

**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