications from local jurisdictions for eligible federal aid projects,
4. Evaluating projects by Metro COG staff for consistency with the Metropolitan Transportation Plan (MTP)
5. Prioritizing projects through applicable sub-committees, Transportation Technical Committee (TTC), and Policy Board;
6. Soliciting public comment on projects to be included within the TIP;
7. Submitting prioritized candidate projects to MnDOT and NDDOT;
8. Working cooperatively with MnDOT and NDDOT to select candidate projects to receive federal funds;
9. Reviewing local jurisdictions’ Capital Improvement Plans (CIPs) to ensure that all RSPs are identified within the first two years of the TIP; and

Figure 1-1: TIP Development

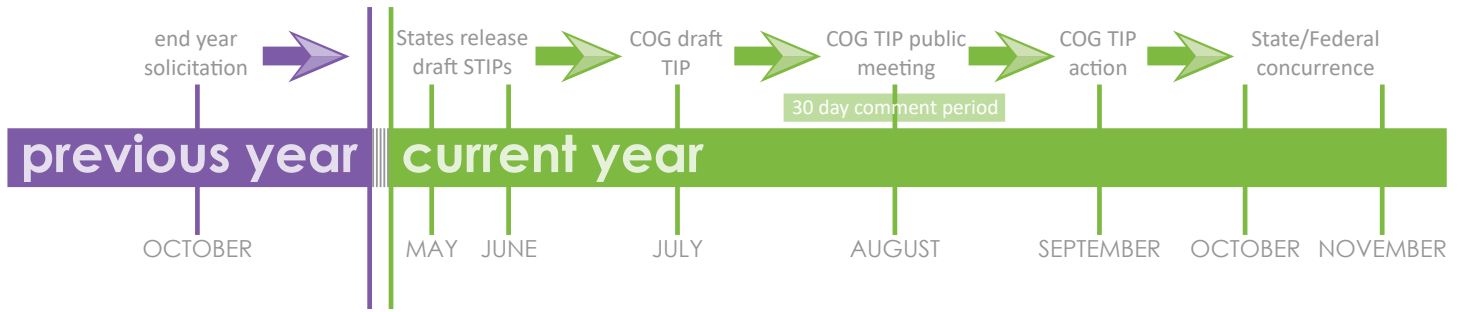


Source: Metro COG

- Working cooperatively with MnDOT and NDDOT to ensure that each respective State Transportation Improvement Program (STIP) match the information in the TIP.

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

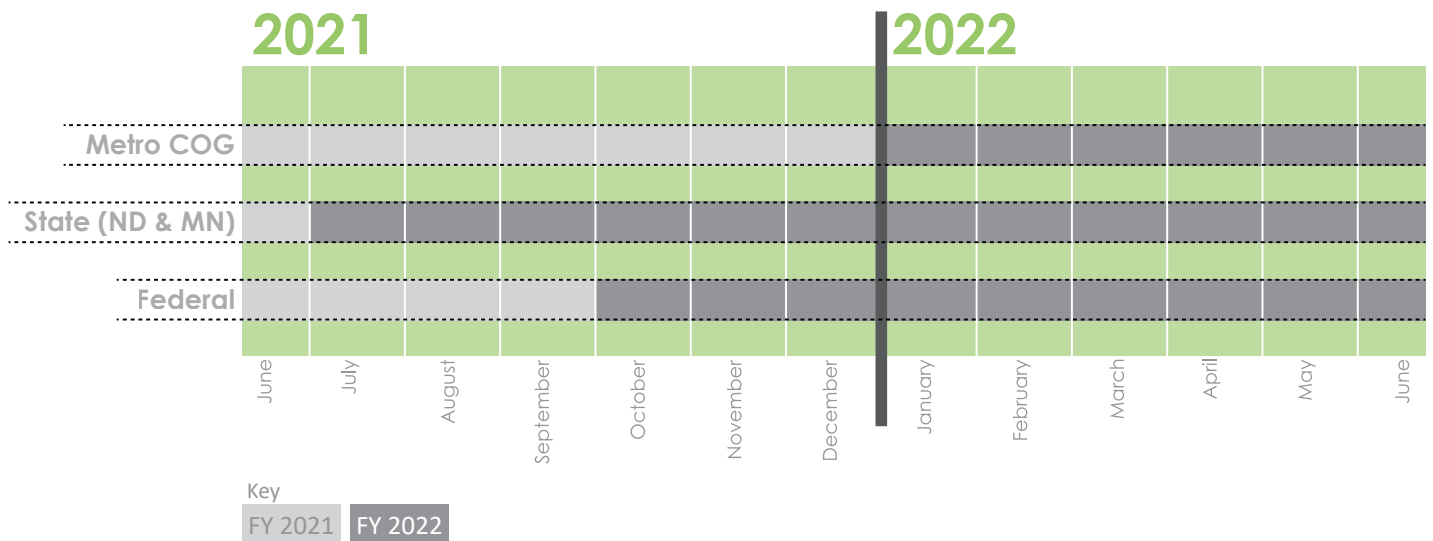
Figure 1-2: TIP Development Timeline



Source: Metro COG

The fiscal year is also an important component taken into consideration with TIP development. Projects are listed by FFY however, Metro COG, NDDOT, and MnDOT have different fiscal years. Metro COG’s fiscal year begins January 1<sup>st</sup> and ends December 31<sup>st</sup>, the state (MN & ND) fiscal year, or SFY, begins July 1<sup>st</sup> and ends June 30<sup>th</sup>, and as stated earlier, the FFY 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 (2022). Figure 1-3, below, shows the variation in agency fiscal years.

Figure 1-3: Fiscal Year by Agency



Source: Metro COG

### Legislative Requirements

The Metro COG TIP is authorized through the federal aid planning process. Metro COG is charged with the creation

and maintenance of a fiscally-constrained TIP, that outlines funded projects within the metropolitan planning area. Requirements for the TIP and TIP maintenance are included under various sections of Title 23 and 49 of the United States Code (USC), Title 23 and 49 of the Code of Federal Regulations (CFR), and other federal legislation and guidance. Current regulations defining TIP content are included in the current federal transportation law, Fixing America’s Surface Transportation Act, also known as the FAST Act (PL 114-94) and was signed into law December 4, 2015. The legislation requires that all transportation projects that are entirely or partially funded with monies from the US Department of Transportation (USDOT) and its associated administrations monies within the Metropolitan Planning Area (MPA) be included in the region’s TIP.

## Oversight of the TIP

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

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

## Consistency with Other Plans

The Metro COG MTP documents the ongoing, multi-modal, short-term, and long-term transportation planning process in the Fargo-Moorhead MPA. The current MTP, *Metro Grow: 2045 Fargo-Moorhead Metropolitan Transportation Plan*, hereafter referred to as *Metro Grow*, was adopted in November 2019 by the Metro COG Policy Board and has a planning horizon of 2045. *Metro Grow* sets the regional transportation policy for all of Metro COG’s planning area and identifies major, long-range transportation investments. Major projects contained in the TIP must first be identified in the MTP while minor projects of the TIP must meet the goals, objectives, and policy direction of the MTP. Whereas the MTP provides a 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 with other plans developed by Metro COG.

**Table 1-1: Transportation Plans**

Transportation Plan	Date Approved
Metropolitan Transportation Plan	2019
Intelligent Transportation Systems (ITS) Plan	2008
Metropolitan Transit Development Plan	2016
Metropolitan Bikeway and Pedestrian Plan	2017
Public Participation Plan (PPP)	2016

Source: Metro COG

## Relationship to the Transportation Planning Process

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

- The MTP, *Metro Grow*, directs the transportation decision-making process in ways that help achieve regional goals. The plan is a policy document that provides the basis for transportation system infrastructure funding decisions in Metro COG’s MPA through the year 2045. The MTP also analyzes the transportation system forecasting conditions to the year 2045. *Metro Grow* analyzes the true amount of money spent on the transportation system by 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 region’s goals, but strives to find high-value, low-cost ways of accomplishing them. The plan describes the current and evolving surface transportation investment strategies ranging from road and transit improvements, to projects that enhance bike, pedestrian, and freight movement. With the integration of data about local sources of funding, the plan determines the ramifications of funding decisions and better assesses the risk and volatility of transportation investment strategies.
- The Unified Planning Work Program (UPWP) describes the transportation planning activities Metro COG and other agencies propose to undertake during the next two calendar years. The UPWP promotes a unified regional approach to transportation planning in order to achieve regional goals and objectives. It serves to document the proposed expenditures of federal, state, and local transportation planning funds, and provides a management tool for Metro COG and funding agencies in scheduling major transportation planning activities, milestones, and products. Studies listed within the UPWP typically become future programmed projects in the TIP.

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

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

Source: Metro COG

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

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.

4. Increase the accessibility and mobility of people and freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned-growth and economic-development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
10. Enhance travel and tourism.

## Fargo-Moorhead Metropolitan Council of Governments (Metro COG)

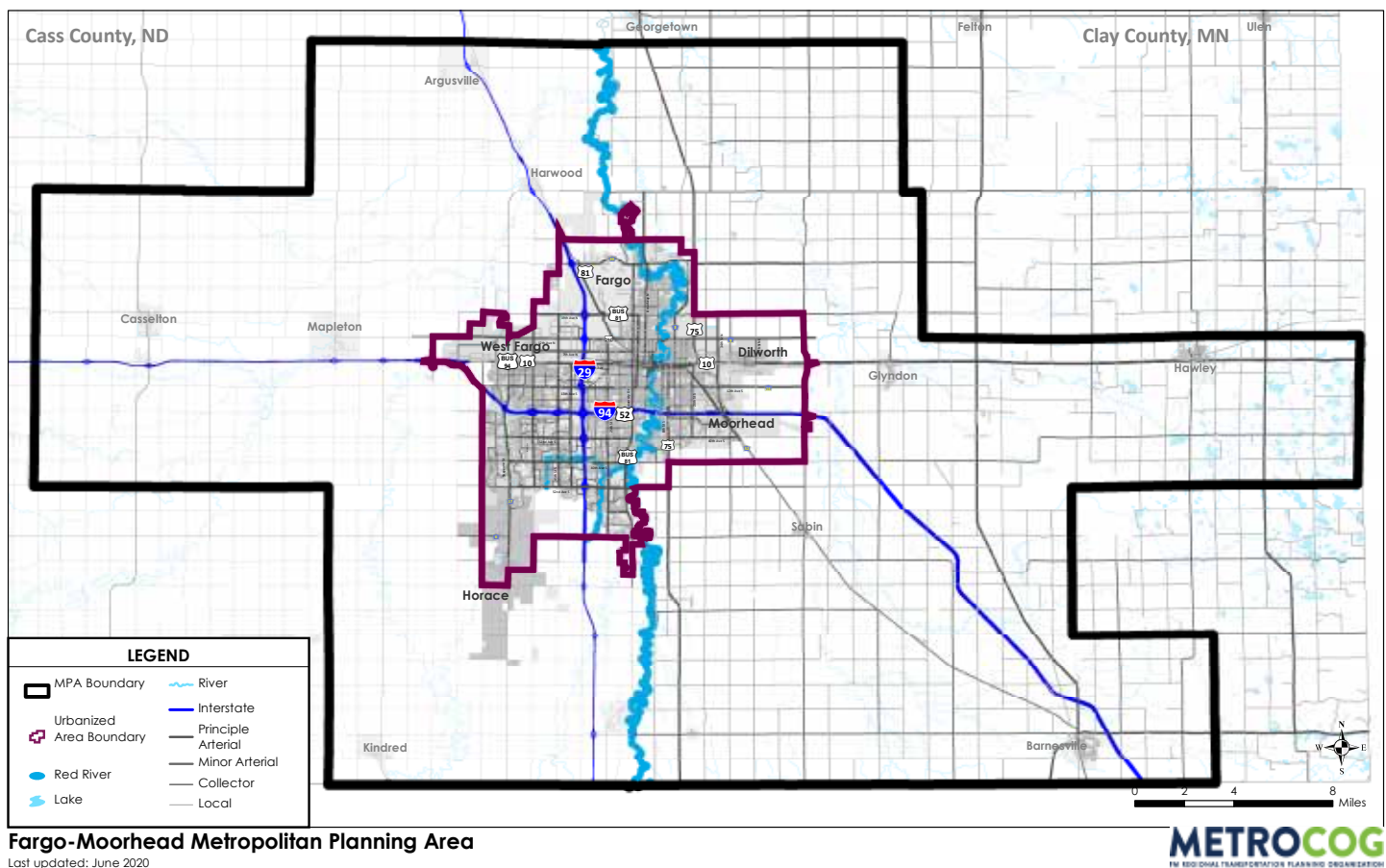
Metro COG serves as the designated MPO for the FM Area. MPOs are mandated to exist by federal transportation legislation for Urbanized Areas (UZAs) with greater than 50,000 population and serve five core functions; one of which is the development of a TIP. The five core functions of an MPO are:

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

### Metropolitan Planning Area (MPA)

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

Figure 1-4: Metro COG Metropolitan Planning Area



Source: 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 due to population growth in each jurisdiction. The Policy Board is responsible for meeting all federal requirements legislated for an MPO. This includes the development and maintenance of the TIP, as well as certifying that the MPO meets all federal requirements.

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

## Transportation Technical Committee (TTC)

The Metro COG TTC advises the Policy Board on technical matters associated with Metro COG's work activities, mission, and on specific transportation planning issues. The committee is comprised of professional engineering, planning, and transit staff from the local jurisdictions, and includes freight, higher education, public health and other representatives whom deal with surface transportation. There are also representatives from other planning partners such as FHWA, NDDOT, and MnDOT. The TTC reviews projects to be included in the TIP and forwards those recommendations to 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. These procedures may be reviewed and modified annually as needed, in cooperation with MnDOT, NDDOT, and other Metro COG planning partners.

### Transportation Management Area (TMA) Designation Impacts

As the 2020 Decennial Census data is currently being released, Metro COG's UZA population is estimated to be 216,818 which designates the UZA as a Transportation Management Area (TMA). The solicitation and selection processes for MPOs within designated TMAs are different than the traditional process that Metro COG has gone through. With TMA designation, Metro COG will receive a direct allocation of Federal Highway Administration (FHWA) Surface Transportation Block Grant Program (STBGP) and Federal Transit Administration (FTA) Urban Formula Section 5307, Section 5310, and Section 5339 funds, therefore directly driving the solicitation of projects and administering those funds to local jurisdictions. With the designation of TMA, Metro COG will gain more responsibility and oversight of several program solicitation(s) however, Metro COG will still solicit projects for State administered funding programs from local jurisdictions for eligible funding programs outside of any direct allocation programs for TMAs. Prioritization of projects becomes much more important when TMA designation occurs and must follow consistent, documented processes.

### Solicitation

Currently, competitive and formula based project solicitation is driven by NDDOT and MnDOT through a traditional process in which all MPOs with a UZA population between 50,000 and 200,000 go through. NDDOT and MnDOT will solicit projects from local jurisdictions, however, Metro COG oversees the solicitation. Projects are developed by Metro COG's local jurisdictions and submitted directly to Metro COG. For competitive Transportation Alternative (TA) or Transit project solicitations, projects are first prioritized by their respective Metro COG committees such as the Metropolitan Bicycle and Pedestrian Committee (for TA) and the Metro Area Transit Coordinating Board (for transit). Final project prioritization is recommended by Metro COG's TTC and Policy Board, which approves the final prioritized list of projects for submittal to the respective DOT. Formula based funds are funds which are provided for by law and are apportioned to the States or eligible local jurisdictions for obligation in accordance with federal law through said formula, and typically do not go through the solicitation process (i.e. FTA Section 5307 funding apportioned to Moorhead and Fargo Transit).

Very soon, when officially designated a TMA, rather than the DOTs, Metro COG alone, will drive project solicitation for those applicable programs which receive a direct allocation of federal funds. Metro COG will need to establish a formal solicitation process for TMA managed federal funds.

### Prioritization

Project prioritization comes directly from the policies, goals, and objectives of the currently adopted Metropolitan Transportation Plan (MTP), *Metro Grow*. The MTP references other core modal plans such as the Fargo-Moorhead Bicycle and Pedestrian Plan (2016), and the Transit Development Plan (2016). Within the MTP projects are prioritized based upon policy level direction, time frame, prioritization metrics derived from MTP goals and objectives, and need. The prioritization metrics are used to score and rank projects, however are solely used to score and rank roadway expansion and other projects not prioritized at the policy level. For example, one policy-level priority of the MTP is to prioritize roadway preservation and maintenance projects higher than roadway expansion projects: "preserving and maintaining the existing network takes a higher priority than expanding the network." Therefore, projects with a preservation and maintenance typology are not scored and ranked against roadway expansion projects in the MTP.

The only other policy level priority statements in the MTP relate to "System Connectivity" and "Walking and Biking"



however neither of those policies are explicit in stating said activities shall have a higher priority than another type of activity. Whereas the “Preservation and Maintenance” policy explicitly states the activity takes priority over another project typology such as expanding the network.

Figure 1-5: Metro Grow Preservation and Maintenance Policy Direction



## Preservation and Maintenance

**Goal Area:** Transportation Infrastructure  
**Policy Objective:** Prioritize investments in our roadway network that preserve and maintain existing facilities rather than the construction of new ones.

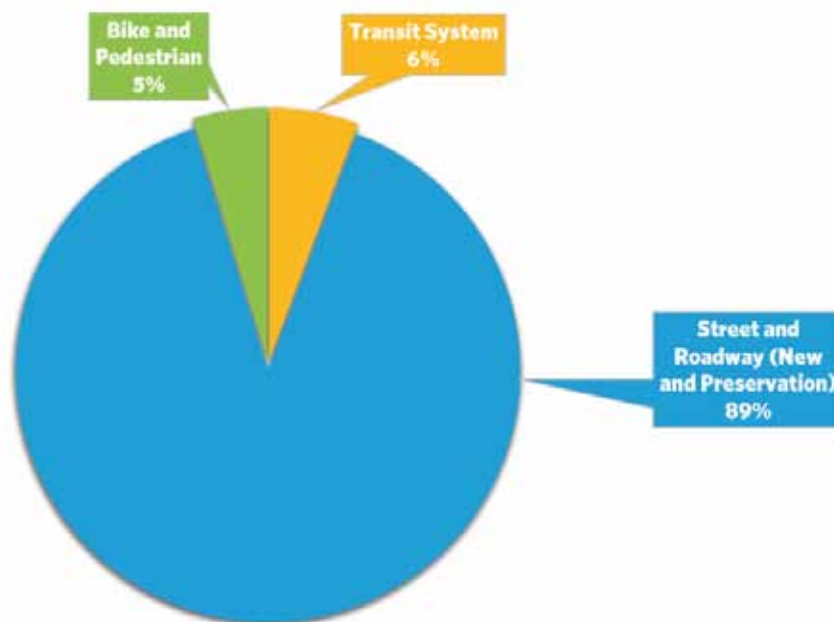
### Preservation and Maintenance Policies

- Preserving and maintaining our existing network takes a higher priority than expanding the network.
- Maintenance of roadways is essential to safe bicycling on roadways, and therefore encourages non-motorized transportation.
- Our region looks for ways to improve corridors from a multi-modal perspective when planning and implementing rehabilitation and reconstruction projects.

Source: Metro COG

Bicycle/pedestrian and transit projects are also not scored directly against roadway expansion and other projects because they have robust policy level direction. There is a modal spending goal for STBGP funds within the MTP. For instance, if Metro COG is designated a TMA after the decennial census, the MTP lays out a future break down of where the direct allocation of STBGP funds should be prioritized or allocated by percentage. See figure 1-6 below.

Figure 1-6: Metro Grow Future Metro COG STBGP Spending Allocation



Source: Metro COG

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

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

Metro COG staff prioritize projects based upon their objective implementation prioritization as outlined within the MTP including conformity with policies, goals and objectives, prioritization metrics, and project implementation tables. Metro COG staff then bring the draft prioritization of projects to the TTC who make a recommendation of the prioritized project list to the Policy Board. The Policy Board makes the final decision and has the authority to submit the final prioritization of projects to the respective State DOT. MnDOT and NDDOT make the final selection of submitted projects.

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

## Selection

Currently, because the State DOTs administer the competitive funding sources, each State takes into consideration Metro COG's prioritization when making project funding allocation decisions however, State DOTs are not bound by the prioritization that Metro COG submits.

This will change for applicable program solicitations when TMA designation occurs and Metro COG receives a direct allocation of federal funding. Metro COG will then be able to select directly from the prioritized list of projects for applicable programs however, funding considerations and fiscal constraint become much bigger factors in the selection process.

## Regionally Significant Projects (RSP)

An RSP is defined as follows:

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

All projects identified as RSPs appear within the project listings of the TIP document and are highlighted as being "RSP" in the project description. RSPs have been identified within the MPA as defined above. In addition, RSPs

shall have all project phases broken out by fiscal year and may not be included in the Lump Sum project tables. RSPs also need to be included in the financial plan and fiscal constraint section of the TIP, included in the STIP, and are subject to formal TIP and STIP modification procedures at the Metro COG and State level, respectively.

## Locally Funded Project (LFP)

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

## Illustrative Project

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

## Advance Construction (AC) Projects

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

## Self Certification

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

- Title VI of the Civil Rights Act of 1964, as amended;
- Prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- Involvement of disadvantaged business enterprises in USDOT-funded projects;

- Implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts;
- The provisions of the Americans with Disabilities Act of 1990;
- Prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance;
- Prohibiting discrimination based on gender; and
- Prohibiting discrimination against individuals with disabilities.

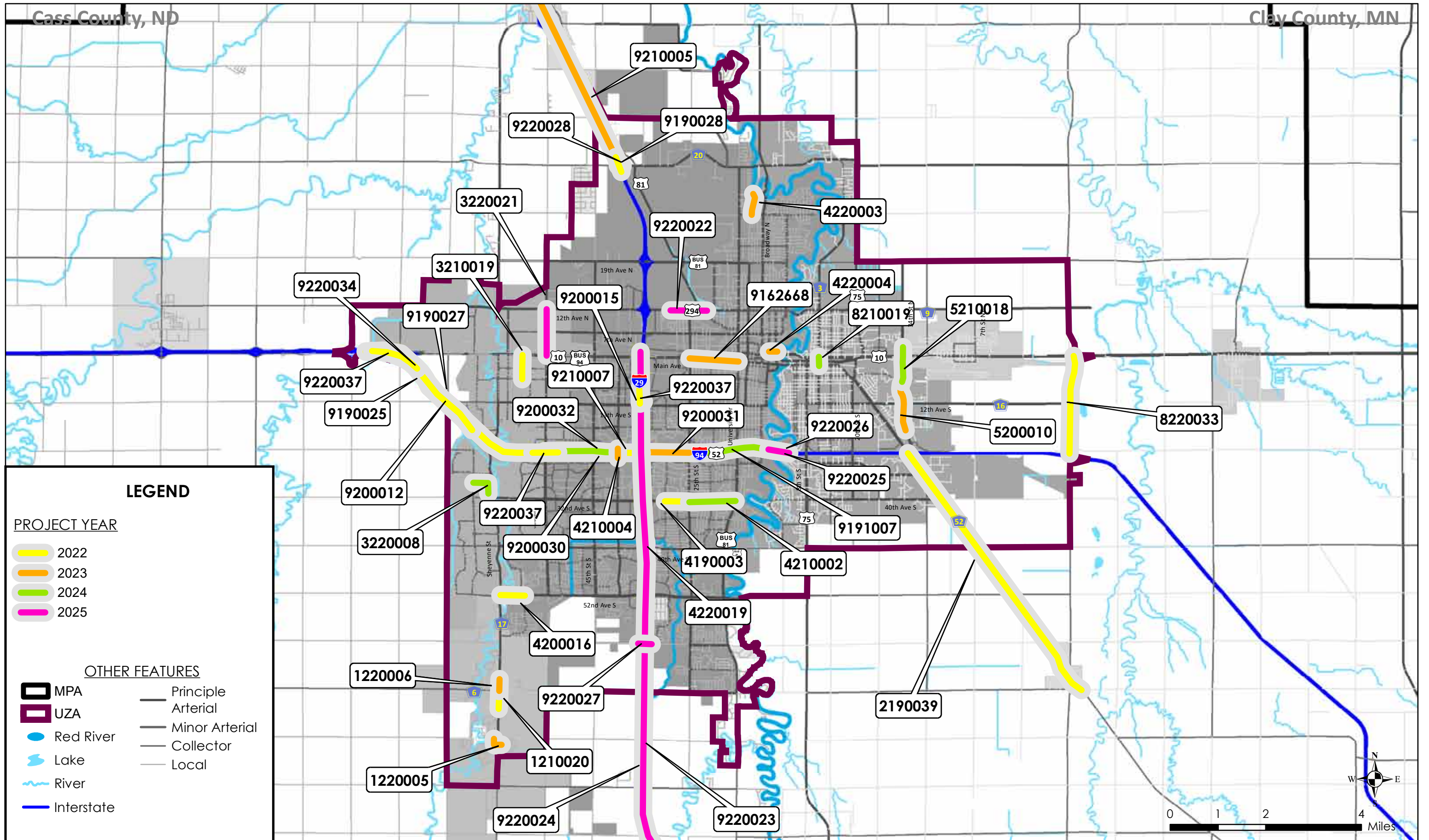
A copy of the Metro COG Policy Board statement of Self Certification is located in the front of this document.

## Section 2 | Project Locator Map

The following maps on page 30 and 31 display TIP project locations within the MPA and UZA by year. Projects are displayed by corresponding Metro COG ID numbers. Yellow is 2022, orange is 2023, green is 2024, and magenta is 2025 program year. It is important to note that program year may be different than construction year, which depends upon the bidding and construction schedule for the project. Transit projects are only mapped if applicable to a specific location.

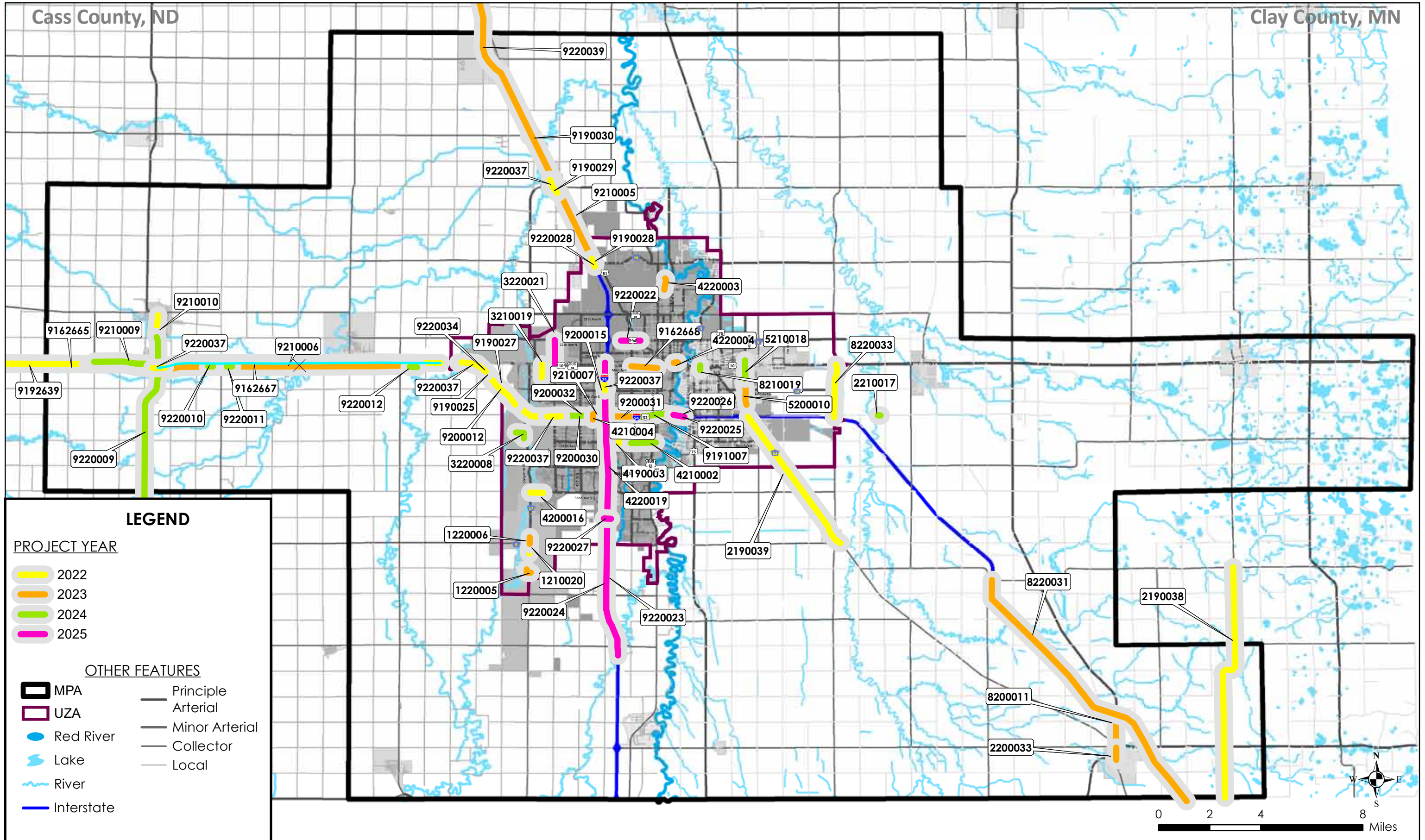
The map on page 32 displays LFPs and Illustrative projects within the MPA. Projects are displayed by their Metro COG ID. LFPs and Illustrative projects are also included in the detailed project maps and listings by year.





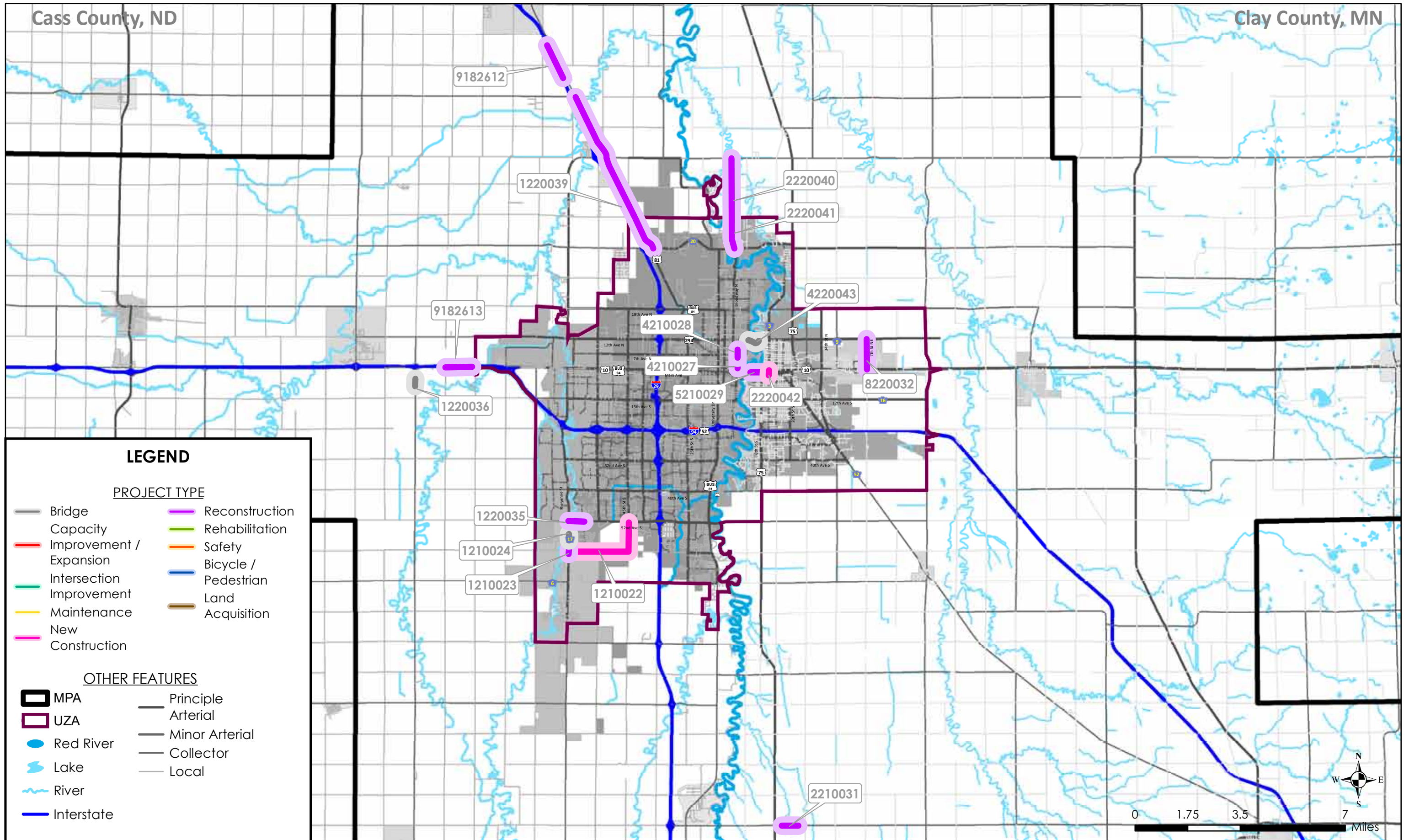
Urbanized Area Projects By Year





Metropolitan Planning Area Projects By Year







## Section 3 | Detailed Project Listings

The following section includes maps and lists federally funded, LFPs, and Illustrative projects by project year from 2022-2025. Maps display projects by TIP project typologies. The project typologies include:

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

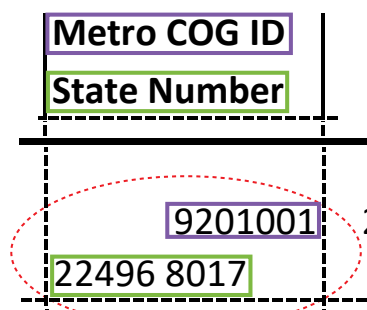
The project tables are also listed by year and include the following information, as applicable:

- Lead Agency
- Metro COG ID
- State Number
- Project Year
- Project Location
- Length
- Project Limits (from - to)
- Project Description
- Improvement Type
- Total Project Cost
- Federal Revenue Source
- Other Revenue Source
- Revenue (cost split by source)

The following page (pg. 34) highlights how to read the project tables and where to find the critical information.

**Lead Agency**

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



**Metro COG ID (project number) and State Number**

As shown directly to the left, the Metro COG ID is the unique seven-digit project number that is assigned to projects whenever they are added to the TIP. The first digit is a unique to the lead agency, the second, third, and fourth digits represent when the project was programmed into the TIP (e.g. X22XXX = project was added in the development of the 2022-2025 TIP), the fourth digit indicates if the project was added in an amendment (e.g. X221XXX = added project in first amendment to the 2022-2025 TIP), and the last three digits are the numerical project number as the projects are added to the Draft TIP. State project numbers are subject to change and are included for informational purposes only below the Metro COG ID number.

**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.

**Length**

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

**Project Description**

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

Lead Agency	Metro COG ID State Number	Project Year	Project Location	Length	Project Limits		Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Other Revenue Source	Revenue
					From	To						
North Dakota Department of Transportation												
NDDOT	9201001 22496 8017	2021	I-29 N		7.0 S of I-94		Structure Paint	Rehabilitation	\$ 300,000	IM	State	\$ 270,000 \$ 30,000
NDDOT	9170019 8002	2021	I-29N	4.0	Main Ave	N Fargo Interchange	Concrete Pavement Repair	Rehabilitation	\$ 674,000	IM	State	\$ 607,000 \$ 67,000
NDDOT	9170020 8005	2021	I-29S	4.0	Main Ave	N Fargo Interchange	Concrete Pavement Repair	Rehabilitation	\$ 673,000	IM	State	\$ 606,000 \$ 67,000
NDDOT	9192639 8008	2021	I-94W	7.2	W Wheatland E	E of Casselton	Concrete Pavement Repair, Hot Bituminous Pavement on Ramps, Sand Seal	Rehabilitation	\$ 1,146,000	IM	State	\$ 1,031,000 \$ 115,000
NDDOT	9162665 8007	2021	I-94E	8.0	W Wheatland E	E of Casselton	Concrete Pavement Repair, Hot Bituminous Pavement on Ramps, Sand Seal	Rehabilitation	\$ 1,202,000	IM	State	\$ 1,082,000 \$ 120,000

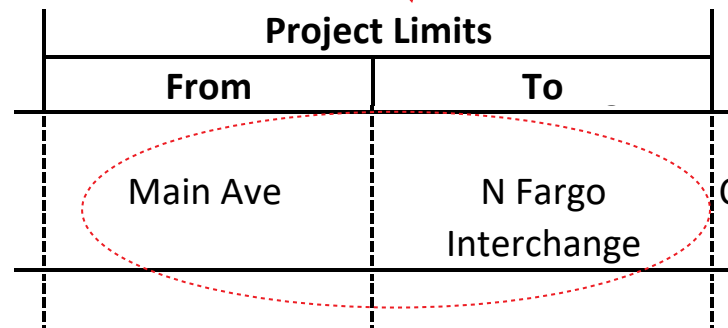
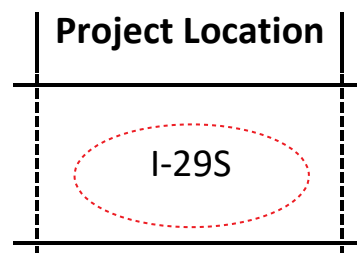
**Total Project Cost and Revenue Sources**

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

The Federal Revenue Source column, as shown to the left indicates the program from which the federal funds have been identified. Typically the source is listed by its acronym, a list of federal funding source acronyms is included on page 13. The federal funding dollar amount is then listed in the same row under the Revenue column (e.g. IM = Interstate Maintenance - State program funds). All federal funds shown in the project tables are fiscally constrained (please see Section 6 of the TIP).

The Other Revenue Source column, also shown to the left indicates what jurisdiction the local funds are coming from. A vast majority of federal funds require a local match which may vary from 10 to 20 percent of the total project cost. Some projects may not be eligible for federal funding to cover the entire total project cost, in which case more local funds may be shown to cover ineligible expenses. In the example given, because the State is the lead agency of the project, the local revenue source (local match) is coming from said State.

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

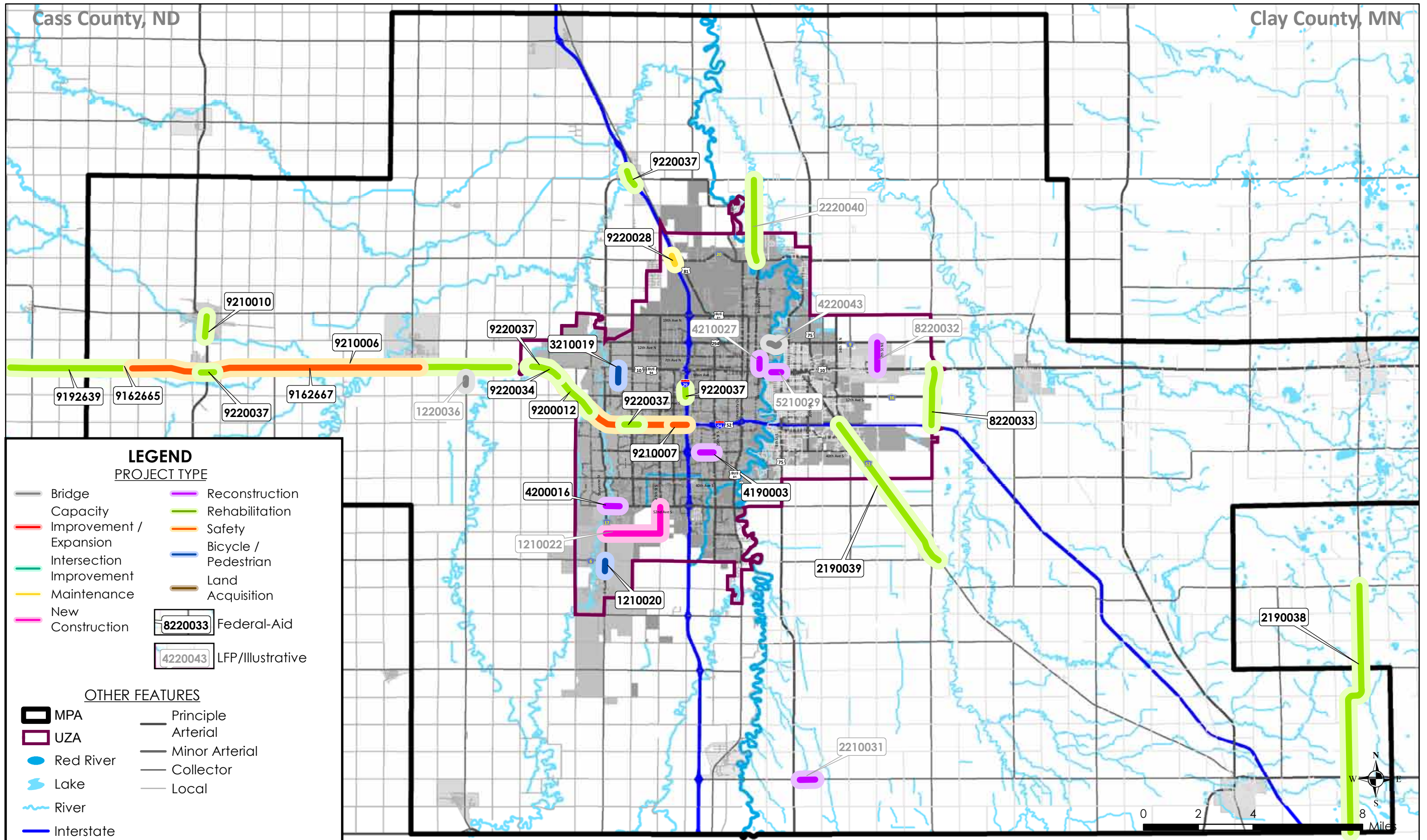


**Project Location and Project Limits**

The project location places the project within the legal boundaries of the stated lead agency or jurisdiction. In cases where the project shares land with another jurisdiction, the project location or project description will list all of the affected governmental units. Project location and project limits give an accurate reference to where a project will be occurring. The above example indicates that there will be a project on I-29S (a.k.a. Interstate 29 Southbound) from Main Ave to the N Fargo Interchange.

Total Project Cost	Federal Revenue Source	Other Revenue Source	Revenue
\$ 300,000	IM	State	\$ 270,000 \$ 30,000
\$ 674,000	IM		\$ 607,000





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
					From	To						
<b>Moorhead Transit</b>												
Moorhead Transit	5190012 TRF-0034-22A	2022	Transit				Sect 5307: City of Moorhead, Operating Assistance	Transit Operations	\$ 3,262,317	FTA 5307	State Other	\$ 430,738 \$ 2,179,116 \$ 652,463
Moorhead Transit	5190013 TRF-0034-22B	2022	Transit				Sect 5307: City of Moorhead, Replacement of Three (3) Bus Shelters	Transit Capital	\$ 75,000	FTA 5307	Local	\$ 60,000 \$ 15,000
Moorhead Transit	5190014 TRS-0034-22C	2022	Transit				City of Moorhead: Purchase one (1) class 200 gas vehicle (replaces unit 5181)	Transit Capital	\$ 36,000	STBGP District C	State Local	\$ 28,800 \$ 3,600 \$ 3,600
Moorhead Transit	5220001 TRF-0034-22G	2022	Transit				Sect 5307: City of Moorhead Purchase of one (1) service vehicle (replaces unit #1250 split cost of \$100,000 with 1/3 coming from Moorhead and 2/3 coming from Fargo)	Transit Capital	\$ 33,333	FTA 5307	Local	\$ 26,666 \$ 6,667
Moorhead Transit	5220030 TRF-0034-22F	2022	Transit				Sect 5307: City of Moorhead, Improvements to Metro Transit Garage (MTG)	Transit Capital	\$ 55,666	FTA 5307	Local	\$ 44,533 \$ 11,133
Moorhead Transit	5220031 TRF-0034-22H	2022	Transit				City of Moorhead, Paratransit Operating Assistance ***LFP*** Included for information and coordination only.	Transit Operations	\$ 588,918		State Local	\$ 500,580 \$ 88,338
<b>Fargo Transit</b>												
Fargo Transit	4200017 8013 SU	2022	Transit				Capital Purchase ***Pending***	Transit Capital	\$ 1,250,000	STBGP-U	Local	\$ 1,000,000 \$ 250,000
Fargo Transit	4200029 8022 TURB	2022	Transit				Operating Assistance, Paratransit Operating Assistance Funded as Capital, and Preventative Maintenance	Transit Operations	\$ 4,083,503	FTA 5307	Local	\$ 2,654,277 \$ 1,429,226
Fargo Transit	4220027	2022	Transit				Miscellaneous Support Equipment ***Illustrative*** FTA 5339 funds are being pursued	Transit Capital	\$ 100,000	(FTA 5339) Illustrative	Local	\$ 80,000 \$ 20,000
Fargo Transit	4220028	2022	Transit				Mobility Manager Salary (Fargo share)	Transit Operations	\$ 106,749	FTA 5310	Local	\$ 85,399 \$ 21,350
Fargo Transit	4220029	2022	Transit				Shop Truck Replacement (Fargo Share) ***Illustrative*** FTA 5339 funds are being pursued	Transit Capital	\$ 66,667	(FTA 5339) Illustrative	Local	\$ 53,334 \$ 13,333
<b>City of Fargo</b>												
City of Fargo	4190003 22826 8011	2022	32nd Ave S		32nd St	25th St	Reconstruction of 32nd Ave S	Reconstruction	\$ 10,400,000	STBGP-U CRRSAA	Local	\$ 4,700,000 \$ 808,620 \$ 4,891,380
City of Fargo	4200016 23036 8012	2022	52nd Ave S		63rd St	Sheyenne	Reconstruction of 52nd Avenue S (Associated with project 1220035) ***Pending***	Reconstruction	\$ 7,000,000	STBGP-U	Local	\$ 5,000,000 \$ 2,000,000
City of Fargo	4210027	2022	4th St N		1st Ave N	6 Ave N	Reconstruction 4th St N ***LFP*** Included for information and coordination only.	Reconstruction	\$ 6,500,000		Local	\$ 6,500,000

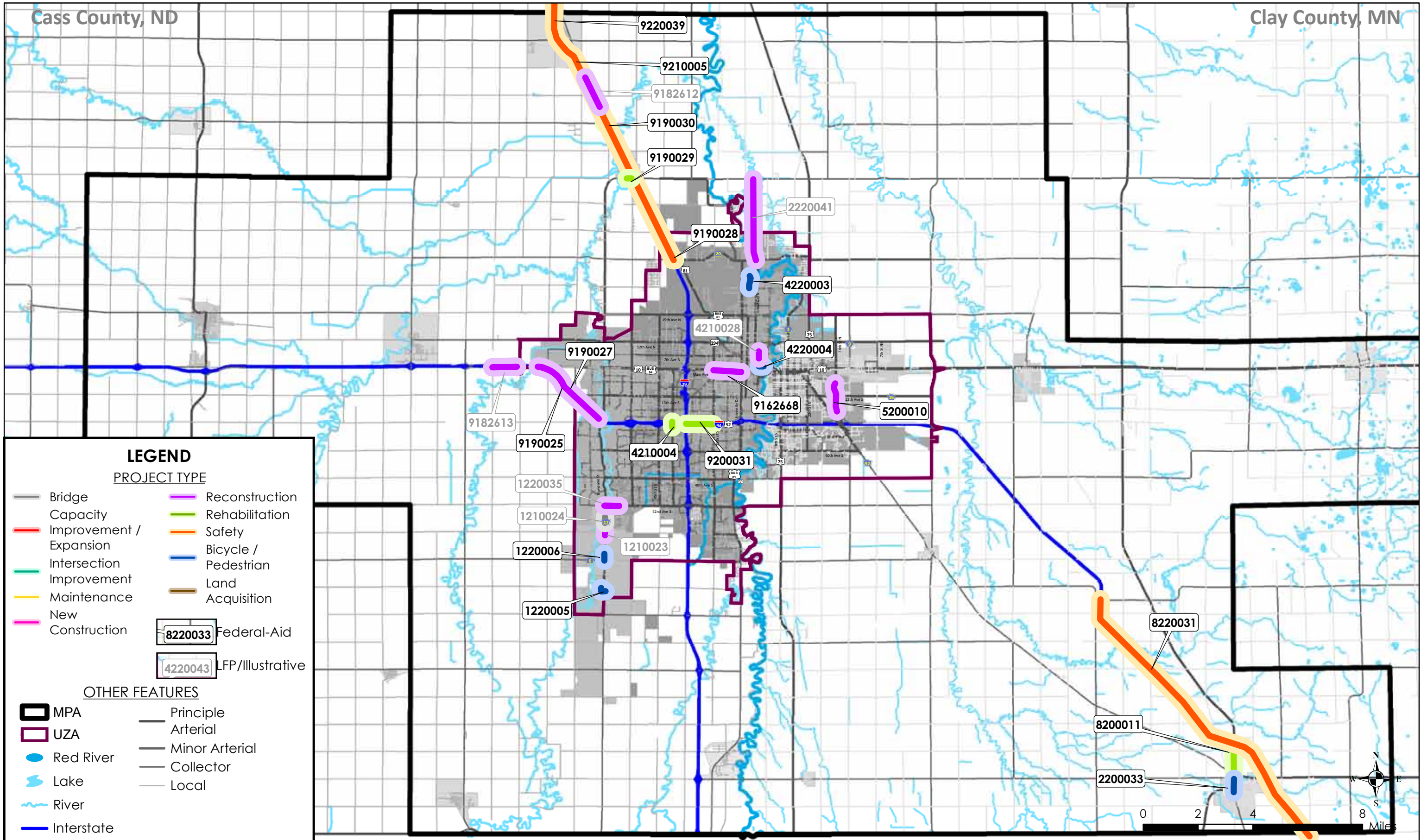


Lead Agency	Metro COG ID State Number	Project Year	Project Location	Length	Project Limits		Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Other Revenue Source	Revenue
					From	To						
City of Fargo	4220043	2022	12th Ave N		12th Ave N/15th Ave N Bridge over the Red River		Planning Study - Benefit Cost Analysis, Environmental Analysis, and Traffic Analysis *Illustrative* (Federal Funding is Being Pursued - \$350,000)	Planning	Illustrative			Illustrative
<b>City of Moorhead</b>												
City of Moorhead	5210029	2022	Center Ave		8th St	3rd St	Reconstruction of Center Ave ***Illustrative*** (Federal funding is being pursued)	Reconstruction	\$ 5,170,000		State Local	\$ 1,250,000 \$ 3,920,000
<b>City of West Fargo</b>												
City of West Fargo	3210019 22953 8016	2022	Drain 45	1.5	7th Ave E	Main Ave	Construction of a Multi-Use Path along Drain 45 (Phase 2)	Bike/Ped	\$ 442,500	TA	Local	\$ 290,000 \$ 152,500
<b>City of Dilworth</b>												
City of Dilworth	8220032	2022	7th St NE		US 10	15th Ave N	Reconstruction of 7th St NE to an urban section with bicycle and pedestrian facilities ***LFP*** Included for information and coordination only.	Reconstruction	\$ 5,500,000		State Local	\$ 1,250,000 \$ 4,250,000
<b>North Dakota Department of Transportation</b>												
NDDOT	9162665 22992 8006	2022	I-94E	8.0	W Wheatland	E of Casselton	Concrete Pavement Repair, Hot Bituminous Pavement on Ramps, Sand Seal	Rehabilitation	\$ 1,283,344	IM	State	\$ 1,155,010 \$ 128,334
NDDOT	9162667 22599 8009	2022	I-94W	10.9	E Casselton	Near W Fargo	Thin Mill and Overlay	Rehabilitation	\$ 2,900,000	IM	State	\$ 2,610,000 \$ 290,000
NDDOT	9192639 22993 8007	2022	I-94W	7.2	Wheatland E	E of Casselton	Concrete Pavement Repair, Hot Bituminous Pavement on Ramps, Sand Seal	Rehabilitation	\$ 1,145,344	IM	State	\$ 1,030,810 \$ 114,534
NDDOT	9200012 22443 8129	2022	I-94E	4.1	W of Main Ave	42nd St Grade Separation	High Tension Cable Median Guardrail	Safety	\$ 2,036,000	HSIP	State	\$ 1,832,000 \$ 204,000
NDDOT	9210006 23329	2022	I-94	13.1	W Lynchburg Interchange	E Kindred Interchange	High Tension Cable Median Guardrail	Safety	\$ 3,918,300	HSIP	State	\$ 3,526,470 \$ 391,830
NDDOT	9210007 22444	2022	I-94		42nd St	I-29	Hot Bituminous Pave, Concrete Median Barrier	Safety	\$ 2,044,000	HSIP	State	\$ 1,832,000 \$ 204,000
NDDOT	9210010 22828 8002	2022	ND 18 N	0.8	7th St S	3rd St N	Curb Ramps - Casselton	Rehabilitation	\$ 334,765	Non NHS-S	State	\$ 267,812 \$ 66,953
NDDOT	9220028 23271	2022	I-29		I-29 and CR 20 Interchange		Installation of New High Mast Lights	Rehabilitation	\$ 1,200,000	IM	State	\$ 1,080,000 \$ 120,000
NDDOT	9220034 23320	2022	I-94	3.2	Near W Fargo E RP 342.414	Horace Rd RP 345.607	Median Cross-Overs, Ramp Connection	Rehabilitation	\$ 681,000	IM	State	\$ 612,900 \$ 68,100

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
					From	To						
NDDOT	9220037 23323	2022	I-94 I-29		Various Project Locations		Lighting Conversion Project - Converting Existing Lights to LED At I-94 & US 10 interchange (RP 343), I-94 & 9th St E (RP 347), I-94 & Langer Ave (RP 331), I-29 & 76th Ave N (RP 72), and I-29 & 38th St S (RP 64)	Rehabilitation	\$ 75,000	Non NHS-S	State	\$ 60,000 \$ 15,000
<b>Cass County</b>												
Cass County	1210020 22943 8017	2022	CR 17 Horace		81st Ave S	76th Ave S	Construction of a Multi-Use Path along the W side of CR 17	Bike/Ped	\$ 230,150	TA	Local	\$ 186,260 \$ 43,890
Cass County	1210022	2022	New CR 6		CR 17 & 45th St	45th St 64th Ave S	Bituminous Surfacing, new paved two-lane, shoulders ***LFP*** Included for information and coordination only.	New Construction	\$ 1,200,000		Local	\$ 1,200,000
Cass County	1220036	2022	CR 15		0.5 S of I-94		Bridge Replacement on CR 15 over Drain 14 ***LFP*** Included for information and coordination only.	Reconstruction	\$ 2,300,000		Local	\$ 2,300,000
<b>Minnesota Department of Transportation</b>												
MnDOT	8220033	2022	MN 336	2.3	I-94	US 10	**CRRSAA** On MN 336, from jct. I-94 to jct. US 10, Minor CPR and grinding	Rehabilitation	\$ 2,500,000	CRRSAA		\$ 2,500,000
<b>Clay County</b>												
Clay County	2190038 014-631-024	2022	CSAH 31	9.5	S County Line	CSAH 10	***AC***Bituminous Mill and Overlay (AC Payback 2023, AC Total = 362,760 for a project total of 2,565,000) See project 2200014	Rehabilitation	\$ 2,202,240	STBGP-R	Local	\$ 1,687,240 \$ 515,000
Clay County	2190039 014-652-016	2022	CSAH 52	6.1	CR 67 in Sabin	I-94 Bridge in Moorhead	***AC***Bituminous mill and overlay (AC Payback 2023, AC Total = 1,032,240 for a project total of 2,082,760) See project 2200009	Rehabilitation	\$ 1,067,760	STBGP-R	Local	\$ 468,160 \$ 599,600
Clay County	2210031	2022	CSAH 2	0.6	City Limits of	Comstock	Urban Reconstruction ***LFP*** Included for information and coordination only. *City of Comstock contributing local funds	Reconstruction	\$ 2,000,000		Local State *Local	\$ 1,000,000 \$ 504,000 \$ 496,000
Clay County	2220040	2022	CSAH 1	2	CSAH 20	CSAH 26	Grading and bridge replacement near CSAH 26 (Associated with project 2220041)***LFP*** Included for information and coordination only.	Rehabilitation	\$ 1,233,410		Local	\$ 1,233,410

# Detailed Project Listings 2023







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
					From	To						
<b>West Central Minnesota Communities Action, Inc.</b>												
West Central MN Communities Action, Inc.	8220002 TRF-9505-23	2023	Transit				West Central Minnesota Communities Action, Inc.; Mobility Management 7/1/23-6/30/25 (RTCC)	Transit Operations	\$ 61,320	FTA 5310	State	\$ 49,056 \$ 12,264
<b>Moorhead Transit</b>												
Moorhead Transit	5190015 TRF-0034-23F	2023	Transit				Purchase Equipment (AVA/AVL System) (ITS) ***LFP*** Included for information and coordination only.	Transit Capital	\$ 201,500		State Local	\$ 161,200 \$ 40,300
Moorhead Transit	5190016 TRF-0034-23G	2023	Transit				Sect 5339: City of Moorhead, Support Equip/Facilities- Equipment - Metro Transit Garage (MTG)	Transit Capital	\$ 283,000	FTA 5339	Local	\$ 226,400 \$ 56,600
Moorhead Transit	5200003 TRF-0034-23E	2023	Transit				Sect 5307: City of Moorhead, Operating Assistance	Transit Operations	\$ 3,392,810	FTA 5307	State Local	\$ 439,000 \$ 2,362,766 \$ 591,044
Moorhead Transit	5200004 TRF-0034-23	2023	Transit				Sect 5307: City of Moorhead, Replacement of one (1) Bus Shelter	Transit Capital	\$ 33,000	FTA 5307	Local	\$ 26,400 \$ 6,600
Moorhead Transit	5200007 TRF-0034-23C	2023	Transit				Sect 5307: City of Moorhead, Purchase of one (1) Class 400 Gas Vehicle and Related Equipment (Replaces unit #)	Transit Capital	\$ 96,000	FTA 5307	Local	\$ 81,600 \$ 14,400
Moorhead Transit	5200008 TRF-0034-23D	2023	Transit				Sect 5307: City of Moorhead Support Equipment/Facility Equipment (Tool Cat) (split cost of \$96,000 with 1/3 coming from Moorhead and 2/3 coming from Fargo)	Transit Capital	\$ 32,000	FTA 5307	Local	\$ 25,600 \$ 6,400
Moorhead Transit	5220029	2023	Transit				Sect 5307: City of Moorhead, Purchase of one (1) Expansion Class 300 Gas Vehicle and Related Equipment	Transit Capital	\$ 100,000	FTA 5307	Local	\$ 85,000 \$ 15,000
Moorhead Transit	5220032 TRF-0034-23F	2023	Transit				City of Moorhead, Paratransit Operating Assistance ***LFP*** Included for information and coordination only.	Transit Operations	\$ 761,705		State Local	\$ 647,449 \$ 114,256
<b>Fargo Transit</b>												
Fargo Transit	4200029 8128 TURB	2023	Transit				Operating Assistance, Paratransit Operating Assistance Funded as Capital, and Preventative Maintenance	Transit Operations	\$ 4,165,173	FTA 5307	Local	\$ 2,707,362 \$ 1,457,811
Fargo Transit	4210003 8111	2023	Transit				Capital Purchase ***Pending***	Transit Capital	\$ 1,250,000	STBGP-U	Local	\$ 1,000,000 \$ 250,000
<b>City of Fargo</b>												
City of Fargo	4210004 8112	2023	42nd St S & I-94			42nd St S & I-94 Grade Separation	Structure Rehabilitation	Rehabilitation	\$ 275,680	STBGP-U	Local	\$ 223,108 \$ 52,572

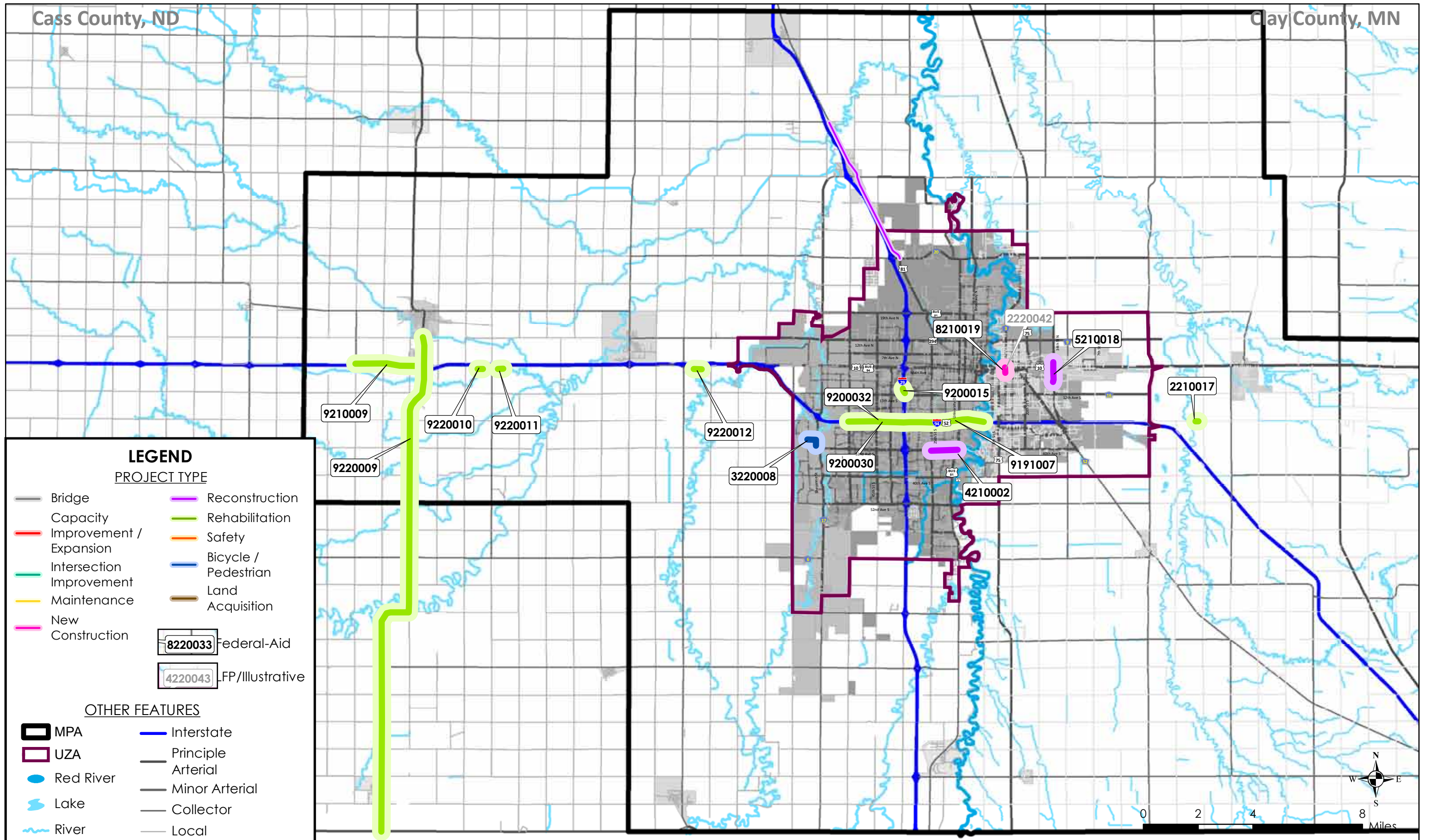
Lead Agency	Metro COG ID State Number	Project Year	Project Location	Length	Project Limits		Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Other Revenue Source	Revenue
					From	To						
City of Fargo	4210028	2023	4th St N		6th Ave N	9th Ave N	Reconstruction ***LFP*** Included for information and coordination only.	Reconstruction	\$ 3,300,000		Local	\$ 3,300,000
City of Fargo	4220003 23238 8121	2023	Bison Village/ 10th St N		32nd Ave N	36th/37th Ave N	Construction of a Shared Use Path and Bike Facilities	Bike/Ped	\$ 225,000	TA	Local	\$ 137,000 \$ 88,000
City of Fargo	4220004 23218 8113	2023	City Hall / 2nd St		Fargo City Hall & 2nd St N		Pedestrian/Bicycle Bridge, Shared Use Path, Lighting	Bike/Ped	\$ 3,400,000	UGP	Local	\$ 2,400,000 \$ 1,000,000
<b>City of Moorhead</b>												
City of Moorhead	5200010 144-135-016	2023	34th St	1.0	4th Ave S	24th Ave S	Reconstruction of 34th Street	Reconstruction	\$ 2,100,000	STBGP-U	Local	\$ 807,600 \$ 1,292,400
<b>City of West Fargo</b>												
<b>North Dakota Department of Transportation</b>												
NDDOT	9162668 23199 8110	2023	Main Ave	1.0	University	25th St	Reconstruction of Main Ave ***Pending***	Reconstruction	\$ 15,412,522	NHS-U	State Local	\$ 8,369,948 \$ 1,226,416 \$ 5,816,158
NDDOT	9182612 20181 8126	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 near reference point 76 ***Illustrative***	New Structure	Illustrative			
NDDOT	9182613 20181 8127	2023	I-94 W of Metro		At Red River Diversion		FM Metro Area Diversion: Structure, grade raise, PCC paving, drainage improvements, median x-overs near reference point 342.2 ***Illustrative***	New Structure	Illustrative			
NDDOT	9190025 22203 8106	2023	I-94E	2.8	Near W Fargo E	W Horace Rd	Portland Concrete Cement Pave, Lighting, Approach Slabs Mainline and West Fargo Interchange Reconstruction	Reconstruction	\$ 8,200,000	IM	State	\$ 7,380,000 \$ 820,000
NDDOT	9190027 22203 8108	2023	I-94W	2.8	Near W Fargo E	W Horace Rd	Portland Concrete Cement Pave, Lighting, Approach Slabs Mainline and West Fargo Interchange Reconstruction	Reconstruction	\$ 8,200,000	IM	State	\$ 7,380,000 \$ 820,000
NDDOT	9190028 22643 8116	2023	I-29N		3.0 South of Harwood		Structure Paint	Rehabilitation	\$ 281,000	IM	State	\$ 253,000 \$ 28,000
NDDOT	9190029 22643 8117	2023	I-29N		7.0 N of US 10 Near Argusville City Limits		Structure Paint	Rehabilitation	\$ 281,000	IM	State	\$ 253,000 \$ 28,000

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
					From	To						
NDDOT	9190030 22643 8118	2023	I-29N		2.0 N of Harwood Interchange		Structure Paint	Rehabilitation	\$ 281,000	IM	State	\$ 253,000 \$ 28,000
NDDOT	9200031 22631 8107	2023	I-94E	1.0	I-29	25th St Interchange	Portland Concrete Cement Pave, Ramp Connection, Ramp Revisions, Widening	Rehabilitation	\$ 1,415,814	IM	State	\$ 1,274,233 \$ 141,581
NDDOT	9210005 22888	2023	I-29	8.1	CR 20	S of Argusville Interchange	High Tension Cable Median Guardrail	Safety	\$ 2,040,500	HSIP	State	\$ 1,836,450 \$ 204,050
NDDOT	9220039 23330	2023	I-29	8.6	S of Argusville Interchange	Gardner Interchange	High tension Cable Median Guardrail	Safety	\$ 2,655,000	HSIP	State	\$ 2,389,500 \$ 265,500
<b>Cass County</b>												
Cass County	1210023	2023	CR 17 & 64th Ave S		Intersection of	CR 17 & 64th Ave S	Grading and Surfacing, New Roundabout at CR 17 and 64th Ave S ***LFP*** Included for information and coordination only.	Reconstruction	\$ 2,000,000		Local	\$ 2,000,000
Cass County	1210024	2023	CR 17		CR 17 and	Sheyenne River	Bridge Replacement on CR 17, Box Culverts over the Sheyenne River ***LFP*** Included for information and coordination only	Reconstruction	\$ 2,300,000		Local	\$ 2,300,000
Cass County	1220005 8122	2023	Center Ave Horace		Wall Ave	Nelson Dr	Center Ave Multi-Modal Improvements in Horace	Bike/Ped	\$ 150,000	TA	Local	\$ 68,000 \$ 82,000
Cass County	1220006 8123	2023	E Side of CR 17		76th Ave S	73rd Ave S	Construction of a Shared Use Path	Bike/Ped	\$ 268,000	TA	Local	\$ 200,000 \$ 68,000
Cass County	1220035	2023	CR 6		CR 6 & CR 17 Roundabout	63rd St	Grading and Surfacing Including Bridge Replacement Over the Sheyenne River. (Associated with project 4200016) ***LFP*** Included for information and coordination only	Reconstruction	\$ 2,000,000		Local	\$ 2,000,000
<b>Minnesota Department of Transportation</b>												
MnDOT	8200011 1409-25	2023	MN 9	2.1	Barnesville	I-94	Reconstruct, Mill and Overlay, ADA Improvements (Associated with project 2190040)	Rehabilitation	\$ 4,727,991	STBGP-R	State	\$ 2,995,345 \$ 1,732,646
MnDOT	8220031 1480-186	2023	I-94		Downer	Fergus Falls	*ELLE* On I 94, From Downer to Fergus Falls, Installation of Snow Fence	Safety	\$ 1,500,000	NHFP	State	\$ 1,350,000 \$ 150,000
<b>Clay County</b>												
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	Rehabilitation	\$ 1,032,240	STBGP-R		\$ 1,032,240
Clay County	2200014 014-631-024AC	2023	CSAH 31	9.5	CSAH 10	S County Line	***AC***Bituminous Mill and Overlay (AC Payback 1 of 1) See project 20190038	Rehabilitation	\$ 362,760	STBGP-R		\$ 362,760

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
					From	To						
Clay County	2200033 014-090-007	2023	MN 9	2.1	South 2nd Ave In Barnesville	MN 34	Multi-Use Trail and Streetscaping (Associated with Project 8200011)	Bike/Ped	\$ 443,000	TA	Local	\$ 300,000 \$ 143,000
Clay County	2220041	2023	CSAH 1	2	CSAH 20	CSAH 26	Paving (Associated with project 2220040) ***LFP*** Included for Information and Coordination Only	Reconstruction	\$ 1,200,000		Local	\$ 1,200,000

# Detailed Project Listings 2024





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
					From	To						
<b>Moorhead Transit</b>												
Moorhead Transit	5200005 TRS-0034-24B	2024	Transit				City of Moorhead, Purchase of one (1) Class 200 Gas Van and Related Equipment (replaces unit 5191)	Transit Capital	\$ 38,000	STBGP-U	State Local	\$ 30,400 \$ 3,800 \$ 3,800
Moorhead Transit	5200006 TRS-0034-24C	2024	Transit				City of Moorhead, Purchase of one (1) Class 200 Gas Van and Related Equipment (replaces unit 5192)	Transit Capital	\$ 38,000	STBGP-U	State Local	\$ 30,400 \$ 3,800 \$ 3,800
Moorhead Transit	5210013 TRS-0034-24A	2024	Transit				City of Moorhead, Purchase of one (1) Class 400 Bus and Related Equipment (Replaces Unit #7181)	Transit Capital	\$ 104,000	STBGP-U	Local	\$ 83,200 \$ 20,800
Moorhead Transit	5210014 TRF-0034-24B	2024	Transit				Section 5307: City of Moorhead, Replacement of Two (2) Bus Shelters	Transit Capital	\$ 45,600	FTA 5307	Local	\$ 36,480 \$ 9,120
Moorhead Transit	5210015 TRF-0034-24C	2024	Transit				Section 5307: City of Moorhead, Purchase of Miscellaneous Support Equipment - PEM Replacement at the Metro Transit Garage	Transit Capital	\$ 21,000	FTA 5307	Local	\$ 16,800 \$ 4,200
Moorhead Transit	5210016 TRF-0034-24D	2024	Transit				Sect 5307: City of Moorhead, Operating Assistance	Transit Operations	\$ 4,005,578	FTA 5307	State Local	\$ 448,000 \$ 2,464,306 \$ 1,093,272
Moorhead Transit	5220007 TRS-0034-24D	2024	Transit				City of Moorhead, Purchase of one (1) Class 200 Gas Van and Related Equipment (replaces unit 5193)	Transit Capital	\$ 38,000	STBGP-U	State	\$ 30,400 \$ 3,800
Moorhead Transit	5220033 TRF-0034-24E	2024	Transit				City of Moorhead, Paratransit Operating Assistance ***LFP*** For information and coordination only.	Transit Operations	\$ 791,746		State Local	\$ 672,984 \$ 118,762
<b>Fargo Transit</b>												
Fargo Transit	4210001 8310	2024	Transit				Operating Assistance, Paratransit Operating Assistance Funded as Capital, and Preventative Maintenance	Transit Operations	\$ 4,248,476	FTA 5307	Local	\$ 2,761,509 \$ 1,486,967
<b>City of Fargo</b>												
City of Fargo	4210002 22925 8212	2024	32nd Ave S		25th St S	University Dr	Reconstruction of 32nd Ave S in Fargo *Pending	Reconstruction	\$ 11,080,000	STBGP-U	Local	\$ 7,680,000 \$ 3,400,000
<b>City of Moorhead</b>												
City of Moorhead	5210018 144-135-017	2024	34th St	1.1	4th Ave S	3rd Ave N	***AC*** Grading, Cone Surfacing, Lighting, Storm Sewer, Signals, ADA Improvements *In conjunction with the City of Dilworth (AC Payback 2025, AC Total = 1,555,000 for a project total of 2,900,000) See project 5220020	Reconstruction	\$ 1,345,000	STBGP-U	Local	\$ 263,000 \$ 1,082,000

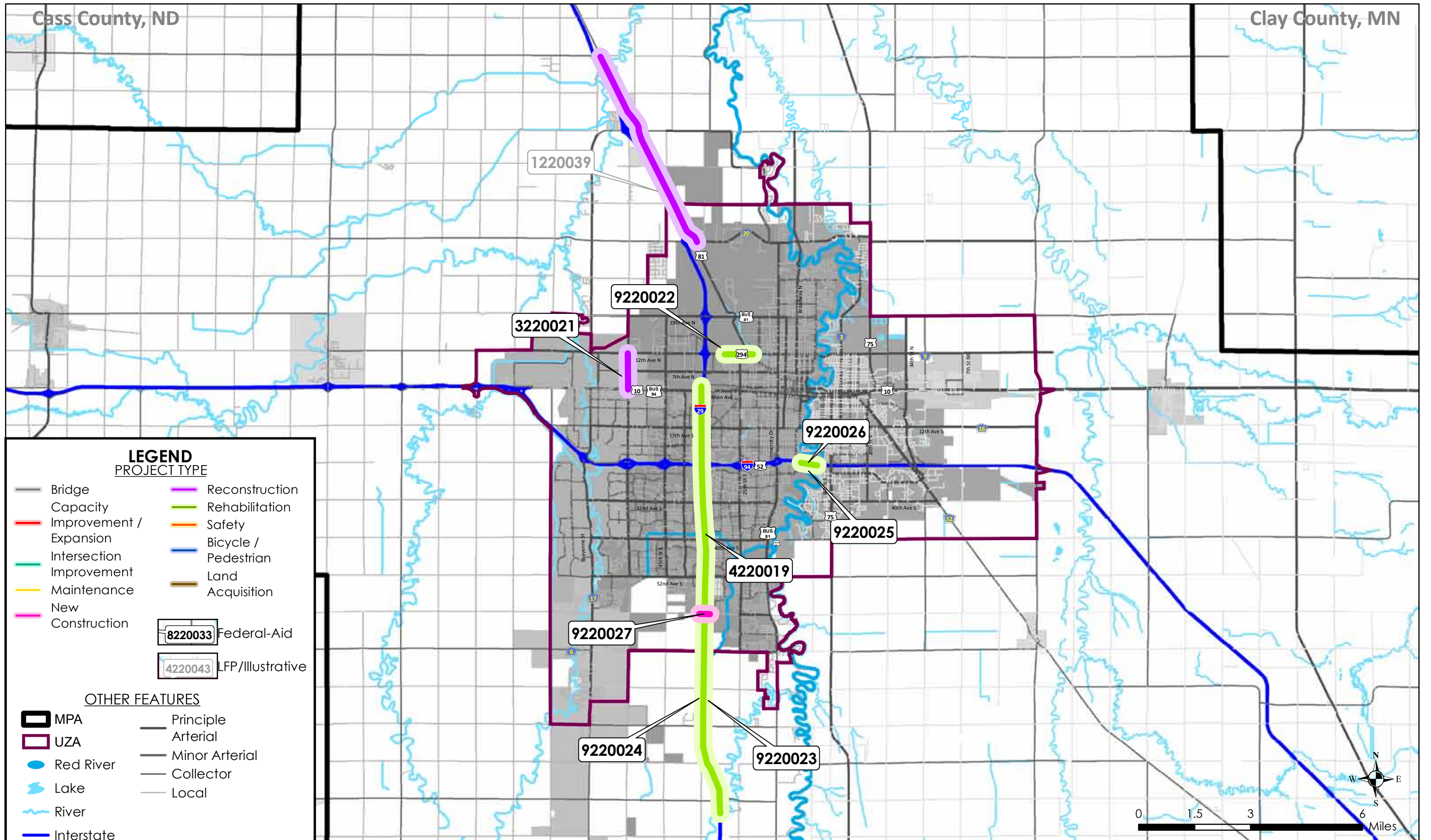
Lead Agency	Metro COG ID State Number	Project Year	Project Location	Length	Project Limits		Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Other Revenue Source	Revenue
					From	To						
<b>City of West Fargo</b>												
City of West Fargo	3220008 23247 8219	2024	28th Ave W 5th St W		9th St W Eaglewood Park	5th St W WF Sports Arena/ Lights @ Sheyenne	Construction of a Shared Use Path	Bike/Ped	\$ 308,000	TA	Local	\$ 249,000 \$ 59,000
<b>North Dakota Department of Transportation</b>												
NDDOT	9191007 22628 8210	2024	I-94E	1.9	25th St Interchange	Red River	Lift Station, Storm Sewer	Maintenance	\$ 2,600,000	IM	State	\$ 2,340,000 \$ 260,000
NDDOT	9200015 22629 8206	2024	I-29N	0.2	13th Ave S NE Ramp		Porland Concrete Cement Pave, Widening	Rehabilitation	\$ 253,000	IM	State	\$ 228,000 \$ 25,000
NDDOT	9200030 8209	2024	I-94E	4.9	1.0 W of 45th St	Red River	Concrete Pavement Repair	Rehabilitation	\$ 1,739,997	IM	State	\$ 1,565,997 \$ 174,000
NDDOT	9200032 8211	2024	I-94W	4.9	1.0 W of 45th St	Red River	Concrete Pavement Repair	Rehabilitation	\$ 1,740,632	IM	State	\$ 1,566,569 \$ 174,063
NDDOT	9210009 8201	2024	ND 10E	2.7	Lynchburg Interchange	ND 18 S Casselton	Concrete Pavement Repair, Mill and Overlay	Rehabilitation	\$ 876,000	Non NHS-S	State	\$ 709,000 \$ 167,000
NDDOT	9220009 8205	2024	ND 18N	19.2	W Jct 46 Leonard	Casselton	Mill and Overlay	Rehabilitation	\$ 3,528,595	Non NHS-S	State	\$ 2,855,692 \$ 672,903
NDDOT	9220010 8214	2024	ND 10E		3.0 East of ND 18		Structure Repair, Selective Grade, Riprap	Rehabilitation	\$ 54,000	Non NHS-S	State	\$ 44,000 \$ 10,000
NDDOT	9220011 8215	2024	ND 10E		4.0 E of ND 18		Deck Overlay, Rail Retrofit, Selective Grade, Riprap	Rehabilitation	\$ 117,462	Non NHS-S	State	\$ 95,062 \$ 22,400
NDDOT	9220012 8216	2024	ND 10E		8.0 W of I-29		Pipe Replacement, Riprap	Rehabilitation	\$ 162,240	Non NHS-S	State	\$ 131,301 \$ 30,939
<b>Cass County</b>												
<b>Minnesota Department of Transportation</b>												
MnDOT	8210019	2024	11th St		Railroad Grade Separation		11th St Underpass, New Grade Separation (Associated with project 2220042)	New Construction	\$ 81,000,000	STBGP-U	State Bond	\$ 65,000,000 \$ 8,000,000
<b>Clay County</b>												
Clay County	2210017 014-614-001	2024	CSAH 14 1.8 E of MN 336		Bridge Over Buffalo River		Replace Bridge #92440 with New Bridge #14555 Over the S Branch Buffalo River	Rehabilitation	\$ 920,000	BROS	Local	\$ 736,000 \$ 184,000



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
					From	To						
Clay County	2220042	2024	11th St		Railroad Grade Separation		11th St Underpass, New Grade Separation (Associated with project 8210019) ***LFP*** Included for Information and Coordination Only	New Construction	\$ 1,500,000		Local	\$ 1,500,000

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# Detailed Project Listings 2025



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
					From	To						
<b>Moorhead Transit</b>												
Moorhead Transit	5220013 TRF-0034-25A	2025	Transit				Sect 5307: City of Moorhead, Operating Assistance	Transit Operations	\$ 4,165,801	FTA 5307	State Local	\$ 457,000 \$ 2,570,048 \$ 1,138,753
Moorhead Transit	5220014 TRF-0034-25C	2025	Transit				Sect 5307: City of Moorhead, Replacement of one (1) Bus Shelter	Transit Capital	\$ 35,000	FTA 5307	Local	\$ 28,000 \$ 7,000
Moorhead Transit	5220015 TRF-0034-25D	2025	Transit				Sect 5307: City of Moorhead, Purchase of one (1) Gas Class 400 and Related Equipment (Replaces Unit #7211)	Transit Capital	\$ 104,000	FTA 5307	Local	\$ 83,200 \$ 20,800
Moorhead Transit	5220016 TRF-0034-25E	2025	Transit				Sect 5307: City of Moorhead, Purchase of one (1) Gas Class 400 and Related Equipment (Replaces Unit #7212)	Transit Capital	\$ 104,000	FTA 5307	Local	\$ 83,200 \$ 20,800
Moorhead Transit	5220017 TRF-0034-25F	2025	Transit				Sect 5307: City of Moorhead, Support Equipment/ Facility Equipment (Scrubber/washer and Press) (split cost of \$96,000 with 1/3 coming from Moorhead and 2/3 coming from Fargo)	Transit Capital	\$ 28,000	FTA 5307	Local	\$ 22,400 \$ 5,600
Moorhead Transit	5220034 TRF-0034-25B	2025	Transit				City of Moorhead, Paratransit Operating Assistance ***LFP*** For information and coordination only	Transit Operations	\$ 822,977		State Local	\$ 699,531 \$ 123,446
<b>Fargo Transit</b>												
Fargo Transit	4220018 8320 TURB	2025	Transit				Operating Assistance, Paratransit Operating Assistance Funded as Capital, and Preventative Maintenance	Transit Operations	\$ 4,333,446	FTA 5307	Local	\$ 2,816,740 \$ 1,516,706
<b>City of Fargo</b>												
City of Fargo	4220019 8315	2025	36th St S 2.0 S of I-94			36th St S @ Rose Coulee	Deck Overlay, Rail Retrofit, Reset Approach Guardrail *Pending	Rehabilitation	\$ 380,000	STBGP-U	Local	\$ 307,534 \$ 72,466
<b>City of Moorhead</b>												
City of Moorhead	5220020 144-135-017AC	2025	34th St	1.1		4th Ave S 3rd Ave N	***AC*** Grading, Cone Surfacing, Lighting, Storm Sewer, Signals, ADA Improvements (AC Payback 1 of 1) See project 5210018 *In conjunction with City of Dilworth *Project is not mapped*	Rehabilitation	\$ 1,555,000	STBGP-U		\$ 1,555,000
<b>City of West Fargo</b>												
City of West Fargo	3220021 8314	2025	9th St E			Main Ave 12th Ave N	Reconstruction of 9th St E	Reconstruction	\$ 9,400,000	STBGP-U	Local	\$ 7,520,000 \$ 1,880,000

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
					From	To						
<b>North Dakota Department of Transportation</b>												
NDDOT	9220022 8312	2025	12th Ave N 1.0 E of I-29		12th Ave N & BNRR Bridge		Structure Items, Structural Steel Zone Painting *Pending	Rehabilitation	\$ 644,606	STBGP-U	State Local	\$ 521,680 \$ 58,465 \$ 64,461
NDDOT	9220023 8305	2025	I-29N	12.1	Wild Rice River	0.3 Miles N of Main Ave	Concrete Pavement Repair, Grinding	Rehabilitation	\$ 1,702,243	IM	State	\$ 1,532,019 \$ 170,224
NDDOT	9220024 8308	2025	I-29S	12.1	Wild Rice River	0.3 Miles N of Main Ave	Concrete Pavement Repair, Grinding	Rehabilitation	\$ 1,702,200	IM	State	\$ 1,531,980 \$ 170,220
NDDOT	9220025 8318	2025	I-94E		ND-MN Border Bridge		Deck Overlay	Rehabilitation	\$ 1,601,806	IM	State	\$ 1,441,625 \$ 160,181
NDDOT	9220026 8319	2025	I-94W		ND-MN Border Bridge		Deck Overlay	Rehabilitation	\$ 1,601,806	IM	State	\$ 1,441,625 \$ 160,181
NDDOT	9220027 8306	2025	I-29		64th Avenue S Interchange		Construction of the 64th Ave S Interchange including Ramps, Structure, and Incidentals *Pending	New Construction	\$ 18,250,000	IM	State	\$ 16,425,000 \$ 1,825,000
<b>Cass County</b>												
Cass County	1220039	2025	CR 81		CR 20	CR 32	Grading and Surfacing ***LFP*** Included for Information and Coordination Only	Reconstruction	\$ 5,200,000		Local	\$ 5,200,000
<b>Minnesota Department of Transportation</b>												
<b>Clay County</b>												



# Lump Sum Projects

Metro COG and NDDOT are including the following tables and associated project phase lump sum projects in an effort to make federal funding authorization more efficient. The lump sum projects apply only to the North Dakota side of the MPA, because NDDOT and MnDOT operate in different ways. For example, NDDOT will use federal funds for Preliminary Engineering (PE), Right-of-way (ROW), and Utilities whereas MnDOT uses federal funds less often for said project phases. Lump sum projects are shown for all North Dakota projects within the MPA. Projects are included in the tables below for project phase authorization. Some projects may not be in a bid opening until 2025 but phases of the project may occur as soon as 2022. Lump sum tables are rounded to the nearest \$1,000. The lump sum projects are subject to normal TIP modification procedures as identified in Section 10.

Lump Sums						
Metro COG ID	Project Phase	Phase Year	Total Phase Cost	Federal Share	State Share	Local Share
2022						
9220044	Preliminary Engineering (PE)	2022	\$ -	\$ -	\$ -	\$ -
9220045	Right-of-Way (ROW)	2022	\$ -	\$ -	\$ -	\$ -
9220046	Utilities	2022	\$ -	\$ -	\$ -	\$ -

922005

922005

922005

Lump Sums						
Metro COG ID	Project Phase	Phase Year	Total Phase Cost	Federal Share	State Share	Local Share
2023						
9220047	Preliminary Engineering (PE)	2023	\$ 553,000	\$ 479,000	\$ 74,000	\$ -
9220048	Right-of-Way (ROW)	2023	\$ -	\$ -	\$ -	\$ -
9220049	Utilities	2023	\$ -	\$ -	\$ -	\$ -

922005

922005

922005

Lump Sums						
Metro COG ID	Project Phase	Phase Year	Total Phase Cost	Federal Share	State Share	Local Share
2024						
9220050	Preliminary Engineering (PE)	2024	\$ 341,000	\$ 307,000	\$ 35,000	\$ -
9220051	Right-of-Way (ROW)	2024	\$ -	\$ -	\$ -	\$ -
9220052	Utilities	2024	\$ -	\$ -	\$ -	\$ -

Lump Sums						
Metro COG ID	Project Phase	Phase Year	Total Phase Cost	Federal Share	State Share	Local Share
2025						
9220053	Preliminary Engineering (PE)	2025	\$ -	\$ -	\$ -	\$ -
9220054	Right-of-Way (ROW)	2025	\$ -	\$ -	\$ -	\$ -
9220055	Utilities	2025	\$ -	\$ -	\$ -	\$ -

\*Lump sums are currently being calculated and will be updated as soon as they are available.

\*\*Lump sums may represent multiple projects including multiple federal funding sources "lumped" together.

\*\*\*NDDOT is the lead agency on all lump sum projects.

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## Section 4 | Annual Listing of Obligated Projects

The Metro COG TIP includes an Annual Listing of Obligated Projects (ALOP) which lists federally-obligated projects from the preceding program year. The ALOP element of the 2022-2025 TIP is reflective of projects that have been bid or let in 2021. It includes relevant TIP information and identifies the amount of Federal funds requested in the TIP. The projects listed on the following pages include only programmed projects that received, or will receive federal transportation funds under 23 U.S.C. or 49 U.S.C. Chapter 53. LFPs and Illustrative projects are included as applicable.

Lead Agency	Metro COG ID State Number	Project Year	Project Location	Length	Project Limits		Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Other Revenue Source	Revenue
					From	To						
<b>West Central Minnesota Communities Action, Inc.</b>												
West Central MN Communities Action, Inc.	8213004 TRF-4003-21A	2021	Transit				Section 5310: West Central Minnesota Communities Action Inc. Mobility Management 7/1/21 thru 6/30/23	Transit Operations	\$ 56,700	FTA 5310	State Local	\$ 45,360 \$ 5,670 \$ 5,670
<b>Moorhead Transit</b>												
Moorhead Transit	5170005 TRS-0034-20T	2021	Transit				Purchase of one (1) <30 ft replacement bus and bus related equipment ( replaces unit #1231)	Transit Capital	\$ 95,000	STBGP-U	State Local	\$ 76,000 \$ 9,500 \$ 9,500
Moorhead Transit	5170006 TRS-0034-20TA	2021	Transit				Purchase of one (1) <30 ft replacement bus and bus related equipment (replaces unit #1232)	Transit Capital	\$ 95,000	STBGP-U	State Local	\$ 76,000 \$ 9,500 \$ 9,500
Moorhead Transit	5170008 TRF-0034-21A	2021	Transit				Moorhead Transit Operating Assistance	Transit Operations	\$ 3,500,000	FTA 5307	State	\$ 376,000 \$ 3,124,000
Moorhead Transit	5190010 TRF-0034-21C	2021	Transit				Purchase of a Bus Shelter	Transit Capital	\$ 31,000	FTA 5307	Local	\$ 24,800 \$ 6,200
Moorhead Transit	5190011 TRF-0034-21D	2021	Transit				Purchase 35ft replacement bus (Unit 1020)	Transit Capital	\$ 541,000	FTA 5307 FTA 5339	Local	\$ 259,850 \$ 200,000 \$ 81,150
Moorhead Transit	5210020 TRF-0034-21F	2021	Transit				Transit Hub Improvements - Dilworth Walmart	Transit Capital	\$ 250,000	FTA 5307	Local	\$ 200,000 \$ 50,000
<b>Fargo Transit</b>												
Fargo Transit	4170017 8034	2021	Transit				Operating Assistance, Paratransit Operating Assistance Funded as Capital, and Preventative Maintenance	Transit Operations	\$ 4,405,000	FTA 5307	Local	\$ 2,863,000 \$ 1,542,000
Fargo Transit	4213005	2021	Transit				Phase 2 Ground Transportation Center (GTC) Renovation Building Exterior Renovation	Transit Capital	\$ 2,148,024	CARES FTA 5307	Local	\$ 1,798,024 \$ 280,000 \$ 70,000
<b>City of Fargo</b>												
City of Fargo	4190002 22292 8133	2021	N University Dr		40th Ave N	32nd Ave N	Reconstruction of University Drive	Reconstruction	\$ 6,000,000	STBGP-U	Local	\$ 4,500,000 \$ 1,500,000
City of Fargo	4210026	2021	4th St N		Main Ave	1st Ave N	Reconstruction of 4th St N ***LFP*** Included for information and coordination only.	Reconstruction	\$ 2,050,000		Local	\$ 2,050,000
<b>City of Moorhead</b>												

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
					From	To						
<b>City of West Fargo</b>												
City of West Fargo	3200035	2021	Drain 45		13th Ave E	7th Ave E	Construction of a Multi-Use Path along Drain 45	Bike/Ped	\$ 520,000	TA	Local	\$ 232,000 \$ 288,000
City of West Fargo	3204001	2021	I-94 2.0 W of I-29		9th St & I-94		Deck Spall Repairs, Sleeper Slab with Roadway Panels, Roadway Expansion Joints, Concrete Pavement Repair	Rehabilitation	\$ 154,000	STBGP-U	Local	\$ 139,000 \$ 15,000
<b>North Dakota Department of Transportation</b>												
NDDOT	9170019 8002	2021	I-29N	4.0	Main Ave	N Fargo Interchange	Concrete Pavement Repair	Rehabilitation	\$ 297,092	IM	State	\$ 267,383 \$ 29,709
NDDOT	9170020 8005	2021	I-29S	4.0	Main Ave	N Fargo Interchange	Concrete Pavement Repair	Rehabilitation	\$ 297,092	IM	State	\$ 267,383 \$ 29,709
NDDOT	9182611 22656 8033	2021	I-29 S of Metro	6.5	At Red River Diversion		FM Metro Area Diversion: Structure, grade raise, PCC paving, drainage improvements, median x-overs *Cost range reflects base and alternate bids	Reconstruction	*\$45,000,000- \$ 64,000,000 Illustrative			\$ 51,000,000
NDDOT	9192640 22319 8024	2021	I-94E		6.0 East of ND 18		Structure Replacement, Approach Slabs	Rehabilitation	\$ 3,536,400	IM	State	\$ 3,182,760 \$ 353,640
NDDOT	9190021 22627 8131	2021	I-29		38th St & I-29 Ramp		Turn Lanes, Signals, Pavement Marking (ITS, CMP)	Safety	\$ 565,000	HSIP	State	\$ 508,500 \$ 56,500
NDDOT	9200019 22601 8023	2021	I-94E		I-94 & I-29 Interchange		Approach Slabs, Expansion Joint Modification, Spall Repair, Joint Sealant	Rehabilitation	\$ 176,000	IM	State	\$ 158,000 \$ 18,000
NDDOT	9200022 22318 8010	2021	I-94W		6 E of ND 18		Median Cross-Overs	Rehabilitation	\$ 837,000	IM	State	\$ 753,300 \$ 83,700
NDDOT	9200023 22544 8013	2021	ND 10E		6.0 E of ND 18		Structure Replacement	Rehabilitation	\$ 2,602,748	NHS	State	\$ 2,082,198 \$ 520,550
NDDOT	9200024 22601 8025	2021	I-94W		I-94 & I-29 Interchange		Approach Slabs, Expansion Joint Modification, Spall Repair, Joint Sealant	Rehabilitation	\$ 176,000	IM	State	\$ 158,000 \$ 18,000
NDDOT	9200025 22319 8021	2021	I-94W		6.0 E of ND 18		Structure Replace	Rehabilitation	\$ 3,536,400	IM	State	\$ 3,182,760 \$ 353,640
NDDOT	9200028 22601 8022	2021	I-94E		45th St & I-94		Deck Overlay, Approach Slabs, Expansion Joint Modification, Spall Repair	Rehabilitation	\$ 949,000	IM	State	\$ 854,000 \$ 95,000
NDDOT	9201001 22496 8017	2021	I-29 N		7.0 S of I-94		Structure Paint	Rehabilitation	\$ 300,000	IM	State	\$ 270,000 \$ 30,000

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
					From	To						
NDDOT	9210011 22496 8018	2021	I-29		Argusville City Limits		Structure Paint	Rehabilitation	\$ 300,000	IM	State	\$ 270,000 \$ 30,000
NDDOT	9210012 22496 8016	2021	I-29		6.0 N of ND 46		Structure Paint	Rehabilitation	\$ 300,000	IM	State	\$ 270,000 \$ 30,000
NDDOT	9211001	2021	DMS on I-94E (RP 342.8 DMS on I-29N (RP 59.5)		Statewide		Statewide Intelligent Transportation System Improvement Project to Update Dynamic Message Signs (2 locations within the MPA) ITS	ITS	\$ 25,052	IM	State	\$ 20,275 \$ 4,777
<b>Cass County</b>												
Cass County	1210021	2021	New CR 6		CR 17 & 45th St	45th St 64th Ave S	Grading and roadway expansion ***LFP*** Included for information and coordination purposes only	Rehabilitation/ Expansion	\$ 2,200,000		Local	\$ 2,200,000
Cass County	1211002 23075 0930	2021	CR 10	6.94	ND 18	CR 11	Hot Mix Asphalt Paving, paved shouders, minor grading and seeding	Rehabilitation	\$ 3,100,000	Non NHS-SC	Local	\$ 2,500,000 \$ 600,000
Cass County	1211003 23075 0941	2021	CR 11	5.98	CR 22	CR 4	Hot Mix Asphalt Mill and Overlay	Rehabilitation	\$ 1,700,000	Non NHS-SC	Local	\$ 1,400,000 \$ 300,000
<b>Minnesota Department of Transportation</b>												
MnDOT	8204002 056-070-027	2021	D4 Districtwide		Junction of I-94 & 20th St S - Moorhead		Districtwide Safety Improvements - Lighting at Various Intersections	Safety	\$ 534,693	HSIP	State	\$ 481,224 \$ 53,469
MnDOT	8210029	2021	US Hwy 10		Intersection of	CSAH 19 & US 10	Right Turn Lane Construction (eastbound) at CSAH 19, near Glyndon (CMP) ***LFP*** Included for information and coordination purposes only	Safety	\$ 334,000		State	\$ 334,000
<b>Clay County</b>												
Clay County	2210025	2021	CSAH 33	0.4	Main St	Peter's St	Urban Reconstruction ***LFP*** Included for information and coordination purposes only *City of Hawley Contributing local funds	Reconstruction	\$ 1,300,000		State *Local	\$ 390,000 \$ 910,000

# Section 5 | 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 2022-2025 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, operations and maintenance (O&M), and Regionally Significant Projects (RSPs) are assumed fiscally constrained at the local level, based on each state or local jurisdiction's ability to collect revenues and associated budgets to cover costs including accurate cost estimates as developed through the most recent Capital Improvement Programs (CIPs).

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

### Year of Expenditure

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

### Operations and Maintenance (O&M)

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

Metro COG staff estimated 2019 O&M expenses for each jurisdiction as part of the 2045 Metropolitan Transportation Plan (MTP) update. The O&M costs were developed by reviewing current local budgets and CIPs where available, using budgeted and historic pavement and bridge spending levels. All subsequent O&M cost estimates were calculated by assuming a 4% increase in costs unless otherwise specified by a member jurisdiction. These costs are in addition to projects identified within the 2022-2025 TIP. Table 6-1 on the following page identifies the O&M costs anticipated by each jurisdiction per year for the short-term (2020-2025) based on methodology in the 2045 MTP. Costs associated with this TIP (current program year) are identified in gray. Those years outside of the time frame covered by this TIP are in yellow. O&M costs are assumed constrained by each state and local jurisdiction based on their ability to meet O&M obligations. O&M may be deferred based on the jurisdiction's ability to collect revenue to cover costs. Under this condition, O&M costs will be reviewed and adjusted to reflect available local funding.

Additional information on O&M, and the methodology used to calculate the estimates, may be found in the 2045 MTP, *Metro Grow* (2019).

**Table 6-1: Operation and Maintenance Estimated Costs per Year by Jurisdiction for 2020-2025**

Jurisdiction	2020	2021	2022	2023	2024	2025	Total
<i>Minnesota</i>							
MnDOT	\$ 3,989,440	\$ 4,149,018	\$ 4,314,978	\$ 4,487,577	\$ 4,667,081	\$ 4,853,764	<b>\$ 26,461,858</b>
Clay County	\$ 3,068,000	\$ 3,190,720	\$ 3,318,349	\$ 3,451,083	\$ 3,589,126	\$ 3,732,691	<b>\$ 20,349,969</b>
Moorhead	\$ 7,092,800	\$ 7,376,512	\$ 7,671,572	\$ 7,978,435	\$ 8,297,573	\$ 8,629,476	<b>\$ 47,046,368</b>
Dilworth	\$ 617,760	\$ 642,470	\$ 668,169	\$ 694,896	\$ 722,692	\$ 751,599	<b>\$ 4,097,587</b>
<i>North Dakota</i>							
NDDOT	\$ 2,641,600	\$ 2,747,264	\$ 2,857,155	\$ 2,971,441	\$ 3,090,298	\$ 3,213,910	<b>\$ 17,521,668</b>
Cass County	\$ 9,181,120	\$ 9,548,365	\$ 9,930,299	\$ 10,327,511	\$ 10,740,612	\$ 11,170,236	<b>\$ 60,898,144</b>
Fargo	\$ 8,960,640	\$ 9,319,066	\$ 9,691,828	\$ 10,079,501	\$ 10,482,681	\$ 10,901,989	<b>\$ 59,435,705</b>
West Fargo	\$ 3,016,000	\$ 3,136,640	\$ 3,262,106	\$ 3,392,590	\$ 3,528,293	\$ 3,669,425	<b>\$ 20,005,054</b>
Horace	\$ 260,000	\$ 270,400	\$ 281,216	\$ 292,465	\$ 304,163	\$ 316,330	<b>\$ 1,724,574</b>

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, local governments, and public transit operators to create a TIP that prioritizes and lists all federally-funded projects and RSPs programmed for at least the next four years.

The projects listed in the TIP must be financially realistic and achievable. 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 MnDOT and NDDOT. As such, this TIP is fiscally-constrained for fiscal years 2022 through 2025 based on the amount of federal transportation funds identified by the respective DOTs for federal-aid projects in their areas.

## Fiscal Constraint Analysis

### Total Expenditures

The total expenditures shown within this chapter only represent programmed projects (excludes LFPs and Illustrative projects) within the 2022-2025 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 but funding is currently not available. If federal funding becomes available, and the project is consistent with a currently-approved MTP, illustrative projects may be amended into the TIP as a programmed project. Because many of the jurisdictions' projects do not receive federal aid and are not considered regionally significant, they are not required to be in the TIP. Fiscal constraint is only required for programmed projects listed in the TIP and for annual O&M. Therefore, many of the jurisdictions show a higher revenue than expenditure, which is needed to cover the cost of projects not listed within the TIP (local capital projects).

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

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

### Revenues for Jurisdictions to Support Fiscal Constraint

A variety of revenue sources have been identified through the preparation of the MTP, *Metro Grow*, to show that the 2022-2025 TIP projects and O&M of the transportation system have fiscal constraint. These funding sources included a variety of awarded federal funding grants, state dollars, and local jurisdiction dollars.

Table 6-2: Fiscal Constraint

Federal Highway Funding Source	Financial Constraint											
	Federal Funds Available				Federal Funds Programmed				Federal Funds Balance			
	2022	2023	2024	2025	2022	2023	2024	2025	2022	2023	2024	2025
National Highway Performance Program (NHPP) <sup>1</sup>	\$6,488,720	\$25,163,181	\$5,700,566	\$22,372,249	\$6,488,720	\$25,163,181	\$5,700,566	\$22,372,249	\$0.0	\$0.0	\$0.0	\$0.0
Surface Transportation Program- Urban (STBGP-U)	\$10,728,800	\$2,030,708	\$16,117,400	\$9,904,214	\$10,728,800	\$2,030,708	\$16,117,400	\$9,904,214	\$0.0	\$0.0	\$0.0	\$0.0
Surface Transportation Program - Other (STBGP)	\$2,155,400	\$4,390,345	\$0	\$0	\$2,155,400	\$4,390,345	\$0	\$0	\$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)	\$7,190,470	\$4,225,950	\$0	\$0	\$7,190,470	\$4,225,950	\$0	\$0	\$0.0	\$0.0	\$0.0	\$0.0
Transportation Alternatives (TA) <sup>2</sup>	\$476,260	\$705,000	\$249,000	\$0	\$476,260	\$705,000	\$249,000	\$0	\$0.0	\$0.0	\$0.0	\$0.0
National Highway Freight Program (NHFP)	\$0	\$1,350,000	\$0	\$0	\$0	\$1,350,000	\$0	\$0	\$0.0	\$0.0	\$0.0	\$0.0
Other Federal Funds <sup>3</sup>	\$3,636,432	\$2,400,000	\$4,571,055	\$0	\$3,636,432	\$2,400,000	\$4,571,055	\$0	\$0.0	\$0.0	\$0.0	\$0.0
<b>Total Federal Highway Funds</b>	<b>\$30,676,082</b>	<b>\$40,265,184</b>	<b>\$26,638,021</b>	<b>\$32,276,463</b>	<b>\$30,676,082</b>	<b>\$40,265,184</b>	<b>\$26,638,021</b>	<b>\$32,276,463</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>

Note 1- NHPP funds include but are not limited to NHS, NHS-U, and IM

Note 2- TA total may include legacy Transportation Enhancement (TE) and Safe Routes to School (SRTS) funds.

Note 3 - Other federal funds include but are not limited to those administered as CRRSA, Non-NHS-S, NDSTREET, Urban Grant Program (UGP), and MnDOT CIMS funds.

Federal Transit Funding Source	Financial Constraint											
	Federal Funds Available				Federal Funds Programmed				Federal Funds Balance			
	2022	2023	2024	2025	2022	2023	2024	2025	2022	2023	2024	2025
Urban Area Formula (Section 5307)	\$ 3,216,214	\$ 3,364,962	\$ 3,262,789	\$ 3,490,540	\$ 3,216,214	\$ 3,364,962	\$ 3,262,789	\$ 3,490,540	\$0.0	\$0.0	\$0.0	\$0.0
Bus and Bus Related Facilities (Section 5339)	\$0	\$226,400	\$0	\$0	\$0	\$ 226,400	\$0	\$0	\$0.0	\$0.0	\$0.0	\$0.0
Enhanced Mobility for Seniors and Individuals with Disabilities (Section 5310)	\$0	\$49,056	\$0	\$0	\$0	\$ 49,056	\$0	\$0	\$0.0	\$0.0	\$0.0	\$0.0
Formula Grants for Other than Urbanized Areas (Section 5311)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0.0	\$0.0	\$0.0	\$0.0
<b>Total Federal Transit Funds</b>	<b>\$ 3,216,214</b>	<b>\$ 3,640,418</b>	<b>\$ 3,262,789</b>	<b>\$ 3,490,540</b>	<b>\$ 3,216,214</b>	<b>\$ 3,640,418</b>	<b>\$ 3,262,789</b>	<b>\$ 3,490,540</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>
<b>TOTAL Federal Funds</b>	<b>\$ 33,892,296</b>	<b>\$ 43,905,602</b>	<b>\$ 29,900,810</b>	<b>\$ 35,767,003</b>	<b>\$ 33,892,296</b>	<b>\$ 43,905,602</b>	<b>\$ 29,900,810</b>	<b>\$ 35,767,003</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>

Table 6-3: Funding Totals

Jurisdiction	2022			2023			2024			2025		
	Federal	State	Local	Federal	State	Local	Federal	State	Local	Federal	State	Local
<b>Total Mn-Side</b>	<b>\$4,655,400</b>	<b>\$0</b>	<b>\$1,114,600</b>	<b>\$6,847,945</b>	<b>\$1,882,646</b>	<b>\$1,435,400</b>	<b>\$8,999,000</b>	<b>\$65,000,000</b>	<b>\$1,266,000</b>	<b>\$1,555,000</b>	<b>\$0</b>	<b>\$0</b>
City of Dilworth	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
City of Moorhead	\$0	\$0	\$0	\$807,600	\$0	\$1,292,400	\$263,000	\$0	\$1,082,000	\$1,555,000	\$0	\$0
Clay County	\$2,155,400	\$0	\$1,114,600	\$1,695,000	\$0	\$143,000	\$736,000	\$0	\$184,000	\$0	\$0	\$0
MnDOT	\$2,500,000	\$0	\$0	\$4,345,345	\$1,882,646	\$0	\$8,000,000	\$65,000,000	\$0	\$0	\$0	\$0
<b>Total ND-Side</b>	<b>\$24,991,882</b>	<b>\$1,602,751</b>	<b>\$7,087,770</b>	<b>\$32,417,239</b>	<b>\$3,561,547</b>	<b>\$7,106,730</b>	<b>\$17,464,621</b>	<b>\$1,536,305</b>	<b>\$3,459,000</b>	<b>\$30,721,463</b>	<b>\$2,544,271</b>	<b>\$2,016,927</b>
City of Fargo	\$10,508,620	\$0	\$6,891,380	\$2,760,108	\$0	\$1,140,572	\$7,680,000	\$0	\$3,400,000	\$307,534	\$0	\$72,466
City of West Fargo	\$290,000	\$0	\$152,500	\$0	\$0	\$0	\$249,000	\$0	\$59,000	\$7,520,000	\$0	\$1,880,000
City of Horace	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Cass County	\$186,260	\$0	\$43,890	\$268,000	\$0	\$150,000	\$0	\$0	\$0	\$0	\$0	\$0
NDDOT <sup>1</sup>	\$14,007,002	\$1,602,751	\$0	\$29,389,131	\$3,561,547	\$5,816,158	\$9,535,621	\$1,536,305	\$0	\$22,893,929	\$2,544,271	\$64,461

Note 1 - Local funds for NDDOT fiscal years '22-25 are from City of Fargo

Transit	2022			2023			2024			2025		
	Federal <sup>2</sup>	State	Local	Federal	State	Local	Federal	State	Local	Federal	State	Local
<b>Total</b>	<b>\$4,245,014</b>	<b>\$2,182,716</b>	<b>\$2,368,089</b>	<b>\$4,640,418</b>	<b>\$2,362,766</b>	<b>\$2,397,855</b>	<b>\$3,437,189</b>	<b>\$2,475,706</b>	<b>\$2,625,759</b>	<b>\$3,490,540</b>	<b>\$2,570,048</b>	<b>\$2,709,659</b>
Fargo Transit (MATBUS)	\$3,654,277	\$0	\$1,679,226	\$3,707,362	\$0	\$1,707,811	\$2,761,509	\$0	\$1,486,967	\$2,816,740	\$0	\$1,516,706
Moorhead Transit (MATBUS)	\$590,737	\$2,182,716	\$688,863	\$884,000	\$2,362,766	\$690,044	\$675,680	\$2,475,706	\$1,138,792	\$673,800	\$2,570,048	\$1,192,953
WCMCA (R4RTCC)	\$0	\$0	\$0	\$49,056	\$12,264	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Note 2 - Includes both FHWA and FTA sources

\*These funding totals include federally funded projects and RSPs, and do not include locally funded projects.

Source: Metro COG

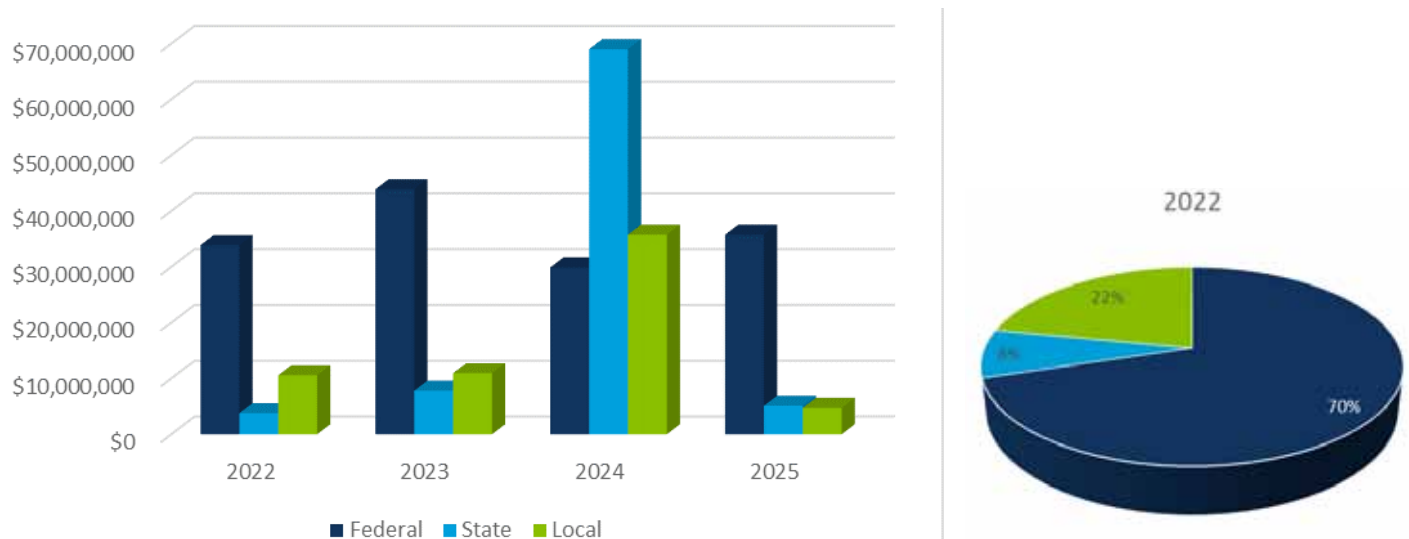
**Table 6-3: Total Expenditures (O&M and Programmed Projects)**

Jurisdiction	2022	2023	2024	2025	Total
<b>Minnesota</b>					
MnDOT	\$ 4,314,978	\$ 8,745,253	\$ 71,963,283	\$ 7,423,812	\$ 92,447,327
Clay County	\$ 4,432,949	\$ 3,594,083	\$ 3,773,126	\$ 3,732,691	\$ 15,532,849
Moorhead <sup>1</sup>	\$ 8,360,435	\$ 9,960,879	\$ 10,518,365	\$ 9,822,429	\$ 38,662,108
Dilworth	\$ 668,169	\$ 694,896	\$ 722,692	\$ 751,599	\$ 2,837,357
<b>North Dakota</b>					
NDDOT	\$ 4,459,906	\$ 6,532,988	\$ 4,626,603	\$ 5,758,181	\$ 21,377,678
Cass County	\$ 9,974,189	\$ 10,477,511	\$ 10,740,612	\$ 11,170,236	\$ 42,362,549
Fargo <sup>1</sup>	\$ 18,262,434	\$ 12,927,884	\$ 15,369,648	\$ 12,491,161	\$ 59,051,128
West Fargo	\$ 3,414,606	\$ 3,392,590	\$ 3,587,293	\$ 5,549,425	\$ 15,943,914
Horace	\$ 281,216	\$ 292,465	\$ 304,163	\$ 316,330	\$ 1,194,174

Note 1 - Includes transit projects for respective MATBUS departments

Source: Metro COG

**Figure 6-1: Funding Totals**



\*These funding totals include federally funded projects and RSPs, and do not include locally funded projects..

Source: Metro COG

### Federal Revenues

Any federal funds either programmed or anticipated for transportation projects are all shown within the 2022-2025 TIP. The agreed upon programmed federal funds (Federal Funds Available) are considered the federal revenues for purposes of the fiscal constraint analysis. Both states have reviewed and approved the programmed or anticipated federal aid as part of the TIP development process and the dollar amounts are consistent with previous years of awarded federal aid. Constrained project costs (Federal Funds Programmed) reflect the federal funding provided by MnDOT and NDDOT for projects currently programmed in the 2022-2025 TIP. Neither Metro COG, nor its member jurisdictions have programmed projects in the 2022-2025 TIP that exceed the amount of federal revenue reasonably anticipated to be received from MnDOT and NDDOT in any given year.

### State and Local Revenues

The state and local revenues available for each year are more difficult to identify. The available state and local

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

### Identifying Fiscal Constraint for Each Member Jurisdiction

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

## Direct Allocations and Monitoring

In conjunction with the changes to the Solicitation, Prioritization, and Selection process as described in the introduction section, it is estimated that Metro COG's UZA will be designated a TMA sometime shortly after the decennial census if the UZA population is greater than 200,000. Whenever Metro COG transitions to TMA designation (tentatively 2023), the agency will begin to receive a direct allocation of some Federal funds including FHWA's STBGP, and FTA's Section 5307 (Transit already receives a direct allocation of 5307 however the current formula used is for UZA's with a population between 50,000 and 200,000; it is unknown if TMA designation would change the formula), Section 5310, and Section 5339. Rather than competing for said discretionary funds statewide in Minnesota and North Dakota, direct allocations of applicable federal funds to Metro COG will be based on state-level funding and Metro COG's share of each state's urban population.

In the years leading up to TMA designation, Metro COG will closely monitor funding sources that will be impacted by the transition from competitive allocations administered by the respective States, to direct allocations as formulated by applicable FHWA and FTA programs. Metro COG must be cognizant of what projects are submitted for discretionary STBGP, Section 5307, Section 5310, and Section 5339 in order to maintain fiscal constraint of the TIP. Metro COG will need to monitor discretionary funding from the States leading up to TMA designation.

The road to TMA designation is not fully clear to Metro COG and the agency must work with both MnDOT and NDDOT to maintain fiscal constraint throughout the transition while getting a better understanding of what programs will be affected. Preemptively, Metro COG will need to monitor programs affected by direct allocations of federal funds even more closely than before TMA designation.

### STBGP

The current MTP, *Metro Grow* estimated the direct allocation of STBGP funding based upon the percentage of urban population in each state. Given the assumed portion of urban population within each state and guidance provided by NDDOT, the following STBGP allocations are assumed:

- **Minnesota:** \$1,085,000 STBGP funds annually (in 2020 dollars)
- **North Dakota:** \$12,500,000 STBGP funds annually (in 2020 dollars)
- **Total:** \$13,585,000 funds annually (in 2020 dollars)

Metro COG is monitoring STBGP funds for previous and current program years to verify that the area is meeting funding projections and goals as outlined in the current MTP and to ensure that fiscal constraint is being maintained through the transition to TMA designation.

Metro COG will also need to monitor STBGP projects more closely and accurately as said federal funds not only become programmed and obligated but throughout the project development, construction, and/or procurement timeline.



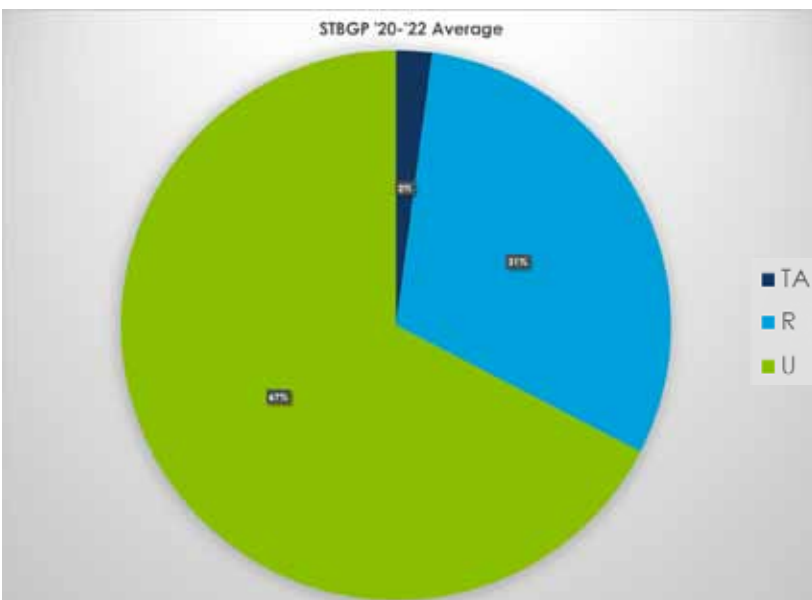
Table 6-5: Surface Transportation Block Grant Program (STBGP) Monitoring 2020-2021

STBGP	2020	2021	2022
<b>Total Mn-Side</b>	<b>\$2,136,196</b>	<b>\$145,600</b>	<b>\$2,184,200</b>
STBGP-U	\$1,776,196	\$145,600	\$28,800
STBGP-R	\$0	\$0	\$2,155,400
STBGP-TA	\$360,000	\$0	\$0
<b>Total ND-Side</b>	<b>\$22,277,989</b>	<b>\$4,500,000</b>	<b>\$11,176,260</b>
STBGP-U	\$11,322,989	\$4,500,000	\$10,700,000
STBGP-R	\$10,723,000	\$0	\$0
STBGP-TA	\$232,000	\$0	\$476,260
<b>Total MPA</b>	<b>\$24,414,185</b>	<b>\$4,645,600</b>	<b>\$13,360,460</b>
STBGP-U	\$13,099,185	\$4,645,600	\$10,728,800
STBGP-R	\$10,723,000	\$0	\$2,155,400
STBGP-TA	\$592,000	\$0	\$476,260

STBGP	2020	2021	2022	Total
New or Reconstruction	\$20,655,907	\$4,500,000	\$9,700,000	\$25,155,907
Rehabilitation	\$2,166,278	\$0	\$2,155,400	\$2,166,278
Transit Capital	\$1,000,000	\$145,600	\$1,028,800	\$1,145,600
Bicycle and Pedestrian	\$592,000	\$0	\$476,260	\$592,000

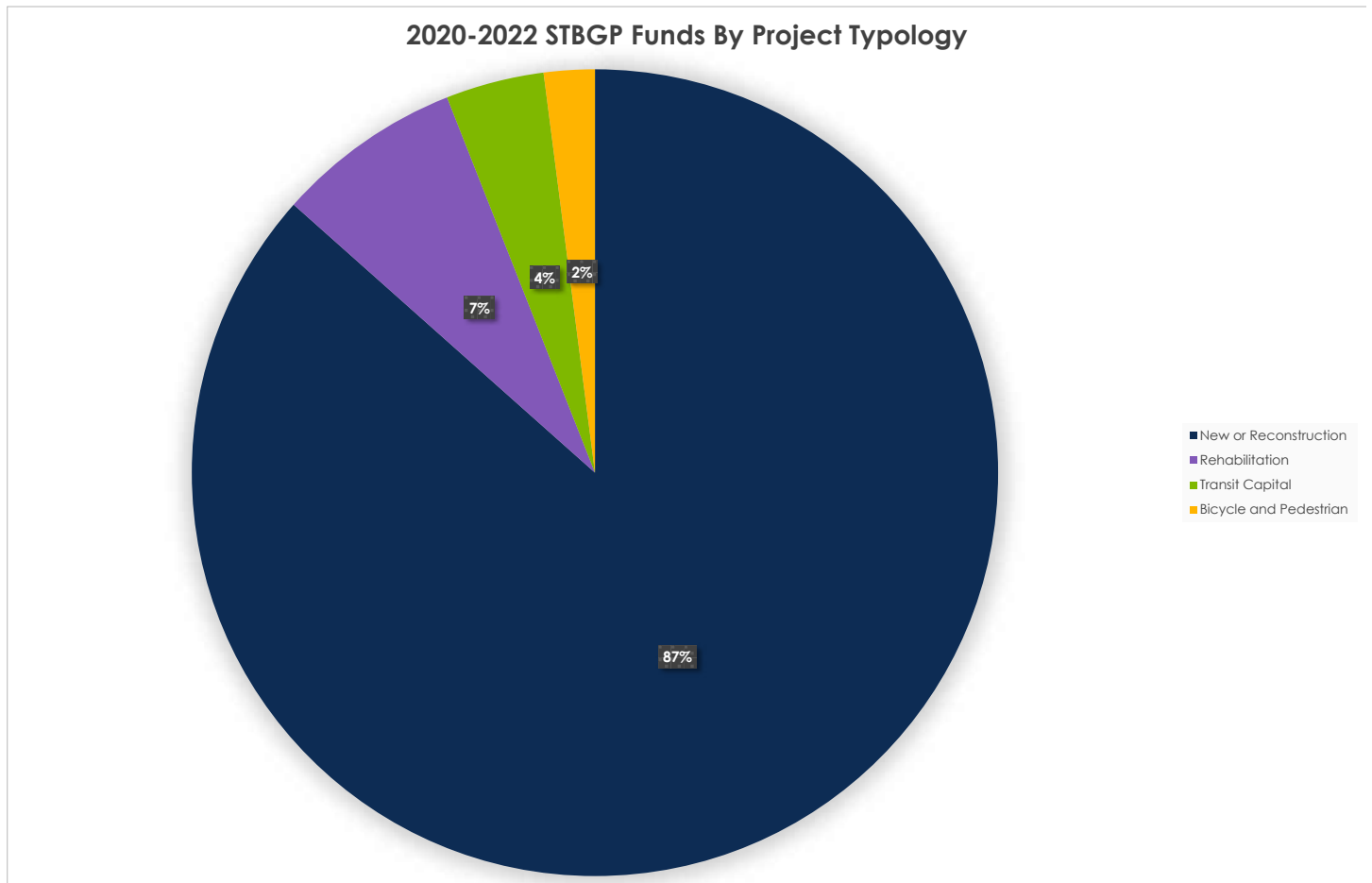
Source: Metro COG

Figure 6-2: STBGP Average



Source: Metro COG

Figure 6-3: STBGP Project Type



Source: Metro COG

# Section 6 | Overview of Federal Aid Programs

## Section 6 | 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 below. Additionally, a description of how projects are identified, prioritized, and selected for Federal Aid programs is included. More detailed information regarding how MnDOT and NDDOT develop and implement their Federal Aid program is available at each agency's respective websites:

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

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

### Federal Highway Administration (FHWA)

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

#### National Highway Performance Program (NHPP)

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

NHPP Funding Programmed for Metro COG Projects

2022	2023	2024	2025
\$6,488,720	\$25,163,181	\$5,700,566	\$22,372,249

Source: Metro COG

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

- The Interstate Highway System;
- Most existing principal arterials and border crossings on those routes;
- Intermodal connectors – highways that provide motor vehicle access between the NHS and major intermodal transportation facilities;

- Strategic Highway Network (STRAHNET) – The network of highways important to U.S. strategic defense and its connectors to major military installations.

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

### Surface Transportation Block Grant Program (STBGP)

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

STBGP Funding Programmed for Metro COG Projects

2022	2023	2024	2025
\$12,844,200	\$6,421,053	\$16,117,400	\$9,904,214

Source: Metro COG

Per the FAST ACT, roughly 55% 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 (Direct allocation);
- Area with population greater than 5,000 but no more than 200,000 (STBGP-U);
- Areas with population 5,000 or less (STBGP-R).

The remaining 45% 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 a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). Both the states of Minnesota and North Dakota are currently in attainment for air quality standards and as such, CMAQ funds may be used at the discretion of each respective DOT as STBGP funding.

CMAQ Funding Programmed for Metro COG Projects

2022	2023	2024	2025
\$0	\$0	\$0	\$0

Source: Metro COG

### Highway Safety Improvement Program (HSIP)

The FAST Act continued the Highway Safety Improvement Program (HSIP) to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State owned public roads and roads on tribal lands. The HSIP requires a data-driven strategic approach to improving highway safety on all public roads that focuses on performance. An HSIP project is any strategy, activity or project on a public road that is

HSIP Funding Programmed for Metro COG Projects

2022	2023	2024	2025
\$7,190,470	\$4,225,950	\$0	\$0

Source: Metro COG



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.

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

### Metropolitan Planning Program

The FAST Act continued the Metropolitan Planning Program which establishes a cooperative, continuous and comprehensive framework for making transportation investment decisions in metropolitan areas. Program oversight is a joint FHWA/FTA responsibility. Funds are apportioned to States through formula with Minnesota receiving \$6,595,810 and North Dakota receiving \$2,267,431 in FFY 2021. Funds are distributed by MnDOT and NDDOT to MPOs for metropolitan planning activities pursuant to CFR. Metropolitan Planning Program funds are not shown in the TIP.

### 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 replaced the funding from pre-MAP-21 programs including Transportation Enhancements (TE), Recreational Trails Program (RTP) and Safe Routes to School (SRTS); wrapping them into a single funding source. TA is funded via set asides from the NHPP, STBGP, CMAQ, and HSIP.

TA Funding Programmed for Metro COG Projects

2022	2023	2024	2025
\$476,260	\$705,000	\$249,000	\$0

Source: Metro COG

### National Highway Freight Program (NHFP)

The FAST Act established a new National Highway Freight Program to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support several goals, including:

NHFP Funding Programmed for Metro COG Projects

2022	2023	2024	2025
\$0	\$1,350,000	\$0	\$0

Source: Metro COG

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

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

# Federal Transit Administration

The Federal Transit Administration (FTA) annually apportions federal funding which includes grants allotted under section, 5307, 5339, 5310, 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 through urbanized area (UZA) formula available to UZAs having populations over 50,000 for transit capital and operating assistance. In UZAs it is also available for transit related planning. The City of Fargo and the City of Moorhead are each designated recipients for the Section 5307 formula funds. The funds lapse five years after the time of apportionment if not obligated by the UZAs within the time frame.

5307 Funding Programmed for Metro COG Projects

2022	2023	2024	2025
\$3,216,214	\$3,364,962	\$3,262,789	\$3,490,540

Source: Metro COG

## Section 5339 Bus and Bus Related Facilities

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

5339 Funding Programmed for Metro COG Projects

2022	2023	2024	2025
\$0	\$226,400	\$0	\$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 are not able to meet these needs. Program funds may be used for capital and operating expenses however, at least 55 percent of the program funds must be used on capital or “traditional” projects as described in Circular 9070.1G, Chapter III. States receive both an urban and rural apportionment of Section 5310 funds.

5310 Funding Programmed for Metro COG Projects

2022	2023	2024	2025
\$0	\$49,056	\$0	\$0

Source: Metro COG

## Section 5311 Formula grants for Other than Urbanized Areas

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

5311 Funding Programmed for Metro COG Projects

2022	2023	2024	2025
\$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.

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

## Regional Roads Program

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

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

The Regional Roads Program is funded with 50% of 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 NDDOT - Fargo District Engineer. Project solicitation is based on an NDDOT application developed cooperatively through the metropolitan planning process that allows projects to be locally evaluated by the TTC and prioritized by the Metro COG Policy Board. Upon completion of the Metro COG solicitation process; applications are forwarded to NDDOT for additional review and vetting, as per normal procedures. NDDOT makes project selection in cooperation with Metro COG based on the estimated availability of Federal funds.

## ND Small Town Revitalization Endeavor For Enhancing Transportation (NDSTREET) Program

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

## Rural Roads Program

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

with Cass County regarding the programming of Rural Roads funds within the MPA; and involves Cass County in discussions on Urban and Regional Roads programming which may impact County Roads.

### Transportation Alternatives (TA)

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

### Section 5307 Urbanized Area Formula Program

Section 5307 funds are provided to the designated recipient as part of the regular TIP development cycle. The public transit operator will make project selection, in cooperation with NDDOT and Metro COG. No formal solicitation process or applications for Section 5307 funded projects are required; however Metro COG requests a listing of project activities to be funded with Section 5307 for each year of the TIP. The City of Fargo receives an annual apportionment of approximately \$2,800,000 in Section 5307 formula funds.

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

NDDOT receives two (2) separate statewide apportionments for Section 5310 totalling approximately \$660,000. These two (2) apportionments are separated out as follows:

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

NDDOT receives an annual apportionment of approximately \$430,000 in Section 5310 formula funds for use in urbanized areas between 50,000 and 200,000 in population and approximately \$230,000 in Section 5310 formula funds for use in Nonurbanized Areas less than 50,000 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 occurs out of step of the regular TIP development cycle based on the differing NDDOT schedule for these Federal funds. Projects submitted through Metro COG will be locally evaluated by the MAT Coordinating Board, TTC, 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. NDDOT will make project selection in cooperation with Metro COG and MATBUS.

### Section 5339 Bus and Bus Related Facilities

NDDOT receives two (2) separate statewide apportionments for Section 5339 totalling approximately \$4,350,000. These two (2) apportionments are separated out as follows:

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

NDDOT receives an annual apportionment of approximately \$850,000 in Section 5339 formula funds for use in urbanized areas between 50,000 and 200,000 in population and approximately \$3,500,000 in Section 5339 formula funds for use Statewide (urbanized or rural). The City of Fargo receives an annual suballocation of approximately \$280,000 in 5339 funding from NDDOT.

Metro COG leads project solicitation for discretionary Section 5339 funds. Metro COG will use NDDOT applications to conduct the local solicitation. The solicitation and prioritization process occurs out of step of the regular TIP development cycle based on the differing NDDOT schedule for these Federal funds. Projects submitted through Metro COG will be locally evaluated by the MAT Coordinating Board, TTC, 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. NDDOT will make project selection in cooperation with Metro COG and MATBUS.

### North Dakota State Aid for Public Transit

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

### Other Federal Funding

Metro COG will cooperatively work with NDDOT and the Fargo District Engineer to develop a candidate project list for which Federal aid would be sought under programs such as Highway Safety Improvement Program (HSIP), National Highway Performance Program (NHPP), etc. These are programs for which the NDDOT has project selection authority; however through the required metropolitan planning process outlined by 23 CFR 450 Subpart C, the State and the MPO should be engaged in a process that is cooperatively developing project priorities and eventual project selection. The intent being to provide Metro COG an opportunity to comment on emerging project priorities of NDDOT. Other information and specific details regarding the NDDOT Federal aid process is available by reviewing the NDDOT Local Government Manual at [www.dot.nd.gov](http://www.dot.nd.gov). The programming process as described 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	*	**
NDSTREET	Metro COG	NDDOT	Metro COG	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 subcommittees. The development of the Metro COG TIP is done in cooperation with MnDOT ATP 4 through the development of the ATIP.

Following the passage of the FAST Act, MnDOT updated the statewide distribution formula for how Federal aid is allocated to each of its Districts. As part of this process, MnDOT established new sub target funding levels for ATP Managed Funds. ATP Managed funds are 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 areas)
- Transit Capital
- HSIP
- TA

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

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

### Transportation Alternatives (TA)

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

### Safe Routes to School

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

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

### Section 5307 Urbanized Area Formula Program

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

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

Within the State of Minnesota, there are three (3) separate apportionments for Section 5310 totalling approximately \$4,000,000. These three (3) apportionments are separated out as follows:

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

The Minneapolis-St. Paul, MN-WI TMA receives an annual apportionment of approximately \$2,050,000 in Section 5310 formula funds for use in the TMA.

MnDOT receives an annual apportionment of approximately \$700,000 in Section 5310 formula funds for use in urbanized areas between 50,000 and 200,000 in population and approximately \$1,250,000 in Section 5310 formula funds for use in Nonurbanized Areas less than 50,000 in population.

Metro COG leads project solicitation for Section 5310 funds for two-years at a time. 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 and prioritized by the MAT Coordinating Board, TTC, and 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. MnDOT will make project selection in cooperation with Metro COG and the Public Transit Operator(s).

### Section 5339 Bus and Bus Related Facilities

Within the State of Minnesota, there are three (3) separate apportionments for Section 5339 totaling approximately \$11,000,000. These three (3) apportionments are separated out as follows:

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

The Minneapolis-St. Paul, MN-WI TMA receives an annual apportionment of approximately \$ 6,650,000 in Section 5339 formula funds for use in the TMA.

MnDOT receives an annual apportionment of approximately \$850,000 in Section 5339 formula funds for use in UZAs between 50,000 and 200,000 in population and approximately \$3,500,000 in Section 5310 formula funds for

Statewide (urbanized or rural) use.

Metro COG leads project solicitation for Section 5339 funds. Metro COG will use MnDOT applications to conduct the local solicitation. The solicitation and prioritization process occurs out of step of the regular TIP development cycle based on the differing MnDOT schedule for these Federal funds. Projects submitted through Metro COG will be locally evaluated and prioritized by the MAT Coordinating Board, TTC, and 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. MnDOT will make project selection in cooperation with Metro COG and MATBUS.

### Transit Capital (ATP Managed STBGP)

Metro COG works in cooperation with MATBUS 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 existing 10-year capital planning needs developed cooperatively between Metro COG, MATBUS, and MnDOT. Project selection is done in cooperation between Metro COG and MnDOT through the ATP process.

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

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

### Other Federal Funding

Metro COG will cooperatively work with MnDOT District Staff and the ATP to develop a candidate project list for which Federal and State aid would be sought under programs such as HSIP, NHPP, 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

**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	Metro COG	MnDOT
Other (NHPP, HSIP, etc.)	MnDOT	MnDOT	MnDOT	*

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

Source: Metro COG

cooperatively developing project priorities and eventual project selection. The intent would be to provide Metro COG an opportunity to comment on emerging project priorities of MnDOT. The programming process as described previously is summarized in Table 7-2 on the previous page.

## Coronavirus Pandemic Relief Funds

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

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

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

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

Moorhead Transit (MATBUS) received an apportionment of \$2,503,844 and Fargo Transit (MATBUS) received an apportionment of \$7,936,636 in FY 2020 FTA 5307 Urbanized Area Formula funds as allocated through the CARES Act. MATBUS can use FTA 5307 CARES Act funding for expenses traditionally eligible under Section 5307. Eligible expenses must occur on or after January 20, 2020.

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

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

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

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

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

In North Dakota, a portion of CRRSAA funding was allocated based upon the existing urban roads distribution formula. Fargo received an apportionment of \$808,620 and West Fargo received an apportionment of \$386,710 FY 2021 CRRSAA funds. Minnesota also received CRRSAA funding for HIP however, at the time of the 2022-2025

TIP publication, there is no estimate as to what appropriation level local jurisdictions (e.g. Moorhead) may receive. CRRSAA funds apportioned are available for obligation until September 30, 2024 or through FY 2024.

### American Rescue Plan Act of 2021 (ARP)

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

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

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



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# Section 7 | Performance Measures

### Introduction

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

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

### Regional Performance Management

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

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

Additionally, Metro COG operates in a bi-state region, which requires the agency to coordinate with MnDOT for the Minnesota portion of the MPA and NDDOT for the North Dakota portion of the MPA. Each state has its own set of views, targets, and expectations regarding 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 target for that performance measure; or
- b) Committing to a quantifiable target for that performance measure for their metropolitan planning area; or
- c) A combination of A and B.

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

## Latest Action

In February 2021, Metro COG set PM1 – Safety targets for the fourth time. For the fourth 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. The MnDOT column represents the state and MN-side of the MPA, while the NDDOT column represents the state and ND-side MPA adopted Targets.

**Table 8-1: 2021 Adopted PM1 - Safety Performance Targets**

Target	MnDOT Targets	NDDOT Targets
Number of Fatalities	375.4	105.0
Rate of Fatalities (per 100M VMT)	0.626	1.103
Number of Serious Injuries	1,714.2	390.2
Rate of Serious Injuries (per 100M VMT)	2.854	4.046
Number of Non-motorized Fatalities & Non-motorized Serious Injuries	317.0	33.0

Source: Metro COG

In February 2021, Metro COG set PM2 – Road & Bridge Condition and PM3 – System Reliability measures for the second time. Both these targets are effective for a four-year term. Metro COG reviewed pavement condition data and decided to support each respective state DOT’s targets in the applicable portions of the MPA for the next four years. The MnDOT column represents the state and MN-side MPA adopted targets, while the NDDOT column represents the state and ND-side MPA adopted targets. MnDOT and NDDOT adopt PM2 and PM3 every four years, covering a four-year performance period. At the two year mark (2023) of the performance period, the DOTs have the opportunity to adjust the target.

**Table 8-2: 2021 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

**Table 8-3: 2021 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	1.5

Source: Metro COG

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

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

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

## PM1 - Safety

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

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

Each of these individual targets is based upon a five-year rolling average. Thus, 2020 targets were based on the total for 2014, 2015, 2016, 2017, and 2018 then divided by five (5). Subsequently, 2021 targets are based on the total of 2015, 2016, 2017, 2018, and 2019 then divided by five (5). Hence with each year, the average can change based on new data.

The Fargo-Moorhead region is currently meeting and/or exceeding the safety performance targets in both the North Dakota and Minnesota sides of the Metropolitan Planning Area. For this reason, Metro COG has chosen, in 2020 and 2021, to support and adopt the PM1-Safety performance targets set by MnDOT and NDDOT for the

**Table 8-4: 2021 FM Region PM1 - Safety Numbers (2015-2019 rolling average)**

Target	Minnesota Portion of MPA*	MnDOT Targets	North Dakota Portion of MPA*	NDDOT Targets
Number of Fatalities	1.4	375.4	5.8	105.0
Rate of Fatalities (per 100M VMT)	0.124	0.626	0.242	1.103
Number of Serious Injuries	9.4	1,714.2	39.4	390.2
Rate of Serious Injuries	1.068	2.854	1.651	4.046
Number of Non-motorized Fatalities & Non-motorized Serious Injuries	0.600	317.0	5.40	33.0

Source: Metro COG

\*Numbers are calculated using a 5 year rolling average with crash date from 2015, 2016, 2017, 2018, and 2019.



respective portions of the MPA. The adopted 2021 PM1 – Safety performance targets can be found in Table 8-4. 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 consideration when prioritizing projects to be implemented at a local and regional level.

In regards to the 2022-2025 TIP, over \$11 million of Highway Safety Improvement Program (HSIP) funds are programmed towards median barrier improvements along Interstate 94 and Interstate 29. This is to reduce the severity of crashes, thus working towards Metro COG’s PM1-Safety targets or reducing the number of fatalities, rate of fatalities, number of serious injuries, and rate of serious injuries. Not only with federal projects, but locally funded projects are also making safety improvements to the transportation system.

## PM2 - Pavement Condition

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

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

Each of these individual targets 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.

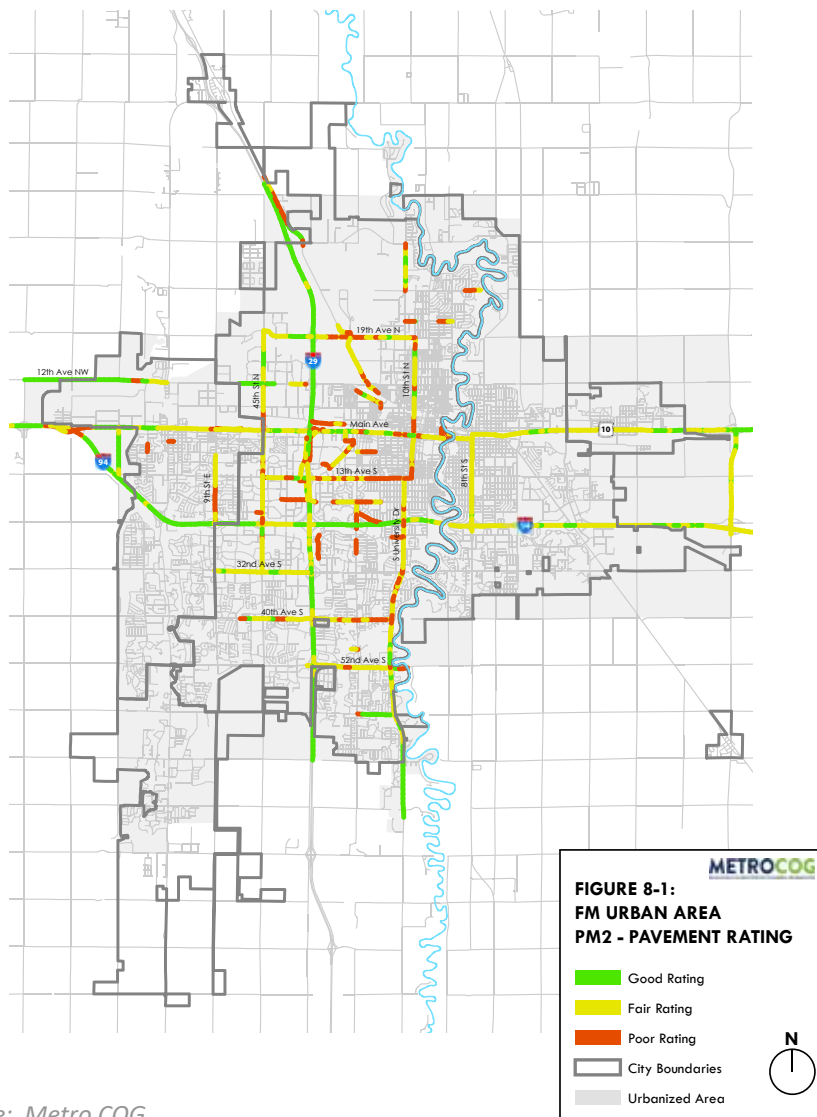
For the bridge condition targets, each bridge on the NHS system is assessed annually and the score is entered into the National Bridge Inventory (NBI). The score is based on the inspection ratings of the bridge’s deck, superstructure, and substructure. Each bridge is given an overall rating based on 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 meeting and exceeding some of the bridge condition performance targets in for both Minnesota- and North Dakota-side of the Metropolitan Planning Area (MPA). Despite not meeting the Bridges in Good Condition target for Minnesota, Metro COG chose, in February 2021, to support Minnesota and North Dakota targets by adopting the PM2-Pavement Condition performance targets set by MnDOT and NDDOT for the respective portions of the MPA. Because Metro COG does not fund the maintenance of the bridges on the NHS, Metro COG will support the planning and maintenance efforts of the respective State DOTs in order for the State targets to be met. One contributing factor for bridge condition performance targets for the FM Area within Minnesota being lower than the State’s targets may be due to the quantity, or lack thereof, of bridges on the NHS. In this case, the percentage of bridges in good and poor condition may only include a few.

Some of the programming is identified in the 2022-2025 TIP through projects for bridge maintenance, bridge deck

Figure 8-1: 2021 FM Region PM2 - Pavement Rating



Source: Metro COG

repair, painting, and other bridge rehabilitation. The majority of bridges slated for these repairs are in program years 2023 through 2025 however, a majority of the bridge rehabilitation projects are on the ND-side of the MPA. With these projects completed over the next four years, the bridge condition percentages within the ND-side of the MPA are expected to increase and meet the NDDOT’s targets however, Metro COG should collaborate on programming necessary bridge rehabilitation projects within the MN-side of the MPA over the next four FFY to meet MnDOT targets.

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

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

Excellent	86-100
Good	71-85

**Table 8-5: 2021 FM Region PM2 - Pavement Condition Numbers**

Bridge Condition Targets	Minnesota Portion of MPA*	MnDOT Targets	North Dakota Portion of MPA*	NDDOT Targets
Percentage of NHS Bridges in Good Condition	11.87%	50%	59.57%	60%
Percentage of NHS Bridges in Poor Condition	5.97%	4%	0%	4%

Source: Metro COG

Fair	56-70
Poor	0-55

The Fargo-Moorhead region is meeting and exceeding most of the pavement condition performance targets in for both Minnesota- and North Dakota-side of the Metropolitan Planning Area (MPA). Based on this information, in February 2021, Metro COG chose to support Minnesota and North Dakota targets by adopting the PM2- Pavement Condition performance targets set by MnDOT and NDDOT for the respective portions of the MPA.

Even with the high percentage of Good or Excellent condition rating for the pavement within the MPA, there are still several pavement repair, replacement, and maintenance projects programmed in the 2022-2025 TIP. The projects are programmed in every FFY of the TIP to keep some of the Good condition roadways from falling into the Fair condition category. Through this proactive planning approach, the States and Metro COG are able to maintain a higher percentage of Good or Excellent pavement conditions on the NHS roadways in the MPA keeping the NHS in a state of good repair. Because Metro COG does not fund the maintenance of the interstates on the NHS, Metro COG will support the planning and maintenance efforts of the respective State DOTs in order for the State targets to be met.

**Table 8-6: 2021 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	74.24%	55%	78.78%	75.6%
Percentage of Interstate Pavement in Poor Condition	0%	2%	0%	3%
Percentage of Non-Interstate NHS Pavement in Good Condition	66.92%	50%	13.86%	58.3%
Percentage of Non-Interstate NHS Pavement in Poor Condition	0.44%	4%	1%	3%

Source: Metro COG

### PM3 - System Reliability

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

- Percentage of Person Miles Traveled on the Interstate that 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 targets can be broken into two categories: travel time reliability and freight movement reliability. Reliability is defined by the consistency or dependability of travel times from day to day or across different times of the day.

For the travel time reliability targets, FHWA requires the use of 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:

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

Figure 8-3: 2018 FM Region PM3 - Travel Time Reliability Map



Source: Metro COG

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



The analysis periods are:

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

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

Below is the Travel Time Reliability by roadway segment for the entire NHS system in the Metropolitan Planning Area. For each segment the worst Level of Travel Time Reliability (LOTTR) of the four (4) analysis periods is shown. It is important to note that when the reliability index is 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

Figure 8-4: 2018 FM Region PM3 - Truck Travel Time Reliability Map



Source: Metro COG

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



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 8-4 is the Truck Travel Time Reliability (TTTR) map discerning which roadway segments have a reliability index of 1.5 or less across the entire Interstate system in the MPA. It is important to note that the lower the Reliability Index, the more reliable a roadway segment is.

Because the PM3 maps cannot be updated at this time with current data from NPMRDS, Metro COG was unable to identify if the MPA is meeting and/or exceeding the targets set by each state. However, similar to the 2018 PM3 adoption, Metro COG decided to adopt, for the second time, consistent targets across the MPA on the basis that the roadway system should be consistently reliable across the entire MPA. Metro COG followed the Minnesota adopted targets because as an urban area, the reliability of the system could be lower for Non-Interstate NHS travel and Interstate travel could be slightly more reliable.

**Table 8-7: 2021 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%	99%	75%	82%	85%
Truck Travel Time Reliability Index	1.5	1.16	1.5	1.27	3.0

Source: Metro COG

\*Numbers are based on 2019 data.

## 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. Although MATBUS updates TAM targets on an annual basis, Metro COG continues to maintain the targets adopted in 2018 by consulting and coordinating with MATBUS that both agency’s targets are in alignment. Metro COG is required to adopt new targets at least once every four years, in conjunction with when MATBUS is required to update the Transit Asset Management Plan (TAMP) Plan. The next TAMP update will occur no later than 2022.

MATBUS (Fargo and Moorhead Transit agencies) programs a significant number of projects in the 2022-2025 TIP. Fargo and Moorhead Transit projects consist typically of operating funds for fixed-route and paratransit services however, there are numerous vehicle replacement and other capital purchase projects.

Through the most recent 2016-2020 Transit Development Plan (TDP), if all projects come to fruition, MATBUS will remain up to date on bus replacement. In order to maintain bus replacements, Metro COG has agreed to

solicit a bus replacement project using STBGP flexible funds every other year. The flexing of FHWA STBGP funding for transit capital purchases started in 2017. This expenditure involves one million dollars of Federal highway funds with MATBUS providing the \$250,000 local match for capital bus purchases. MATBUS may be caught up on their fixed-route bus replacement by 2021, however a proactive planning approach will ensure the transit system operates in a state of good repair. Metro COG has conveyed the need for this prioritization to NDDOT when soliciting STBGP funded projects. MnDOT has also recently started flexing FHWA STBGP for transit vehicle purchases for MATBUS, which helps make more FTA Section 5307 funding available for other capital bus purchase needs, should they arise.

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

## Public Transportation Agency Safety Plan (PTASP)

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

[www.transit.dot.gov/regulations-and-guidance/safety/national-public-transportation-safety-plan](http://www.transit.dot.gov/regulations-and-guidance/safety/national-public-transportation-safety-plan)

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

1. Safety Management Policy
  - » Safety Management Policy Statement
  - » Safety Accountabilities and Responsibilities
  - » Integration with Public Safety and Emergency Management
  - » SMS Documentation and Records
2. Safety Risk Management
  - » Safety Hazard Identification
  - » Safety Risk Assessment
  - » Safety Risk Mitigation
3. Safety Assurance
  - » Safety Performance Monitoring and Measurement
  - » Management of Change
  - » Continuous Improvement
4. Safety Promotion
  - » Safety Communication
  - » Competencies and Training

The PTASP establishes safety performance targets to address safety performance measures that will assist MATBUS

in identifying and addressing safety concerns or hazardous conditions. The PTASP also guides MATBUS on the necessary processes required to mitigate said risks with minimal impact to the agency’s passengers, employees, and equipment.

Transit safety performance measures include:

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

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

**Table 8-8: 2021 PTASP Injury Targets**

Mode of Service	Injuries (Total)		Injuries (per 100,000 VRM)		Employee Work Days Lost
	Fargo	Moorhead	Fargo	Moorhead	
Fixed Route Bus	3	1	.35	.17	10
On Demand/ADA Paratransit	2		1.64		

Source: Metro COG

**Table 8-9: 2021 PTASP Fatality Targets**

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

Source: Metro COG

**Table 8-10: 2021 PTASP Safety Event Targets**

Mode of Service	Safety Event (Total)	Safety Event (per 100,000 VRM)
Fixed Route Bus	70	8.09
On Demand/ADA Paratransit	50	40.92

Source: Metro COG

**Table 8-11: 2021 PTASP System Reliability Targets**

Mean distance between major mechanical failures (Fixed Route)	Mean distance between major mechanical failures (On Demand)	Percentage of PM completed within 10% of scheduled mileage
9000	12000	90

Source: Metro COG

**Table 8-12: 2021 PTASP Safety Culture Targets**

Mean distance between major mechanical failures (Fixed Route)	Percentage of PM completed within 10% of scheduled mileage
9000	90

Source: Metro COG

There are several programmed projects in the 2022-2025 TIP that will help MATBUS achieve PTASP performance targets. Numerous vehicle replacement projects are anticipated to positively impact system reliability for both fixed route and on demand services. Metro COG will continue to support MATBUS in achieving PTASP performance targets in other ways as well, not just through TIP programmed projects.

MATBUS and other transit operators who receive FTA Section 5310 or Section 5311 funds will be required to certify that they have a safety plan in place meeting the requirements of the rule (49 CFR Part 673) and will be required to update the PTASP on an annual basis. Metro COG is not required to adopt PTASP targets on an annual basis however, must adopt PTASP targets when a new PTASP is adopted by MATBUS (at least once every four years).

## MPO Investment Priorities

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 a majority of repaving projects. Exceptions to this include larger reconstruction projects on state or primary arterial roadways.

Due to the FM Area’s high growth rate over the last three decades, most of Metro COG’s priorities in the MPA have been expanding the transportation network into new growth areas. The focuses of Metro COG’s corridor studies have been on increasing safety, multimodal accessibility, quality of infrastructure, and system reliability of the network. This has become increasingly important as demands on the transportation system have increased with population growth and add strain to the system. However, even with the historic and projected growth of the region, the direction of Metro COG’s MTP has shifted from prioritizing the expansion of roadways to prioritizing the

preservation and maintenance of existing roadways and infrastructure as the top priority for the transportation system in the MPA. This is a big change in the way Metro COG and local jurisdictions think about where federal dollars should be spent; focusing on the infrastructure that is already in-place rather than the continual expansion of the network.

Metro COG's MTP also analyzes where funds are being allocated on the transportation system. The plan focuses on a holistic vision of funding that includes local, state, and federal funding. Metro COG and its local partners acknowledge that in order to achieve the region's goals, project prioritizations must be based on value and available funding. By integrating performance measure data with funding source matrices, Metro COG is better able to prioritize projects and investment areas throughout the region.

## Conclusion

Metro COG has adopted the federally required performance measure targets and continues to update them as-needed. The Fargo-Moorhead MPA is currently programming and planning towards the achievement of each of the aforementioned 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 through the transportation network, managing risk in investments, and tracking changes in local funding sources and projects carried out with local funding.



# Section 8 | Environmental Considerations

### 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 STIP and the ND STIP.

### 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 FHWA 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 maps on the following pages shows projects that are part of the 2022-2025 TIP which will take place in areas with significant low-income or minority populations. A project is defined as having the potential to have an impact on the EJ 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 or if any portion of a project ran directly adjacent to said area. The EJ areas were defined in Metro COG’s 2020 Title VI Non-Discrimination Plan, adopted in January 2020. The map on page 95 shows TIP projects that are located within 1/4-mile of EJ areas, the subsequent tables on pages 96-97 lists those projects.

Environmental Justice is defined as the fair treatment and meaningful involvement of all people regardless of race, color, sex, national origin, or income with respect to the development, implementation and enforcement of laws, regulations and policies. The US DOT requires that Metro COG make Environmental Justice part of its mission by identifying and addressing , as appropriate, disproportionately high and adverse human health or environmental effects of MPO programs, policies, and activities on minority and low-income populations. Three core EJ principles defined by the USDOT spell out EJ goals for transportation planning and projects at all levels, including MPOs. Metro COG and project sponsors work together to assure that the annual TIP process and projects included within the TIP address these core principles.

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

## Air Quality

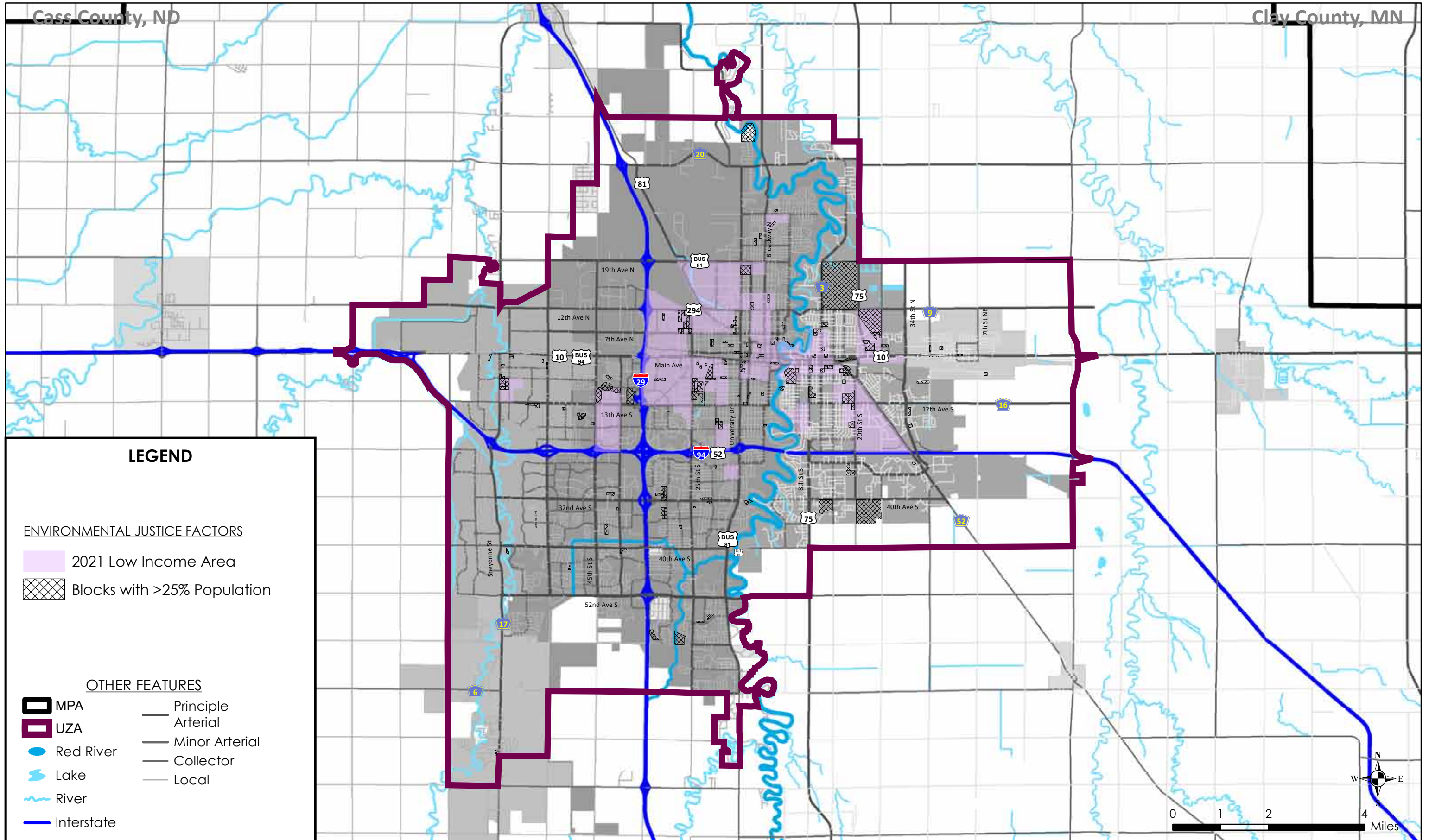
Transportation conformity is a way to ensure that Federal funding and approval goes to those transportation activities that are consistent with air quality goals. Conformity applies to transportation plans, TIPs and projects funded or designated by the FHWA or the FTA in areas that do not meet or previously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

National Ambient Air Quality Standards (NAAQS) are set by the EPA for six pollutants. Air quality is measured across the country to determine whether or not the NAAQS have been exceeded. The Metro COG region is currently in attainment for all EPA standards. Areas with concentrations of criteria pollutants that are below the levels established by the NAAQS are considered to be in attainment for air quality. A nonattainment area is an area considered to have air quality worse than the NAAQS as defined in the Clean Air Act as amended.

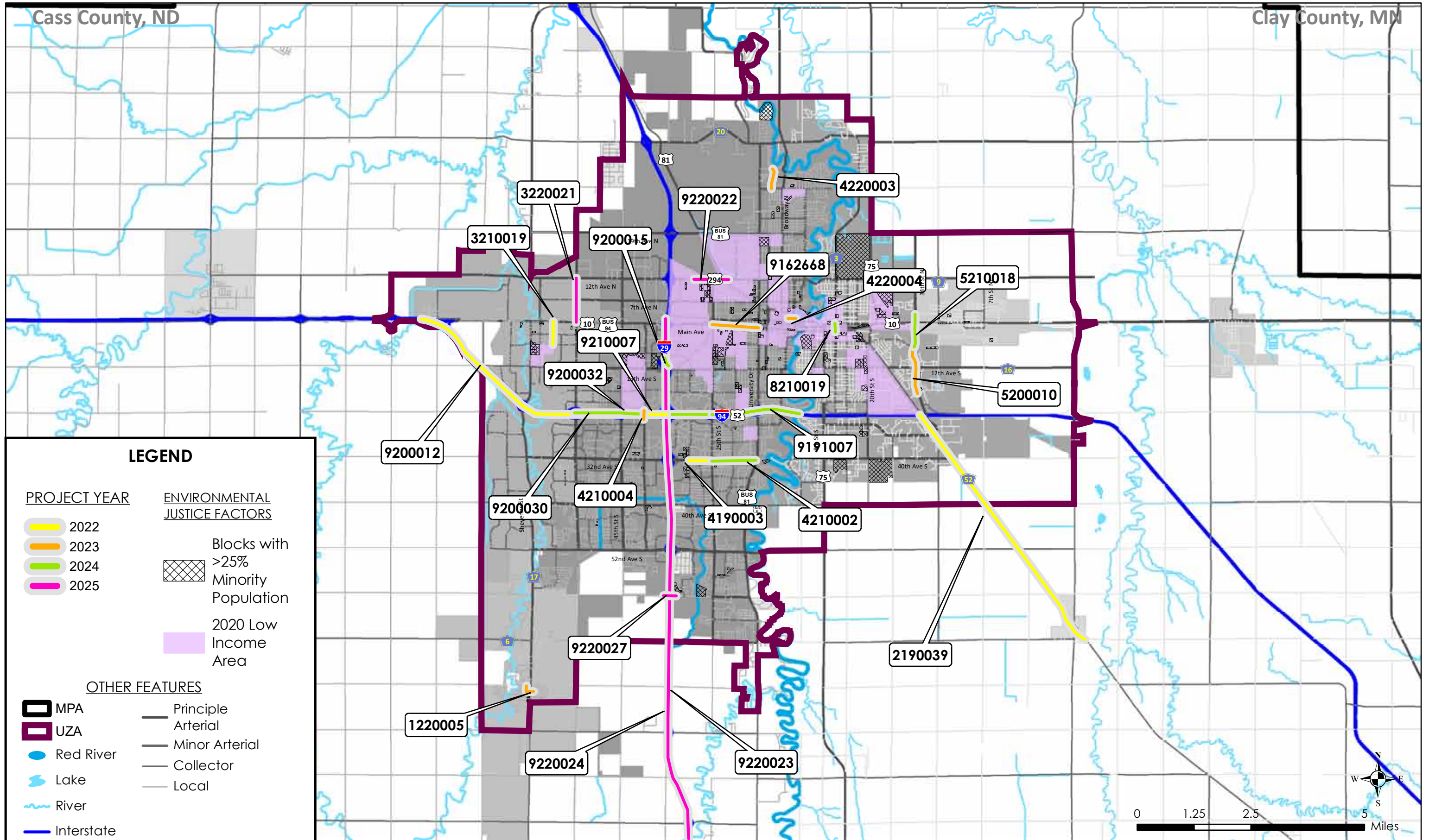
A State Implementation Plan (SIP) must be submitted to EPA for nonattainment areas. Through this plan a state will design its approach to reducing the pollutant levels in the air and if appropriate, any emissions of precursor pollutants.

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

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







**LEGEND**

PROJECT YEAR

- 2022
- 2023
- 2024
- 2025

ENVIRONMENTAL JUSTICE FACTORS

- Blocks with >25% Minority Population
- 2020 Low Income Area

OTHER FEATURES

- MPA
- UZA
- Red River
- Lake
- River
- Interstate
- Principle Arterial
- Minor Arterial
- Collector
- Local

**Projects within 1/4-Mile of EJ Areas**

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
					From	To						
<b>Moorhead Transit</b>												
<b>Fargo Transit</b>												
<b>City of Fargo</b>												
City of Fargo	4190003 22826 8011	2022	32nd Ave S		32nd St	25th St	Reconstruction of 32nd Ave S	Reconstruction	\$ 10,400,000	STBGP-U CRRSAA	Local	\$ 4,700,000 \$ 808,620 \$ 4,891,380
City of Fargo	4210002 22925 8212	2024	32nd Ave S		25th St S	University Dr	Reconstruction of 32nd Ave S in Fargo *Pending	Reconstruction	\$ 9,600,000	STBGP-U	Local	\$ 7,680,000 \$ 1,920,000
City of Fargo	4210004 8112	2023	42nd St S & I-94		42nd St S & I-94 Grade Separation		Structure Rehabilitation	Rehabilitation	\$ 275,680	STBGP-U	Local	\$ 223,108 \$ 52,572
City of Fargo	4220003 23238 8121	2023	Bison Village/ 10th St N		32nd Ave N	36th/37th Ave N	Construction of a Shared Use Path and Bike Facilities	Bike/Ped	\$ 225,000	TA	Local	\$ 137,000 \$ 88,000
City of Fargo	4220004 23218 8113	2023	City Hall / 2nd St		Fargo City Hall & 2nd St N		Pedestrian/Bicycle Bridge, Shared Use Path, Lighting	Bike/Ped	\$ 3,400,000	UGP	Local	\$ 2,400,000 \$ 1,000,000
<b>City of Moorhead</b>												
City of Moorhead	5200010 144-135-016	2023	34th St	1.0	4th Ave S	24th Ave S	Reconstruction of 34th Street	Reconstruction	\$ 2,100,000	STBGP-U	Local	\$ 807,600 \$ 1,292,400
City of Moorhead	5210018 144-135-017	2024	34th St	1.1	4th Ave S	3rd Ave N	***AC*** Grading, Cone Surfacing, Lighting, Storm Sewer, Signals, ADA Improvements *In conjunction with the City of Dilworth (AC Payback 2025, AC Total = 1,555,000 for a project total of 2,900,000) See project 5220020	Reconstruction	\$ 1,345,000	STBGP-U	Local	\$ 263,000 \$ 1,082,000
<b>City of West Fargo</b>												
City of West Fargo	3210019 22953 8016	2022	Drain 45	1.5	7th Ave E	Main Ave	Construction of a Multi-Use Path along Drain 45 (Phase 2)	Bike/Ped	\$ 442,500	TA	Local	\$ 290,000 \$ 152,500
City of West Fargo	3220021 8314	2025	9th St E		Main Ave	12th Ave N	Reconstruction of 9th St E	Reconstruction	\$ 9,400,000	STBGP-U	Local	\$ 7,520,000 \$ 1,880,000



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
					From	To						
<b>North Dakota Department of Transportation</b>												
NDDOT	9162668 23199 8110	2023	Main Ave	1.0	University	25th St	Reconstruction of Main Ave ***Pending***	Reconstruction	\$ 15,412,522	NHS-U	State Local	\$ 8,369,948 \$ 1,226,416 \$ 5,816,158
NDDOT	9191007 22628 8210	2024	I-94E	1.9	25th St Interchange	Red River	Lift Station, Storm Sewer	Maintenance	\$ 2,600,000	IM	State	\$ 2,340,000 \$ 260,000
NDDOT	9200012 22443 8129	2022	I-94E	4.1	W of Main Ave	42nd St Grade Separation	High Tension Cable Median Guardrail	Safety	\$ 2,036,000	HSIP	State	\$ 1,832,000 \$ 204,000
NDDOT	9200015 22629 8206	2024	I-29N	0.2	13th Ave S NE Ramp		Porland Concrete Cement Pave, Widening	Rehabilitation	\$ 253,000	IM	State	\$ 228,000 \$ 25,000
NDDOT	9200030 8209	2024	I-94E	4.9	1.0 W of 45th St	Red River	Concrete Pavement Repair	Rehabilitation	\$ 1,739,997	IM	State	\$ 1,565,997 \$ 174,000
NDDOT	9200032 8211	2024	I-94W	4.9	1.0 W of 45th St	Red River	Concrete Pavement Repair	Rehabilitation	\$ 1,740,632	IM	State	\$ 1,566,569 \$ 174,063
NDDOT	9210007 22444	2022	I-94		42nd St	I-29	Hot Bituminous Pave, Concrete Median Barrier	Safety	\$ 2,044,000	HSIP	State	\$ 1,832,000 \$ 204,000
NDDOT	9220022 8312	2025	12th Ave N 1.0 E of I-29		12th Ave N & BNRR Bridge		Structure Items, Structural Steel Zone Painting *Pending	Rehabilitation	\$ 644,606	STBGP-U	State Local	\$ 521,680 \$ 58,465 \$ 64,461
NDDOT	9220023 8305	2025	I-29N	12.1	Wild Rice River	0.3 Miles N of Main Ave	Concrete Pavement Repair, Grinding	Rehabilitation	\$ 1,702,243	IM	State	\$ 1,532,019 \$ 170,224
NDDOT	9220024 8308	2025	I-29S	12.1	Wild Rice River	0.3 Miles N of Main Ave	Concrete Pavement Repair, Grinding	Rehabilitation	\$ 1,702,200	IM	State	\$ 1,531,980 \$ 170,220
NDDOT	9220027 8306	2025	I-29		64th Avenue S Interchange		Construction of the 64th Ave S Interchange including Ramps, Structure, and Incidentals *Pending	New Construction	\$ 18,250,000	IM	State	\$ 16,425,000 \$ 1,825,000
<b>Cass County</b>												
Cass County	1220005 8122	2023	Center Ave Horace		Wall Ave	Nelson Dr	Center Ave Multi-Modal Improvements in Horace	Bike/Ped	\$ 150,000	TA	Local	\$ 68,000 \$ 82,000
<b>Minnesota Department of Transportation</b>												
MnDOT	8210019	2024	11th St		Railroad Grade Separation		11th St Underpass, New Grade Separation	New Construction	\$ 81,000,000	STBGP-U	State Bond State	\$ 65,000,000 \$ 8,000,000 \$ 8,000,000

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
					From	To						
<b>Clay County</b>												
Clay County	2190039 014-652-016	2022	CSAH 52	6.1	CR 67 in Sabin	I-94 Bridge in Moorhead	***AC***Bituminous mill and overlay (AC Payback 2023, AC Total = 1,015,000 for a project total of 2,082,760) See project 2200009	Rehabilitation	\$ 1,067,760	STBGP-R	Local	\$ 468,160 \$ 599,600

# Section 9 | Public Involvement

## Section 9 | 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 (PPP) from which public involvement activities and actions for the TIP are identified. Public notice requirements for public input opportunities are listed within the PPP. Announcements for public notices and meetings related to the TIP, as well as a summary of public comments received are included in Appendix A.

The ongoing COVID-19 public health situation shifted the way public engagement was conducted as part of the development of the 2022-2025 TIP document. Metro COG's PPP is built with some flexibility for public engagement and Metro COG proceeded with a hybrid in-person and virtual public comment period and public engagement approach. With a hybrid in-person and virtual online engagement and public comment approach, Metro COG is able to meet all the requirements of the PPP and CFR requirements for public participation.

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

- Public meeting at least 7 days prior to Policy Board Action
- 14-day public comment period prior to Policy Board Action
- Public notifications are to include
  - » Website
  - » Newsletter (if applicable)
  - » Public Notification List (email subscribers)
  - » Public Meeting/Open House
  - » Public Postings (if applicable)
  - » Newspaper Legal Ad (Forum of Fargo-Moorhead)
  - » Public Presentations

### Public Process to Support TIP Development

#### Early Input to Support TIP Development and Final Approval

Metro COG developed the 2022-2025 TIP in coordination with its 2016 Public Participation Plan (PPP). Pursuant to 23 CFR 450.316 Metro COG's PPP was developed to ensure that members of the public and other interested or affected stakeholders are given an opportunity to comment on and participate in the development of critical aspects, policies, and products of the Metropolitan Planning Program.

In July of 2021 Metro COG advertised the release of the Draft 2022-2025 TIP and subsequently opened the public comment period including timeline for formal TIP approval. The legal ad was published in the Forum of Fargo-Moorhead (official newspaper) and information was also included on the Draft TIP webpage.

In August of 2021 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 2022-2025 TIP. The notification included information on the intent and purpose of the TIP, outlined major milestones related to the

development of the 2022-2025 TIP, and provided contact information regarding opportunities to comment on the TIP including the public open house.

Metro COG held a virtual public open house via Zoom Video Communications on August 24, 2021 from 12:00 - 1:00 p.m. to present the final draft document and garner feedback on the final draft TIP. In total, there were XX participants involved in the virtual public open house including seven (X) panelists representing Metro COG, MnDOT, and NDDOT and including XX participants from the general public.

Additionally, a public hearing was held by Metro COG on September 16, 2021, via Zoom Video Communications, to solicit comments on the Final Draft 2022-2025 TIP.

These public input opportunities were advertised in the Forum of Fargo-Moorhead and press releases were sent out regarding the public input opportunity to Metro COG's known local media contacts. Metro COG made all relevant material regarding the 2022-2025 TIP development process available on its website at <http://www.fmmetrocog.org>. Metro COG summarizes the meetings and comments received for the TTC and Policy Board for consideration prior to final action on the 2022-2025 TIP on September 16, 2021.



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# Section 10 | TIP Modifications

## Section 10 | TIP Modifications

Metro COG, at the request of its member jurisdictions and planning partners, 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 adding projects, advancing projects, revising the funding or funding source of projects or modifying the scope or termini of projects. Amendments and administrative adjustments will be referenced in Appendix B and will also be posted on the Metro COG website. For projects listed in an amendment or administrative adjustment, the information listed is the most current and replaces any and all instances of the project as may be listed in the project table section of the TIP.

No amendment or administrative 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.

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

### Metro COG Amendment and Administrative Adjustment Procedures

Metro COG has procedures regarding how amendments and administrative adjustments are administered for the purposes of maintaining the TIP for the MPA. At a minimum, all modification items must be presented to the Transportation Technical Committee (TTC) and Policy Board. The Metro COG Public Participation Plan (PPP) includes further guidance on the required public notification process necessary to administer an amendment to an approved TIP.

#### Amendment Process

To administer an amendment to an approved TIP, Metro COG requires a 14-day public comment period, holds a public hearing, and must receive TTC and Policy Board action, all pursuant to the PPP. Metro COG staff prepare a memorandum highlighting the process described above and highlighting any changes to the project(s) that require an amendment. After the TIP amendment goes through the process and is approved by the Policy Board, the amendment is sent to the applicable cognizant agencies thoroughly describing the amendment and action taken by the Policy Board. After the formal Metro COG process, the applicable State agency (NDDOT or MnDOT) may begin their process of amending their respective STIP which may or may not also require a formal amendment. Metro COG typically receives a letter from the applicable State DOT when the amendment has been formally approved at the State level. The process to formally amend a project within the TIP can take 30-60 days at Metro COG and sometimes longer because the amendment typically has to go through the respective State’s modification processes before FHWA/FTA approval.

#### Adjustment Process

To administer an adjustment to an approved TIP, Metro COG requires a minimal process in which the adjustment information be presented to the TTC and Policy Board. No formal approval process or public comment period is required. Metro COG staff prepare a memorandum highlighting the changes to the project(s) that require an adjustment and send said memo to the applicable cognizant agencies. The adjustment is then brought to the TTC and Policy Board as an informational item; this step may occur before or after a memo is sent to applicable cognizant agencies. When an applicable State agency (NDDOT or MnDOT) receives an administrative adjustment memo, they may begin their process of amending their respective STIP which may or may not also require an administrative adjustment. The procedure to process an administrative adjustment to the TIP can take up to 5-10 days at Metro COG and even longer at the State level depending upon which modification threshold (adjustment or

amendment) said changes meet.

## Metro COG Amendment and Administrative Adjustment Requirements

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

### Amendment Required:

1. The change adds new individual FHWA funded, FTA funded, or RSP;
2. Total cost increase meets the Formal TIP Amendment threshold as shown in Table 11-1;
3. The change adds or removes a phase of work such as preliminary engineering, right-of-way, construction, etc. to the project which increases or decreases the total project cost;
4. The change results in project scope change including, but not limited to, changing work type such as bridge rehabilitation to replacement, resurface to reconstruct, adding additional work/bridge/ lane/intersection/route;
5. The change in project limit/termini is greater than 0.3 miles in any direction;
6. The change impacts air quality conformity for projects in an MPO (the FM Area is in conformance with NAAQS);

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

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

Source: Metro COG

### Administrative Adjustment Required:

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

7. Removing a project currently programmed in the TIP;
8. Changing FTA funding sources such as changing from Section 5307 funds to Section 5339 funds or vice versa;
9. Changing federal funding from FTA funds to FHWA funds or vice versa. Fiscal constraint justification required;
10. Changing the TIP project number.