

The 604th Policy Board Meeting Fargo-Moorhead Metropolitan Council of Governments THURSDAY, July 21, 2022 – 4:00 p.m. AGENDA

1. Call to Order and Introductions
 - a. Introductions Information Item
 - b. Approve Order and Contents of the Overall Agenda Action Item
 - c. Approve Minutes of the June 16, 2022 Board Meeting Action Item
 - d. Approve July 2022 Bills Action Item
2. Consent Agenda Action Item
 - a. June End of Month Report
 - b. Metro COG Q2 Report
 - c. Interstate Operations Analysis Study – Amendment #1
 - d. Transportation Alternatives Program – Application Process (2024-2025)
 - e. Metro COG Financial Audit 2021
3. Regular Agenda
 - a. Public Comment Opportunity Public Input
 - b. 2022-2025 TIP Amendment #6 Action Item
 - a. Open Public Hearing
 - b. Close Public Hearing
 - c. Draft 2023-2025 Transportation Improvement Program Action Item
 - d. SS4A Action Plan Grant Application Consideration Action Item
 - e. MnSHIP Presentation – Josh Pearson Information Item
4. Additional Business Information Item
5. Adjourn

REMINDER: The next Metro COG Policy Board Meeting will be held Thursday, August 18, 2022 at 4:00 p.m.

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

For Public Participation, please REGISTER with the following link:

https://us02web.zoom.us/webinar/register/WN_9VzfU8kR6S-vc-M-9Owzw

Red Action Items require roll call votes.

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

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

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

**603rd Policy Board Meeting
Fargo-Moorhead Metropolitan Council of Governments
Thursday, June 16, 2022 – 4:00 pm
Zoom Web Conference**

Members Present:

Chuck	Hendrickson	Moorhead City Council
Steve	Lindaas	Moorhead City Council
Jenny	Mongeau	Clay County Commission
Julie	Nash	Dilworth City Council
Brad	Olson	West Fargo City Commission
Dave	Piepkorn	Fargo City Commission
Arlette	Preston	Fargo City Commission
Mary	Scherling	Cass County Commission
Rocky	Schneider	Fargo Planning Commission
Jeff	Trudeau	Horace City Council
Bob	Walton	NDDOT – Fargo District (ex-officio)

Members Absent:

Tony	Gehrig	Fargo City Commission
Amanda	George	West Fargo City Commission
Matthew	Gilbertson	Moorhead City Council
John	Gunkelman	Fargo Planning Commission
John	Strand	Fargo City Commission
Maranda	Tasa	Fargo Planning Commission

Others Present:

Adam	Altenburg	Metro COG
Jaron	Capps	Metro COG
Dan	Farnsworth	Metro COG
Cindy	Gray	Metro COG
Savanna	Leach	Metro COG
Michael	Maddox	Metro COG
Ayden	Schaffler	Metro COG

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

The meeting was called to order at 4:00 pm, on June 16, 2022 by Chair Piepkorn, noting a quorum was present. Introductions were made.

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

Chair Piepkorn asked for approval for the overall agenda.

MOTION: Approve the contents of the Overall Agenda of the June 16, 2022 Policy Board Meeting.

Mr. Lindaas moved, seconded by Mr. Olson

MOTION, passed

Motion carried unanimously.

1c. Past Meeting Minutes, approved

Chair Piepkorn asked for approval of the Minutes of the May 19, 2022 Meeting.

MOTION: Approve the May 19, 2022 Policy Board Meeting Minutes.

Mr. Hendrickson moved, seconded by Mr. Olson

MOTION, passed

Motion carried unanimously.

1d. Past Meeting Minutes, approved

Chair Piepkorn asked for approval of the Minutes of the June 7, 2022 Meeting.

MOTION: Approve the June 7, 2022 Policy Board Meeting Minutes.

Mr. Lindaas moved, seconded by Ms. Mongeau

MOTION, passed

Motion carried unanimously.

1e. Monthly Bills, approved

Chair Piepkorn asked for approval of the June 2022 Bills as listed on Attachment 1d.

MOTION: Approve the June 2022 Bills List.

Mr. Olson moved, seconded by Mr. Lindaas

MOTION, passed

Motion carried unanimously.

2. CONSENT AGENDA

Chair Piepkorn asked for approval of Items a-d on the Consent Agenda.

- a. May Month End Report
- b. Fargo Transportation Plan Contract Amendment #1
- c. Executive Director Annual Review
- d. Assistant Transportation Planner Position

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

Ms. Nash moved, seconded by Mr. Olson

MOTION, passed

Motion carried unanimously.

3. REGULAR AGENDA

3a. Public Comment Opportunity

No public comments were made or received.

3b. 2022-2025 Transportation Improvement Program Amendment #5

Mr. Maddox presented Amendment #5 to the 2022-2025 Metro COG Transportation Improvement Program. A public notice was published in The Forum of Fargo-Moorhead on Wednesday, June 1, 2022, which advertised the public hearing, detailed how to request more information, and provided information on how to make public comment regarding the proposed amendment. The public notice advertised that public comments will be

accepted until 12:00 p.m. (noon) on Thursday, June 16, 2022. No comments were received.

The proposed amendment to the 2022-2025 TIP is as follows:

1. **Modification of Project 9221002:** NDDOT Wrong Way Detection System safety project at I-29 Exit 69 (2022). The total statewide project cost increased 25.19% from \$595,000 to \$744,858 of which the Highway Safety Improvement Program (HSIP) funds increased 25.19% from \$535,500 to \$670,372 and state funds increased 25.19% from \$59,500 to \$74,486. The total project cost recorded (statewide estimate) will be updated in future to reflect the site-specific project cost.

Ms. Nash moved to open the public hearing, Mr. Lindaas seconded the motion. No comments were received. Mr. Lindaas moved to close the public hearing, Mr. Olson seconded the motion.

MOTION: Approve amendment #5 to the 2022-2025 Metro COG Transportation Improvement Program

Mr. Olson moved, seconded by Mr. Lindaas.

MOTION, passed

Motion carried unanimously.

3c. FY 2023 North Dakota Transportation Alternatives Competitive Selection

Mr. Farnsworth presented the rank and scoring of applications received for the Fiscal Year (FY) 2023 Transportation Alternatives (TA) grant. The Metropolitan Bicycle and Pedestrian Committee met June 8th, 2022, and submitted the following projects in order of recommendation.

City of Fargo – Bison Village Path Project

- Evaluation scoring: 50 points
- Funding:
 - Total construction cost: \$360,000
 - **Recommended TA funding: \$ 288,000 (80%)**
 - Local match: \$72,000 (20%)

City of Fargo – Red River Shared Use Path south of Harwood Dr – Phase I

- Evaluation scoring: 35 points
- Funding:
 - Total construction cost: \$200,000
 - **Recommended TA funding: \$144,756 (72%)**
 - Local match: \$55,244 (28%)

City of Horace (Cass Co-Sponsor) – Center Ave Multi-Modal Improvements

- Evaluation scoring: 35 points
- Funding:
 - Total construction cost: \$166,250
 - **Recommended TA funding: \$120,329 (72%)**
 - Local match: \$45,921 (28%)

City of Horace (Cass Co-Sponsor) – County Rd 17 Shared Use Path Phase 3

- Evaluation scoring: 35 points
- Funding:
 - Total construction cost: \$341,145
 - **Recommended TA funding: \$246,915 (72%)**
 - Local match: \$45,921 (28%)

MOTION: Approve the TA project prioritization, selection and associated funding as vetted through the Metropolitan Bicycle & Pedestrian Committee and TTC.

Mr. Lindaas moved, seconded by Mr. Trudeau.

MOTION, passed

Motion carried unanimously.

3d. Clay County Transportation and Comprehensive Plan Final Report

Mr. Altenburg presented the final report for the Clay County Comprehensive and Transportation Plan. The updated plan addresses future growth and development in the areas of land use, transportation, natural resources, housing, and economic competitiveness. It also identifies priorities for utilities, recreation, intergovernmental coordination, and community services. The plan sets forth detailed goals, establishes objectives to achieving those goals, and identifies strategies and action steps to assist with implementation over the next 25 years.

The Plan also includes a thorough analysis and evaluation of the land use and transportation system in Clay County, with a number of recommendations focused on growth and future rural land use decisions, pavement management, freight movements, rural transit, roadway investments, bicycle and pedestrian connectivity, and other mobility-specific recommendations.

The Clay County Board of Commissioners held a public hearing and approved the plan at their regularly scheduled meeting on May 17, 2022.

Chair Piepkorn asked how they were able to engage the smaller cities and townships. Ms. Mongeau said she was part of the engagement, and they went to the cities and townships meetings, and carried out a robust online public participation. Ms. Mongeau thanked Mr. Altenburg, Mr. Del Rosario, and Mr. Champa for their efforts and hard work.

MOTION: Approve the Clay County Transportation and Comprehensive Plan

Ms. Mongeau moved, seconded by Mr. Lindaas

MOTION, passed

Motion carried unanimously.

3e. Highway Safety Improvement Program Awards

Ms. Gray and Mr. Farnsworth presented the local projects that were awarded HSIP funding:

- Fargo 19th Avenue N – offset left turn lanes
- Fargo 23rd Ave S – offset left turn lanes

- West Fargo Veterans Blvd near Sheyenne High school – offset turning lanes
- Fargo 45th St/I-94 interchange SB turning lane (not awarded)

Chair Piepkorn asked how these projects were submitted, and if they are determined by crash data. Mr. Farnsworth said that the local jurisdictions submit these projects to the NDDOT, usually based on crash data. Mr. Walton said that the NDDOT encouraged the City of Fargo to submit the 19th Avenue N project. These projects are funded 90% federal/10% local.

4. Additional Business

No additional business.

5. Adjourn

The 603rd Meeting of the FM Metro COG Policy Board held Thursday, June 16, 2022 was adjourned at 4:40 pm.

THE NEXT FM METRO COG POLICY BOARD MEETING WILL BE HELD July 21, 2022, 4:00 P.M.

Respectfully Submitted,

Savanna Leach
Executive Assistant

Fargo-Moorhead Metropolitan Council of Governments
Council Bills Approval List
As of August 1, 2022

	<u>Date</u>	<u>Num</u>	<u>Memo</u>	<u>Due Date</u>	<u>Split</u>	<u>Open Balance</u>
Alta Planning + Design, Inc						
	06/30/2022	00-2021-110-13	FM Bike/Ped Plan, services thru 06.30.22	07/10/2022	5300-10 · FM Metro Bikeways Gap Analysis	11,268.34
Total Alta Planning + Design, Inc						11,268.34
American United Life Insurance Company						
	08/01/2022	G00622518 08/22	08.01.22-08.31.22	08/11/2022	5511 · STD (employee funded)	335.76
Total American United Life Insurance Company						335.76
AMPO						
	07/01/2022	2023094		07/01/2022	-SPLIT-	1,091.86
Total AMPO						1,091.86
Apex Engineering Group Inc						
	06/30/2022	14383	TH10 Corridor Study thru Dilworth, services thru 06	06/30/2022	5300-36 · TH10 Corridor Study Dilworth	13,959.18
Total Apex Engineering Group Inc						13,959.18
Balance Tax & Accounting						
	07/07/2022	9922		07/17/2022	5014 · 800n - Accounting Service	1,350.00
Total Balance Tax & Accounting						1,350.00
Blue Cross Blue Shield Of ND						
	07/14/2022	220714207887		07/14/2022	5504 · Health Insurance Premium	8,196.42
Total Blue Cross Blue Shield Of ND						8,196.42
Bolton & Menk, Inc						
	06/20/2022	0292197	University & 10th St Corridor, services thru 05.31.2	06/30/2022	5300-37 · University & 10th St Corridor	22,161.91
	06/30/2022	0292971	University & 10th St Corridor Study, services thru 0	07/10/2022	5300-37 · University & 10th St Corridor	45,775.00
Total Bolton & Menk, Inc						67,936.91
Cardmember Services						
	06/01/2022	Zoom			5002 · 800b - Dues/Subscriptions	84.97
	06/01/2022	Costco			5101 · 801a - Miscellaneous	106.23
	06/09/2022	SurveyMonkey.com			1300 · Prepaid Expenses	384.00
Total Cardmember Services						575.20
Case Plaza LLC						
	08/01/2022	Rent 08/22		08/01/2022	5006 · 800f - Office Rent	6,563.76
Total Case Plaza LLC						6,563.76
Confluence, Inc						
	06/30/2022	23861	Red River Greenway Study, services thru 06.30.22	07/10/2022	5300-34 · Red River Greenway Study	18,294.60
Total Confluence, Inc						18,294.60
Farnsworth, Dan						
	06/30/2022	06.30.22 Reimb	Mileage reimbursement	06/30/2022	Direct Cost Travel	79.56
Total Farnsworth, Dan						79.56
Forum Communications Company						
	06/30/2022	MP179030622		07/10/2022	Direct Cost Advertising	260.40
Total Forum Communications Company						260.40
Great America Financial Svcs Corp						
	07/01/2022	July 2022	Kyocera copier payment	07/01/2022	5012 · 800l - Printing	166.66
Total Great America Financial Svcs Corp						166.66
HDR Engineering Inc						
	06/30/2022	1200443774	Interstate Operations Analysis, services thru 06.30.	06/30/2022	5300-31 · Interstate Operations Analysis	19,057.44
Total HDR Engineering Inc						19,057.44
HR&A Advisors Inc						
	06/30/2022	INV0023	Metro Housing Needs Assessment, services thru 06	07/10/2022	5200-04 · Metro Housing Needs Assmt	18,406.59
Total HR&A Advisors Inc						18,406.59
KLJ Engineering LLC						
	06/30/2022	10171502	25th St Corridor Study, services thru 06.30.22	07/10/2022	5300-35 · 25th St Corridor Study	18,769.88
Total KLJ Engineering LLC						18,769.88
Metro COG Staff						
	06/15/2022	Staff Morale Fund	Employee withholding	06/25/2022	2600 · Payroll Liabilities	35.00

Fargo-Moorhead Metropolitan Council of Governments
Council Bills Approval List
As of August 1, 2022

	<u>Date</u>	<u>Num</u>	<u>Memo</u>	<u>Due Date</u>	<u>Split</u>	<u>Open Balance</u>
	06/30/2022	Staff Morale Fund	Employee withholding	07/10/2022	2600 - Payroll Liabilities	35.00
Total Metro COG Staff						70.00
Midco Business						
	07/11/2022	16879260212773		07/21/2022	5008 - 800h - Communications	308.77
Total Midco Business						308.77
Mutual of Omaha						
	08/01/2022	001390841280	08.01.22-08.31.22	08/11/2022	5511 - Life/AD&D/LTD/STD	263.74
Total Mutual of Omaha						263.74
NDSU Grant and Contract Accounting						
	06/30/2022	FAR-0000086381	Regional ITS Architecture	07/10/2022	5300-38 - ATAC Regional ITS Architecture	16,782.00
	06/30/2022	FAR-0000086382	Travel Demand Model	07/10/2022	5300-39 - Travel Demand Model	15,383.94
	06/30/2022	FAR-0000086383	Review and Adjustment to Household and Job	07/10/2022	5300-32 - Household & Job Data Purchase	934.57
	06/30/2022	FAR-0000086384	DTA Use to Optimize Transportation Project	07/10/2022	5300-27 - Dynamic Traffic Assignment	1,090.32
Total NDSU Grant and Contract Accounting						34,190.83
Payroll Professionals						
	06/15/2022	06.15.22 PR Fees			5016 - 800q - Payroll Services	65.00
	06/30/2022	06.30.22 PR Fees			5016 - 800q - Payroll Services	65.00
Total Payroll Professionals						130.00
ReadiTech						
	07/01/2022	2586800 07/22		07/11/2022	-SPLIT-	6,066.59
Total ReadiTech						6,066.59
Schaffler, Ayden						
	06/30/2022	06.30.22 Reimb		07/10/2022	Direct Cost Travel	227.48
Total Schaffler, Ayden						227.48
Wex Health Inc						
	06/30/2022	1549114-IN		07/10/2022	5505 - Flex Plan Admin Expense	25.00
Total Wex Health Inc						25.00
TOTAL						<u><u>227,594.97</u></u>

Payroll Liabilities

Federal Withholding	3,243.10
Federal Social Security - ee	1,598.33
Federal Social Security - er	1,598.31
Federal Medicare - ee	373.80
Federal Medicare - er	373.80
North Dakota Withholding	250.00
Minnesota Withholding	274.00
Health Savings	614.58
Employee IRA	2,032.28
Employer IRA	784.55
Total	<u>11,142.75</u>
Grand Total	<u><u>238,737.72</u></u>

To: Policy Board
From: Cindy Gray, Executive Director
Date: July 15, 2022
Re: **June End of Month Report and Metro COG Q2 Report**

As always, our month end report will be processed by our accountant next week, and we will be sending out the report the day of the meeting along with the bills list (Item 1d). Some of our bills continue to come in right up to the day before the meeting.

Similarly, Metro COG's Q2 report will be completed next week, and will be sent out in advance of the meeting.

Requested Action: Approve the June End of Month Report and the Metro COG Q2 Report.

Agenda Item 2a Attachment 1

Metro COG Month End Budget Summary June 2022			
Unified Planning Work Program			
Staff Time Categories	Budget⁴	Spent	% Spent
100 - Policy/Admin Forums	\$72,244.70	\$30,166.81	41.8%
200 - Contracted Planning Services	\$123,762.75	\$79,686.86	64.4%
300 - Federal Transportation Planning	\$128,446.04	\$48,867.23	38.0%
400 - Technical Transportation Data	\$139,841.40	\$72,549.10	51.9%
500 - Transit Planning	\$21,822.30	\$2,938.12	13.5%
600 - Bicycle & Pedestrian Planning	\$36,690.05	\$10,781.14	29.4%
700 - Local Planning Assistance	\$60,754.40	\$13,368.98	22.0%
800 - General Administration ¹	\$270,337.76	\$80,384.82	29.7%
900 - Publications, Public Info & Comms	\$16,566.68	\$5,800.33	35.0%
1000 - Community Planning (local only) ²	\$36,449.02	\$20,199.64	55.4%
Internal Program Subtotal	\$906,915.10	\$364,743.03	40.2%
800a - 800r - Overhead (Fed Elig.)	\$251,293.92	\$130,882.46	52.1%
801 - Overhead (local only)	\$2,800.00	\$672.45	24.0%
Sub Total Internal Program Operations	\$1,161,009.02	\$496,297.94	42.7%
1100 - Contracted Planning Services ³	\$973,000.00	\$627,311.94	64.5%
Summary of UPWP Costs	\$2,134,009.02	\$1,123,609.88	52.65%
Breakdown of Personnel Costs	Budget	Actual YTD	% Spent
Payroll Salaries	\$730,407.78	\$351,188.39	48.1%
Health, Vision, Dental Insurance ⁵	\$78,257.84	\$26,309.98	33.6%
Life & AD&D & LTD Insurance (Mutual of Omaha)	\$3,528.00	\$1,294.83	36.7%
Employer Simple IRA Contribution	\$21,572.33	\$10,248.44	47.5%
Payroll Tax Expense - FICA	\$55,009.45	\$25,322.95	46.0%
Employer HSA Contribution	\$13,500.00	\$13,500.00	100.0%
Total	\$902,275.40	\$427,864.59	47.4%
Indirect Cost Analysis	Billed to NDDOT	Actual Eligible	Difference
	<i>pending</i>	<i>pending</i>	<i>pending</i>

¹Includes vacation, sick and holiday leave in addition to general administration

²Includes contracts with local entities (Assistance to Food Comm., Mapleton Comp Plan, Clay County Comp Plan, and Metro Housing Needs Assessment)

³Includes both carryover projects and new projects starting in 2021 for which consultants are engaged

⁴Amounts as approved in 2021-2022 Amendment #4, with updates to personnel costs

⁵Employer Contribution Only



Unified Planning Work Program

Progress Report: April 1, 2022 to June 30, 2022

Approved: XXX

This progress report provides a brief description and overview of the various planning activities completed by Fargo-Moorhead Metropolitan Council of Governments (Metro COG) from April 1, 2022 to June, 2022, in accordance with the approved Unified Planning Work Program (UPWP). Included in this report:

- Planning activities completed during this period with the percent complete for each activity; and
- A budget summary identifying the activity, the total activity budget, the amount of activity budget spent through June 30, 2022, and the percent of the budget spent

For more information regarding the information presented,
please contact the Fargo-Moorhead Metropolitan Council of Governments

*FM Metro COG
1 – 2nd Street North
Case Plaza, Suite 232
Fargo, ND 58102-5807*

*701-532-5100
fmmetrocog.org
metrocog@fmmetrocog.org*

Contents

101	Metro COG Policy Board	8
102	Metro COG Executive Committee	8
103	Transportation Technical Committee (TTC)	8
104	Federal, State, and Local Committee Meetings	9
206	Moorhead Intersection Data Collection (2021)	9
210	Assistance with Review/Adjustments to HH and Job Data (ATAC)	9
212	Bicycle and Pedestrian Plan Update	10
213	DTA Analysis of Select Locations (2021 and 2022)	10
214	Interstate Operations Analysis	10
215	Moorhead Intersection Data Collection	10
216	Fargo Transportation Plan	10
217	Red River Greenway Study	11
218	NDSU ATAC Annual Participation (TDM Model Development)	11
219	Dynamic Traffic Assignment Analyses (ATAC)	11
220	ITS Update (ATAC)	11
221	Demographic Forecast Update	12
222	Travel Demand Model Update (ATAC)	12
223	TH10 Corridor Study through Dilworth	12
224	Moorhead Intersection Data Collection (2022)	12
225	University Drive & 10 th Street One-Way Pair Conversion Study	12
226	25 th Street S Corridor Study (Fargo)	13
301	Transportation Improvement Plan (TIP)	13

302	Unified Planning Work Program (UPWP)	13
303	Public Participation	14
304	Congestion Management Process	14
305	Federal and State Rules, Regulations, Comprehension, and Maintenance	14
306	Civil Rights/Title VI/LEP/Environmental Justice	14
307	2045 LRTP Implementation	14
308	2020 Census Coordination and Technical Assistance.....	14
309	TMA Transition	15
401	Performance Measures.....	15
402	Federal Functional Classification Update	15
403	Travel Demand Model (TDM) Maintenance and Operations	15
404	Freight and Goods Movement.....	15
405	FM Metro Profile	16
406	Metropolitan Traffic Counting Program.....	16
407	Metropolitan Technical Assistance	16
408	ITS/Traffic Operations Technical Assistance	16
409	GIS.....	17
410	West Fargo Traffic Calming Study	17
411	Household and Job Assignments for TDM	17
501	Transit Technical Assistance	18
502	MAT Coordinating Board	18
601	Bicycle/Pedestrian Activities and Technical Assistance.....	18
602	Bicycle/Pedestrian Counts and Analysis	19

603	Heartland Trail Extension (Countywide Coordination & Corridor Study)	19
604	Bicycle Safety Education	19
605	Dilworth Glyndon Felton SRTS Plan	19
701	Agency Outreach	20
703	Local Planning Assistance.....	20
801	General Administration, Management, IT, Secretarial, and Leave	20
802	Financial Budgeting and Tracking	22
803	Professional Development, Education, and Training.....	22
901	Metro COG Newsletter	23
902	Website and Social Media.....	23
2022-1001	Cass-Clay Food Systems.....	23
2022-1002	Clay County Comprehensive Plan.....	24
2022-1003	Mapleton Comprehensive Plan.....	24
2022-1004	Metropolitan Housing Needs Assessment	24

2022 Staff Activities by UPWP Work Element

(April 1, 2022 through June 30, 2022)

100 Policy and Administrative Forum

2022 Budget	Amount Billed	Percent Billed
\$72,244.70	\$30,166.81	41.8%

101 Metro COG Policy Board

Status: 50% Complete

- Prepared for and attended Policy Board Meetings
- Attended staff meetings regarding development of Policy Board agendas
- Participated in miscellaneous Policy Board/committee coordination agenda items discussions
- Prepared agenda and packet materials for Policy Board meetings
- Recorded and prepared minutes
- Recorded voting actions, roll call votes, and voting outcomes
- Updated Policy Board members and information as necessary

102 Metro COG Executive Committee

Status: 50% Complete

- Prepared agenda and packet materials for Executive Committee
- Recorded and prepared minutes
- Recorded voting actions and outcomes

103 Transportation Technical Committee (TTC)

Status: 50% Complete

- Prepared for and attended TTC meetings
- Attended staff meetings regarding development of TTC agendas
- Prepared agenda and packet materials for Policy Board meetings
- Recorded and prepared minutes
- Recorded voting actions, roll call votes, and voting outcomes
- Updated Policy Board members and information as necessary

104 Federal, State, and Local Committee Meetings

Status: 50% Complete

- Attended Fargo PWPEC meeting on April 11th
- Attended Fargo PWPEC meeting on May 23rd
- Attended Fargo Open Spaces & Trails meeting on May 10th
- Participated in NDDOT I-29 Safety Corridor meeting
- Participated in NDDOT Electric Vehicle Stakeholder Meeting
- Southwest Metro Coordination Meeting
- Participated in annual MnDOT traffic counting meeting
- Participated in Main Ave Meeting with NDDOT and City of Fargo

200 Contracted Planning Services

2022 Budget	Amount Billed	Percent Billed
\$123,762.75	\$79,686.86	64.4%

202 Veterans Boulevard Corridor Feasibility Study Amendment

Status: 100% Complete

- The Veterans Blvd Corridor Extension Study was completed in the first quarter of 2022. The only work done in the second quarter of 2022 was review and approval of the final invoice.

206 Moorhead Intersection Data Collection (Carryover from 2020)

Status: 100% Complete

- Project tied into 2022-224: Moorhead Intersection Data Collection (2022-2024)

210 Assistance with Review/Adjustments to HH and Job Data (ATAC)

Status: 13% Complete

- ATAC began their review of base year job and household data.

212 Bicycle and Pedestrian Plan Update

Status: 80% Complete

- Metro COG staff coordinated with the consultant in project logistics through regular progress calls and check-in meetings. The second public engagement period occurred in April of 2022 which included two virtual public open houses. Metro COG staff reviewed month invoices and progress reports, draft documents, and draft maps.

213 DTA Analysis of Select Locations (2021 and 2022)

Status: 0% Complete

- ATAC completed a small amount of model refinement during this past quarter.

214 Interstate Operations Analysis

Status: 60% Complete

- A Study Review Committee meeting was held, and follow-up meetings were scheduled with Moorhead, Fargo, and West Fargo. The meeting with Moorhead occurred in Q2. Further ring route analyses were carried out and the microsimulation model was established. Short- and long-range alternatives were prepared for consideration by the SRC.

215 Moorhead Intersection Data Collection

Status: 0% Complete

- Project tied into 2022-224: Moorhead Intersection Data Collection (2022-2024)

216 Fargo Transportation Plan

Status: 75% Complete

- Staff worked with the consultant to amend the contract to adjust the scope of work for the project to incorporate new work tasks. This included meeting with the all parties involved in order to negotiate scope items and work through the approval process.

217 Red River Greenway Study

Status: 40% Complete

- Gathered Parcel data within the Red River Greenway Study Corridor from Cass County, and removed duplicate data for each year; 2003 – 2021.
- Gathered Flood Buyouts from the City of Fargo, and performed analysis to determine when the buyouts occurred. This was achieved through changing the symbolic attributes of the shapefile through targeted years.
- Created a Digital Elevation Model to illustrate a moderate flood for the entirety of the study area – this was not presented to the consultant and scrapped.
- Ari and I did the Red River Greenway tour to get a better understanding of current conditions along the corridor.
- On June 7th, met with Confluence to present data and discuss next steps.
- Aided in public input events: June 14th, June 21st, and June 23rd.
- Regular meetings with project consultant
- Organizing and attending the first round of public engagement pop-up events including the Fargo Birding Festival (05/14/22) and Lindenwood Park (06/21/22)
- Site visits along the corridor (05/27/22)
- Review of deliverables, including the Social Pinpoint online public input site
- Reviewing consultant and subconsultant invoices

218 NDSU ATAC Annual Participation

Status: 25% Complete

- On-going technical and administrative coordination with ATAC and setting up quarterly meetings.

219 Dynamic Traffic Assignment Analyses (ATAC)

Status: 0% Complete

- On-going coordination with ATAC

220 ITS Update (ATAC)

Status: 60% Complete

- Metro COG staff coordinated project logistics with ATAC which included review of project materials, and the development of Advisory Group and stakeholder group members. An Advisory Group meeting was held in June of 2022 and a series of stakeholder meetings were held in April and May of 2022.

221 Demographic Forecast Update

Status: 98% Complete

- Metro COG worked with the consultant to provide adjustments and corrections to the draft document. Metro COG also spent considerable time on QA/QC of projections developed for the report and developed substantial revisions and missing analyses for the forecast update.

222 Travel Demand Model Update (ATAC)

Status: 25% Complete

- Metro COG staff printed off maps with census blocks, tracks, railroads, and other barriers to create new TAZs for the Metro and updated TAZ boundaries in shape files.
- In quarter two, Metro COG staff also provided ATAC with requested traffic counts, TIP project information, and other applicable information needed to begin the Travel Demand Model Update. Staff participated in meetings with ATAC regarding the 2050 travel demand model.

223 TH10 Corridor Study through Dilworth

Status: 30% Complete

- The consultant prepared the existing conditions report which was reviewed by the SRC and Metro COG. Staff worked with the consultant to set up the first round of public engagement. Multiple SRC meetings were conducted.

224 Moorhead Intersection Data Collection (2022)

Status: 50% Complete

- Metro COG staff coordinated project logistics with ATAC and the City of Moorhead. Metro COG and the City of Moorhead worked together in setting up/taking down traffic counting cameras, downloading the video, and reviewing the video. In addition, coordination meetings occurred during the second quarter of 2022.

225 University Drive & 10th Street One-Way Pair Conversion Study

Status: 35% Complete

- Staff worked with the consultant to set the official branding for the project. Staff also worked with the consultant to define the first round of public engagement. The consultant conducted an existing condition review and conducted data gathering efforts.

226 25th Street S Corridor Study (Fargo)

Status: 45% Complete

- The first round of public engagement was planned and conducted in the second quarter. The consultant also prepared the existing conditions report which was released to the SRC and Metro COG staff. Multiple SRC meetings were conducted. Staff reached out to stakeholders along the corridor.

300 Federal Transportation Planning and Documentation

2022 Budget	Amount Billed	Percent Billed
\$128,446.04	\$48,867.23	38.0%

301 Transportation Improvement Plan (TIP)

Status: 50% Complete

- Began to put together the draft 2023-2026 TIP project listing and coordinated with local jurisdictions
- Continued to update the 2022-2025 TIP amendments, verifying changes as they came in from NDDOT and MnDOT, and sending them out for TTC review and Policy Board approval
- Coordination with NDDOT and MnDOT to ensure that the projects listed in the TIP match the respective STIPs – included virtual meetings with MnDOT staff (06/20/22)
- Transportation Alternatives (TA) grant solicitation coordination
- Sent public notices to the Forum on: April 28th, May 26th, June 29th.
- Sent letters to cognizant agencies on: April 26th, May 20th, and June 21st.
- Collaborated with Ari on new TIP amendments for May, June, and July.
- Discussion on the new 2023-2026 TIP by going through NDDOT and MnDOT STIPs
- Created shapefiles for 2023 – 2026 projects.
- Created Draft Maps for the 2023 – 2026 Draft TIP
- Updated Environmental Justice Maps
- Updated Locally Funded and Illustrative Maps
- Updated our website with the latest TIP information

302 Unified Planning Work Program (UPWP)

Status: 50% Complete

- Prepared 2023 budget estimate and carried out ongoing coordination with local jurisdictions about potential studies to include in the 2023-2024 UPWP

303 Public Participation

Status: 50% Complete

- Continued rewrite of Public Participation Plan

304 Congestion Management Process

Status: 50% Complete

- Reviewed CMP for applicability to TMA designation.

305 Federal and State Rules, Regulations, Comprehension, and Maintenance

Status: 50% Complete

- Participated in NDDOT/MPO Mid-Year Review
- Updated TTC Bylaws to include Bicycle and Pedestrian Committee as a subcommittee and identify solicitation requirements.

306 Civil Rights/Title VI/LEP/Environmental Justice

Status: 50% Complete

- Reviewed Title VI and Environmental Justice requirements
- Reviewed information from the U.S. Department of Transportation's Justice40 initiative
- Reviewed miscellaneous demographic information for the FM metropolitan area
- Annual Title VI training
- Updated online Title VI survey form
- Environmental justice map review

307 2045 LRTP Implementation

Status: 50% Complete

- Monitored progress of projects under development and/or under construction (e.g. 11th Street RR Grade Separation in Moorhead, 32nd Ave S project in Fargo)
- Reviewed plan goals for additional MTP follow-up that needs to be done.

308 2020 Census Coordination and Technical Assistance

Status: 50% Complete

- Monitored status of 2020 Census and provided information to entities requesting the information.

309 TMA Transition

Status: 50% Complete

- Determined future TMA funding for TA projects
- Internal meetings to discuss future project solicitations
- Developed new TA solicitation
- Prepared draft changes to Policy Board Bylaws

400 Technical Transportation Data and Analysis

2022 Budget	Amount Billed	Percent Billed
\$139,841.40	\$72,549.10	51.9%

401 Performance Measures

Status: 50% Complete

- Coordination with MnDOT for federal pavement and bridge measures (05/11/22), reliability and freight reliability measures (05/13/22), and proposed federal safety targets (05/24/22)
- Preliminary review of NDDOT and MnDOT crash data

402 Federal Functional Classification Update

Status: 50% Complete

- Responded to changes requested by NDDOT in their review of the recent update prior to being sent to FHWA for final approval

403 Travel Demand Model (TDM) Maintenance and Operations

Status: 50% Complete

- On-going coordination with ATAC and providing model to consultants as requested.

404 Freight and Goods Movement

Status: 50% Complete

- Provided input on state freight plans

405 FM Metro Profile

Status: 5% Complete

- Created an outline for the next annual Metro Profile update with a list of required data – internal meetings held (05/24/22, 06/21/22)
- Began to collect and review data for the draft document
- Obtained commuter data to determine directionality of metro commuters.
- Reached out for pipeline data
- Had two progress reports: May and June

406 Metropolitan Traffic Counting Program

Status: 50% Complete

- Provided local jurisdictions with 2021 metro area-wide traffic counts
- Coordinated traffic count map making with GIS Coordinator
- Provided traffic count files to City of West Fargo
- Provided traffic cameras to City of West Fargo

407 Metropolitan Technical Assistance

Status: 50% Complete

- Attended to miscellaneous metropolitan technical assistance needs
- Staying updated with StreetLight traffic data including a workshop (04/14/22)
- Meeting with Urban SDK (05/16/22, 05/26/22) to consider potential use of their software
- Reviewed Fargo NP Ave proposed layout
- Provided example of RFPs to Bis-Man MPO
- Provided City of East Grand Forks with sample RFP
- Provided data to MnDOT for upcoming project

408 ITS/Traffic Operations Technical Assistance

Status: 50% Complete

- ND MPO – ATAC meeting on June 29th

409 GIS

Status: 50% Complete

- Performed maintenance on GIS files
- Sent over Bikeway and Shared Use Path data to MnDOT for state bikeway facilities map
- Digitalized new TAZs in ArcMAP, and created a shapefile and sent it over to ATAC – removed duplicate data as well.
- Developed code to remove duplicate polygons for the RRGW Study, and did some truthing of it with Ayden (entirety of April).
- Did truthing on road segments for the Metro Profile
- Advocated for new License structure and ESRI Extensions – talked to Esri Sales Rep.
- Updated jurisdiction map for website.
- Created test web maps, apps and dashboards for the upcoming 2023-2026 TIP
- Received and edited MnDOT traffic count shapefiles.
- Edited Traffic Count Maps, and went over Dan to discuss and remove duplicate count information.
- Migrated to ArcGIS PRO
- Worked with GIS Coordinator on GIS maps
- Provided local jurisdictions with 2021 metro area-wide traffic count GIS files

410 West Fargo Traffic Calming Study

Status: 100% Complete

- Project Completed in the first quarter

411 Household and Job Assignments for TDM

Status: 50% Complete

- Developed new TAZ boundaries for the 2050 travel demand model
- TAZ review and internal discussion (04/27/22)

500 Transit Planning

2022 Budget	Amount Billed	Percent Billed
\$21,822.30	\$2,938.12	13.5%

501 Transit Technical Assistance

Status: 50% Complete

- Staff worked with MATBUS on implementing the newly adopted TDP. This included answering questions about how the TDP would apply to other ongoing projects within the city. Staff also assisted MATBUS in gathering information for their FTA Triennial Review.

502 MAT Coordinating Board

Status: 50% Complete

- Staff conducted one MAT Coordinating Board meetings in the third quarter which consisted of working with MATBUS on agenda items, packet preparation, meeting minutes, and notifying members. Staff attended the meeting.

600 Bicycle and Pedestrian Planning

2022 Budget	Amount Billed	Percent Billed
\$36,690.05	\$10,781.14	29.4%

601 Bicycle/Pedestrian Activities and Technical Assistance

Status: 50% Complete

- Provided technical assistance to Fargo Parks regarding trail alignment
- Reviewed updated Bicycle & Pedestrian Committee bylaws
- Provided comments for MnDOT statewide bicycle map
- Discussed future bike facilities on 8th St/Roberts St with City of Fargo
- Responded to citizen regarding Bicycle & Pedestrian Committee
- Bike map app updates and coordination
- Bicycle & Pedestrian Committee meeting on June 8th

602 Bicycle/Pedestrian Counts and Analysis

Status: 50% Complete

- Trained staff on collecting bike/ped counts
- Processing data from automated bicycle & pedestrian counters
- Final inspection of new automated bike/ped counters
- Provided bike/ped count data to City of Fargo per request
- Aided Dan with the re-installation of Bike/Red Counters along the Red River
- Aided MnDOT by removing and troubleshooting Bike/Ped counter in Moorhead.
- Was in contact with MnDOT to troubleshoot the Moorhead Counter, and conducted a modem test.
- Instruction from MnDOT of the mechanics of our EcoCounters, and dissected the Moorhead Counter to determine issues.

603 Heartland Trail Extension (Countywide Coordination & Corridor Study)

Status: 50% Complete

- Responded to consultant questions regarding Heartland Trail
- Researched Heartland Trail bonding bill
- Discussed Heartland Trail with City of Moorhead
- Met with Clay County regarding a possible study effort

604 Bicycle Safety Education

Status: 50% Complete

- No activities reported in the second quarter

605 Dilworth Glyndon Felton SRTS Plan

Status: 0% Complete

- Started preparations for the upcoming Safe Routes to School Plan including reviewing the timeline, identifying potential SRC members and attending a SRTS Network Call organized by Move MN (04/07/22)
- Inquired with DGF about status of school construction
- Discussed DGF SRTS project with stakeholder
- Plan prep

700 Local Planning Assistance

2022 Budget	Amount Billed	Percent Billed
\$60,754.40	\$13,368.98	22.0%

701 Agency Outreach

Status: 50% Complete

- Attended Moorhead Grade Separation public open house on June 28th
- Wrote letter of support for Rec Trail Program grant
- Participated in FHWA Small MPO Virtual Public Involvement Peer Exchange Workshops

703 Local Planning Assistance

Status: 50% Complete

- Assisted local governments with long-range planning efforts
- Assisted local governments with transportation planning efforts
- Assisted local governments with land use related planning efforts as applicable to transportation
- Reviewed and completed miscellaneous planning needs and requirements for internal Metro COG planning projects
- Attended open house for Highway 10/75 11th Street Grade Separation held by the City of Moorhead (06/28/22)

800 General Administration

2022 Budget	Amount Billed	Percent Billed
\$270,337.76	\$80,384.84	29.7%

801 General Administration, Management, IT, Secretarial, and Leave

Status: 25% Complete

Administrative

- Received and recorded invoices, checks, and correspondence; submitted to Christy Eickoff for accounting/payroll
- Mailed invoices, invoice payments, correspondence, etc.
- Prepared purchase orders for office supply procurement, kept rolling total of dollars spent

- Worked on updating and organizing Metro COG files, both paper and digital
- Ordered office supplies and maintained inventory
- Prepared and authorized payroll through Payroll Professionals
- Updated payroll as necessary
- Maintained and authorized Discovery Benefits payments
- Created and shared various Doodle Polls
- Prepared for, attended and participated in weekly Staff Meetings
- Submitted finalized timesheets to Christy Eickoff/Payroll Professionals
- Prepared and submitted bi-weekly timesheets for approval
- Scanned approved timesheets
- Calculated and updated current leave balances, submitted to Payroll Professionals
- Started 2022 Q2 report
- Office and team management
- Review and approval of timesheets and leave requests
- Worked on reference list and digital library of final documents of past planning studies
- Met with consultants and responded to numerous inquiries
- Set up and coordinated interviews for open position
- Cleaned and organized empty office for new employee
- Started onboarding paperwork and added to various benefit accounts

IT Management

- Attended to various IT issues; act as agency liaison with ReadITech
- Act as agency liaison with Vision Timekeeping Software
- Coordinated and facilitated Firewall Upgrade
- Met with Liberty printing Representative, received Plotter lease quote
- Ordered and set up two new employee laptops
- Reformatted old laptops and desktop pcs for new use and decommission
- Updated phone system software

802 Financial Budgeting and Tracking

Status: 25% Complete

- Preparation, submission, amending, and tracking of monthly NDDOT reimbursement requests
- Preparation, submission, and approval of 2021-2022 UPWP budget updates and amendments
- Reviewing likely budget scenarios for 2023-2024 UPWP
- Review and reorganization of staff and overhead billing codes, and staff assignments
- Prepared and updated spreadsheet to monitor CPG expenditures
- Set up and maintained 2022 tracking of expenditures for budget monitoring purposes
- Monitoring of CPG funds and bank accounts
- Review of invoices and payments
- Monitoring of Metro COG budget and financials
- Participated in and finalized 2021 financial audit

803 Professional Development, Education, and Training

Status: 25% Complete

- Attended How to Apply for SS4A Grants: General Overview webinar on June 13
- Attended How to Apply for SS4A: Action Plan Grants webinar on June 15
- Attended Federal Grant Opportunities – Networking Workshop on June 22
- Attended How to Apply for SS4A: Implementation Grants webinar on June 23
- Attended Navigating the U.S. DOT Grant Process webinar on June 28
- Ongoing participation in the Building Equity program, a year-long community of practice organized by Essentia Health and completing preparation material for group sessions
- StreetLight virtual training sessions (04/07/22, 04/19/22)
- Participated in presentation be vendor for Urban SDK
- FHWA Webinar – Reconnecting Communities Pilot Discretionary Grant Program
- Utilized StreetLight training modules
- Used Esri Training videos to help create robust, and suitable apps for our organization.
- Was involved in NDDOT's EV informational
- Participated in NDDOT's Safe Routes to School
- Webinar: Leadership for Administrative Professionals
- Women in Transportation Seminar – bi-monthly meetings

900 Publications, Public Information, and Communications

2022 Budget	Amount Billed	Percent Billed
\$16,566.68	\$5,800.33	35.0%

901 Metro COG Newsletter

Status: 0% Complete

- No activities reported in the second quarter

902 Website and Social Media

Status: 50% Complete

- Updated website with current Policy Board, TTC, and MAT Coordinating Board packets
- Updated Metro COG Facebook account as necessary
- Updated Metro COG website as necessary
- Update and Maintain Website calendar as necessary
- Released Request for Proposals on website, with supplemental and subsequent information
- Reviewed status of projects on website and reminded staff to update project information

1000 Community Planning and Technical Assistance

2022 Budget	Amount Billed	Percent Billed
\$36,449.02	\$20,199.64	55.4%

2022-1001 Cass-Clay Food Systems

Status: 50% Complete

- Prepared the agenda and packet materials for the January and March Cass Clay Food Commission meeting
- Transcribed minutes from the Cass Clay Food Commission meetings
- Prepared for and participated in miscellaneous steering committee meetings

2022-1002 Clay County Comprehensive Plan

Status: 100% Complete

- Metro COG assisted with final approval of the Clay County Comprehensive Plan by the Clay County Board of Commissioners in May followed by finalization of the document.

2022-1003 Mapleton Comprehensive Plan

Status: 40% Complete

- Metro COG continued to work on the Mapleton Comprehensive Plan with substantial completion on the following sections: agricultural and natural resources, transportation, and impacts of the FM Diversion. Metro COG continued to work with the city to form a study review committee to begin review and discussion of materials.

2022-1004 Metropolitan Housing Needs Assessment

Status: 10% Complete

- Metro COG assisted with kick-off needs for the Metropolitan Housing Needs Assessment including biweekly check-in meetings, data collection requests, and public engagement needs. Metro COG also participated in the first SRC meeting on June 29.

*1000 Community Planning and Technical Assistance projects are all or partially paid for through local funds to cover planning tasks that are ineligible for federal funding through the Consolidated Planning Grant.



To: Policy Board
From: Cindy Gray, Executive Director
Date: July 15, 2022
Re: **Interstate Operations Analysis Contract Amendment #1**

Attachment 1 is a proposed contract amendment requested by Metro COG for the Interstate Operations Analysis. The additional work described in Amendment 1 includes the preparation of traffic projections using a "build-out" type of development scenario, for which the job and household projections will be provided by Metro COG. This will allow the ring route analysis to be completed using more of a complete development scenario for the metro area.

Metro COG and our local partners have future land use plans, household and job projections that have been completed as part of comprehensive plans, growth area plans, AUARs, corridor studies and sub-area analyses that can be used to conduct more of a "build-out" type of analysis, going beyond the magnitude of trips generated by the current 2045 travel demand model.

It is hoped that this will add clarity to the decision about planning and preserving right-of-way for a ring route type of facility.

The estimated budget for the work outlined in Amendment 1 is \$24,515.41. In anticipation of this amendment, the 2023 draft budget includes \$25,000, of which 80 percent will be federally funded through Metro COG's CPG funds, and 20 percent or will be funded through local match.

At their regular meeting of July 14, 2022, the Transportation Technical Committee (TTC) recommended approval of Amendment #1 to the Policy Board.

Requested Action: Approve Contract Amendment #1 for the Interstate Operations Analysis.



Work Plan

The HDR Team will assist the Fargo Moorhead Metro COG and member jurisdictions to develop the 2021-2022 Interstate Operations Analysis and Plan for Future Improvements. The following outlines the **additional travel demand modelling** scope to be completed.

Task 6.6 – Full Build-Out Traffic Projections

6.6.1 Coordination with Metro COG & ATAC

HDR will work with Metro COG staff to develop socioeconomic (SE) for a full build-out scenario. It is anticipated that Metro COG staff will work with local jurisdictions to review current assumptions for 2045 SE data growth and estimate a full build-out scenario. Based on the outcome of those discussions, Metro COG will document anticipated build out employment and housing growth levels by TAZ (in spreadsheet or map form). HDR will update the SE data in the TAZ files for build out levels, with guidance from Metro COG staff. HDR will work with ATAC to update Travel Demand Model inputs based on full build-out SE data.

6.6.2 Travel Demand Model Runs

HDR will develop and run the TDM with the complete full build-out SE data. It is anticipated that model changes made by HDR in Spring 2022 will be incorporated into the full build-out model runs.

6.6.3 Ring Route Documentation

The HDR team will incorporate the full build out traffic projections into the ring route analysis. This analysis will be added to the Final Report and will be vetted through the SRC.

Assumptions:

- HDR will complete runs of the Metro COG TDM to aid in the Ring Route analysis, in consultation with ATAC.
- Upon project completion, HDR will provide ATAC and MetroCOG all travel modeling files (input and output files).
- For Task 6.6.1:
 - HDR will provide jurisdictional growth maps for households and jobs for review prior to screen sharing calls.
 - Metro COG and HDR staff will complete up to two (2) 60 minute conference calls to cover socioeconomic build out growth .
 - HDR will update socioeconomic data by TAZ based on direction from Metro COG.
- For Task 6.6.2:
 - Up to five (5) ring route corridor scenarios will be evaluated for the full build-out analysis.
 - LRTP model network (with no Interstate capacity changes) will be used as a base for ring-route scenarios.
 - HDR will add 4-lane capacity to all arterials in the build out growth area, including connections across the diversion, to provide sufficient capacity for access to / from the growth areas.

HDR ESTIMATED HOURS

2021-2022 Interstate Operations Analysis and Plan for Future Improvements

Project No. 2021-214

	PJM300	GIS120	ECU200	ECI300	BIM410	ADM400	FIN210	Total Hours
	Project Manager	GIS	Traffic	Transportation Planner	Travel Demand Modeling	Project Assistant	Project Controller	
	Brian Ray	Jeremy Williams	Jacob Weiss	Jason Carbee	Eric Wilke	Christy Henze	Carla Schwebach	
Task 6: Ring Route Analysis								
6.6 Full Build-Out Traffic Projections	12	16	60	28	44	1	3	164
<i>Task Total Hours</i>	12	16	60	28	44	1	3	164
Total Hours	12	16	60	28	44	1	3	164

**2021-2022 Interstate Operations Analysis and Plan for Future Improvments
Summary of Estimated Project Cost**

Direct labor	Hours	x	Rate	=	Total	
Brian Ray, Project Manager	12	x	\$90.87	=	\$1,090.44	
Jeremy Williams, GIS	16	x	\$33.44	=	\$535.04	
Jacob Weiss, Traffic	60	x	\$50.36	=	\$3,021.60	
Jason Carbee, Transportation Planner	28	x	\$70.24	=	\$1,966.72	
Eric Wilke, Travel Demand Modeling	44	x	\$40.95	=	\$1,801.80	
Christy Henze, Project Assistant	1	x	\$27.55	=	\$27.55	
Carla Schwebach, ProjectController	3	x	\$48.24	=	\$144.72	
Subtotal (Labor Costs)					=	\$8,587.87
Overhead/Indirect Cost @ 154.88%					=	\$13,300.89
Subcontractor Costs					=	\$0.00
Materials and Supplies Costs					=	\$0.00
Travel Costs					=	\$0.00
Fixed Fee @ 12% of non-Subcontractor Costs					=	\$2,626.65
Miscellaneous Costs (Miovision Vendor)					=	\$0.00
Total Cost					=	\$24,515.41

To: Metro COG Policy Board
From: Dan Farnsworth
Date: July 15, 2022
Re: **Transportation Alternatives Program – Application Process (FY 2024-2025)**

With the anticipated designation of Metro COG's urbanized area as a Transportation Management Area (TMA) a direct sub-allocation of Transportation Alternatives (TA) funds is anticipated beginning in fiscal year (FY) 2023. With TA projects already selected for FY 2023 funding, Metro COG is developing an official process and instructions for TA solicitation for future funding years.

Attached are the TA program instructions for applications within the North Dakota portion of Metro COG's urbanized area. These particular instructions are intended for use for FY 2024 and 2025 applications but may be used in the years thereafter.

Also included in these instructions is the scoring methodology which will be used in scoring TA applications. Please note that the scoring methodology is the same as used in recent years' TA scoring.

Upon Policy Board approval, Metro COG intends to utilize these instructions for soliciting ND TA urban applications for fiscal years 2024 and 2025.

Requested Action:
Approval of the TA instructions as shown in the attachment.

Fargo - Moorhead Metropolitan Council of Governments
(Metro COG)

Transportation Alternatives (TA) Program

Application Instructions
For Federal Fiscal Years 2024 and 2025
Urban Projects (North Dakota)

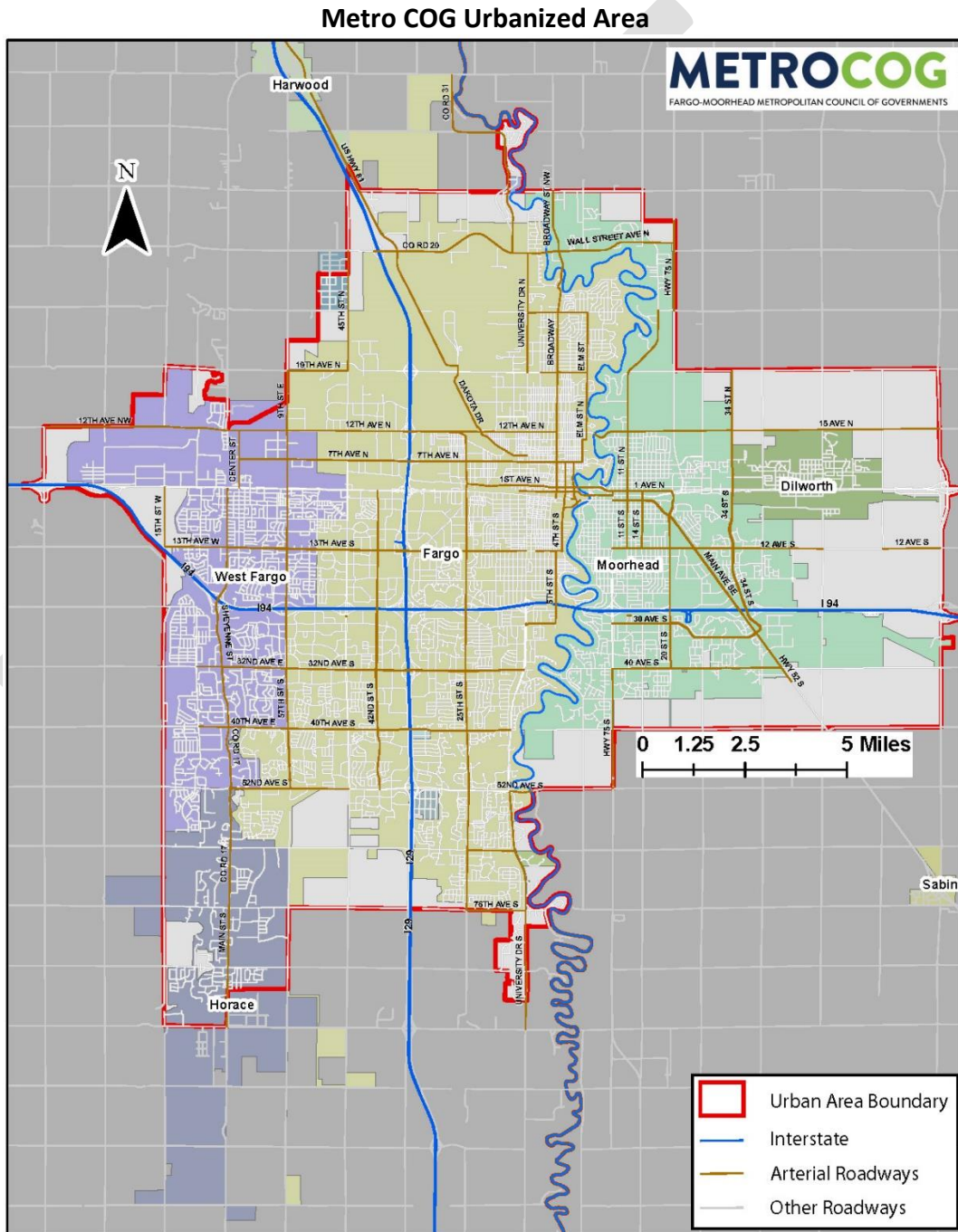
Prepared by:
Metro COG
1 - 2nd Street N
Case Plaza, Suite 232
Fargo, ND 58102
701-532-5100
metrocof@fmmetrocog.org

[Month] 2022



Transportation Alternatives (TA) Program Application Instruction

These TA application instructions pertain to any eligible applicants located within the North Dakota portion of Metro COG's urbanized area. Please refer to the map below for Metro COG's urban area boundary. Also, a list of eligible applicants can be found on page 4.



When developing your application, please follow the same order and provide the requested information as required in these instructions. Please answer all questions. Additional information that you believe will more fully explain and support your proposed project is welcomed.

The use of colored maps and photographs is encouraged to help describe your project. Either PDF or hardcopy submittals are acceptable.

Applications must be received by Metro COG by end of day on [Date]

Completed applications can be emailed to Dan Farnsworth, Metro COG Transportation Planner, at farnsworth@fmmetrocog.org or mailed to Metro COG (Attention: Dan Farnsworth) at:

1 - 2nd Street N
Case Plaza, Suite 232
Fargo, ND 58102

This application solicitation is for projects for federal fiscal year (FY) 2024 (October 1, 2023 through September 30, 2024) and FY 2025 (October 1, 2024 through September 30, 2025). Projects must be ready for construction during the respective 2024 or 2025 construction season.

Therefore, final plans, permits, certifications, etc. need to be completed and submitted by January 1, 2024 or January 1, 2025, and will be scheduled to be bid in the spring of 2024 or 2025. Federal funds may be lost if the project cannot be bid in the spring of 2024 or 2025.

Metro COG welcomes all inquiries. If you have any questions about the TA Program or application process, please contact Dan Farnsworth at farnsworth@fmmetrocog.org or 701-532-5106.

This area left intentionally blank

TA Funding

An estimated \$824,761 of federal TA funds are available for North Dakota urban projects within Metro COG's planning boundary in FY 2024 and an estimated \$844,170 in FY 2025, assuming 100 percent obligation authority is granted. Awarded applicants will be funded up to 80% of the project cost. There is no limit to the request amount, however requested TA funds shall not exceed the amounts available for the fiscal year (i.e. \$824,761 for FY 2024).

If an application exceeds \$500,000 in requested TA funds, applicants are encouraged to phase their project whenever possible. This would allow more flexibility in allocating funds and alleviate the burden of local matching funds should multiple high-cost projects be selected.

It is important to note that costs incurred prior to FHWA project approval are not eligible for reimbursement. TA funds eligible for reimbursement include project construction costs only.

Ineligible costs include: all planning, public engagement, preliminary engineering, construction engineering, environmental impact mitigation, right of way acquisition, utilities, and those construction items that are not eligible for federal aid.

Eligible Projects

Eligible Transportation Alternatives projects include the following:

- **Bicycle & Pedestrian Projects:**
 - Construction of on-street and off-street bicycle and pedestrian facilities
 - Construction of Safe Routes to School projects
 - Construction of projects for non-drivers, including children, older adults, and individuals with disabilities
 - Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation uses
 - Traffic calming and speed reduction improvements
 - Pedestrian and bicycle crossing improvements
 - Secure bicycle parking facilities
 - Traffic diversion improvements in the vicinity of schools
 - Turnouts, overlooks, and viewing areas
- **Scenic and Environmental Projects:**
 - Vegetation management practices in transportation rights-of-way
 - Archaeological activities relating to impacts from implementation of a transportation project
 - Streetscape improvements and corridor landscaping
 - Establishing living snow fences
 - Control and removal of outdoor advertising
 - Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity
- **Historic Projects:**
 - Historic preservation and rehabilitation of operating historic transportation facilities

Eligible Projects Applicants

- City and county governments
- Transit agencies
- Natural resource and public land agencies
- School districts, local education agencies, or schools
- Tribal governments
- Any other local or regional governmental entity with responsibility for or oversight of transportation or recreational trails

Nonprofit Organizations

A nonprofit organization must partner with an eligible project applicant. The eligible project applicant would submit the application and be responsible for the project if it is awarded funds.

Eligible Projects Sponsors

Applications must be submitted to Metro COG through one of the following entities:

- Cities
- Board of County Commissioners
- Tribal Governments
- Transit Agencies
- Federal and State Agencies

Note: Unlike past TA solicitations, a city under 5,000 no longer is required to partner with their respective Board of County Commissioners.

All other eligible applicants including school districts and park districts need to partner with their respective city or county.

Project Scoring & Ranking

A key factor in TA project selection is the scoring matrix which Metro COG uses in cooperation with the Metropolitan Bicycle & Pedestrian Committee. For reference, the scoring matrix can be found at the end of these application instructions.

Once the submitted projects have been scored, the projects are then ranked. The intent is that the top ranked project(s) will be awarded funding. However, awarded funding amounts may depend on requested funding for the top ranked projects and the exact funding availability for the fiscal year.

APPLICATION INSTRUCTIONS

1. Project Name

Provide the name of your project. This name will be used to identify the project; it should reflect the project scope or purpose.

2. Project Location

Fully describe the location of your project. Include a map showing the location and length of your project.

3. Project Contact

Name of the group or agency requesting the TA project.

4. Contact Person

Provide the name, address, telephone number, and e-mail address of the person who is directing this project.

5. Project Sponsor

Provide the name of the governmental agency sponsoring the project. Your project must be sponsored by:

- City
- Board of County Commissioners
- Tribal Government
- Transit Agencies
- Federal and State Agencies

All other eligible applicants including school districts and park districts need to partner with their respective city or county.

6. Sponsoring Official

Provide the name, address, telephone number, and e-mail address of the contact person at the governmental agency sponsoring the project. ***Please note that a city under 5,000 no longer is required to partner with their respective Board of County Commissioners.***

7. Project Description

Fully describe your project. This should include, but is not necessarily limited to, a description of what is planned by including typical sections, site plans, drawings, sketches, right of way requirements, length of project, etc. If your project is in phases, please describe the phases and which phase you are requesting for TA funding.

8. Project Cost

Enter the estimated cost of your project. A detailed copy of the estimate should be provided. A maximum of 80% of eligible costs can be funded with federal aid TA funds.

Eligible costs include: Project construction costs.

Ineligible costs include: All planning, preliminary engineering, construction engineering, environmental impact mitigation, right of way acquisition, utilities, and those construction items that are not eligible for federal aid. Also, ineligible would be any construction costs incurred before the project has been approved by FHWA for funding.

The cost estimate is very important! If your project receives funding, the amount received will be based on your cost estimate. If costs exceed the estimate, the sponsor will be responsible for covering the additional costs.

9. What TA category best fits your project?

Identify the category and type of project you believe best fits your project. To be eligible for Transportation Alternatives funding, your project must fit into one of these categories and must relate to surface transportation.

- A. Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.
- B. Construction of infrastructure related projects that will substantially improve the ability of students to walk and bicycle to school.
- C. Construction of infrastructure related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- D. Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users.
- E. Construction of turnouts, overlooks, and viewing areas.
- F. Community improvement activities, including:
 - historic preservation and rehabilitation of historic transportation facilities that are continuing to, or upon rehabilitation, function for their intended transportation purpose.
 - vegetation management practices in transportation rights of way to improve roadway safety, prevent against invasive species, and provide erosion control;
 - archaeological activities relating to impacts from implementation of a transportation project; and
- G. Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
 - address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in 23 U.S.C. 133(b)(11), 328(a), and 329; or
 - reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.

10. Supporting Data

Answers to the following will help the reviewers obtain a better understanding of your project. Additional information you believe that will more fully explain and support your proposed project or activity is welcomed.

- Is your project part of an identified recreation or transportation plan? If so, explain.
- Is your project tied to another project? If so, please explain.
- How does your project fit with similar projects in your community and/or region?
- Provide documentation of governmental agencies that are in support of this project. Also, please provide documentation of support, if any, from the general public, other groups, and organizations.

11. Public Accessibility

To be eligible for consideration, **this property must be accessible to the public**. Provide the name of the entity that will be the owner of this project when it is completed.

12. Matching Funds Provided By

TA funds require matching monies. The ratio is 80% federal and 20% local. Identify who will provide the matching funds and how these funds are to be obtained. The project sponsor must assure Metro COG that the matching funds will be available and from nonfederal sources unless the applicant is a Federal or Tribal entity.

13. Will Right of Way For This Project Be Needed?

Will additional right of way be needed for your project? If so, its acquisition will have to be in accordance with federal regulations. Right of way acquisition costs are not eligible for federal aid. Does the project intersect any railroads? If yes, there may need to be agreements for any proposed crossing improvements or for work to be authorized inside the railroad right of way.

14. Maintenance of This Project Will Be Provided By:

The sponsor is responsible for providing or making arrangements for maintenance of the project. Provide the name of the person, agency, or group that will maintain this project after its completion.

15. Environmental Impacts

Impacts of projects can be both beneficial and adverse. The following is a list of some categories that must be addressed. If there are additional categories that you feel need to be addressed, please add them. **If your project is selected, you will be responsible to obtain necessary environmental clearances and permits.**

- Land Use - Describe changes or potential changes this project will have upon land use in the vicinity.
- Farmland - If any farmlands are to be used for this project, identify what their present usage is.

- Social - Describe the project's impact upon the neighborhood and community.
- Section 4(f) & 6(f) - Are there any impacts to Section 4(f) or Section 6(f) properties?
- Economic - Describe the project's economic impact.
- Relocation - Will this project require the displacement of any people or businesses?
- Wetlands - Will this project result in fill material being placed in any wetlands?
- Floodplain - Is this project within a floodplain?
- Threatened or Endangered Species - Are there any threatened or endangered species in the project vicinity?
- Cultural Resources - Are there any properties on or eligible to be on the National Register of Historic Places in the project vicinity?
- Hazardous Waste - Are there any hazardous waste sites in the area?

16. Required Signatures and Dates

Contact Person - This is the person identified in item 4 who will be responsible for the management and implementation of your proposed project.

Responsible Official - This is the person identified in item 6.

MPO Official - The MPO Director must sign the application.

17. Attachments

Transportation Alternatives Project Scoring Matrix

TA Project Evaluation - Urban

2045 MTP Goal	TA Evaluation Criteria				North Dakota	
	Question	Evaluation instructions	Source of criteria	Points	Jurisdiction	Jurisdiction
System Safety	Is the project located where a crash involving a motor vehicle and a bicyclist or pedestrian have occurred within the past 5 years?	Refer to most recent bicycle/pedestrian crash maps. Saved in TA folder.	2045 MTP	10		
	Is the project located within 1/2 mile radius of a K-8 public school?	Measure from outermost perimeter of school building.	2045 MTP	10		
Travel Efficiency and Reliability	Is the project within a 1/4 mile of existing commercial AND multi-dwelling residential (3-plexes or greater) land uses?	Per jurisdiction's zoning maps	(2045 MTP)	10		
	Is the project part of a multi-jurisdictional planning effort/initiative?	This criteria is designed to be a project partnership between two separate jurisdictions such as City of Fargo and City of Moorhead. This criteria is not intended to be for partnerships between a city or school district, city and park district, or the required county sponsorship of <5,000 population jurisdiction projects.	-	5		
Walking and Bicycling	Is the project located in a zone which currently has low or moderate levels of walkability on the 2045 MTP's walkability index?	Refer to Figure 4.24 in the 2045 MTP Plan. Low and moderate shown in blue and yellow. If project is in two zones, chose the zone in which the majority of the project is located.	2045 MTP	10		
	Is the project consistent with recommendations of a completed corridor, comprehensive, or other planning study?	These would be studies or plans that would be approved by a governing body, and would ideally have obtained public input as part of the study or plan.	2045 MTP	10		
	Is the project located in an area with high or medium levels of vehicle trip density?	High trip density = 50+ trips/acre Medium trip density 25 to 50 trips/acre Refer to maps developed for F-M area. Saved in TA folder. If project is in two zones, choose the zone in which the majority of the project is located.	2045 MTP	High trip density: 10 points Med trip density: 5 points		
	Does the project make a systematic effort to conserve natural resources	Per FHWA TA eligibility, this criteria would include: vegetation management, environmental mitigation related to stormwater, and habitat connectivity. Any of these items would need to be identified in the application/letter of intent in order to receive points.	(2045 MTP)	3		
Economic Development and Transportation Decisions	Is the project within 1/4 mile of a MATBUS route corridor?	This is measured from any portion of the project.	(2045 MTP)	5		
	Is the project located within one of Metro COG's environmental justice (EJ) areas?	Use latest Metro COG environmental justice map. Project is within or directly adjacent to EJ area	2045 MTP	5		
				Total Points		

To: Policy Board Members
From: Cindy Gray, Executive Director
Date: July 15, 2022
Re: **2021 Financial Audit**

In May, 2022, Metro COG underwent its annual financial audit for 2021. The accounting firm Brady Martz & Associates, P.C. conducted the financial audit.

While no issues were identified with the agency's handling of finances, the audit did identify that our total net position decreased by \$132,427. In discussing this issue with our accountant, it appears that we need to pursue an updated indirect rate multiplier with NDDOT. We will be pursuing an increase in our overhead rate and looking into whether or not a higher overhead/indirect rate multiplier can be applied retroactively to 2021. The current indirect rate was developed after a separate NDDOT audit in 2020, and is based on 2019 financials.

Requested Action: Accept the 2021 financial audit completed by Brady Martz & Associates, P.C.

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

AUDITED FINANCIAL STATEMENTS

FOR THE YEAR ENDED DECEMBER 31, 2021

TABLE OF CONTENTS

	Page
INDEPENDENT AUDITOR'S REPORT	1
MANAGEMENT'S DISCUSSION AND ANALYSIS	5
FINANCIAL STATEMENTS	
Governmental Funds Balance Sheet/Statement of Net Position	12
Statement of Governmental Fund Revenues, Expenditures, and Changes in Fund Balances/Statement of Activities	13
Notes to the Financial Statements	14
REQUIRED SUPPLEMENTARY INFORMATION	
Statement of Governmental Fund Revenues, Expenditures, and Changes in Fund Balance - General Fund-Budget and Actual	25
Note to the Budgetary Comparison Schedule	26
SUPPLEMENTARY INFORMATION	
Schedule of Expenditures of Federal Awards	27
INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN ACCORDANCE WITH <i>GOVERNMENT AUDITING STANDARDS</i>	28
INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE FOR EACH MAJOR PROGRAM AND ON INTERNAL CONTROL OVER COMPLIANCE REQUIRED BY THE UNIFORM GUIDANCE	30
SCHEDULE OF FINDINGS AND QUESTIONED COSTS	33
SCHEDULE OF PRIOR YEAR AUDIT FINDINGS	35

INDEPENDENT AUDITOR'S REPORT

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

Report on the Audit of the Financial Statements

Opinions

We have audited the accompanying financial statements of the governmental activities and general fund information of the Fargo-Moorhead Metropolitan Council of Governments as of and for the year ended December 31, 2021, and the related notes to the financial statements, which collectively comprise the Fargo-Moorhead Metropolitan Council of Governments' basic financial statements as listed in the table of contents.

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities, and general fund information of the Fargo-Moorhead Metropolitan Council of Governments, as of December 31, 2021, and the respective changes in financial position thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinions

We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the Fargo-Moorhead Metropolitan Council of Governments and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Responsibilities of Management for the Financial Statements

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

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the Fargo-Moorhead Metropolitan Council of Governments' ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with generally accepted auditing standards and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with generally accepted auditing standards and *Government Auditing Standards*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Fargo-Moorhead Metropolitan Council of Governments internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the Fargo-Moorhead Metropolitan Council of Governments ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

Required Supplementary Information

Accounting principles generally accepted in the United States of America requires that the management's discussion and analysis and budgetary comparison information on pages 5-11 and 25 be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Supplementary Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise Fargo-Moorhead Metropolitan Council of Governments' basic financial statements. The schedule of expenditures of federal awards, as required by Title 2 U.S. *Code of Federal Regulations* (CFR) Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards*, is presented for purposes of additional analysis and is not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the schedule of expenditures of federal awards is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated July 13, 2022 on our consideration of Fargo-Moorhead Metropolitan Council of Governments' internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Council's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering Fargo-Moorhead Metropolitan Council of Governments' internal control over financial reporting and compliance.



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

July 13, 2022

FARGO-MOORHEAD METROPOLITAN COUNCIL OF GOVERNMENTS
MANAGEMENT'S DISCUSSION AND ANALYSIS
FOR THE YEAR ENDED DECEMBER 31, 2021

As Management of the Fargo-Moorhead Metropolitan Council of Governments (Metro COG), we offer readers of Metro COG's financial statements this narrative overview and analysis of the financial activities of Metro COG for the fiscal year ended December 31, 2021. We encourage readers to consider the information presented here in conjunction with Metro COG's financial statements, which begin on page 12.

Financial Highlights

- The assets of Metro COG exceeded its liabilities and deferred inflows of resources at the close of the most recent fiscal year by \$268,337 (net position).
- Metro COG's cash balance at December 31, 2021 was \$2,751 representing a decrease of \$61,750 from December 31, 2020.
- Metro COG's total net position decreased by \$132,427.
- Metro COG had revenues of \$1,636,970 and expenses of \$1,769,397 for the year ended December 31, 2021. Revenues included grant funds of \$1,311,230, local matching funds of \$173,839, local dues of \$151,746 and other income of \$155. For the year ended December 31, 2020, Metro COG's revenues were \$1,685,319 and expenses were \$1,785,871. Revenues for the year ended December 31, 2020 included grant funds of \$1,268,364, local matching funds of \$251,648, local dues of \$163,982, and other income of \$1,325.

Overview of the Financial Statements

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

BASIC FINANCIAL STATEMENTS

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

FARGO-MOORHEAD METROPOLITAN COUNCIL OF GOVERNMENTS
MANAGEMENT'S DISCUSSION AND ANALYSIS - CONTINUED
FOR THE YEAR ENDED DECEMBER 31, 2021

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

	<u>2021</u>	<u>2020</u>
ASSETS		
Current and Other Assets	\$ 599,369	\$ 666,397
TOTAL ASSETS	<u>599,369</u>	<u>666,397</u>
LIABILITIES		
Current Liabilities	<u>162,670</u>	<u>157,739</u>
TOTAL LIABILITIES	<u>162,670</u>	<u>157,739</u>
DEFERRED INFLOW OF RESOURCES		
Local Match - Federal Planning Contracts	<u>168,362</u>	<u>107,894</u>
TOTAL DEFERRED INFLOW OF RESOURCES	<u>168,362</u>	<u>107,894</u>
NET POSITION		
Net Investment in Capital Assets	270,950	300,989
Restricted	-	99,775
Unrestricted	<u>(2,613)</u>	<u>-</u>
TOTAL NET POSITION	<u>\$ 268,337</u>	<u>\$ 400,764</u>

FARGO-MOORHEAD METROPOLITAN COUNCIL OF GOVERNMENTS
MANAGEMENT'S DISCUSSION AND ANALYSIS - CONTINUED
FOR THE YEAR ENDED DECEMBER 31, 2021

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

	2021	2020
REVENUE		
Operating Grants and Contributions	\$ 1,636,815	\$ 1,683,994
Other Income	<u>155</u>	<u>1,325</u>
	<u>1,636,970</u>	<u>1,685,319</u>
EXPENSES		
Salaries	608,577	556,665
Fringe Benefits	126,551	125,595
Travel	3,752	4,423
Professional Fees	14,686	14,404
Rent and Utilities	70,007	61,180
Bookkeeping Service	16,212	15,384
Advertising	1,656	1,241
Telephone	3,690	3,492
Office Expense	6,529	7,239
Dues and Subscriptions	8,173	6,064
Project Costs (Contracted Planning)	785,888	895,218
Equipment Lease	66,688	49,535
Insurance	7,563	5,278
Special Activities	2,198	2,855
Compensated Absences	15,723	8,043
Depreciation	<u>31,504</u>	<u>29,255</u>
	<u>1,769,397</u>	<u>1,785,871</u>
Change in Net Position	(132,427)	(100,552)
Net Position, Beginning of Year	<u>400,764</u>	<u>501,316</u>
Net Position, End of Year	<u>\$ 268,337</u>	<u>\$ 400,764</u>

FARGO-MOORHEAD METROPOLITAN COUNCIL OF GOVERNMENTS
MANAGEMENT'S DISCUSSION AND ANALYSIS - CONTINUED
FOR THE YEAR ENDED DECEMBER 31, 2021

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

The basic financial statements can be found on pages 12 and 13 of this report.

FUND FINANCIAL STATEMENTS

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

NOTES TO THE FINANCIAL STATEMENTS

The notes provide additional information that is essential to a full understanding of the data provided in the fund financial statements. The notes to the financial statements can be found on pages 14 through 24 of this report.

Financial Analysis

As noted earlier, net position may serve over time as a useful indicator of a government's financial position. In the case of Metro COG, assets exceeded liabilities and deferred inflows of resources by \$268,337 at the close of the most recent fiscal year.

During the current fiscal year, net position of Metro COG decreased by \$132,427. Metro COG's revenues are largely intergovernmental revenues received from cost reimbursement grants. Metro COG draws down monies from the grants' awards for allowable program expenses, except for non-cash transactions, such as changes in compensated absences. Metro COG's intergovernmental revenues and charges for services were sufficient to cover all expenses incurred during the year.

Financial Analysis of Metro COG's Funds

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

GENERAL FUND

As of the end of the current fiscal year, Metro COG's general fund reported an ending fund balance of \$62,890. Metro COG's major sources of revenues are cost reimbursement state and federal grants, as well as local dues and local matches collected from local units of government. The fund balance primarily represents the accumulation of local monies and interest income in excess of expenditures not reimbursed by funding sources.

FARGO-MOORHEAD METROPOLITAN COUNCIL OF GOVERNMENTS
MANAGEMENT'S DISCUSSION AND ANALYSIS - CONTINUED
FOR THE YEAR ENDED DECEMBER 31, 2021

General Fund Budgeting Highlights

Actual revenues were \$161,837 lower than expected and actual expenditures were \$15,967 under budget in the general fund.

Capital Asset and Debt Administration

CAPITAL ASSETS

Metro COG's capitalization threshold is \$1,000. As of December 31, 2021, Metro COG had capital assets, net of accumulated depreciation, of \$270,950. See Note 4 of this report for more information on capital assets.

Economic Factors and Next Year's Budgets and Rates

Metro COG's initial 2021 budget was approximately \$1.65 million. This budget supported operations and contracted planning services. On July 15, 2021, Metro COG's Policy Board approved Amendment 2 to 2021-2022 Unified Planning Work Program (UPWP). With this amendment, the 2021 budget was increased to approximately \$1.72 million. This amount is made up of over \$1.34 million in federal funds and approximately \$388,500 in state funds and local dues and match. Some of the increase is due to the use of some additional carry-over funds from 2020, State funding from both Minnesota and North Dakota DOTs on a contracted project, and a slight increase in Federal CPG funds. The amendments were made to address local transportation planning needs and to accelerate spending in 2021 given that several of our contracted projects will extend out into 2022 and 2023, delaying the overall use of the Consolidated Planning Grant (CPG) funds devoted to those projects. For example, one large project, the Interstate Operations Analysis, took months to get under contract in 2021 due to coordination and contracting required between Metro COG and MnDOT for the use of MnDOT funds to cover part of the project budget. This delay reduced the amount of funds that could be spent on this project during 2021, and extending the project out farther than originally planned. Other projects added to the 2021 work program took longer than anticipated to go through the consultant selection process, and virtually no funds were spent on these projects until 2022. This included the University Drive & 10th Street Corridor Study and the 25th Street Corridor Study.

Local funds were also received as revenue to cover staff efforts that are not eligible for Federal funding. Work program elements covered by these funds include Mapleton Comprehensive Plan activities that are ineligible for CPG funds, technical assistance provided to the Cass Clay Food Commission, and ineligible or supplemental components of other studies. Metro COG is also working with all local jurisdictions in the metro area on a metropolitan housing needs analysis, for which local funds are being used to pay for both Metro COG staff time as well as consultant fees.

There was no staff turnover in 2021. Several of Metro COG's staff have longevity of five years or more at the agency, and salaries have steadily grown with experience. Metro COG added a staff member as part of Amendment 2 to the UPWP. The anticipated hire date was in September 2021; however, the position did not get filled until the end of December 2021. The addition of the new position resulted in increased operational costs in the form of salary and benefits, which is accounted for in the 2021-2022 budget. However, since the position was not filled until the end of the year, the unspent funds budgeted for 2021 were carried over into 2022.

FARGO-MOORHEAD METROPOLITAN COUNCIL OF GOVERNMENTS
MANAGEMENT'S DISCUSSION AND ANALYSIS - CONTINUED
FOR THE YEAR ENDED DECEMBER 31, 2021

The additional position is needed to handle the workload generated by the Fargo-Moorhead metropolitan area's transition to a Transportation Management Area. Since Metro COG serves as the Metropolitan Planning Organization (MPO) for the region, it is this agency's responsibility to address the TMA requirements. Over the past year, the responsibilities of agency as a TMA have become clearer, and consist of soliciting local jurisdictions for federally funded projects, organizing and documenting project selection and prioritization, and tracking projects as they go through the project development phase to ensure the funds can be spent during the year for which they are programmed.

As the metropolitan area grows, the need for studies and staff efforts to address the region's transportation system also continues to grow. Over the next year, Metro COG will continue focusing on the agency's responsibilities, needs, and expectations as a TMA.

Metro COG will complete the spending of 2021 CPG funds with our June, 2022 reimbursement request. This will initiate the use of the 2022 CPG funds, of which there are approximately \$2.3M. Currently, Metro COG's 2023 budget estimate uses approximately \$1.8M, but the agency intends to work with local jurisdictions to determine if additional studies should be added to the 2023 budget with the preparation of the 2023-2024 UPWP, aiming for a 2023 budget closer to \$2M - \$2.5M. This would result in some carryover into 2024, as projects often take longer than one year to complete.

Metro COG needs to request that NDDOT to update the agency's audited overhead rate as soon as possible. Metro COG management believes that this is, for the most part, the reason why the agency's net position was reduced by over \$132,000 during 2021. The indirect rate currently being used is based on 2019.

Future Events that will Financially Impact Metro COG

In 2021, the Infrastructure Investment and Jobs Act (IIJA), also referred to as the Bipartisan Infrastructure Legislation (BIL) was passed. Over the first half of 2022, Metro COG, like other MPOs and State DOTs, has been learning about different funding opportunities of the IIJA. The legislation increased CPG funding, and it appears that some of that increase is finding its way to Metro COG, and is having a positive effect on our budget for 2023. However, at the same time, both North Dakota and Minnesota have been reviewing their funding formulas, and Metro COG could be affected by this. In Minnesota, the funding formula is likely to stay the same or favor Metro COG due to the TMA designation and responsibilities. In North Dakota, no changes are anticipated in the very near future, but the potential remains for Minot and the surrounding area to be designated as an MPO. This could result in a reduction in funding for Metro COG either in 2023 or 2024. NDDOT has also expressed concern about the funding formula, and the desire for it to be modified to provide additional funds to a smaller MPO, which would likely affect Metro COG's funding level. NDDOT and MnDOT have been able to provide Metro COG with reliable estimates of CPG funding with enough advance notice that we have been able to prepare or update our budgets with a reasonable level of accuracy.

After the 2020 census data becomes finalized, it is possible that Metro COG's share of the state MPO funding will change. Our metro area is likely to make up a larger portion of the metropolitan population in the state of North Dakota. This could result in an increased percentage of CPG funds, but the State will likely wish to protect funding levels for the other two MPOs. If the Minot, ND area is determined to have reached a population of 50,000 in the 2020 Census, as mentioned above, that metro area would also be designated as an MPO. This would require ND's CPG funds to be spread to an additional MPO. A new funding formula would be

FARGO-MOORHEAD METROPOLITAN COUNCIL OF GOVERNMENTS
MANAGEMENT'S DISCUSSION AND ANALYSIS - CONTINUED
FOR THE YEAR ENDED DECEMBER 31, 2021

required to accommodate any new MPOs. Population changes on the Minnesota side are less likely to result in significant changes to funding levels.

The Fargo-Moorhead metropolitan area exceeds the 200,000-population threshold, which results in our metropolitan area forming a TMA. A TMA receives a dedicated direct allocation of federal transportation funds through what is now the Surface Transportation Program. These funds may be used for streets, highways, transit, and planning. A direct allocation of funding will also occur for alternative transportation modes, called the Transportation Alternative Program (TAP) and for a new program included in the IIJA called the Carbon Reduction Program. This change will occur at or around the beginning of the Federal Fiscal Year of 2023 (October 1, 2023). Typically, a transitional period occurs during the first year or even the first few years after an MPO reaches the TMA threshold.

If any of the scenarios described above result in reduced revenues for FM Metro COG, it would likely result in reduced staff of the organization or a reduction in some of the consultant led studies in our work program. Our agency would need to ensure that we have adequate funds to fulfill our core required MPO transportation planning responsibilities, such as the update of the Metropolitan Transportation Plan, the Transportation Improvement Program, the Public Participation Plan, the Title VI Plan, and the Limited English Proficiency Plan.

Contacting Metro COG's Financial Management

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

FARGO-MOORHEAD METROPOLITAN COUNCIL OF GOVERNMENTS
GOVERNMENTAL FUNDS BALANCE SHEET / STATEMENT OF NET POSITION
DECEMBER 31, 2021

	General Fund	Adjustments	Statement of Net Position
ASSETS			
Cash	\$ 2,751	\$ -	\$ 2,751
Receivables:			
Due from NDDOT	272,210	-	272,210
Due from MNDOT	6,705	-	6,705
Prepaid Expense	46,753	-	46,753
Capital Assets, Net of Accumulated Depreciation	-	270,950	270,950
Total Assets	328,419	270,950	599,369
LIABILITIES AND DEFERRED INFLOW OF RESOURCES			
Liabilities:			
Accounts Payable	90,709	-	90,709
Accrued Payroll Liabilities	6,458	-	6,458
Compensated Absences:			
Expected to be Paid Within One Year	-	65,503	65,503
Total Liabilities	97,167	65,503	162,670
Deferred Inflow of Resources:			
Local Match - Federal Planning Contracts	168,362	-	168,362
Total Liabilities and Deferred Inflow of Resources	265,529	65,503	331,032
FUND BALANCE / NET POSITION			
Fund Balance:			
General Fund - Nonspendable	46,753	(46,753)	-
General Fund - Assigned	206,200	(206,200)	-
General Fund - Unassigned	(190,063)	190,063	-
Total Fund Balance	62,890		
Net Position:			
Net Investment in Capital Assets			270,950
Unrestricted		268,337	(2,613)
Total		\$ 268,337	\$ 268,337

See Notes to the Financial Statements

FARGO-MOORHEAD METROPOLITAN COUNCIL OF GOVERNMENTS
STATEMENT OF GOVERNMENTAL FUND REVENUES, EXPENDITURES,
AND CHANGES IN FUND BALANCES / STATEMENT OF ACTIVITIES
FOR THE YEAR ENDED DECEMBER 31, 2021

	<u>General Fund</u>	<u>Adjustments</u>	<u>Statement of Activities</u>
Revenues:			
Federal - Passed Through State of ND	\$ 1,284,410	\$ -	\$ 1,284,410
State - Minnesota	26,820	-	26,820
Local Dues	173,839	-	173,839
Local Match (Contracted Planning)	151,746	-	151,746
Other Income	155	-	155
	<u>1,636,970</u>	<u>-</u>	<u>1,636,970</u>
Expenditures/Expenses:			
Public Works			
Current:			
Salaries	608,577	-	608,577
Fringe Benefits	126,551	-	126,551
Travel	3,752	-	3,752
Professional Fees	14,686	-	14,686
Rent and Utilities	70,007	-	70,007
Bookkeeping Service	16,212	-	16,212
Advertising	1,656	-	1,656
Telephone	3,690	-	3,690
Office Expense	6,529	-	6,529
Dues and Subscriptions	8,173	-	8,173
Project Costs (Contracted Planning)	785,888	-	785,888
Equipment Lease	66,688	-	66,688
Insurance	7,563	-	7,563
Special Activities	2,198	-	2,198
Compensated Absences	-	15,723	15,723
Depreciation	-	31,504	31,504
Capital Outlay	1,465	(1,465)	-
Total Expenditures/Expenses:	<u>1,723,635</u>	<u>45,762</u>	<u>1,769,397</u>
Excess of Revenues Over Expenses	(86,665)	86,665	-
Change in Net Position	-	(132,427)	(132,427)
Fund Balance / Net Position			
Beginning of the Year	<u>149,555</u>	<u>-</u>	<u>400,764</u>
End of the Year	<u>\$ 62,890</u>	<u>\$ -</u>	<u>\$ 268,337</u>

See Notes to the Financial Statements

FARGO-MOORHEAD METROPOLITAN COUNCIL OF GOVERNMENTS
NOTES TO THE FINANCIAL STATEMENTS
DECEMBER 31, 2021

NOTE 1 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

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

Reporting Entity

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

Based on these criteria, there are no component units.

Basis of Presentation

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

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

Basis of Accounting

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

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

FARGO-MOORHEAD METROPOLITAN COUNCIL OF GOVERNMENTS
NOTES TO THE FINANCIAL STATEMENTS - CONTINUED
DECEMBER 31, 2021

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

The government reports the following major governmental funds:

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

Budgets

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

Cash and Investments

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

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

Capital Assets and Depreciation

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

FARGO-MOORHEAD METROPOLITAN COUNCIL OF GOVERNMENTS
NOTES TO THE FINANCIAL STATEMENTS - CONTINUED
DECEMBER 31, 2021

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

Property and equipment are carried at cost less accumulated depreciation computed on the straight-line method over periods ranging between 5 to 50 years.

Encumbrances

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

Receivables

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

Accounts Payable

Accounts payable consists of amounts on open account for goods and services received prior to December 31, 2021, and chargeable to the appropriations for the year then ended but paid for subsequent to that date.

Compensated Absences

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

Sick leave is accrued at a rate of one working day per each full month of service. Employees will receive monetary compensation of (50) percent of all sick leave hours accumulated over 960 hours. This compensation is made to eligible employees at the end of December each year. Terminated employees receive compensation of all sick leave hours up to 960 at a rate of (25) percent and over 960 hours at a rate of (50) percent. Twenty five percent of accumulated unpaid sick leave is recorded in the financial statements as no employee had over 960 hours accrued as of December 31, 2021.

FARGO-MOORHEAD METROPOLITAN COUNCIL OF GOVERNMENTS
NOTES TO THE FINANCIAL STATEMENTS - CONTINUED
DECEMBER 31, 2021

Deferred Outflows/Inflows of Resources

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

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

Fund Balance

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

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

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

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

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

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

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

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

FARGO-MOORHEAD METROPOLITAN COUNCIL OF GOVERNMENTS
NOTES TO THE FINANCIAL STATEMENTS - CONTINUED
DECEMBER 31, 2021

Net Position

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

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

Estimates

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

Economic Dependency

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

NOTE 2 LEGAL COMPLIANCE – BUDGETS

Expenditures Over Appropriations

The following expenditures exceeded their budgeted amounts by the following during the year ended December 31, 2021:

Professional Fees	\$ 126
Bookkeeping Service	12
Project Costs (Contracted Planning)	36,888
Capital Outlay	1,465

FARGO-MOORHEAD METROPOLITAN COUNCIL OF GOVERNMENTS
NOTES TO THE FINANCIAL STATEMENTS - CONTINUED
DECEMBER 31, 2021

NOTE 3 DEPOSITS AND INVESTMENTS

Custodial Credit Risk

Custodial credit risk is risk associated with the failure of a depository financial institution to recover its deposits or collateralized securities that are in the possession of outside parties. Metro COG does not have a formal policy that addresses custodial credit risk for deposits. However, in accordance with state statutes, Metro COG maintains deposits at those depository banks and savings and loans authorized by Metro COG, all of which are covered by federal deposit insurance. These statutes also require that the deposits be protected by insurance, collateral or surety bond. The fair value of the collateral pledged must be equal to or greater than 110% of the deposits not covered by insurance or bonds. As of December 31, 2021, the carrying amount of all deposits was \$2,751 and the bank balance was \$142,463. The entire balance of Metro COG's deposits is either fully insured or properly collateralized, and has no custodial credit risk.

Interest Rate Risk

Interest rate risk is the risk that changes in interest rates of debt securities will adversely affect the fair value of an investment. The price of debt security typically moves in the opposite direction of the change in interest rate. Metro COG does not have a formal investment policy that limits investment maturities as a means of managing its exposure to potential fair value losses arising from future changes in interest rates. As of December 31, 2021, Metro COG had no debt securities investments.

Credit Risk

Credit risk is the risk that an issuer or other counterparty to an investment will not fulfill its obligations. Metro COG does not have a formal investment policy that specifically addresses credit risk. As of December 31, 2021, Metro COG had no debt securities investments.

Concentration of Credit Risk

Concentration of credit risk is the risk of loss attributed to the magnitude of a government's investment in a single issuer. Metro COG does not have an investment policy that specifically addresses concentrations of credit risk in a single issuer. As of December 31, 2021, Metro COG had no debt securities investments.

FARGO-MOORHEAD METROPOLITAN COUNCIL OF GOVERNMENTS
NOTES TO THE FINANCIAL STATEMENTS - CONTINUED
DECEMBER 31, 2021

NOTE 4 CAPITAL ASSETS

Capital asset activity for the year ended December 31, 2021 was as follows:

<u>Governmental Activities</u>	<u>Balance January 1, 2021</u>	<u>Additions</u>	<u>Deletions</u>	<u>Balance December 31, 2021</u>
Capital Assets Being Depreciated:				
Equipment	\$ 88,509	\$ 1,465	\$ -	\$ 89,974
Furniture	69,165	-	-	69,165
Leasehold Improvements	246,125	-	-	246,125
Less Accumulated Depreciation:				
Equipment	(66,516)	(5,215)	-	(71,731)
Furniture	(13,049)	(9,881)	-	(22,930)
Leasehold Improvements	<u>(23,245)</u>	<u>(16,408)</u>	<u>-</u>	<u>(39,653)</u>
Total Capital Assets Being Depreciated, Net	<u>\$ 300,989</u>	<u>\$ (30,039)</u>	<u>\$ -</u>	<u>\$ 270,950</u>

NOTE 5 COMPENSATED ABSENCES

The following is a summary of changes in compensated absences for the year ended December 31, 2021.

<u>Balance 12/31/2020</u>	<u>Accrued 2021</u>	<u>Used 2021</u>	<u>Balance 12/31/2021</u>	<u>Current Portion 12/31/2021</u>
<u>\$ 49,780</u>	<u>\$ 15,723</u>	<u>\$ -</u>	<u>\$ 65,503</u>	<u>\$ 65,503</u>

NOTE 6 SIMPLE DEFERRED COMPENSATION PLAN

Metro COG maintains a SIMPLE deferred compensation program for its employees. Metro COG contributes three percent of compensation for employees participating at the same or greater rate. The amount of this contribution for 2021 was \$225.

NOTE 7 ASSIGNED FUND BALANCE

Metro COG management has assigned fund balance for the following:

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

FARGO-MOORHEAD METROPOLITAN COUNCIL OF GOVERNMENTS
NOTES TO THE FINANCIAL STATEMENTS - CONTINUED
DECEMBER 31, 2021

NOTE 8 COMMITMENTS AND CONTINGENCIES

Leases

Metro COG entered into a lease agreement with Case Plaza LLC for the use of the facilities from which Metro COG operates. The lease expires on December 31, 2027. During the year ended December 31, 2021, rents paid to Case Plaza LLC amounted to \$70,007. Annual rents due for the next five years are as follows:

2022	\$ 78,766
2023	80,053
2024	81,366
2025	82,705
2026	84,071
Thereafter	85,465

Risk Management

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

The State Bonding Fund currently provides Metro COG with Blanket fidelity bond coverage in the amount of \$438,199 for its employees. The State Bonding fund does not currently charge a premium for this coverage.

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

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

Grant Programs

Metro COG participates in numerous state and federal grant programs, which are governed by various rules and regulations of the grantor agencies. Costs charged to the respective grant programs are subject to audit and adjustment by the grantor agencies; therefore, to the extent that Metro COG has not complied with the rules and regulations governing the grants, refunds of any money received may be required and the collectability of any related receivable at December 31, 2021, may be impaired. In the opinion of Metro COG, there are no significant contingent liabilities relating to compliance with the rules and regulations governing the respective grants; therefore, no provision has been recorded in the accompanying financial statements for such contingencies.

Contracts

The Organization has entered into various contracts with contractors for transportation projects, \$638,117 of costs remain on the contracts as of December 31, 2021.

FARGO-MOORHEAD METROPOLITAN COUNCIL OF GOVERNMENTS
NOTES TO THE FINANCIAL STATEMENTS - CONTINUED
DECEMBER 31, 2021

NOTE 9 NEW PRONOUNCEMENTS

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

GASB Statement No. 87, *Leases*, establishes a single model for lease accounting based on the foundational principle that leases are financings of the right to use an underlying asset. This Statement requires recognition of certain lease assets and liabilities for leases that were previously classified as operating leases and recognized as inflows of resources or outflows of resources based on the payment provisions of the contract. Under this Statement, a lessee is required to recognize a lease liability and an intangible right-to-use lease asset, and a lessor is required to recognize a lease receivable and a deferred inflow of resources, thereby enhancing the relevance and consistency of information about governments' leasing activities. This Statement is effective for reporting periods beginning after June 15, 2021. Earlier application is encouraged.

GASB Statement No. 91, *Conduit Debt Obligations*, provides a single method of reporting conduit debt obligations by issuers and eliminates diversity in practice associated with (1) commitments extended by issuers, (2) arrangements associated with conduit debt obligations, and (3) related note disclosures. This Statement clarifies the existing definition of a conduit debt obligation; establishes that a conduit debt obligation is not a liability of the issuer; establishes standards for accounting and financial reporting of additional commitments and voluntary commitments extended by issuers and arrangements associated with conduit debt obligations; and improves required note disclosures. This Statement also addresses arrangements—often characterized as leases—that are associated with conduit debt obligations. The requirements of this Statement are effective for reporting periods beginning after December 15, 2021. Earlier application is encouraged.

GASB Statement No. 92, *Omnibus 2020*, provides additional guidance to improve consistency of authoritative literature by addressing practice issues identified during the application of certain GASB statements. This statement provides accounting and financial reporting requirements for specific issues related to leases, intra-entity transfers of assets, postemployment benefits, government acquisitions, risk financing and insurance-related activity of public entity risk pools, fair value measurements and derivative instruments. The requirements of this Statement are effective for reporting periods beginning after June 15, 2021. Earlier application is encouraged.

GASB Statement No. 93, *Replacement of Interbank Offered Rates*, provides guidance to address accounting and financial reporting implications that result from the replacement of an interbank offered rate (IBOR), most notable, the London Interbank Offered Rate (LIBOR). As a result of global reference rate reform, LIBOR is expected to cease to exist in its current form at the end of 2021, prompting governments to amend or replace financial instruments for the purpose of replacing LIBOR with other reference rates, by either changing the reference rate or adding or changing fallback provisions related to the reference rate. This statement provides exceptions and clarifications regarding hedging derivative instruments for such transactions that result from the replacement of IBOR. The requirements of this Statement are effective for reporting periods beginning after June 15, 2021. Earlier application is encouraged.

FARGO-MOORHEAD METROPOLITAN COUNCIL OF GOVERNMENTS
NOTES TO THE FINANCIAL STATEMENTS - CONTINUED
DECEMBER 31, 2021

GASB Statement No. 94, *Public-Private and Public-Public Partnerships and Availability Payment Arrangements*, improves financial reporting by addressing issues related to public-private and public-public partnership arrangements (PPPs) and also provides guidance for accounting and financial reporting for availability payment arrangements (APAs). The statement provides definitions of PPPs and APAs and provides uniform guidance on accounting and financial reporting for transactions that meet those definitions. A PPP is an arrangement in which a government (the transferor) contracts with an operator (a governmental or nongovernmental entity) to provide public services by conveying control of the right to operate or use a nonfinancial asset, such as infrastructure or other capital asset (the underlying PPP asset), for a period of time in an exchange or exchange-like transaction. An APA is an arrangement in which a government compensates an operator for services that may include designing, constructing, financing, maintaining, or operating an underlying nonfinancial asset for a period of time in an exchange or exchange-like transaction. The requirements of this Statement are effective for fiscal years beginning after June 15, 2022, and all reporting periods thereafter. Earlier application is encouraged.

GASB Statement No. 96, *Subscription-Based Information Arrangements* provides guidance on the accounting and financial reporting for subscription-based information technology arrangements (SBITAs). A SBITA is defined as a contract that conveys control of the right to use another party's (a SBITA vendor's) information technology (IT) software, alone or in combination with tangible capital assets (the underlying IT assets), as specified in the contract for a period of time in an exchange or exchange-like transaction. Under this Statement, a government generally should recognize a right-to use subscription asset—an intangible asset—and a corresponding subscription liability. The requirements of this Statement will improve financial reporting by establishing a definition for SBITAs and providing uniform guidance for accounting and financial reporting for transactions that meet that definition. The requirements of this Statement are effective for fiscal years beginning after June 15, 2022, and all reporting periods thereafter. Earlier application is encouraged.

GASB Statement No. 97, *Certain Component Unit Criteria, and Accounting and Financial Reporting for Internal Revenue Code Section 457 Deferred Compensation Plans—an amendment of GASB Statements No. 14 and No. 84, and a supersession of GASB Statement No. 32* provides additional guidance for determining whether a primary government is financially accountable for a potential component unit. This Statement requires that the financial burden criterion in paragraph 7 of Statement No. 84, *Fiduciary Activities*, be applicable to only defined benefit pension plans and defined benefit OPEB plans that are administered through trusts that meet the criteria in paragraph 3 of Statement No. 67, *Financial Reporting for Pension Plans*, or paragraph 3 of Statement No. 74, *Financial Reporting for Postemployment Benefit Plans Other Than Pension Plans*, respectively. This Statement (1) requires that a Section 457 plan be classified as either a pension plan or an other employee benefit plan depending on whether the plan meets the definition of a pension plan and (2) clarifies that Statement 84, as amended, should be applied to all arrangements organized under IRC Section 457 to determine whether those arrangements should be reported as fiduciary activities. The requirements of this Statement that (1) exempt primary governments that perform the duties that a governing board typically performs from treating the absence of a governing board the same as the appointment of a voting majority of a governing board in determining whether they are financially accountable for defined contribution pension plans, defined contribution OPEB plans, or other employee benefit plans and (2) limit the applicability of the financial burden criterion in paragraph 7 of Statement 84 to defined benefit pension plans and defined benefit OPEB plans that are administered through trusts that meet the criteria in paragraph 3 of Statement 67 or paragraph 3

FARGO-MOORHEAD METROPOLITAN COUNCIL OF GOVERNMENTS
NOTES TO THE FINANCIAL STATEMENTS - CONTINUED
DECEMBER 31, 2021

of Statement 74, respectively, are effective immediately. The requirements of this Statement that are related to the accounting and financial reporting for Section 457 plans are effective for fiscal years beginning after June 15, 2021.

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

NOTE 10 SUBSEQUENT EVENTS

No significant events occurred subsequent to Metro COG's year end. Subsequent events have been evaluated through July 13, 2022, which is the date these financial statements were available to be issued.

FARGO-MOORHEAD METROPOLITAN COUNCIL OF GOVERNMENTS
STATEMENT OF GOVERNMENTAL FUND REVENUES, EXPENDITURES,
AND CHANGES IN FUND BALANCE
GENERAL FUND – BUDGET AND ACTUAL
FOR THE YEAR ENDED DECEMBER 31, 2021

	Original <u>Budget</u>	Final <u>Budget</u>	<u>Actual</u>	Variance Favorable (Unfavorable)
Revenues:				
Federal - Passed Through State of ND	\$ 1,280,916	\$ 1,351,042	\$ 1,284,410	\$ (66,632)
State - Minnesota	26,820	26,820	26,820	-
Local Dues	171,114	177,445	173,839	(3,606)
Local Match (Contracted Planning)	196,025	243,500	151,746	(91,754)
Other Income	<u>-</u>	<u>-</u>	<u>155</u>	<u>155</u>
 Total Revenues	 <u>1,674,875</u>	 <u>1,798,807</u>	 <u>1,636,970</u>	 <u>(161,837)</u>
 Expenditures / Expenses				
Salaries & Fringe Benefits	756,580	776,388	735,128	41,260
Travel	26,920	6,560	3,752	2,808
Professional Fees	14,560	14,560	14,686	(126)
Rent and Utilities	63,600	71,120	70,007	1,113
Bookkeeping Service	15,900	16,200	16,212	(12)
Advertising	2,000	2,000	1,656	344
Telephone	3,960	3,720	3,690	30
Office Expense	14,900	9,850	6,529	3,321
Dues and Subscriptions	8,625	8,625	8,173	452
Project Costs (Contracted Planning)	685,000	749,000	785,888	(36,888)
Equipment Lease	40,000	69,679	66,688	2,991
Insurance	8,100	8,100	7,563	537
Miscellaneous	1,000	1,000	-	1,000
Capital Outlay	-	-	1,465	(1,465)
Special Activities	<u>2,725</u>	<u>2,800</u>	<u>2,198</u>	<u>602</u>
 Total Expenditures / Expenses	 <u>1,643,870</u>	 <u>1,739,602</u>	 <u>1,723,635</u>	 <u>15,967</u>
 Excess Revenues Over Expenditures	 31,005	 59,205	 (86,665)	 (145,870)
 Fund Balance, Beginning of Year	 <u>149,555</u>	 <u>149,555</u>	 <u>149,555</u>	 <u>-</u>
 Fund Balance, End of Year	 <u>\$ 180,560</u>	 <u>\$ 208,760</u>	 <u>\$ 62,890</u>	 <u>\$ (145,870)</u>

See Note to the Budgetary Comparison Schedule

FARGO-MOORHEAD METROPOLITAN COUNCIL OF GOVERNMENTS
NOTE TO THE BUDGETARY COMPARISON SCHEDULE
FOR THE YEAR ENDED DECEMBER 31, 2021

NOTE 1 - BUDGETARY COMPARISON

BUDGET

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

FARGO-MOORHEAD METROPOLITAN COUNCIL OF GOVERNMENTS
SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
FOR THE YEAR ENDED DECEMBER 31, 2021

Federal Grantor/Program Title	AL Number	Pass-Through Entity Identifying Number	Passed Through to Subrecipients	Expenditures
FEDERAL PASS THROUGH - STATE OF NORTH DAKOTA				
North Dakota Department of Transportation				
Highway Planning and Construction Cluster	20.205	Contract No. 38181737		\$ 1,284,410
TOTAL FEDERAL PASS THROUGH - STATE OF NORTH DAKOTA				1,284,410
TOTAL EXPENDITURES OF FEDERAL AWARDS				\$ 1,284,410

NOTES TO SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS

NOTE 1 – Significant Accounting Policies

Expenditures reported on the Schedule of Expenditures of Federal Awards (the “Schedule”) are reported on the accrual basis of accounting. Such expenditures are recognized following the cost principles contained in the Uniform Guidance, wherein certain types of expenditures are not allowable or are limited as to reimbursement.

NOTE 2 – Indirect Cost Rate

Fargo-Moorhead Metropolitan Council of Governments has not elected to use the 10-percent de minimis indirect cost rate as allowed under the Uniform Guidance.

NOTE 3 – Basis of Presentation

The accompanying Schedule includes the federal award activity of Fargo-Moorhead Metropolitan Council of Governments under programs of the federal government for the year ended December 31, 2021. The information in this schedule is presented in accordance with the requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Because the Schedule presents only a selected portion of the operations of Fargo-Moorhead Metropolitan Council of Governments, it is not intended to and does not present the financial position or changes in net position of Fargo-Moorhead Metropolitan Council of Governments.

NOTE 4 – Pass-Through Entities

All pass-through entities listed above use the same AL numbers as the federal grantors to identify these grants, and have not assigned any additional identifying numbers.

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

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

We have audited, in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the governmental activities and general fund of Fargo-Moorhead Metropolitan Council of Governments as of and for the year ended December 31, 2021, and the related notes to the financial statements, which collectively comprise Fargo-Moorhead Metropolitan Council of Governments' basic financial statements, and have issued our report thereon dated July 13, 2022.

Report on Internal Control over Financial Reporting

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

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

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

Report on Compliance and Other Matters

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

Purpose of this Report

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



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

July 13, 2022

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

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

Report on Compliance for Each Major Federal Program

Opinion on Each Major Federal Program

We have audited Fargo-Moorhead Metropolitan Council of Governments' compliance with the types of compliance requirements identified as subject to audit in the *OMB Compliance Supplement* that could have a direct and material effect on its major federal program for the year ended December 31, 2021. Fargo-Moorhead Metropolitan Council of Governments' major federal program is identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

In our opinion, Fargo-Moorhead Metropolitan Council of Governments complied, in all material respects, with the compliance requirements referred to above that could have a direct and material effect on its major federal program for the year ended December 31, 2021.

Basis for Opinion on Each Major Federal Program

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; (GAAS) the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and the audit requirements of *Title 2 U.S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Our responsibilities under those standards and the Uniform Guidance are further described in the Auditor's Responsibilities for the Audit of Compliance section of our report.

We are required to be independent of Fargo-Moorhead Metropolitan Council of Governments and to meet our other ethical responsibilities, in accordance with relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion on compliance for each major federal program. Our audit does not provide a legal determination of Fargo-Moorhead Metropolitan Council of Governments compliance with the compliance requirements referred to above.

Responsibilities of Management for Compliance

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules, and provisions of contracts or grant agreements applicable Fargo-Moorhead Metropolitan Council of Governments' federal programs.

Auditor's Responsibilities for the Audit of Compliance

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on Fargo-Moorhead Metropolitan Council of Governments compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with generally accepted auditing standards, *Government Auditing Standards*, and the Uniform Guidance will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about Fargo-Moorhead Metropolitan Council of Governments compliance with the requirements of each major federal program as a whole.

In performing an audit in accordance with generally accepted auditing standards, *Government Auditing Standards*, and the Uniform Guidance, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding Fargo-Moorhead Metropolitan Council of Governments' compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- Obtain an understanding Fargo-Moorhead Metropolitan Council of Governments' internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness Fargo-Moorhead Metropolitan Council of Governments' internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

Report on Internal Control Over Compliance

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

Our consideration of internal control over compliance was for the limited purpose described in the Auditor's Responsibilities for the Audit of Compliance section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance. Given these limitations, during our audit we did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above. However, material weaknesses or significant deficiencies in internal control over compliance may exist that were not identified.

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

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



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

July 13, 2022

FARGO-MOORHEAD METROPOLITAN COUNCIL OF GOVERNMENTS
SCHEDULE OF FINDINGS AND QUESTIONED COSTS
FOR THE YEAR ENDED DECEMBER 31, 2021

Section I-Summary of Auditor's Results

Financial Statements

Type of auditor's report issued: Unmodified
 Internal control over financial reporting:
 Material weakness(es) identified? yes x no
 Significant deficiency(ies) identified that are
 not considered to be material weaknesses? yes x none
 Noncompliance material to financial
 statements noted? yes x no

Federal Awards

Internal control over major programs:
 Material weakness(es) identified? yes x no
 Significant deficiency(ies) identified that are
 not considered to be material weaknesses? yes x none
 Type of auditor's report issued on compliance
 for major programs: Unmodified
 Any audit findings disclosed that are
 required to be reported in accordance with
 2 CFR 200.516(a)? yes x no

Identification of major programs:

<u>AL Number(s)</u>	<u>Name of Federal Program or Cluster</u>
20.205	Highway Planning and Construction Cluster

Dollar threshold used to distinguish
 between Type A and Type B programs: \$750,000
 Auditee qualified as low-risk auditee? x yes no

FARGO-MOORHEAD METROPOLITAN COUNCIL OF GOVERNMENTS
SCHEDULE OF FINDINGS AND QUESTIONED COSTS - CONTINUED
FOR THE YEAR ENDED DECEMBER 31, 2021

Section II-Financial Statement Findings

None – no current year audit findings were reported.

Section III-Federal Award Findings and Questioned Costs

None – no current year audit findings were reported.

FARGO-MOORHEAD METROPOLITAN COUNCIL OF GOVERNMENTS
SCHEDULE OF PRIOR YEAR AUDIT FINDINGS
FOR THE YEAR ENDED DECEMBER 31, 2021

None – no prior year audit findings were reported.

To: Policy Board
From: Ari Del Rosario, Assistant Transportation Planner
Date: July 15, 2022
Re: **2022-2025 Transportation Improvement Program (TIP) Amendment #6**

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) will hold a virtual public hearing via Zoom Video Communications on Thursday, July 21, 2022 at 4:00 p.m. to consider public comments regarding a proposed amendment to the 2022-2025 Transportation Improvement Program (TIP) for the FM Metropolitan Area. The proposed amendment to the 2022-2025 TIP reflects a modified federally funded project within the Metropolitan Planning Area (MPA).

A public notice was published in The Forum of Fargo-Moorhead on Wednesday, July 6, 2022, which advertised the public hearing, detailed how to request more information, and provided information on how to make public comment regarding the proposed amendment. The public notice advertised that public comments will be accepted until 12:00 p.m. (noon) on Thursday, July 21, 2022. As of the writing of this memo, no written comments have been received.

The proposed amendment to the 2022-2025 TIP is as follows:

1. **Modification of Project 4200017:** Fargo Transit capital purchase to replace two 35-foot fixed route vehicles (2022). The funding source is being modified from the Surface Transportation Block Grant Program - Urban (STBGP-U) to the Carbon Reduction Program (CRP).

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

At their meeting on July 14, the TTC recommended approval of Amendment #6 to the Metro COG 2022-2025 TIP.

Requested Action: Approve Amendment #6 of the Metro COG 2022-2025 Transportation Improvement Program (TIP).

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						
AMENDMENT 6 - 2022-2025 METRO COG TIP												
Moorhead Transit												
Fargo Transit												
City of Fargo												
City of Moorhead												
City of West Fargo												
North Dakota Department of Transportation												
Fargo Transit	4200017 23650	2022	Transit				Capital Purchase Replace 2 35-foot fixed route vehicles	Transit Capital	\$ 1,250,000	CRP STBGP-U	Local	\$ 1,000,000 \$ 250,000
Minnesota Department of Transportation												
Clay County												

To: Policy Board
From: Ari Del Rosario, Assistant Transportation Planner
Date: July 15, 2022
Re: **Draft Metro COG 2023-2026 Transportation Improvement Program (TIP)**

Metro COG has developed a draft 2023-2026 TIP that lists federally funded transportation projects for the named four-year period. A legal notice will be printed in the July 20, 2022 edition of The Forum to begin the official TIP comment period. This comment period will officially begin on July 21, 2022, which corresponds with Metro COG's regularly scheduled Policy Board meeting. The Draft TIP will be available for review on the Metro COG website and can be viewed by following this link: <http://fmmetrocog.org/Draft/TIP/Participate> and clicking through the materials provided under "Draft 2023-2026 TIP Material."

The Draft 2023-2026 TIP is comprised of transportation projects in coordination with NDDOT and MnDOT Draft State Transportation Improvement Programs (STIPs). The Draft 2023-2026 Project Listing and Annual Listing of Obligated Projects (ALOP) can be seen in **Attachment 1**. As the development of the TIP continues, Metro COG staff will be refining all the necessary components of the TIP, including glossary with definitions and acronyms, "locally funded projects of note" referenced from local jurisdictions' Capital Improvement Programs (CIPs), financial plan and fiscal constraint, overview of federal aid programs, performance measures, and environmental considerations.

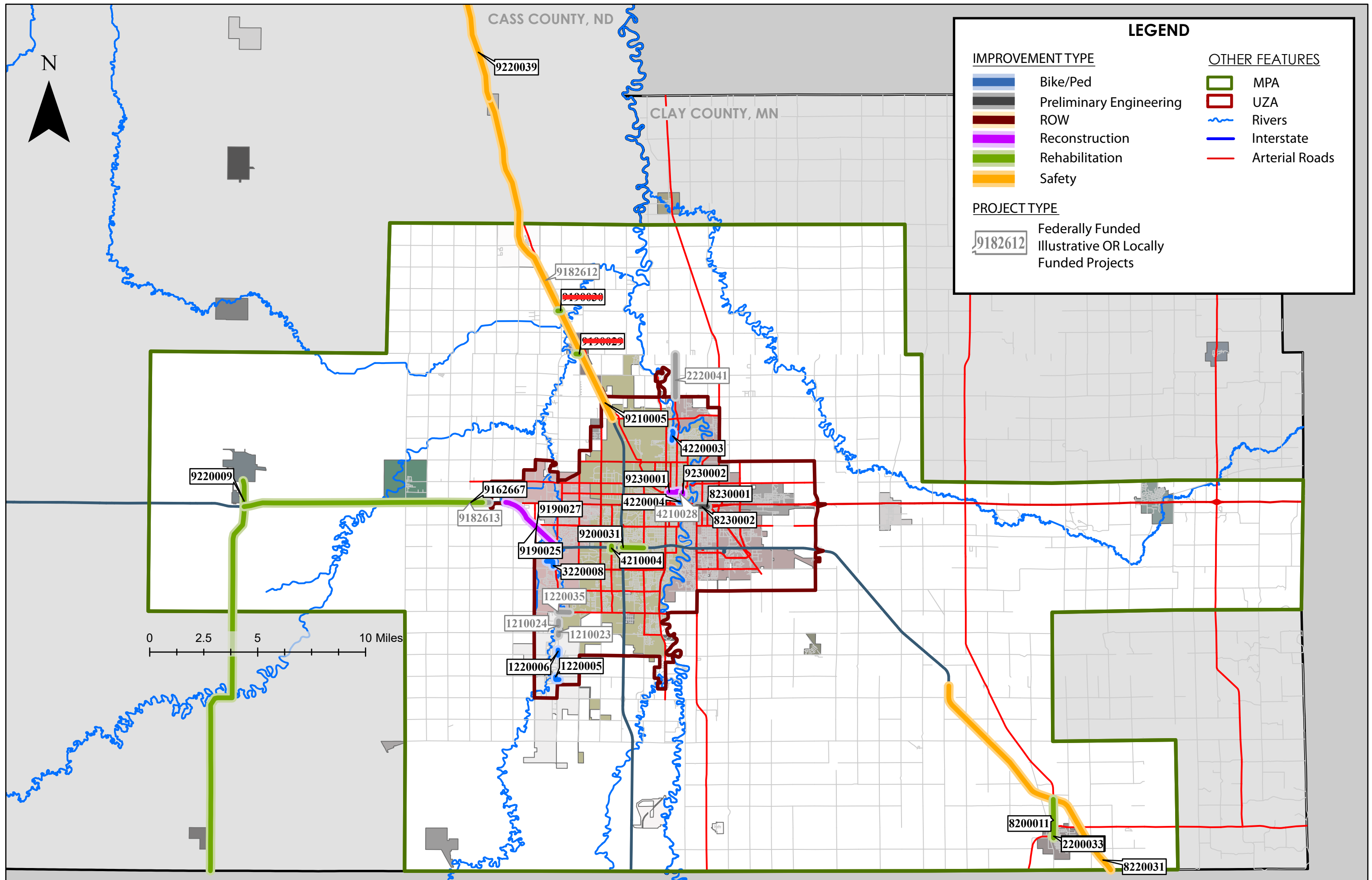
Excluding minor annual updates to all sections of the Draft 2023-2026 TIP, Metro COG staff will also be delineating Federal Highway and Federal Transit money more carefully throughout the document. The updates will expand upon efforts made last year to track applicable Highway and Transit funds that may be subject to a direct allocation when Metro COG's Urbanized Area (UZA) becomes a Transportation Management Area (TMA). Sections of the document where this delineation may occur will include but shall not be limited to the following sections of the Draft TIP: Financial Plan and Fiscal Constraint, Overview of Federal Aid Programs, Performance Measures, and Environmental Considerations.

In addition to the public comment period announcement, Metro COG will announce further public input opportunities including a public open house and a public hearing before final approval which is tentatively scheduled for Thursday, September 15, 2022, at 4:00 p.m. Alternative participation options in which the public can review and comment on the document will be provided upon request. This will be done via legal notice, email distribution, social media, and frequent updates to the Metro COG website shown at the top of this memo.

Requested Action: Approve opening a public comment period for the Draft 2023-2026 Transportation Improvement Program (TIP).

2023

Detailed Project Listings



Lead Agency	Metro COG ID	State #	Project Year	Project Location	Length	Project Limits From To		Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Federal Revenue	State Revenue	Local Revenue	Other Revenue Source	Other Revenue
Fargo Transit																
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	\$2,707,362	\$0	\$1,457,811	-	-
Fargo Transit	4210003	8111	2023	Transit				Capital Purchase ***Pending***	Transit Capital	\$1,250,000	STBGP-U	\$1,000,000	\$0	\$250,000		
Moorhead Transit																
Moorhead Transit	5190015	TRF-0034-23HA	2023	Transit				Sect 5339: Purchase Equipment (AVA/AVL System) (ITS) (Includes Sect: 5307)	Transit Capital	\$98,500	FTA 5307	\$78,800	\$0	\$19,700		
Moorhead Transit	5230001	TRF-0034-23H	2023	Transit				Sect 5339: Purchase Equipment (AVA/AVL System) (ITS) (Includes Sect: 5339)	Transit Capital	\$201,500	FTA 5339	\$161,200	\$0	\$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	\$226,400	\$0	\$56,600	-	-
Moorhead Transit	5200003	TRF-0034-23E	2023	Transit				Sect 5307: City of Moorhead, Operating Assistance	Transit Operations	\$3,392,810	FTA 5307	\$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	\$26,400	\$0	\$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 paratransit bus unit #7181)	Transit Capital	\$96,000	FTA 5307	\$81,600	\$0	\$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	\$25,600	\$0	\$6,400	-	-
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	-	\$0	\$647,449	\$114,256	-	-
Moorhead Transit	5210014	TRF-0034-23I	2023	Transit				Sect 5339: City of Moorhead, Replacement of two (2) Bus Shelters	Transit Capital	\$45,600	FTA 5339	\$36,480	-	\$9,120	-	-
Moorhead Transit	5230002	TRF-0034-23J	2023	Transit				Sect 5339: City of Moorhead, Replace Paratransit Scheduling Software	Transit Capital	\$25,000	FTA 5339	\$20,000	-	\$5,000	-	-
City of Fargo																
City of Fargo	4210004	8112	2023	42nd St S & I-94 Grade Separation				Structure Rehabilitation	Rehabilitation	\$275,680	STBGP-U	\$223,108	\$0	\$52,572	-	-
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	-	-	-	\$3,300,000	-	-
City of Fargo	4220003	23238-8022	2023	Bison Village/10th St N	0.5	32nd Ave N	36th/37th Ave N	Construction of a Shared Use Path and Bike Facilities	Bike/Ped	\$329,000	TA	\$266,000	-	\$63,000	-	-
City of Fargo	4220004	23218	2023	Fargo City Hall/2nd St N				Pedestrian/Bicycle Bridge, Shared Use Path, Lighting	Bike/Ped	\$3,400,000	UGP	\$2,400,000	-	\$1,000,000	-	-
City of West Fargo																
City of West Fargo	3220008	23247-8023	2023	28th Ave W and 5th St W		9th St W (28th Ave)/Eaglewood Park (5th St)	5th St W (28th Ave)/WF Sport Arena-Lights @ Shevenne (5th St)	Construction of a Shared Use Path	Bike/Ped	\$308,000	TA	\$249,000	-	\$59,000	-	-
NDDOT																
NDDOT	9162667	22599-8007	2023	I-94W	10.9	E Casselton	Near W Fargo	Thin Mill and Overlay	Rehabilitation	\$2,900,000	IM	\$2,610,000	\$290,000	-	-	-
NDDOT	9221004	23280	2023	Fargo District		52nd Ave S, University Dr, Main Ave, 12th Ave N, 19th Ave N		LED Lighting Upgrade	Rehabilitation	\$1,000,000	Non NHS-S	\$800,000	\$200,000	-	-	-
NDDOT	9182612	20181-8032	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 Construction	-	-	-	-	-	-	-
NDDOT	9182613	20181-8033	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 Construction	-	-	-	-	-	-	-
NDDOT	9190025	22203-8005	2023	I-94E	2.7	Near W Fargo E	W Horace Rd	Portland Concrete Cement Pave, Lighting, Approach Slabs, Mainline and West Fargo Interchange Reconstruction	Reconstruction	\$9,423,000	IM	\$8,481,000	\$942,000	-	-	-
NDDOT	9190027	22203-8008	2023	I-94W	2.7	Near W Fargo E	W Horace Rd	Portland Concrete Cement Pave, Lighting, Approach Slabs, Mainline and West Fargo Interchange Reconstruction	Reconstruction	\$9,423,000	IM	\$8,481,000	\$942,000	-	-	-
NDDOT	9200031	22631-8006	2023	I-94E	1.0	I-29	25th St Interchange	Portland Concrete Cement Pave, Ramp Connection, Ramp Revisions, Widening	Rehabilitation	\$1,416,000	IM	\$1,274,000	\$142,000	-	-	-
NDDOT	9210005	22888-8030	2023	I-29	8.1	CR 20	S of Argusville Interchange	High Tension Cable Median Guardrail (HTCMG)	Safety	\$2,040,000	HSIP	\$1,836,400	\$204,000	-	-	-
NDDOT	9220039	23330-8031	2023	I-29	8.6	S of Argusville Interchange	Gardner Interchange	High Tension Cable Median Guardrail (HTCMG)	Safety	\$2,656,000	HSIP	\$2,389,000	\$266,000	-	-	-

Lead Agency	Metro COG ID	State #	Project Year	Project Location	Length	Project Limits		Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Federal Revenue	State Revenue	Local Revenue	Other Revenue Source	Other Revenue
						From	To									
NDDOT	9220009	8001	2023	ND 18N	19.2	W Jct 46 Leonard	Casselton	Mill and Overlay	Rehabilitation	\$3,262,000	Non NHS-S	\$2,640,000	\$622,000	-	-	-
NDDOT	9230001	23052	2023	8th Ave N	0.7	2nd St N	11th St N	Reconstruction of 8th Ave N	Reconstruction	\$7,094,000	Non NHS-U	\$3,081,000	-	\$4,013,000	-	-
NDDOT	9230002	23217	2023	2nd St N	0.7	2nd St S	7th Ave N	Reconstruction and landscaping of 2nd St S	Reconstruction	\$2,093,000	Non NHS-U	\$1,402,000	-	\$691,000	-	-
Cass County																
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	-	-	-	\$2,000,000	-	-
Cass County	1210024		2023	CR 17		CR 17 @ Sheyenne River		Bridge Replacement on CR 17, Box Culverts over the Sheyenne River ***LFP*** Included for information and coordination only.	Reconstruction	\$2,300,000	-	-	-	\$2,300,000	-	-
Cass County	1220005	23242-8027	2023	Center Ave	0.3	Wall Ave	Nelson Drive	Center Ave Multi-Modal Improvement in Horace, ND	Bike/Ped	\$166,000	TA	\$134,000	-	\$32,000	-	-
Cass County	1220006	23241-8021	2023	CR 17	0.3	76th Ave S	73rd Ave S	Construction of a Shared Use Path	Bike/Ped	\$302,000	TA	\$244,000	-	\$58,000	-	-
Cass County	1220035		2023	CR 6 & CR 17		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	-	-	-	\$2,000,000	-	-
MnDOT																
MnDOT	8200011	1409-25	2023	MN 9	2.1	Barnesville	I-94	On MN 9, In Barnesville to I-94, Reconstruct, Mill and Overlay, Multi-Use Trail, and ADA Improvements (Associated with project 2190040)	Rehabilitation	\$5,017,176	STBGP-R	\$4,013,741	\$1,003,435	-	-	-
MnDOT	8220031	1480-186	2023	I-94		Downer	Fergus Falls	***ELLE*** On I-94, From Downer to Fergus Falls, Installation of Snow Fence	Safety	\$708,082	NHFP	\$637,274	\$70,808	-	-	-
MnDOT	8230008	8824-209	2023	District 4		District Wide	MnDOT D4	Districtwide sign replacement, various locations	Safety	\$500,000	CRRSAA	\$500,000	-	-	-	-
MnDOT	8230009	8824-207	2023	District 4		District Wide	MnDOT D4	Districtwide Pavement Marking, Various Locations	Safety	\$1,111,111	HSIP	\$1,000,000	\$111,111	-	-	-
MnDOT	8230002	1401-177	2023	US 10 & 11th St		8th St	14th St	On US 10, From 8th Street to 14th Street, Preliminary Engineering New Underpass Under BNSF RR in Moorhead	Preliminary Engineering	\$6,500,000	-	-	-	-	State Bond	\$6,500,000
MnDOT	8230001	1401-177	2023	US 10 & 11th St		8th St	14th St	On US 10, From 8th Street to 14th Street, Right of Way to Construct New Underpass Under BNSF RR in Moorhead	ROW	\$4,500,000	-	-	\$4,500,000	-	-	-
Clay County																
Clay County	2200009	014-652-016AC	2023	CSAH 52	6.2	CR 67 in Sabin	I-94 Bridge in Moorhead	***AC*** On CSAH 52, From CR 67 in Sabin to I-94 Bridge in Moorhead, Bituminous Mill and Overlay (AC Project, 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*** On CSAH 31, From S County Line to CSAH 10, Bituminous Mill and Overlay (AC Project, Payback 1 of 1) See Project 2190038	Rehabilitation	\$362,760	STBGP-R	\$362,760	-	-	-	-
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	\$300,000	-	\$143,000	-	-
Clay County	2220041		2023	CSAH 1	2.0	CSAH 20	CSAH 26	Paving (Associated with Project 2220040) ***LFP*** Included for Information and Coordination Only	Reconstruction	\$1,200,000	-	-	-	\$1,200,000	-	-

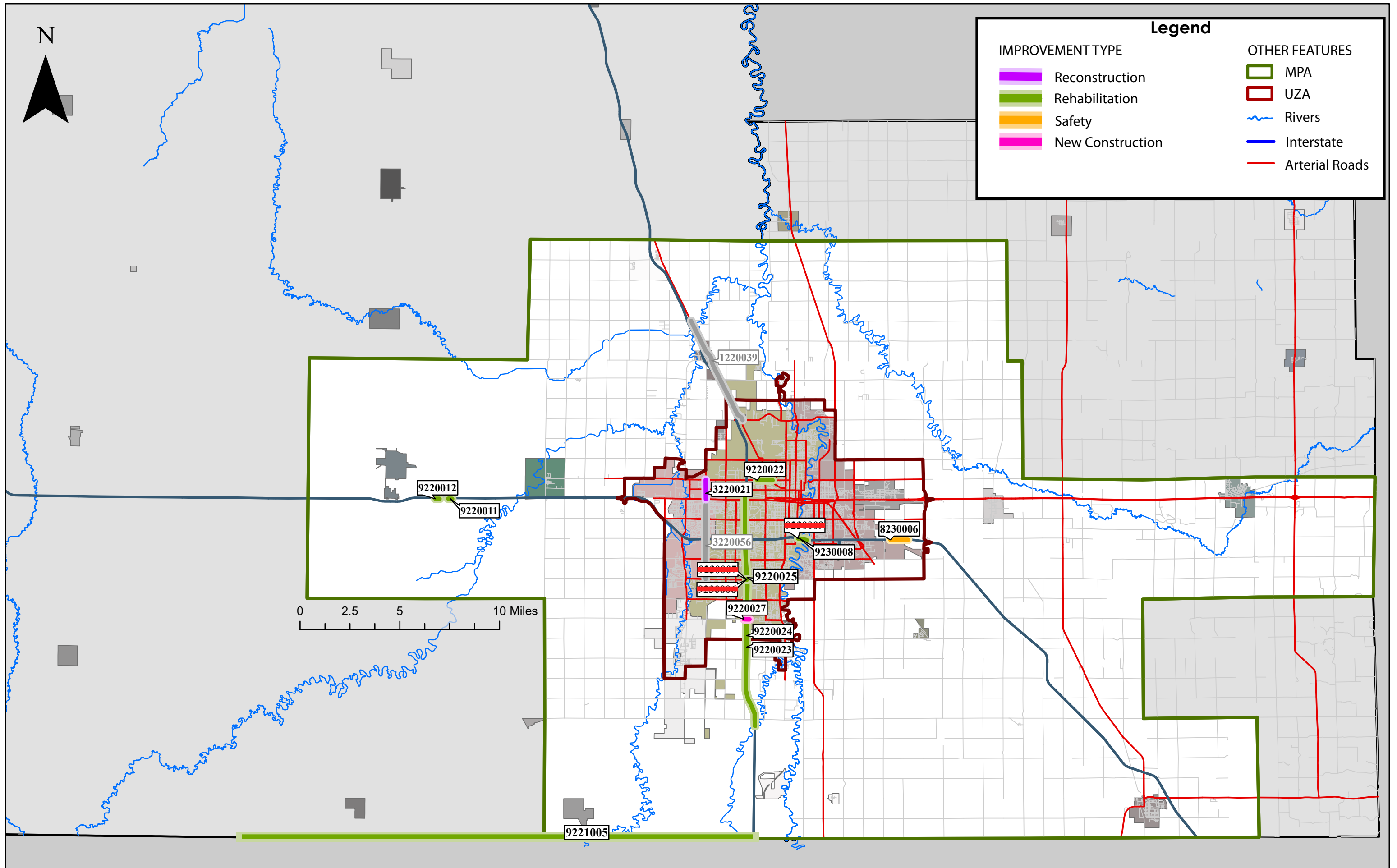
2024

Detailed Project Listings

Lead Agency	Metro COG ID	State #	Project Year	Project Location	Length	Project Limits From To		Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Federal Revenue	State Revenue	Local Revenue	Other Revenue Source	Other Revenue
Fargo Transit																
Fargo Transit	4210001		2024	Transit				Operating Assistance, Paratransit Operating Assistance Funded as Capital, and Preventative Maintenance	Transit Operations	\$4,248,476	FTA 5307	\$2,761,509	-	\$1,486,967	-	-
Moorhead Transit																
Moorhead Transit	5210013	TRS-0034-24A	2024	Transit				City of Moorhead, Purchase of one (1) Class 400 Bus and Related Equipment (Replaces Paratransit Bus Unit 7191)	Transit Capital	\$106,000	STBGP-U	\$84,800	\$10,600	\$10,600	-	-
Moorhead Transit	5210015	TRF-0034-24C	2024	Transit				Sect 5307: City of Moorhead, Purchase of Miscellaneous Support Equipment - PEM Replacement at the Metro Transit Garage (MTG)	Transit Capital	\$21,000	FTA 5307	\$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	\$448,000	\$2,464,306	\$1,093,272	-	-
Moorhead Transit	5220033	TRF-0034-24E	2024	Transit				City of Moorhead, Paratransit Operating Assistance ***LFP*** Included for information and coordination only.	Transit Operations	\$791,746	-	-	\$672,984	\$118,762	-	-
Moorhead Transit	5220014	TRF-0034-24F	2024	Transit				Sect 5339: City of Moorhead, Replacement of one (1) Bus Shelter	Transit Capital	\$34,490	FTA 5339	\$27,592	-	\$6,898	-	-
City of Fargo																
City of Fargo	4210002	22925	2024	32nd Ave S		25th St S	University Dr	Reconstruction of 32nd Ave s in Fargo ***Pending***	Reconstruction	\$11,080,000	STBGP-U	\$7,680,000	-	\$3,400,000	-	-
City of Moorhead																
City of Moorhead	5210018	1401-177	2024	US 10 & 11th St		8th St	14th St	***AC***On US 10, From 8th Street to 14th Street, Construct New Underpass Under BNSF RR in Moorhead (11th St Underpass) (AC Payback 2025,2026)	Reconstruction	\$2,445,000	STBGP-U	\$263,000	-	\$2,182,000	-	-
City of Moorhead	5230009	1401-177	2024	US 10 & 11th St		8th St	14th St	***AC***On US 10, From 8th Street to 14th Street, Construct New Underpass Under BNSF RR in Moorhead, Construct New Multi-Use Trail (11th St Underpass) (AC Payback 2026)	Bike/Ped	\$250,000	TA	-	-	\$250,000	-	-
NDDOT																
NDDOT	9191007	22628-8210	2024	I-94E	1.9	25th St Interchange	Red River	Lift Station, Storm Sewer	Rehabilitation	\$2,073,000	IM	\$1,865,700	\$207,300	-	-	-
NDDOT	9200015	22629-8107	2024	I-29N	0.2	13th Ave S NE Ramp		Portland Concrete Cement Pave, Widening	Rehabilitation	\$253,000	IM	\$228,000	\$25,000	-	-	-
NDDOT	9200030	8111	2024	I-94E	4.9	1.0 W of 45th St	Red River	Concrete Pavement Repair	Rehabilitation	\$1,673,000	IM	\$1,506,000	\$167,000	-	-	-
NDDOT	9200032	8113	2024	I-94W	4.9	1.0 W of 45th St	Red River	Concrete Pavement Repair	Rehabilitation	\$1,673,000	IM	\$1,506,000	\$167,000	-	-	-
NDDOT	9210009	8101	2024	ND 10E	2.7	Lynchburg Interchange	ND 18 S Casselton	Concrete Pavement Repair, Mill and Overlay	Rehabilitation	\$843,000	Non NHS-S	\$682,000	\$161,000	-	-	-
NDDOT	9220010		2024	ND 10E		3.0 East of ND 18		Structure Repair, Selective Grade, Riprap	Rehabilitation	\$54,000	Non NHS-S	\$44,000	\$10,000	-	-	-
NDDOT	9221006		2024	Main Ave/US 10		Near the Sheyenne River		Slide Repair	Rehabilitation	\$5,001,000	NHS-U	\$4,047,000	\$454,000	\$500,000	-	-
NDDOT	9230003	8110	2024	I-94E	2.0	W Horace Rd E	1.0 West of 45th St	Concrete Pavement Repair	Rehabilitation	\$266,000	IM	\$239,000	\$27,000	-	-	-
NDDOT	9162668	23199	2024	Main Ave	1.0	University	25th St	Reconstruction of Main Ave	Reconstruction	\$15,412,522	NHS-U	\$8,369,948	\$1,226,416	\$5,816,158	-	-
NDDOT	9230005	8117	2024	7th St N	0.8	8th Ave	16th Ave	Mill and Overlay	Rehabilitation	\$1,081,000	Non NHS-U	\$805,000		\$276,000	-	-
MnDOT																
MnDOT	8210019	1401-177	2024	US 10 & 11th St		8th St	14th St	***INNO***On US 10, From 8th Street to 14th Street, Construct New Underpass Under BNSF RR in Moorhead (11th St Underpass, Associated with Project 2220042)	Reconstruction	\$75,500,000	STBGP-U	\$8,642,000	\$1,358,000	\$500,000	State Bond	\$65,000,000
MnDOT	8230004	1401-177	2024	US 10 & 11th St		8th St	14th St	On US 10, From 8th Street to 14th Street, Preliminary Engineering New Underpass Under BNSF RR in Moorhead	Preliminary Engineering	\$1,000,000	-	-	-	-	State Bond	\$1,000,000
MnDOT	8230005	1401-177	2024	US 10 & 11th St		8th St	14th St	On US 10, From 8th Street to 14th Street, Right of Way to Construct New Underpass Under BNSF RR in Moorhead	ROW	\$1,500,000	-	-	\$1,500,000	-	-	-
Clay County																
Clay County	2210017	014-614-001	2024	CSAH 14		1.8 East of MN 336 @ Buffalo River		On CSAH 14, Replace Bridge #92440 with New Bridge #14555 Over the S Branch Buffalo River, 1.8 Miles East of MN 336	Rehabilitation	\$920,000	BROS	\$736,000	\$184,000	-	-	-
Clay County	2220042		2024	US 10 & 11th St		8th St	14th St	11th St Underpass, New Grade Separation (Associated with Project 8210019) ***LFP*** Included for Information and Coordination Only	New Construction	\$2,318,750	-	-	-	\$2,318,750	-	-

2025

Detailed Project Listings

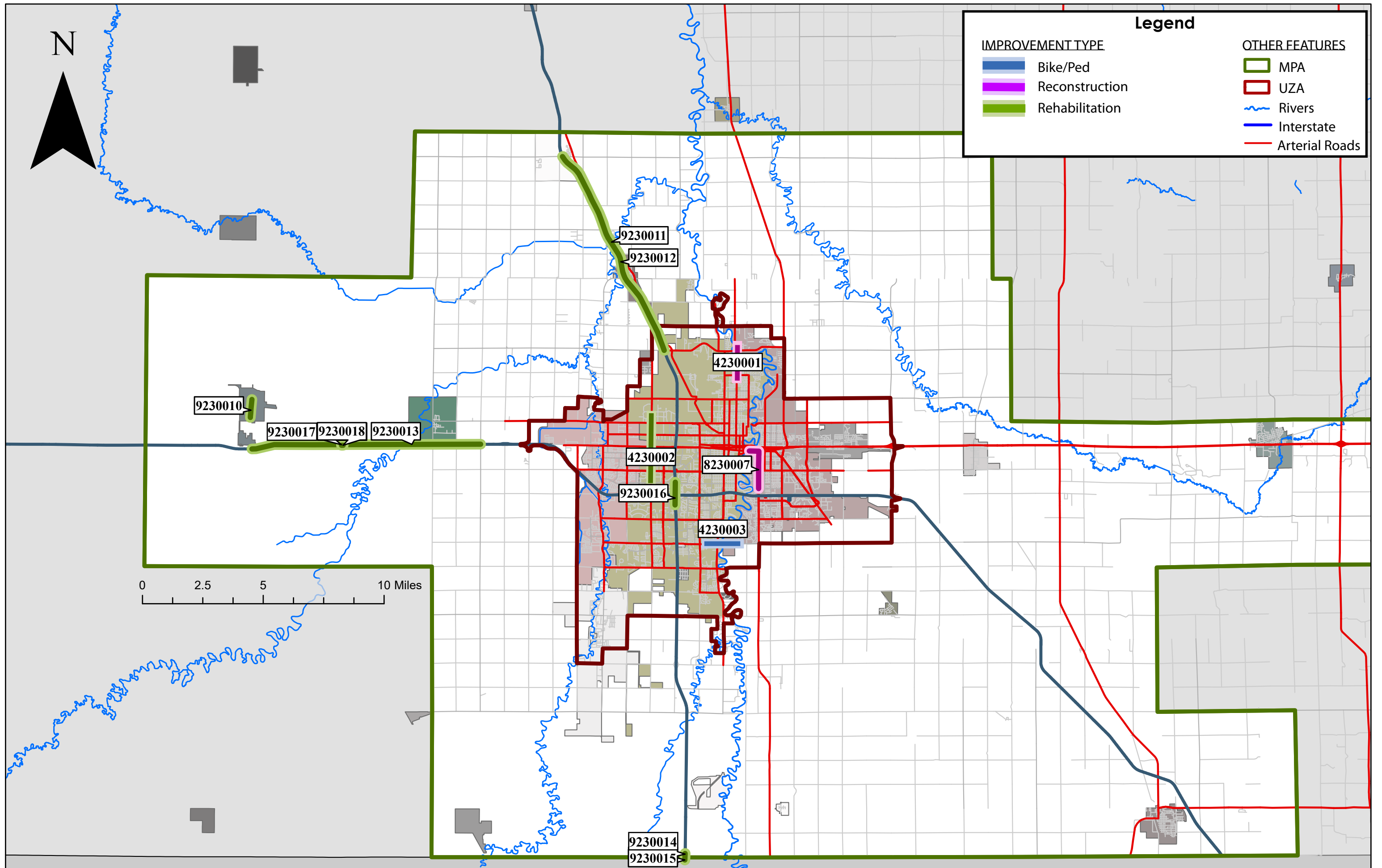


TIP Projects For 2025

Lead Agency	Metro COG ID	State #	Project Year	Project Location	Length	Project Limits		Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Federal Revenue	State Revenue	Local Revenue	Other Revenue Source	Other Revenue
						From	To									
Fargo Transit																
Fargo Transit	4220018		2025	Transit				Operating Assistance, Paratransit Operating Assistance Funded as Capital, and Preventative Maintenance	Transit Operations	\$4,333,446	FTA 5307	\$2,816,740	-	\$1,516,706	-	-
Moorhead Transit																
Moorhead Transit	5220013	TRF-0034-25A	2025	Transit				Sect 5307: City of Moorhead, Operating Assistance	Transit Operations	\$4,165,801	FTA 5307	\$457,000	\$2,570,048	\$1,138,753	-	-
Moorhead Transit	5220017	TRF-0034-25G	2025	Transit				Sect 5339: 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	\$33,000	FTA 5339	\$26,400	-	\$6,600	-	-
Moorhead Transit	5220034	TRF-0034-25B	2025	Transit				City of Moorhead, Paratransit Operating Assistance ***LFP*** Included for information and coordination only.	Transit Operations	\$822,977	-	-	\$699,531	\$123,446	-	-
Moorhead Transit	5200005	TRS-0034-25A	2025	Transit				City of Moorhead, Purchase of one (1) Class 200 Gas Van and Related Equipment (Replaces Senior Ride Van Unit 5191)	Transit Capital	\$39,000	STBGP-U	\$31,200	\$3,900	\$3,900	-	-
Moorhead Transit	5200006	TRS-0034-25B	2025	Transit				City of Moorhead, Purchase of one (1) Class 200 Gas Van and Related Equipment (Replaces Senior Ride Van Unit 5192)	Transit Capital	\$39,000	STBGP-U	\$31,200	\$3,900	\$3,900	-	-
Moorhead Transit	5220007	TRS-0034-25C	2025	Transit				City of Moorhead, Purchase of one (1) Class 200 Gas Van and Related Equipment (Replaces Senior Ride Van Unit 5193)	Transit Capital	\$39,000	STBGP-U	\$31,200	\$3,900	\$3,900	-	-
City of Fargo																
City of Fargo	4220019		2025	36th St S		2.0 S of I-94 @ Rose Coulee		Deck Overlay, Rail Retrofit, Reset Approach Guardrail ***Pending***	Rehabilitation	\$380,000	STBGP-U	\$307,534	-	\$72,466	-	-
City of Moorhead																
City of Moorhead	5230010	1401-177	2025	US 10 & 11th St		8th St	14th St	***AC***On US 10, From 8th Street to 14th Street, Construct New Underpass Under BNSF RR in Moorhead (11th St Underpass) (AC Payback 1 of 2)	New Construction	\$1,855,000	STBGP-U	\$1,855,000	-	-	-	-
City of West Fargo																
City of West Fargo	3220021		2025	9th St E		Main Ave	12th Ave N	Reconstruction of 9th St E	Reconstruction	\$9,400,000	STBGP-U	\$7,520,000	-	\$1,880,000	-	-
City of West Fargo	3220056		2025	9th St E/Veterans Blvd		4th Ave E	40th Ave E	Update to Traffic Signals to Allow for Protected/Permitted Left Turns, Prohibit Right Turns with the Addition of Light Up "No Right Turn on Red" Signs, and Pedestrian Lead Times on All Cycles. ***Illustrative*** HSIP Preapproval, project scope is being refined	Safety	-	Illustrative (HSIP)	-	-	-	-	-
NDDOT																
NDDOT	9220011	8211	2025	ND 10E		4.0 East of ND 18		Deck overlay, Rail Retrofit, Selective Grade, Riprap	Rehabilitation	\$122,000	Non NHS-S	\$99,000	\$23,000	-	-	-
NDDOT	9220012	8212	2025	ND 10E		8.0 West of I-29		Deck Replacement, Riprap	Rehabilitation	\$281,000	Non NHS-S	\$281,000	-	-	-	-
NDDOT	9220022		2025	12th Ave N		1.0 East of I-29 @ 12th Ave N & BNRR Bridge		Structure Items, Structural Steel Zone Painting ***Pending***	Rehabilitation	\$644,606	STBGP-U	\$521,680	\$58,465	\$64,461	-	-
NDDOT	9220023	8202	2025	I-29N	12.1	Wild Rice River	0.3 North of Main Ave	Concrete Pavement Repair, Grinding	Rehabilitation	\$1,637,000	IM	\$1,473,000	\$164,000	-	-	-
NDDOT	9220024	8205	2025	I-29S	12.1	Wild Rice River	0.3 North of Main Ave	Concrete Pavement Repair, Grinding	Rehabilitation	\$1,637,000	IM	\$1,473,000	\$164,000	-	-	-
NDDOT	9220025	23520	2025	I-94		ND/MN Border Bridge @ Red River		Deck Overlay	Rehabilitation	\$3,204,000	IM	\$2,883,600	\$320,400	-	-	-
NDDOT	9220027	8203	2025	I-29 & 64th Ave S		64th Ave S Interchange with I-29		Construction of the 64th Ave S Interchange Including Ramps, Structure, and Incidentals ***Pending***	New Construction	\$18,250,000	IM	\$16,425,000	\$1,825,000	-	-	-
NDDOT	9221005	23390	2025	ND 46		9.0 East of Enderlin E	I-29	Minor Rehabilitation Including Shoulder Repair	Rehabilitation	\$5,300,000	Non NHS-S	\$4,240,000	\$1,060,000	-	-	-
Cass County																
Cass County	1220039		2025	CR 81		CR 20	CR 32	Grading and Surfacing ***LFP*** Included for Information and Coordination Only	Reconstruction	\$5,200,000	-	-	-	\$5,200,000	-	-
MnDOT																
MnDOT	8230006	14-00127	2025	CSAH 17		CSAH 17, 100th St S, Glyndon, Clay County		BNSF RR, Replace Existing Signal System at CSAH 17, 100th St S, Glyndon, Clay County	Safety	\$350,000	RRS	\$259,000	\$91,000	-	-	-

2026

Detailed Project Listings



Lead Agency	Metro COG ID	State #	Project Year	Project Location	Length	Project Limits		Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Federal Revenue	State Revenue	Local Revenue	Other Revenue Source	Other Revenue
						From	To									
Moorhead Transit																
Moorhead Transit	5230003	TRF-0034-26A	2026	Transit				Sect 5307: City of Moorhead, Operating Assistance	Transit Operations	\$4,471,382	FTA 5307	\$600,318	\$2,572,905	\$456,723	ARA	\$841,436
Moorhead Transit	5230004	TRF-0034-26B	2026	Transit				City of Moorhead, Paratransit Operating Assistance ***LFP*** Included for information and coordination only.	Transit Operations	\$877,680	-	-	\$727,127	\$150,553	-	-
Moorhead Transit	5230005	TRF-0034-26C	2026	Transit				Sect 5307: City of Moorhead Replacement of two (2) Bus Shelters	Transit Capital	\$72,000	FTA 5307	\$57,600	-	\$14,400	-	-
Moorhead Transit	5230006	TRF-0034-26D	2026	Transit				Sect 5307: City of Moorhead, Purchase of Expansion Fixed Route Bus and Related Bus Equipment	Transit Capital	\$609,000	FTA 5307	\$517,650	-	\$91,350	-	-
Moorhead Transit	5230007	TRF-0034-26E	2026	Transit				Sect 5307: City of Moorhead, Purchase of Miscellaneous Support Equipment - Manual Lift and Pressure Washer (1/3 shared cost with Fargo Transit)	Transit Capital	\$11,334	FTA 5307	\$9,067	-	\$2,267	-	-
Moorhead Transit	5230008	TRF-0034-26F	2026	Transit				Sect 5307: City of Moorhead, Purchase of Miscellaneous Technology Equipment - Cameras, Radios, etc.	Transit Capital	\$70,000	FTA 5307	\$56,000	-	\$14,000	-	-
City of Fargo																
City of Fargo	4230001		2026	Broadway N		ND/MN Border Bridge @ Red River		Broadway Bridge Reconstruction	Reconstruction	\$7,500,000	STBGP-U	\$4,200,000	-	\$1,050,000	-	\$2,250,000
City of Fargo	4230002		2026	45th St S		19th Ave N	Main Ave	45th Street Rehab (cost is for total project limits from 16th Ave N to I-94 Ramp)	Rehabilitation	\$10,800,000	STBGP-U	\$8,640,000	-	\$2,160,000	-	-
City of Fargo	4230003		2026	40th Ave S		ND/MN Border Bridge @ Red River		Construction of 40th Ave S Bike Ped Bridge at Bluestem	Bike/Ped	\$4,000,000	STBGP-U	\$1,766,000	-	\$440,000	-	\$1,800,000
City of Moorhead																
City of Moorhead	5230011	1401-177	2026	US 10 & 11th St		8th St	14th St	***AC***On US 10, From 8th Street to 14th Street, Construct New Underpass Under BNSF RR in Moorhead (11th St Underpass) (AC Payback 2 of 2)	New Construction	\$700,000	STBGP-U	\$700,000	-	-	-	-
City of Moorhead	5230012	1401-177	2026	US 10 & 11th St		8th St	14th St	***AC*** On US 10, From 8th Street to 14th Street, Construct New Multi-use Trail in conjunction with new Underpass Under BNSF RR in Moorhead (11th St Underpass) (AC Payback 1 of 1)	Bike/Ped	\$450,000	TA	\$450,000	-	-	-	-
NDDOT																
NDDOT	9230010	8302	2026	ND 18	0.8	7th St S	3rd St N	Casselton: Bikeway/Walkway, Concrete Pavement Repair, Grinding, Lighting, Marking	Rehabilitation	\$1,521,000	Non NHS-S	\$1,231,000	\$290,000	-	-	-
NDDOT	9230011	8304	2026	I-29N	9.5	CR 20	Argusville	Concrete Pavement Repair	Rehabilitation	\$1,338,000	IM	\$1,204,000	\$134,000	-	-	-
NDDOT	9230012	8305	2026	I-29S	9.9	CR 20	Argusville	Concrete Pavement Repair	Rehabilitation	\$1,397,000	IM	\$1,257,000	\$140,000	-	-	-
NDDOT	9230013	8308	2026	I-94E	11.1	E Casselton	Raymond Interchange	Concrete Pavement Repair	Rehabilitation	\$1,568,000	IM	\$1,411,000	\$157,000	-	-	-
NDDOT	9230014	8312	2026	I-29N		Junction ND 46 & I-29		Deck Replacement	Rehabilitation	\$787,000	IM	\$708,000	\$79,000	-	-	-
NDDOT	9230015	8313	2026	I-29N		Junction ND 46 & I-29		Structure Paint	Rehabilitation	\$328,000	IM	\$295,000	\$33,000	-	-	-
NDDOT	9230016	8314	2026	I-29N		I-29 & I-94 Interchange		Structure Paint	Rehabilitation	\$674,000	IM	\$607,000	\$67,000	-	-	-
NDDOT	9230017	8317	2026	I-94E		4.0 East of ND 18		Deck Overlay, Spall Repair, Guardrail	Rehabilitation	\$338,000	IM	\$304,000	\$34,000	-	-	-
NDDOT	9230018	8318	2026	I-94W		4.0 East of ND 18		Deck Overlay	Rehabilitation	\$338,000	IM	\$304,000	\$34,000	-	-	-
MnDOT																
MnDOT	8230007	1406-76	2026	US 10, US 75		On US 75 from N of 24th Ave S to Hwy 10/Main Ave	& on US 10 from the Red River to east of US 75	On US 75, From N. of 24th Ave S to US 10 (Main Ave), On US 10, From Red River to E. of 10th St. in Moorhead, Grading Bituminous Surfacing & Concrete Paving, ADA Improvements and Signals	Reconstruction	\$14,924,152	NHS-U	\$11,911,055	\$2,718,096	\$295,001	-	-

2022

**Annual Listing of
Obligated Projects (ALOP)**

Lead Agency	Metro COG ID	State #	Project Year	Project Location	Length	Project Limits		Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Federal Revenue	State Revenue	Local Revenue	Other Revenue Source	Other Revenue
						From	To									
Fargo Transit																
Fargo Transit	4200017	23650	2022	Transit				Capital Purchase - Replace 2 35-foot fixed route vehicles	Transit Capital	\$1,250,000	CRP	\$1,000,000	-	\$250,000	-	-
Fargo Transit	4200029		2022	Transit				Operating Assistance, Paratransit Operating Assistance Funded as Capital, and Preventative Maintenance	Transit Operations	\$4,083,503	FTA 5307	\$2,654,277	-	\$1,429,226	-	-
Fargo Transit	4220027		2022	Transit				Miscellaneous Support Equipment (Upgrades to the Metro Transit Garage) (Project Shared with Moorhead, Fargo Share is Shown) (1/3-Moorhead, 2/3-Fargo)	Transit Capital	\$100,000	FTA 5339	\$80,000	-	\$20,000	-	-
Fargo Transit	4220028		2022	Transit				Mobility Manager Salary (Fargo Share)	Transit Operations	\$106,749	FTA 5310	\$85,399	-	\$21,350	-	-
Fargo Transit	4220029		2022	Transit				Shop Truck Replacement (Project Shared with Moorhead) (Fargo Share is Shown) (1/3-Moorhead, 2/3-Fargo)	Transit Capital	\$66,667	FTA 5339	\$53,333	-	\$13,334	-	-
Fargo Transit	4223001		2022	Transit				Miscellaneous Equipment: Replacement of Bus Shelters	Transit Capital	\$50,000	FTA 5339	\$40,000	-	\$10,000	-	-
Moorhead Transit																
Moorhead Transit	5190012	TRF-0034-22A	2022	Transit				Sect 5307: City of Moorhead, Operating Assistance	Transit Operations	\$3,262,317	FTA 5307	\$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	\$60,000	-	\$15,000	-	-
Moorhead Transit	5190014	TRS-0034-22C	2022	Transit				City of Moorhead: Purchase one (1) Class 200 Gas Vehicle and Related Equipment (Replaces Senior Ride Van 5181)	Transit Capital	\$36,000	STBGP District C	\$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	\$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	\$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	-	-	\$500,580	\$88,338	-	-
City of Fargo																
City of Fargo	4190003	22826-8011	2022	32nd Ave S		32nd St S	25th St S	Reconstruction of 32nd Ave S	Reconstruction	\$16,000,000	STBGP-U	\$7,130,000	-	\$8,061,380	CRRSAA	\$808,620
City of Fargo	4200016	23036	2022	52nd Ave S		63rd St S	Sheyenne St	Reconstruction of 52nd Ave S (Associated with Project 1220035) ***Pending***	Reconstruction	\$7,000,000	STBGP-U	\$5,000,000	-	\$2,000,000	-	-
City of Fargo	4210027		2022	4th St N		1st Ave N	6th Ave N	Reconstruction of 4th St N ***LFP*** Included for Information and Coordination Only	Reconstruction	\$6,500,000	-	-	-	\$6,500,000	-	-
City of Fargo	4220043		2022	12th Ave N		12th/15th Ave N @ Red River		Planning Study - Benefit Cost Analysis, Environmental Analysis, and Traffic Analysis ***Illustrative*** Federal Funding is Being Pursued	Planning	Illustrative	-	-	-	-	-	-
City of Moorhead																
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	-	-	\$1,250,000	\$3,920,000	-	-
City of West Fargo																
City of West Fargo	3210019	22953	2022	Drain 45	1.5	7th Ave E	Main Ave	Construction of a Multi-Use Path Along Drain 45 (Phase 2 of 2)	Bike/Ped	\$598,300	TA	\$290,000	-	\$308,300	-	-
City of West Fargo	3222001	23540	2022	9th St E		13th Ave E	Main Ave	Concrete Pavement Repair, Curb & Gutter Repair, ADA, Manhole & Inlet Adjustments	Rehabilitation	\$584,000	CRRSAA	\$386,710	\$197,290	-	-	-
City of Dilworth																
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	-	-	\$1,250,000	\$4,250,000	-	-
NDDOT																
NDDOT	9162665	22992-8006	2022	I-94E	8.0	W Wheatland	E of Casselton	Concrete Pavement Repair, Hot Bituminous Pavement on Ramps, Sand Seal *associated with project 9192639 - cost estimate is for both projects	Rehabilitation	\$689,000	IM	\$620,100	\$68,900	-	-	-
NDDOT	9190028	22643-8116	2022	I-29N		3.0 South of Harwood		Structure Paint	Rehabilitation	\$281,000	IM	\$253,000	\$28,000	-	-	-
NDDOT	9192639	22993-8007	2022	I-94W	7.2	Wheatland E	E of Casselton	Concrete Pavement Repair, Hot Bituminous Pavement on Ramps, Sand Seal *associated with project 9162665 - cost estimate is for both projects	Rehabilitation	\$689,000	IM	\$620,100	\$68,900	-	-	-
NDDOT	9200012	22443-8129	2022	I-94	4.1	W of Main Ave	42nd St Grad Separation	High Tension Cable Median Guardrail (HTCMG)	Safety	\$748,000	HSIP	\$673,200	\$74,800	-	-	-
NDDOT	9210006	23329	2022	I-94	13.1	W Lynchburg Interchange	E Kindred Interchange	High Tension Cable Median Guardrail (HTCMG) *associated with project 9221007 - cost estimate is for both projects	Safety	\$4,797,200	HSIP	\$4,317,480	\$479,720	-	-	-
NDDOT	9210007	22444	2022	I-94		42nd St	I-29	Hot Bituminous Pave, Concrete Media Barrier	Safety	\$2,044,000	HSIP	\$1,839,600	\$204,400	-	-	-
NDDOT	9210010	22828-8002	2022	ND 18N	0.8	7th St S	3rd St N	Curb Ramps - Casselton	Rehabilitation	\$369,000	Non NHS-S	\$295,200	\$73,800	-	-	-
NDDOT	9220028	23271	2022	I-29		I-29 & CR 20 Interchange		Installation of New High Mast Lights	Rehabilitation	\$1,200,000	IM	\$1,080,000	\$120,000	-	-	-

Lead Agency	Metro COG ID	State #	Project Year	Project Location	Length	Project Limits		Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Federal Revenue	State Revenue	Local Revenue	Other Revenue Source	Other Revenue
						From	To									
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	\$1,152,000	IM	\$1,036,800	\$115,200	-	-	-
NDDOT	9220037	23323	2022	I-94 & I-29		Varies		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	\$60,000	\$15,000	-	-	-
NDDOT	9221001	23450	2022	ND 18		ND 10	Cass/Traill County Line	Chip Seal	Rehabilitation	\$1,167,503	Non NHS-S	\$934,002	\$233,501	-	-	-
NDDOT	9221002	23378	2022	I-29		I-29 @ Exit 69		Wrong Way Detection System (ITS) (Total project cost reflects statewide estimates)	Safety	\$744,858	HSIP	\$670,372	\$74,486	-	-	-
NDDOT	9221003	23213	2022	I-94		RP 352.33		Upgrade Automated Traffic Recorder (ATR) @ RP 352.33 (ITS)	Rehabilitation	\$105,000	Non NHS-S	\$84,000	\$21,000	-	-	-
NDDOT	9221007	23328	2022	I-94	10.9	W of Ayr Interchange	W of Lynchburg Interchange	High Tension Cable Median Guardrail (HTCMG) ***Associated with project 9210006 - cost estimate is for both projects***	Safety	\$4,797,200	HSIP	\$4,317,480	\$479,720	-	-	-
NDDOT	9222002		2022	I-29		South Dakota Border	Canadian Border	Planning Study: Transportation Management Center (TMC) and Smart Corridor (ITS) ***Cost estimate reflects all of project limits, not just work within Metro COG MPA***	Planning	\$1,100,000	RAISE	\$550,000	\$550,000	-	-	-
NDDOT	9190029	22643-8117	2022	I-29N		7.0 North of US 10 Near Argusville City Limits		Structure Paint	Rehabilitation	\$281,000	IM	\$253,000	\$28,000	-	-	-
NDDOT	9190030	22643-8118	2022	I-29N		2.0 North of Harwood Interchange		Structure Paint	Rehabilitation	\$281,000	IM	\$253,000	\$28,000	-	-	-
NDDOT	9224001	23596	2022	I-29		I-29 and CR 20 Interchange		Preliminary Engineering Only	Reconstruction	\$3,000,000	IM	\$2,700,000	\$300,000	-	-	-
Cass County																
Cass County	1210020	22943	2022	CR 17		81st Ave S	76th Ave S	Construction of a Multi-Use Path Along the West Side of CR 17	Bike/Ped	\$230,150	TA	\$186,260	-	\$43,890	-	-
Cass County	1210022		2022	CR 6 (New)		CR 17 & 45th St	45th St & 64th Ave	Bituminous Surfacing, New Paved Two-Lane, Shoulders ***LFP*** Included for Information and Coordination Only	New Construction	\$1,200,000	-	-	-	\$1,200,000	-	-
Cass County	1220036		2022	CR 15		0.5 South of I-94		Bridge Replacement on CR 15 over Drain 14 ***LFP*** Included for Information and Coordination Only	Reconstruction	\$2,300,000	-	-	-	\$2,300,000	-	-
MnDOT																
MnDOT	8220033	1414-12	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	\$1,000,000	CRRSAA	\$1,000,000	-	-	-	-
MnDOT	8220057		2022	US 10 & 11th St		8th St	14th St	***B2020*** On US 10, From 8th Street to 14th Street, Construct New Underpass Under BNSF RR in Moorhead, Preliminary Engineering ***Project is not mapped, see project 8210019***	Preliminary Engineering	\$8,000,000	-	-	-	-	State Bond	\$8,000,000
MnDOT	8220058		2022	US 10		MN 336	Glyndon City Limits	Installation of Snow Fence ***LFP*** Included for Information and Coordination Only	Safety	\$1,100,000	-	-	\$1,100,000	-	-	-
Clay County																
Clay County	2190038	014-631-024	2022	CSAH 31	9.5	S County Line	CSAH 10	***AC*** On CSAH 31, From S County Line to CSAH 10, Bituminous Mill and Overlay (AC Project, Payback in 2023, AC Total = 362,760 for a Project Total of 2,565,000) See Project 2200014	Rehabilitation	\$2,202,240	STBGP-R	\$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*** On CSAH 52, from CR 67 in Sabin to I-94 Bridge in Moorhead, Bituminous Mill and Overlay (AC Project, Payback in 2023, AC Total =1032240 for a Project Total of 2,082,760) See Project 2200009	Rehabilitation	\$1,778,484	STBGP-R	\$468,160	-	\$1,310,324	-	-
Clay County	2210031		2022	CSAH 2	0.6	City Limits of Comstock		Urban Reconstruction ***LFP*** Included for Information and Coordination Only	Reconstruction	\$2,000,000	-	-	-	\$2,000,000	-	-
Clay County	2220040		2022	CSAH 1	2.0	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	-	-	-	\$1,233,410	-	-

To: Policy Board
From: Adam Altenburg, AICP
Date: July 14, 2022
Re: **Safe Streets and Roads for All (SS4A) Action Plan Grant Application**

One of the new programs created by the Infrastructure Investment and Jobs Act (IIJA) is the Safe Streets and Roads for All (SS4A) discretionary grant program. The aim of this program is to support regional and local efforts to prevent roadway deaths and serious injuries.

The program will provide \$5 billion over five years for regional and local initiatives focused on all users: pedestrians, bicyclists, public transportation users, motorists, micromobility users, and commercial vehicle operators. SS4A will develop tools to help strengthen a community's approach to roadway safety and to save lives. Up to \$1 billion is available in FY 2022 for grants to prevent roadway deaths and serious injuries.

The program provides funding for either action plans or implementation grants. Action plan grants will help develop, complete, or supplement a comprehensive safety action plan. The funds can go toward various activities, including planning, safety analysis, public engagement, equity, data collection, and more.

Implementation grants will help execute strategies or projects consistent with an existing action plan. To apply for an implementation grant, an eligible applicant must have a qualifying action plan. Applicants for implementation grants can self-certify that they have a plan that meet the eligibility requirements for an action plan.

Eligible applicants include (among others) metropolitan planning organizations (MPOs), counties, and cities. The deadline for grant submissions is September 15, 2022.

Metro COG has participated in several informational webinars regarding the application process for action plan grant funds and implementation grants. Based on positive feedback from TTC members on July 14, Metro COG is interested in pursuing a grant to develop a comprehensive safety action plan for the metropolitan area. If successful, this would potentially allow Metro COG and/or area jurisdictions to apply for further implementation grants for planning, design, and development of safety-related projects up to \$50 million.

More information about SS4A can be found at www.transportation.gov/grants/SS4A. Information on the Notice of Funding Opportunity (NOFO) can be found at www.grants.gov/web/grants/view-opportunity.html?oppld=340385.

Requested Action: Authorize Metro COG to pursue an action plan grant to develop a comprehensive safety action plan under the SS4A program.



To: Policy Board
From: Cindy Gray, Executive Director
Date: July 15, 2022
Re: **Minnesota 20-Year State Highway Investment Plan**

Attachment 1 is a presentation that will be given at the Policy Board meeting by Josh Pearson, Planning Program Coordinator for the Minnesota Department of Transportation (MnDOT). If you have questions ahead of the meeting and would like me to pass them along to Josh, please let me know, and I will make sure he gets them ahead of time.

Requested Action: None – Informational only.

20-Year State Highway Investment Plan



MINNESOTA GO

Fargo-Moorhead Metro Council of Governments Policy Board

July 21, 2022

Thanks for having us! Why are we here?

- MnDOT is planning for the future of your state highway system!
- MnDOT needs your input in determining which investments are most important to Minnesotans



SEPTEMBER 2022

20-YEAR STATE
HIGHWAY INVESTMENT PLAN



Identifying priorities for investing in state highways to maintain and improve the system over the next 20 years.

MINNESOTA GO

**What are we
planning for?
What is
MnSHIP?**

What is MnSHIP?



Directs capital funding on the 11,703 miles of state highways



Budgets for estimated funding over 20 years



Identifies investments by categories but is not project specific



Part of the Minnesota GO Family of Plans



Why MnSHIP matters?

MnSHIP investment direction guides the planning of projects and improvements on the state highway system

MINNESOTA GO
50-YEAR VISION

Statewide Multimodal
Transportation Plan



20-Year State
Highway Investment Plan



**10-YEAR CAPITAL HIGHWAY
INVESTMENT PLAN (CHIP)**

Project planning and development
Updated annually

**4-YEAR STATE
TRANSPORTATION
IMPROVEMENT PROGRAM
(STIP)**

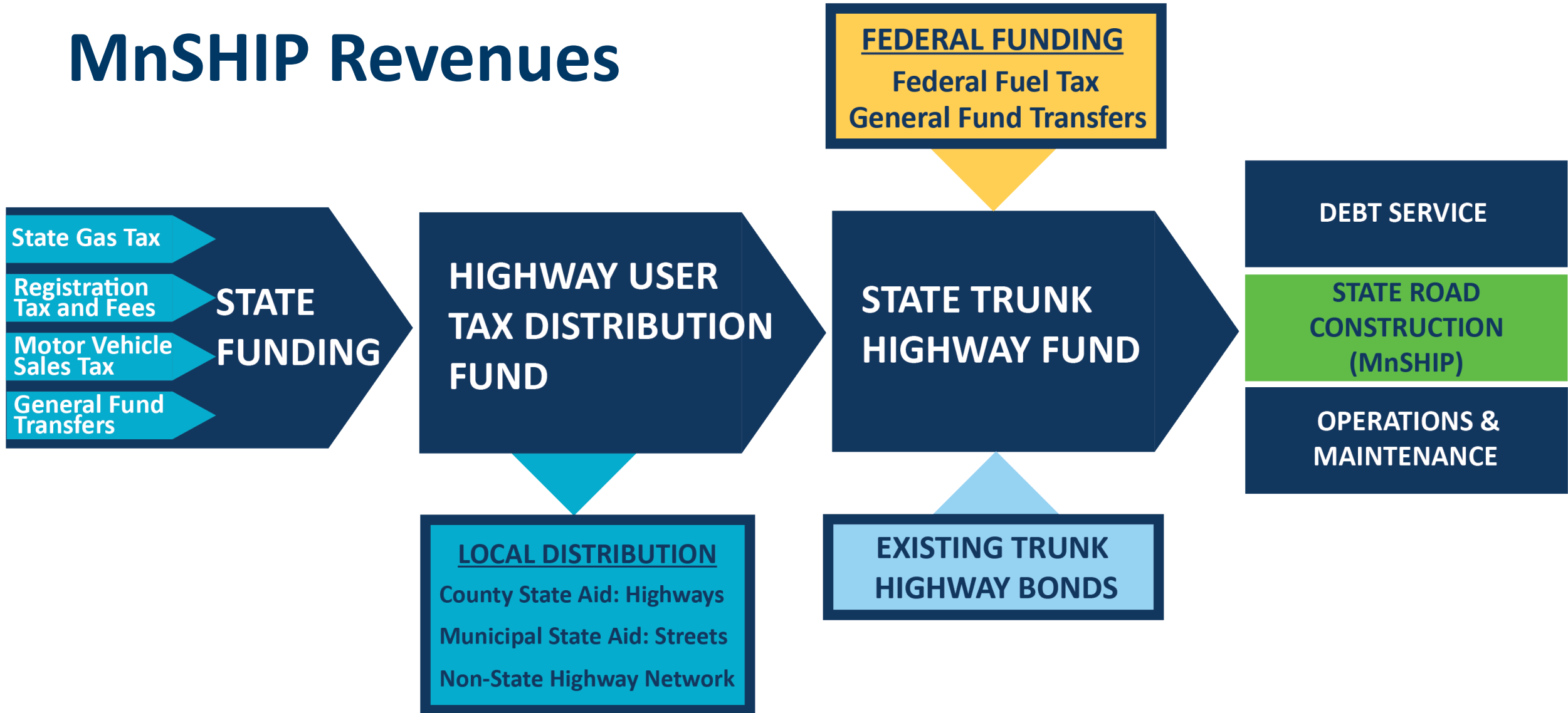
Project design and its program

CONSTRUCTION

100 Years of Highways

- **Minnesota's state highway system recently turned 100!**
- **History of system is complex**
- **State highways improved access between cities and towns throughout the state – supporting economic growth and vitality**
- **Construction of state highways also divided, disconnected and destroyed some communities**
- **Vehicle emissions contribute to climate change**
- **Much has changed in 100 years and more will change in the future. We need to ensure the benefits and burdens of future transportation decisions are equitable and work towards reducing existing inequities.**

MnSHIP Revenues





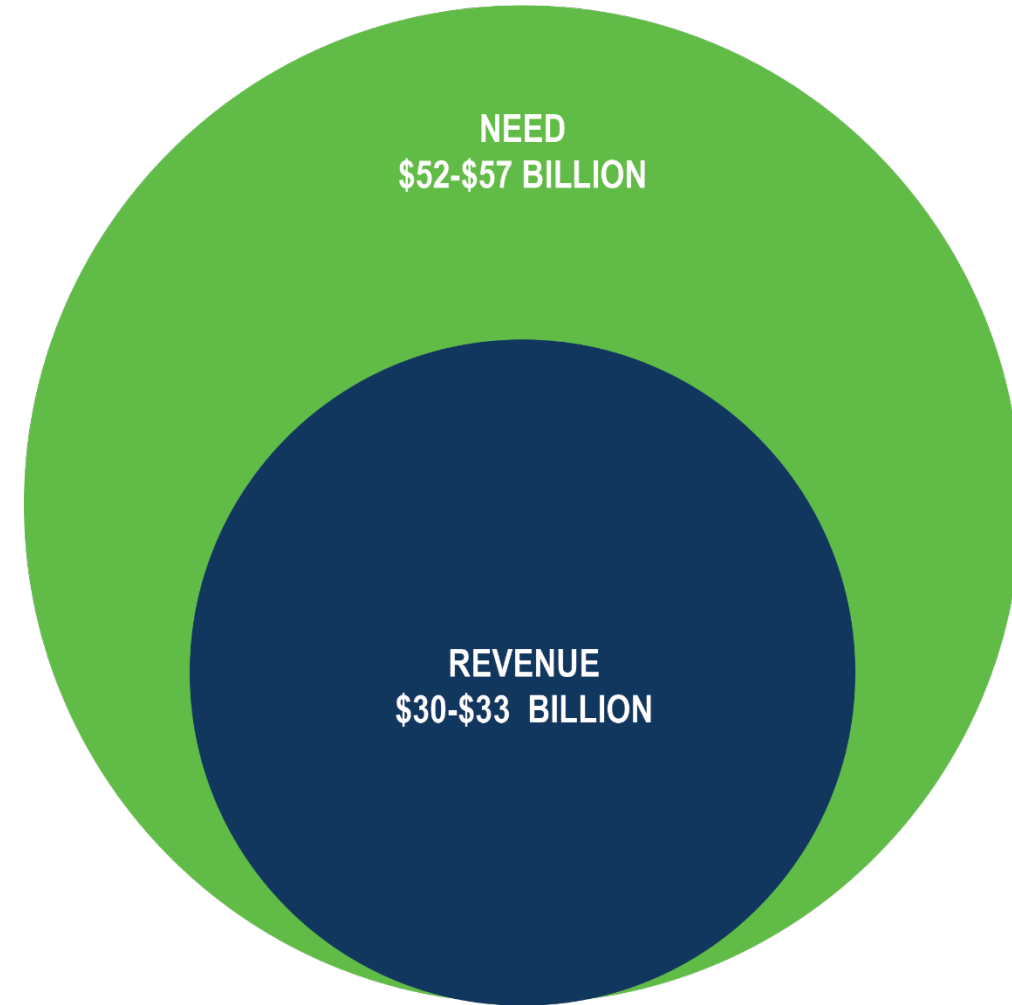
**How much revenue
is estimated?**

\$30-33 Billion
(2023-2042)



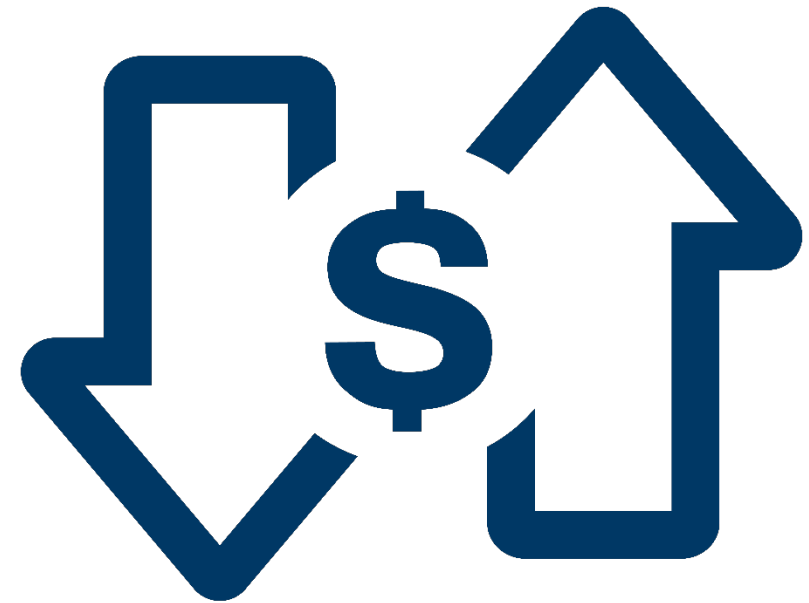
Revenue vs. Need

- **MnDOT is projecting a funding gap of between \$19 – \$27 billion**
- Increase due to several factors
 - Projected costs of inflation
 - Refined and more thorough planning processes
 - New state goals in areas such as pedestrian and bicycle facilities and freight
- Low end of estimated need reflects Minnesota successfully achieving preliminary goals of reducing per capita Vehicle Miles Traveled (VMT)
- In addition to the needs identified by MnDOT, cities and counties have identified \$5-6 billion in priority investments on the state highway system



Discussion of Priorities and Trade-Offs

- Estimated \$30-\$33 billion in available funding for the state highway system over the next 20 years
- A minimum of \$23.5 billion is needed to manage highest risks and meet obligations and requirements in each category
- An estimated \$7-\$9 billion of remaining funding is available for additional improvements or outcomes



We need your input!

Go to:

www.minnesotago.org/investment/

Highway Budget Tool

m HIGHWAY BUDGET TOOL

MnDOT

Highway Budget Tool



How do we come up with our budget?

Like you, MnDOT has a budget for its expenses. We all make responsible decisions to spend money on our basic needs—shelter, food, clothing. MnDOT makes responsible decisions to spend money to maintain the state highway system to a basic level of performance. We have to make tough decisions on how to spend resources in the most efficient and effective ways. Planning activities like the [Minnesota State Highway Investment Plan](#) help guide these decisions.



Tell us about yourself!

Our goal is to get input from a wide range of people. We are collecting demographic information to identify who we're hearing from. Providing data is optional, however, by answering you will be helping MnDOT understand the needs and preferences of the diverse communities that MnDOT serves. Your responses will not be associated with you, personally.

Age

Are you of Hispanic descent?

What describes your racial/ethnic background?

What best describes how you think of yourself?

Zip Code

Get started →

Highway Budget Tool – How to start?

[← Back](#)

Choose how you want to start

Select a starter scenario



Take approximately 3 minutes to adjust the allocations for an established scenario



Prioritize Pavement / Current Approach



Prioritize Bridges



Adapt to Changing Technology and Climate



Prioritize Highway Capacity Expansion



Improve Mobility for All Highway Users



Focus on Safe and Equitable Communities

[Start with the minimum investment](#)



Take approximately 10 minutes to create a custom investment scenario from scratch

Add investments to see your baseline budget scenario.



AVAILABLE BUDGET

\$30 - 33B

Available Budget

\$23.5B
MINIMUM
INVESTMENT

\$23.5B

\$0

Start from the minimum levels...

Set your baseline budget

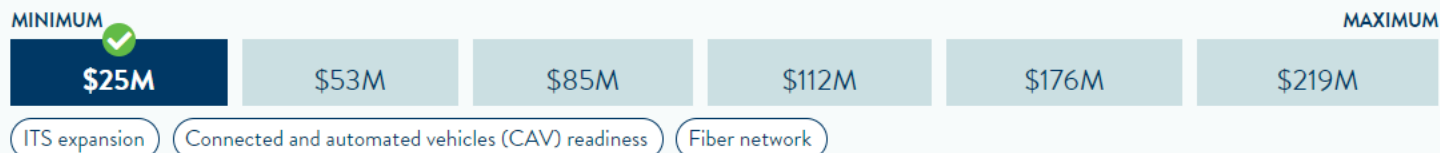
Pick and choose spending levels for different categories below. You can spend up to \$30-33 billion. This total is MnDOT's actual projected funding for the state highway system over the next 20 years.

[Choose another scenario](#) or [Start with the minimum investment](#)

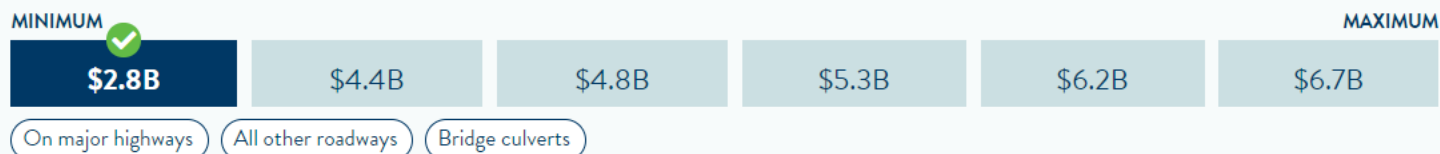
Add investments to see your baseline budget scenario.



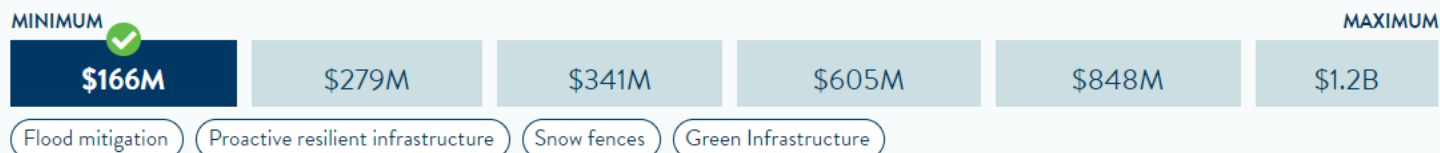
Advancing Technology
[Learn more](#)



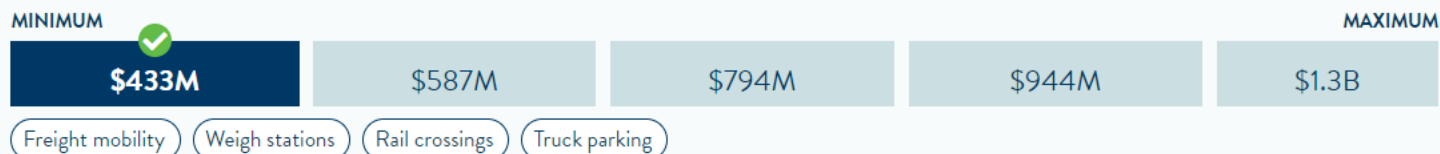
Bridge Condition
[Learn more](#)



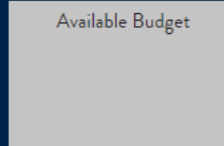
Climate Resilience
[Learn more](#)



Freight
[Learn more](#)



AVAILABLE BUDGET
\$30 - 33B



\$23.5B
MINIMUM INVESTMENT

\$0

\$23.5B

...or start from an approach

Set your baseline budget

Pick and choose spending levels for different categories below. You can spend up to \$30-33 billion. This total is MnDOT's actual projected funding for the state highway system over the next 20 years.

[Choose another scenario](#) or [Start with the minimum investment](#)

Your baseline budget scenario:
Prioritize Pavement / Current Approach



[Learn more](#)

[Continue](#) →

AVAILABLE BUDGET
\$30 - 33B

Available Budget

\$31.2B

\$23.5B
MINIMUM INVESTMENT

\$0

Advancing Technology

[Learn more](#)

MINIMUM

\$25M

\$53M

\$85M

\$112M

\$176M

\$219M

MAXIMUM

ITS expansion

Connected and automated vehicles (CAV) readiness

Fiber network

MINIMUM

\$2.8B

\$4.4B

\$4.8B

\$5.3B

\$6.2B

\$6.7B

MAXIMUM

On major highways **Level 1**

All other roadways **Level 1.5**

Bridge culverts **Level 1**

Bridge Condition

[Learn more](#)

MINIMUM

\$166M

\$279M

\$341M

\$605M

\$848M

\$1.2B

MAXIMUM

Flood mitigation

Proactive resilient infrastructure

Snow fences

Green Infrastructure

Climate Resilience

[Learn more](#)

MINIMUM

\$433M

\$587M

\$794M

\$944M

\$1.3B

MAXIMUM

Freight mobility **Level 1**

Weigh stations **Level 1**

Rail crossings

Truck parking

Freight

[Learn more](#)

MINIMUM

MAXIMUM

Looking more details?

Set your baseline budget

Pick and choose spending levels for different categories below. You can spend up to \$30-33 billion. This total is MnDOT's actual projected funding for the state highway system over the next 20 years.

[Choose another scenario](#) or [Start with the minimum investment](#)

Your baseline budget scenario:

Custom



[Continue](#) →

AVAILABLE BUDGET

\$30 - 33B

Available Budget

\$32.2B

\$23.5B
MINIMUM INVESTMENT

\$0

Advancing Technology

[Learn more](#)

Advancing Technology focuses on implementing new technologies on the state highway system. Investments help prepare for transformative technology advancements such as connected and autonomous vehicles, traffic signal management, or advanced work zone safety. Improvements focus on expanding the MnDOT's fiber network along highways and ensure the state's intelligent transportation system infrastructure is maintained and expanded.

MINIMUM



MAXIMUM

On major highways **Level 1** All other roadways **Level 1.5** Bridge culverts **Level 1**

Bridge Condition

[Learn more](#)

MINIMUM



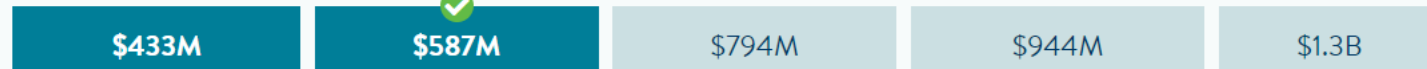
MAXIMUM

Flood mitigation **Level 2** Proactive resilient infrastructure **Level 3** Snow fences **Level 3** Green Infrastructure **Level 3** **Strategy Level 3 - Up to 475 miles of roadways with new/improved green infrastructure**

Climate Resilience

[Learn more](#)

MINIMUM



MAXIMUM

Freight mobility **Level 1** Weigh stations **Level 1** Rail crossings Truck parking

Freight

[Learn more](#)

MINIMUM

MAXIMUM

Uh-oh, you went over!

Set your baseline budget

Pick and choose spending levels for different categories below. You can spend up to \$30-33 billion. This total is MnDOT's actual projected funding for the state highway system over the next 20 years.

Choose another scenario or Start with the

Your baseline budget scenario:

Custom



Advancing Technology
Learn more

MINIMUM

\$251M

ITS expansion

Bridge Condition
Learn more

MINIMUM

\$2.8B

\$4.4B

\$4.8B

\$5.3B

\$6.2B

\$6.7B

On major highways **Level 2**

All other roadways **Level 3**

Bridge culverts **Level 2**

Climate Resilience
Learn more

MINIMUM

\$166M

\$279M

\$341M

\$605M

\$848M

\$1.2B

MAXIMUM

Flood mitigation **Level 2**

Proactive resilient infrastructure **Level 3**

Snow fences **Level 3**

Green Infrastructure **Level 3**

Freight
Learn more

MINIMUM

\$433M

\$587M

\$794M

\$944M

\$1.3B

MAXIMUM

Freight mobility **Level 1**

Weigh stations **Level 1**

Rail crossings

Truck parking

MINIMUM

MAXIMUM

(!)
Budget Exceeded!
You have exceeded your available budget!
Please reduce an investment.
Close

(!) Budget Exceeded
You are \$0.6B over budget

AVAILABLE BUDGET

\$30 - 33B

\$33.6B



\$23.5B
MINIMUM INVESTMENT

\$0

Help us spread the word!

- Share the link to the online investment budgeting tool
- Follow MnDOT on social media and share MnSHIP posts
- Sign up for e-mail updates
- Request a presentation for your organization
- We're also traveling around the state attending community events

A screenshot of the MnDOT Highway Budget Tool website. The page features a header with the MnDOT logo and the title "Highway Budget Tool". Below the header is a decorative graphic with a calculator, a hand cursor, and various icons. The main content area is divided into two sections: "How do we come up with our budget?" and "Tell us about yourself!". The "Tell us about yourself!" section contains a form with several dropdown menus and a text input field for a zip code. A "Get started" button is located at the bottom of the form. The footer of the page includes the "MINNESOTA GO" logo and a "Translate This Site" link.

Timeline

- **Now to end of September** – 1st public engagement period
- **Fall 2022** – Compile a draft investment direction
- **Winter 2023** – 2nd public engagement period
 - Present and gather feedback on draft investment direction
 - Identify priorities for +\$2 B and +\$6 B increasing revenue investment directions
- **Spring/Summer 2023** – Compile draft plan and seek public comment
- **Late Summer 2023** – Adopt final plan

Questions?

Thank you again!

Josh Pearson

MnSHIP Project Manager

Joshua.Pearson@state.mn.us

651-366-3773

MINNESOTA  GO