

539th Transportation Technical Committee
Fargo-Moorhead Metropolitan Council of Governments
THURSDAY, March 9, 2023 – 10:00 a.m.
Metro COG Conference Room
AGENDA

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|---|-------------------------------|
| 1. Call to Order and Introductions | |
| 2. Approve the Agenda | Action Item |
| 3. Consider Minutes of the February 9, 2023 TTC Meeting | Action Item |
| 4. Public Input Opportunity | Public Input |
| 5. 2023-2026 Transportation Improvement Program Amendment #5 | Action Item |
| 6. Red River Greenway Study | Action Item |
| 7. 2050 Metropolitan Transportation Plan Consultant Selection | Action Item |
| 8. Urban Grant Program Solicitation | Action Item |
| 9. Urban Regional Roads Program Solicitation | Action Item |
| 10. Carbon Reduction Program Funding Solicitation | Discussion Item |
| 11. Bicycle and Pedestrian Count Report – 2023 | Information Item |
| 12. Letter of Support – Moorhead Bluestem Bridge Funding App. | Information Item |
| 13. Agency Updates | Discussion Item |
| a. City of Fargo | e. City of Horace |
| b. City of Moorhead | f. Cass County |
| c. City of West Fargo | g. Clay County |
| d. City of Dilworth | h. Other Member Jurisdictions |
| 14. Additional Business | Information Item |
| 15. Adjourn | |

REMINDER: The next TTC meeting will be held **Thursday, April 13, 2023** at 10:00 a.m.

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_R7d0IBkuSqWQ9pMNU6UBIQ

Red Action Items require roll call votes.

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

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**538th Meeting of the
FM Metro COG Transportation Technical Committee
Thursday, February 9, 2023 – 10:00 am
Metro COG Conference Room**

Members Present:

Jonathan	Atkins	City of Moorhead Traffic Engineering
Julie	Bommelman	City of Fargo, MATBUS
James	Dahlman	Horace/Interstate Engineering (alt for Jace Hellman)
Maegin	Elshaug	City of Fargo Planning (alt for Nicole Crutchfield)
Shane	Finck	Clay Counting Engineering (alt for Justin Sorum)
Jeremy	Gorden	City of Fargo Transportation Engineering
Cindy	Gray	Metro COG
Robin	Huston	City of Moorhead Planning
Matthew	Jacobson	Clay County Planning
Kelly	Krapu	Freight Representative - TrueNorth Compliance Service
Don	Lorsung	City of Dilworth Community Development
Aaron	Nelson	West Fargo City Planning
Grace	Puppe	Cass County Planning
Joe	Raso	GFMEDC
Mary	Safgren	MnDOT – District 4
Jordan	Smith	MATBUS (alt for Lori Van Beek)
Tom	Soucy	Cass County Highway Engineering (alt for Jason Benson)
Brit	Stevens	NDSU – Transportation Manager
Andrew	Wrucke	City of West Fargo Engineering
Wayne	Zacher	NDDOT – Local Government Division

Members Absent:

Jason	Benson	Cass County Highway Engineering (alt present)
Nicole	Crutchfield	City of Fargo Planning (alt Present)
Jace	Hellman	City of Horace (alt present)
Justin	Sorum	Clay County Engineering (alt present)
Lori	Van Beek	City of Moorhead, MATBUS (alt present)

Others Present:

Adam	Altenburg	Metro COG
Paul	Bervik	Metro COG
Ethan	Bialik	Moore Engineering
Jaron	Capps	Metro COG
Connor	Cox	WSB Engineering
Ari	Del Rosario	Metro COG
Dylan	Dunn	Moore Engineering
Dan	Farnsworth	Metro COG
Wade	Frank	Stantec
Sharijad	Hasan	NDSU/ATAC/UGPTI
Matthew	Huettl	HDR
Hannah	Johnson	Alliant

Matt	Kinsella	Apex Engineering
Joe	Klein	MnDOT
Michael	Maddox	Metro COG
Maelo	Maldonado	Confluence
Brent	Muscha	Apex Engineering
Anna	Pierce	MnDOT
Kristen	Sperry	FHWA
Kalvin	Strecker	Houston Engineering

1. CALL TO ORDER AND INTRODUCTIONS

The meeting was called to order at 10:00 am, on February 9, 2023 by Chair Gray. A quorum was present.

2. Approve the 538 TTC Meeting Agenda

Chair Gray asked if there were any questions or changes to the 538 TTC Meeting Agenda.

***Motion: Approve the 538 TTC Meeting Agenda.
Mr. Atkins moved, seconded by Ms. Puppe
MOTION, PASSED.
Motion carried unanimously.***

3. APPROVE January 12, 2023 TTC MEETING MINUTES

Chair Gray asked if there were any questions or changes to the January 12, 2023 TTC Meeting Minutes. Mr. Zacher noted that Joe Klein was listed as NDDOT, instead of MnDOT.

***Motion: Approve the January 12, 2023 TTC Minutes as amended
Mr. Lorsung moved, seconded by Mr. Zacher
MOTION, PASSED
Motion carried unanimously.***

4. Public Comment Opportunity

No public comments were made or received.

5. Metropolitan Transportation Plan Amendment #3

Mr. Maddox presented amendment #3 to the Metropolitan Transportation Plan (MetroGrow). Metro COG is processing an amendment to the MTP to address the application for STBG funding for three (3) projects (see below). These projects were not anticipated when the MTP was completed in 2019 and are examples of changing conditions that must be addressed throughout the planning, programming, and project development process.

- 17th Avenue South from University Drive to 25th Street (Fargo) –Reconstruction of a one (1) mile segment of urban roadway. The project will also include construction of a new shared use path. The estimated total project cost is \$17,200,000.

- 9th Street NW from Main Avenue to 8th Avenue NW (West Fargo) – The project will reconstruct the existing rural asphalt section into a commercial/industrial concrete urban section. The estimated total project cost is \$7,600,000.
- Center Street NW from Main Avenue to 12 Avenue NW (West Fargo) – The project will reconstruct the existing rural asphalt section into a commercial/industrial concrete urban section. The estimated total project cost is \$9,500,000.

Motion: Recommend approval of the proposed Amendment #3 to the Metropolitan Transportation Plan (MTP) to the Policy Board.

Mr. Gorden moved, seconded by Mr. Wrucke

MOTION, PASSED

Motion carried unanimously.

6. 2023-2026 Transportation Improvement Program (TIP) Amendment #4

Mr. Bervik presented amendment #4 to the 2023-2026 Transportation Improvement Program (TIP). The proposed amendment to the 2023-2026 TIP reflects modified federally funded projects within the Metropolitan Planning Area (MPA).

The proposed amendment to the 2023-2026 TIP is as follows:

1. Modification of Project 9220009: Mill and overlay of ND 18N from Leonard to Casselton (2023). The project cost decreased by 48.6%. Federal and state funding adjusted accordingly.
2. Modification of Project 9231006: Chip seal coat on US-81 (19th Avenue North) from Dakota Drive to I-29 (2023) in Fargo, ND. The project cost decreased by 28.8%. Federal, state, and local funding adjusted accordingly.
3. Modification of Project 9162668: Reconstruction of Main Avenue in Fargo, ND from University Drive to 25th Street (2026) by NDDOT. The project year shifted from 2024.

Mr. Bervik also informed the TTC about several administrative adjustments that were made to TIP. These adjustments do not require TTC or Policy Board Action.

Motion: Recommend approval of Amendment 4 of the Metro COG 2023-2026 Transportation Improvement Program (TIP) to the Policy Board.

Mr. Gorden moved, seconded by Ms. Bommelman

MOTION, PASSED

Motion carried unanimously.

7. **Surface Transportation Block Grant (SBTG) Solicitation and Prioritization**

Mr. Maddox presented the Surface Transportation Block Grant (SBTG) Solicitation and Prioritization. In November, 2022, Metro COG began a solicitation for future projects to be funded with STBG funding in fiscal year (FY) 2026 and 2027. The application form was presented at the November TTC meeting and distributed to local jurisdictions following that meeting. Metro COG staff followed up by requesting meetings with each jurisdiction to discuss the application form and the process of project solicitation. Metro COG followed up with all local jurisdictions after the initial distribution of the solicitation materials to allow for an extension of the deadline. This was done at the request of the City of Fargo due to the desire to solidify cost estimates and bring the project proposals and applications to various committees, commissions, and the City Commission for review, recommendations, and approval. The deadline was changed from January 12, 2023 to January 24, 2023 to allow for the additional local review. This was communicated to all jurisdictions via email on December 16, 2022.

Mr. Maddox stated that Metro COG received four (4) project applications for ND Surface Transportation Block Grant Program (STBG) funding in FY 2026 following Metro COG's solicitation of projects released in November 2022. Three (3) of the project applications are for additional funding for projects that are currently programmed in the TIP. Mr. Maddox summarized the project applications, which are as follows:

- 32nd Avenue South – City of Fargo request for an additional \$3,118,000 for the reconstruction of the roadway between University Drive and 22nd Street (\$9.88M currently programmed in TIP for 2024).
- Broadway Bridge – City of Fargo request for an additional \$1,200,000 for the replacement bridge (\$4.2M currently programmed in the TIP for 2026). This is for the North Dakota portion of the bridge only.
- 40th Ave Pedestrian Bridge – City of Fargo request for an additional \$2,400,000 for a new bike/ped bridge (\$1.76M currently programmed in the TIP for 2026). This is for the North Dakota portion of the bridge only (no funding identified for the MN portion). The City of Fargo indicated that this request could be for either 2026 or 2027.
- 9th Street NW – City of West Fargo request for \$6,100,000 for the reconstruction of the roadway.

Mr. Maddox also summarized four (4) project applications received for ND STBG funding in FY2027. The projects are as follows:

- 17th Ave South – City of Fargo request for \$8,000,000 for the reconstruction of the roadway between University Drive and 25th Street.
- Center Street – City of West Fargo request for \$7,600,000 for the reconstruction of the roadway between Main Ave and 12th Ave NW.

- Sheyenne Street – City of West Fargo request for \$8,800,000 for the reconstruction to a three-lane urban cross-section between 40th Ave S and 52nd Ave S.
- 52nd Avenue South – City of West Fargo request for \$12,000,000 for the reconstruction to a four-lane divided urban cross-section between Sheyenne St and 9th St W.

Mr. Maddox also summarized one (1) project application received for MN STBG funding in FY2027. The project is as follows:

- 11th Street Grade Separation – City of Moorhead request for the balance of funds available be programmed to this project, which is currently programmed in the TIP.

Chair Gray suggested making the 9th Street NW project a pending project in 2026 in the event the Broadway bridge is unable to move forward. Mr. Gorden said he would like the North Broadway Bridge Reconstruction to be awarded top prioritization. He explained that the City of Fargo intends to hire a consultant to study the feasibility of reconstructing the bridge as a floodable bridge. He realizes there are some unanswered questions, but Fargo Engineering believes they can have answers to the feasibility and permitting issues by the end of 2022. He argued that the next project in line as a pending project, in the event funding becomes available or the Broadway Bridge project doesn't move forward, should be another Fargo project, such as 17th Ave S. He stated that Fargo, being the largest jurisdiction by population, should get preference over a project in another jurisdiction. He stated West Fargo got the 9th Street NE project funded with STBG funds last year. He asked if the decision about funding projects should be based on the population of the metro area.

Chair Gray stated that STBG funding is intended to meet the greatest needs regionally, and Metro COG does not expect to base STBG, TA or CRP funding decisions on population. She stated that different cities in the metro area have been growing at different paces and because of that, the smaller cities have been put in the position of having greater needs at times.

Mr. Smith asked if it was appropriate to place 17th Ave S as a 2026 project when the application was for 2027.

Mr. Raso asked about a rubric for project selection. Ms. Gray stated that a year ago, Metro COG had the TTC rank projects on a technical merit, and in the end, it boiled down to which projects fit best with the funding expected to be available. Mr. Maddox stated that with the MTP coming up for an update in 2023-2024, project prioritization is one of the tasks included in the scope of work.

Mr. Nelson said that West Fargo's 9th Street NW project would be shovel-ready in either 2026 or 2027. Mr. Wrucke said they would be ok with listing the 9th Street project as a pending project, but that it needs to take precedence over other projects. He advocated for including the project as pending in 2026 and if that were the case, West

Fargo would ensure the project is shovel ready to move forward. He added that if West Fargo's projects are not included in the TIP, they would not begin development of the projects.

Mr. Gorden suggested the following project selection for his motion:

FY2026:

- **North Broadway Bridge Reconstruction (Fargo) – Funding this project in full (\$5.4M)**
- **32nd Avenue South from University Drive to 22nd Street – Remainder of available funding (~\$4.8M)**
- **17th Avenue South from University Drive to 25th Street (Fargo) – pending project if another project is unable to be obligated on time, this project would take its place**

FY2027:

- **17th Avenue South from University Drive to 25th Street (Fargo) – Remainder of available funding (~6.3M)**
- **Bicycle and Pedestrian bridge over the Red River at 40th Avenue S River (Fargo) – (\$4.16M)**
- **9th Street NW from Main Avenue to 8th Avenue NW (West Fargo) – pending project if a project is unable to be obligated on time, this project would take its place**

Mr. Lorsung added that if things change in the future once the City of Fargo has answered the pertinent questions about the feasibility of various bridge options, that this be brought back to the TTC for alternation. Ms. Gray and Mr. Maddox explained the TIP cycle and the process by which projects are developed, evaluated, programmed, and amended. Chair Gray stated that it would already be required that if the situation changes, that it would be brought back to the TTC for resolution.

Mr. Maddox explained the Minnesota STBG programming and the application received by the City of Moorhead. He stated that Moorhead applied for all of the anticipated STBG funding in 2027 to go toward funding the 11th Street Railroad Grade Separation.

Motion: For North Dakota FY2026, \$4.8M award additional funding for 32nd Avenue and \$5.4M Broadway Bridge Projects, with 17th Avenue South pending.

FY2027 awarding \$4.16M to 40th Avenue Bridge, and \$6.3M to 17th Avenue South project, with 9th Street NW pending.

Mr. Gorden moved, seconded by Ms. Elshaug

MOTION, PASSED (15 – 2 – 1)

(The majority voting aye, Mr. Atkins and Mr. Smith voted nay, and Mr. Finck abstained)

Motion: Minnesota FY2027, \$1.07M awarded to 11th Street Grade Separation

Mr. Lorsung moved, seconded by Ms. Safgren

MOTION, PASSED

Motion carried unanimously.

Ms. Gray suggested that, in the interest of time and maintaining a quorum, to amend the agenda to continue the Red River Greenway Study to a future TTC meeting agenda, and moving the Electric Readiness Study RFP, Moorhead I-94 & 20th Street Interchange Analysis RFP, Performance Measures and SS4A agenda items up.

Motion: Continue the Red River Greenway Study to a future TTC meeting agenda, and moving the Electric Readiness Study RFP, Moorhead I-94 & 20th Street Interchange Analysis RFP, Performance Measures and SS4A agenda items

Mr. Atkins moved, seconded by Mr. Nelson

MOTION, PASSED

Motion carried unanimously.

8. Performance Measures

Mr. Del Rosario presented the 2023 Performance Measures (PM 1, 2, & 3) pertaining to Safety, Bridge & Pavement Conditions, and Interstate Freight Movement Targets.

PM1

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

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

1. Number of Fatalities
2. Rate of Fatalities
3. Number of Serious Injuries
4. Rate of Serious Injuries
5. Number of Non-motorized Fatalities and Non-motorized Serious Injuries

As an MPO, Metro COG is required by FHWA to either

1. Agree to program projects in each state's portion of the Metropolitan Planning Area (MPA) to support the performance targets established by the respective state and/or
2. Establish MPO specific safety performance targets for all or some of the above five measures.

These are reviewed and revised annually. 2023 is the fifth year we are reviewing and adopting PM1 targets for the MPA.

PM2

This law continues the performance measure methodology established in MAP-21 with further clarification and the establishment of performance measure targets. These revisions include the establishment of quantifiable targets for each performance measure identified in §490 Subpart C to assess NHS pavement condition and §490 Subpart C to assess NHS bridge condition.

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

PM3

This law continues the performance measure methodology established in MAP-21 with further clarification and the establishment of performance measure targets. These revisions include the establishment of quantifiable targets for each performance measure identified in §490 Subpart E to assess performance on the NHS and §490 Subpart F to assess freight movement on the Interstate.

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

Motion: Recommend Policy Board approval of the NDDOT and MnDOT Targets Performance Measures 1, 2, and 3.
Mr. Atkins moved, seconded by Ms. Safgren
MOTION, PASSED
Motion carried unanimously.

9. Electric Vehicle Readiness Study Request for Proposals (RFP)

Mr. Altenburg presented the Electric Vehicle Readiness Study Request for Proposals (RFP) as continued from the January 12, 2023 TTC meeting. Immediately after the TTC meeting in January, Metro COG reached out to Moorhead Public Service to inform them about the EV Readiness Study including purpose, scope, and other study specifics. Metro COG stressed that they would be a valuable stakeholder alongside other regional utility providers during the planning process.

Moorhead Public Service provided no additional comments or concerns.

Mr. Altenburg explained that the EV Readiness Study will provide local jurisdictions with public understanding of EV feasibility and benefits, assist in identifying current and potential barriers to EV adoption, and inform cities, counties, and other planning partners on infrastructure-related best practices to meet current and future EV needs of the metropolitan area. This is similar in scope to plans developed by cities and regional areas throughout the United States in recent years, which take an impartial look at EV trends and how best communities should lay the groundwork to become EV-ready. This study will also tie into recent

National Electric Vehicle Infrastructure (NEVI) plans developed and completed by NDDOT and MnDOT, including goals, strategies, and key takeaways identified in each plan.

This project was included in Metro COG's approved UPWP for 2023, with the funding source shown as Carbon Reduction Program funds. If necessary, Metro COG will add the project to the TIP once the RFP has been approved and before entering into contract with a consultant.

Motion: Recommend Policy Board approval the Electric Vehicle Readiness Study RFP.

Mr. Wrucke moved, seconded by Mr. Lorsung

MOTION, PASSED

Motion carried unanimously.

10. Moorhead I-94 & 20th Street Interchange Analysis Request for Proposals (RFP)

Mr. Farnsworth presented the Moorhead I-94 & 20th Street Interchange Analysis Request for Proposals (RFP). With the interchange of I-94 and 20th Street in Moorhead only being a partial interchange (ramps to and from the west only), further analysis of the feasibility of a full interchange and other improvements at this location has been a priority for the City of Moorhead for years.

The Moorhead I-94 & 20th Street Interchange Analysis will be a consultant led study and is in Metro COG's Unified Planning Work Program (UPWP) for the year 2023. The budget for this study is \$150,000 with 80% (\$120,000) coming from Metro COG's CPG funds, 10% (\$15,000) from the City of Moorhead, and 10% (\$15,000) from MnDOT.

Motion: Recommend Policy Board approval of the Moorhead I-94 & 20th Street Interchange Analysis RFP

Mr. Atkins moved, seconded by Mr. Lorsung

MOTION, PASSED

Motion carried unanimously.

11. Safe Streets and Roads for All (SS4A) Action Plan Grant Update

Chair Gray presented an update to the Safe Streets and Roads for All (SS4A) Action Plan Grant. On January 31, Metro COG was notified that it had been selected to receive a Safe Streets and Roads for All (SS4A) grant award to develop a regional comprehensive safety action plan. This grant application was submitted in September 2022 as a joint application between Metro COG and each of the seven major jurisdictions (Fargo, Moorhead, West Fargo, Dilworth, Horace, Cass County, and Clay County). The selection award is for \$200,000 in federal funding, which requires a 20 percent (\$50,000) local match for a total project budget of \$250,000.

In the next few weeks, the Federal Highway Administration (FHWA) will establish and execute an SS4A grant agreement with Metro COG. This agreement is required prior to the disbursement of award funds. Metro COG will also receive

additional information about next steps, including an invitation to an upcoming FHWA-sponsored webinar for grant recipients regarding the process leading to an executed grant agreement.

At the same time, Metro COG will work to refine an RFP and scope of work for the comprehensive safety action plan that will expand upon the project narrative tasks submitted with the grant application. Metro COG will also work to develop a UPWP amendment to add the comprehensive safety action plan to its 2023-2024 UPWP.

12. Agency Updates

No agency updates.

13. Additional Business

No additional business.

14. Adjourn

The 538 Regular Meeting of the TTC was adjourned on February 9, 2023 at 12:24 p.m.

THE NEXT FM METRO COG TRANSPORTATION TECHNICAL COMMITTEE MEETING WILL BE HELD March 9, 2023, 10:00 A.M.

Respectfully Submitted,

Savanna Leach
Executive Assistant

To: Transportation Technical Committee
From: Paul Bervik, Assistant Transportation Planner
Date: March 3, 2023
Re: **2023-2026 Transportation Improvement Program (TIP) Amendment 5**

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) will hold a virtual public meeting via Zoom Video Communications on Thursday, March 16, 2023 at 4:00 p.m. to consider public comments regarding a proposed amendment to the 2023-2026 Transportation Improvement Program (TIP) for the FM Metropolitan Area. The proposed amendment to the 2023-2026 TIP reflects modified federally funded projects within the Metropolitan Planning Area (MPA).

A public notice was published in The Forum of Fargo-Moorhead on Wednesday, March 1, 2023, which advertised the public meeting, 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, March 16, 2023. As of the writing of this memo, no written comments have been received.

The proposed amendment to the 2023-2026 TIP is as follows:

1. **Modification of Project 9200031:** NDDOT is rehabilitating the 25th Street I-94 interchange (2023). The project cost increased by 37.8%.
2. **Modification of Project 9231006:** Chip seal coat on US-81 (19th Avenue North) from Dakota Drive to I-29 (2023) in Fargo, ND. The project cost increased by 44.5%. Federal, state, and local funding adjusted accordingly.
3. **Modification of Project 9231005:** NDDOT will be reconstructing the I-94 interchange at Lynchburg. (2023) The project year shifted from 2024.
4. **New Project 4235031:** Purchase of a new paratransit bus and related equipment for Fargo Transit (2024).
5. **New Project 4235032:** Electric Vehicle Readiness Study across all Metro COG jurisdictions (2023).

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

Requested Action: Recommend approval of Amendment 5 of the Metro COG 2023-2026 Transportation Improvement Program (TIP) to the Policy Board.

Comment	Lead Agency	Metro COG ID State Number	Project Year	Project Location	Length	Project Limits From	To	Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Other Revenue Source	Revenue	
Amendment 5 - 2023-2026 Metro COG TIP														
Existing projects with a change in cost														
Change is Cost (Updated Engineer's Estimate) Rounded to the nearest \$100	NDDOT	9200031 22631	2023	I-94E	1.0	I-29	25th St Interchange	Portland Concrete Cement Pave, Ramp Connection, Ramp Revisions, Widening	Rehabilitation	\$4,526,800	IM	State	\$4,074,120	
										\$3,283,500			\$2,955,150	\$452,680
Change is Cost (Updated Engineer's Estimate) Rounded to the nearest \$100	NDDOT	9231006 23844	2023	US-81 (19th Avenue N)	0.7581	Dakota Drive	I-29	Chip Seal Coat	Rehabilitation	\$102,900	NHU	State	\$83,276.97	
										\$71,200			\$57,622.16	\$9,333.03
														\$10,290.00
											Local	\$7,120.00		
Amendment 5 - 2023-2026 Metro COG TIP														
Existing projects with a non-cost change														
Change in Year	NDDOT	9231005 23808	2023 2024	I-94 bidge repair at Lynchburg Interchange				3 WEST OF ND 18; STRUC REPLACE,APPR SLAB REP, GUARDRAIL	Reconstruction	\$5,200,000	IM	State Local	\$4,680,000 \$520,000 \$0	
Amendment 5 - 2023-2026 Metro COG TIP														
The following are new projects														
New Project	Fargo Transit	4235031	2024	Transit				Purchase Paratransit Bus & Related Equipment	Transit Capital	\$150,000	FTA 5339	State Local	\$120,000 \$0 \$30,000	
New Project	Metro COG	0235032 23948	2023	Metropolitain Wide				2023 Electric Vehicle Readiness Study across all Metro COG jurisdictions.	Planning	\$150,000	CRP	State Local	\$120,000 \$0 \$30,000	

4526800 \$1.37865
3283500

To: Transportation Technical Committee
From: Dan Farnsworth, Ari Del Rosario
Date: March 3, 2023
Re: **Red River Greenway Study Final Report**

Metro COG has been working with consulting firm Confluence on an update to the Red River Greenway Study. The study, which began in the fall of 2021, is now in final draft form and has been presented to the Fargo Park District and Fargo Planning Commission.

The Red River Greenway Study focuses on enhancing and expanding the existing greenway on the Fargo side of the Red River. The study looks at filling existing greenway gaps, extending the greenway to the north and the south along the Red River, and connecting to and incorporating Drains 27 and 53 and their associated amenities.

In 2008 a Red River Greenway Study was completed and looked at both North Dakota and Minnesota sides of the Red River. The City of Moorhead completed a Red River Greenway study in 2014. The intent of this study was to update the Fargo side of the river, examine potential for future enhancements and opportunities for expansion and improved connectivity from the river into the community as the metro area grows.

The final draft report as well as an overview video can be found at the project webpage: <https://confluence.mysocialpinpoint.com/red-river-greenway>

Requested Action: Recommend Policy Board approval of the Red River Greenway Study Final Report

To: Transportation Technical Committee
From: Michael Maddox, AICP
Date: March 3, 2023
Re: 2050 MTP Update – Consultant Selection

Every five years Metro COG is required to update its Metropolitan Transportation Plan (MTP), which sets forth transportation goals as well as multi-modal and network needs for a 25-year planning horizon. The MTP serves as the foundational document for transportation decision-making, including funding priorities, in the Fargo Moorhead region.

In January 2023, Metro COG's Policy Board approved the Request for Proposal (RFP) to secure a consultant to complete the tasks outlined in the scope of work under an approved project budget of \$400,000 (\$320,000 from federal CPG funds and \$80,000 from local funds provided by Metro COG's member jurisdictions). Metro COG received two proposals prior to the proposal deadline on Tuesday, February 21, 2023.

Proposals were received from the following consultant teams:

- SRF Consulting Group with HDR
- KLJ with Bolton & Menk and Alliant

The consultant selection panel met with and interviewed the consultant teams on March 3, 2023 to further understand each team's technical qualifications, project approach, task deliverables, and past project experiences. The selection was based upon scoring criteria, written technical proposals, and the in-person interviews.

The Selection Committee interviewed the consultant teams, scored, and ranked each team. After rankings were tallied, SRF Consulting group with subconsultant HDR was the team chosen by the Selection Committee to complete the 2050 MTP Update. Metro COG is scheduling a meeting with SRF to develop the final project scope of work.

Upon coming to agreement on the top ranked team, SRF's sealed cost proposal was opened. The proposed project budget is within the \$400,000 programmed in the UPWP. Typically, Metro COG works with the consultant to finalize the scope of work and the project budget sometimes varies based on these negotiations. As of the writing of this memo, Metro COG has not had the opportunity to work with the team on a refined scope and fee. Staff is confident that the final scope of work and fee will not exceed the amount budgeted for this study.

Requested Action: Recommend Policy Board approval of SRF Consulting Group with subconsultant HDR as the selected team recommended by the study's consultant selection panel to complete the study; and recommend Policy Board approval for the Executive Director to enter into a contract with said consultant team for the 2050 Metropolitan Transportation Plan Update.

To: Transportation Technical Committee
From: Cindy Gray, Executive Director
Date: March 3, 2023
Re: **ND Urban Grant Program Solicitation, FY 2025-2026**

In mid-January, NDDOT distributed a notification and materials to local jurisdictions and MPOs regarding the solicitation period for the Urban Grant Program, FY 2025-2026. North Dakota's Urban Grant Program is aimed at infrastructure improvements in core city areas.

The City of Fargo is submitting an application for Broadway between Main Ave and 6th Ave N in the heart of downtown Fargo. The proposed project would replace the existing brick pavers in the intersections and crosswalks at 2nd Ave N, 3rd Ave N, 4th Ave N, and 6th Ave N. The project would also replace or relocate the existing ADA ramps on Broadway between Main Avenue and 6th Avenue N.

Attachment 1 consists of Metro COG's letter of support for the City of Fargo's Urban Grant Application.

Attachment 2 consists of the City's draft application. Maps are provided to show the locations of crosswalks that will be reconstructed and locations of brick pavers that need to be replaced. The City of Fargo is working on a more detailed cost estimate and other enhancements to the application.

Requested Action: Recommend the letter of Metro COG support to the Policy Board for the City of Fargo's Urban Grant Application.



Fargo-Moorhead Metropolitan
Council of Governments

Case Plaza Suite 232 | 1 - 2nd Street North
Fargo, North Dakota 58102-4807
p: 701.532.5100 | f: 701.232.5043
e: metrocog@fmmetrocog.org
www.fmmetrocog.org

March 16, 2023

Ms. Stacey Hanson, P.E.
Assistant Local Government Engineer
608 E Boulevard Ave
Bismarck, ND 5805-0700

Subject: City of Fargo Urban Grant Program Application FY 2025-2026

Dear Stacey and Urban Grant Program Selection Committee:

The Fargo-Moorhead Metropolitan Council of Governments wishes to extend our support for the funding of the City of Fargo's Urban Grant Program Application. The City's proposed project would address badly needed maintenance on what is probably the most well-known downtown street in North Dakota. Broadway is a much-loved destination for both residents and visitors, and is extremely multi-modal in nature, with high volumes of pedestrian activity. The City's investment in Broadway approximately 20 years ago spurred tremendous revitalization of downtown Fargo, demonstrating how improvements to the public realm serve as inspiration and incentive for private investment.

The pavers on Broadway are a visual enhancement that are appreciated by downtown businesses and metro area residents. Place-making is key to a successful downtown, and the pavers help establish the identity of downtown as a special place. However, the challenges of maintaining these pavers over the past 20 years have been considerable, and the City has learned that there are better products and better approaches to achieving the similar results.

In addition, as our population has grown, so has the need for our downtown to be accessible. Replacement, and possible relocation, of the ADA ramps is extremely important to maintain and improve accessibility for all within our downtown. Thank you for consideration of the City's application.

Cindy Gray, AICP
Executive Director

Charles Hendrickson
Policy Board Chair

FARGO-MOORHEAD METROPOLITAN COUNCIL OF GOVERNMENTS

Urban Grant Program Application FY 2025-2026

Coversheet

LPA

City of Fargo

Contact Person (Name and Title)

Jeremy Gorden

DRAFT

Address

225 4th Street N, Fargo, ND 58102

Telephone

701-241-1529

Email

JGorden@fargond.gov

Project Name

Broadway ADA Curb Ramp & Brick Paver Replacement Project

LPA Applicant Signature (Highest Elected Official)

NDDOT District Engineer Signature if project is located on/impacts a State Highway

Date Submitted

3/3/2023

Required Attachments:

Relevant excerpts from adopted plans Project location map Cross Section of Roadway/facility

Map of underground utilities (water, sanitary sewer)

Optional Attachments:

Other Attachments (describe) Relevant supporting data, pictures, graphics, and/or visual aids

[Click here to enter text.](#)

For NDDOT use only:

Date Received _____

Is this Project Title 23 Code of Federal Regulation Eligible including location on a federal aid route?

Yes No

General Project Information

Project Description (include location and scope of work)

This project would replace the existing bricks located with the intersections at 2nd Avenue N, 3rd Avenue N, 4th Avenue N, and at 6th Avenue N with Broadway, and replacing/relocating the existing ADA ramps on Broadway between Main Avenue and 6th Avenue N.

Total Project Cost

\$4,000,000

Amount of Grant Funds Requested (cannot exceed 80% of total project cost)

\$3.2M UGP, \$0.8M Local

Competitive Criteria

1. **Community Need for Project:** Explain why the project is needed including appropriate detail. Include any 100% locally funded components of the project. Documentation of information to support the need such as relevant data, existing and projected conditions, and any related analysis through studies or reports would be appropriate to identify in this section. Attachments such as but not limited to: maps, pictures, other graphics; and supporting data demonstrating the need for the project is encouraged.

Broadway is the heart of downtown Fargo. The street was reconstructed in the early 2000's and the brick pavers that are located in the roadway have outlived their useful life and are in need of replacement. The ADA curb ramps that were constructed with the project are also outdated and need to be upgraded. As part of that work, we need to correctly design ADA ramps that lead disabled motorists from the handicap parking spots on the street to the sidewalk, and vice versa.

2. **Community Impact of Project:** Describe how the project will offer significant long term value to the community specifically in addressing the following program objectives (a-f):
 - a) **Preserve existing transportation assets**
People love the brick pavers that are part of the Broadway design, and this project will improve the

structure and aesthetics associated with them.

b) Ensure safety of all users of the transportation system

Some of the brick pavers have deteriorated to the point where our Street Department has added hot mix asphalt so they are not a trip hazard for pedestrians.

c) Improve multi-modal transportation options such as walking, bicycling, and public transportation

As stated in bullet point b, this project will replace brick pavers that have been filled in with hot mix asphalt, as they have become trip hazards.

d) Enhance the economic vitality of the area by providing transportation assets that support: revitalization efforts; development of vacant or underutilized parcels within existing urban areas; and/or redevelopment of established portions of communities

N/A

e) Support economically sustainable growth, lessening the need for outward expansion of community transportation infrastructure and associated services

N/A

3. **Consistency with an LPA Associated Plan:** Document linkage between the proposed project and a publicly accepted/adopted plan(s) and/or public involvement process. Clear linkage should be demonstrated between the proposed project and the associated public acceptance/support which would include documenting the reference(s) in the plan and/or public involvement process and attach relevant excerpts. Examples of publicly accepted/adopted plans include but are not limited to: Community Comprehensive Plan; Downtown Master Plan; Neighborhood/Subarea/Corridor Plan; Bicycle/Pedestrian Plan; Housing Plan; Long Range Transportation Plan; Transit Development Plan; and/or Renaissance Zone Plan. A stand-alone public involvement process which demonstrates community support for the specific project is also acceptable and should be documented in the application.

This project is consistent with our Long Range Transportation Plan in meeting two of the eight goals in that plan; Maintaining Transportation Infrastructure (keeping our infrastructure in state of good repair) and Walking & Biking (Implementing a project that enhances a walking environment).

4. **Project Support of Urban Core/Central Business District:** Projects which directly support the urban core/central business district (CBD) will be given preferential consideration. Identify the project location and how it will support the urban core/CBD. (Attach 8.5" x 11" or 11" x 17" color map depicting project location in relation to

urban core/CBD)

This project has been identified for a number of years and is supported by the Fargo City Commission and the Downtown Community Partnership.

5. **Projects that Maximize the Return on Investment from Public Funds:** Projects which can demonstrate a positive private return on investment of public funds will be given preferential consideration. Examples of this may include but not be limited to increased retail sales, new jobs, and/or new dwelling units anticipated as a direct result of the proposed project.

This project seeks to maintain a street infrastructure that is in good working order and is aesthetically appealing. The existing brick pavers are becoming an eyesore in certain locations and that may have a negative effect to some locals and visitors as they visit downtown Fargo.

Existing Conditions

(information requested in this section may not be appropriate for all project types)

Functional Classification of Roadway

Broadway is classified as a minor arterial roadway.

Cross Section of Roadway (attach graphics depicting current dimensions and key roadway elements)

No cross section available but Project Location Map is attached to this application.

Pavement rating or condition

The concrete portion of the roadway is in good condition, but it's the brick pavers that are in disrepair.

Year of Last Federal Investment at this Location

Unknown at this time, maybe none.

When was the current section built?

2003 & 2004.

Year last surfaced or received maintenance?

The roadway is concrete pavement, so the only maintenance would be the filling of some of the potholes associated with the brick pavers falling apart.

Lighting

Decorative street lighting is present, but will not be associated with the project.

Signals

Traffic signals are present at NP Ave, 1st Ave N, 2nd Ave N, 4th Ave N and 6th Avenue N, but no work is planned for the traffic signals.

Crash Rate or Number of Crashes?

Vehicle or pedestrian crashes are not a concern at this location, as Broadway is a low speed corridor.

Other Known Safety Concerns?

N/A

Is parking allowed and what type?

On-street parking is allowed on both sides of the street and it is primarily diagonal parking.

Are there any bridges, box culverts, etc. within the project corridor?

N/A

What is the condition of the existing sanitary sewer, storm sewer, and water lines?

Good condition.

Are there any Access points to adjoining property that present a special concern?

No.

Bicycle/Pedestrian Facilities (Sidewalk, shared use paths, bicycle lanes)?

Sidewalks are present on both sides of Broadway, and the street is an on-street bikeway marked with sharrows.

Is there an existing transit or other public transportation facility or route located within the project limits?

The transit hub is location 1 block east of Broadway on NP Avenue. There is a transit route that runs on Broadway from 4th Ave N to 32nd Ave N.

Does a RR crossing or RR facility exist within the project limits?

Yes it does, at two separate locations. One near Main Ave, the other between 4th Ave N and 6th Ave N.

Proposed Improvements

(information requested in this section may not be appropriate for all project types)

What are the proposed Improvements (specific scope of work)?

The proposed project would consist of replacing the brick pavers within the intersections at 2nd Ave N, 3rd Ave N, 4th Ave N and at 6th Ave N, as well as replacing the ADA curb ramps along Broadway from Main Avenue to 6th Avenue N.

Proposed Length

The distance from Main Avenue to 6th Ave N is nearly a ½ mile, but the project work itself would be like dots on a map in that ½ mile.

Proposed Cross Section (attach graphics depicting current dimensions and key roadway elements)

Please see Project Location Map for details of project. The existing street cross section will not be modified.

Proposed Surfacing Type

The brick pavers will remain brick pavers, and the ADA curb ramps would get new steel truncated comes and new concrete pavement.

Proposed Lighting, if applicable

N/A

Proposed Traffic Signals or Pedestrian Beacons

N/A

Proposed Safety Improvements

New brick pavers would remove potential trip hazards, and updated ADA curb ramps should improve safety as well.

Proposed Intersection Improvements

No operational improvements, just the replacement of the pavement within the intersections.

Proposed Traffic Calming Measures

N/S

Will parking be allowed and type?

Yes, and primarily diagonal.

Will any bridges, box culverts, etc. be built/replaced within the project corridor and how will they be modified?

N/A

Will any private or public utilities, water lines, sanitary sewer, and/or storm sewer lines need to be replaced or worked on with this project? Have private utilities been coordinated with?

No, and they shouldn't be impacted, but they most definitely will be coordinated with.

Are there any access points along the project corridor that need to be addressed for mobility or safety concerns?

No.

Will a Sidewalk, shared use path, or biker lane be installed or replaced?

ADA curb ramps will be replaced.

Proposed ADA improvements

The ADA curb ramps will be replaced to current ADA standards.

Proposed transit improvements

None anticipated.

Proposed Railroad Crossing Work

We will replace the ADA detectable warning panels before and after crossing the actual rails.

Proposed Aesthetic Improvements

Replacement of the existing brick pavers would qualify as an aesthetic improvement.

Environmental/Cultural Issues on the proposed Projects

Identify *Yes*, *No*, or *Unknown* for each environmental/cultural issue. If *Yes*, provide a brief description of the issue in the *Comments* box.

Agricultural, Archeological sites, and/or Historical sites

No.

Lakes, waterways, floodplains, wetlands

No.

Stormwater management

No.

Hazardous materials

No.

Endangered/threatened/migratory species

No.

Section 4(f) (Refers to the use of publicly owned park and recreational lands, wildlife and waterfowl refuges, and significant historical or archeological sites in transportation project development.)

No.

Section 6(f) (Refers to Land and Water Conservation Fund (LWCF) Act - the conversion to other use of lands or facilities acquired with LWCF Act funds and requires replacement of used land with lands of equal value and use.)

No.

Through/adjacent to tribal land

No.

Additional comments on Environmental/Cultural Issues section

[Click here to enter text.](#)

Miscellaneous Issues of Proposed Improvements

Construction Restrictions (*migratory bird, local events, etc.*)

Broadway has a number of parades that use it throughout the year as well as the Downtown Fargo Street Fair. We will definitely need to schedule this work around these events.

Right-of-Way Required (parcels, owners, relocations, etc.) (NOTE: It is recommended that local funds be used to acquire right-of-way on the LPA system.)

None anticipated.

Proposed Traffic Control during Construction

The intersections will need to be closed and detoured during the brick paver replacement work. The sidewalks will be closed at times as well when the ADA curb ramps are being replaced. We will work hand in hand with the Downtown Community Partnership so businesses are affected as little as possible with the work getting completed.

Ineligible Project Items

None.

Additional comments on Miscellaneous Issues section

N/A/

Cost Estimate

Itemized Project Cost Estimate (For roadway projects this might include things like preliminary engineering, right-of-way, utilities, construction, construction engineering, bridges, and miscellaneous. For other types of projects include relevant items. Rows can be added as to the following table as necessary).

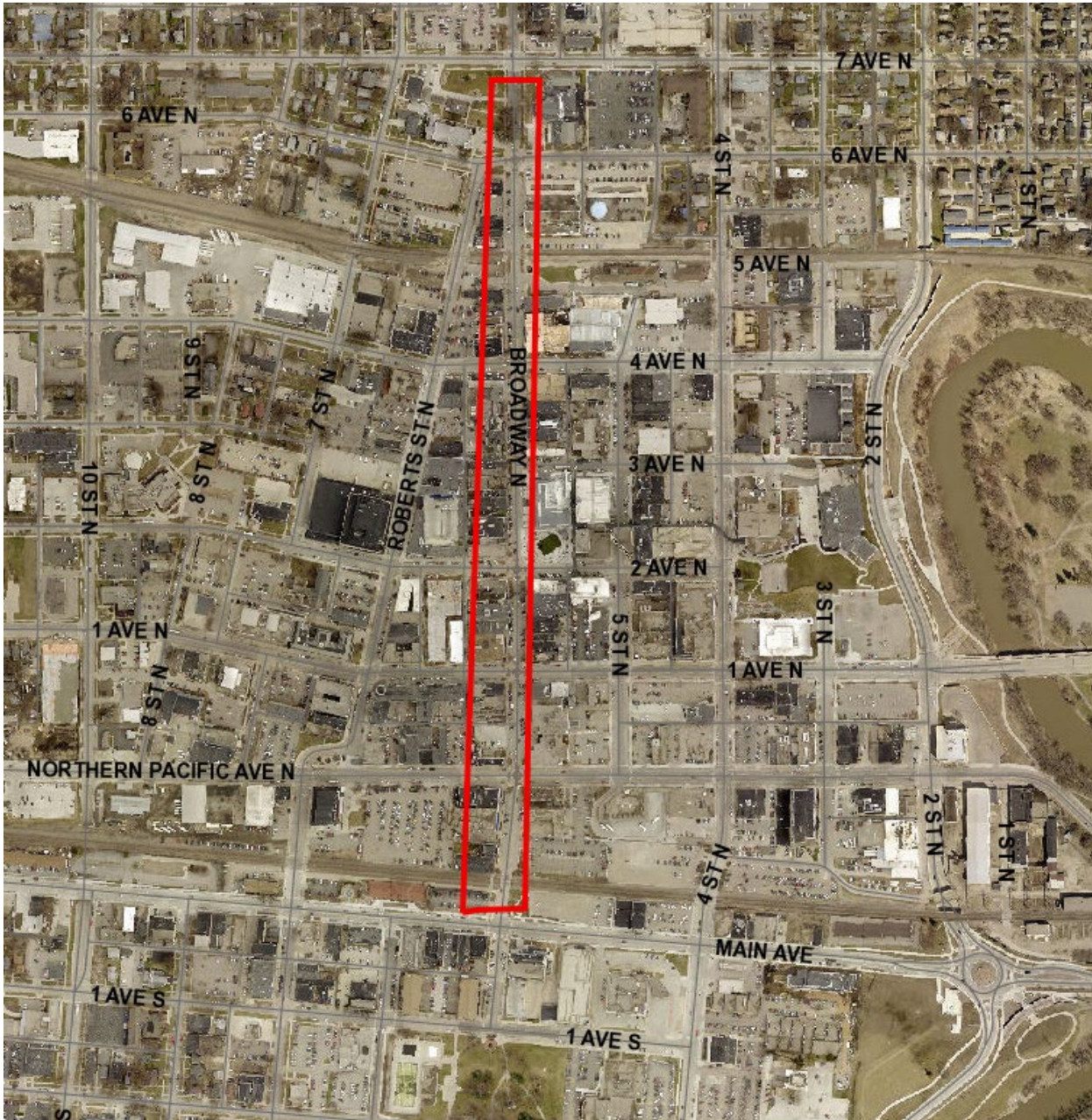
Item	Total	Federal	State	Local
ADA Curb Ramp Replacements	750,000	600,000	0	150,000
Brick Paver Replacements	3,250,000	2,600,000	0	650,000
Totals	4,000,000	3,200,000	0	800,000

What is the source of the local funds?

Infrastructure Sales Tax, possibly Prairiedog Funds and Special Assessments.

Overall Project Location Map

Broadway – Main Avenue to 7th Avenue N



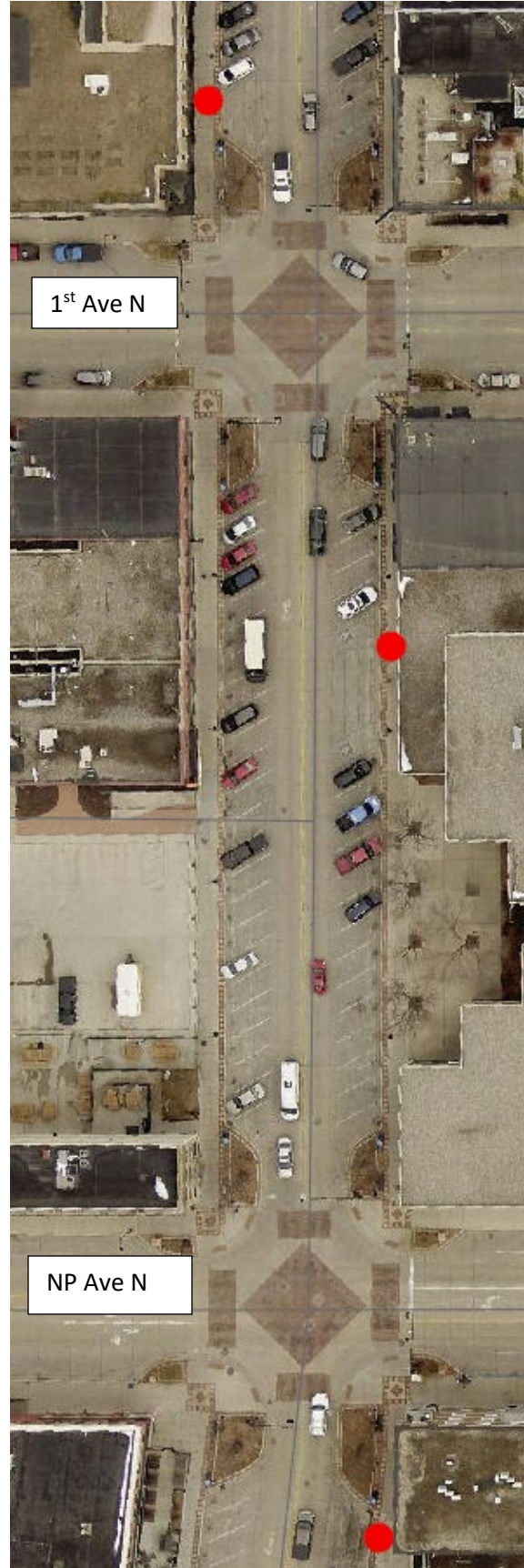
Block by Block Project Map

Main Avenue to NP Avenue

Red dots indicate ADA curb ramp locations

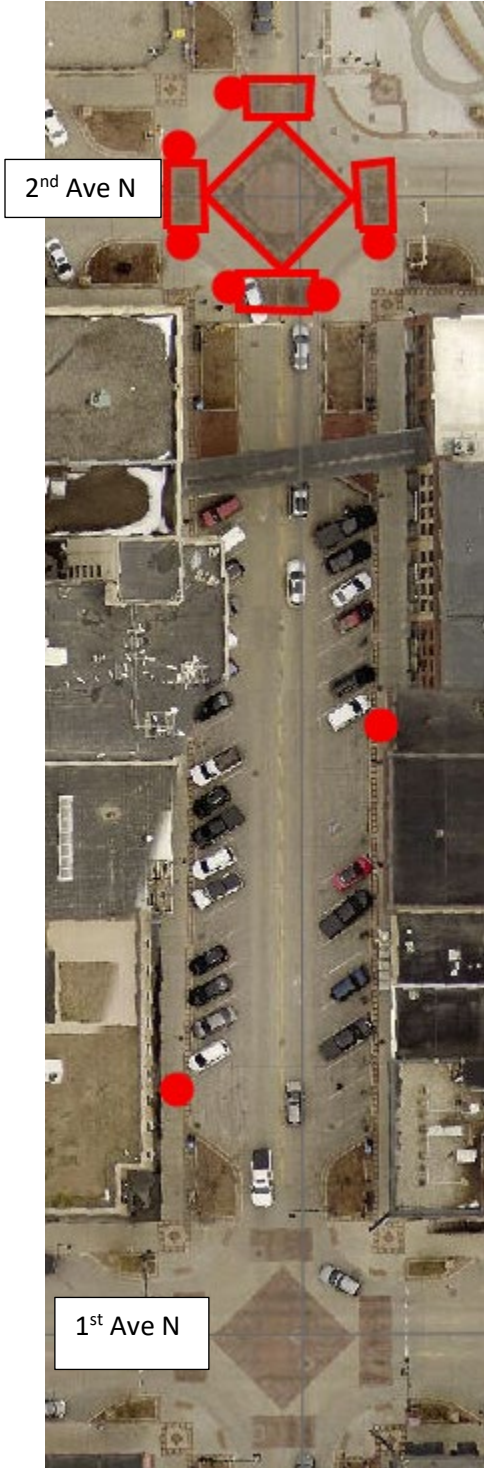


NP Avenue to 1st Avenue N

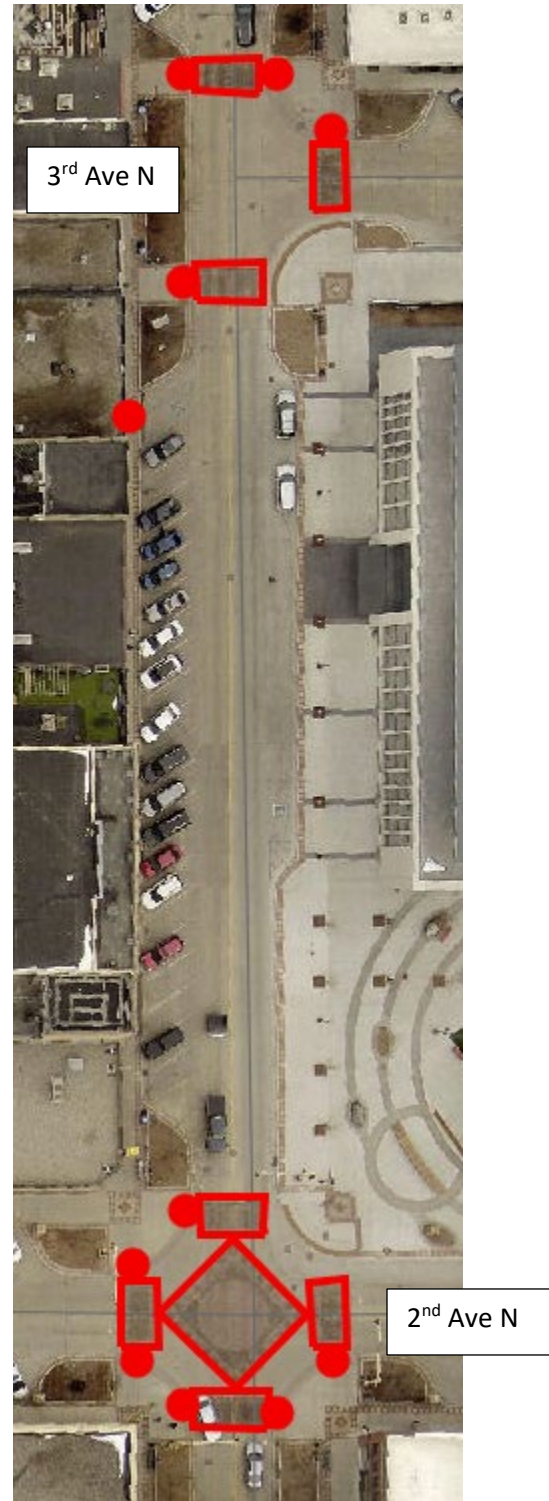


1st Avenue N to 2nd Avenue N

Red boxes indicate the brick paver areas



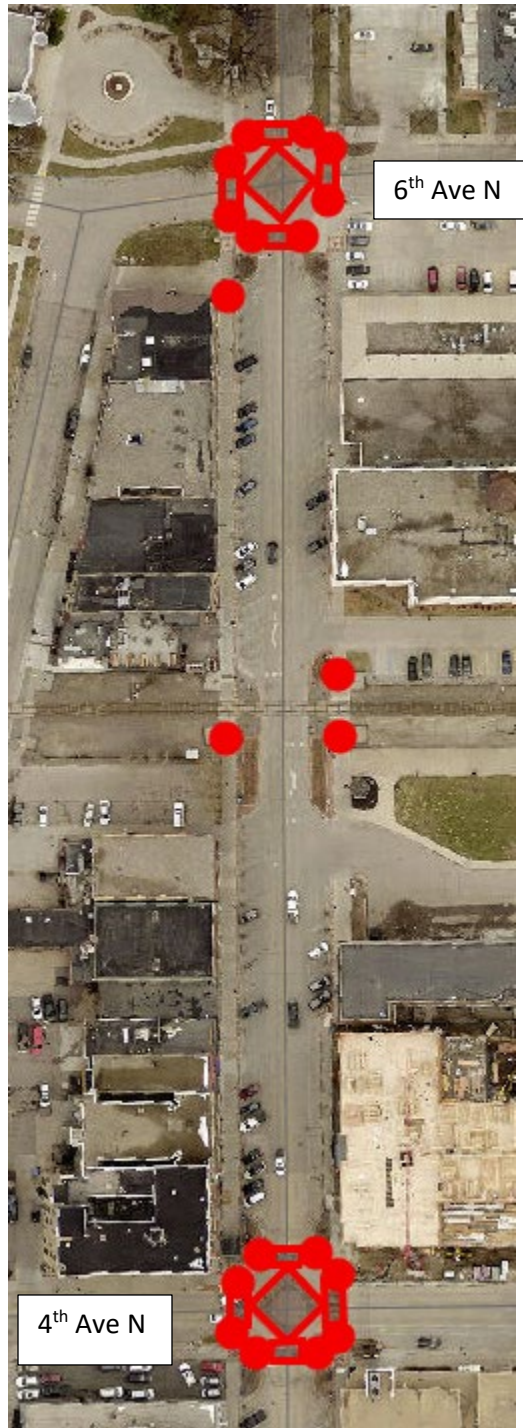
2nd Avenue N to 3rd Avenue N



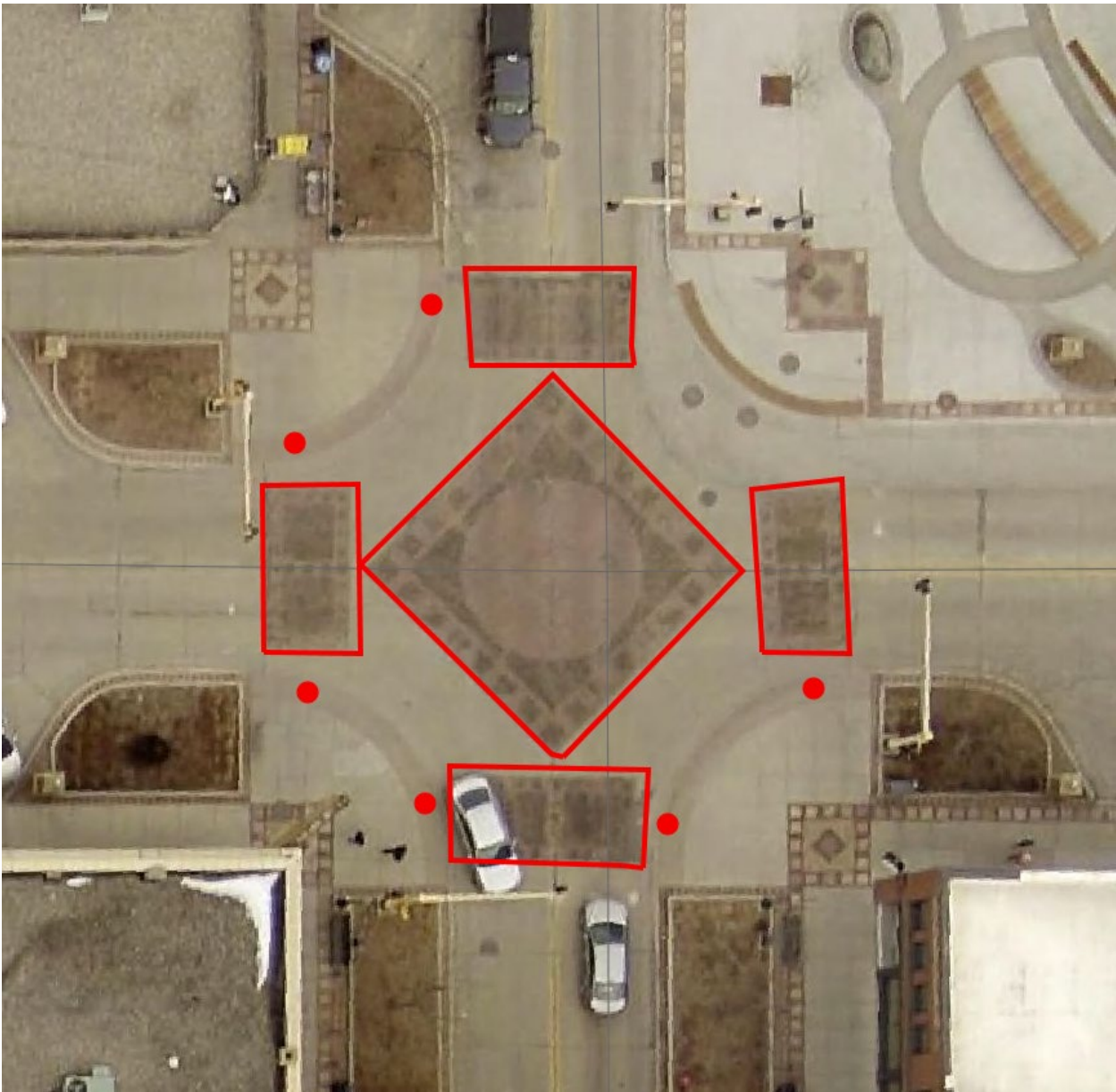
3rd Avenue N to 4th Avenue N



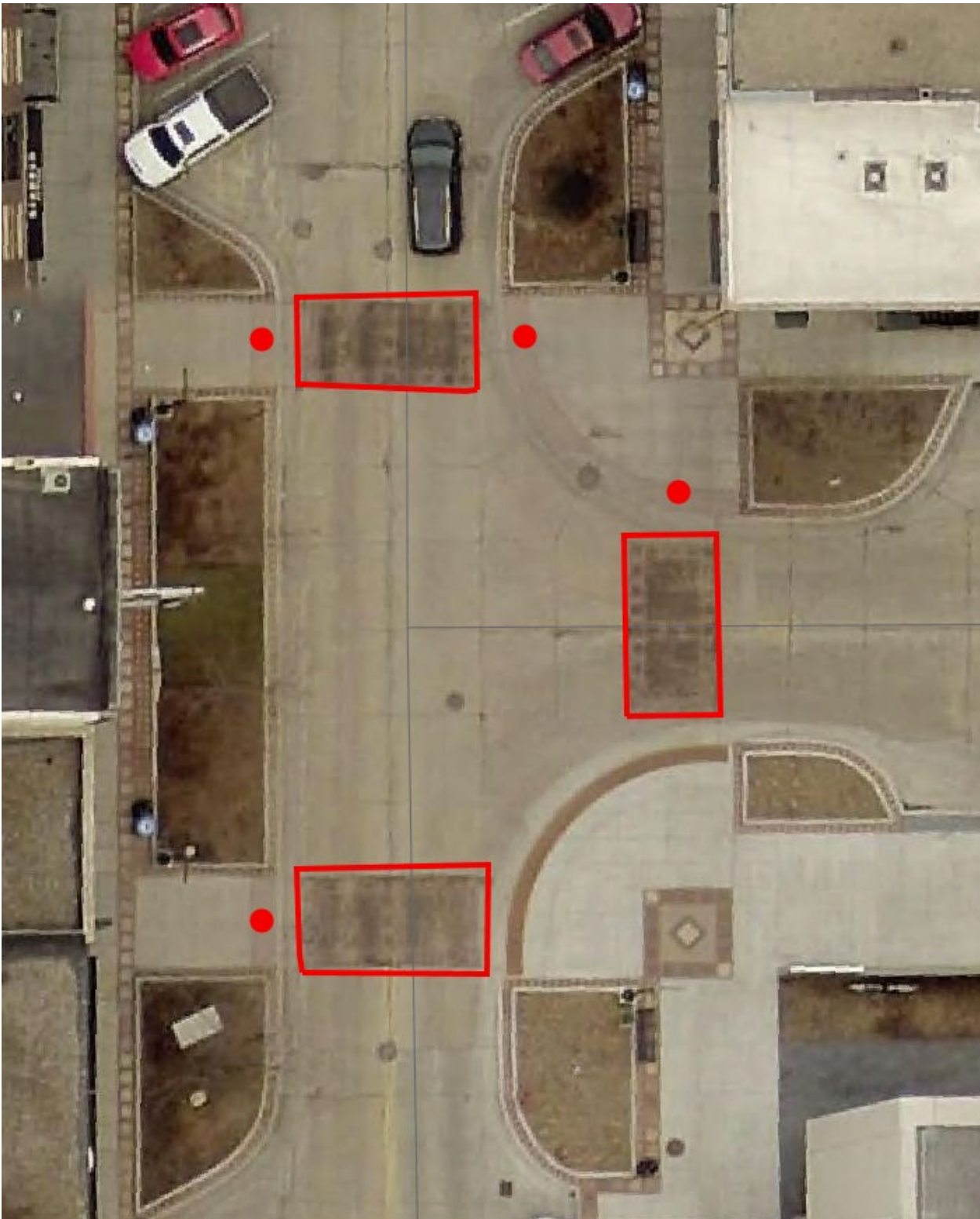
4th Avenue N to 6th Avenue N



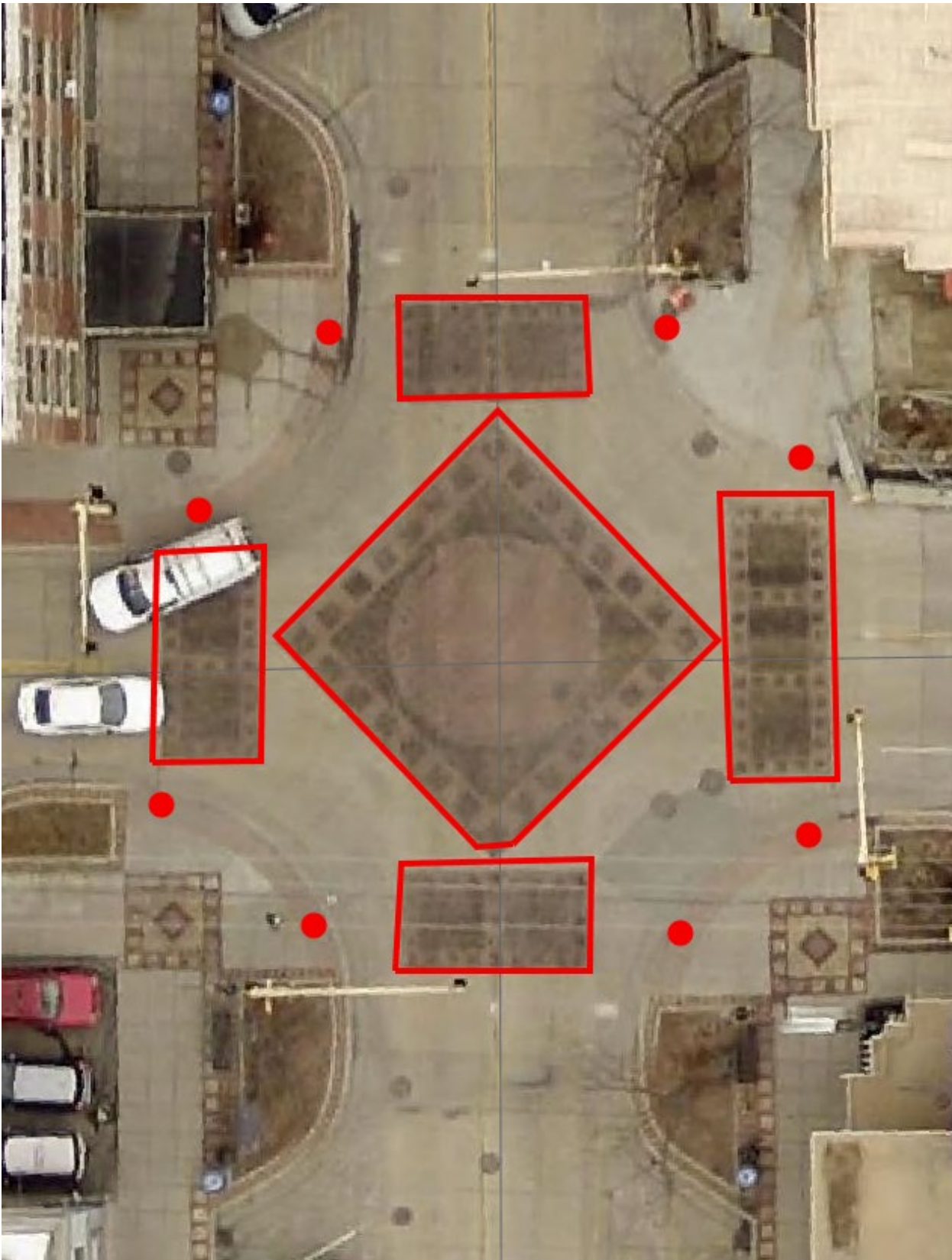
2nd Avenue N Intersection



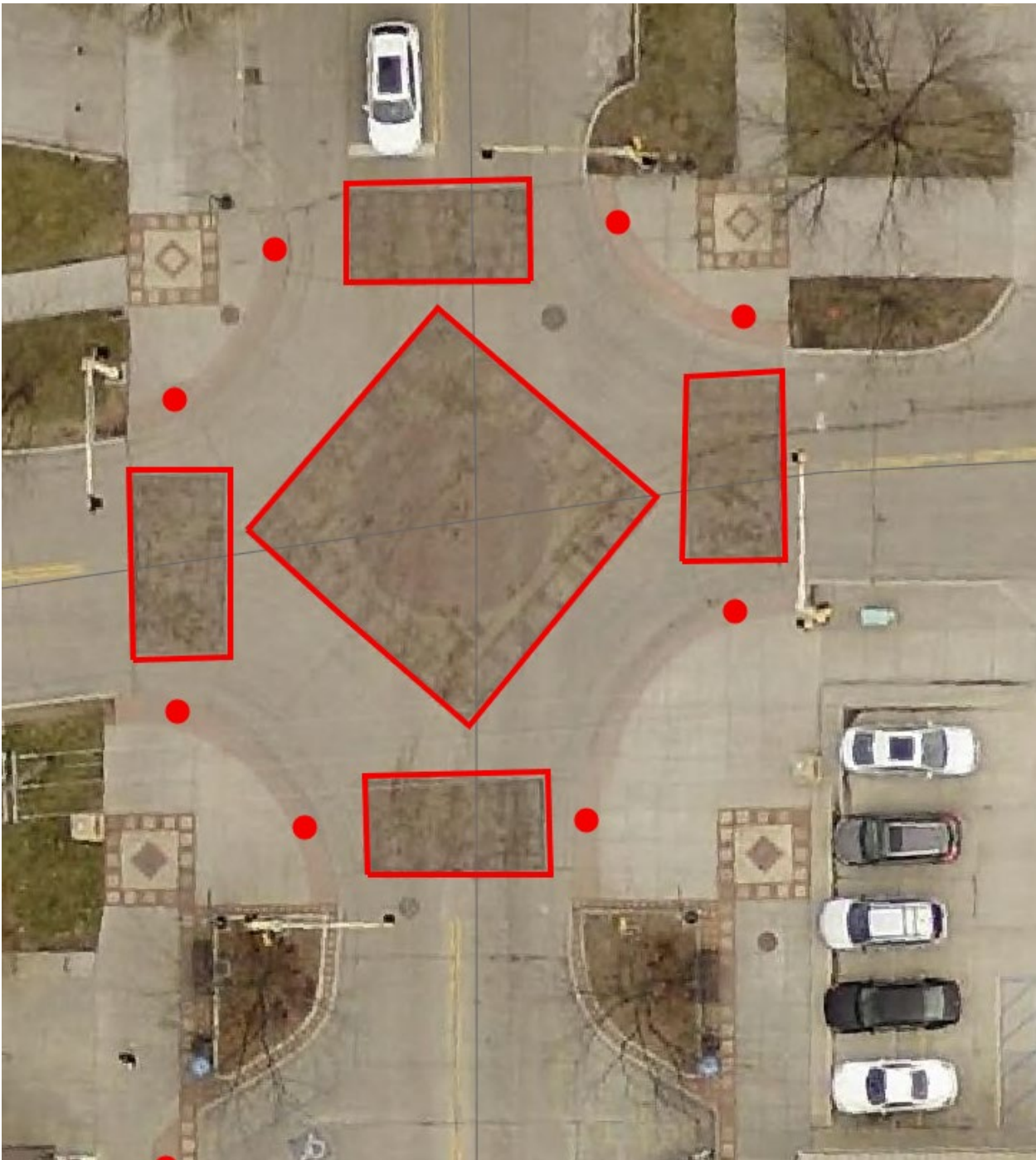
3rd Avenue N Intersection



4th Avenue N Intersection



6th Avenue N



To: Transportation Technical Committee
From: Cindy Gray, Executive Director
Date: March 3, 2023
Re: **ND Urban Regional Program Solicitation, FY 2027**

On February 8, NDDOT distributed a notification and materials to local jurisdictions and MPOs regarding the solicitation period for the Regional Program, FY 2027. North Dakota's Urban Regional Program is aimed at improvements on streets such as Hwy 81, Hwy 10, and Hwy 294 within our metropolitan area.

The City of Fargo is submitting two applications for this program. One is full street reconstruction of S University Drive between 13th Ave S and 18th Ave S (see **Attachment 2** – draft application from the City of Fargo). The other application is for Main Avenue between 25th Street and I-29 and between I-29 and 45th Street (see **Attachment 3** – draft application from the City of Fargo). This project would consist of concrete pavement repair and bridge expansion joint replacement.

Metro COG intends to prepare a letter of support for these projects. System preservation is a key pillar of the Metropolitan Transportation Plan, and these two corridors are extremely important to metropolitan mobility.

Requested Action: Recommend the letter of Metro COG support to the Policy Board for the City of Fargo's Regional Program Applications.

Agenda Item 9, Att. 2

DRAFT

URBAN REGIONAL PROJECT SCOPING WORKSHEET

DATE: 3-3-2023

PRIORITY# 2

City: Fargo Street: S University Drive – 13th Ave S to 18th Ave S

County: Cass Length: 3500'

Proposed Improvement: Full Street Reconstruction Project

Cost Estimates Breakdown (in \$1,000)							
PE	CE	R/W	Utility	Constr.	Bridges	Non-Participating	Total
2M				22.6M		6.3M	\$30.9M

Present Road: Surface Width? 85' near 18th Ave S, 62' near 16th Ave S, 74' near 13th Ave S

Surface Type? Concrete

On Street Parking Allowed? No Present: **(No)** One Side Both Sides Angle Parallel
Proposed: **(No)** One Side Both Sides Angle Parallel

Proposed Improvements	
ADT Present: <u>27,400</u> Yr: <u>2022</u>	Travel Way Width : <u>11' lanes</u>
ADT Design: <u>35,000</u> Design year <u>2052</u>	No. of Lanes: <u>5 north of 17th Ave S, 7 south of 17th Ave S</u>
Design Speed: <u>40 mph</u>	Roadway Width: <u>59'-81'</u>
Maximum Curve: <u>N/A</u>	Min. R/W Width: <u>100'</u>
Maximum Grade: <u>N/A</u>	

Right of Way	
Will Additional ROW or easement be acquired? <u>No</u>	ROW acquisition by: City DOT
Has any ROW easements been acquired since 7-1-72: <u>Yes</u>	ROW Condemnation by: City DOT
Est. No. of occupied family dwelling to be displaced? <u>0</u>	

Est. No. business to be displaced? 0

Impacts

Will there be any additional Impacts (Cultural and Environmental Resources): No

Will there be any impacts to 4(f) or 6(f) properties:

No

Airports: No Public Hearings: No

Environmental Classification (Cat-Ex, EA, EIS): Cat-Ex anticipated

Transportation Enhancements: Shared use path and sidewalk

Intermodal: No

Pedestrian Needs: Yes, new path, sidewalk and ADA ramps will be installed with project

Railroads Crossings

RR Name	No. Xings	No. Tracks and Type of Crossing	Daily Train Movements	Train Speed	Present Protection	Proposed Protection

Purpose and Need Statement:

This roadway was originally constructed in the 1960's and has had a number of asphalt overlays since that time. The roadway has outlived it's useful life and is in need of replacement. The plan would be to remove and replace what is currently in place, and we'd plan on matching the 5 lanes north of 17th Ave S and going to 7 lanes south of 17th Ave S. We would replace the existing sidewalks, street lights and traffic signals. We would plan on replacing most of the old clay tile sanitary sewer lines, and rehabbing the existing storm sewer lines. The existing watermain is PVC and would only need gates and hydrants replaced. The purpose and need of the project would be to keep our transportation infrastructure in state of good repair.

Existing Conditions:

1. When was the current street section built? Has there been any additional maintenance to the street section?
1960 with multiple asphalt overlays on it.
2. How many driving lanes and turning lanes does the street section currently have and what is the widths of the driving and turning lanes?
There are 5 lanes north of 17th Ave S and 7 lanes south of 17th Ave S, and the driving lanes are 12' each.
3. What is the condition of the pavement section?

- A. If the pavement section is asphalt, is there any alligator cracking, longitudinal cracking, transverse cracking, raveling, bituminous patching or rutting?
- B. If the pavement section is concrete, are there any broken slabs, faulting, bituminous patching, joint spalling, transverse cracking, or longitudinal cracking.

The concrete pavement base is in poor condition, and the asphalt overlay has cracking at the joints of the concrete slabs below. There are also numerous potholes that need hot mix from time to time.

- 4. Any existing geometric concerns?
No

- 5. Are there any access points to adjoining properties that present a special concern?
Yes, there are several and we plan on addressing those as we complete project development activities.
- 6. Are there any existing sidewalks or shared use path in place?
Yes, both sides of the street have sidewalks, and we plan on replacing and widening the west side to a 10' wide shared use path, and the other to a 6' sidewalk.
- 7. What is the condition of the existing storm sewer? Will any additional storm sewer work need to be done along with this project?
Good condition with minimal work anticipated.
- 8. What is the condition of the city's water and sewer line? Will any work have to be done to the city's water and sewer lines along with this project?
The existing watermain was replaced in the last 20 years, so that is in good condition. The existing sanitary sewer is made of clay tile and would be replaced with this project.
- 9. Describe the existing lighting system currently in place? What type of standards and luminaires are currently being used?
40' high highway poles with LED fixtures. The plan would be to replace the poles and reuse the LED fixtures.
- 10. What intersections currently have traffic signals? Are there any locations that have a high accident rate? Are additional turning lanes needed?
There are traffic signals at 13th Ave S, 15th Ave S, 17th Ave S and at 18th Ave S. Our project would stop before the 18th Ave S intersection. I don't believe there are high crash rate intersections, and we don't plan on adding turn lanes.

Remarks:

City Engineer: _____

Date: _____

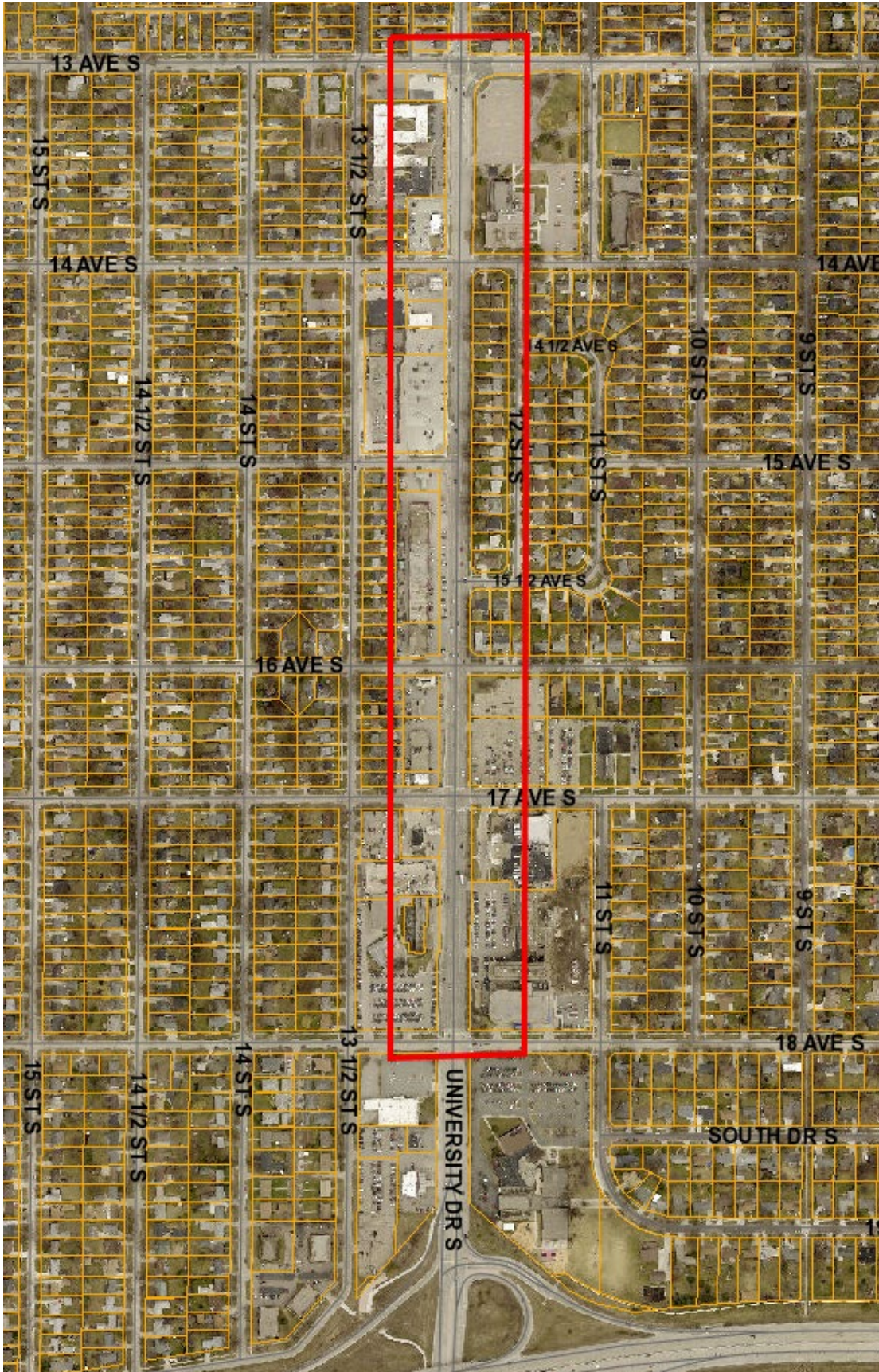
District Engineer: _____

Date: _____

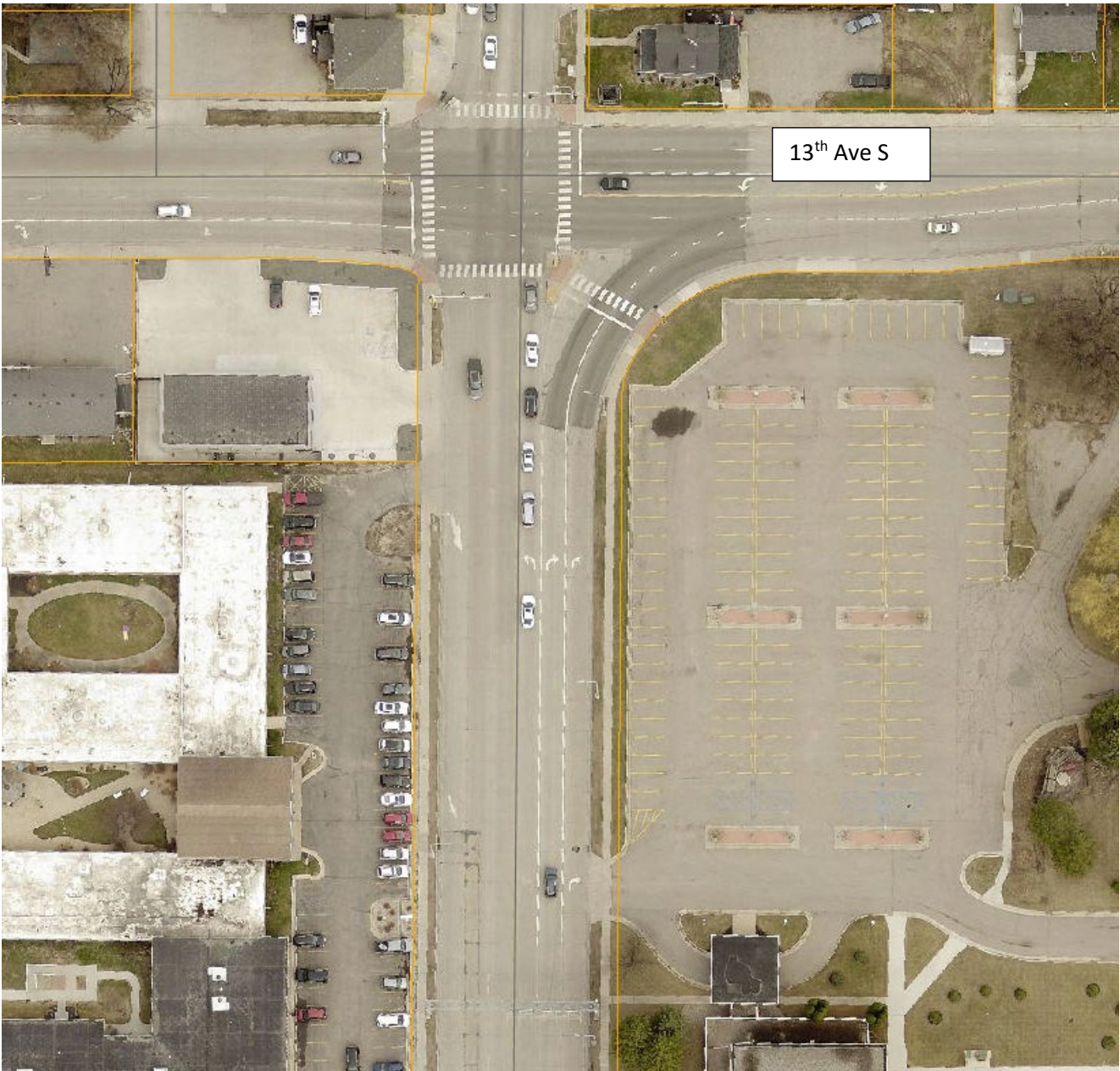
Note: Please attach a map showing location and extent of the project, detailed cost estimate, and any additional supporting documents.

Project Location Map

S University Drive – 13th Ave S to 18th Ave S



13th Ave S Intersection



17th Ave S Intersection



17th Ave S

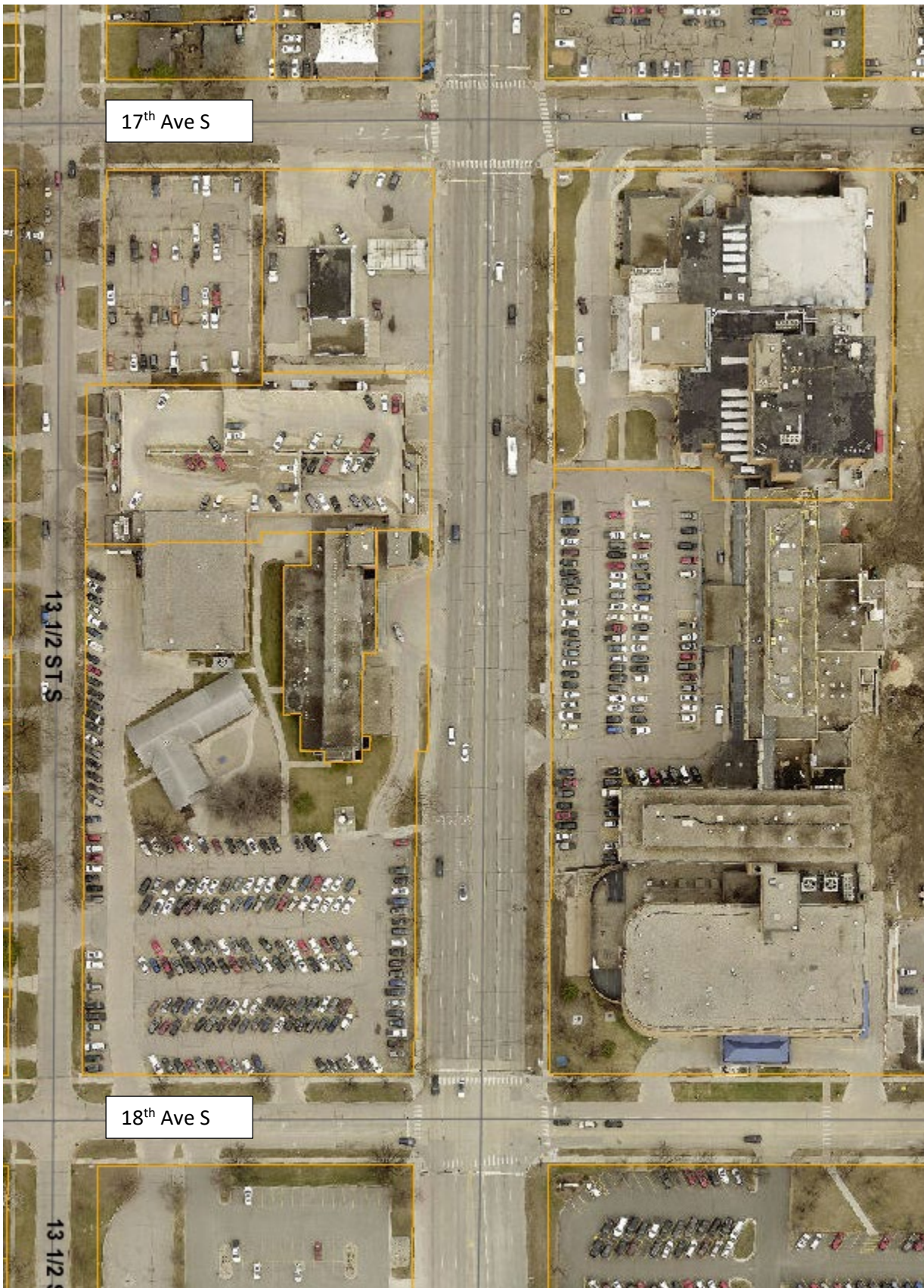
13th Ave S to 15th Ave S



15th Ave S to 17th Ave S



17th Ave S to 18th Ave S



DRAFT

**URBAN REGIONAL
PROJECT SCOPING WORKSHEET**

DATE: 3-3-2023

PRIORITY# 1

City: Fargo Street: Main Avenue – 25th Street to 45th Street

County: Cass Length: 2 miles

Proposed Improvement: Concrete Pavement Repair and Bridge Expansion Joint Replacement Project

Cost Estimates Breakdown (in \$1,000)							
PE	CE	R/W	Utility	Constr.	Bridges	Non-Participating	Total
				25 th Street to I-29 \$11M; I-29 to 45 th Street \$6.6M			\$17.6M

Present Road: Surface Width? 86'

Surface Type? Concrete

On Street Parking Allowed? No Present: **(No)** One Side Both Sides Angle Parallel

Proposed: **(No)** One Side Both Sides Angle Parallel

Proposed Improvements	
ADT Present: <u>22,730</u> Yr: <u>2022</u>	Travel Way Width : <u>11' lanes</u>
ADT Design: <u>N/A</u> Design year <u>N/A</u>	No. of Lanes: <u>7</u>
Design Speed: <u>40 mph</u>	Roadway Width: <u>86'</u>
Maximum Curve: <u>N/A</u>	Min. R/W Width: <u>138'</u>
Maximum Grade: <u>N/A</u>	

Right of Way

Will Additional ROW or easement be acquired? No ROW acquisition by: City DOT
 Has any ROW easements been acquired since 7-1-72: Yes ROW Condemnation by: City DOT
 Est. No. of occupied family dwelling to be displaced? 0
 Est. No. business to be displaced? 0

Impacts

Will there be any additional Impacts (Cultural and Environmental Resources): No

Will there be any impacts to 4(f) or 6(f) properties:
No

Airports: No Public Hearings: No

Environmental Classification (Cat-Ex, EA, EIS): Environmental Checklist anticipated

Transportation Enhancements: No

Intermodal: No

Pedestrian Needs: No

Railroads Crossings

RR Name	No. Xings	No. Tracks and Type of Crossing	Daily Train Movements	Train Speed	Present Protection	Proposed Protection

Purpose and Need Statement:

This roadway section is 19 years old. The roadway is a concrete urban section with dowel bars. There is a longitudinal joint that is not tied and the concrete panels have begun separating from each other in both the eastbound and westbound lanes. The first mile from 25th Street to I-29 is more pronounced than the mile from I-29 to 45th Street. We also plan to replace the expansion joints on each side of the I-29 bridges as they are worn out and falling apart. The purpose and need of the project is to repair the longitudinal joints before they get too separated and a much more expensive project will be required.

Existing Conditions:

- When was the current street section built? Has there been any additional maintenance to the street section?
2004 and no additional maintenance

- How many driving lanes and turning lanes does the street section currently have and what is the widths of the driving and turning lanes?
There are between 7 and 9 driving lanes on this roadway and the widths of each driving lane is 11'.

3. What is the condition of the pavement section?
- A. If the pavement section is asphalt, is there any alligator cracking, longitudinal cracking, transverse cracking, raveling, bituminous patching or rutting?
 - B. If the pavement section is concrete, are there any broken slabs, faulting, bituminous patching, joint spalling, transverse cracking, or longitudinal cracking.

The concrete pavement is in decent condition with a few broken slabs, but the biggest concern is the untied longitudinal joints in each direction.

4. Any existing geometric concerns?

No

5. Are there any access points to adjoining properties that present a special concern?

No

6. Are there any existing sidewalks or shared use path in place?

Yes, and they are in good condition.

7. What is the condition of the existing storm sewer? Will any additional storm sewer work need to be done along with this project?

Good condition and no additional work anticipated.

8. What is the condition of the city's water and sewer line? Will any work have to be done to the city's water and sewer lines along with this project?

Good condition and no additional work anticipated.

9. Describe the existing lighting system currently in place? What type of standards and luminaires are currently being used?

40' high highway poles with LED fixtures.

10. What intersections currently have traffic signals? Are there any locations that have a high accident rate? Are additional turning lanes needed?

10 traffic signals along the corridor; No high crash rates along the corridor and no additional turn lanes are needed.

Remarks:

City Engineer: _____

Date: _____

District Engineer: _____

Date: _____

Note: *Please attach a map showing location and extent of the project, detailed cost estimate, and any additional supporting documents.*

Project Location Map

25th Street to 34th Street



34th Street to 40th Street



40th Street to 45th Street





To: Transportation Technical Committee
From: Cindy Gray, AICP
Date: March 3, 2023
Re: **Carbon Reduction Program (CRP) Project Solicitations: FY2024 and FY2025**

Metro COG is opening a solicitation for projects that intend to use Carbon Reduction Projects (CRP) program funds. The agency will be accepting projects for federal fiscal years 2024 and 2025. FY2026 will be programmed at future solicitation. Table 1 below lists the estimated funding available in each fiscal year.

Table 1: Funding Amounts Available by Year Included in the Solicitation

State	Fiscal Year 2024	Fiscal Year 2025	Fiscal Year 2026
North Dakota	\$1,120,000	\$1,140,000	\$1,167,000
Minnesota	\$122,000	\$124,000	\$126,000

TMA Status

Starting October 1, 2023, Metro COG's urbanized area will be designated a Transportation Management Area (TMA). Per 23 CFR 450.332(c), in areas designated as TMAs, the MPO shall select all 23 U.S.C. and 49 U.S.C. Chapter 53 funded projects in consultation with the State and public transportation operator(s). In order for funds to be obligated to a project, the project must be included in the approved TIP and in accordance with the priorities in the approved TIP. The State shall select projects on the NHS in cooperation with the MPO, from the approved TIP. TMAs are considered designated recipients of some forms of federal funds, which include CRP funds.

Attachment 1 to this memo is our inaugural CRP application form. We have sought out examples from other TMAs and have used those examples, combined with MNDOT's solicitation, to prepare the application. Over time, we will learn what works and what doesn't work, and will refine the form and the process. Further analysis and review will be needed to develop the prioritization process.

Attachment 2 to this memorandum is the instructions document to the application. This document highlights the types of projects eligible for funding as well as the information that Metro COG will be looking for in the application.

Recommended Action: None.



Carbon Reduction Program Funding

The Carbon Reduction Program (CRP) is a new program created by the Infrastructure Investment and Jobs Act (IIJA)¹. The purpose of the program is to reduce carbon dioxide (CO₂) emissions from on-road highway sources.

Funding for the program is suballocated into two main categories:

- Areas based on population (65%)
 - Urbanized areas with an urbanized population greater than 200,000 (obligated in MPA) – Starting in FY2024, this category applies to Metro COG
 - Urbanized areas with an urbanized area population between 50,000 and 199,999 (obligated in MPA)
 - Urban areas with population between 5,000 and 49,999
 - Areas with populations of less than 5,000
- Statewide (35%)

The approximate amount of CRP funding Metro COG would like to program per fiscal year in each state is shown in the table below. The actual amount of the Congressional apportionment and the ultimate amount obligated as a direct sub-allocation may vary.

State	Fiscal Year 2024	Fiscal Year 2025	Fiscal Year 2026
North Dakota	\$1,120,000	\$1,140,000	\$1,167,000
Minnesota	\$122,000	\$124,000	\$126,000

Key aspects of the FY2024, FY2025, and FY2026 Carbon Reduction Program solicitation include:

- Consultation, cooperation & coordination
- Eligible projects
- Applications
- Evaluation & prioritization
- Obligation of funds
- Project suggestions
- Future solicitations
- Questions

Note that this solicitation process is for FY2024 and FY2025. FY2026 will be solicited separately at a future time.

¹ Pub. L. 117-58 (Nov. 15, 2021)

Consultation, cooperation & coordination

Establishing the definitions of consultation, cooperation, coordination and designated recipient help set the stage for how and why there are various solicitation processes for the CRP funds.

- [Consultation](#) occurs when one or more parties confer with other identified parties in accordance with an established process and, prior to taking action, considers the views of the other parties and periodically informs them about action taken.
- [Cooperation](#) occurs when the parties involved work together to achieve a common goal or objective
- [Coordination](#) occurs when parties involved work together to develop and adjust plans, programs, and schedules to achieve general consistency as appropriate.
- [Designated recipient](#) is an entity selected to receive and allocate an amount of funds that are attributable to urbanized areas of 200,000 or more in population, or a State or regional authority if the authority is responsible under the laws of a State for a capital project and for financing and directly providing public transportation.

Urbanized areas that are TMAs (>200,000)

Starting October 1, 2023, Metro COG's urbanized area will be designated a Transportation Management Area (TMA). Per [23 CFR 450.332\(c\)](#), in areas designated as TMAs, the MPO shall select all 23 U.S.C. and 49 U.S.C. Chapter 53 funded projects in **consultation** with the State and public transportation operator(s). In order for funds to be obligated to a project, the project must be included in the approved TIP and in accordance with the priorities in the approved TIP. The State shall select projects on the NHS in **cooperation** with the MPO, from the approved TIP. TMAs are considered **designated recipients** of some forms of federal funds, which include CRP funds.

Eligible projects

Projects that support the reduction of transportation emissions, including, but not limited to:

- a project described in [23 U.S.C. 149\(b\)\(4\)](#) to establish or operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems
- a public transportation project eligible under [23 U.S.C. 142](#)
- a transportation alternative (as defined under the Moving Ahead for Progress under the 21st Century Act [[23 U.S.C. 101\(a\)\(29\)](#), as in effect on July 5, 2012]), including, but not limited to, the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation
- a project described in [23 U.S.C. 503\(c\)\(4\)\(E\)](#) for advanced transportation and congestion management technologies, these include:
 - advanced traveler information systems;
 - advanced transportation management technologies;

- advanced transportation technologies to improve emergency evacuation and response by Federal, State, and local authorities;
 - infrastructure maintenance, monitoring, and condition assessment;
 - advanced public transportation systems;
 - transportation system performance data collection, analysis, and dissemination systems;
 - advanced safety systems, including vehicle-to-vehicle and vehicle-to-infrastructure communications, technologies associated with autonomous vehicles, and other collision avoidance technologies, including systems using cellular technology;
 - integration of intelligent transportation systems with the Smart Grid and other energy distribution and charging systems;
 - integrated corridor management systems;
 - advanced parking reservation or variable pricing systems;
 - electronic pricing, toll collection, and payment systems;
 - technology that enhances high occupancy vehicle toll lanes, cordon pricing, or congestion pricing;
 - integration of transportation service payment systems;
 - advanced mobility, access, and on-demand transportation service technologies, such as dynamic ridesharing and other shared-use mobility applications and information systems to support human services for elderly and disabled individuals;
 - retrofitting dedicated short-range communications (DSRC) technology deployed as part of an existing pilot program to cellular vehicle-to-everything (C-V2X) technology, subject to the condition that the retrofitted technology operates only within the existing spectrum allocations for connected vehicle systems; or
 - advanced transportation technologies, in accordance with the research areas described in section 6503 of title 49.
- deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications equipment;
 - a project to replace street lighting and traffic control devices with energy-efficient alternatives
 - development of a carbon reduction strategy developed by a State per requirements in [23 U.S.C. 175\(d\)](#);
 - a project or strategy designed to support congestion pricing, shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection, and travel demand management strategies and programs
 - efforts to reduce the environmental and community impacts of freight movement
 - a project that supports deployment of alternative fuel vehicles, including—
 - acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure or hydrogen, natural gas, or propane vehicle fueling infrastructure; and
 - purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction, or leasing of required supporting facilities
 - a project described in [23 U.S.C. 149\(b\)\(8\)](#) for a diesel engine retrofit
 - certain types of projects to improve traffic flow that are eligible under the CMAQ program, and that do not involve construction of new capacity [[§ 11403](#); [23 U.S.C. 149\(b\)\(5\)](#); and [175\(c\)\(1\)\(L\)](#)]

- a project that reduces transportation emissions at port facilities, including through the advancement of port electrification
- any other STBG-eligible project, if the Secretary certifies that the State has demonstrated a reduction in transportation emissions, as estimated on a per capita and per unit of economic output basis. [[§ 11403](#); [23 U.S.C. 133\(b\)](#) and [175\(c\)\(2\)](#)]
 - Note: FHWA will issue guidance on how the Secretary will make such certifications.
 - Per [23 U.S.C. 175\(c\)\(2\)](#) Flexibility, in addition to the eligible projects under paragraph (1), a State may use funds apportioned under section 104(b)(7) for a project eligible under section 133(b) if the Secretary certifies that the State has demonstrated a reduction in transportation emissions- (A) as estimated on a per capita basis; and (B) as estimated on a per unit of economic output basis.

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Applications

To apply for funding, please submit a project application to Paul Bervik at Metro COG at bervik@fmmetrocog.org no later than Friday, March 31, 2023. A project application form has been developed and includes the following:

1. A description of the proposed project in detail including project location and what will be constructed or planned (maps are helpful). See [CRP Eligible Projects](#) for what's eligible.
2. Approximate carbon reduction the project will have. Use [CMAQ Emissions Calculator Tools](#) to calculate the estimated carbon reduction for the project.
3. Total project cost
4. Total amount of CRP funds requested (maximum of 80% of the project total)
5. Total amount and source of local funds committed to the project (minimum of 20% of project total)
6. Total amount and source of additional federal funds obligated to the project already, if applicable.
7. Identify the jurisdiction responsible for completing the project and receiving the CRP funds as partial reimbursement.
8. Identify the timeline for the project to be let and anticipated completion date.
9. Identify if and to what degree the project impacts disadvantage communities per Justice40 using the [Climate and Economic Justice Screening Tool](#).
10. Identify how the project meets the regional priorities related to carbon reduction
 - [2045 Fargo-Moorhead Metropolitan Transportation Plan \(Metro Grow\)](#)
11. For project applications in Minnesota, identify how the project meets Minnesota carbon reduction priorities
 - [2022 Statewide Multimodal Transportation Plan \(SMTP\)](#)
 - [Minnesota Climate Action Framework](#)
 - [Pathways to Decarbonizing Transportation report](#)

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Evaluation & prioritization

Metro COG staff will conduct a preliminary evaluation to rank all applications for FY 2024 and FY2025 solicitation using the following criteria:

1. Project eligibility to receive CRP funds
2. If feasible, using the [CMAQ Emissions Calculator Tools](#), a comparison of the amount of funds requested with the amount of carbon reductions expected.
3. Project consistency with the goal and objectives of the Metropolitan Transportation Plan
4. For projects in Minnesota, project consistency with Minnesota carbon reduction priorities (see Applications point 11 above)
5. How the project impacts Justice40 defined disadvantaged communities using the [Climate and Economic Justice Screening Tool](#).
6. Project initiation and completion timeline

Proposed projects will be ranked in priority order. Starting with the #1 ranked project, the requested CRP funds will be deducted from the available funding pool, then funds from the #2 ranked project will be deducted, etc., until all the funds have been accounted for.

Metro COG staff will then submit their preliminary project ranking to the Transportation Technical Committee (TTC) for its review, consideration and recommendation. TTC will provide their recommended project ranking to the Policy Board, which selects projects to receive funding.

Obligation of funds

The selected project(s) will be amended into the Metro COG Transportation Improvement Program (TIP) and subsequently into the Minnesota or North Dakota Statewide Transportation Improvement Program (STIP) for obligation of funding. FY 2024 funds must be obligated in the Metro COG TIP and STIP no later than June 7, 2024.

Project suggestions

The purpose of these funds is not to remove existing federal funds and replace with CRP funds on projects already programmed in the TIP and STIP, so that the existing federal funds are used on another project. Instead, the purpose is to add or create new opportunities to further reduce carbon dioxide (CO₂) emissions from on-road highway sources. Specific questions can be directed to Metro COG (see contact information in the questions section below).

Example 1: Project A is a FY2023 federally funded STBGP pavement project. This project originally included a shared-use path within the right-of-way to increase connectivity within a community and promote alternative travel modes. Due to inflation or other cost increases, the shared-use path component was removed from the project, but the STBGP funded portion of pavement project is still

included in FY2023 of the TIP and STIP. Project A could apply for CRP funds to supplement this gap in funding to fund the shared-use path component of the project.

Example 2: Project B is a FY2023 federally funded STBGP pavement project. This project includes a shared-use path within the right-of-way to increase connectivity within a community and promote alternative travel modes. The shared-use path component is currently funded 100% with local funds and the pavement portion of the project is currently funded 80% with STBGP funds in FY2023 of the TIP and STIP. Project B could apply for CRP funds to supplement the local funded portion of the project for the shared-use path component to reduce the total local match of the project.

Future Solicitations

In calendar year 2023, MnDOT will work with a consultant team to develop a Carbon Reduction Strategy (CRS). The CRS will document the programming priorities and processes for CRP funds in Minnesota. It will also develop a review and update cycle for the CRS. The CRS is due to USDOT by November 15, 2023.

Engagement with transportation partners and stakeholders in Minnesota, including Metro COG, will occur throughout 2023 on the priorities and processes for programming CRP funds. The CRS will guide the CRP solicitation process for FY 2025 and beyond.

It is assumed that North Dakota will also develop the required CRS by November, 2023. Metro COG does not know at this time if NDDOT intends to use their CRS to help define or prioritize CRP projects within the state.

Questions

If you have any questions about the CRP and/or the solicitation, or specific local questions about prospective projects, please contact Paul Bervik at Metro COG at (701)232-3242 or bervik@fmmetrocog.org. Metro COG will consult with MnDOT or NDDOT for questions we are unable to answer regarding eligibility.

Carbon Reduction Program Application

Step 1: Project Information

Project Summary:

Project Location:			
Lead Jurisdiction:			
Project Contact:		Contact Phone:	
Contact Email Address:		AC:	<input type="checkbox"/> Y <input type="checkbox"/> N
Anticipated Bid Letting Date:		Anticipated Project Completion Date:	
State:	<input type="checkbox"/> North Dakota		<input type="checkbox"/> Minnesota
Funding FY:	<input type="checkbox"/> FY2024		<input type="checkbox"/> FY2025
Funding Requested:			

Project Summary:

Metro COG recognizes that applications for CRP funding will sometimes apply to projects that are already underway with other funding sources. It is important that we understand how the CRP funds will fit into the bigger picture of funding a particular project or element of a project. Fill out the below table with all funding sources and amounts including the CRP funding requested with this application. Attach additional information if necessary to fully explain the overall funding proposal.

Funding Source	Funding Amount
Total Project Cost:	

Project Narrative:

Describe below the work being funded related to the CRP. Please go into detail about each element of the project. Please try to include all relevant information. Also describe what makes this project an [eligible project](#)?

Project Map:

Please provide a map detailing the limits of the project on aerial imagery. Include all details on the map that are relevant to the overall project.

- A project map has been included as an attachment to the application

Estimated Carbon Reduction Resulting from the Project:

The [CMAQ Emissions Calculator](#) estimates the total carbon reduction of:

Impact to Disadvantaged Communities per Justice40:

- Using the [Climate and Economic Justice Screening tool](#), this project interacts with census tracts identified as disadvantaged.









Describe below impacts this project could have to disadvantaged communities (both positive and negative impacts).

Based on guidance from MnDOT and NDDOT, Metro COG will collaborate with applicants to assist in the documentation of information to ensure that the use of Carbon Reduction Program (CRP) funds meets eligibility requirements and is consistent with each state's carbon reduction priorities. As we move forward with future solicitations, Metro COG will identify any refinements to the contents of project applications.

Step 2: Planning Conformance

Relationship of Carbon Reduction to Regional Priorities:

The Metropolitan Transportation Plan – MetroGrow 2045 – includes the following goals:

FM Metro COG MTP 2045 Metro Grow Planning Goals	If applicable, describe: -How this project contributes to each Planning Goal listed below -Specifically, how this project contributes, through efforts in each MTP planning goal area, to carbon reduction
 Safety System and Security	
 Travel Efficiency and Reliability	
 Walking and Biking	
 Transit Access	
 Maintain Transportation Infrastructure	
 Environmental Sustainability	
 Economic Development and Transportation Decisions	
 Emerging Transportation Trends	

Relationship to State Carbon Reduction Priorities:

The following section pertains only to the applications requesting **Minnesota** funding. Check all boxes below of priorities that this project satisfies.

- Provides multimodal and intermodal transportation facilities and services to increase access for all persons and businesses and to ensure economic well-being and quality of life without undue burden placed on any community.
- Provides a reasonable travel time for commuters.
- Promotes accountability through systematic management of system performance and productivity through the utilization of technological advancements.
- Ensures that the planning and implementation of all modes of transportation are consistent with the environmental and energy goals of the state.
- Promotes and increase the use of high-occupancy vehicles and low-emission vehicles.
- Increases use of transit as a percentage of all trips statewide by giving highest priority to the transportation modes with the greatest people-moving capacity and lowest long-term economic and environmental cost.
- Promotes and increase bicycling and walking as a percentage of all trips as energy-efficient, nonpolluting and healthy forms of transportation.
- Reduces greenhouse gas emissions from the state's transportation sector.
- Accomplishes these goals with minimal impact on the environment.
- Provides carbon sequestration and storage in forested lands, grasslands or wetlands.

Below are the state carbon reduction plans that were used as source documents for the above list.

[2022 Statewide Multimodal Transportation Plan \(SMTP\)](#)

[Minnesota Climate Action Framework](#)

[Pathways to Decarbonizing Transportation Report](#)

Please expand on how the proposed project helps achieve the goals of the Carbon Reduction Program (or, in the case of Minnesota, the three plans linked above):

Step 3: Signature

To the best of my knowledge, information in this application is true and correct. I understand that determinations made by state and federal partners may limit the amount of federal eligibility. Based upon eligibility determinations or other factors, federal funding levels may change. Your local unit of government may then have to supplement funding for the project by local means. Furthermore, it is understood that the development and delivery of the project must align with the fiscal year in which funds are requested. If, for whatever reason, the project cannot be constructed according to that timeline, Metro COG reserves the right to revoke project funding authorization at which time it will seek to program those funds onto an alternate project.

I due hereby formally submit the aforementioned project to Metro COG for federal funding on this day ___ of _____(month), _____(year).

In Witness Thereof:

(Mayor) Date

(City Engineer) Date

To: Transportation Technical Committee (TTC)
From: Paul Bervik
Date: March 3, 2023
Re: **2023 Bicycle & Pedestrian Count Report**

Over the years Metro COG has counted bicycle and pedestrian traffic throughout the Fargo-Moorhead Metro Area. In 2013 Metro COG started an annual program consistently counting bicycle and pedestrian traffic along roadways, paths, and at intersections across the Metro Area. These counts are performed manually and occur once a year in September.

In addition, Metro COG has five automated bicycle and pedestrian counters which have been counting trail and sidewalk users since 2014. These counters collect data 24 hours a day, 365 days a year.

Metro COG compiles the data from both the manual counts and automated counters and develops a report. The purpose of the report is to provide data regarding local bicycle and pedestrian activity to the public, elected officials, interested persons, parks departments, local planners and engineers, and more. This information also informs Metro COG of bicycle and pedestrian usage throughout our planning area. In some cases, the data is thorough and on-going, due to the use of counting equipment installed along the facility. In other cases, the date is simply a snapshot of a certain day of the year. Guidance is used from the National Bicycle and Pedestrian Documentation Project (www.bikepeddocumentation.org) when counting bicycle and pedestrian traffic.

Attached is the 2023 Bicycle and Pedestrian Count Report. This report includes all count data from 2013 through 2022.

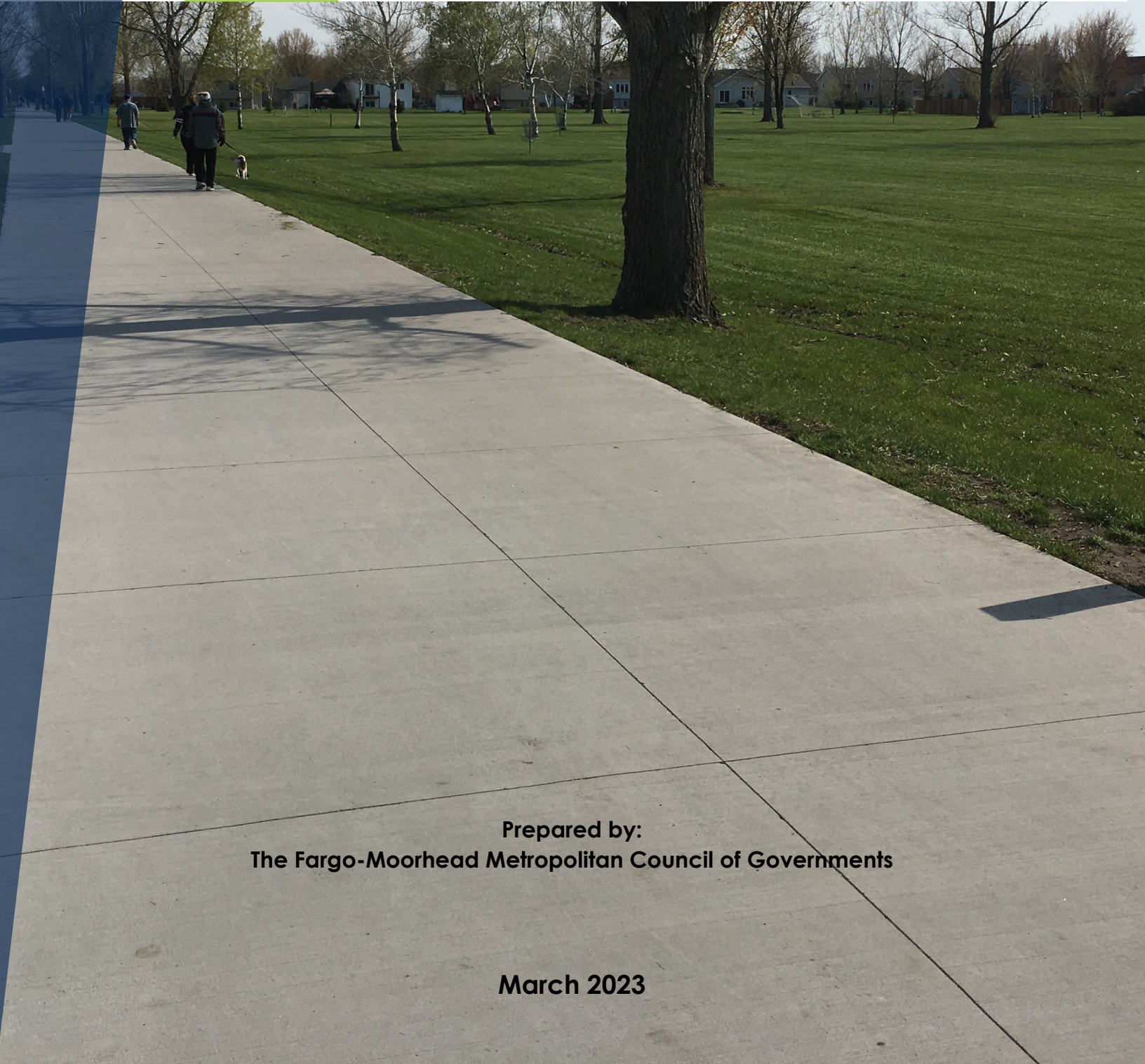
For more information regarding these counts, or to request the raw bicycle & pedestrian count data, contact Paul Bervik at 701-532-5107 or bervik@fmmetrocog.org.



2023

Bicycle and Pedestrian Count Report

Counts located in: Fargo, West Fargo, Moorhead, Dilworth
Data from 2013—2022



Prepared by:
The Fargo-Moorhead Metropolitan Council of Governments

March 2023

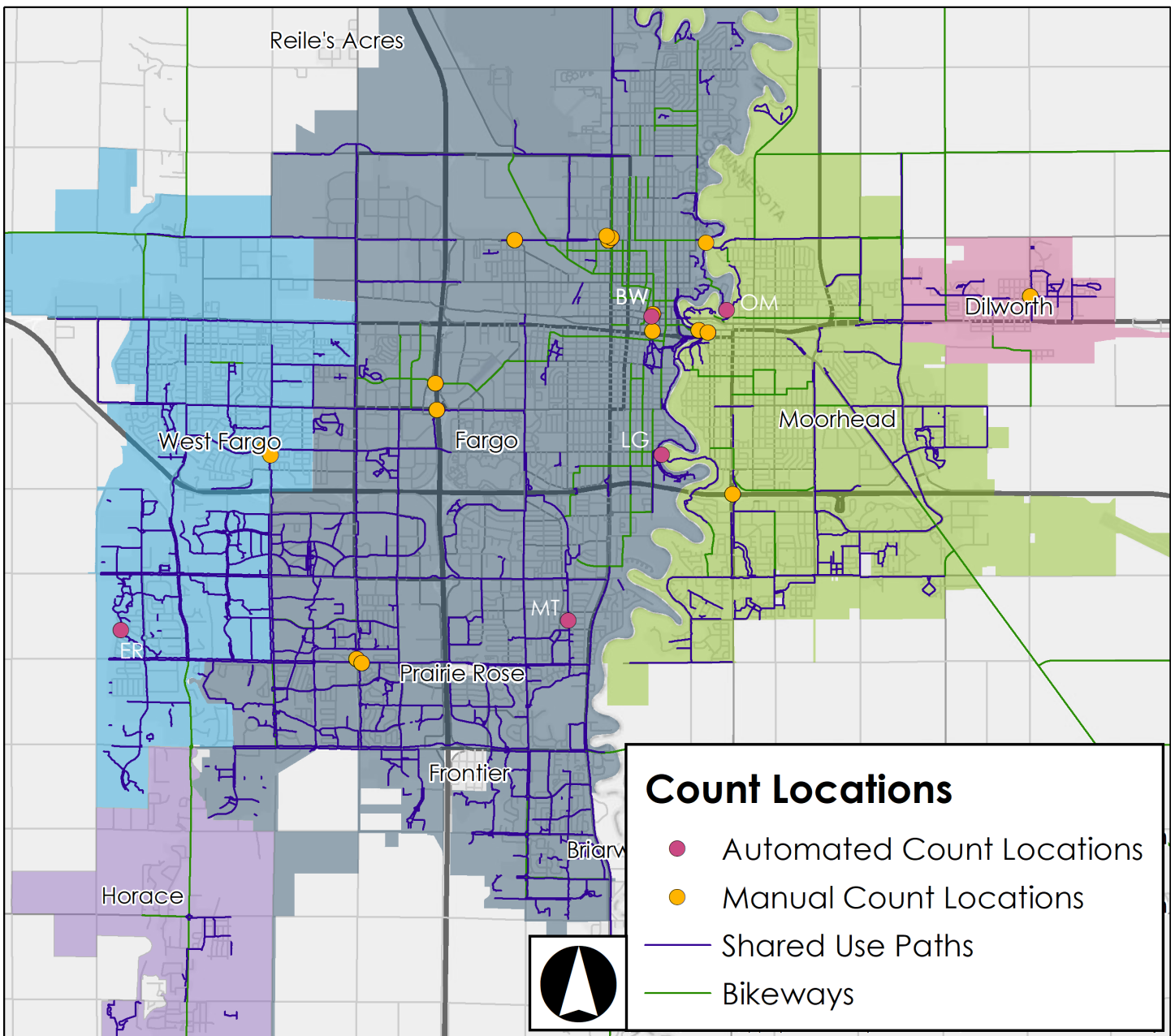
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2023 Bicycle and Pedestrian Count Report

Report background

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) is the designated metropolitan planning organization for the Fargo-Moorhead metropolitan area. A major responsibility of Metro COG is transportation planning, which includes planning for bicycle and pedestrian facilities. Understanding the demand for bicycle and pedestrian facilities allows local units of government and Metro COG to plan for future bicycle and pedestrian use in the area. This report details both manual and automated counts taken since 2013 and 2014 respectively. Below are the locations for all counters utilized for bicycle and pedestrian counts.





Automated Counts 2014—2022

Automated Counts

Metro COG Counters

A total of five automated counters are placed at various locations in the Fargo-Moorhead Metro Area. All counters are from the manufacturer Eco-Counter. Two locations have the ability to differentiate between bicycles and pedestrians. Two Traf-X counters were replaced by Eco-Counters during Fall 2022, so 2022 data will reflect the use of both counters. Below is a description of the counter locations.

- **BW:** Broadway west sidewalk just south of 2nd Ave N, Downtown Fargo
- **MT:** Milwaukee Trail between 35th Ave S and 37th Ave S, Fargo
- **ER:** Eagle Run Neighborhood Trail between Rendezvous Park and 9th St W, West Fargo
- **LG:** Lindenwood Park / Gooseberry Park bicycle & pedestrian bridge, Fargo/Moorhead—Eco-Counter replaced Traf-X counter during 2022
- **OM:** Oak Grove Park / Memorial Park bicycle & pedestrian bridge, Fargo/Moorhead—Eco-Counter replaced Traf-X counter during 2022

These counters count passer-byers 7 days a week, 24 hours a day, 365 days a year. It is important to note that three of these counters are not capable of differentiating between bicyclists and pedestrians. In addition, if two or more people are walking/biking side-by-side, the counter often records the group as one individual. This phenomenon is known as occlusion. Because of this, actual counts are higher than recorded. The topic of occlusion, as well as the relevant occlusion factors for each of the automated counters, will be discussed in the following pages.

MnDOT Counter

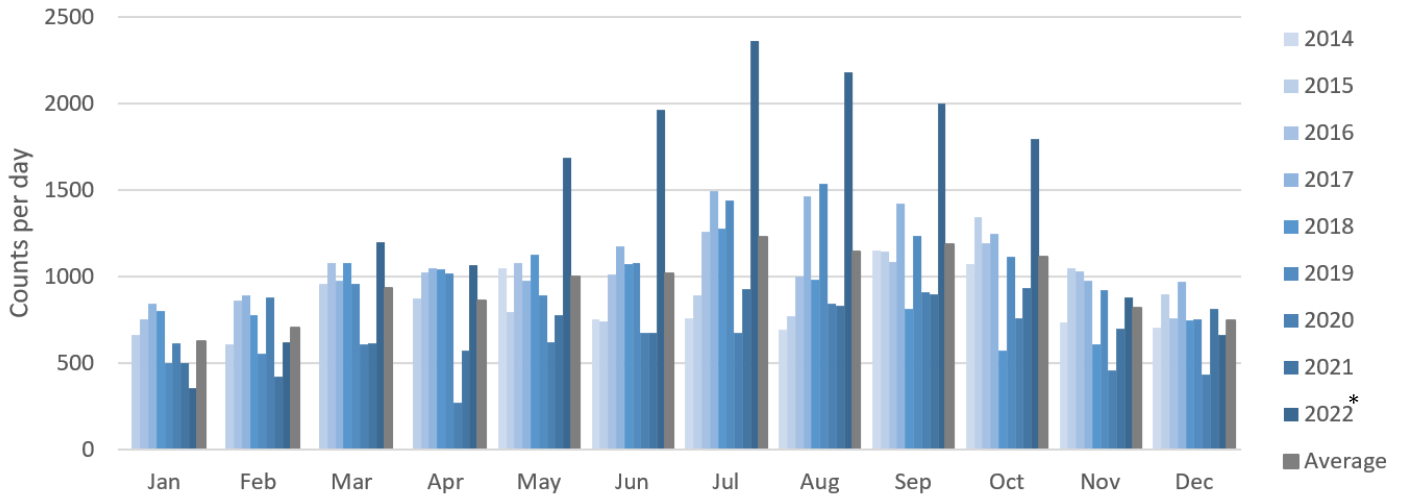
The Minnesota Department of Transportation (MnDOT) installed an automated counter in 2016 when the I-94 interchange at 8th St (US 75) was reconstructed. The counter is made by Eco-Counter and uses both infrared technology and inductive pavement loop detection, allowing the counter to differentiate between bicycles and pedestrians. In addition, this counter is capable of detecting both directions of travel on the path. This counter is located on & along the shared use path on the east side of 8th St just north of the I-94 westbound off-ramp. The counter is one of several bicycle/pedestrian counters located across Minnesota.

Data Consistency

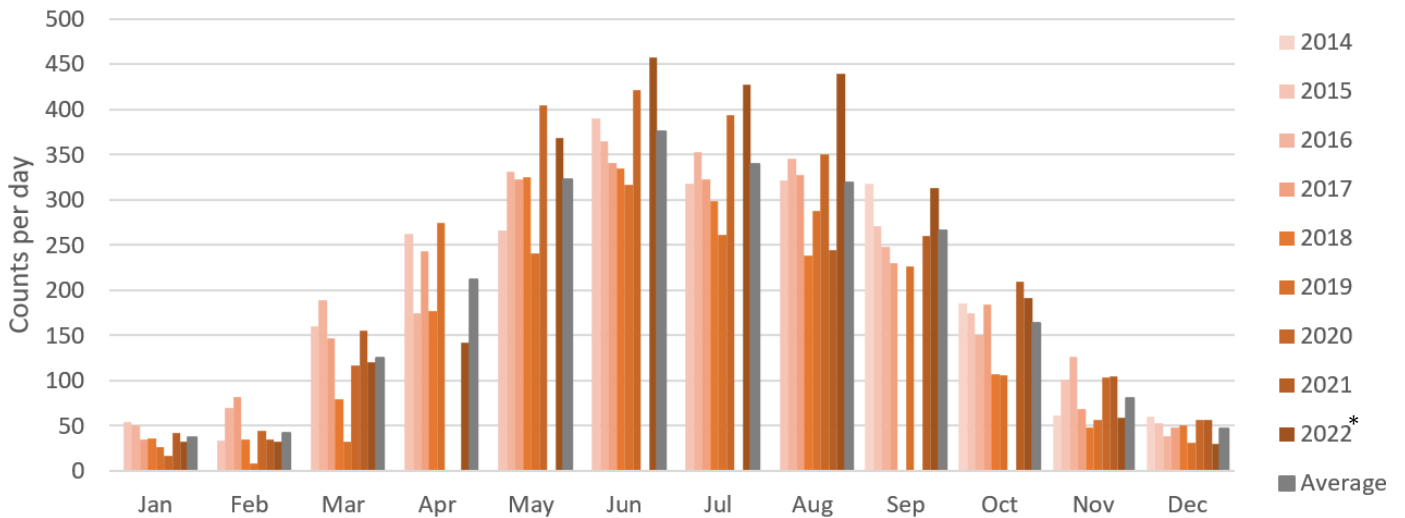
As previously mentioned, all of Metro COG's counter locations were previously Traf-X counters. All of these locations were replaced by Eco-Counters since the 2022 Bicycle and Pedestrian Count Report. When analyzing the count data, it quickly became apparent that last year's numbers (counted by Eco-Counter) were significantly higher than the previous years counted by Traf-X. Through comparing historical automated counts to manual counts at the same locations, we found that the Eco-Counters counted more accurately than the Traf-X counters. We are considering a variety of ways to rectify the Traf-X data to make it more consistent with the Eco-Counter data. We plan to implement a rectification strategy to the Traf-X data prior to the 2024 Bicycle and Pedestrian Count Report.

A challenge with automated counters regardless of the accuracy and precision is occlusion, which is when two or more people traveling side by side pass through the counting field and are counted as one person. The best way to account for this is to calculate the occlusion factor at each location and apply that factor to the entire data set at that location. Metro COG's hypothesis is the occlusion factor at each site will be proportional to the total counts, meaning locations with higher counts will have a higher factor than locations with lower counts. Metro COG has not calculated occlusion factors at the counting locations, but plans to have that completed prior to the 2024 Bicycle and Pedestrian Count Report.

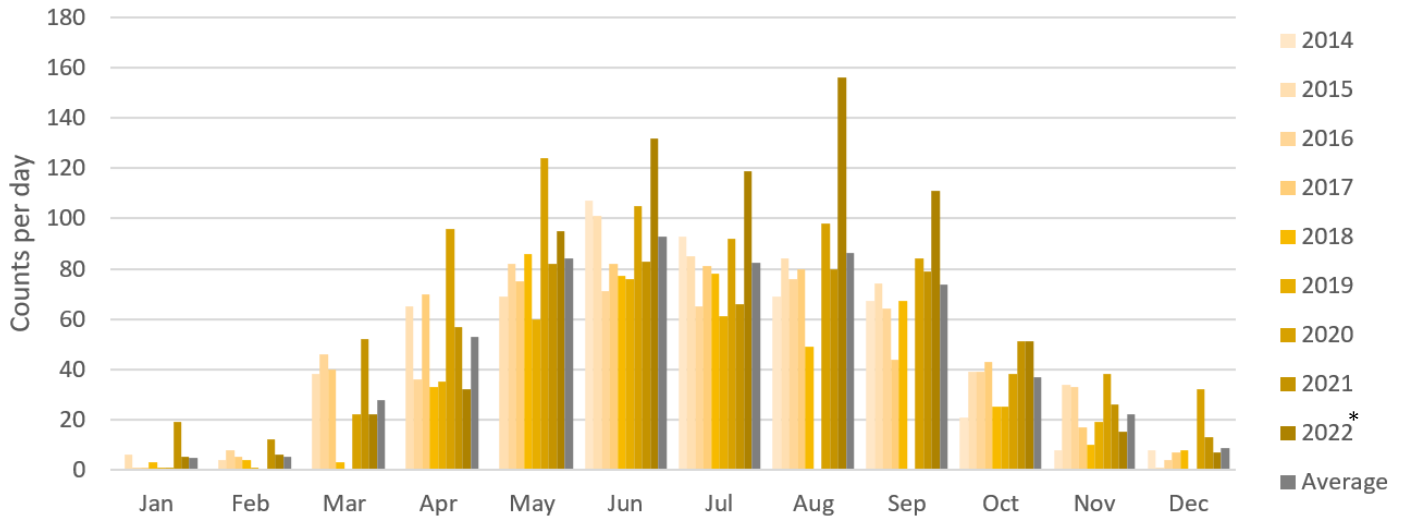
Broadway Sidewalk - Just S. of 2nd Ave N



Milwaukee Trail

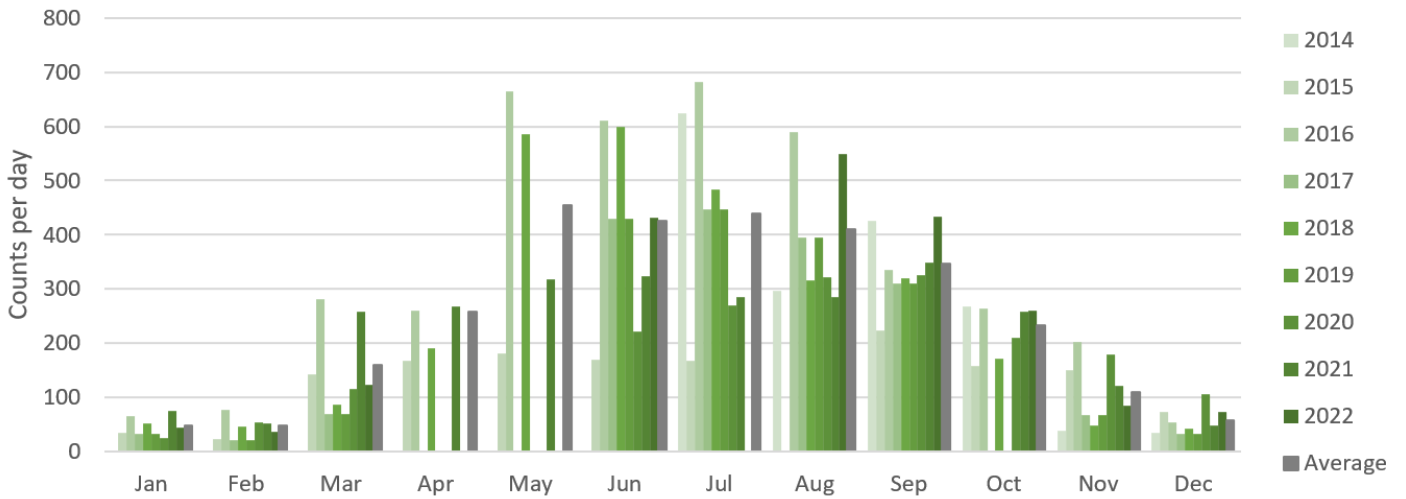


Eagle Run Trail

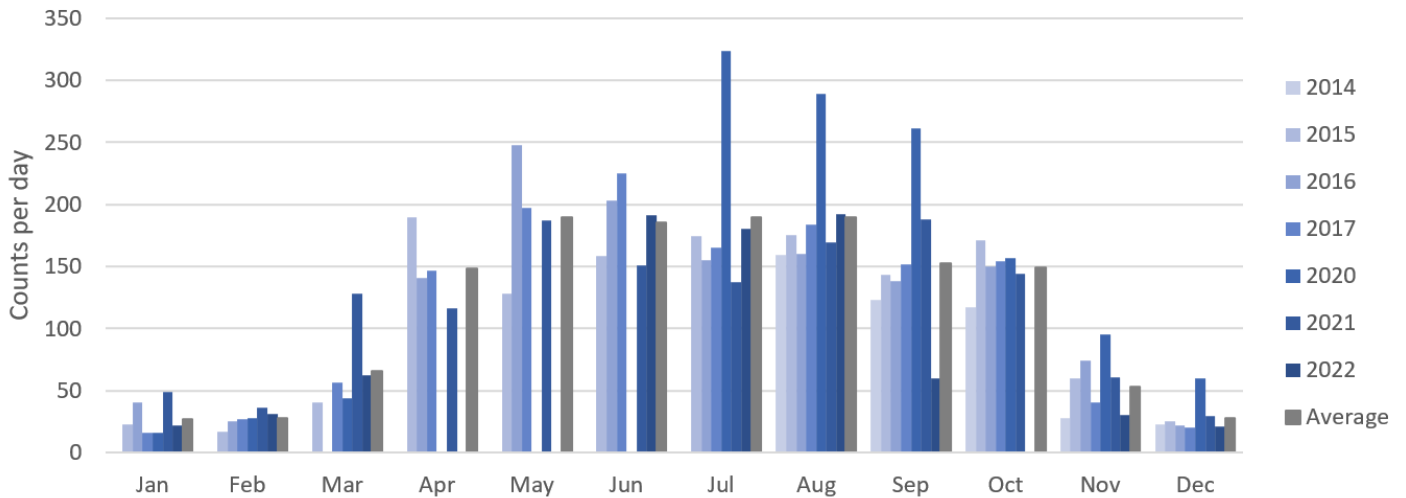


*NOTE: This year has higher counts due to the transition from Traf-X counters to Eco-Counters—see page 6 for more information

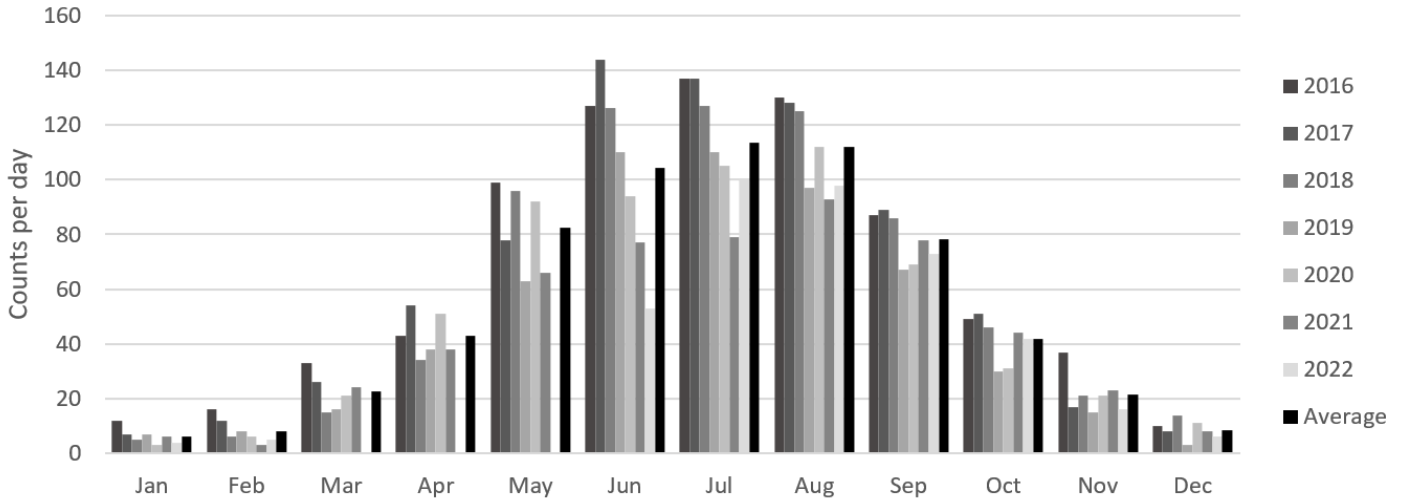
Lindenwood/Gooseberry Park Bridge



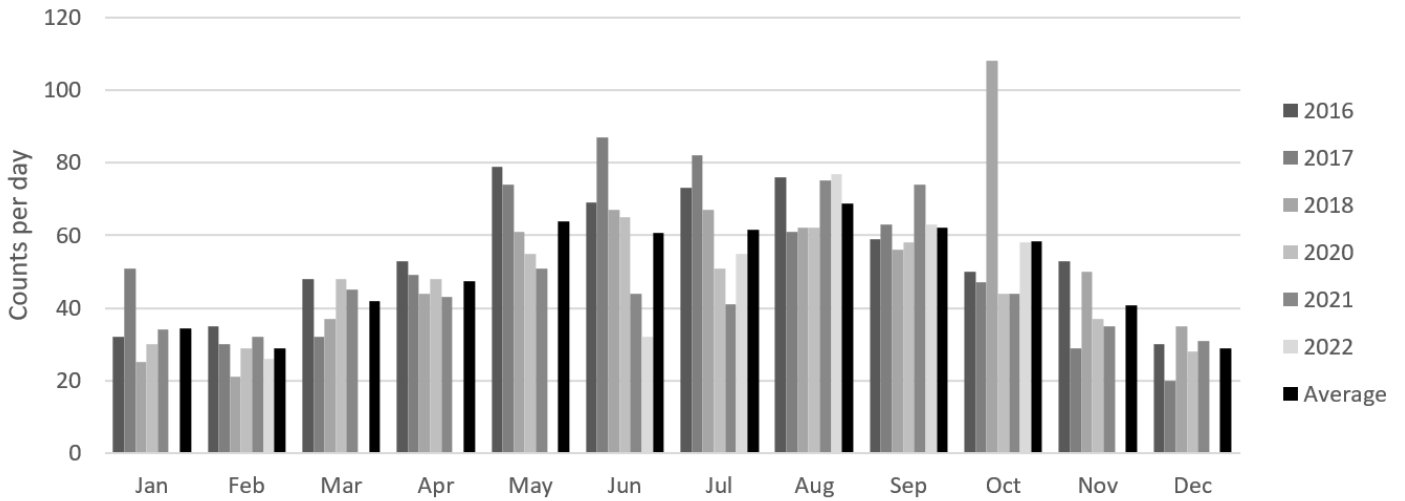
Oak Grove/Memorial Park Bridge



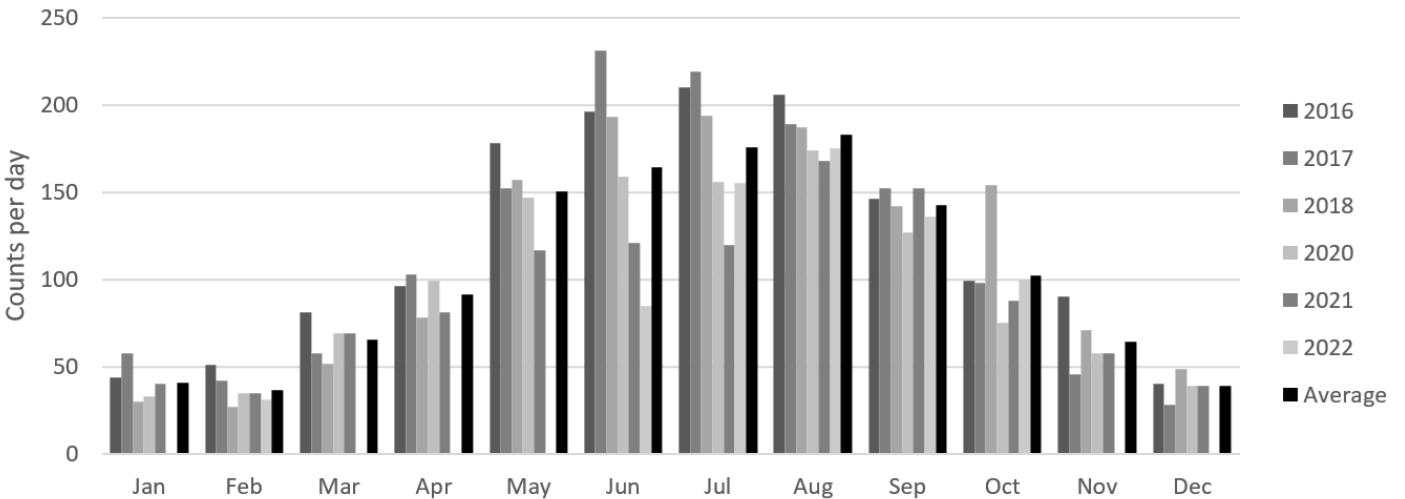
Moorhead 8th St Trail crossing I-94 - Bicycles



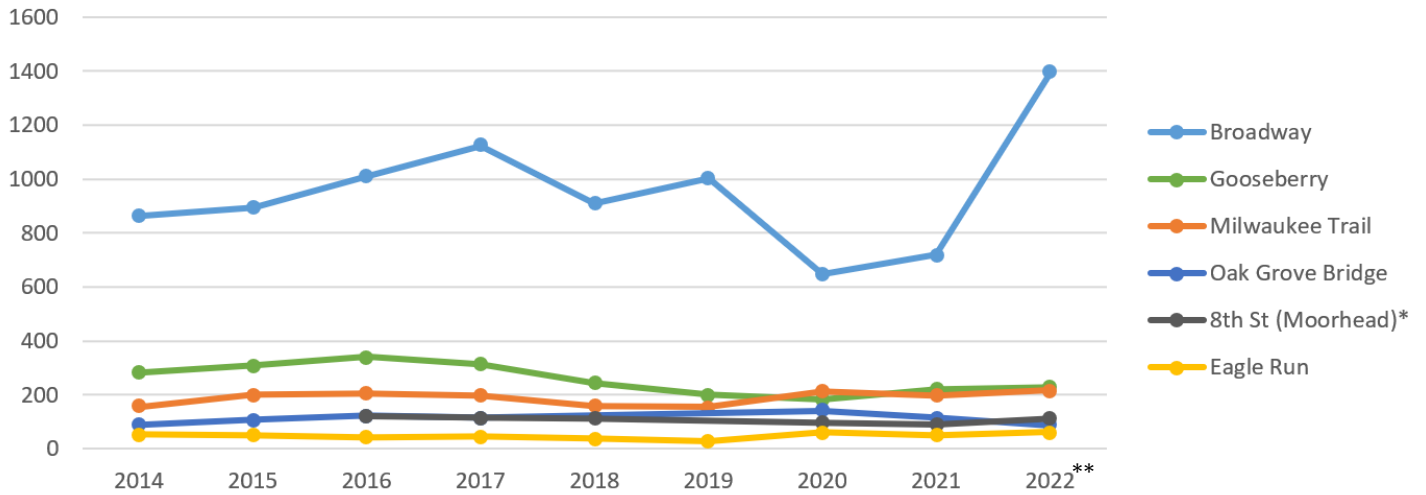
Moorhead 8th St Trail crossing I-94 - Pedestrians



Moorhead 8th St Trail crossing I-94 - Bike & Pedestrians



Average Annual Daily Counts



* Includes both bicycle & pedestrian counts

Average Annual Daily Counts

	2014	2015	2016	2017	2018	2019	2020	2021	2022**	Average (2014-2022)
Broadway	865	894	1011	1124	908	1001	646	721	1397	952
Gooseberry Bridge	281	311	341	315	245	201	183	220	227	258
Milwaukee Trail*	156	200	203	196	157	156	212	195	218	188
Oak Grove Bridge	90	109	123	115	-	-	142	116	88	112
8th St (Moorhead)*	-	-	120	115	111	-	98	91	114	108
Eagle Run Trail*	53	50	44	45	37	28	61	52	63	48

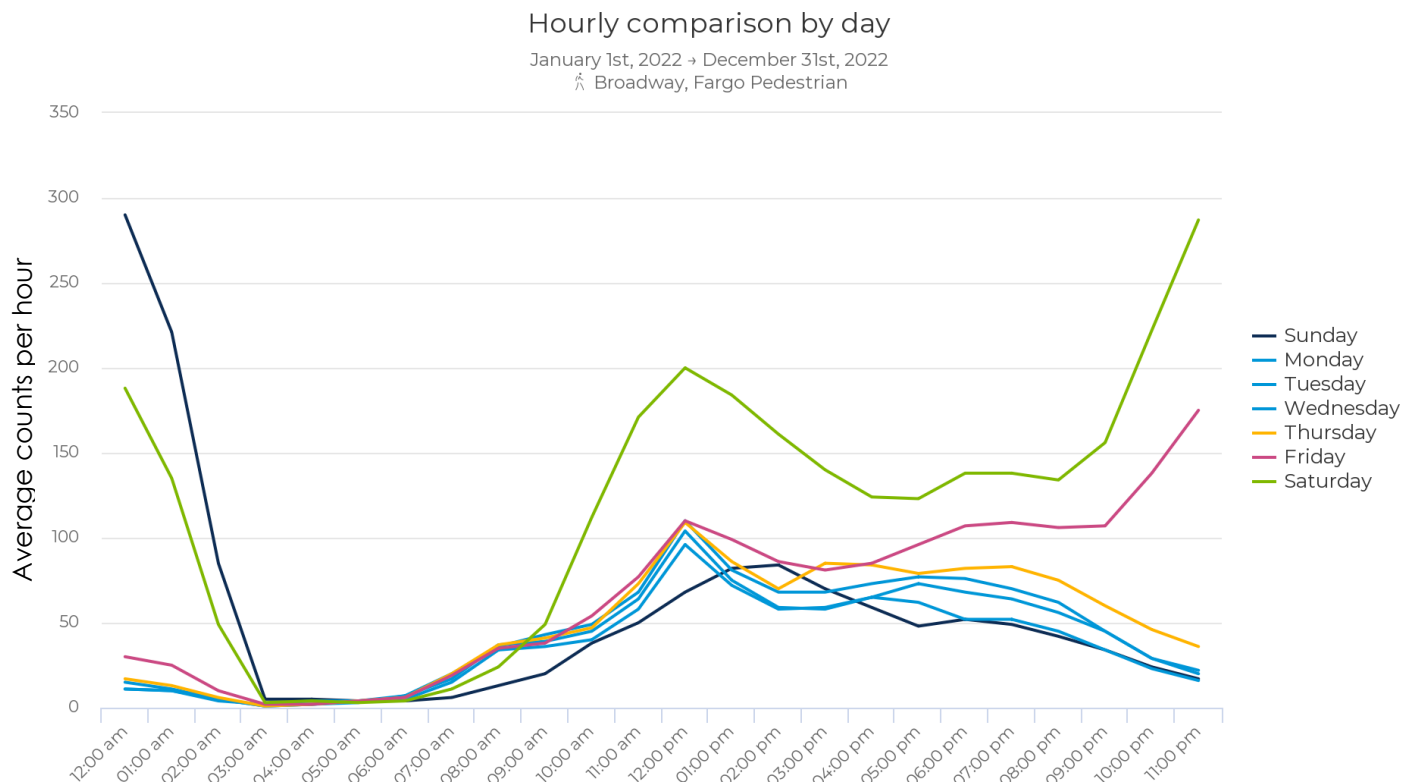
**Includes both bicycle & pedestrian counts*

**NOTE: 2022 has higher counts due to the transition from Traf-X counters to Eco-Counters—see page 6 for more information

BW: Broadway just south of 2nd Ave N—west sidewalk

2022 Data

Located in the heart of Fargo's downtown, the Broadway counter records the highest volume of people compared to the other automated counters. The counter cannot differentiate between bicycles and pedestrians. The data collected showcases several trends and events that impact the downtown core of the Fargo-Moorhead area. See below for analysis.



The above graph separates the 2022 data into the seven days of the week, showcasing the average data recorded every hour for every day of the week. Several trends emerge within the data when displayed this way.

First, a comparison of weekend nights vs. weekday nights. Friday nights and Saturday nights find Broadway much busier than average, with totals on Saturday tripling average weekday peaks. For both Friday and Saturday nights, the busiest time is around midnight, with a steep drop in volume by 3AM when foot traffic is at its lowest.

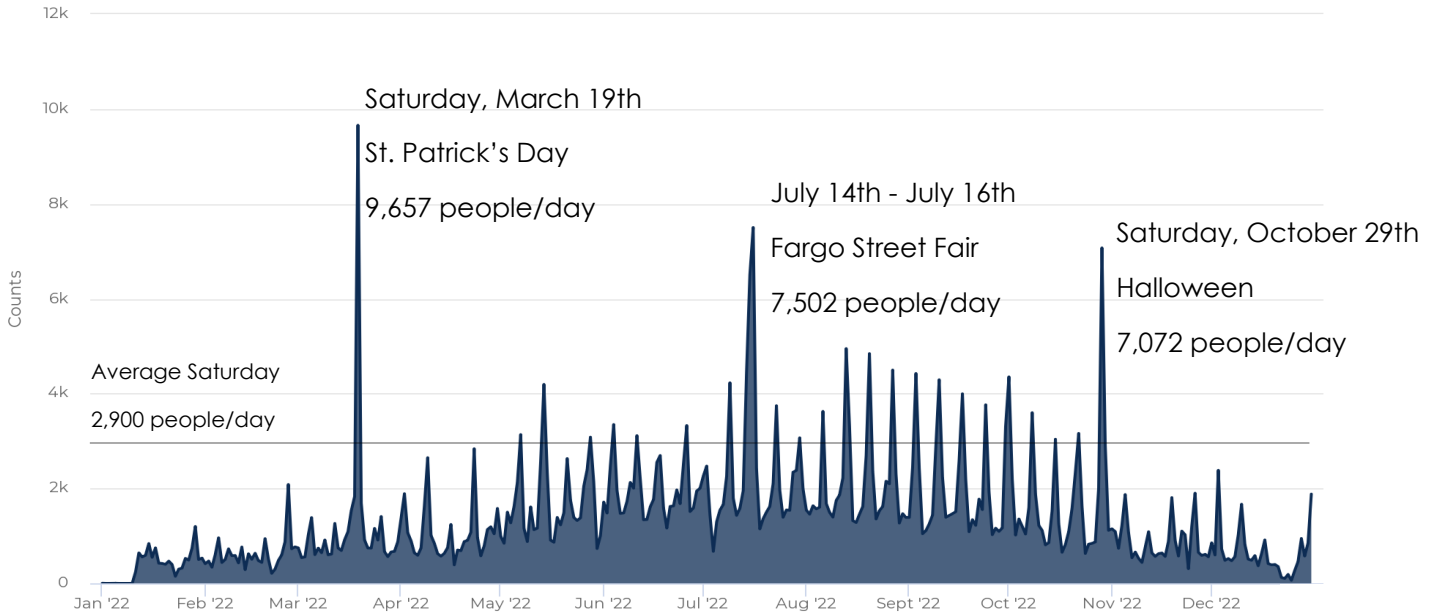
A second trend that emerges is a common lunchtime peak across all weekdays of around 100 people an hour, then a drop as lunchtime ends. Saturday has a much larger lunchtime peak around the same time, and data from Sundays show a smaller lunchtime peak that occurs later in the day.

Broadway just south of 2nd Ave N—west sidewalk

2022 Data

Daily traffic

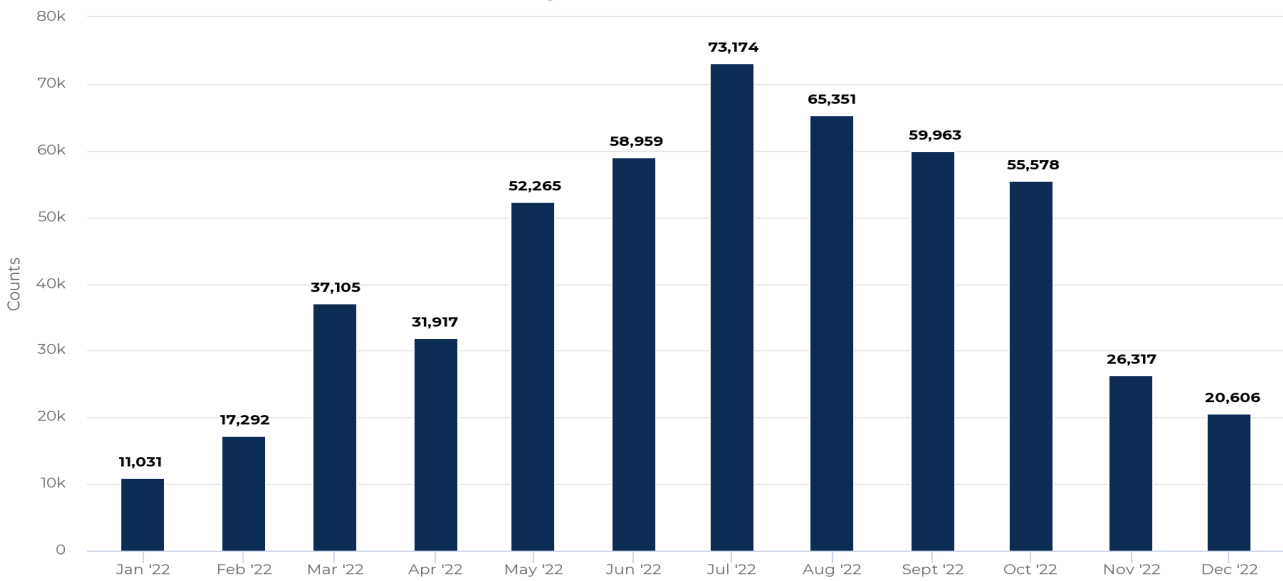
January 1st, 2022 → December 31st, 2022



When the data is separated into daily counts over the course of 2022, specific peaks corresponding to holidays and events are identified. The magnitude of these peaks provides good insight into the volume of traffic that these events create. The consistent smaller peaks represent the Friday and Saturday night crowds.

Monthly traffic

January 1st, 2022 → December 31st, 2022

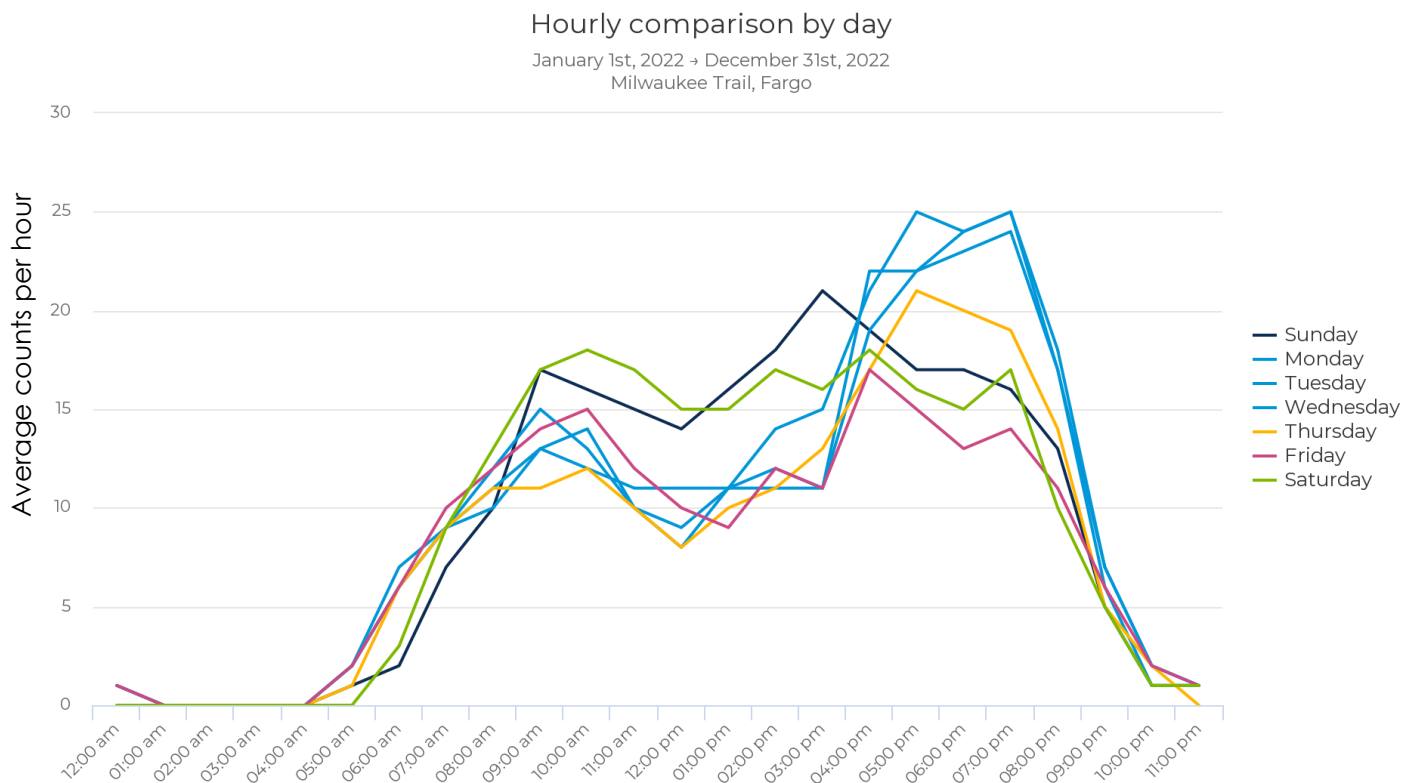


Counting people by month showcases the divide between winter and summer pedestrian traffic on Broadway and speaks to larger trends within the FM area. During January 2022, less than 20,000 people were recorded by this counter versus over 70,000 people recorded during July 2022. The lower counts in the winter could be for a host of reasons, such as people opting to drive downtown, fewer people frequenting downtown businesses due to the weather, and a reduced number of events.

MT: Milwaukee Trail between 35th Ave S and 37th Ave S

2022 Data

The Milwaukee Trail is one of the longest trail systems in the City of Fargo, spanning 3 miles from 1-94 southward to the Rose Creek trail just south of 40th Ave S, with plans to connect the trail to other trail networks once a crossing of Rose Creek Coulee is complete. The counter, located near Mini Park 1 and 36th Ave S, can differentiate between bicycles and pedestrians. The counter is located near low density housing, but the areas surrounding the Milwaukee Trail contain high density and medium density housing as well as low density housing.



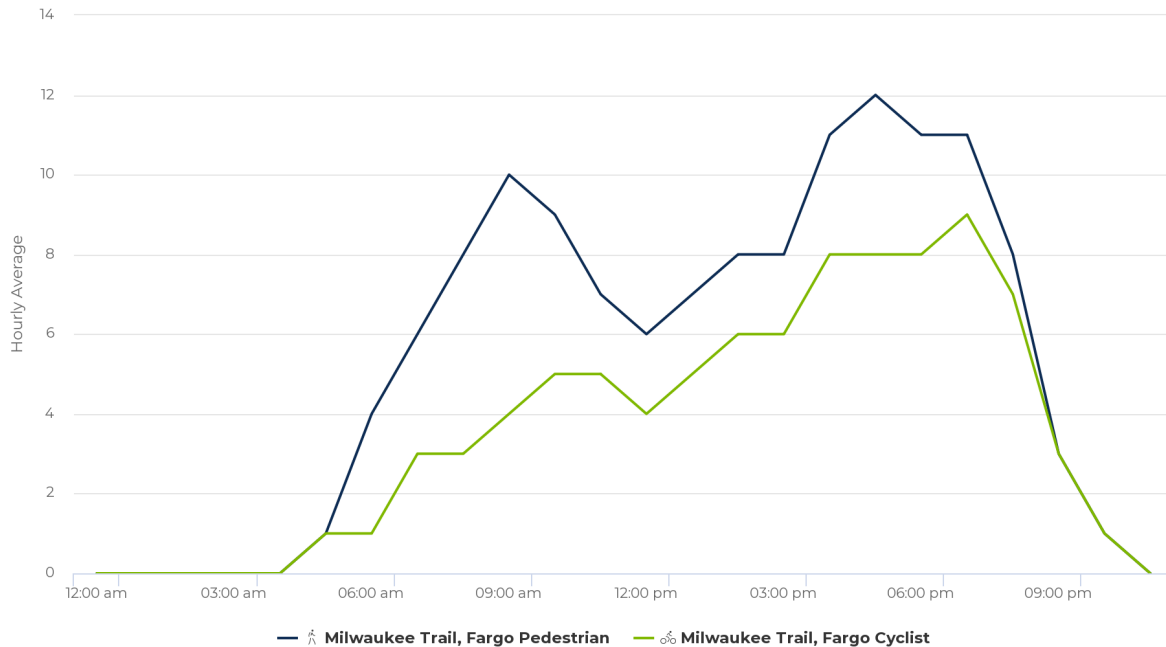
The above graph separates the 2022 data into the seven days of the week, showcasing the average data recorded every hour of the day for every day of the week. The most notable aspect of the graph are the two main peaks that appear: an evening peak and a smaller lunchtime peak. During the working week, these peaks are very pronounced, but during the weekends the data appears much more consistent throughout the day. Saturday features no true peak at all; in its place is a plateau of around 15 people per hour throughout the entire day. Sunday features a smaller peak earlier in the day, and Friday features the smallest evening peak before declining at sunset. The weekday peaks are relatively consistent, with around 25 people passing the counter per hour between 5:00PM and 7:00PM.

Milwaukee Trail between 35th Ave S and 37th Ave S

2022 Data

Hourly Profile

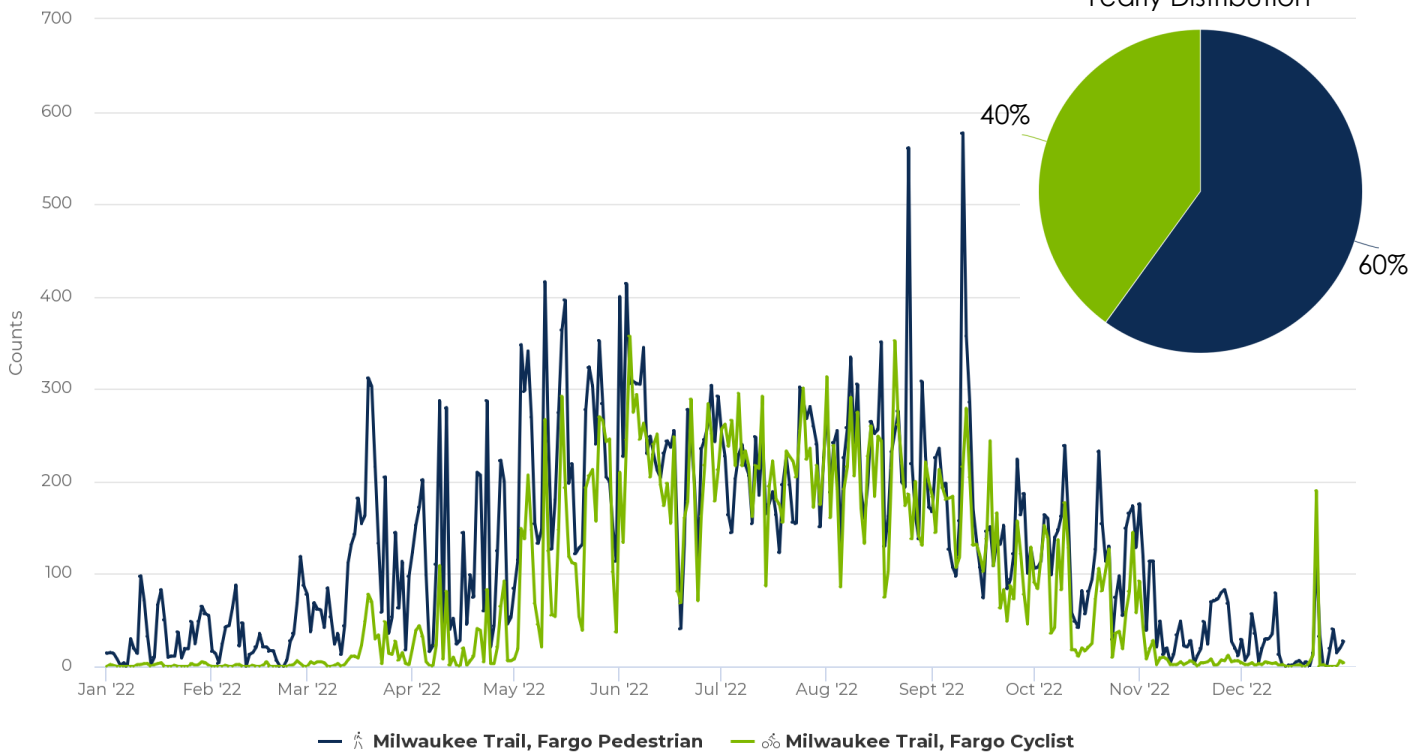
January 1st, 2022 → December 31st, 2022



Daily traffic

January 1st, 2022 → December 31st, 2022

Yearly Distribution

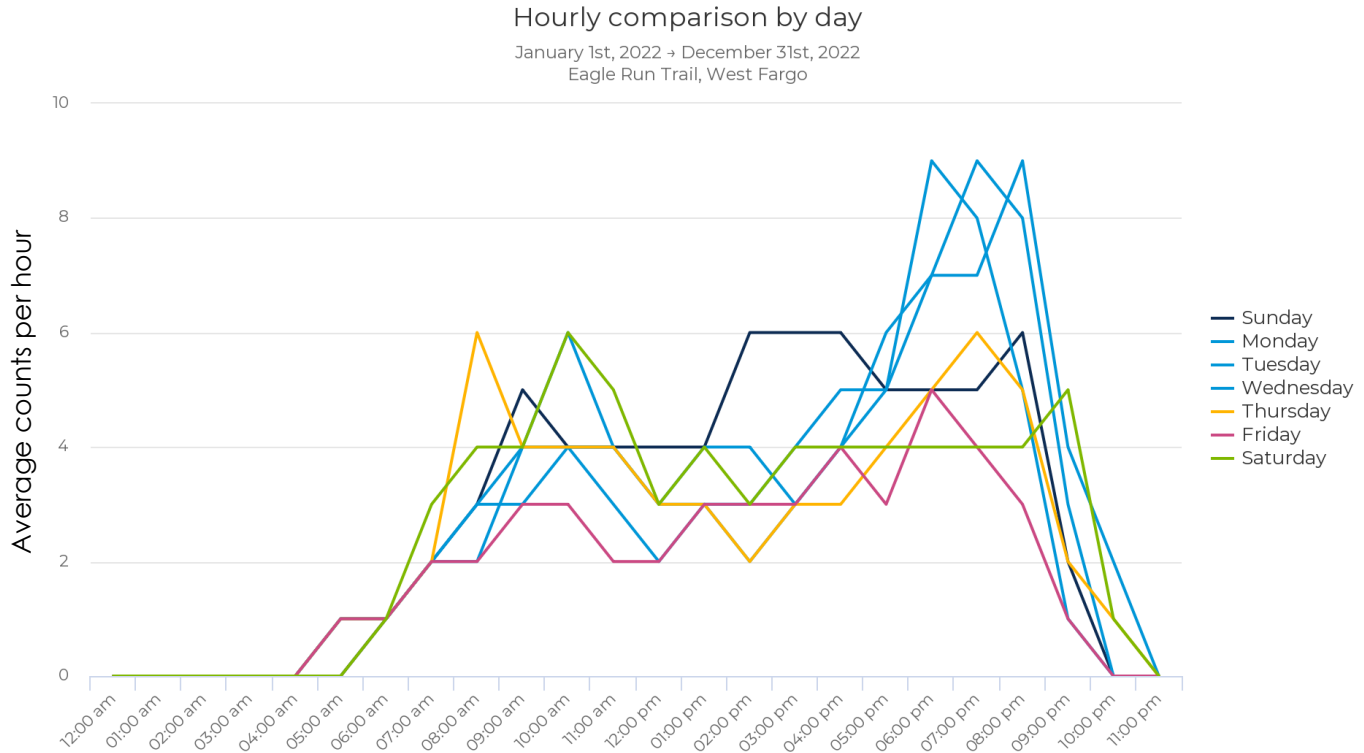


The above graphs represent the average pedestrian traffic vs. the average bicycle traffic for each hour of the day. The data helps paint a picture of who uses the Milwaukee Trail. Hourly data reflects two specific peaks for pedestrians, a morning and an evening one. These peaks could correspond to students walking to and from school via the trail. In contrast, bicycle traffic grows at a constant rate until nightfall. The daily traffic shows that walkers still utilize the Milwaukee Trail during the winter, but bicyclists do not. During the summer, the ratio of bicyclists to pedestrians is consistently almost 1:1.

ER: Eagle Run Trail between Rendezvous Park and 9th St W

2022 Data

Located in southern West Fargo, the Eagle Run automated counter collects data from a shared use path along a drainage ditch near Rendezvous Park. Like the Milwaukee Trail counter, the Eagle Run counter has the ability to differentiate between bicycles and pedestrians.



The above graph separates the 2022 data into the seven days of the week, showcasing the average data recorded every hour for every day of the week. Due to lower counts, the hourly data appears more sporadic and can be more impacted by outliers, but distinct trends still emerge. Specifically, weekday volume is at its highest in the evening, after people return home from work and potentially embark on an evening walk, run, or bike ride. A smaller lunchtime spike exists during weekdays, but generally the evening features the highest number of pedestrians or bicyclists.

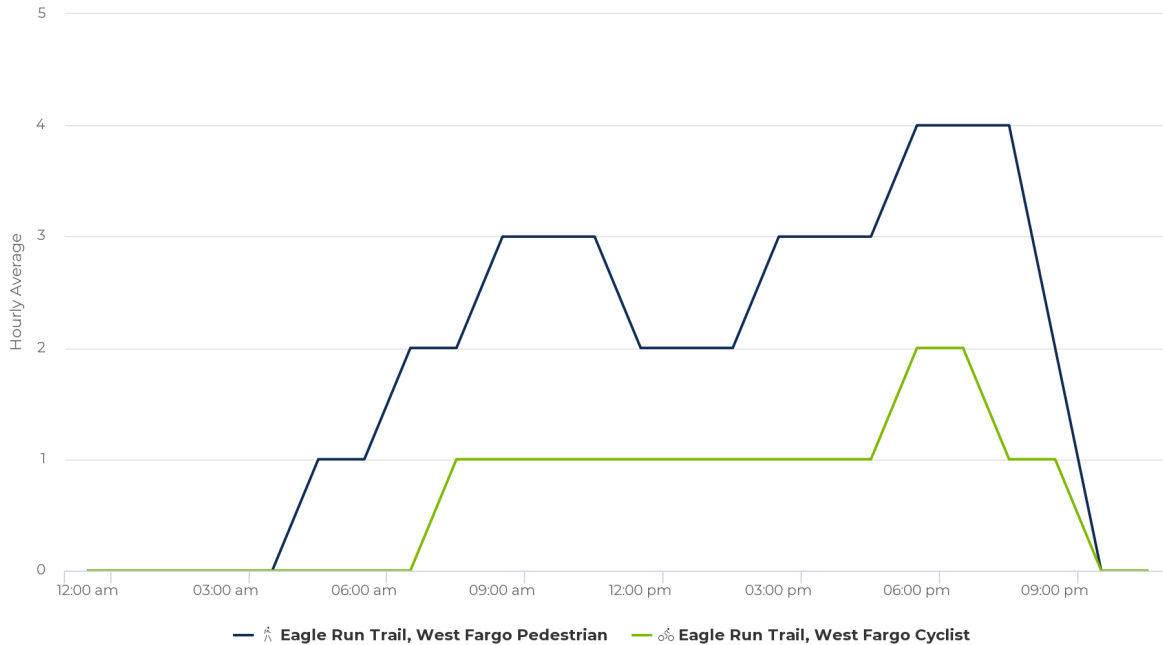
Weekend traffic is more constant, lacking a large evening spike like weekdays contain, though Saturday still features a lunchtime spike and Sunday contains a peak during the afternoon carrying over into the evening.

Eagle Run Trail between Rendezvous Park and 9th St W

2022 Data

Hourly Profile

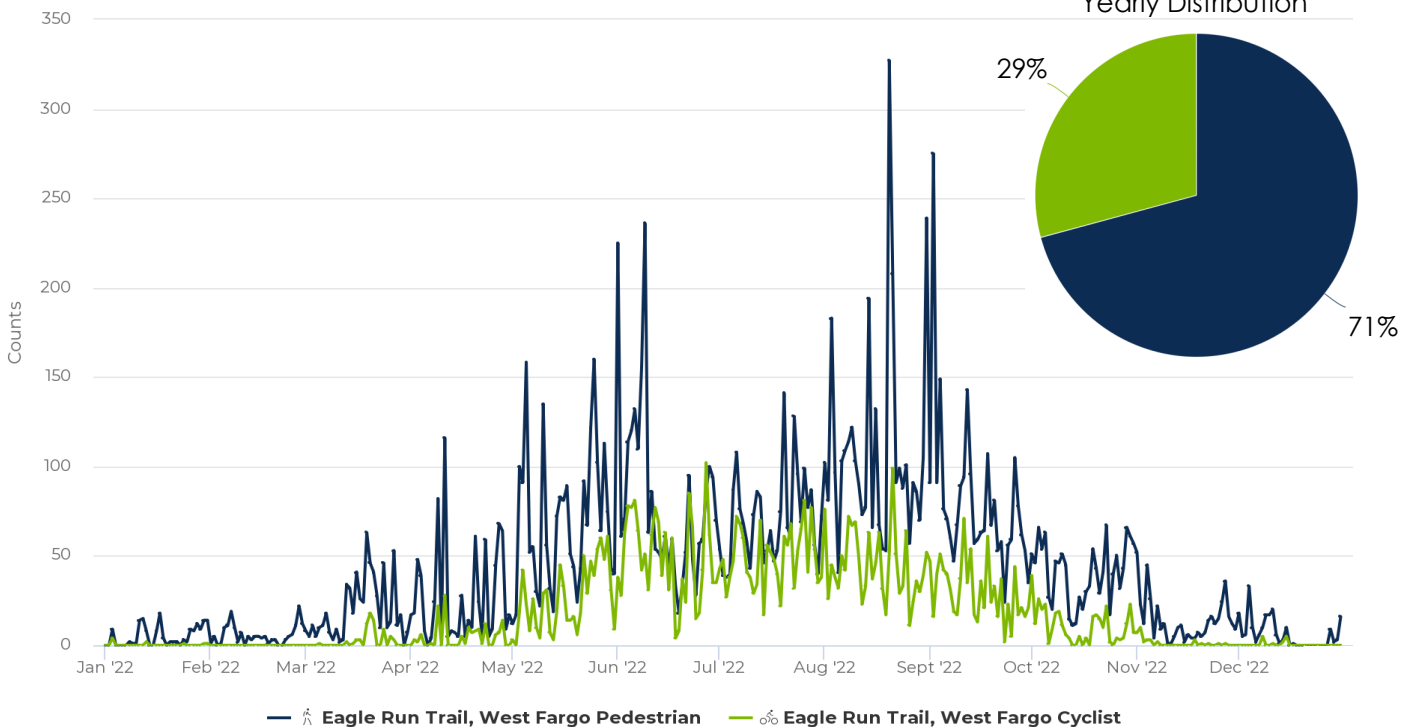
January 1st, 2022 → December 31st, 2022



Daily traffic

January 1st, 2022 → December 31st, 2022

Yearly Distribution



The above graphs represent the average pedestrian traffic vs. the average bicycle traffic for each hour of the day. The data reflected in the graphs shows similar trends to the Milwaukee Trail counter, though at a much smaller scale. Daily traffic over the course of the year follows a slightly different pattern than the Milwaukee Trail. During most of the spring, late summer, and fall, the ratio between pedestrians and bicyclists is roughly 2:1. Between June and August the ratio more closely resembles 1:1. Fewer people are using the Eagle Run trail, but similar to the Milwaukee trail people use it in the morning and in the evening, and are more likely to walk than bike along the trail.

LG: Lindenwood Park / Gooseberry Park bicycle & pedestrian bridge

2022 Data

Located on the Minnesota-North Dakota border, the Gooseberry counter counts people as they cross the bridge over the Red River, traveling between Gooseberry Park and Lindenwood Park.


The Eco-Counter was installed in November 2022, so data for 2022 has been omitted from detailed information analysis. The Traf-X Counter installed in 2014 near the bridge was malfunctioning for a significant portion of 2022 and removed when the Eco-counter was installed, so consistent data only exists from November 2022 onward. Beginning in 2023, detailed data will be analyzed and shown here.

OM: Oak Grove Park/Memorial Park bicycle & pedestrian bridge

2022 Data

Located on the Minnesota-North Dakota border, the Oak Grove counter counts people as they cross the bridge over the Red River, traveling between Oak Grove Park and Memorial Park.

The Eco-Counter was installed in November 2022, so data for 2022 has been omitted from detailed information analysis. Beginning in 2023, detailed data will be analyzed and shown here.



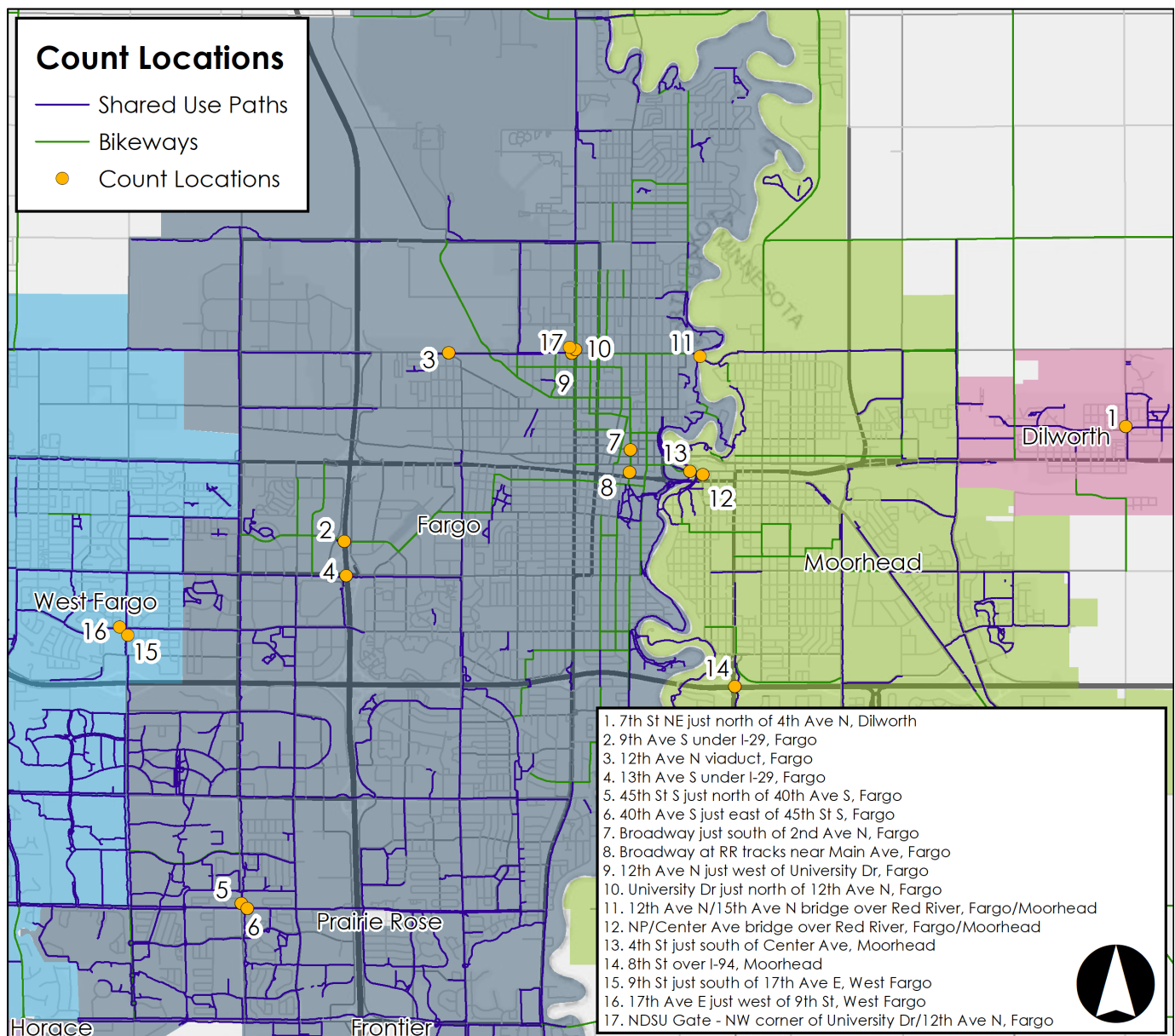
Manual Counts 2013—2022

Manual Counts

Manual counts are conducted once a year for a four-hour period on a typical weekday in September (Note: locations near NDSU campus are counted for a five-hour period). Based on availability of staff and resources some locations are counted for two consecutive weekdays to increase accuracy. The counts are taken at 17 locations in the Fargo-Moorhead Metro Area. These counts differentiate between pedestrians, bicyclists on the path/sidewalk, and bicyclists on the street where applicable. Poor weather conditions are avoided in order to provide a consistent count platform. However, variations in weather do occur which likely have some effect on the number of bicyclists and pedestrians from year to year.

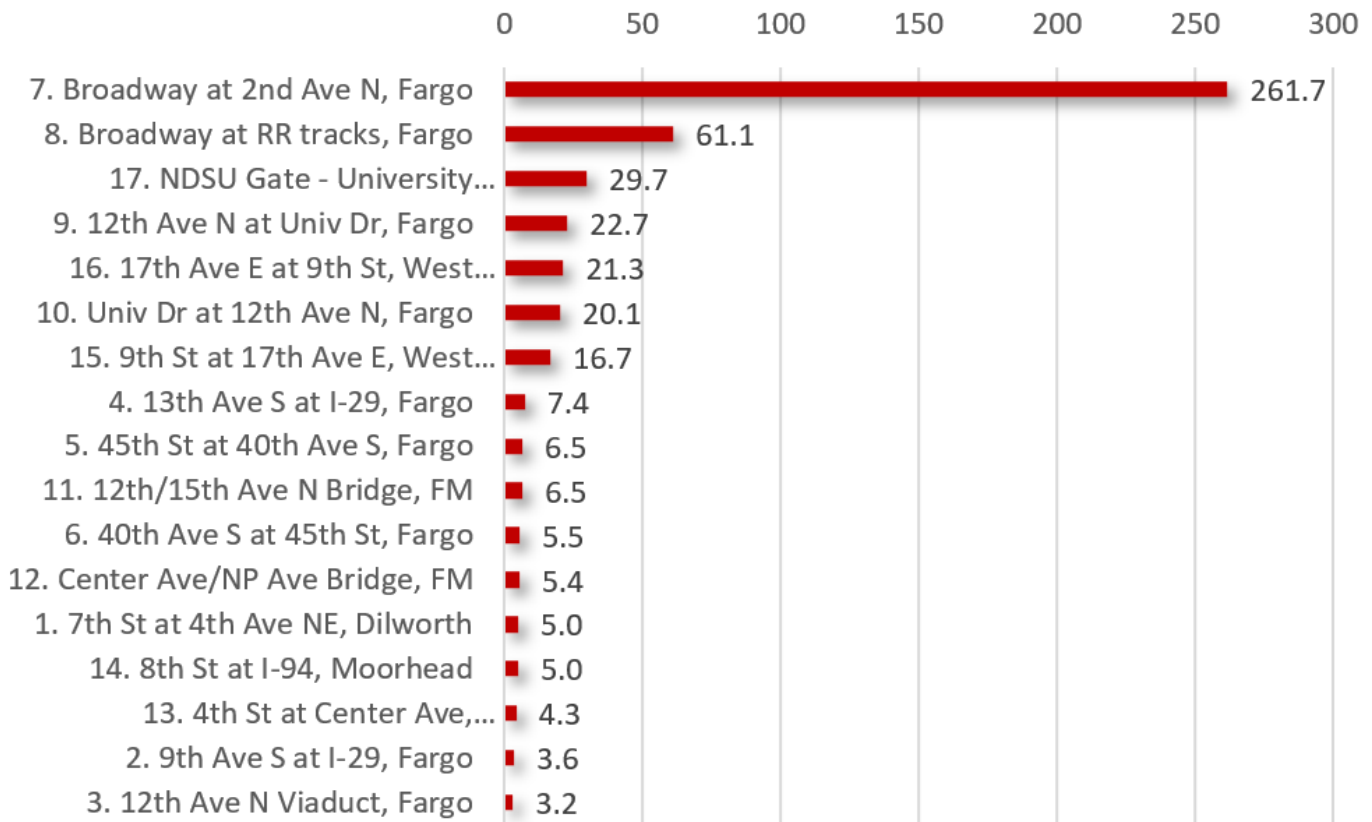
The count data shown in this section of the report includes years 2013 through 2022, however some locations may not include all years due to previous counting mythology, construction, or equipment failure. Below is a map showing the location of each manual count:

Manual Count Locations

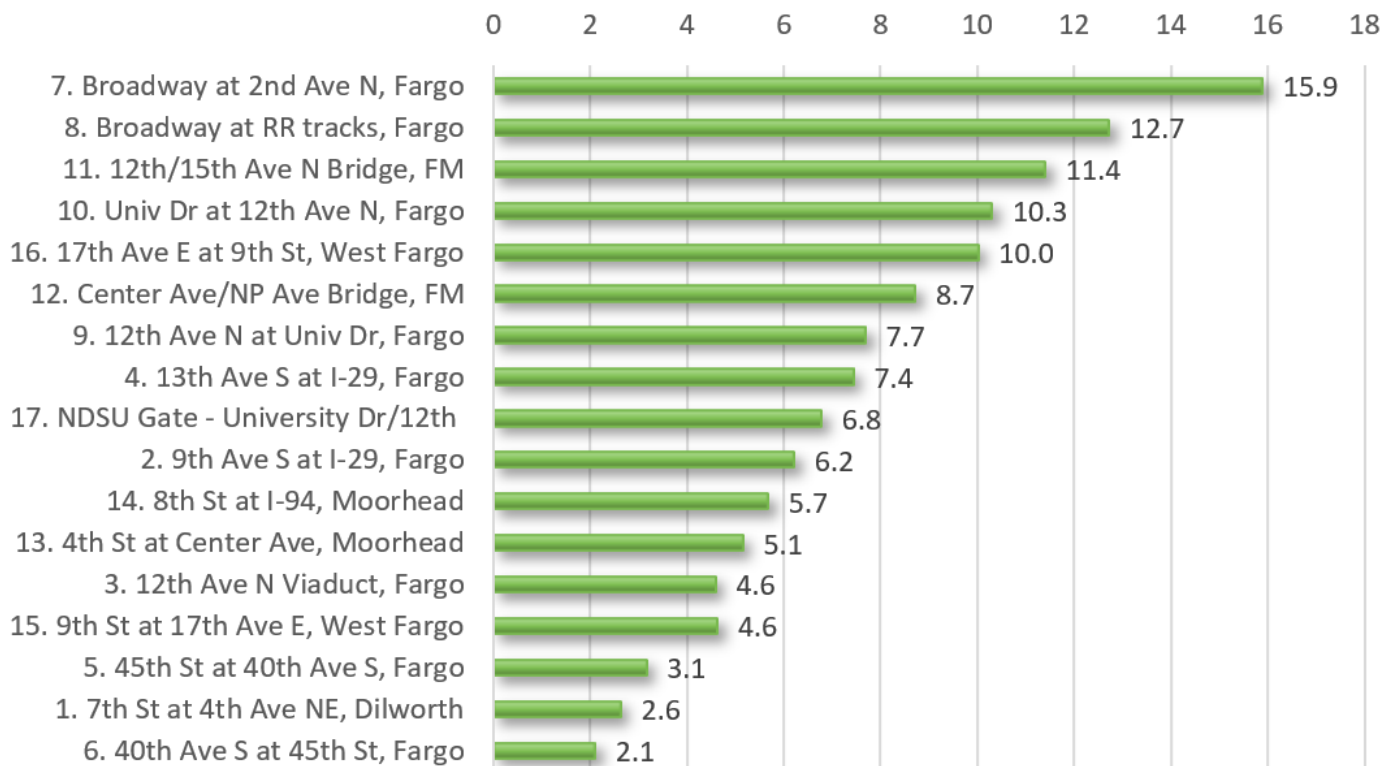


The following pages show the manual bicycle and pedestrian count data for the years 2013 through 2022.

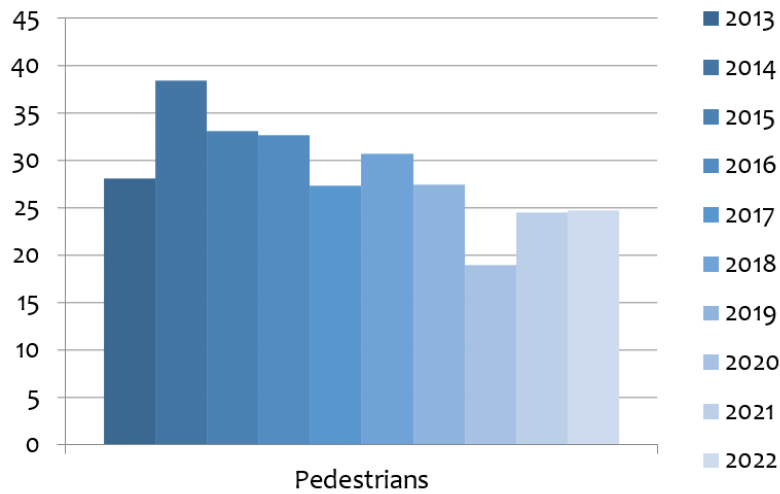
Pedestrians per hour (Average of years 2013 - 2022)



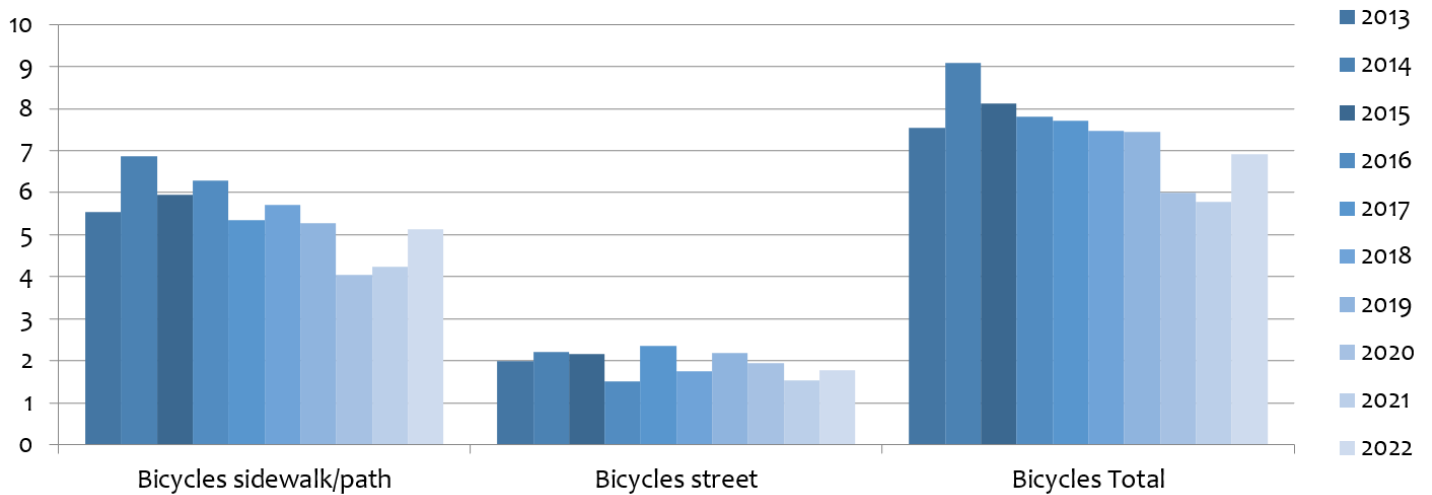
Bicycles per hour (Average of years 2013 - 2022)



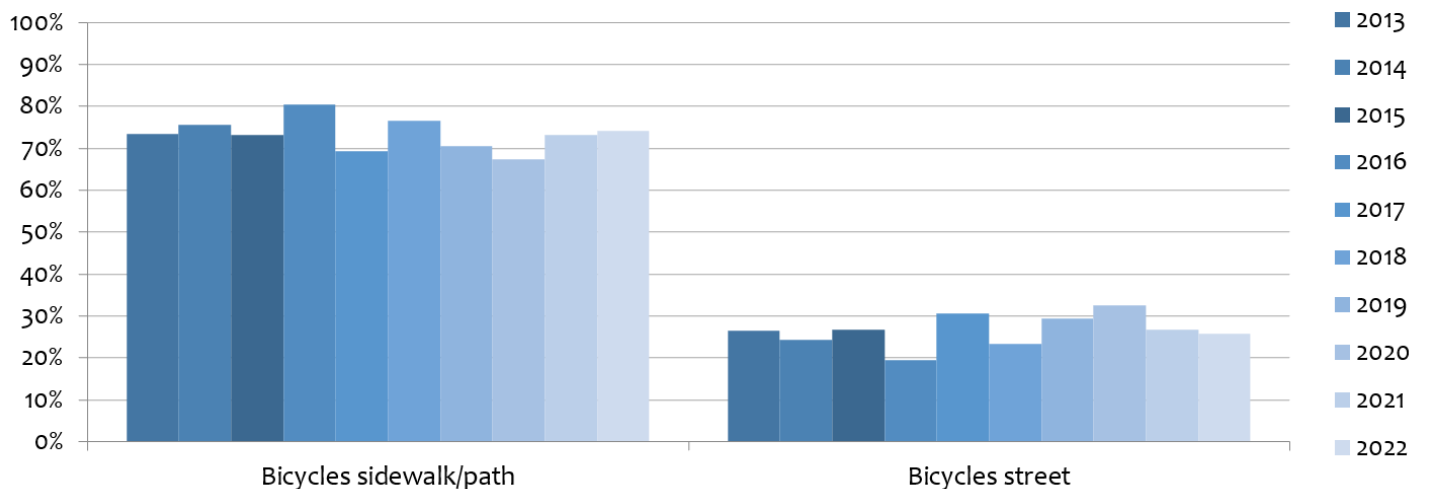
Pedestrian counts per hour by year (average of all locations)



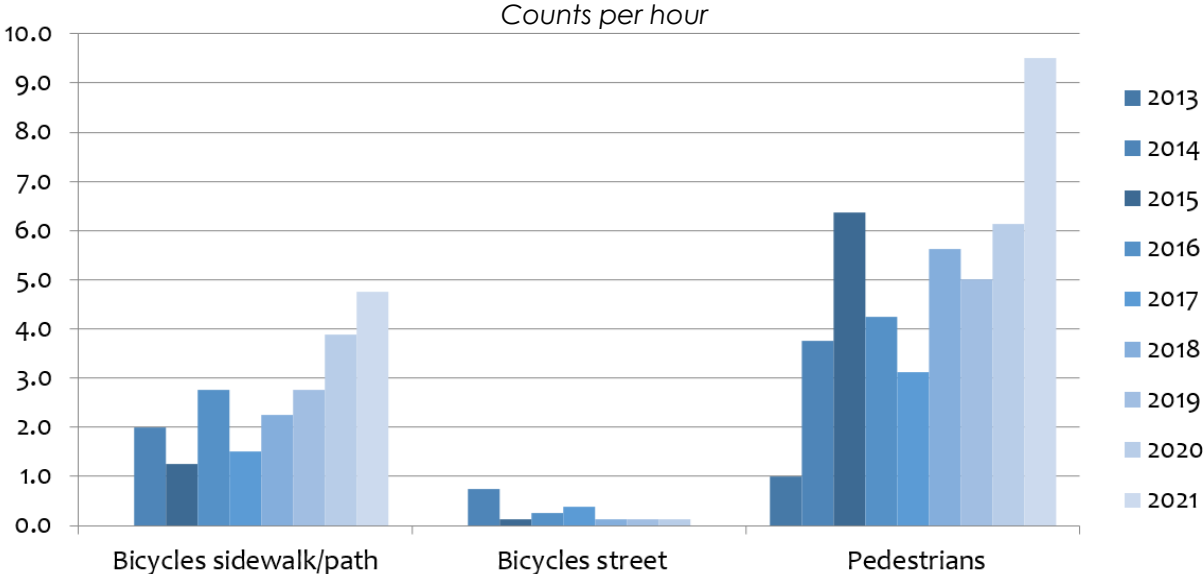
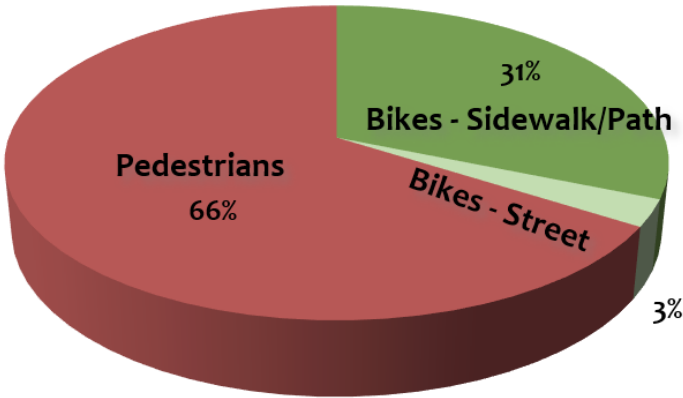
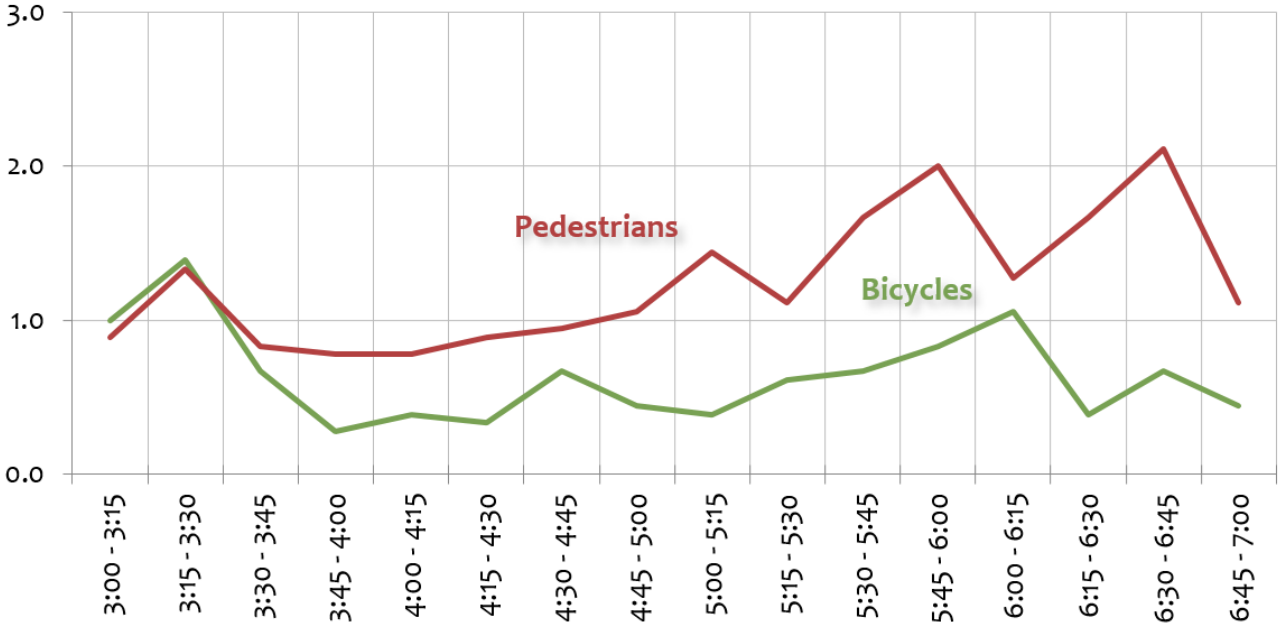
Bicycle counts per hour by year (average of all locations)



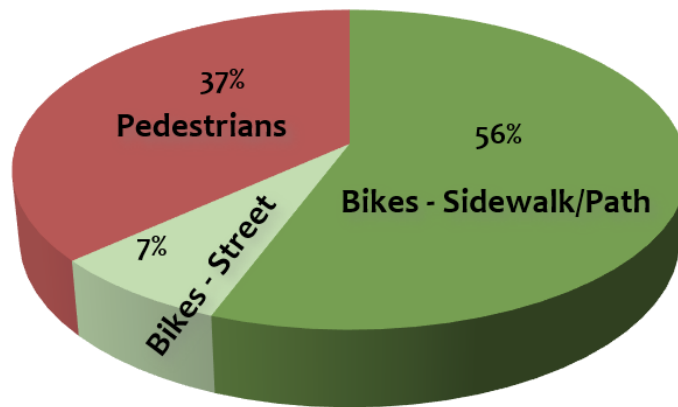
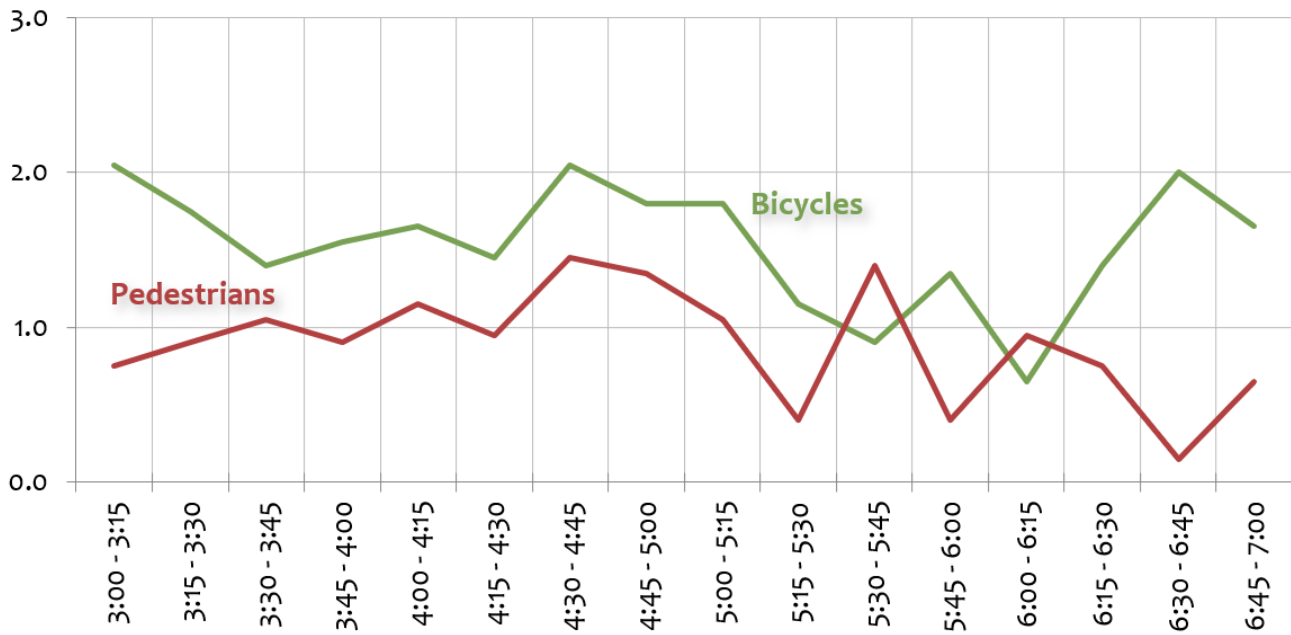
% of bikes on sidewalk/path vs. bikes on street (average of all locations)



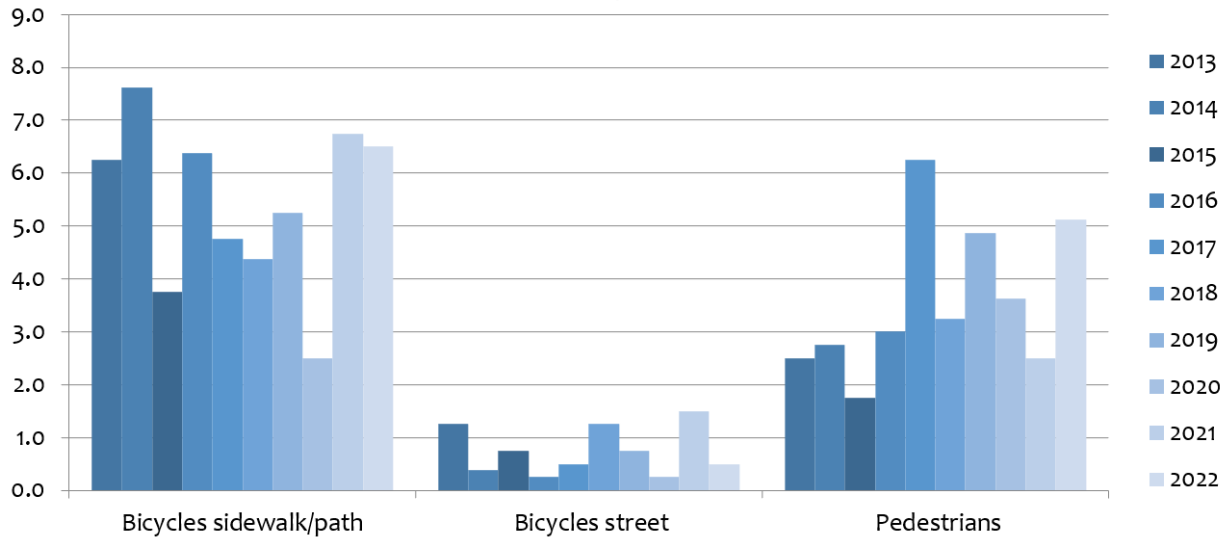
1. Dilworth—7th St NE just north of 4th Ave NE (Average of years 2013-2021) (No 2022 data)



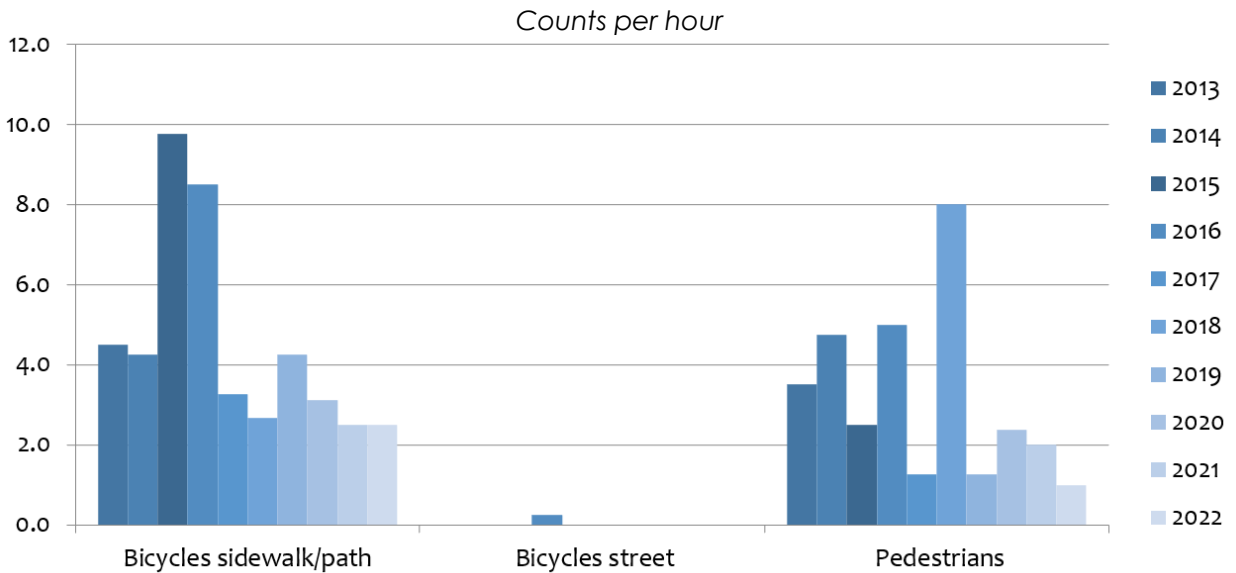
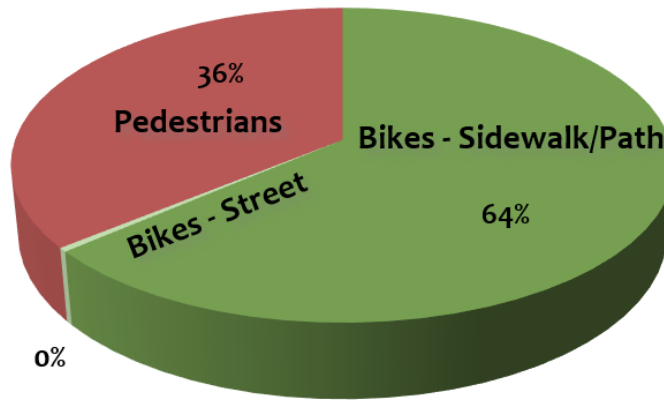
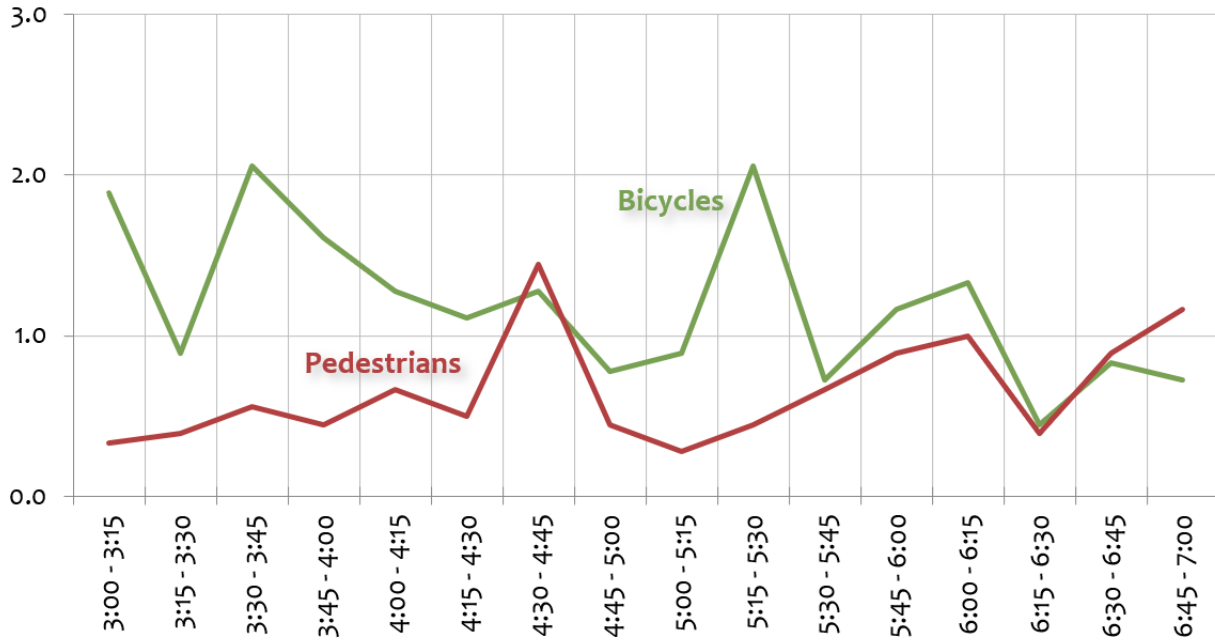
2. Fargo—9th Ave S under I-29 (Average of years 2013-2022)



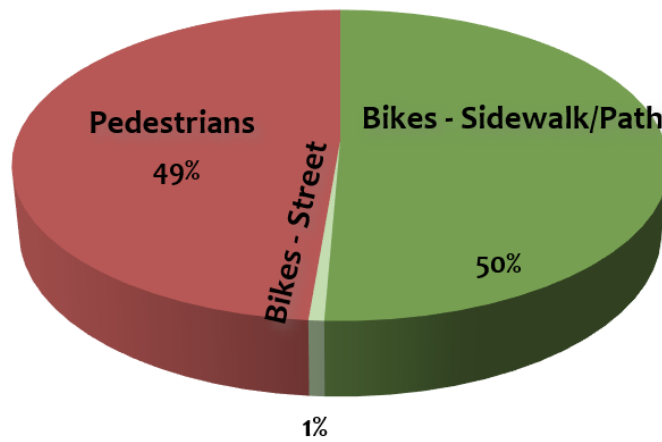
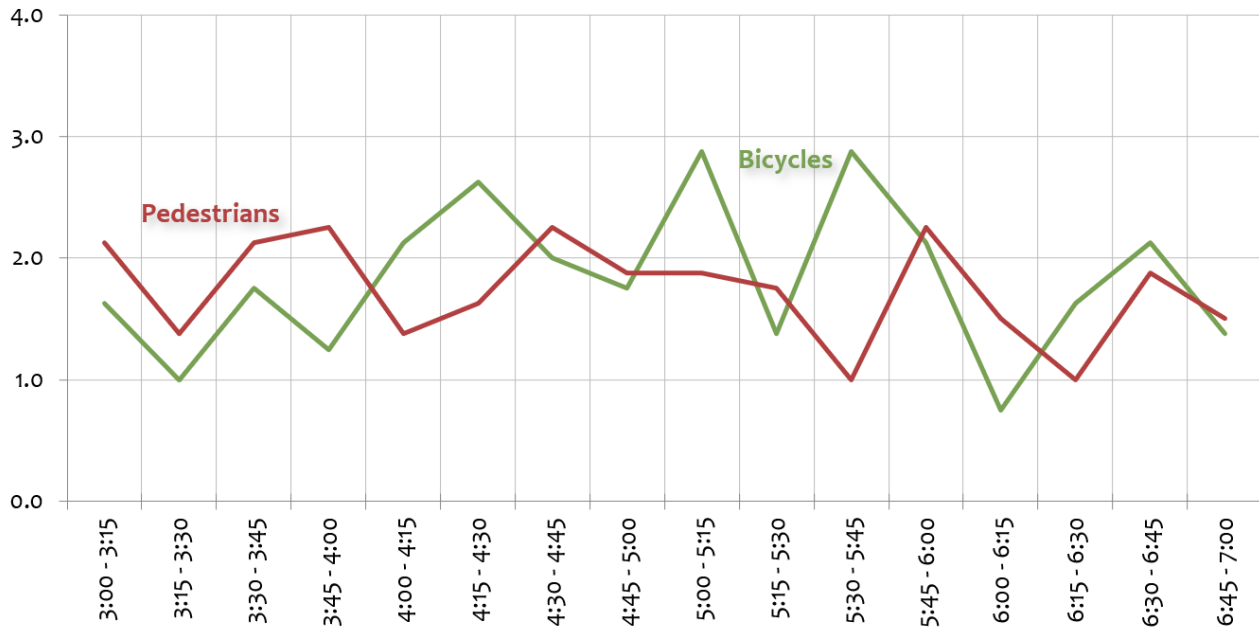
Counts per hour



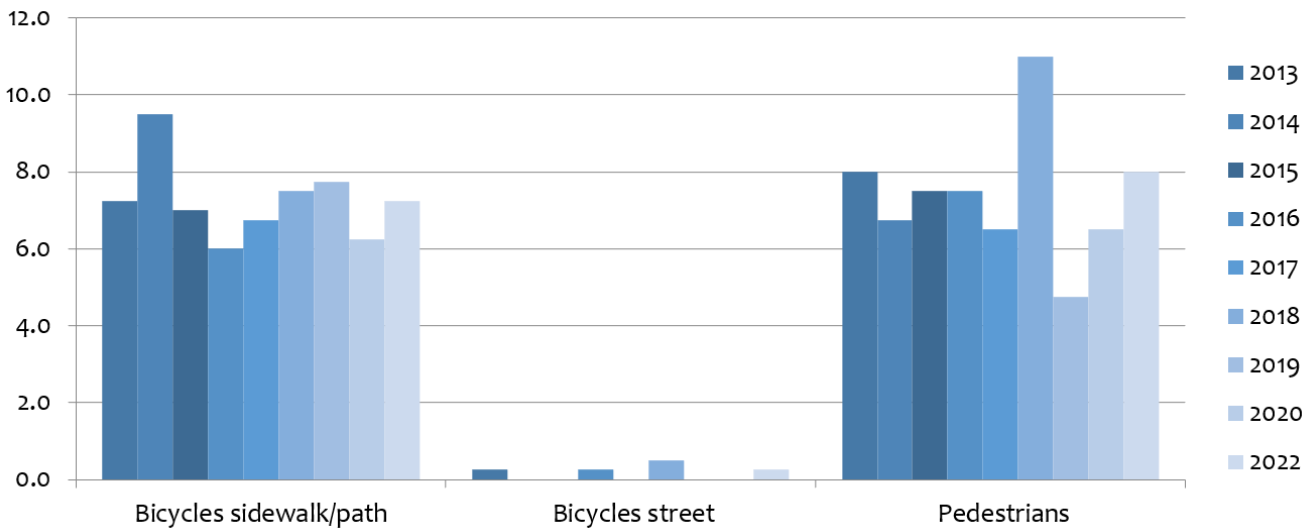
3. Fargo—12th Ave N viaduct (between 19th St & 29th St) (Average of years 2013-2022)



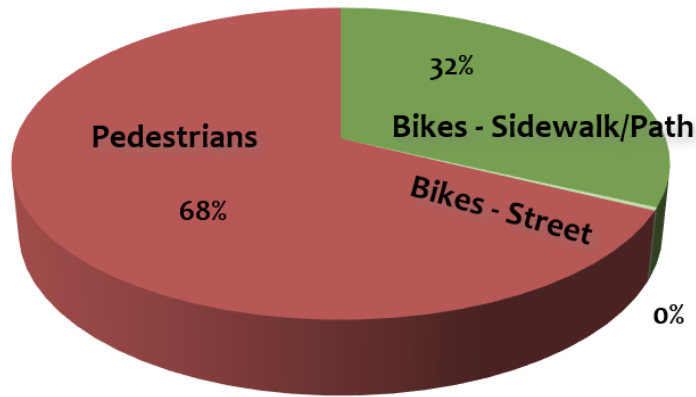
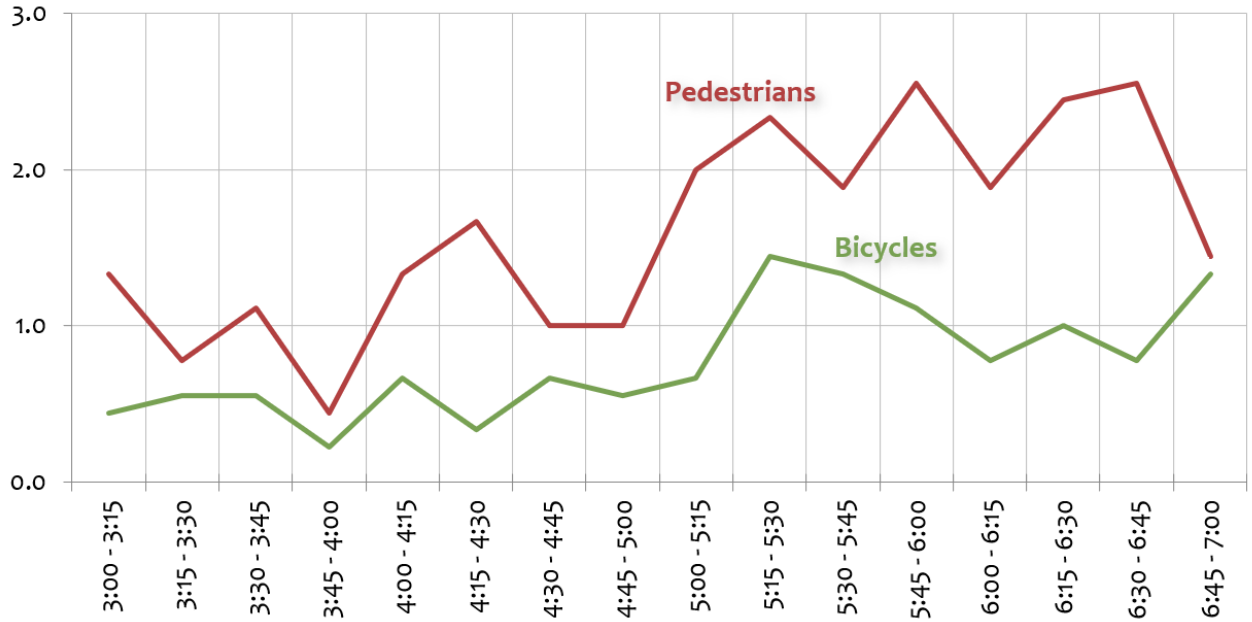
4. Fargo—13th Ave S under I-29 (Average of years 2013-2022)



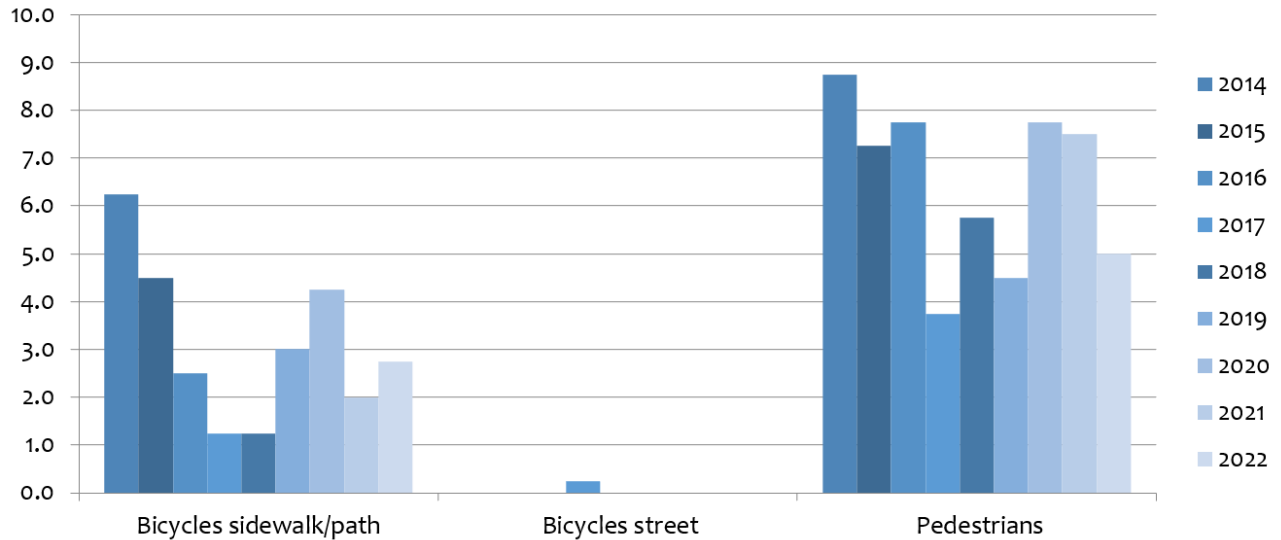
Counts per hour



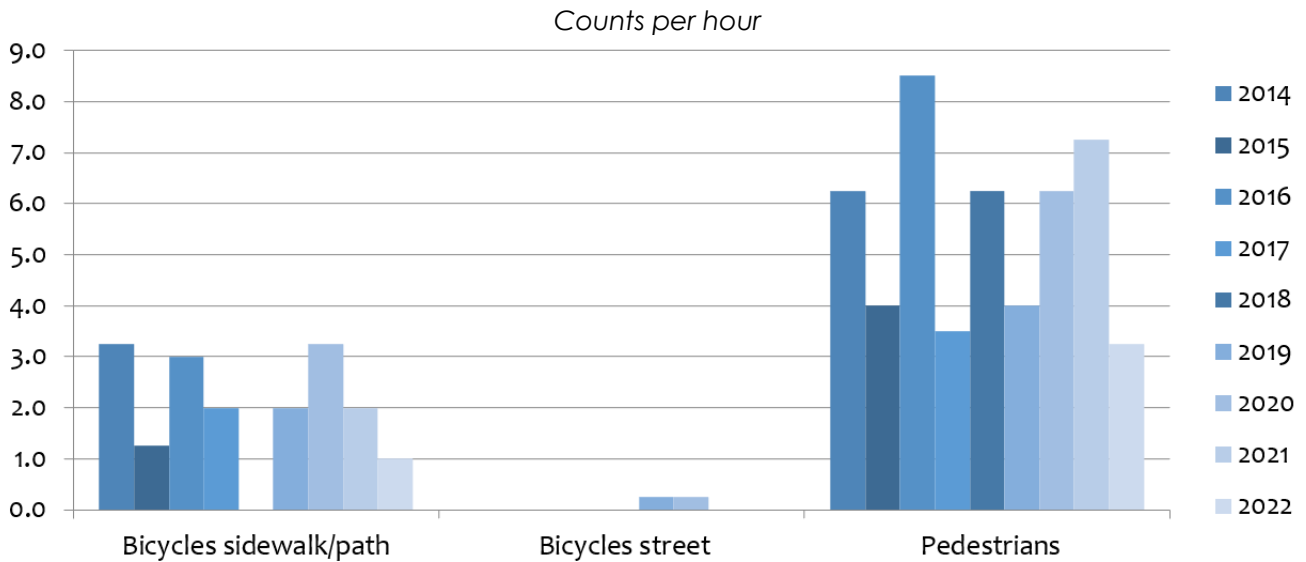
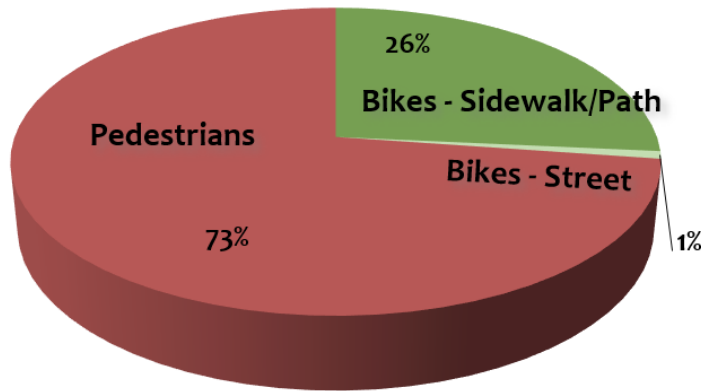
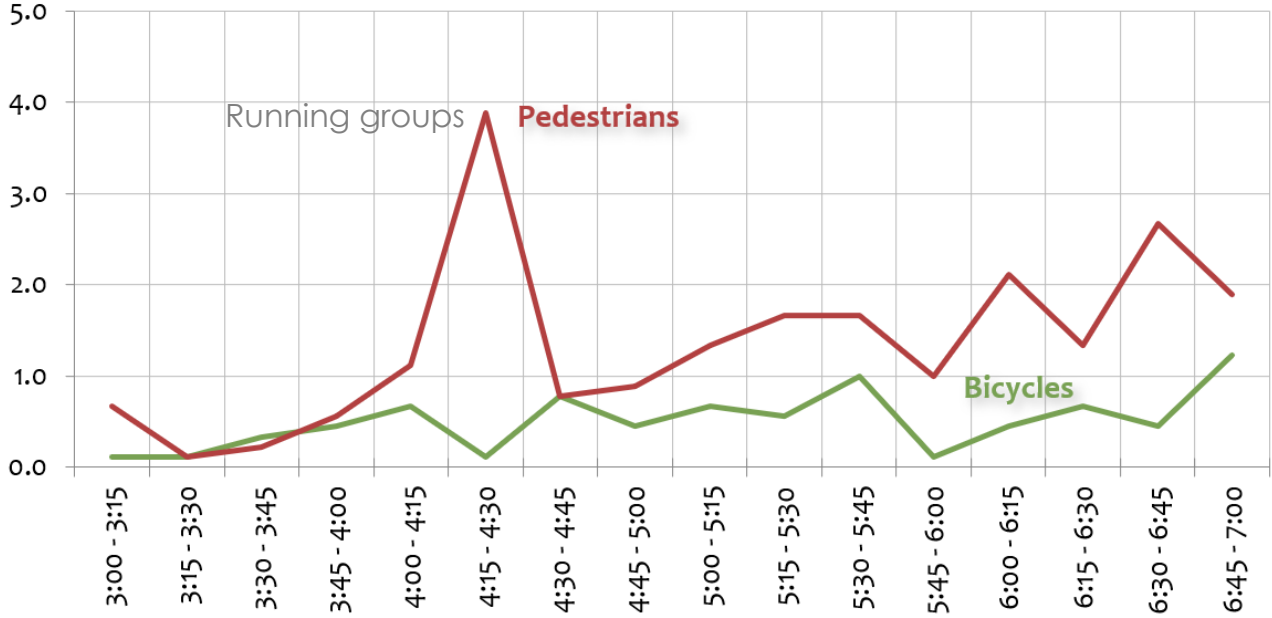
5. Fargo—45th St just north of 40th Ave S (Average of years 2014-2022)



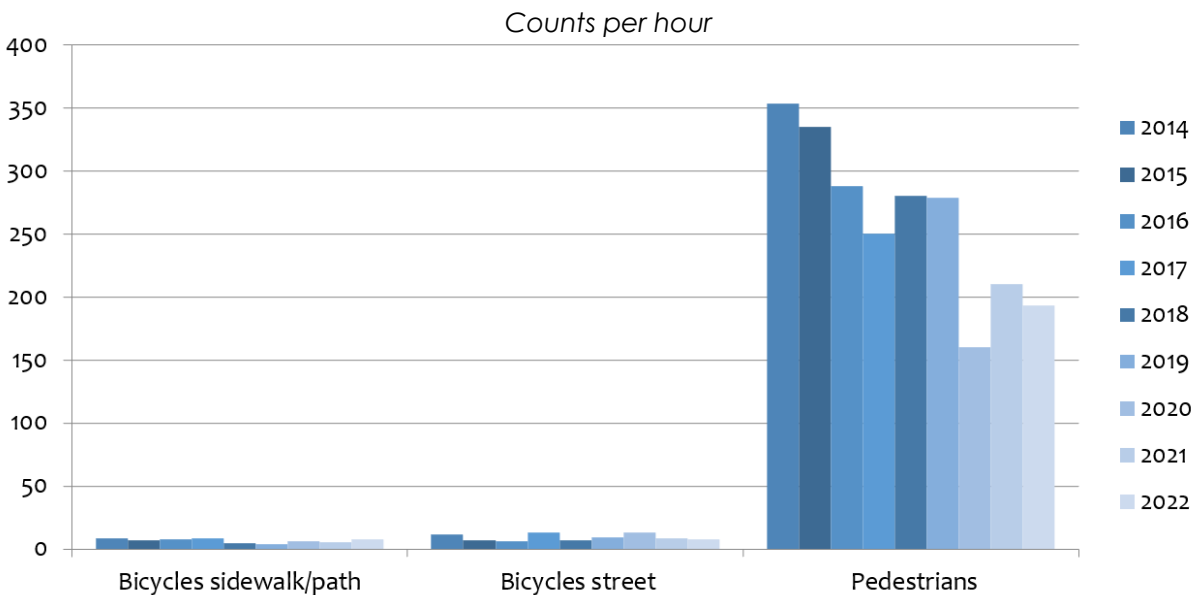
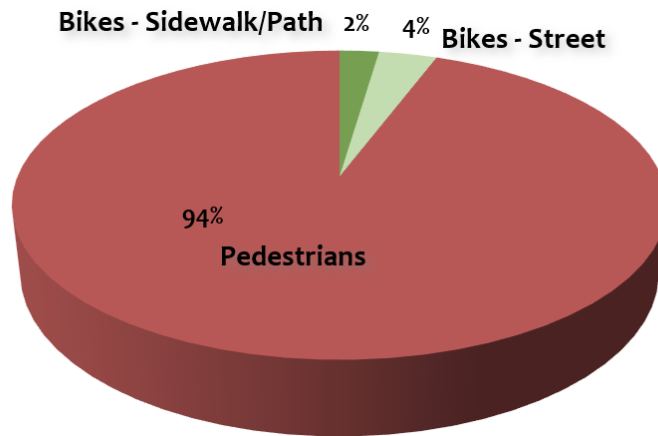
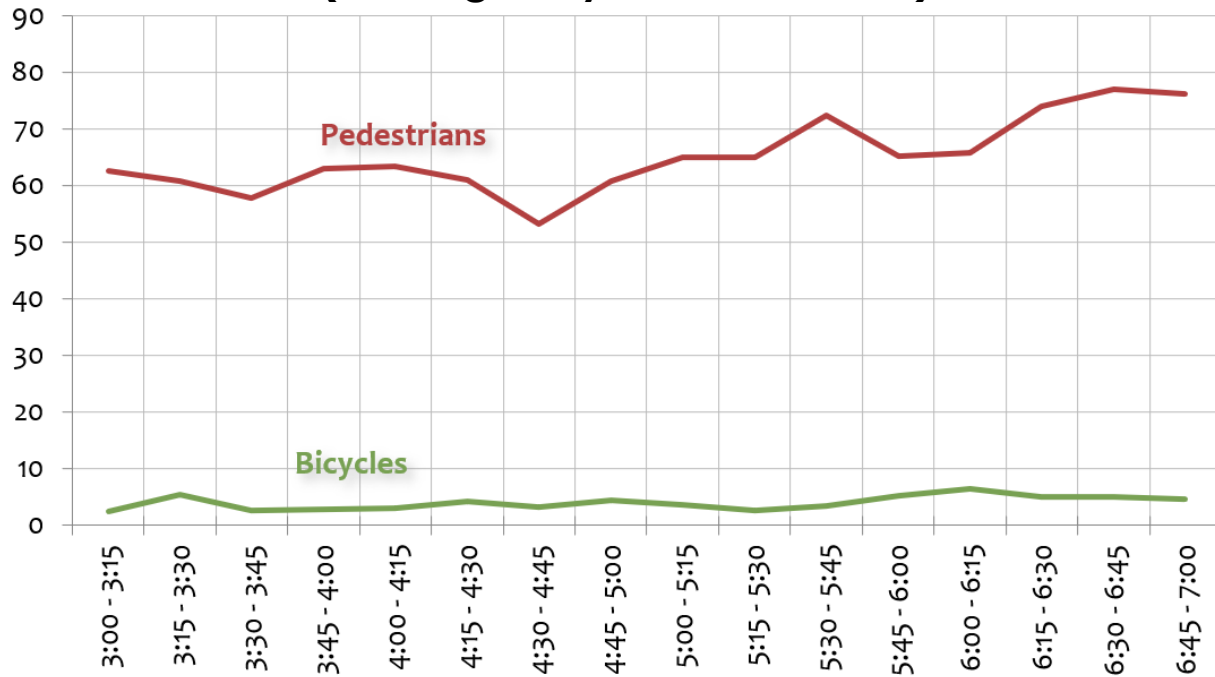
Counts per hour



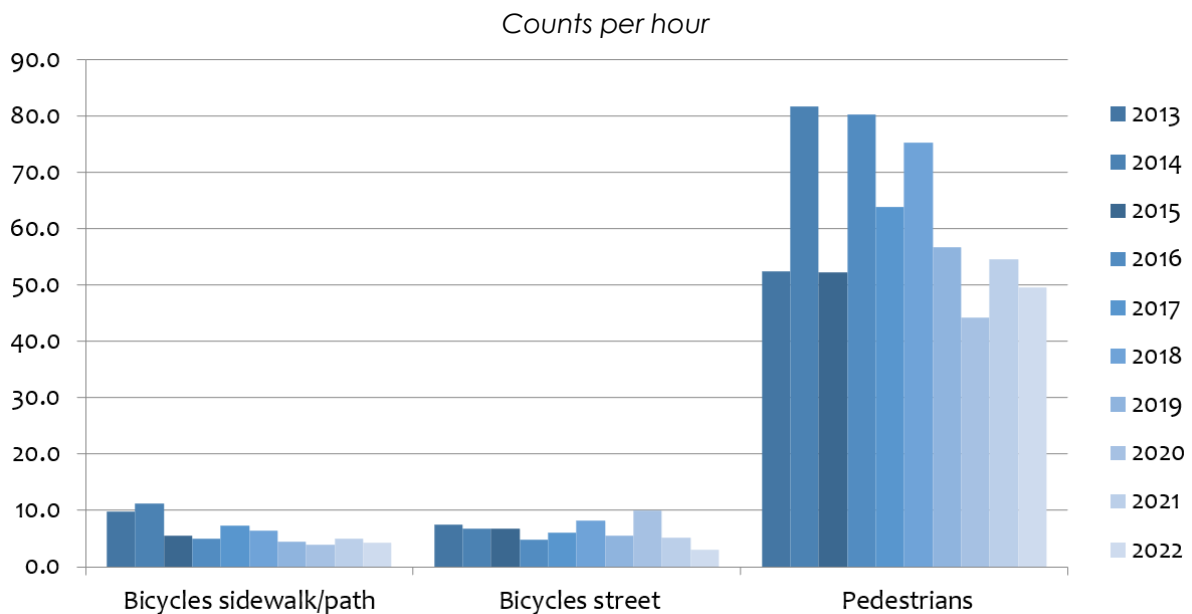
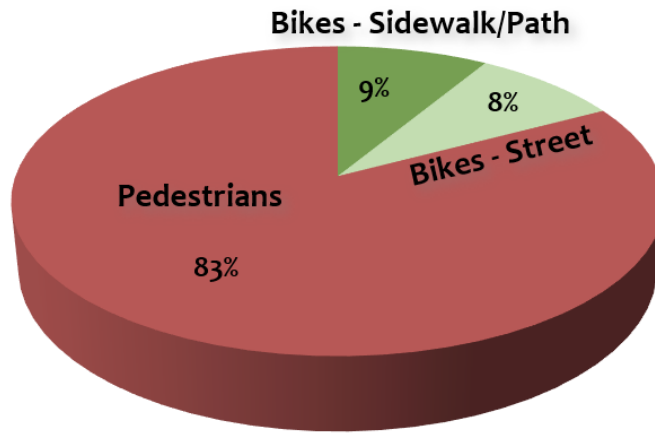
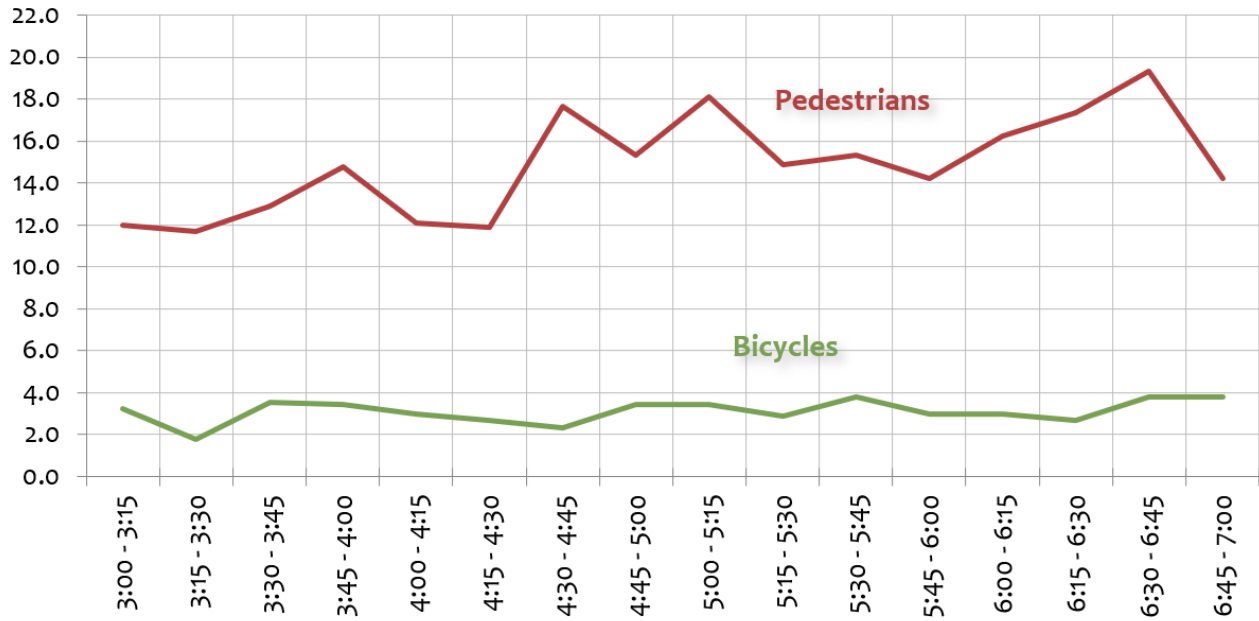
6. Fargo—40th Ave S just east of 45th St (Average of years 2014-2022)



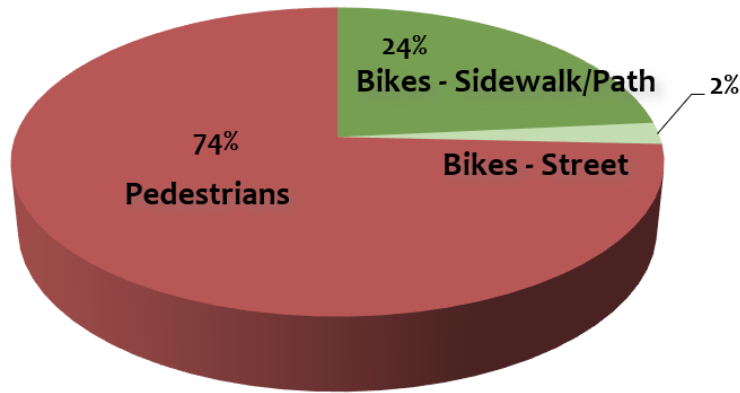
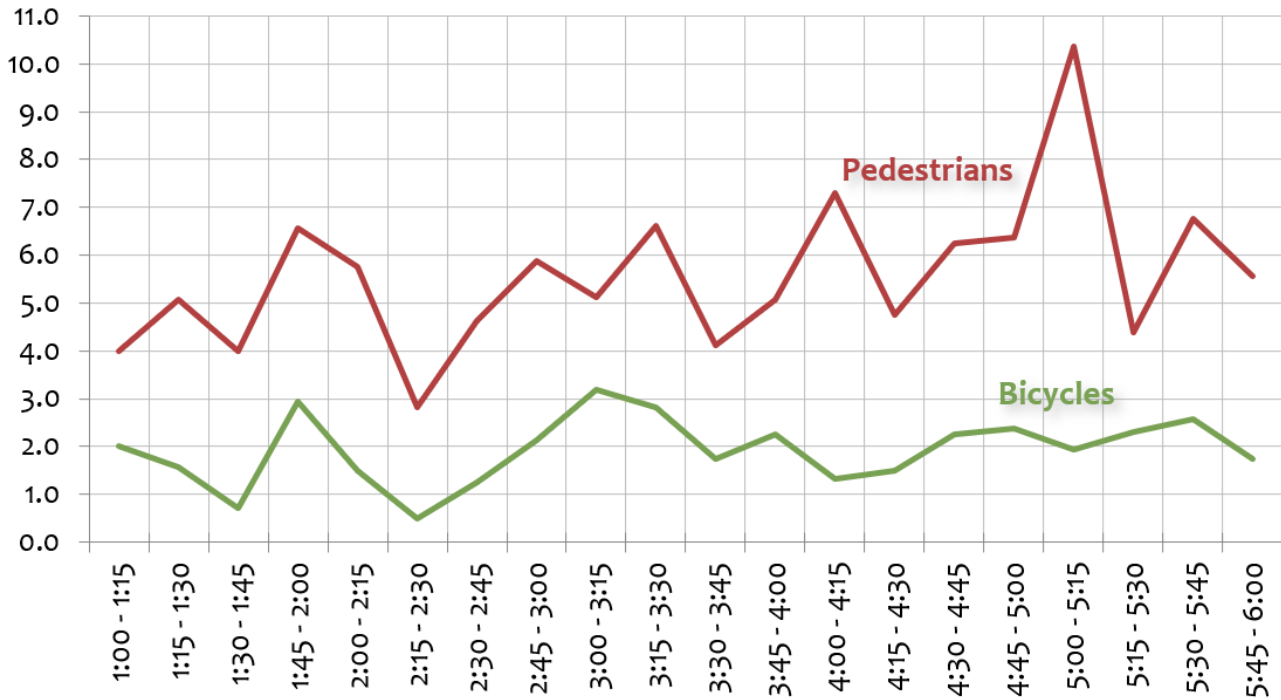
7. Fargo—Broadway just south of 2nd Ave N (Average of years 2014-2022)



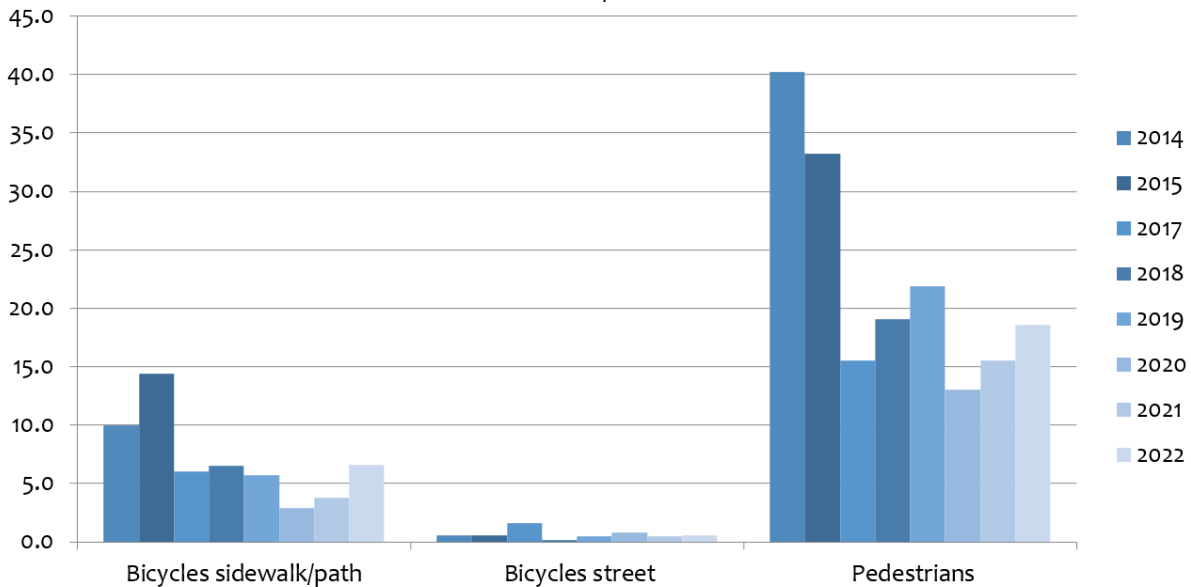
8. Fargo—Broadway at RR tracks (between NP Ave & Main Ave) (Average of years 2013-2022)



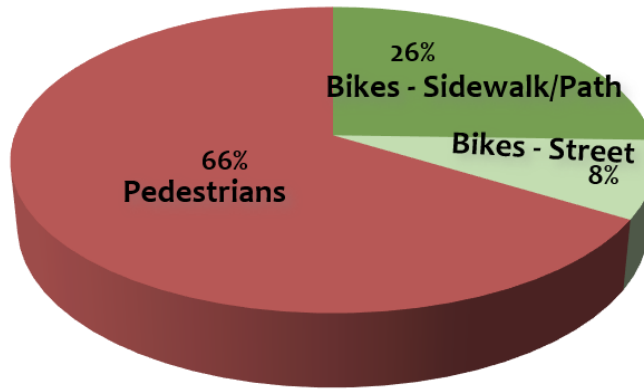
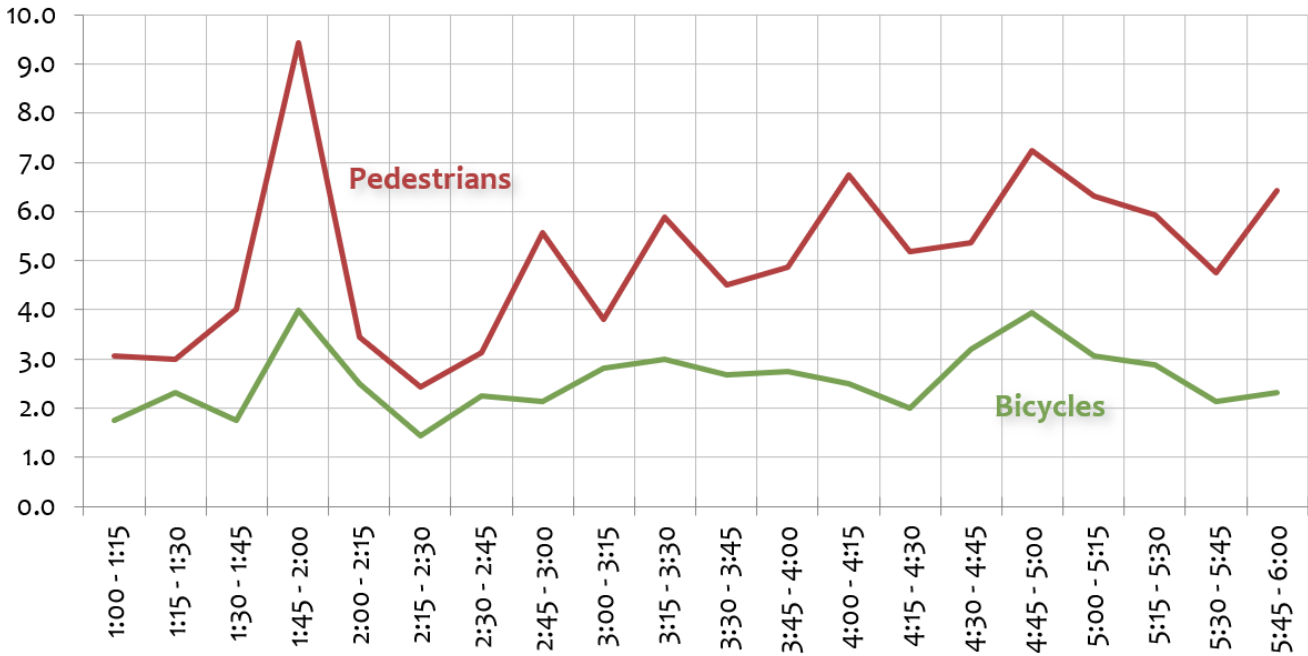
9. Fargo—12th Ave N just west of University Dr. (Average of years 2014-2022)



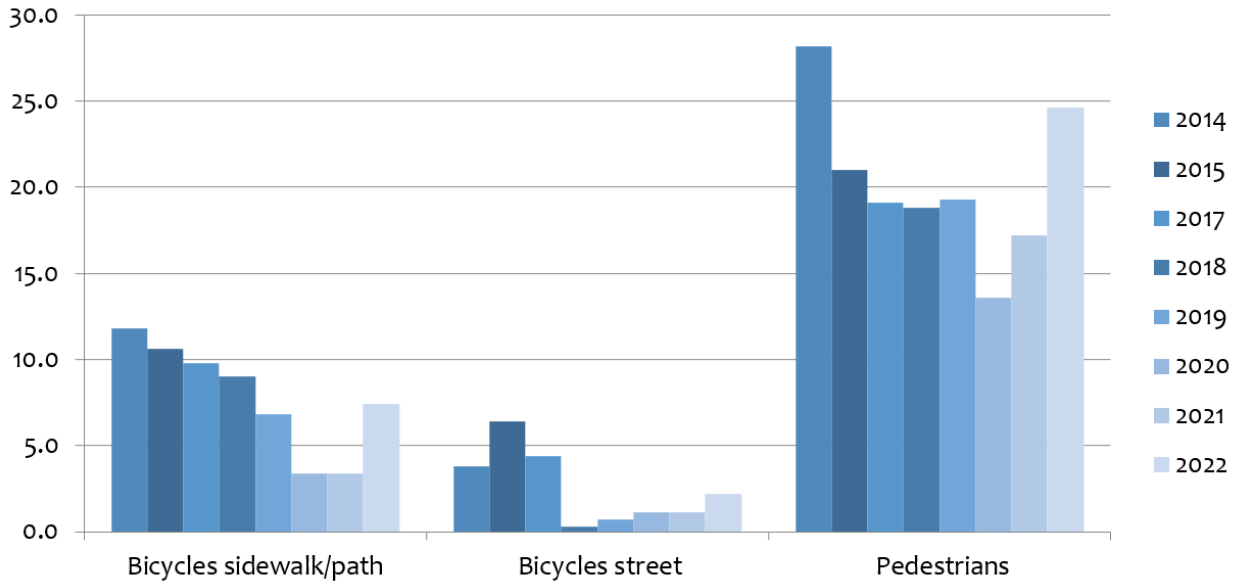
Counts per hour



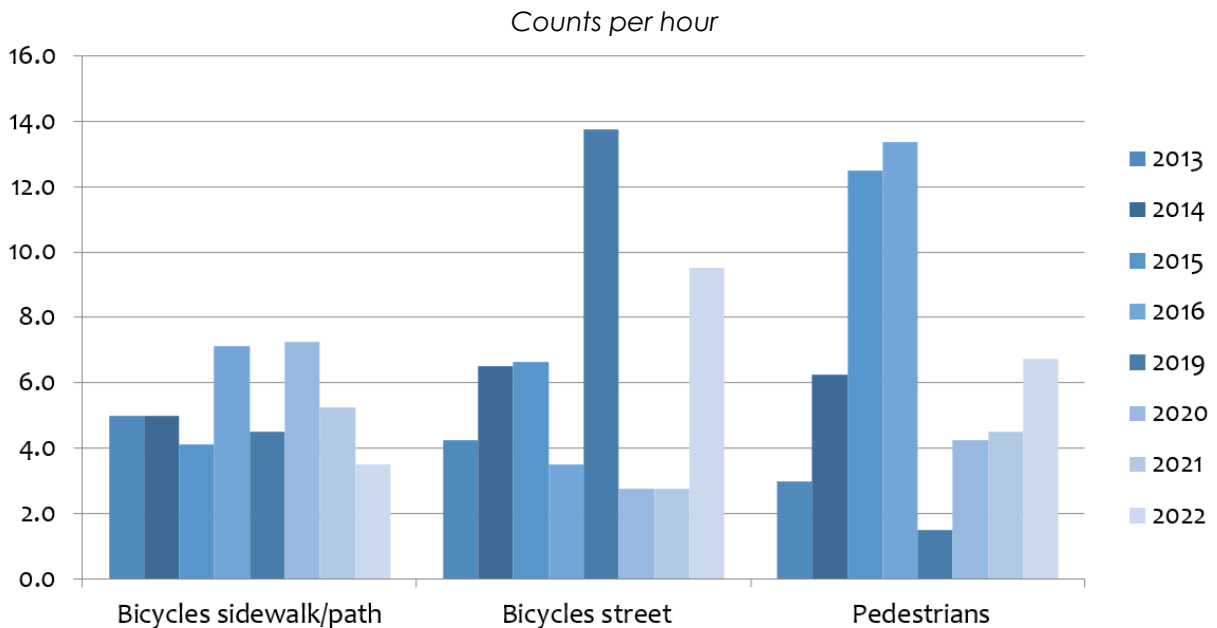
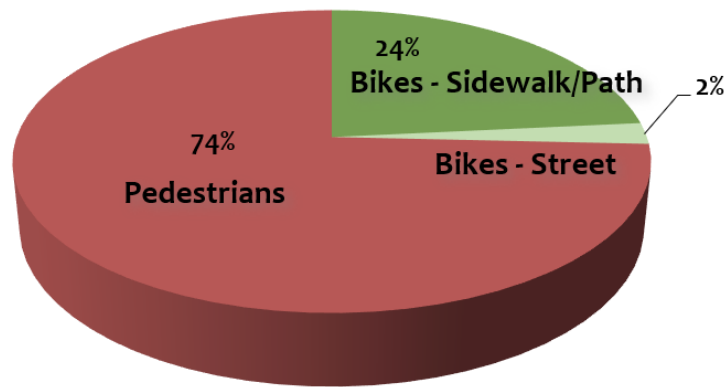
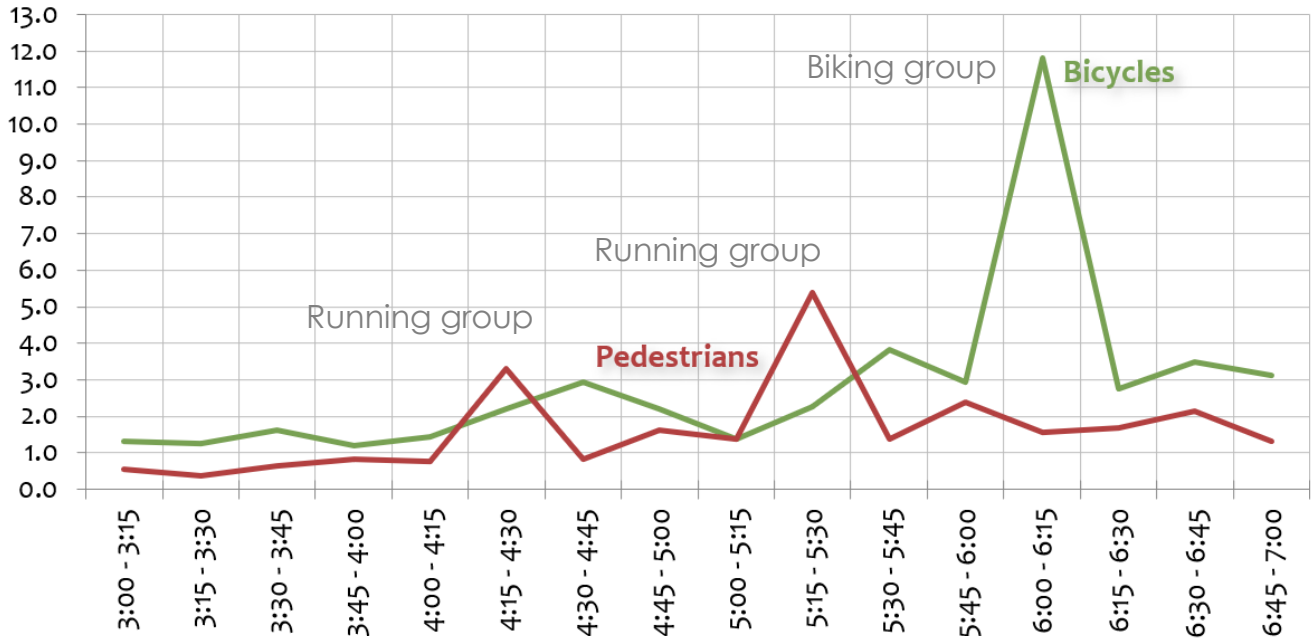
10. Fargo—University Dr just north of 12th Ave N (Average of years 2014-2022)



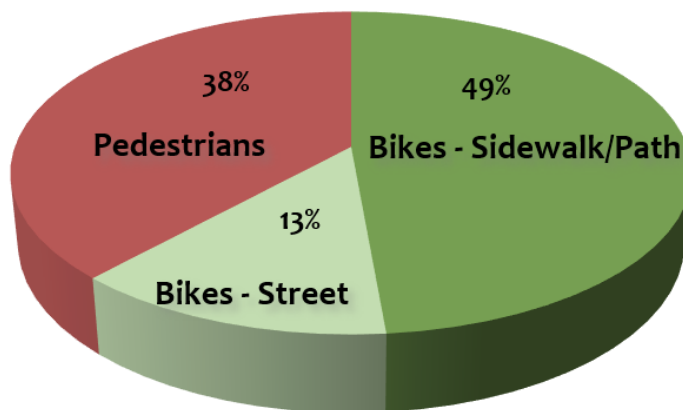
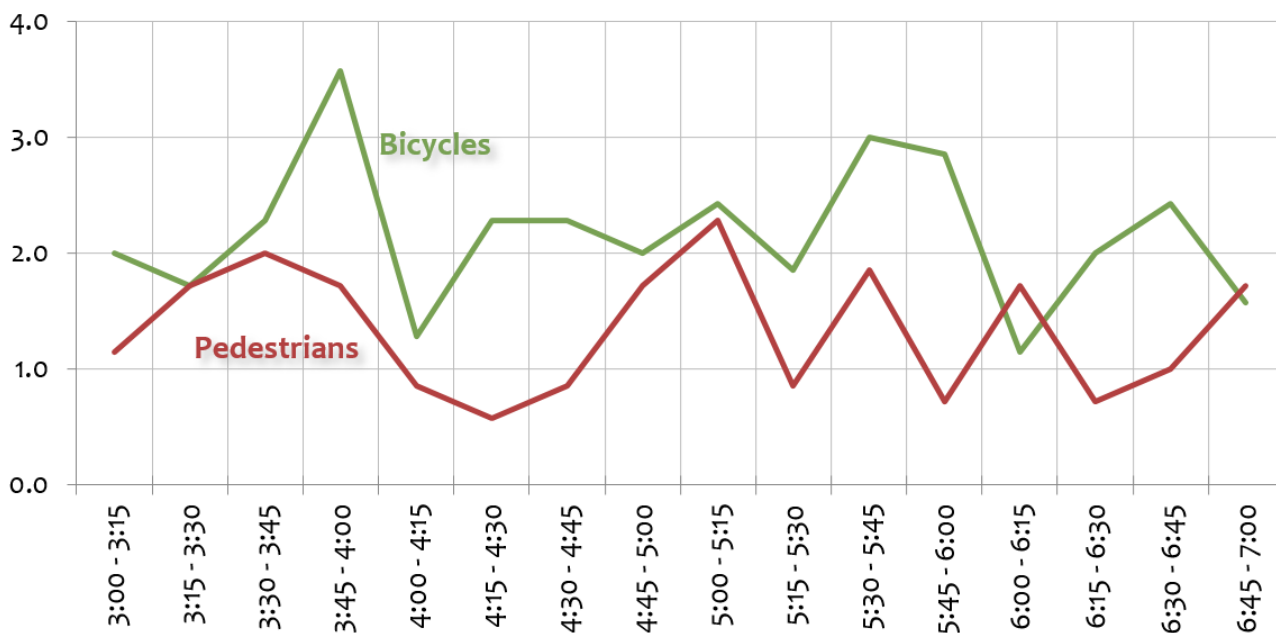
Counts per hour



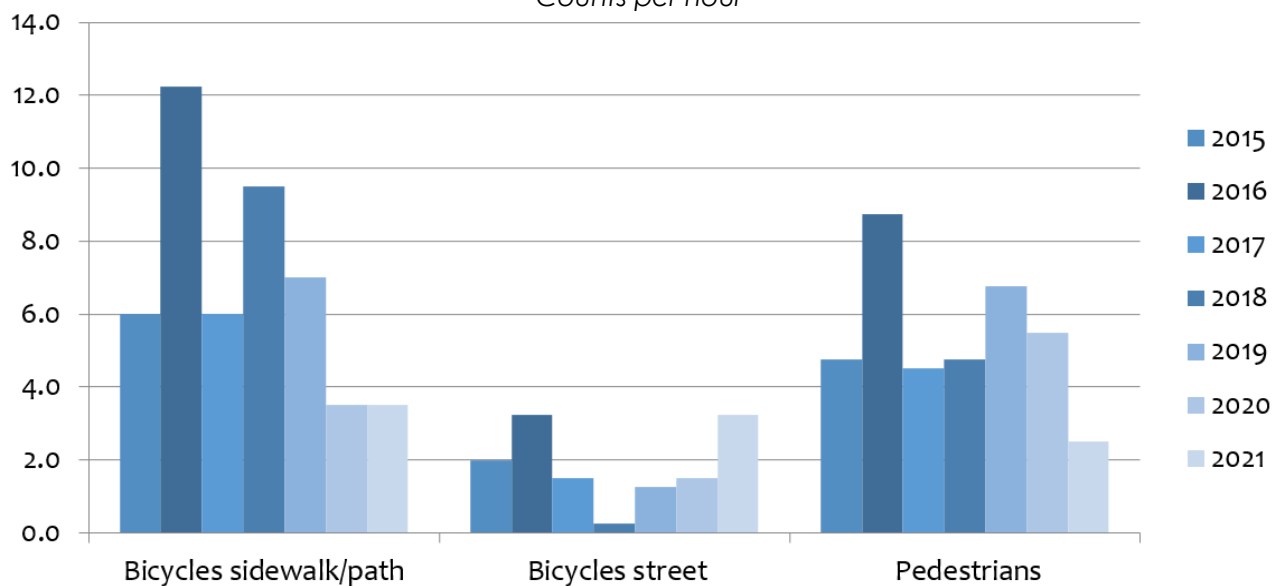
11. Fargo/Moorhead—12th Ave N/15th Ave N Bridge over Red River (Average of years 2013-2022)



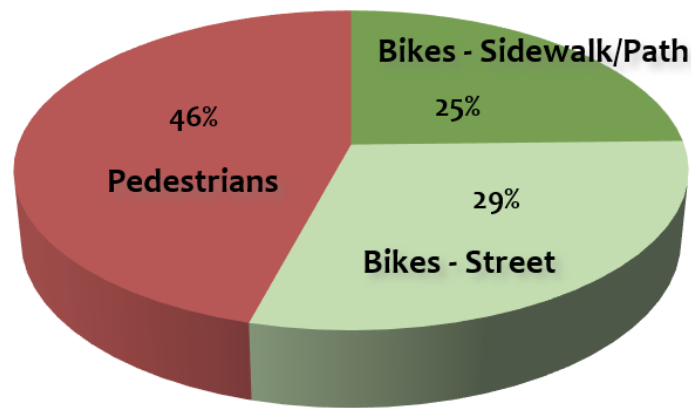
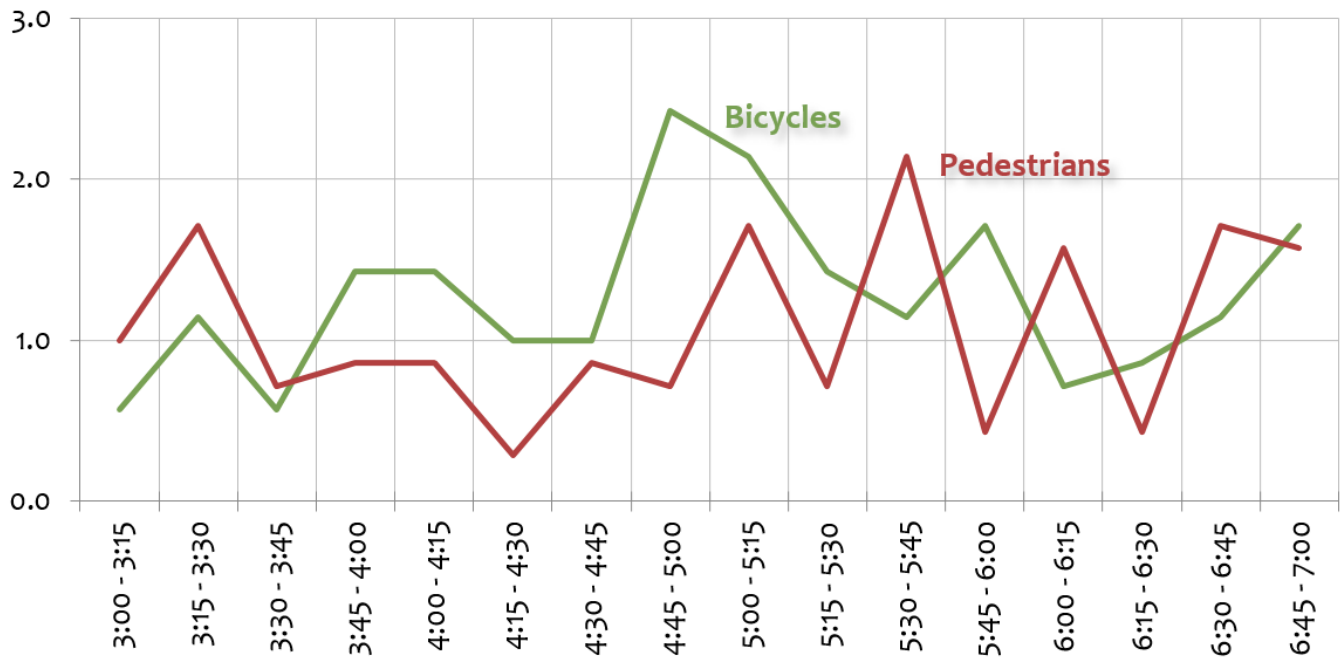
12. Fargo/ Moorhead—NP Ave/Center Ave bridge over Red River (Average of years 2015-2021) (No 2022 data)



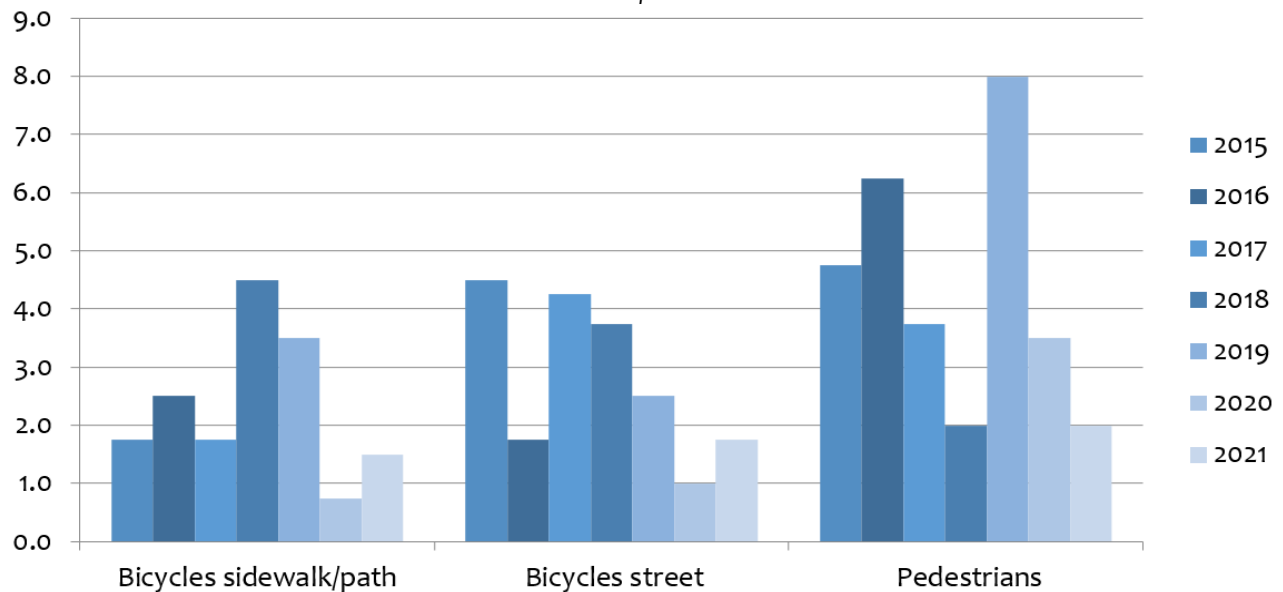
Counts per hour



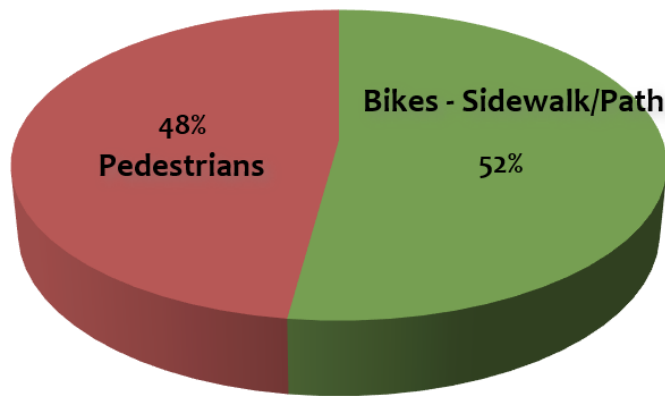
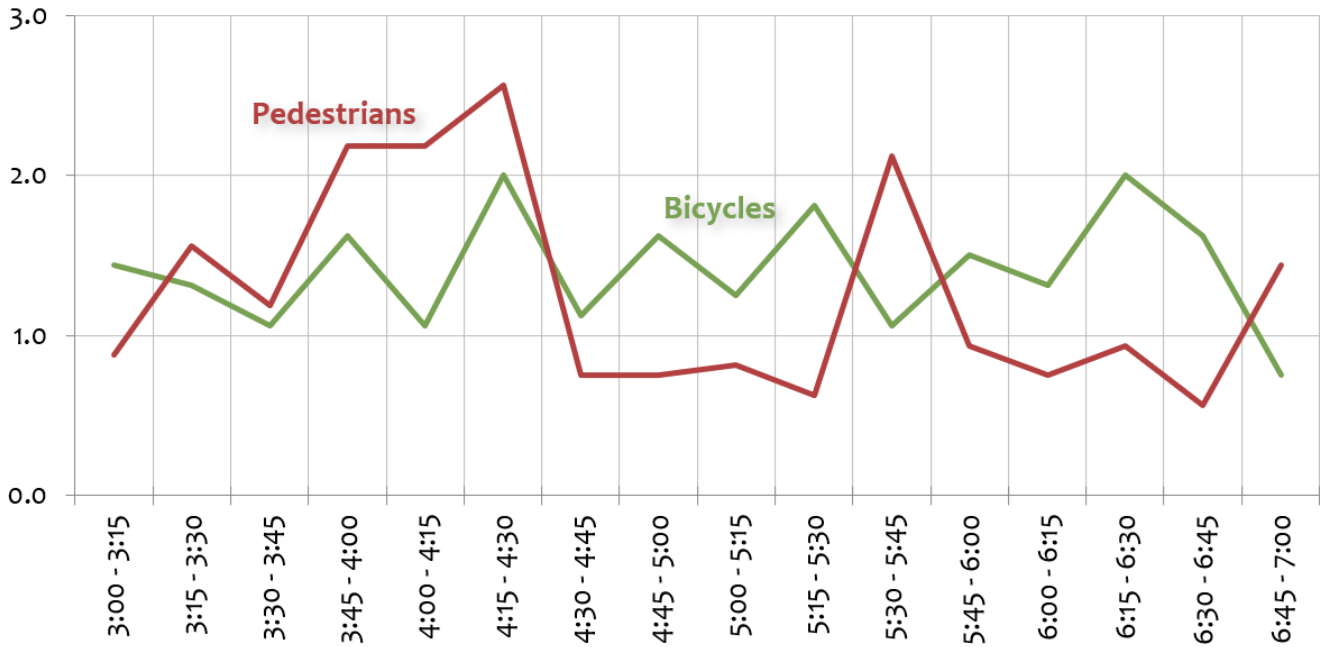
13. Moorhead—4th St just south of Center Ave (Average of years 2015-2021) (No 2022 data)



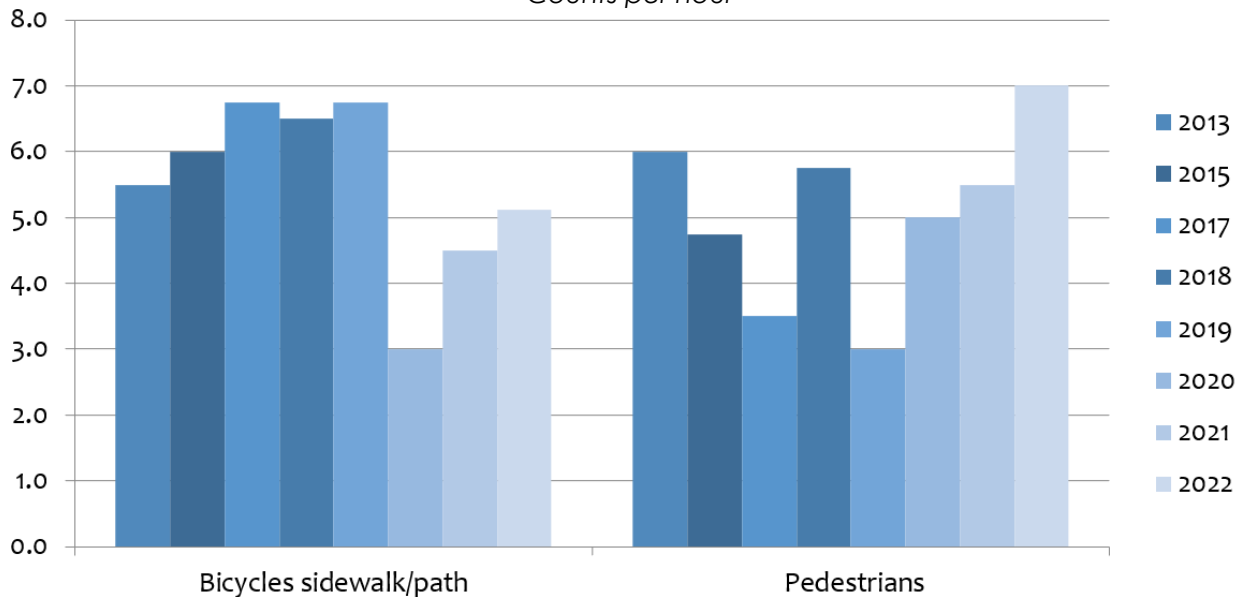
Counts per hour



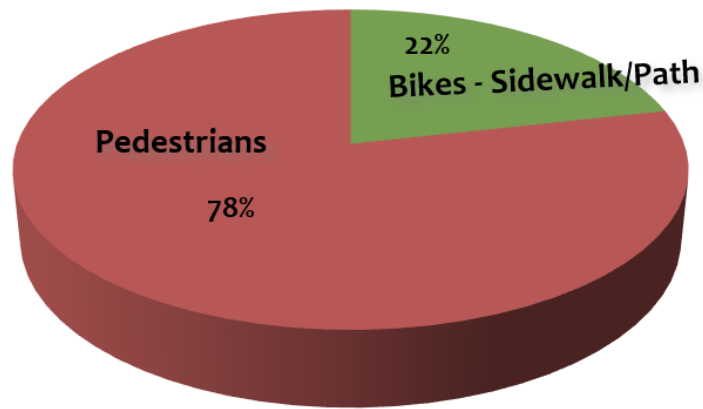
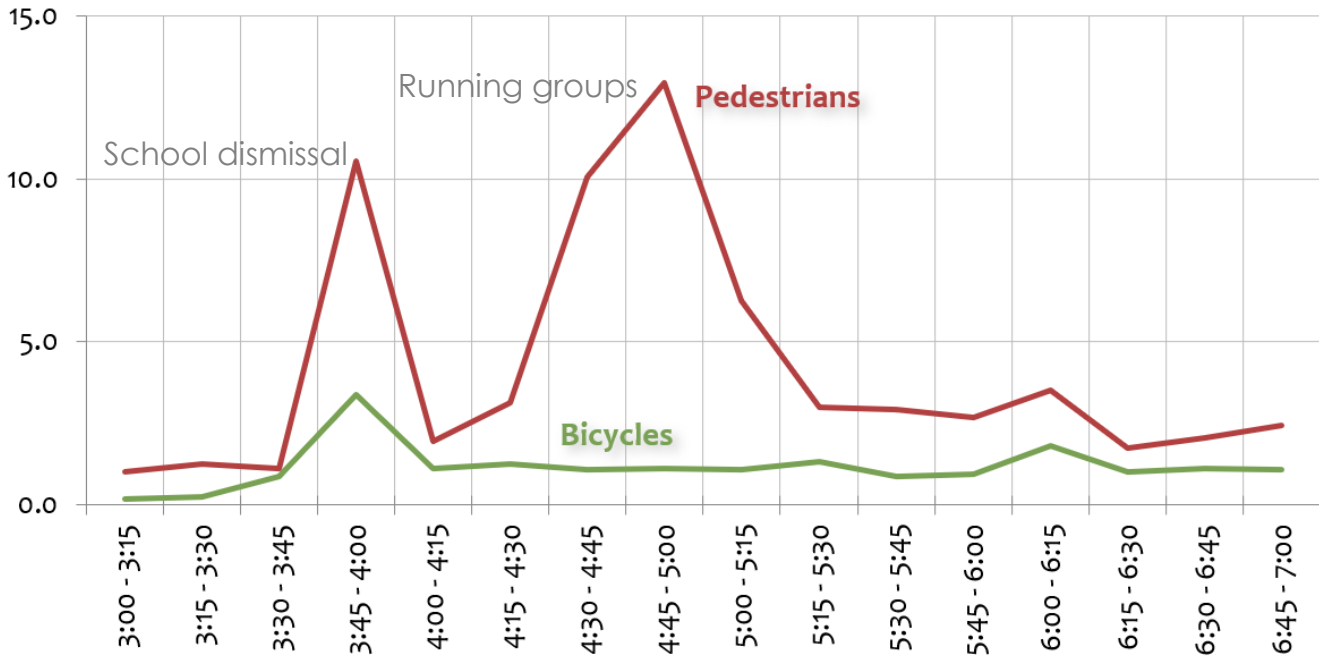
14. Moorhead—8th St over I-94 (Average of years 2013-2022)



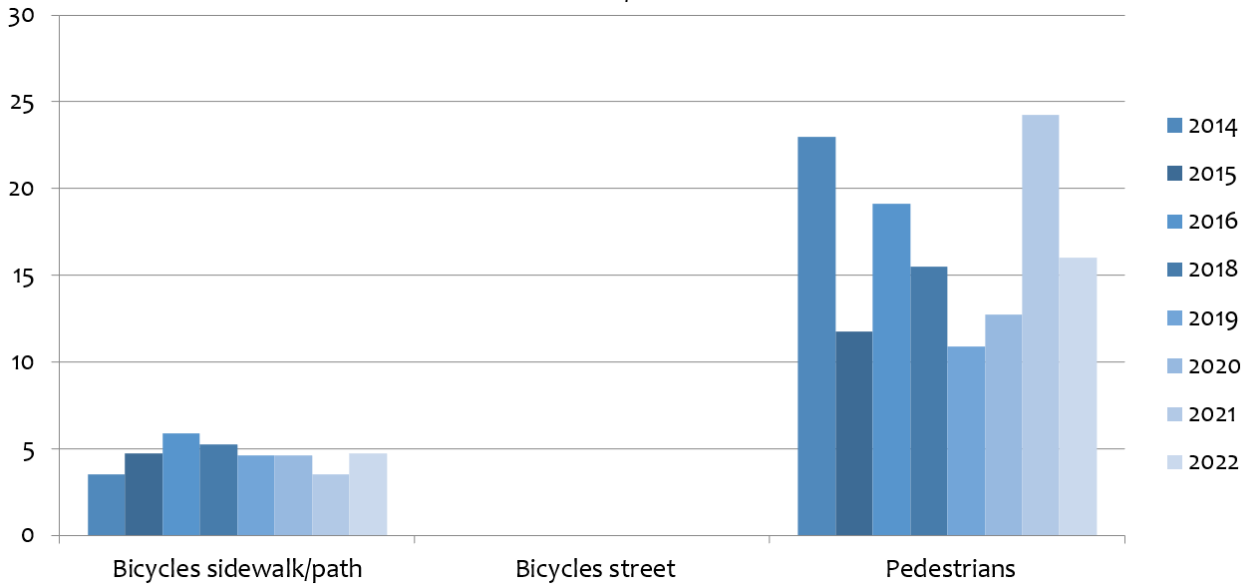
Counts per hour



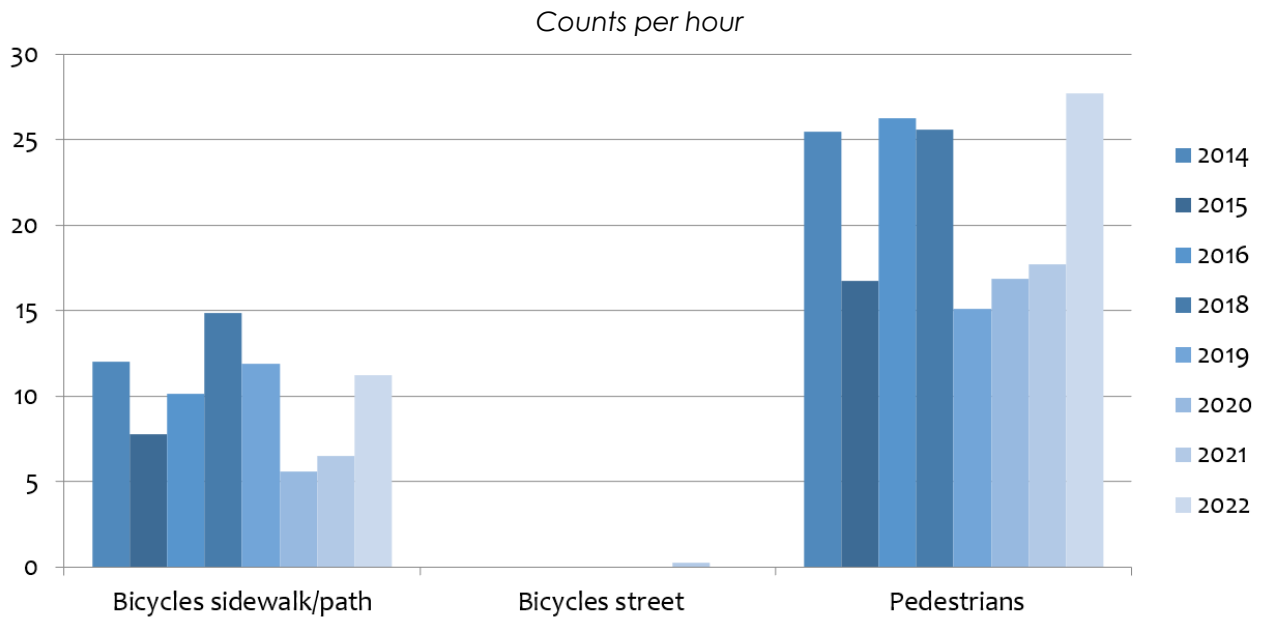
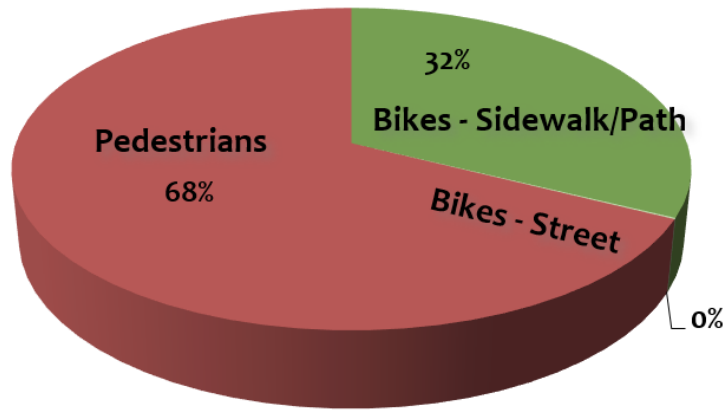
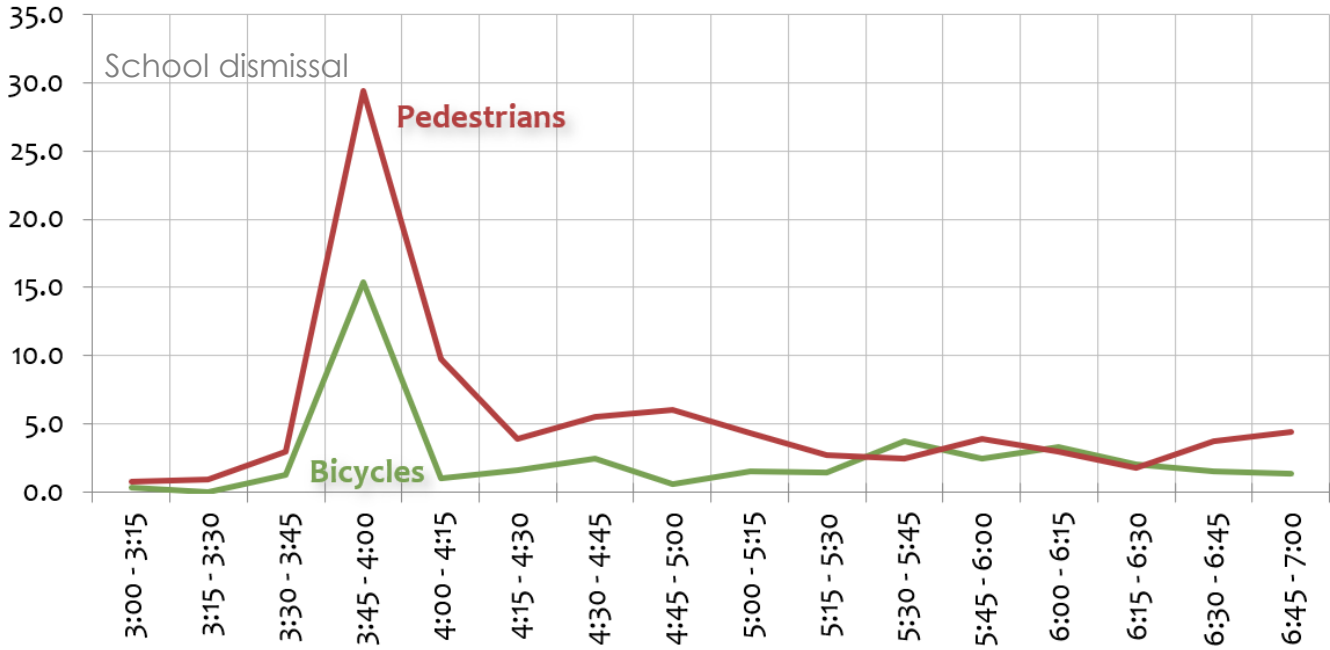
15. West Fargo—9th St just south of 17th Ave E (Average of years 2014-2022)



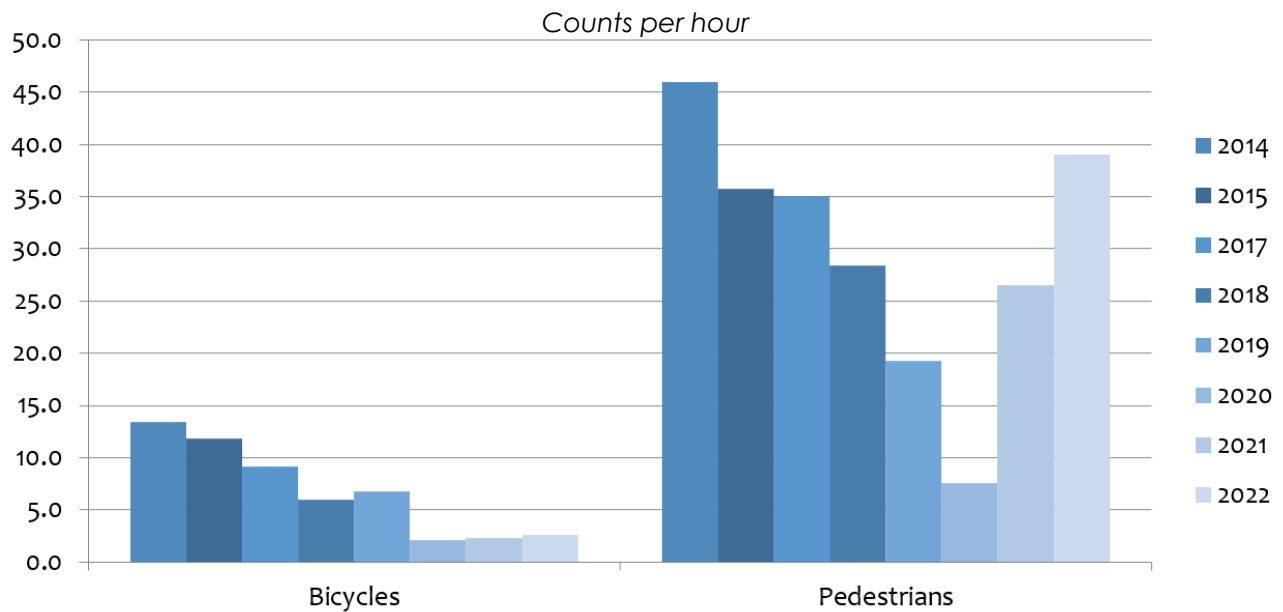
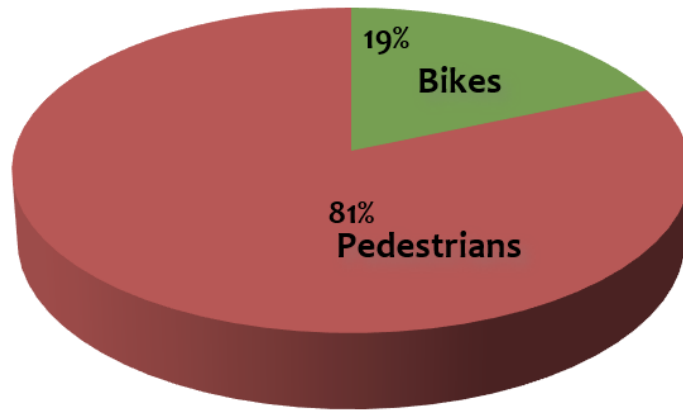
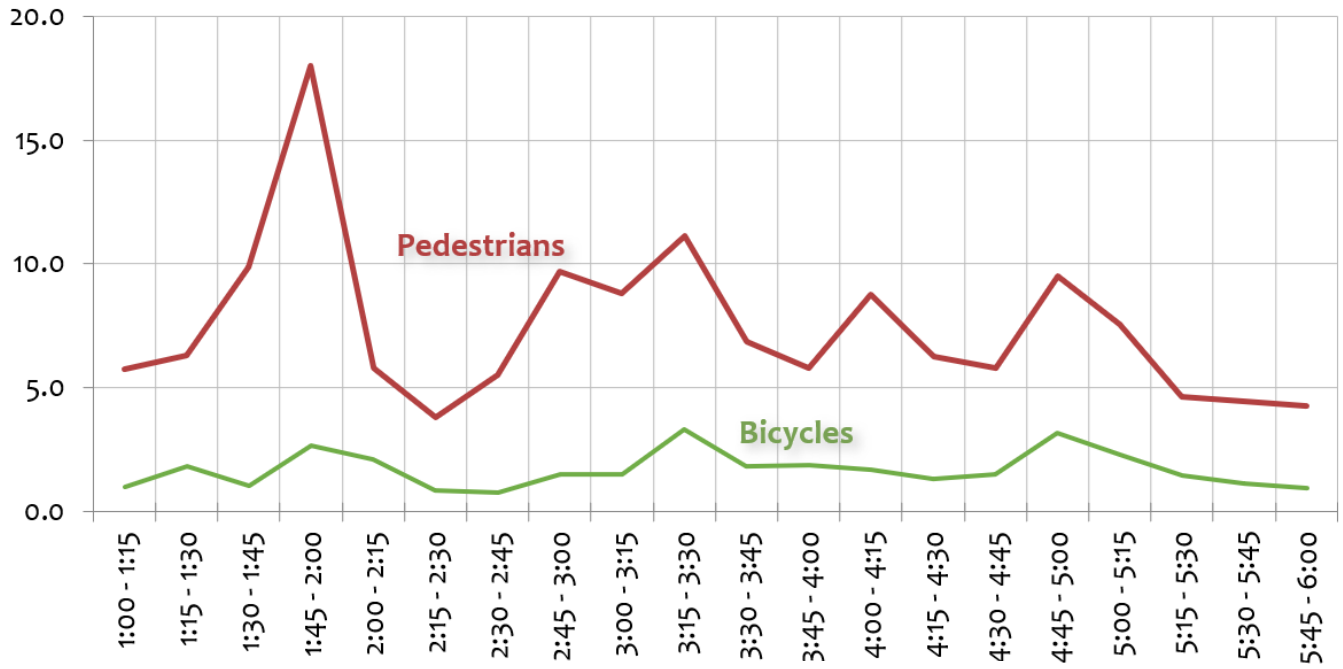
Counts per hour



16. West Fargo—17th Ave E just west of 9th St (Average of years 2014-2022)



17. Fargo—NDSU Gate at NW Corner of University Dr and 12th Ave N (Average of years 2014-2022)





To: Transportation Technical Committee
From: Dan Farnsworth
Date: March 3, 2023
Re: **Letter of Support – Moorhead Bluestem Bridge Funding Application**

Metro COG will be providing a letter of support to the City of Moorhead for the funding of the bicycle and pedestrian bridge over the Red River connecting Bluestem in Moorhead to neighborhoods and multimodal connections in south Fargo.

The City of Moorhead is working with Senator Klobuchar's and Senator Smith's offices in requesting \$4 Million in Congressional Direction Spending to go toward Moorhead's portion of the bridge. The letter of support, which is currently being drafted will be sent by March 9th.