

**The 612th Policy Board Meeting**  
**Fargo-Moorhead Metropolitan Council of Governments**  
**THURSDAY, March 16 2023 – 4:00 p.m.**  
**AGENDA**

**3:30PM – MnDOT National Electric Vehicle Infrastructure Program (NEVI) Presentation**

1. Call to Order and Introductions
  - a. Introductions Information Item
  - b. Approve Order and Contents of the Overall Agenda Action Item
  - c. Approve Minutes of the February 16, 2023 Board Meeting Action Item
  - d. Approve March 2023 Bills Action Item
2. Consent Agenda Action Item
  - a. February End of Month Report
3. Regular Agenda
  - a. Public Comment Opportunity Public Input
  - b. 2023-2026 Transportation Improvement Program Action Item
    1. Public Comment Opportunity
  - c. Red River Greenway Study Final Report Action Item
  - d. 2050 Metropolitan Transportation Plan Consultant Selection Action Item
  - e. Urban Grant Program Solicitation Action Item
  - f. Urban Regional Roads Program Solicitation Action Item
  - g. Bicycle and Pedestrian Count Report – 2023 Information Item
  - h. Letter of Support – Moorhead Bluestem Bridge Funding App Information Item
  - i. Carbon Reduction Program Funding Solicitation Information Item
4. Additional Business Information Item
5. Adjourn

REMINDER: The next Metro COG Policy Board Meeting will be held Thursday, April 20, 2023 at 4:00 p.m.

Metro COG is encouraging citizens to provide their comments on agenda items via email to [leach@fmmetrocog.org](mailto: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\\_gT8CpdBft7y1I7VNFoYNxg](https://us02web.zoom.us/webinar/register/WN_gT8CpdBft7y1I7VNFoYNxg)

Red Action Items require roll call votes.

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

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

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

**611th Policy Board Meeting  
Fargo-Moorhead Metropolitan Council of Governments  
Thursday, February 16, 2023 – 4:00 pm**

**Members Present:**

Duane	Breitling	Cass County Commission
Amanda	George	West Fargo City Commission
John	Gunkelman	Fargo Planning Commission
Chuck	Hendrickson	Moorhead City Council
Paul	Krabbenhoff	Clay County Commission (alt for Jenny Mongeau)
Steve	Lindaas	Moorhead City Council
Julie	Nash	Dilworth City Council
Brad	Olson	West Fargo City Commission
Arlette	Preston	Fargo City Commission
John	Strand	Fargo City Commission
Jeff	Trudeau	Horace City Council
Deb	White	Moorhead City Council

**Members Absent:**

Denise	Kolpack	Fargo City Commission
Jenny	Mongeau	Clay County Commission
Dave	Piepkorn	Fargo City Commission
Rocky	Schneider	Fargo Planning Commission
Maranda	Tasa	Fargo Planning Commission
Shiloh	Wahl	MnDOT – District 4 (ex-officio)
Bob	Walton	NDDOT – Fargo District (ex-officio)

**Others Present:**

Adam	Altenburg	Metro COG
Paul	Bervik	Metro COG
Tim	Burkhardt	Alliant Inc-
Jaron	Capps	Metro COG
Ari	Del Rosario	Metro COG
Brenda	Derrig	City of Fargo Engineering
Dan	Farnsworth	Metro COG
Cindy	Gray	Metro COG
Savanna	Leach	Metro COG
Michael	Maddox	Metro COG

- 1a. MEETING CALLED TO ORDER, WELCOME, AND INTRODUCTIONS, convened**  
The meeting was called to order at 4:00 pm, on February 16, 2023 by Chair Hendrickson, noting a quorum was present. Introductions were made.
- 1b. Approve Order and Contents of Overall Agenda, approved**  
Chair Hendrickson asked for approval for the overall agenda.

**MOTION: Approve the contents of the Overall Agenda of the February 16, 2023 Policy Board Meeting.**

**Mr. Lindaas moved, seconded by Ms. Preston**

**MOTION, passed**

**Motion carried unanimously.**

**1c. Past Meeting Minutes, approved**

Chair Hendrickson asked for approval of the Minutes of the January 19, 2023 Meeting.

**MOTION: Approve the January 19, 2023 Policy Board Meeting Minutes.**

**Mr. Breitling moved, seconded by Mr. Olson**

**MOTION, passed**

**Motion carried unanimously.**

**1d. Monthly Bills, approved**

Chair Hendrickson asked for approval of the February 2023 Bills as listed on Attachment 1d.

**MOTION: Approve the February 2023 Bills List.**

**Mr. Olson moved, seconded by Ms. Preston**

**MOTION, passed**

**Motion carried unanimously.**

**2. CONSENT AGENDA**

Chair Hendrickson asked for approval of Items a-c on the Consent Agenda.

- a. January Month End Report
- b. Metro COG Q4 / Annual Report
- c. Approval of Auditor Selection

**MOTION: Approve Items a-c on the Consent Agenda.**

**Mr. Breitling moved, seconded by Mr. Lindaas**

**MOTION, passed**

**Motion carried unanimously.**

**3. REGULAR AGENDA**

**3a. Public Comment Opportunity**

No public comments were made or received.

**3b. Metropolitan Transportation Plan Amendment #3**

Mr. Maddox presented an amendment to the MTP to address the application for STBG funding for three (3) projects. 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 \$7,600,00.
- 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 \$9,500,00.

As preservation projects, they are strongly supported by the goals and objectives of the MTP. Public participation for MTP amendments requires one public input meeting and a 15-day public comment period. The public input meeting is scheduled for this meeting, and no comments have been received, and as far as staff is aware no one is on Zoom or in the room who wishes to speak to the matter. Chair Hendrickson asked if there is anyone who wishes to comment. The public comment period opened Wednesday February 8, 2023 and will end 12:00 noon Friday February 24, 2023. Commissioner Olson asked about comments that might come in between now and the end of the comment period. Mr. Maddox stated that any comments received will be provided to the Policy Board.

**MOTION: Pending public comments, approval of the proposed Amendment #3 to the Metropolitan Transportation Plan (MTP). Ms. White moved, seconded by Mr. Gunkelman. MOTION, passed Motion carried unanimously.**

### **3c. 2023-2026 Transportation Improvement Program (TIP) Amendment #4**

Mr. Bervik presented Amendment #4 to the 2023-2026 Transportation Improvement Program (TIP). A public notice was published in The Forum of Fargo-Moorhead on Wednesday, February 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 those public comments will be accepted until 12:00 p.m. (noon) on Thursday, February 16, 2023.

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 (19<sup>th</sup> 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 25<sup>th</sup> Street (2026) by NDDOT. The project year shifted from 2024.

Chair Hendrickson asked if anyone was present who wished to comment on the proposed amendment. Mr. Bervik stated that no public comments were received.

Mr. Bervik stated that recently Metro COG also made several administrative adjustments.

Mr. Bervik stated the Administrative Adjustments pertain to the projects in the 2023-2026 Transportation Improvement Program (TIP) as listed below. Based on the policies pertaining to amendment and administrative adjustments in Section 10 of the Metro COG 2023-2026 TIP, no formal MPO action is required for Administrative Adjustments.

1. **Modification of Project 8233026:** Improving interchange lighting on I-94 at exits 22, 24, 32, 38, 55, 67, 77(2024) by MNDOT. Change in project description.
2. **Modification of Project 5233024:** Purchase of an Advanced Traffic Management Software (ATMS) and a computer and screens to monitor the system for Moorhead, MN (2023) by City of Moorhead. Change in project description.
3. **Modification of Project 9233027:** Rehabilitating the bridge deck of the Cass County Legal Drain 14 crossing on 37th Street NE (2023) by NDDOT. Updating the Funding Source.
4. **Modification of Project 8210019:** Construction of 11th Street Grade Separation in Moorhead, MN (2023) by MNDOT. Updating State Funding Source.
5. **Modification of Project 8230004:** Preliminary Engineer for 11th Street Grade Separation in Moorhead, MN (2023) by MNDOT. Updating State Funding Source.
6. **Modification of Project 5200003:** Operating Assistance for Moorhead Transit (2023) by MNDOT. Updating State Funding Source.
7. **Modification of Project 5220032:** Paratransit Operating Assistance for Moorhead Transit (2023) by MNDOT. Updating State Funding Source.
8. **Modification of Project 8200011:** Mill and overlay of MN 9 from Barnesville to I-94 (2023) by MNDOT. Updating State Funding Source.
9. **Modification of Project 8230002:** Preliminary Engineer for 11th Street Grade Separation in Moorhead, MN (2023) by MNDOT. Updating State Funding Source.

**MOTION: Approve Amendment 4 of the Metro COG 2023-2026 Transportation Improvement Program (TIP).**

**Mr. Lindaas moved, seconded by Mr. Breitling.**

**MOTION, passed**

**Motion carried unanimously.**

**3d. STBG Project Prioritization**

Mr. Maddox presented the Surface Transportation Block Grant (STBG) Solicitation and Prioritization. He explained that 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, and this was communicated to all jurisdictions via email on December 16, 2022.

The Transportation Technical Committee (TTC) considered all of the applications received:

**North Dakota STBG Projects 2026 (\$4,318,064):** – Metro COG received four (4) project applications for 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 asking for additional funding for projects that are currently programmed in the TIP.

- **Currently Programmed with FY 2026 STBG: North Broadway Bridge Reconstruction (Fargo)**
- **9<sup>th</sup> Street NW from Main Avenue to 8<sup>th</sup> Avenue NW (West Fargo)**
- **Currently Programmed with FY 2024 STBG: 32<sup>nd</sup> Avenue South from University Drive to 22<sup>nd</sup> Street (Fargo – 2024 Advanced Construction Project (AC))**
- **Currently Programmed with FY 2026 STBG: Bicycle and Pedestrian bridge over the Red River at 40<sup>th</sup> Avenue S River (Fargo)**

**North Dakota STBG Projects 2027 (\$10,484,210):** – Metro COG received five (5) project applications for STBG funding for FY 2027 following Metro COG's solicitation of projects released in November 2022.

- **17<sup>th</sup> Avenue South from University Drive to 25<sup>th</sup> Street (Fargo)**
- **Currently Programmed with FY 2026 STBG: Bicycle and Pedestrian bridge over the Red River at 40<sup>th</sup> Avenue S River (Fargo)**
- **Center Street NW from Main Avenue to 12 Avenue NW (West Fargo)**
- **Sheyenne Street from 40<sup>th</sup> Avenue S to 52<sup>nd</sup> Avenue S (West Fargo)**
- **52<sup>nd</sup> Avenue S from Sheyenne Street to western city limits (West Fargo)**

**Minnesota STBG Projects 2027 (\$1,071,608):** – Metro COG received one (1) project for FY 2027 solicitation.

- **Currently Programmed with FY 2024 STBG: 11<sup>th</sup> Street Grade Separation (Moorhead – 2024 Advanced Construction Project (AC))**

Mr. Maddox explained that the TTC was asked to prioritize the projects that were submitted and to assign STBG funding to each of the projects within the limits of the funding that is projected to be available in each federal fiscal year. After much discussion, the TTC voted to recommend the specified funding amounts to each of the following projects as indicated in **Tables 4, 5, and 6** below:

Table 1: ND FY 2026 Funding Recommendations

	Jurisdiction	Project Name	Project Limits	STBG Funding
ND 2026	Fargo	32 <sup>nd</sup> Avenue	University Drive 22 <sup>nd</sup> Street	\$4,878,064
	Fargo	Broadway Bridge		\$5,400,000
	Fargo <b>(Pending 2026)</b>	17 <sup>th</sup> Avenue South	University Drive 25 <sup>th</sup> Street	\$6,324,210

Table 2: ND FY 2027 Funding Recommendations

	Jurisdiction	Project Name	Project Limits	STBG Funding
ND 2027	Fargo	40 <sup>th</sup> Avenue Ped Bridge		\$4,160,000
	West Fargo <b>(Pending 2027)</b>	9 <sup>th</sup> Street North West	Main Avenue 8 <sup>th</sup> Avenue North	\$6,100,000

Table 3: MN FY 2027 Funding Recommendations

	Jurisdiction	Project Name	Project Limits	STBG Funding
MN 2027	Moorhead	11 <sup>th</sup> Street Grade Separation		\$1,071,608

Mr. Maddox stated that those projects identified as “Pending” would be available for federal funding if other projects in the fiscal year were to drop off or be delayed. If no projects drop off or are delayed, the “Pending” projects would then be funded in the next fiscal year. This is done so that Metro COG can ensure that it expends its STBG suballocation within the specified time constraints in order to not lose that federal funding. Projects receiving federal funding go through a lengthy multi-year development process. If either that process or inaccurate cost estimates delay the construction of the project, alternative projects must be developed and ready to receive that federal funding.

Mr. Olson asked why the West Fargo 9<sup>th</sup> St NW was pushed back to FY2027, when it was applied for 2026, and the Fargo 17<sup>th</sup> Ave S was originally applied for FY2027. Ms. Gray said that this is how the TTC recommended the projects. Ultimately, the decision is up to the Policy Board.

Ms. Preston and Mr. Olson both voiced concerns over the Broadway Bridge ranking highest priority. Mr. Olson also suggested that the TTC provide scoring instead of a final-ranked list, as the Policy Board should be the final decision-maker.

Ms. White asked if there should be consideration for other projects that may not have funds ready, but could use the prioritization as a means to leverage funding, should a prioritized project fall through. Ms. Gray said that as long as there are other projects ready and submitted, the funding can always be reallocated. She stated that it will be very important for local jurisdictions to ensure their engineering departments have the resources they need to undergo project development in a timely manner in order to have projects ready and on

the shelf in the event that programmed projects fall behind or become infeasible.

Mr. Breitling asked if these priorities can be changed in the future. Ms. Gray said that these can be re-prioritized.

**MOTION: Approval of the 2026 and 2027 STBG funding priorities as recommended by the Transportation Technical Committee.  
Mr. Gunkelman moved, seconded by Ms. White**

Ms. Preston made an amended motion, for FY2026 to prioritize 32<sup>nd</sup> Avenue and 17<sup>th</sup> Street projects, and listing the Broadway Bridge as the pending project.

**Amended MOTION: Approve Prioritization of FY2026 32<sup>nd</sup> Ave and 17<sup>th</sup> Ave S, with Broadway Bridge as pending, and approve FY2027 as recommended by the Transportation Technical Committee.  
Ms. Preston moved, seconded by Ms. White**

Mr. Olson and Mr. Gunkelman asked if the board should be following the recommendation of the TTC, as that is their purpose. Discussion included technical policy versus political policy.

**Mr. Gunkelman moved to call the question, the board voting aye.  
MOTION, failed. (4 – 8) (Hendrickson, Lindaas, Preston, and White voting aye, and the majority voting nay)**

**MOTION: Approval of the 2026 and 2027 STBG funding priorities as recommended by the Transportation Technical Committee.  
Mr. Gunkelman moved, seconded by Ms. White  
MOTION, passed (11-1) (the majority voting aye, and Preston voting nay)**

**3e. EV Readiness Study RFP**

Mr. Altenburg presented the Electric Vehicle Readiness Study Request for Proposals.

This study will provide local jurisdictions with a 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 the current and future EV needs of the metropolitan area.

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 consultant planning project was included in Metro COG's approved Unified Planning Work Program (UPWP) for 2023 with a budget of \$150,000. Eighty percent of funding for this study is expected to come from the Carbon Reduction Program



(CRP), a federal formula program under the Bipartisan Infrastructure Law (BIL) and administered by the Federal Highway Administration (FHWA). The remaining \$30,000 would be a 20 percent local match. If necessary, Metro COG will add the project to the Transportation Improvement Program (TIP) once the RFP has been approved and before entering into a contract with a consultant.

Mr. Lindaas asked if the scoring criteria includes that of Disadvantaged Business Enterprises. Ms. Gray said that it has not been practiced recently, based on guidance provided by NDDOT, but if it is the will of the board, it can be implemented, and suggested that it be implemented for all RFPs going forward. Mr. Lindaas stated he would like to suggest a change to shift some of the percentage of project selection criteria shifted to inclusion of a DBE/MBE.

**MOTION: Approve the Electric Vehicle Readiness Study RFP, amended as discussed.**

**Mr. Lindaas moved, seconded by Ms. White**

**MOTION, passed**

**Motion carried unanimously.**

**3f. Moorhead 20<sup>th</sup> Street & I-94 Interchange Analysis RFP**

Mr. Farnsworth presented the Moorhead 20<sup>th</sup> Street & I-94 Interchange Analysis Request for Proposals. With the interchange of I-94 and 20<sup>th</sup> 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 & 20<sup>th</sup> 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.

Mr. Lindaas noted that Moorhead's engineering staff has recommended the approval of this study.

**MOTION: Approve the Moorhead 20<sup>th</sup> Street & I-94 Interchange Analysis RFP**

**Mr. Lindaas moved, seconded by Mr. Olson**

**MOTION, passed**

**Motion carried unanimously.**

**\*Mr. Strand left the meeting at 5:41pm**

**3g. Performance Measures 2023**

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: Adopt the NDDOT and MnDOT Targets Performance Measures 1, 2, and 3.**

**Mr. Olson moved, seconded by Mr. Krabbenhoff**

**MOTION, passed**

**Motion carried unanimously.**

**3h. Safe Streets and Roads for All (SS4A) Action Plan Grant Update**

Mr. Altenburg 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.

**4. Additional Business**

No additional business.

**5. Adjourn**

The 611th Meeting of the FM Metro COG Policy Board held Thursday, February 16, 2023 was adjourned at 5:54 pm.

**THE NEXT FM METRO COG POLICY BOARD MEETING WILL BE HELD March 16, 2023, 4:00 P.M.**

Respectfully Submitted,  
Savanna Leach  
Executive Assistant

**To:** Policy Board  
**From:** Paul Bervik, Assistant Transportation Planner  
**Date:** March 10, 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 25<sup>th</sup> Street I-94 interchange (2023). The project cost increased by 37.8%.
2. **Modification of Project 9231006:** Chip seal coat on US-81 (19<sup>th</sup> 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.

At their meeting of March 9, 2023, the Transportation Technical Committee recommended approval of the TIP amendments shown above.

**Requested Action: Approve Amendment 5 of the Metro COG 2023-2026 Transportation Improvement Program (TIP).**

Agenda Item 3b, Attachment 1

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
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Amendment 5 - 2023-2026 Metro COG TIP

Existing projects with a change in cost

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 <del>\$3,283,500</del>	IM	State	\$4,074,120 <del>\$2,955,150</del> \$452,680 <del>\$328,350</del>
NDDOT	9231006 23844	2023	US-81 (19th Avenue N)	0.7581	Dakota Drive	I-29	Chip Seal Coat	Rehabilitation	\$102,900 <del>\$71,200</del>	NHU	State Local	\$83,276.97 <del>\$57,622.16</del> \$9,333.03 <del>\$6,457.84</del> \$10,290.00 <del>\$7,120.00</del>

Amendment 5 - 2023-2026 Metro COG TIP

Existing projects with a non-cost change

NDDOT	9231005 23808	2023 <del>2024</del>	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
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Amendment 5 - 2023-2026 Metro COG TIP

The following are new projects

Fargo Transit	4235031	2024	Transit				Purchase Paratransit Bus & Related Equipment	Transit Capital	\$150,000	FTA 5339	State Local	\$120,000 \$0 \$30,000
Metro COG	0235032 23948	2023	Metropolitan Wide				2023 Electric Vehicle Readiness Study across all Metro COG jurisdictions.	Planning	\$150,000	CRP	State Local	\$120,000 \$0 \$30,000

**To:** Policy Board  
**From:** Dan Farnsworth, Ari Del Rosario  
**Date:** March 10, 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>

The TTC reviewed this item on March 9 and recommended approval.

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

**To:** Policy Board  
**From:** Michael Maddox, AICP  
**Date:** March 10, 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 network needs for a 25-year planning horizon. The MTP serves as the basis for transportation decision-making 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 proposing consultant teams, scored, and ranked each team. After rankings were tallied, SRF Consulting group with subconsultant HDR was the team preferred by the Selection Committee to complete the 2050 MTP Update.

The TTC recommended approval of the consultant selection and authorization to enter into a contract with SRF Consulting Group at its March meeting. Metro COG staff met with the consultant team to discuss the scope of work for the project. Subsequently, SRF submitted an updated scope of work and fee sheet for the project. The fee is within the budgeted amount programmed in Metro COG's Unified Planning Work Program (UPWP). The draft scope of work for the 2050 MTP Update is shown in **Attachment 1**.

**Requested Action: Approval of SRF Consulting Group with subconsultant HDR as the preferred team recommended by the study's consultant selection panel to complete the study; and authorization for the Executive Director to enter into a contract with said consulting team for the 2050 Metropolitan Transportation Plan Update.**

## **TASK 1 - Project Management**

Stephanie Falkers will be the Project Manager and the main point of contact for this project and will also closely monitor the project's budget to ensure that the level of effort is aligned with the work tasks being performed. She will coordinate with the project team and Metro COG staff to ensure everyone is informed of the budget, and to proactively identify and address any concerns that may arise early in the process. The following are included in this task:

### Tasks:

- Closely monitor the project's budget to ensure that the level of effort is aligned with the work tasks being performed.
- Host a kick-off meeting with Metro COG and project staff soon after contract execution to better understand expectations and discuss methodology, work plan, and schedule.
- Facilitate up to 36 bi-weekly project management meetings. These are assumed to be held virtually and will be 1-hour in length and held via Zoom.
- Two staff from the consultant team will attend bi-weekly project management meetings.
- A meeting summary will be completed and sent out following each meeting.
- This task includes general project management time.
- PM will submit monthly invoices with documentation acceptable to Metro COG within 30 business days following the end of each month throughout the life of the contract.
- Invoices will include the monthly progress report, a breakout of activities by task, employee hours for those tasks, and any supportive documentation for expenses.
- SRF will develop a Quality Management Plan.

### Deliverables:

- PMT meeting agendas, summaries, and other supporting materials.
- Monthly progress reports and detailed invoices.

## **TASK 2 - Public Participation**

The following are included in this task:

### Tasks:

- Define the purpose of each engagement activity and detail engagement goals for each event. This will be discussed and finalized with the Steering Committee. Develop a short document to be shared with the public that details the engagement approach and defines the four phases of engagement.



- Facilitate up to 12 Steering Committee Meetings with local agencies (e.g., TTC or others). These are assumed to be held in-person (when combined with other travel) or virtually and will be up to two hours in length. A meeting summary will be completed and sent out following each meeting. Prepare materials to facilitate each meeting for distribution at least eight days prior to each meeting. Facilitate these conversations and meetings with assistance from Metro COG. The timing of these meetings will be coordinated with other engagement activities to make the best use of travel.
- Facilitate two local government meetings to engage local partners (e.g., City Planning Commission or City Council, NDDOT Management, MnDOT All Planners Group, etc.). These meetings will be held in a joint session format where all agencies are invited.
- SRF will prepare materials and presentations to be shared with City Councils and Planning Commissions at six (6) project milestones. These materials will be provided to Metro COG and partner jurisdictions to be given by appropriate staff.
- Facilitate up to four (4) public meetings. Meetings are assumed to be hosted in-person at a specified venue and will up to six (6) hours of engagement for each meeting. This engagement time may span multiple meetings in various locations or one longer event – depending on the needs of each engagement phase. Pop-up events may be included in this overall engagement timing (i.e., 3 hour open house and two 1.5 hour pop-up events). Engagement activities will be tailored and interactive to engage the public in the process and gather specific input. Meetings will be recorded and/or a recording of the presentation will be made and posted on the project website. The consultant will develop all materials for the public meetings including but not limited to display boards, presentations, handouts, sign-in sheets, and comment cards. The following are the goal of each public meeting:
  - The first open house will occur early in the planning process. It will introduce the 2050 MTP Update, explaining its purpose and key milestones. This open house will also provide opportunities for input on current transportation issues and for general conversation with the Plan Development Team members.
  - The second open house will be held about a third of the way into the process. It will be fashioned to share the Plans goals and objectives, along with a preliminary listing of alternatives. These alternatives will be predicated upon system forecasts and input received during the initial stages.
  - The third open house, held after the midpoint of the process, will share refined documents, goals, and listing of the range of alternatives. This open house will also illustrate how public input from the first two open houses has been integrated into the planning process.
  - The fourth open house will present the Draft 2050 MTP Update to the community and provide opportunities for stakeholders and community members to provide feedback on the draft plan.
- Facilitate up to six focus group meetings with local stakeholders. Focus groups are intended to gather representatives or experts on a specific topic to test ideas and analyze concepts. The six topics will be identified following the existing conditions phase to determine the needed topics. They may include six jurisdiction specific meetings, six modal focused meetings, or other topics. These are assumed to be held virtually and will be up to two hours in length. The consultant will develop all materials for the focus group meetings.

- It is assumed that two staff from the consultant team will attend public meetings and focus group meetings.
- Develop up to two public surveys utilizing an online platform such as Survey Monkey. The consultant will host and facilitate surveys and provide a summary of results.
- Develop a project specific logo and brand for the 2050 MTP Update.
- Develop online content for Metro COG's website. Update the project website up to eight times throughout the project duration. This will likely occur before and after each phase of engagement.
- Create a series of short project videos to update the plan development and activities in the coming phases. These videos will be hosted on the project website and shared externally through social media and other sources. A total of five videos are accounted for, one at each planning phase and one to illustrate the overall purpose.

#### Deliverables:

- Project webpage and key milestone updates
- Plan branding
- Meeting and promotional materials
- Four (4) Public Meetings with up to six (6) hours of engagement
- Two (2) Local Government Meetings and materials for six (6) updates
- Up to twelve (12) Project Leadership Team Meetings
- Six (6) Targeted Focus Group Meetings
- Two (2) Targeted Public Surveys
- Two (2) promotional/educational videos



The graphic features a dark blue rounded rectangle. On the left, there is a yellow icon of three document pages with arrows pointing down to a yellow cube. To the right of the icon, the text 'TASK 3 - Integration of Previous Planning Efforts' is displayed in white and yellow.

## TASK 3 - Integration of Previous Planning Efforts

Our team will conduct an analysis of existing or in-progress plans and studies with relevance to this plan. The following are included in this task:

#### Tasks:

- Metro COG will provide all relevant previous plan documents.
- Review planning documents identified in the RFP in addition to others as needed. Although all transportation-specific documents will be reviewed, we also want to include land use, economic, and social works that may impact the Metro COG planning area over the next two decades.
- Coordinate with the Steering Committee to identify any relevant plans that are in progress during the MTP update and incorporate information as needed.

#### Deliverables:

- Summary and relevance of related plans and studies

## TASK 4 - Transportation System Vision

The following are included in this task:

### Tasks:

- Evaluate the most recent five years of data from each side of the river. Regional summaries consistent with current performance measure reporting will be generated with this data. The data will also be used to identify the 30 highest crash incident intersections, and crash rates will be developed for these 30 intersections. This evaluation will review crash severity and potential crash patterns for any geometric or safety countermeasures that might be appropriate. This will overlap with and potentially leverage the work on the metro area's Safe Streets for All planning work.
- Review the NPMRDS data available in the metro area (and any INRIX data that are available) to identify locations of recurring speed decreases during peak periods. Additionally, a planning-level volume-to-capacity assessment will be used to screen for areas of recurring congestion. It is anticipated that this assessment will rely on average daily traffic (ADT) volumes to identify candidate areas for peak period congestion, and local traffic committee experts will vet the data for appropriateness.
- Review the NPMRDS data (using Metro COG approved log in to the dashboard) to identify locations of reliability issues using the required methodology and Metro COG's targets.
- Review the latest Transit Development Plan, review the latest available National Transit Database information, recent Transit Asset Management Plans, and review public input received during plan development to outline baseline conditions for the MTP. It is anticipated that this will include ridership, revenue hour, and revenue mile historical trends, and any recent data to evaluate where regional ridership is since the COVID-19 outbreak.
- Review the recently completed Bicycle and Pedestrian Plan and incorporate data collected since the plan was completed as needed. Utilize the Replica platform to identify bicycle and pedestrian demand. It is expected that most of the data from the Bike and Pedestrian plan can be incorporated into the MTP, along with public input received during plan development.
- Review information from the travel model to assess greenhouse gas emissions, and potential for impact based on alternatives that are developed.
- Review data from the Freight Analysis Framework (FAF5) to evaluate freight movements on the highway system, the level the data allows.
- Review existing research and evaluate trends such as work from home, autonomous and connected vehicles, electric vehicles, micromobility, shared modes, freight technologies, and other emerging trends. Efforts undertaken by other communities to anticipate the impacts of emerging trends and technologies will also be reviewed. An

emerging transportation trends and technologies memorandum will be developed for this effort and will serve as an appendix to the final MTP document.

- Coordinate with the ongoing Electric Vehicle planning efforts the Metro COG is undertaking.
- Review existing 2045 Metro COG MTP document to understand the issues identified during the last plan development. Updates will be made as needed to ensure compliance with current federal and state requirements.
- Developed graphics that summarize issues identified through the analysis process and public participation efforts. This could include maps, tables, charts, etc.
- Identify and document whether the performance objectives and measurements identified in the 2045 MTP are being met.
- It is assumed that Metro COG and agency partners will provide all available data sets to complete this analysis.

#### Deliverables:

- Summary of Existing Conditions/Baseline Conditions and Future Conditions Issues Identified.
- A holistic vision for the region that identifies items such as mobility corridors, key growth/expansion areas, future connections, etc. This vision will integrate established policy and provide guidance.
- Emerging transportation trends and technologies memorandum.



## TASK 5 - Goals and Objectives

The following are included in this task:

#### Tasks:

- Review and modify Metro COG's current goals and objectives developed as part of the current MTP.
- Develop goals and objectives, policies, and performance measures for Metro COG that reflect the current desires and vision of the region and that incorporate stakeholder feedback.
- Evaluate how the goals and objectives address emerging planning elements (e.g., preservation, resiliency and sustainability, autonomous vehicles, funding shortfalls, and new technologies) and how they fit as Metro COG transitions into a TMA.

#### Deliverables:

- Documentation of Goals of Objectives in Final MTP.



## TASK 6 - Performance-Based Planning and Programming of Projects

Our key objective of Task 6 is to develop a user-friendly, living menu of stakeholder supported projects that can be prioritized and categorized according to Metro COG goals and allow them to easily respond with well-supported and shovel ready projects as funds become available in the future. The following are included in this task:

### Tasks:

- Review project alternatives detailed in the current 2045 MTP and compile GIS shapefile attribute data of all programmed, planned, and proposed projects.
- Review projects from current TIP/STIPs, TDPs, current Metro COG 2045 MTP, City and County CIPs, other recent planning activities (as cited in the RFP), as well as new projects that have been identified during the early input process and/or by the operations analysis or by the future system deficiency analysis conducted in Task 4 (including potential solutions identified from the two focus area studies).  
Develop an inclusive list of candidate projects and system improvements.
- Identify evaluation criteria and performance metrics to rank and categorize candidate projects. Performance metrics and evaluation criteria will account for pavement condition, bridge condition, and crashes, among many others. For each measure, the qualitative and quantitative evaluation criteria will be refined with Metro COG and TTC to adequately differentiate between candidates and score a project between 0 and 100 based on its performance for that specific criterion.
- Review and discuss ranked list of projects with Metro COG and its partners.
- Develop a GIS-based tool to visualize projects and then screen and prioritize projects based on Metro COG determined criteria (what is most important to least important) and create a data driven and objective approach to balanced transportation investments.
- Coordinate with ATAC to code future street and roadway project alternatives into the model to test them.
- Update the region's comprehensive financial model for federal-aid eligible streets and highways. To update the financial model, the SRF Team will perform an initial review of the following: Revenue trend findings; Revenue source changes; Forecast and cost inflation assumptions; Pandemic relief and stimulus programs; The Bipartisan Infrastructure Act; The North Dakota county bridge funding program; Other relevant legislation. The analysis will differentiate between maintenance, operations, and capacity expansion. There will be a focus on money that is already allocated.
- Develop a baseline model to visualize long-term financial trends, provide a comparison to the 2045 plan, and support re-evaluation of the region's financial capacity to introduce new facilities and operations
- Explore, and document innovative financing techniques to fund existing project costs as well as the capital and Operations and Maintenance (O&M) costs of proposed projects.

- Develop a fiscally constrained program of projects by working with each transportation agency/department to assign their capital projects to one of the planning timebands (e.g., TIP Programmed Projects (2025-2029), Short-Term Projects (2030-2035), Mid-Term Projects (2036-2042), Long-Term Projects (2043-2050), Illustrative) and establish year of expenditure (YOE) data, and to account for construction cost inflation over the programming period.
- Develop a process for which to streamline how studies are completed (e.g., corridor studies, sub area studies, traffic studies, etc.) to ensure that efforts are maximized during the study process. This will include identification of potential corridors that warrant future study to determine project details. This list of potential corridors will take into account which corridors are more likely to be funded or receive funding through external sources.

#### Deliverables:

- Capital and Operating Financial Model.
- Project prioritization dashboard.
- Content for final MTP.
- Selection process for identification of future corridor studies.



## Task 7 - Congestion Management Process and TMA Planning Requirements

The following are included in this task:

#### Tasks:

- Review past planning efforts and document a gap analysis of where current MTP elements would benefit from increased emphasis as it relates to TMAs. Provide insights in how other organizations integrate the requirements of TMA status into the metropolitan transportation planning process.
- Develop a Congestion Management Process will follow the following five (5) steps:
  - Development of Goals, Objectives, and Performance Measures that are consistent with the overall 2050 MTP.
  - Collect Data & Evaluate Performance in order to have a process for identifying and evaluating short range congestion related issues while complementing the Long Range Vision and Strategy moving towards 2050.
  - Identify Congested Areas and Develop Congestion Reduction Strategies that support the goals and objectives of the MTP and CMP. These strategies will be applied to project needs and evaluated for effectiveness within the prioritization process. The strategies adopted in the CMP are the region's toolbox to address needs and work towards CMP objectives.

- Identify Congestion Relief Projects within the Cost Feasible Plan will provide clear linkage to implementation of congestion relieve strategies within the Transportation Improvement Program (TIP).
- develop the framework for incorporating the CMP into the annual performance evaluation and prioritization process for TIP development.
- Develop a Congestion Management Process Guidebook that is a standing reference document that clearly defines the policies and procedures for the CMP. This will include definitions for the CMP objectives, network coverage, performance measures, and toolbox strategies that create the foundation for Metro COG’s CMP going forward. This document will be both accessible for the public and policymakers to identify the overarching goals of the CMP and how it will be performed. Likewise, it will also provide sufficient technical detail for practitioners to implement the technical procedures for the network monitoring, performance measures, and strategy evaluation. The contents of the CMP Guidebook will be published as a stand-alone reference document, and also summarized at a high level in the MTP itself.
- Develop a CMP 2023 Performance Report that provides both an up-to-date snapshot of the CMP for 2023 conditions as well as a template for easy updates in future cycles. This report will efficiently document the CMP performance measures based on the most recent available data for the CMP network as it exists today based on the procedures in the Guidebook. It will also identify priority needs on the system based on the performance monitoring update and – through coordination with the Metro COG and stakeholders – outline potential strategies from the toolbox and their expected performance. This Report will document recommendations for investments identified through the CMP update and also serve a reference for future updates so that regional performance can be tracked for progress towards CMP objectives.

#### Deliverables:

- Congestion Management Process Guidebook
- CMP 2023 Performance Report



## TASK 8 - Document

The following are included in this task:

#### Tasks:

- Prepare Draft 2050 MTP Update for review by Metro COG staff, TTC members, FHWA, NDDOT, and MnDOT. The Preliminary Plan will be emailed to these groups for review, and their comments reviewed with Metro COG staff and acceptable changes incorporated prior to proceeding through the review and adoption process.
- Prepare a revised Draft 2050 MTP Update and Executive Summary of the Plan that is graphically rich and includes charts, graphs, infographics, etc. where applicable for use during public review.

- Facilitate a public open house meeting where information in the Draft Plan will be presented for stakeholder comments (Public Open House Meeting #4). We have accounted for up to two (2) educational videos as part of Task 2. One of these video could be utilized to summarize final plan elements in an easily understandable format for the public to digest.
- Revise, based on input received, the Draft Plan into a Final Plan.
- Prepare the Final Plan for Policy Board approval. Print and provide seven (7) full printed copies and one electronic copy of the final document to Metro COG for their use and distribution. In addition, electronic copies of any working papers, data, modeling software, and maps used to create information in the document will be delivered to the Metro COG either during the project or at its conclusion. The final document will be formatted to adhere to ADA standards.
- Ensure final adoption of the 2050 MTP Update by the Metro COG Policy Board no later than September 30, 2024.
- SRF will build a fully web-based plan that lives on the project website. The plan will be desktop and mobile phone compatible and will be html-based, not an Adobe PDF document.

#### Deliverables:

- Draft Plan Document
- Final Plan Document
- Executive Summary
- Web-based Plan



## Task 9 - Plan Adoption

The following are included in this task:

#### Tasks:

- Develop resolutions of support for each jurisdiction and language for the Metro COG staff memo to ensure that the final 2050 MTP Update is adopted no later than September 30, 2024.
- Develop materials for Metro COG staff to meet with each of the seven agencies to present the final 2050 MTP Plan Update. This could include a presentation or handouts. It is assumed that Metro COG staff will facilitate presentations and no consultant staff will be in attendance.

#### Deliverables:

- Resolutions of Support for each Jurisdiction
- Language for Metro COG Staff Memo





**To:** Policy Board  
**From:** Cindy Gray, Executive Director  
**Date:** March 10, 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 6<sup>th</sup> Ave N in the heart of downtown Fargo. The proposed project would replace the existing brick pavers in the intersections and crosswalks at 2<sup>nd</sup> Ave N, 3<sup>rd</sup> Ave N, 4<sup>th</sup> Ave N, and 6<sup>th</sup> Ave N. The project would also replace or relocate the existing ADA ramps on Broadway between Main Avenue and 6<sup>th</sup> Avenue N. The estimated cost of the project is \$3.75M of which \$3M of funds will be requested through the Urban Grant Program.

**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 enhancements to the application.

At their regular meeting of March 9, 2023, the Transportation Technical Committee recommended Policy Board approval of the letter of support.

**Requested Action: Approve 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  
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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

### Address

225 4<sup>th</sup> 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)

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

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### 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 2<sup>nd</sup> Avenue N, 3<sup>rd</sup> Avenue N, 4<sup>th</sup> Avenue N, and at 6<sup>th</sup> Avenue N with Broadway, and replacing/relocating the existing ADA ramps on Broadway between Main Avenue and 6<sup>th</sup> Avenue N.

### Total Project Cost

\$3,750,000

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

\$3.0M UGP, \$0.75M 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**  
The brick pavers that are an integral 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**  
The brick pavers have deteriorated to the point where they are a safety issue and our Street Department has added hot mix asphalt to mitigate the safety concern for pedestrians, bicyclists and motorists.
  - c) **Improve multi-modal transportation options such as walking, bicycling, and public transportation**  
As stated above, this project will replace the brick pavers that have been filled in with hot mix asphalt, as they have become safety hazards for pedestrians, bicyclists, and motorists.

**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 as a need 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 due to the City patching

the bricks with asphalt due to safety concerns. This has a negative effect to visitors and locals 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, 1<sup>st</sup> Ave N, 2<sup>nd</sup> Ave N, 4<sup>th</sup> Ave N and 6<sup>th</sup> 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 4<sup>th</sup> Ave N to 32<sup>nd</sup> 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 4<sup>th</sup> Ave N and 6<sup>th</sup> 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 2<sup>nd</sup> Ave N, 3<sup>rd</sup> Ave N, 4<sup>th</sup> Ave N and at 6<sup>th</sup> Ave N, as well as replacing the ADA curb ramps improving handicap accessibility along Broadway from Main Avenue to 6<sup>th</sup> Avenue N.

**Proposed Length**

The distance from Main Avenue to 6<sup>th</sup> Ave N is nearly a ½ mile, but the project work itself would be specific locations within this corridor.

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

Please see Project Location Map for details of project. We do not anticipate modifying the existing street cross section.

**Proposed Surfacing Type**

We are anticipating that 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 safety hazards, and the updated ADA curb ramps should improve safety with improved handicap accessibility.

**Proposed Intersection Improvements**

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

**Proposed Traffic Calming Measures**

N/A

**Will parking be allowed and type?**

Yes, it will remain as it is today which is 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, since we are staying within the roadway footprint, 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 collaborate with the Downtown Community Partnership and local businesses so that they 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).**

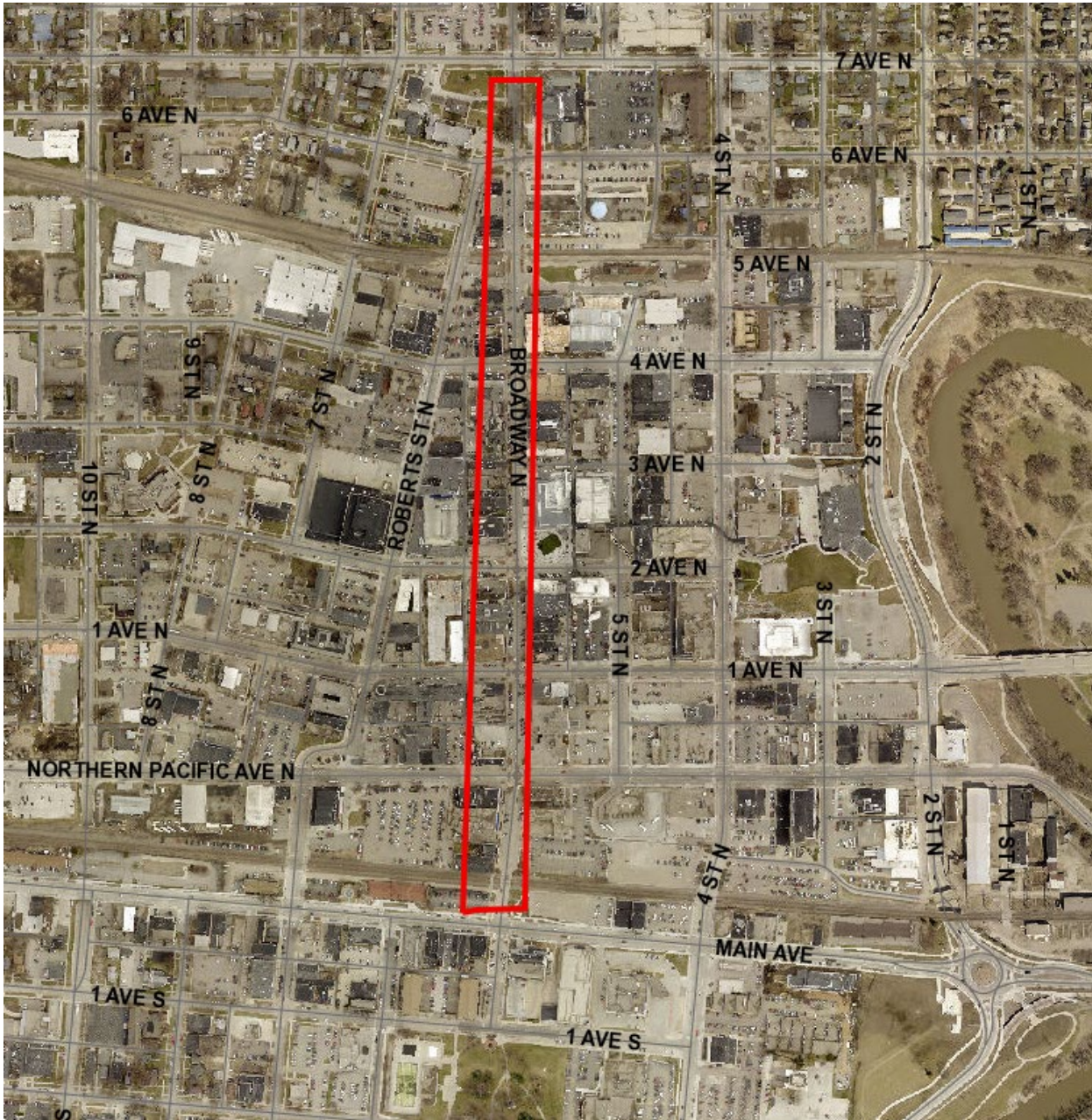
Item	Total	Federal	State	Local
ADA Curb Ramp Replacements	750,000	600,000	0	150,000
Brick Paver Replacements	3,000,000	2,400,000	0	600,000
Totals	3,750,000	3,000,000	0	750,000

### 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 7<sup>th</sup> Avenue N



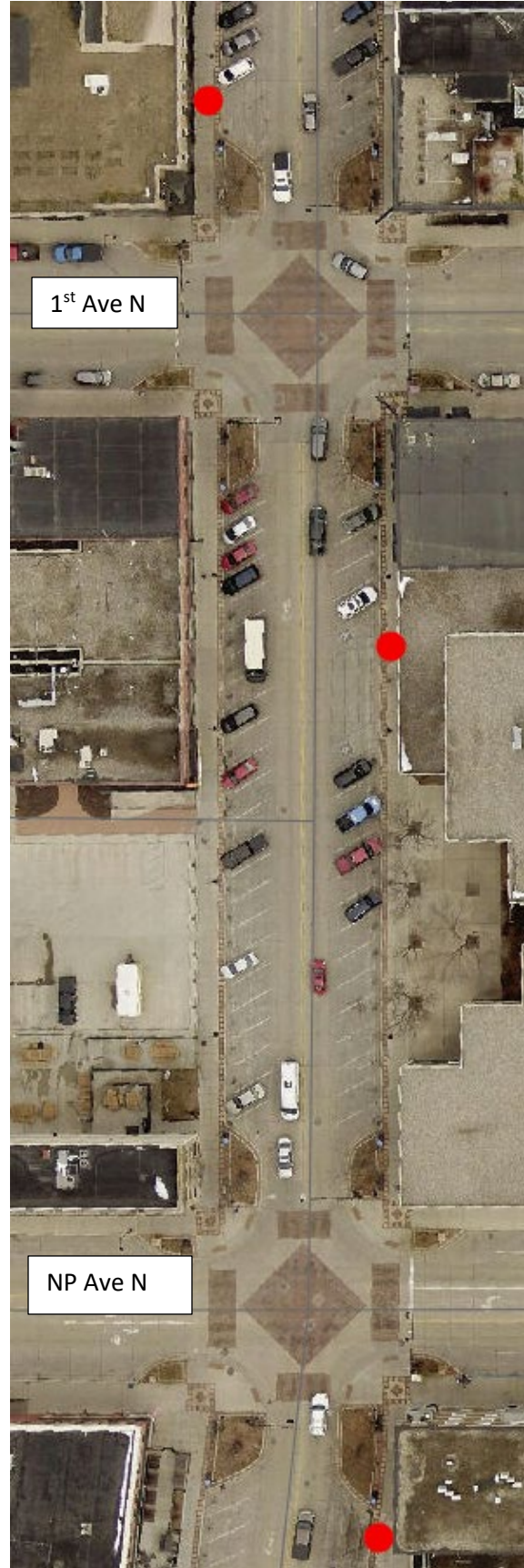
**Block by Block Project Map**

**Main Avenue to NP Avenue**

Red dots indicate ADA curb ramp locations

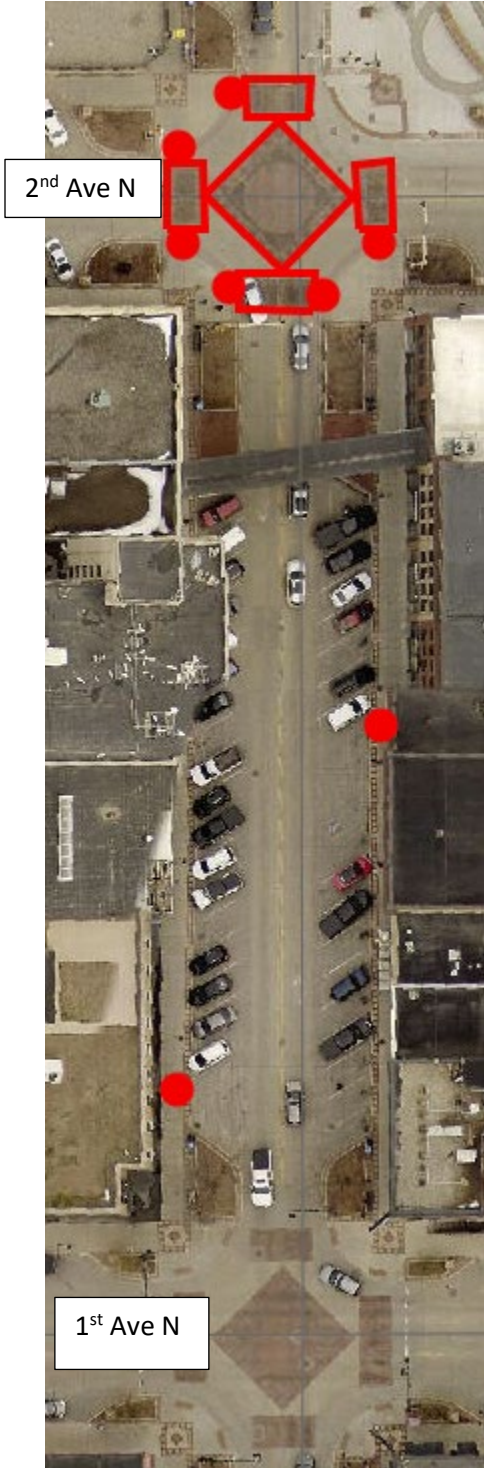


**NP Avenue to 1<sup>st</sup> Avenue N**

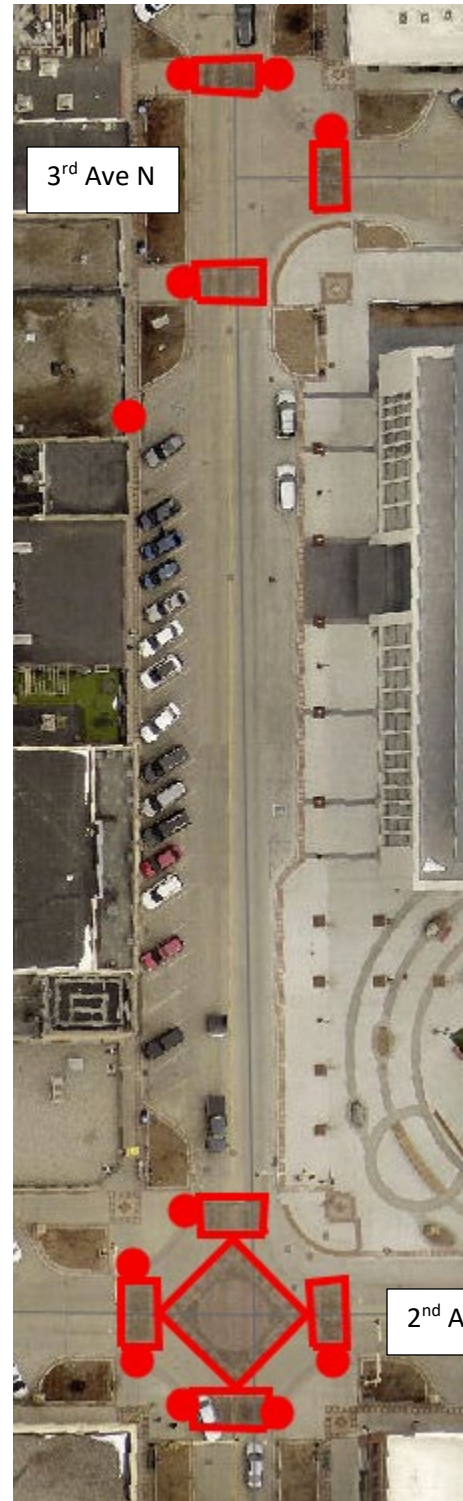


1<sup>st</sup> Avenue N to 2<sup>nd</sup> Avenue N

Red boxes indicate the brick paver areas



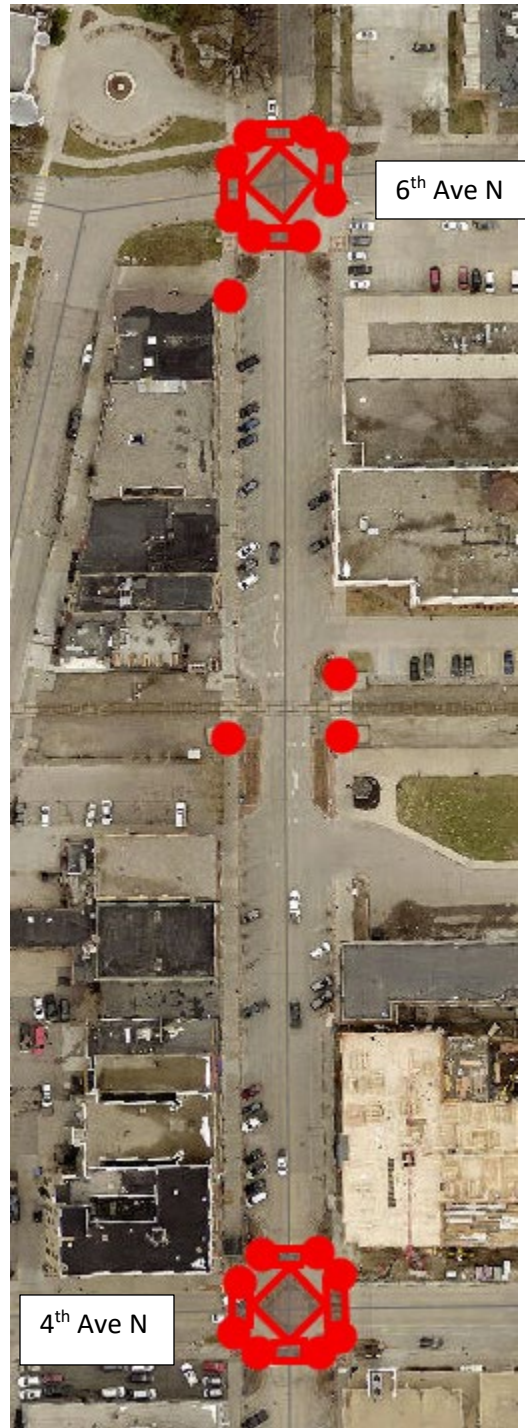
2<sup>nd</sup> Avenue N to 3<sup>rd</sup> Avenue N



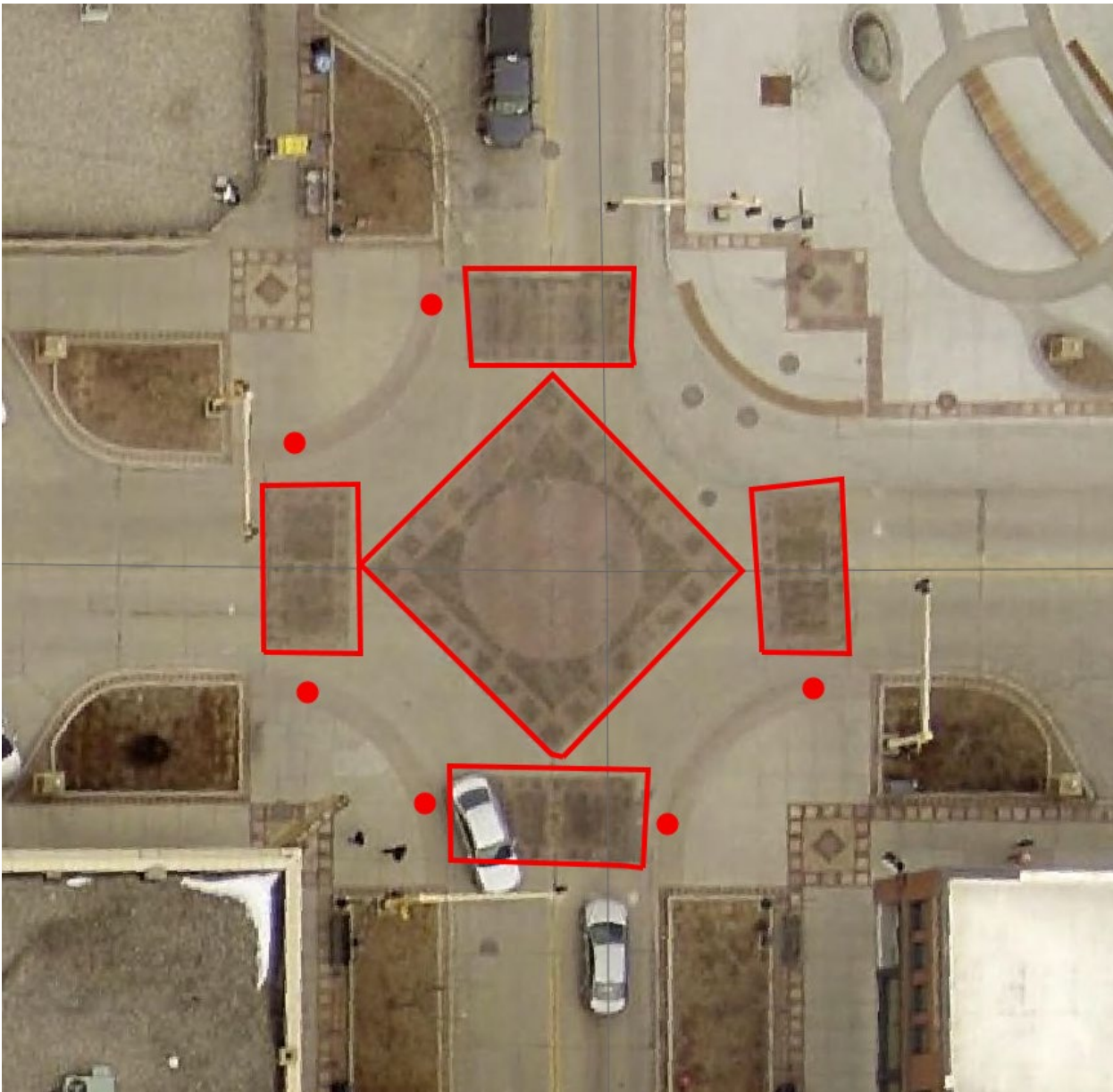
3<sup>rd</sup> Avenue N to 4<sup>th</sup> Avenue N



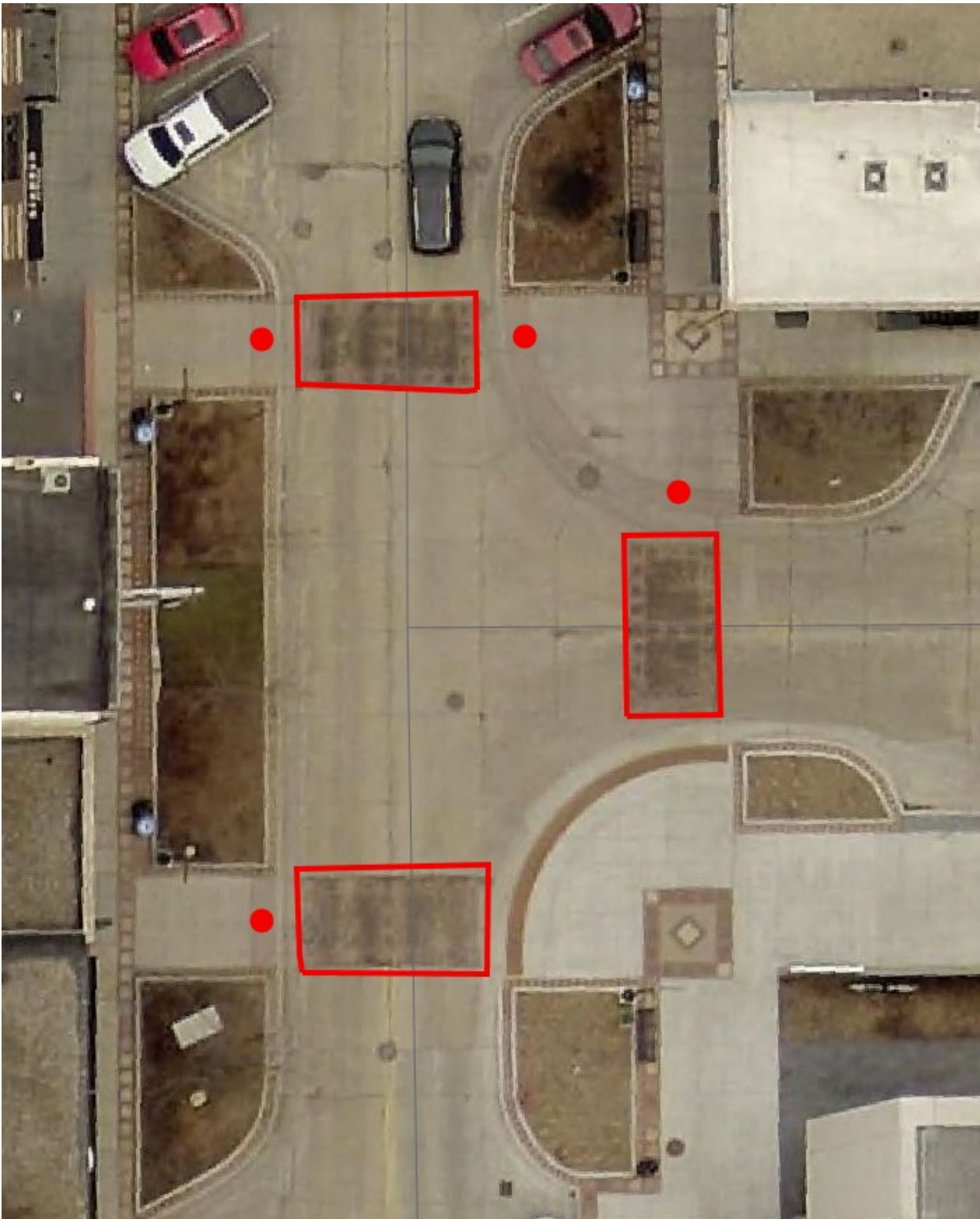
4<sup>th</sup> Avenue N to 6<sup>th</sup> Avenue N



2<sup>nd</sup> Avenue N Intersection

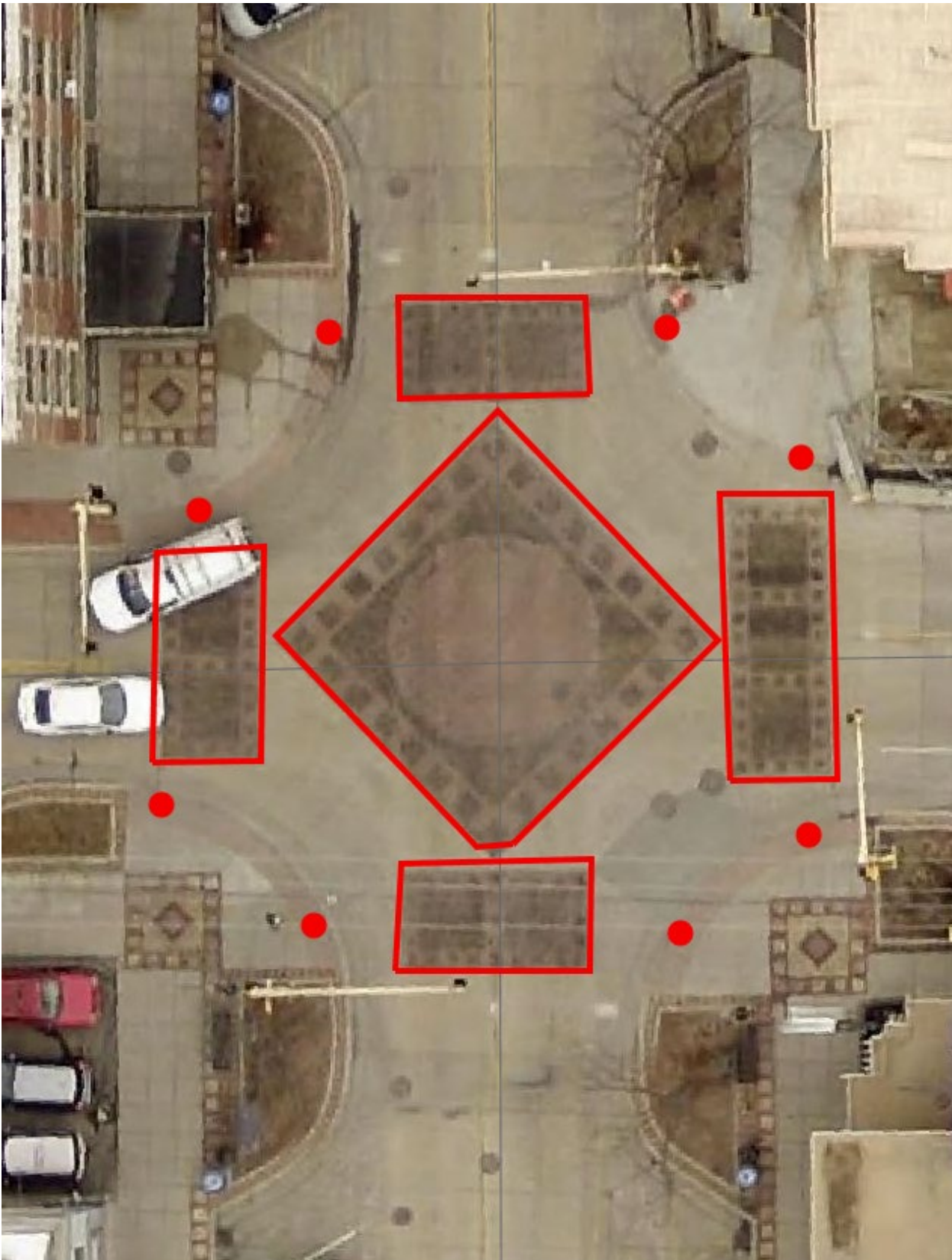


3<sup>rd</sup> Avenue N Intersection

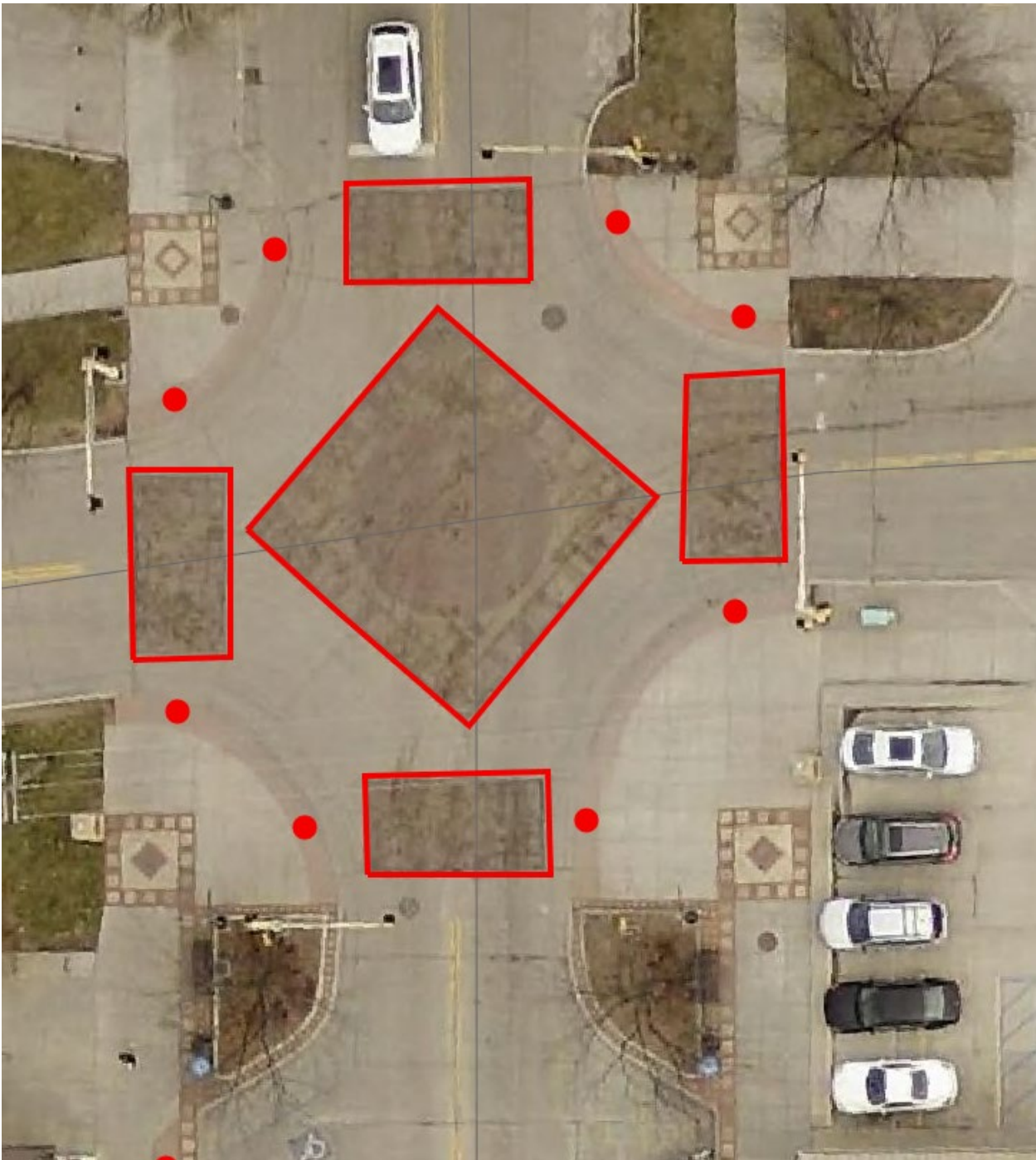




4<sup>th</sup> Avenue N Intersection



6<sup>th</sup> Avenue N



**Intersection Photos**

2<sup>nd</sup> Avenue N





3<sup>rd</sup> Avenue N





4<sup>th</sup> Avenue N







6<sup>th</sup> Avenue N







**To:** Policy Board  
**From:** Cindy Gray, Executive Director  
**Date:** March 10, 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 13<sup>th</sup> Ave S and 18<sup>th</sup> Ave S (see **Attachment 1a** – draft application from the City of Fargo). The draft letter of support is also attached for your review (**Attachment 1b**).

The other application is for Main Avenue between 25<sup>th</sup> Street and I-29 and between I-29 and 45<sup>th</sup> Street (see **Attachment 2a** – draft application from the City of Fargo). This project would consist of concrete pavement repair and bridge expansion joint replacement. The draft letter of support is also attached for your review (**Attachment 2b**).

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, and both are adjacent to interstate interchanges, where traffic volumes tend to be some of the highest on our regional roadway network.

At their regular meeting on March 9, 2023, the Transportation Technical Committee recommended support of these two regional program applications.

**Requested Action: Approve the letters 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 – 13<sup>th</sup> Ave S to 18<sup>th</sup> 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 18<sup>th</sup> Ave S, 62' near 16<sup>th</sup> Ave S, 74' near 13<sup>th</sup> 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 17<sup>th</sup> Ave S, 7 south of 17<sup>th</sup> 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 17<sup>th</sup> Ave S and going to 7 lanes south of 17<sup>th</sup> 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 17<sup>th</sup> Ave S and 7 lanes south of 17<sup>th</sup> 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

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- 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 13<sup>th</sup> Ave S, 15<sup>th</sup> Ave S, 17<sup>th</sup> Ave S and at 18<sup>th</sup> Ave S. Our project would stop before the 18<sup>th</sup> Ave S intersection. I don't believe there are high crash rate intersections, and we don't plan on adding turn lanes.

Remarks:

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City Engineer: \_\_\_\_\_

Date: \_\_\_\_\_

District Engineer: \_\_\_\_\_

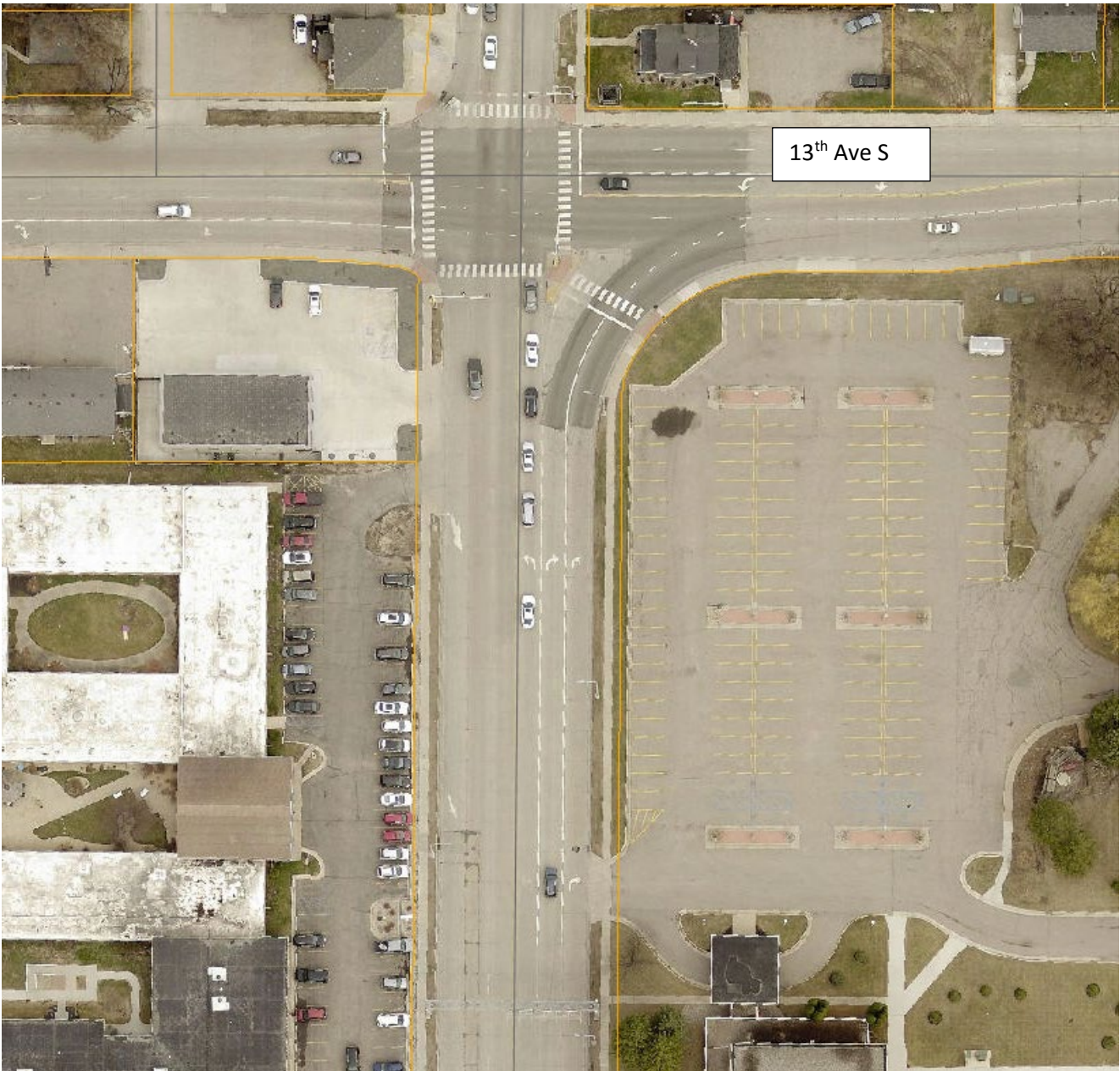
Date: \_\_\_\_\_

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





13<sup>th</sup> Ave S Intersection



17<sup>th</sup> Ave S Intersection



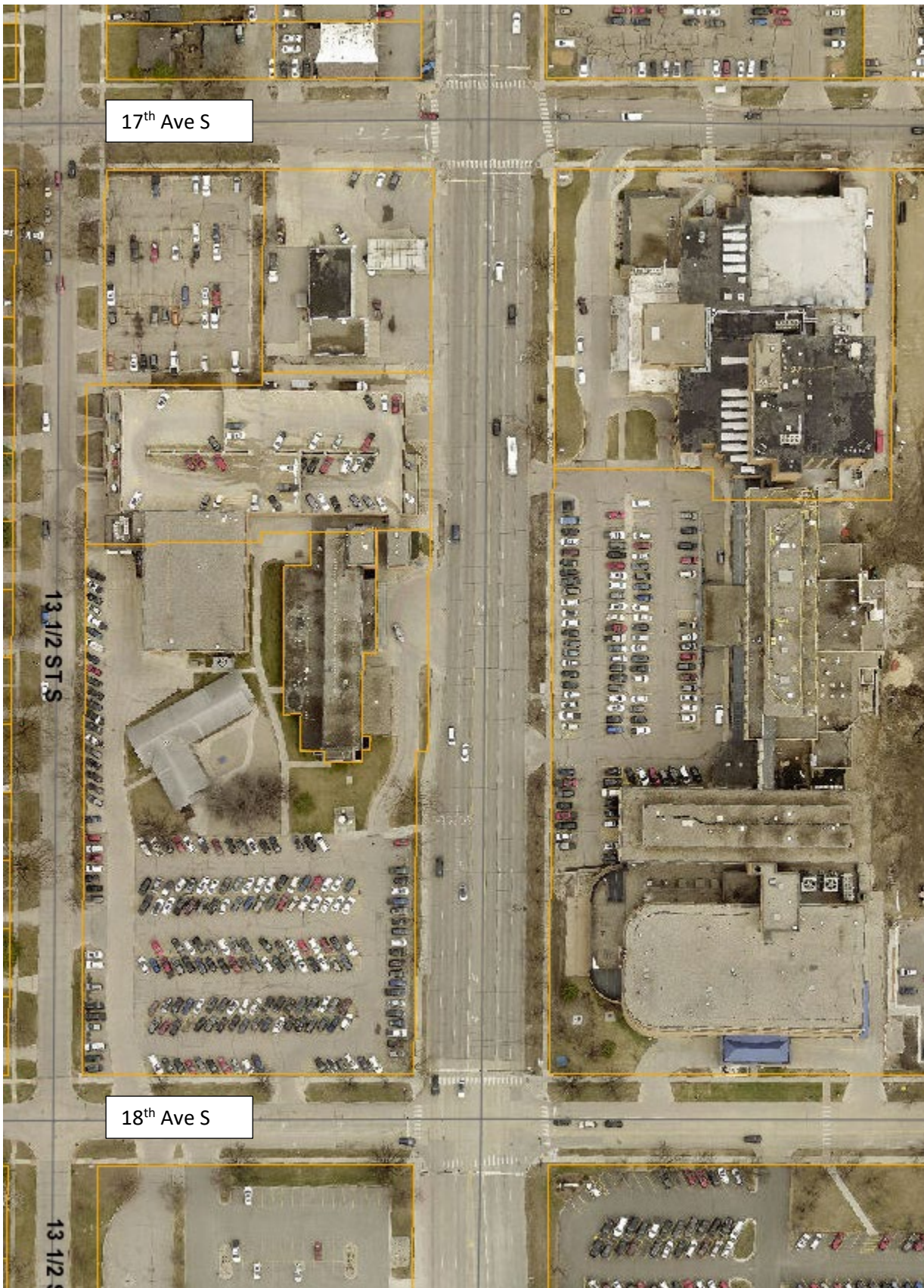
13<sup>th</sup> Ave S to 15<sup>th</sup> Ave S



15<sup>th</sup> Ave S to 17<sup>th</sup> Ave S



17<sup>th</sup> Ave S to 18<sup>th</sup> Ave S





Fargo-Moorhead Metropolitan  
Council of Governments

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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 Regional Program Application FY 2027 – S University Drive

Dear Stacey and Urban Regional 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 Regional Program Application. The City's proposed project consists of full street reconstruction of S University Drive between 13<sup>th</sup> Avenue S and 18<sup>th</sup> Street S. This is a heavily traveled segment of arterial roadway – US Highway 81 – starting just a block north of I-94. This portion of S University Drive serves large, vibrant and relatively affordable neighborhoods both east and west of University Drive, and the corridor provides access to a large medical institution located directly adjacent to the corridor, and Fargo South High School, located approximately ½ mile to the west of the corridor.

This segment of S University Drive was originally constructed 50-60 years ago, and has been maintained with asphalt overlays over the years. The roadway is now beyond the useful life of the pavement. The capacity of the roadway would not differ from what exists today. Existing sidewalks, streetlights and traffic signals would be replaced, along with clay tile sanitary sewer lines and rehabilitation of the existing storm sewer lines.

Fargo is beginning to see some revitalization of this area. As one of the older core neighborhoods of the city, there are strip commercial developments that are viewed as ripe for redevelopment. One proposal is expected to move forward with a mixed-use redevelopment along the west side of the corridor.

Metro COG supports this reconstruction project as an investment in maintaining a state of good repair on our regional roadway network.

Cindy Gray, AICP  
Executive Director

Charles Hendrickson  
Policy Board Chair

FARGO-MOORHEAD METROPOLITAN COUNCIL OF GOVERNMENTS

**URBAN REGIONAL  
PROJECT SCOPING WORKSHEET**

DATE: 3-3-2023

PRIORITY# 1

City: Fargo Street: Main Avenue – 25<sup>th</sup> Street to 45<sup>th</sup> 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 <sup>th</sup> Street to I-29 \$6.1M; I-29 to 45 <sup>th</sup> Street \$6.0M			\$16.1M

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

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

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Airports: No Public Hearings: No

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

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Transportation Enhancements: No

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Intermodal: No

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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 25<sup>th</sup> Street to I-29 is more pronounced than the mile from I-29 to 45<sup>th</sup> 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.

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4. Any existing geometric concerns?

No

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

No

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

Yes, and they are in good condition.

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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.

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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.

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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.

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Remarks:

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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**

**25<sup>th</sup> Street to 34<sup>th</sup> Street**



34<sup>th</sup> Street to 40<sup>th</sup> Street



40<sup>th</sup> Street to 45<sup>th</sup> Street





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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 Regional Program Application FY 2027 – Main Avenue

Dear Stacey and Urban Regional 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 Regional Program Application for Main Avenue. The City's proposed project consists of repairing the longitudinal joints in the concrete between 25<sup>th</sup> Street and 45<sup>th</sup> Street before they separate further and require a more expensive project. The application includes replacement of the expansion joints on each side of the Main Avenue bridge over I-29. The expansion joints are worn out and falling apart.

Main Avenue serves large areas of employment both north and south of the corridor, and provides access to/from I-29. Many of the businesses along Main Avenue are industrial in nature, resulting in significant truck volumes. The corridor also serves as a route to West Fargo, to downtown Fargo, and to Moorhead. Maintaining this corridor in a state of good repair is very important to the regional roadway system. Thank you for your consideration of this project.

Cindy Gray, AICP  
Executive Director

Charles Hendrickson  
Policy Board Chair

FARGO-MOORHEAD METROPOLITAN COUNCIL OF GOVERNMENTS

**To:** Policy Board  
**From:** Paul Bervik  
**Date:** March 10, 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](http://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.

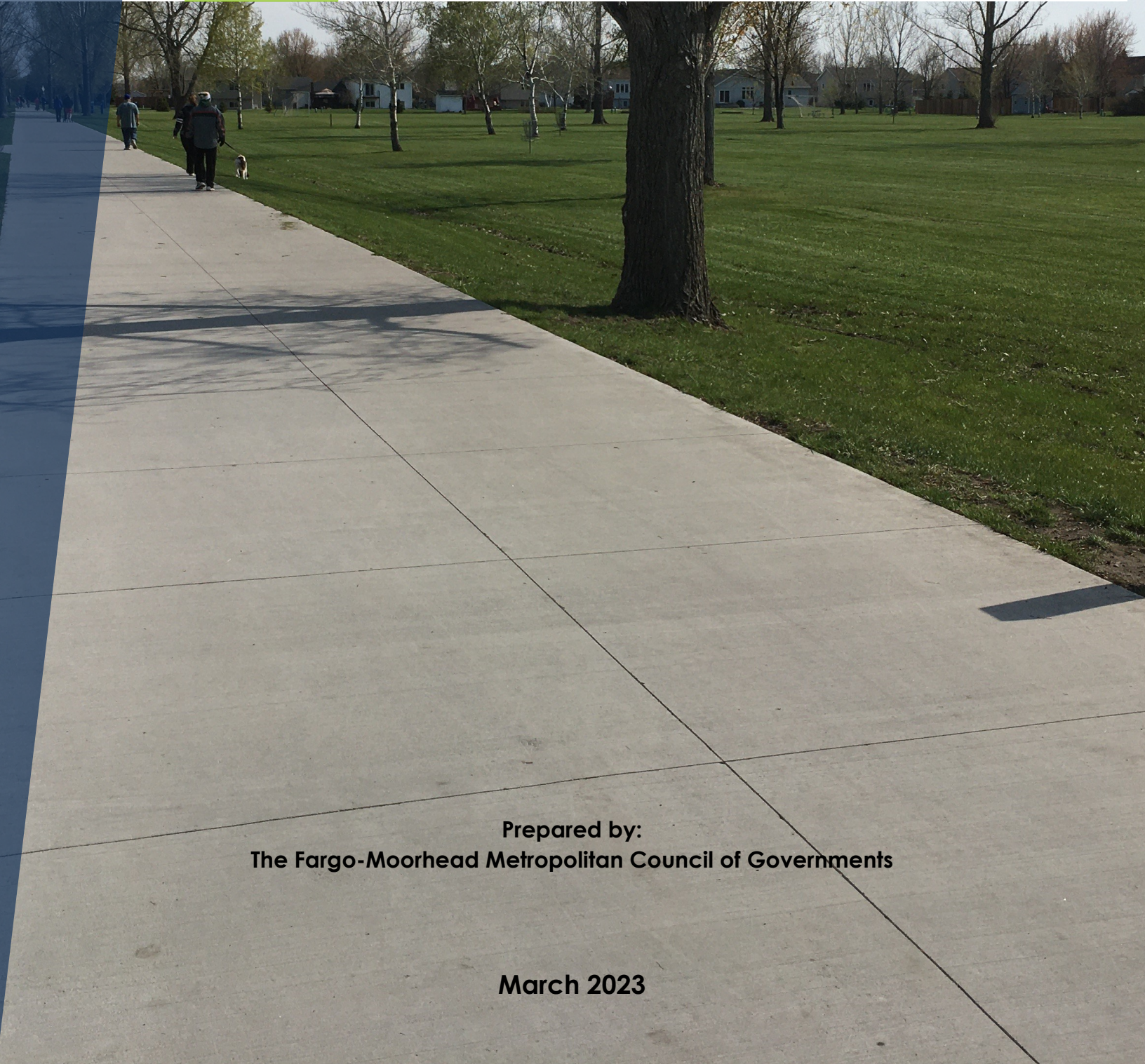
For more information regarding these counts, or to request the raw bicycle & pedestrian count data, contact Paul Bervik at 701-532-5107 or [bervik@fmmetrocog.org](mailto:bervik@fmmetrocog.org).



**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**



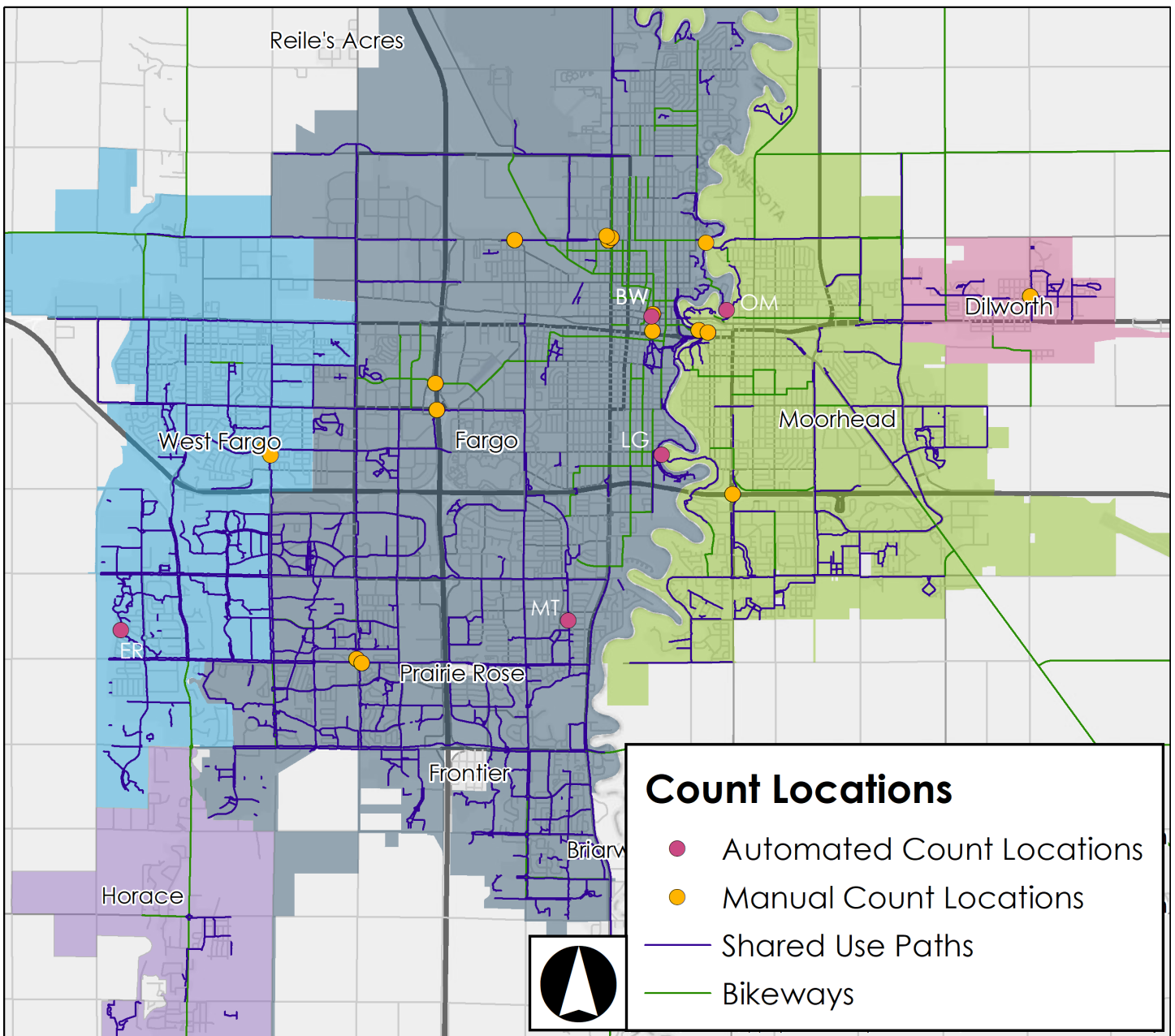
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# 2023 Bicycle and Pedestrian Count Report

## 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

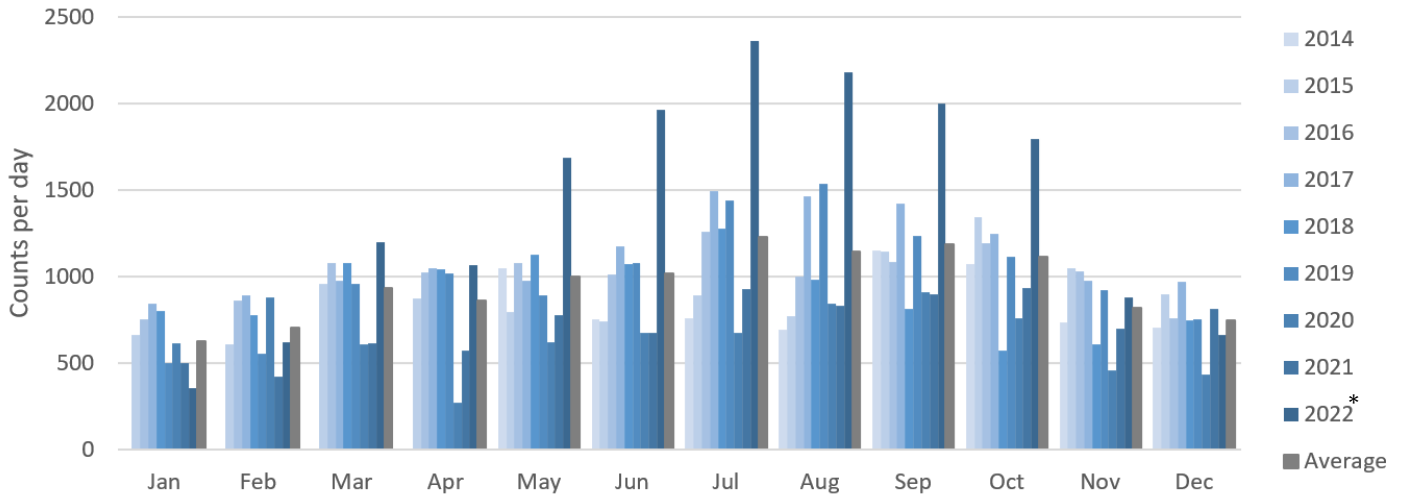
The Minnesota Department of Transportation (MnDOT) installed an automated counter in 2016 when the I-94 interchange at 8th St (US 75) was reconstructed. The counter is made by Eco-Counter and uses both infrared technology and inductive pavement loop detection, allowing the counter to differentiate between 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

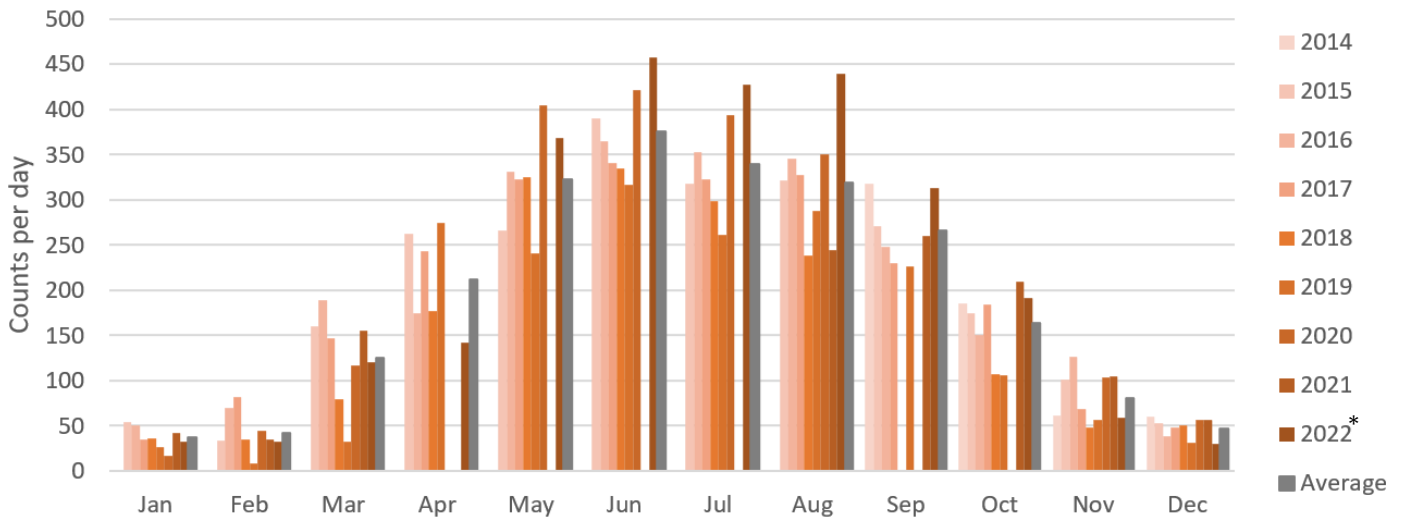
As previously mentioned, all of Metro COG's counter locations were previously Traf-X counters. All of these locations were replaced by Eco-Counters since the 2022 Bicycle and Pedestrian Count Report. When analyzing the count data, it quickly became apparent that last year's numbers (counted by Eco-Counter) 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.

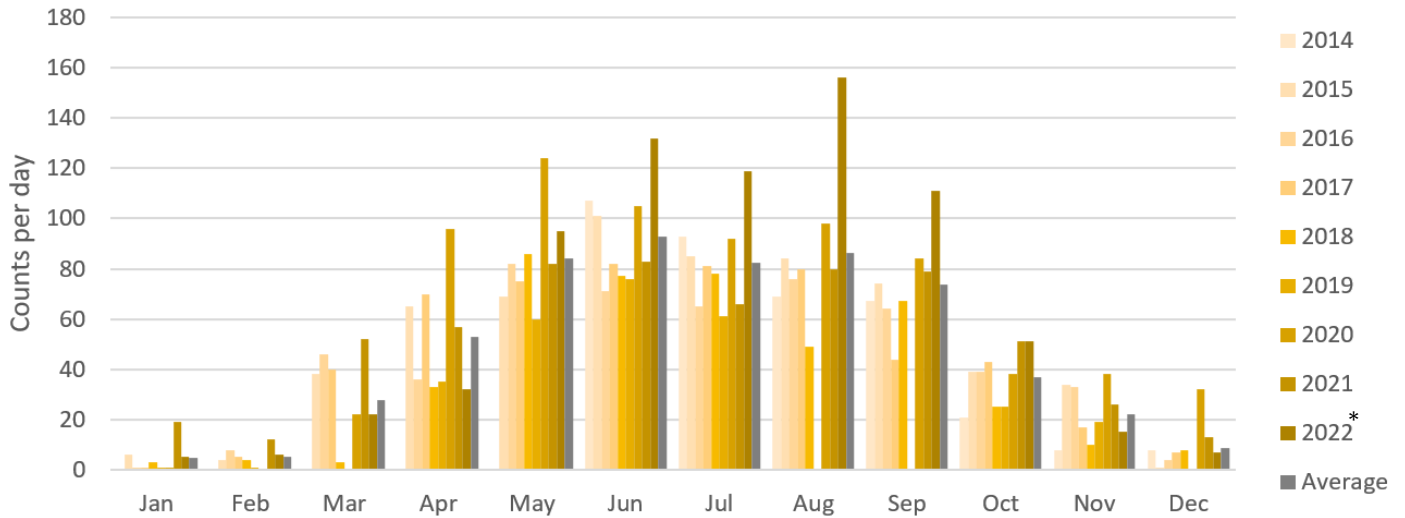
### Broadway Sidewalk - Just S. of 2nd Ave N



### Milwaukee Trail

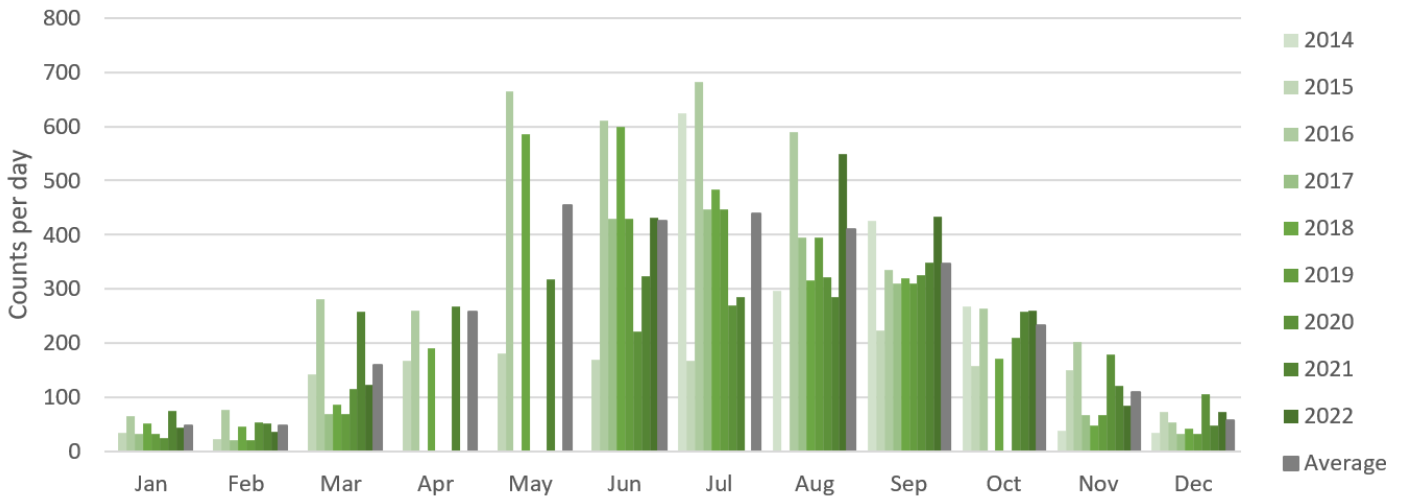


### Eagle Run Trail

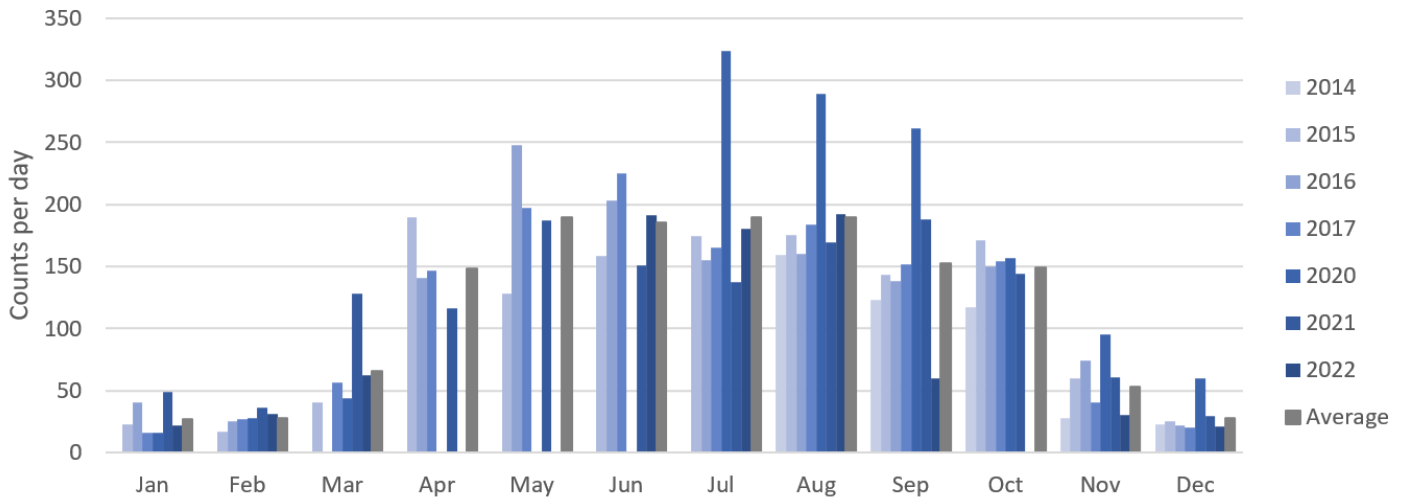


\*NOTE: This year has higher counts due to the transition from Traf-X counters to Eco-Counters—see page 6 for more information

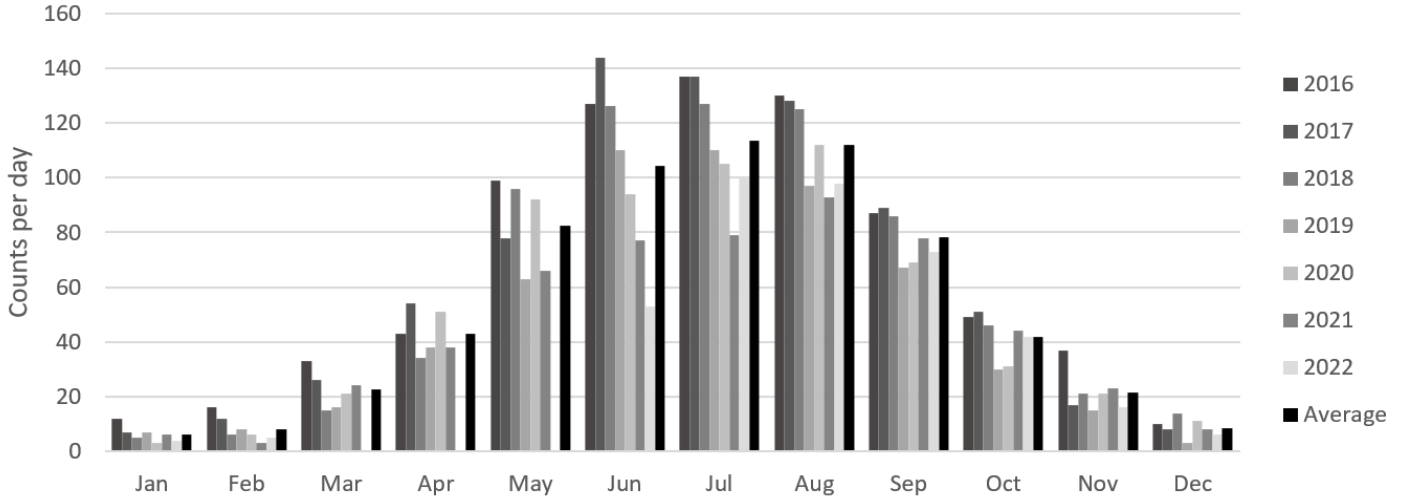
### Lindenwood/Gooseberry Park Bridge



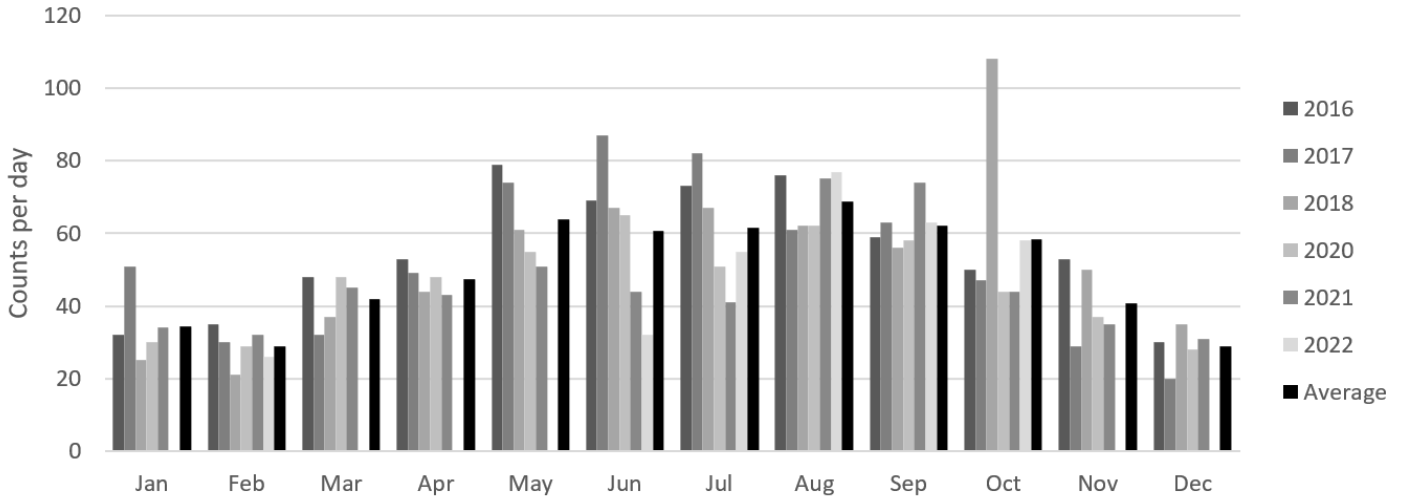
### Oak Grove/Memorial Park Bridge



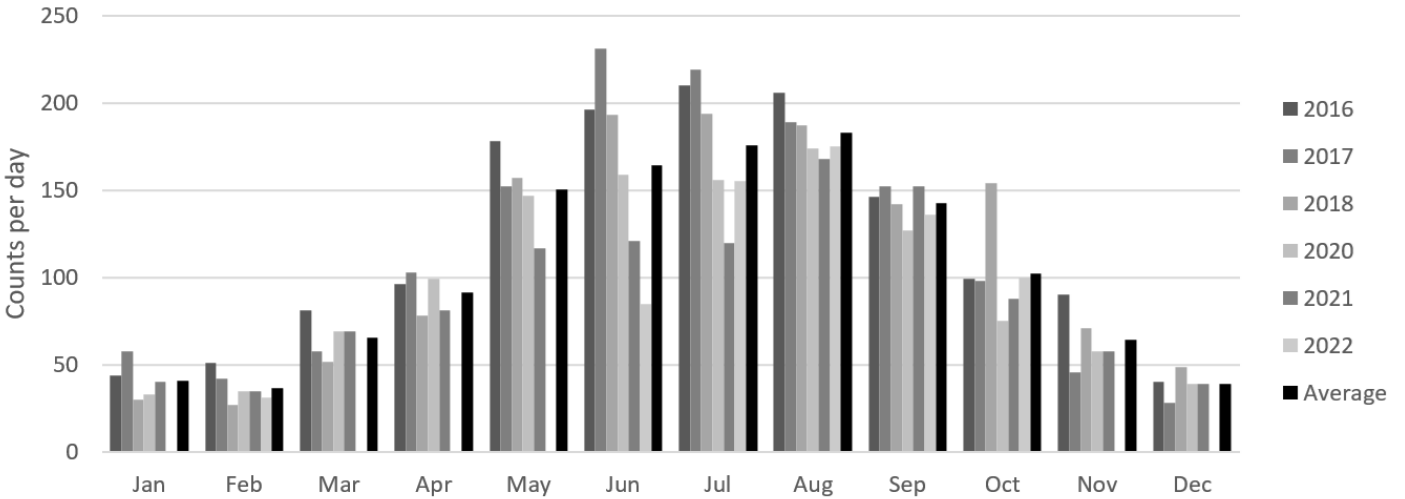
### Moorhead 8th St Trail crossing I-94 - Bicycles



### Moorhead 8th St Trail crossing I-94 - Pedestrians

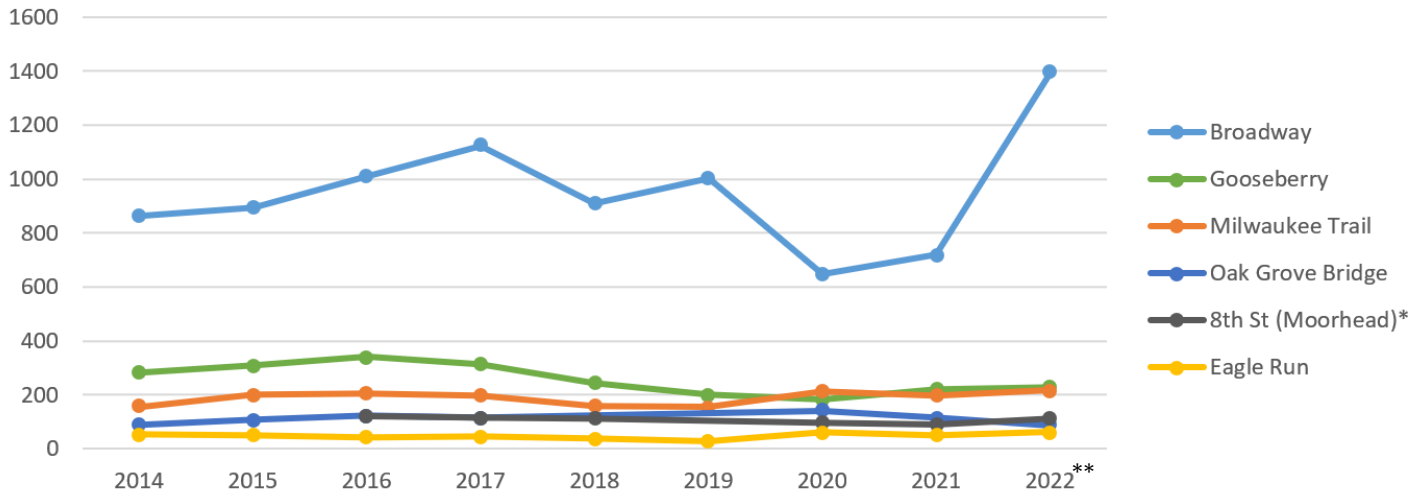


### Moorhead 8th St Trail crossing I-94 - Bike & Pedestrians





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

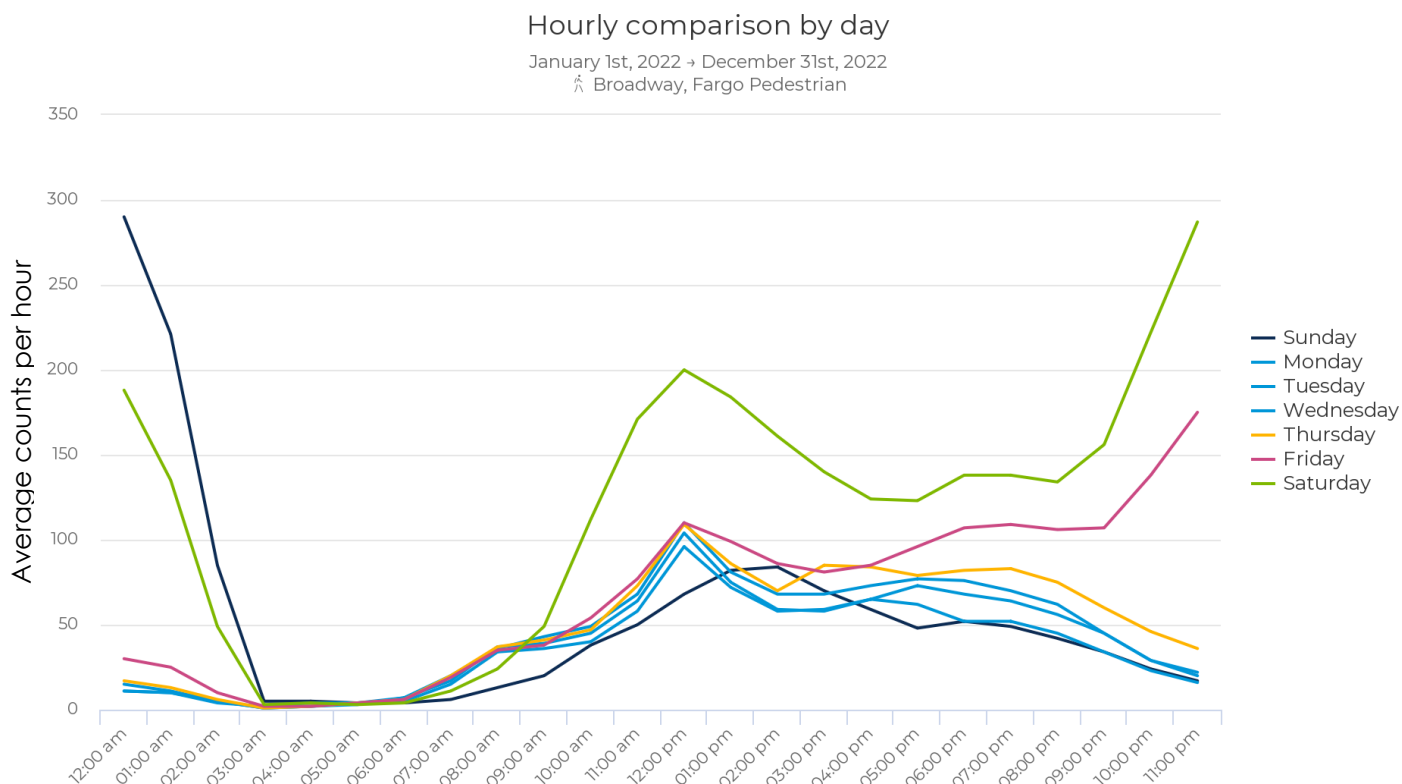
*\*Includes both bicycle & pedestrian counts*

\*\*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 .

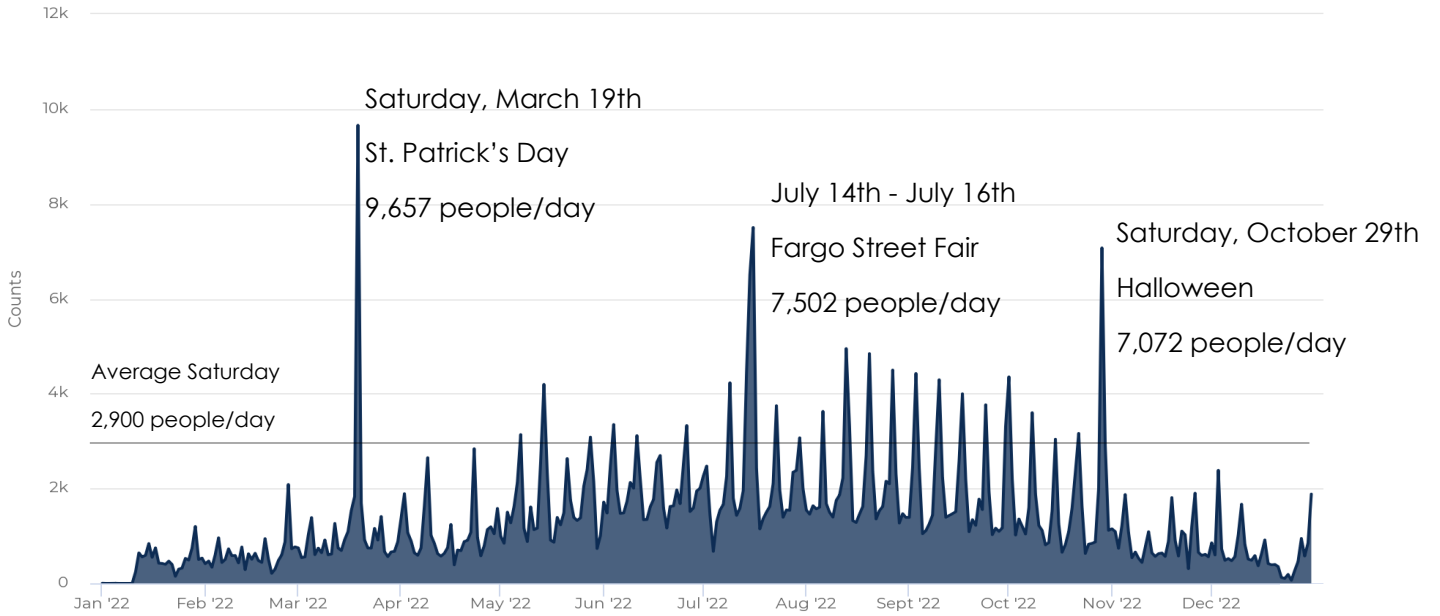
A second trend that emerges is a common lunchtime peak across all weekdays of around 100 people an hour, then a drop as lunchtime ends. Saturday has a much larger lunchtime peak around the same time, and data from Sundays show a smaller lunchtime peak that occurs later in the day.

# Broadway just south of 2nd Ave N—west sidewalk

## 2022 Data

Daily traffic

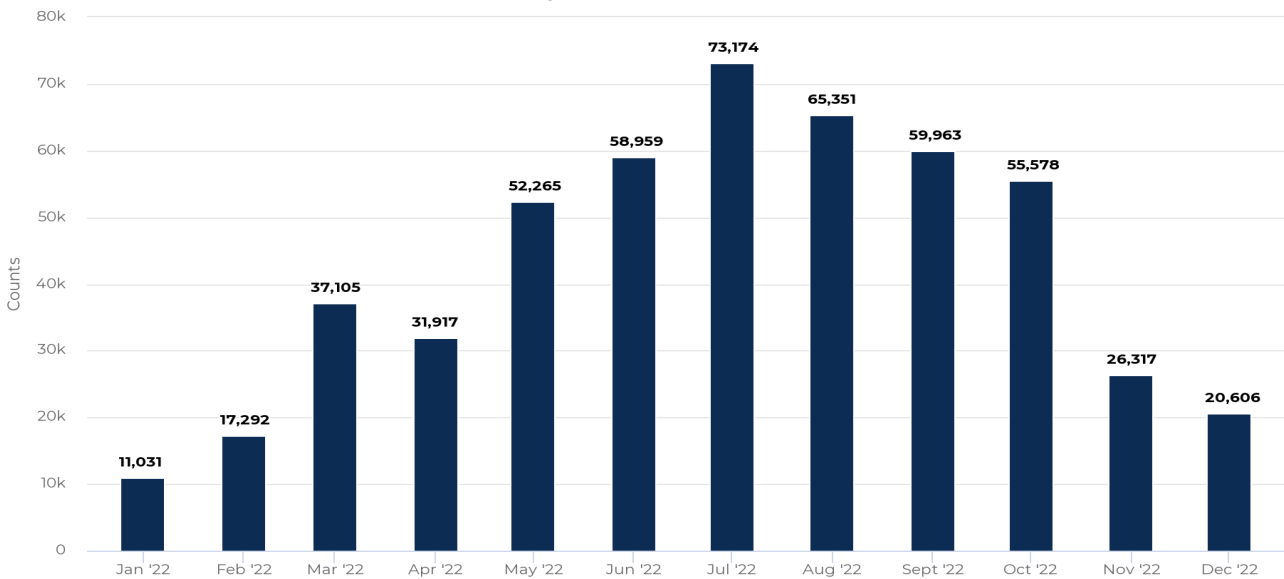
January 1st, 2022 → December 31st, 2022



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

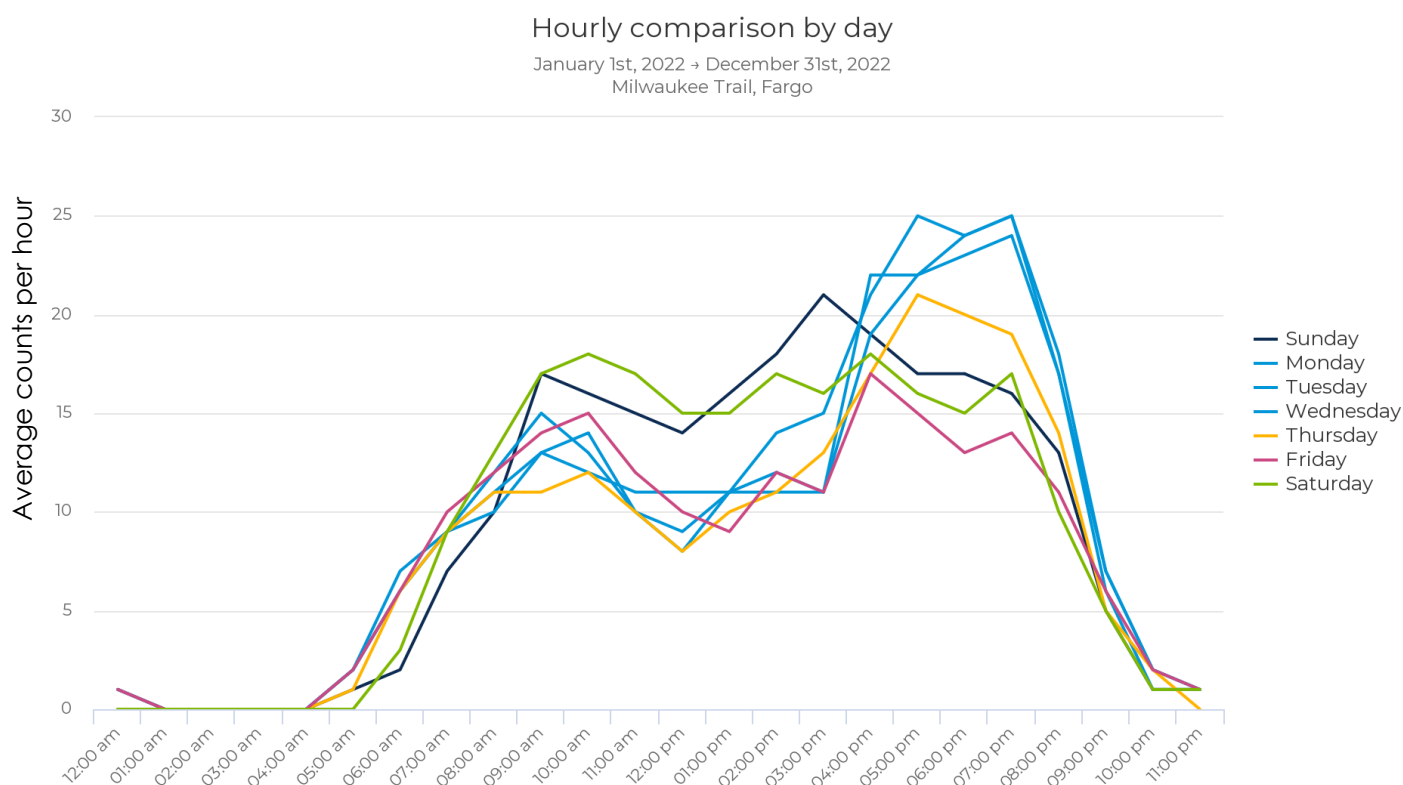


Counting people by month showcases the divide between winter and summer pedestrian traffic on Broadway and speaks to larger trends within the FM area. During January 2022, less than 20,000 people were recorded by this counter versus over 70,000 people recorded during July 2022. The lower counts in the 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.



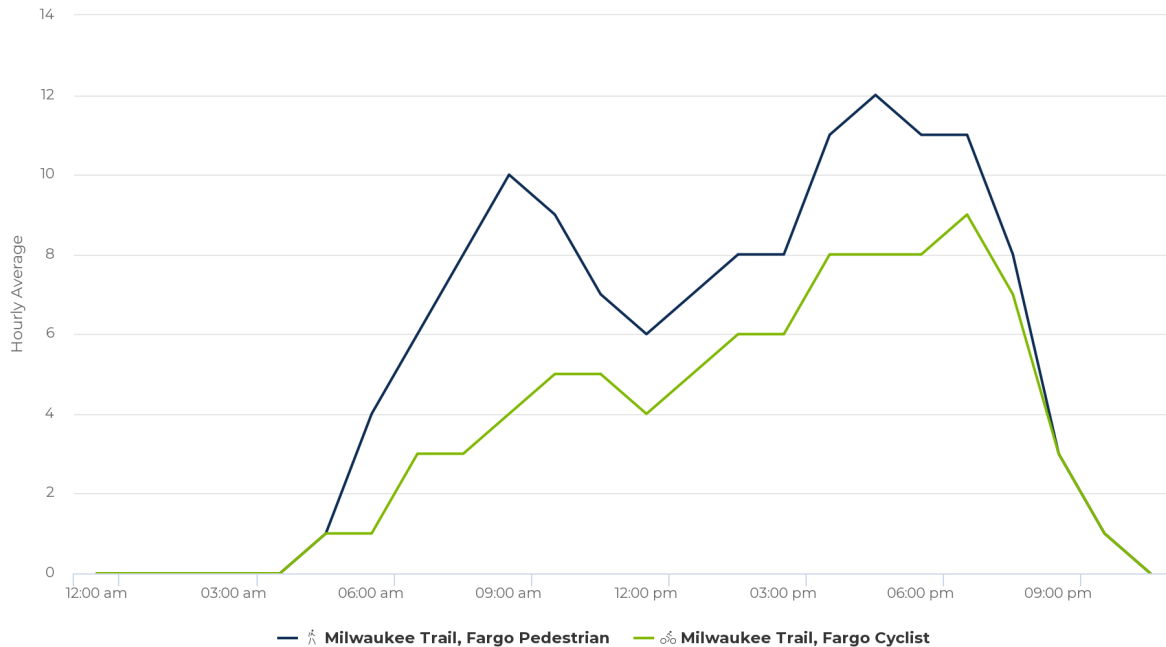
The above graph separates the 2022 data into the seven days of the week, showcasing the average data recorded every hour of the day for every day of the week. The most notable aspect of the graph are the two main peaks that appear: an evening peak and a smaller lunchtime peak. During the working week, 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

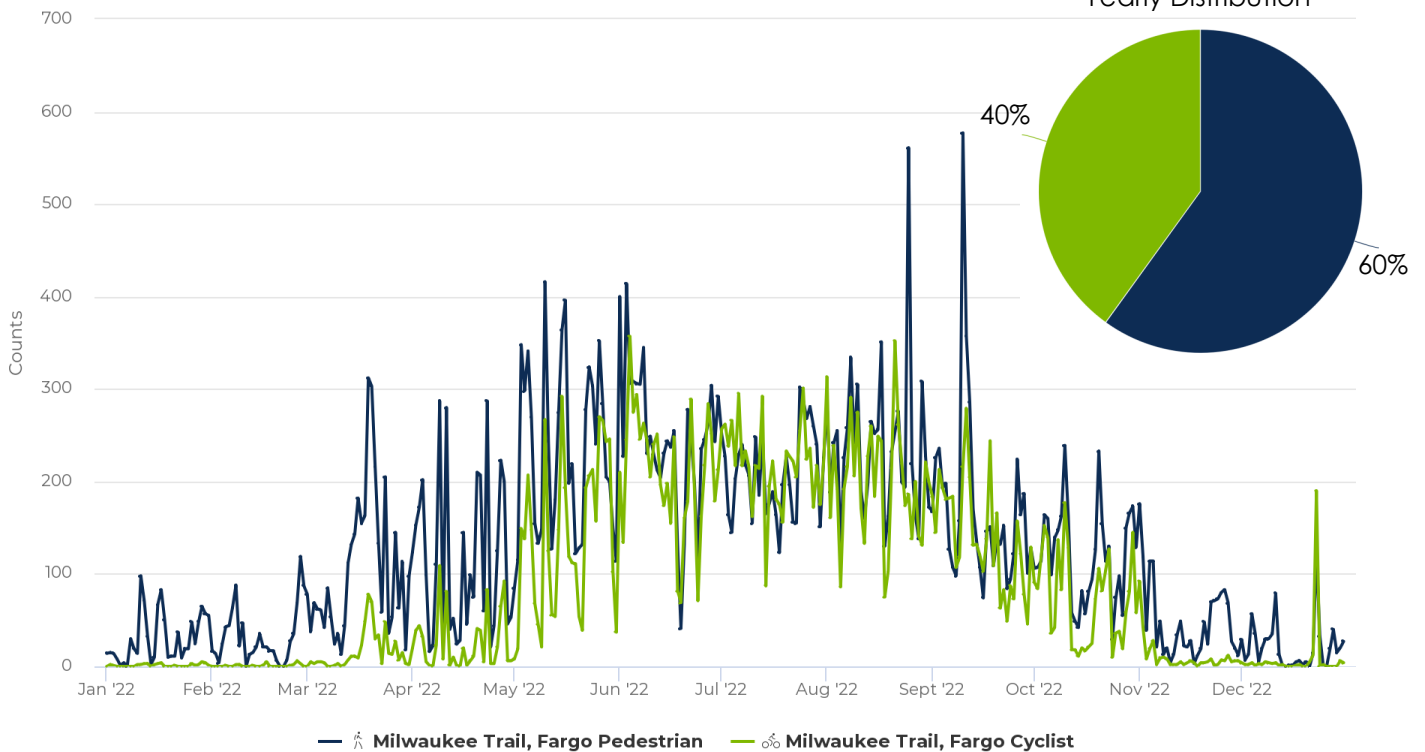
January 1st, 2022 → December 31st, 2022



### Daily traffic

January 1st, 2022 → December 31st, 2022

### Yearly Distribution

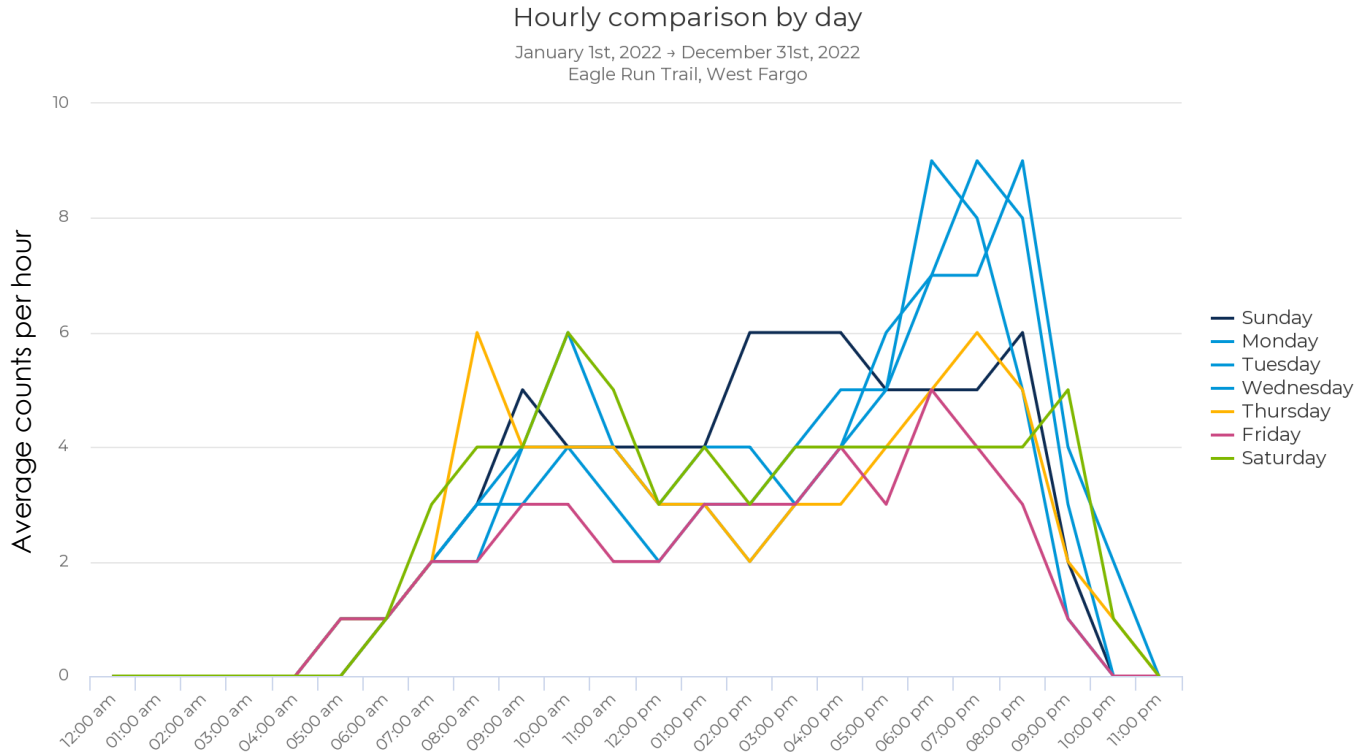


The above graphs represent the average pedestrian traffic vs. the average bicycle traffic for each hour of the day. The data helps paint a picture of who uses the Milwaukee Trail. Hourly data reflects two specific peaks for pedestrians, a morning and an evening one. These peaks could correspond to students 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.

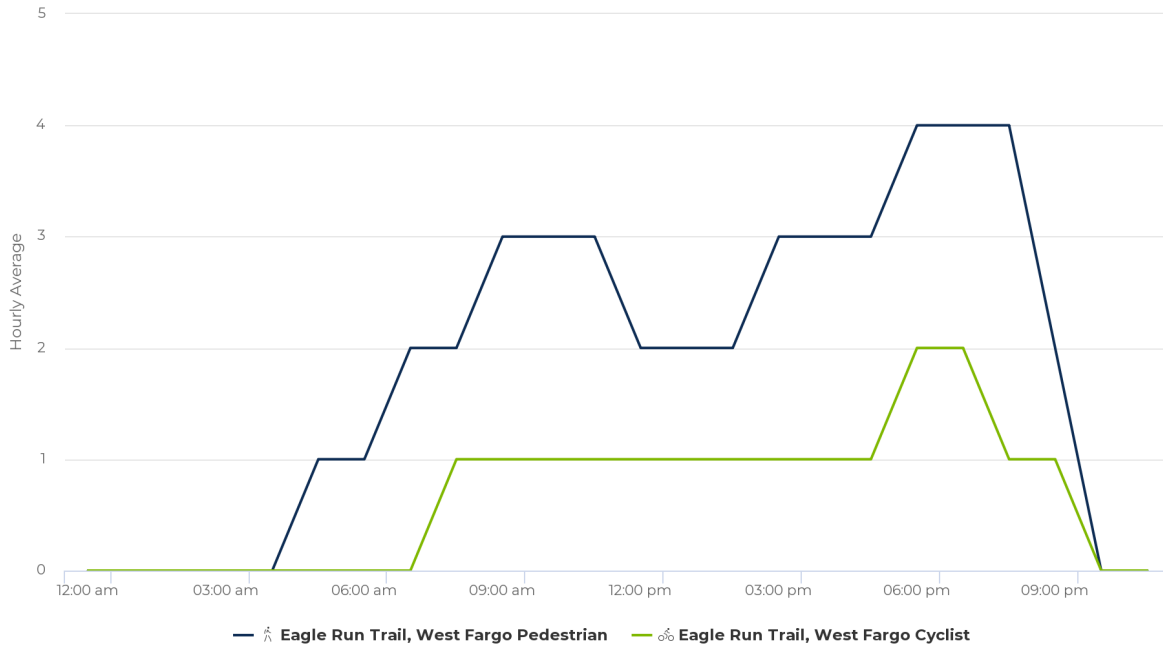
Weekend traffic is more constant, lacking a large evening spike like weekdays contain, though Saturday still features a lunchtime spike and Sunday contains a peak during the afternoon carrying over into the evening.

# Eagle Run Trail between Rendezvous Park and 9th St W

## 2022 Data

### Hourly Profile

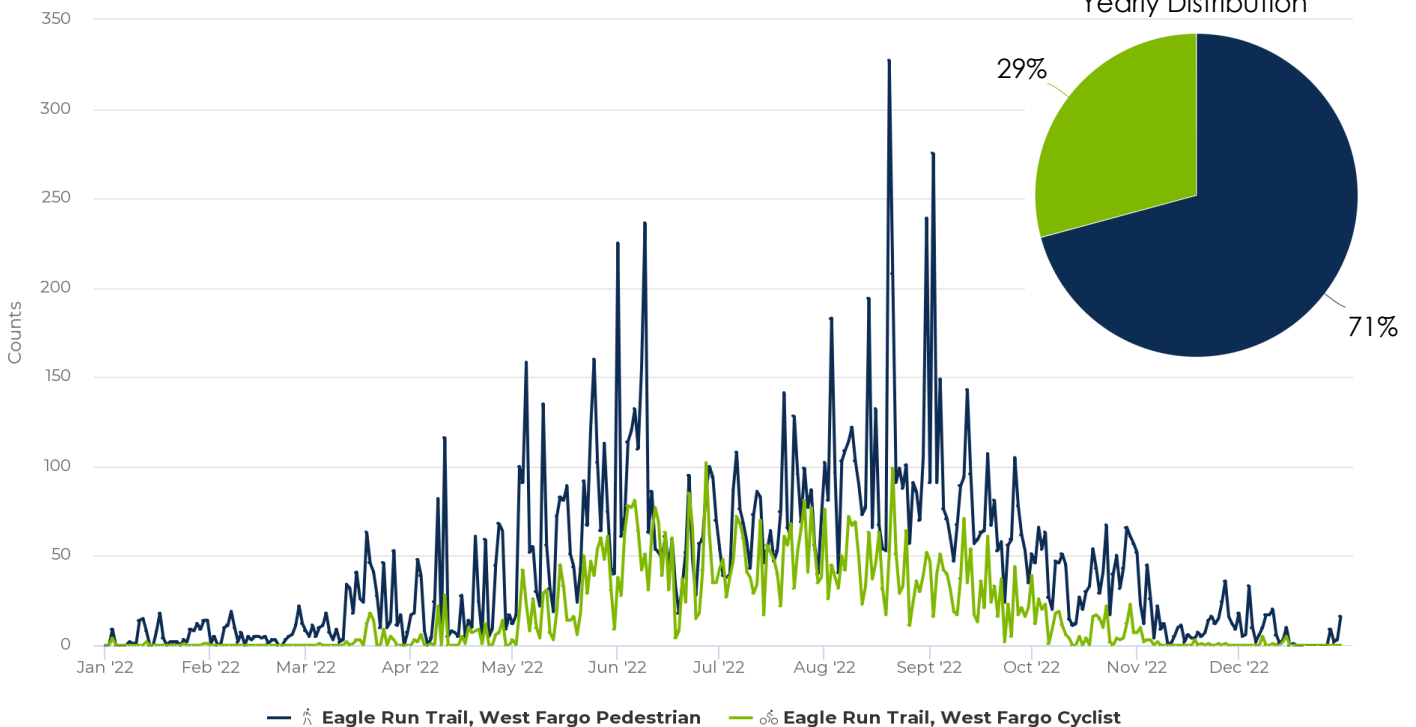
January 1st, 2022 → December 31st, 2022



### 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.





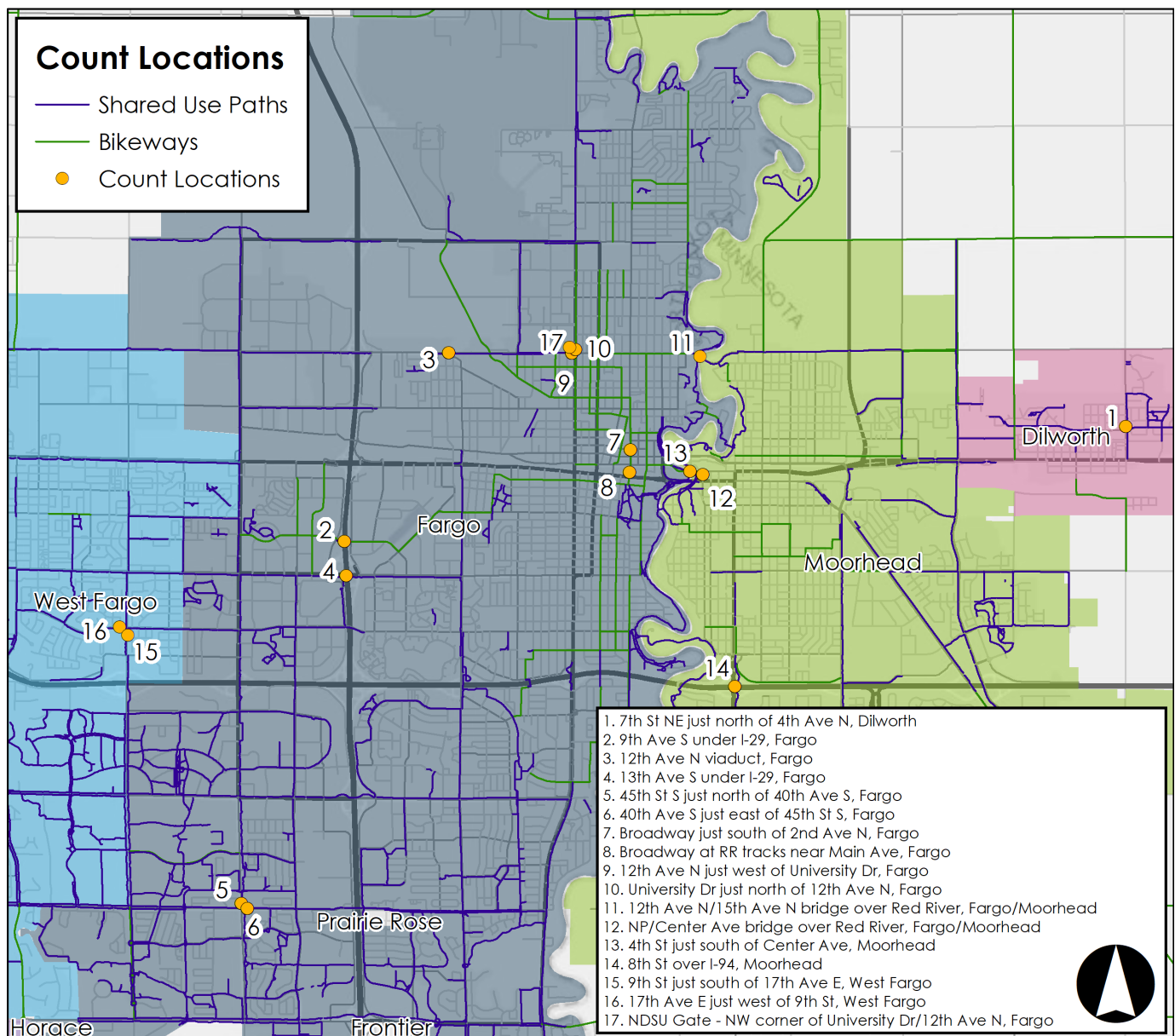
# **Manual Counts 2013—2022**

# 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.

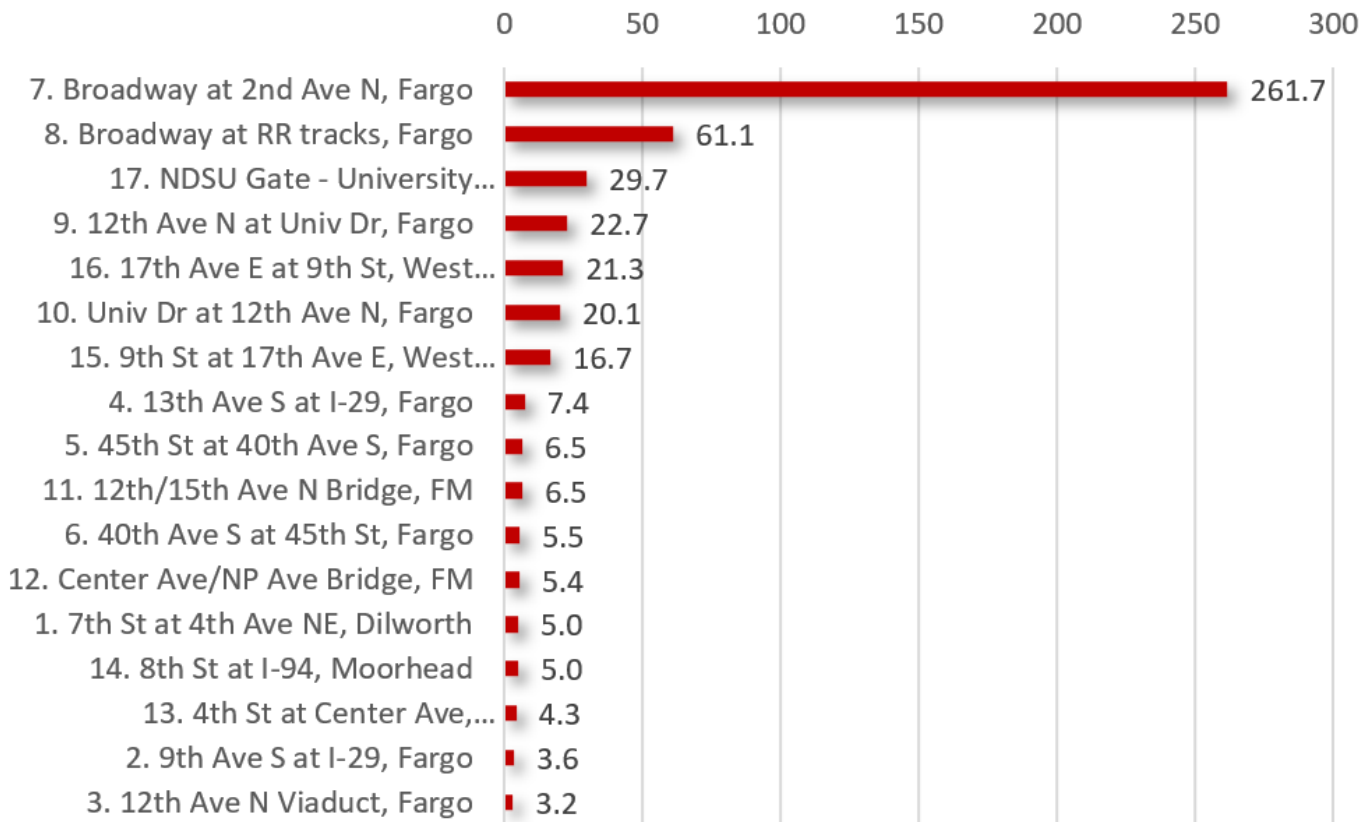
The count data shown in this section of the report includes years 2013 through 2022, however some locations may not include all years due to previous counting mythology, construction, or equipment failure. Below is a map showing the location of each manual count:

## Manual Count Locations

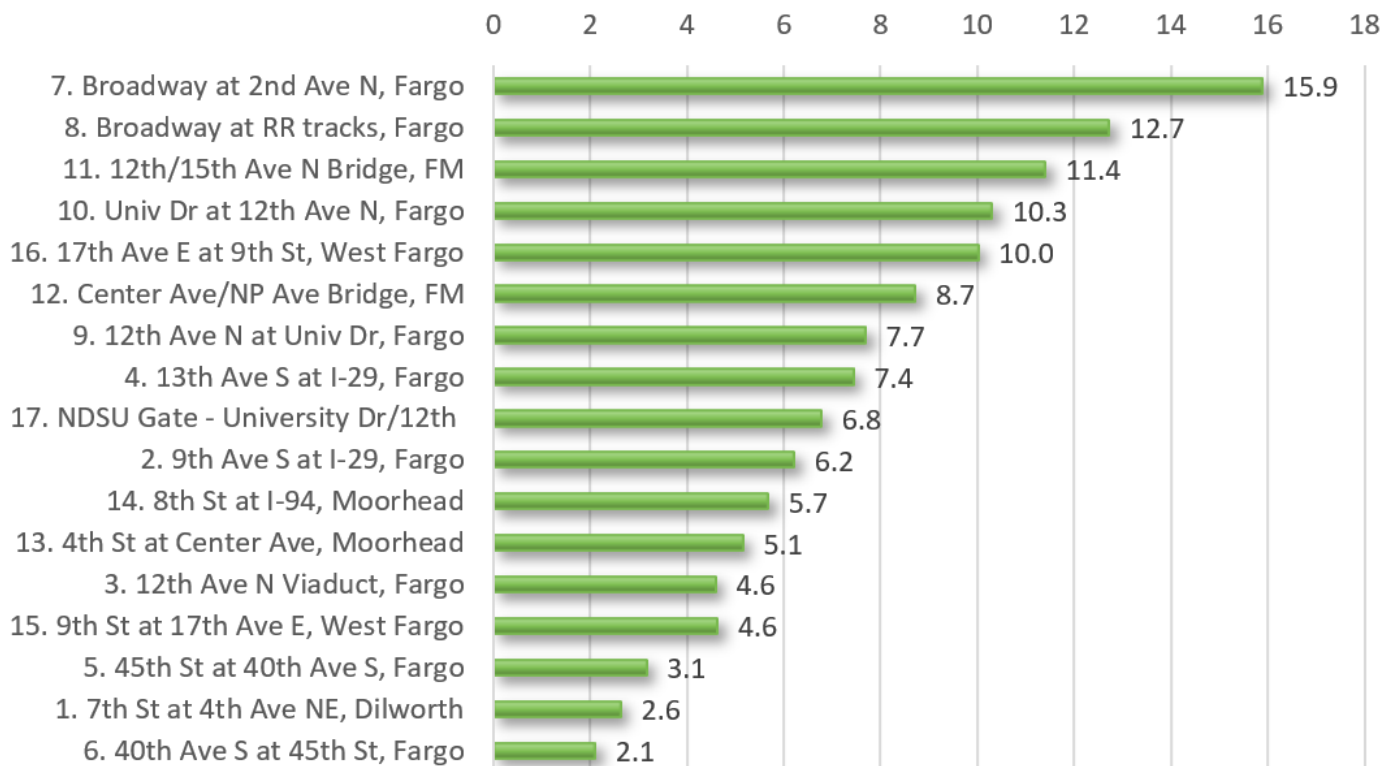


The following pages show the manual bicycle and pedestrian count data for the years 2013 through 2022.

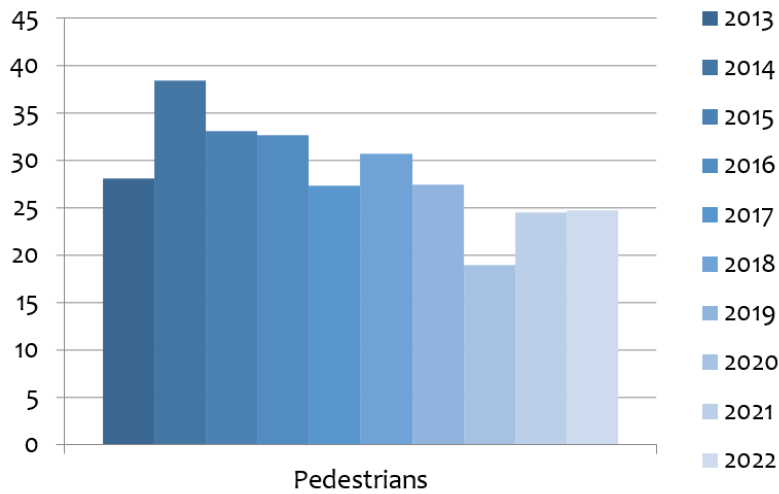
## Pedestrians per hour (Average of years 2013 - 2022)



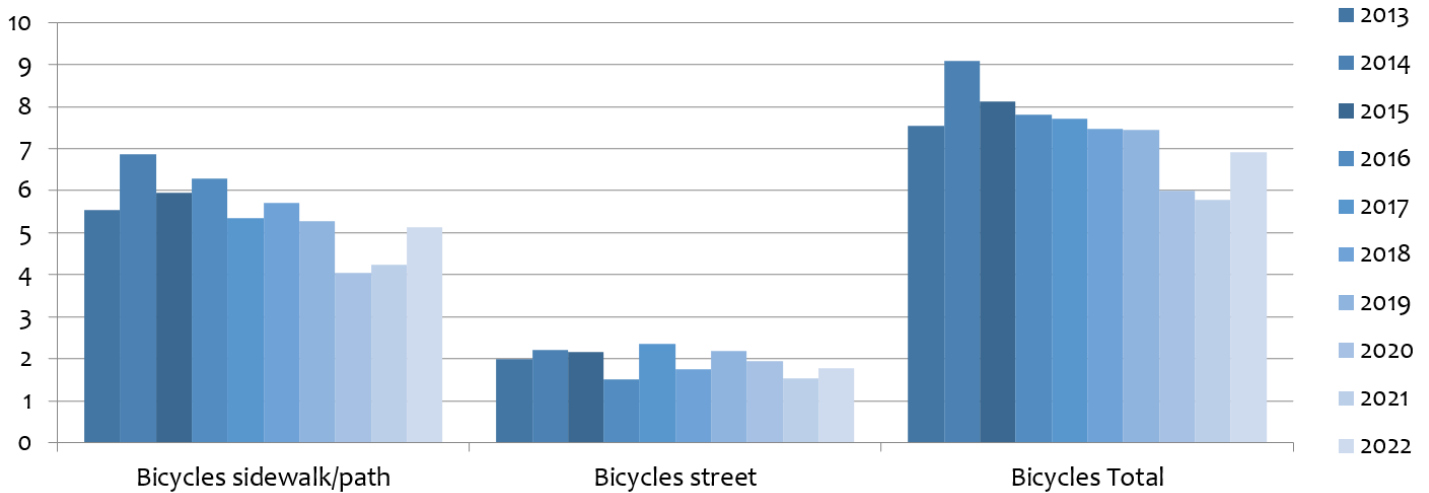
## Bicycles per hour (Average of years 2013 - 2022)



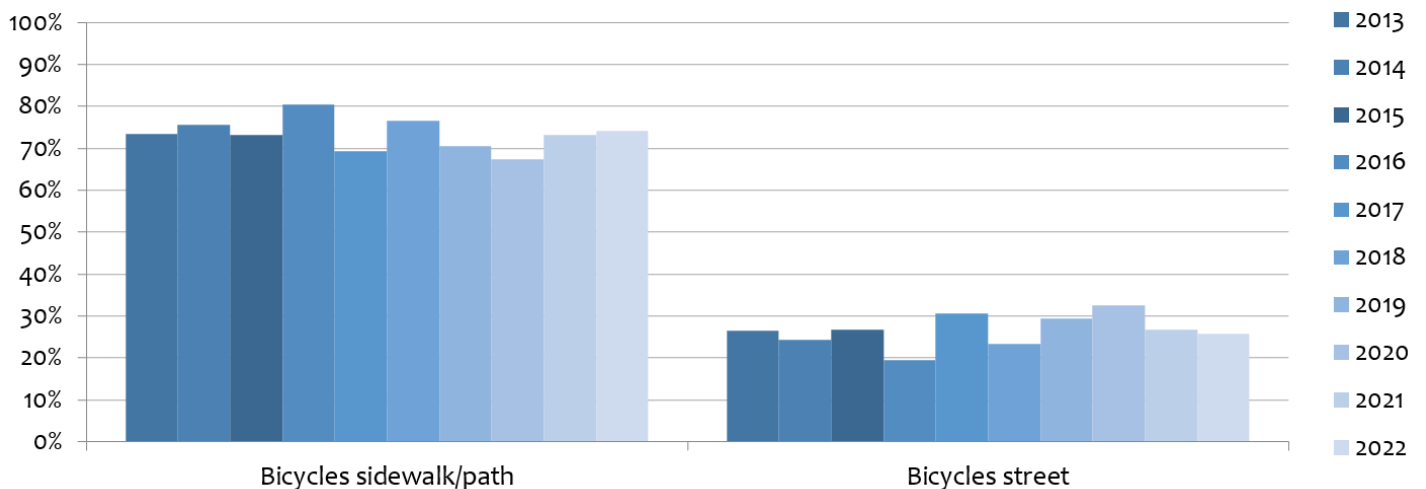
### Pedestrian counts per hour by year (average of all locations)



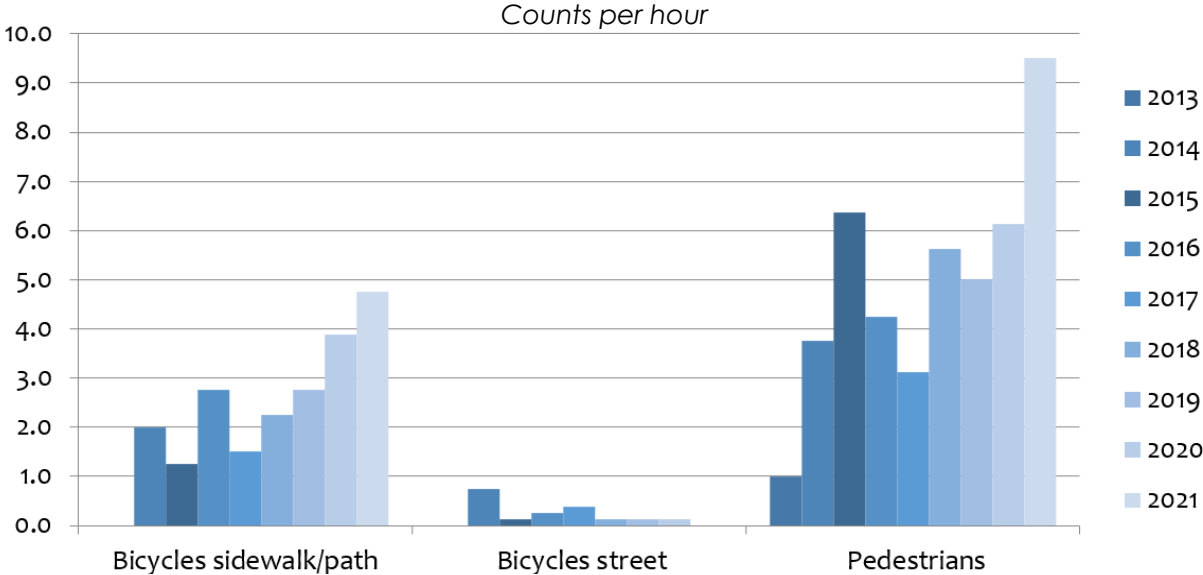
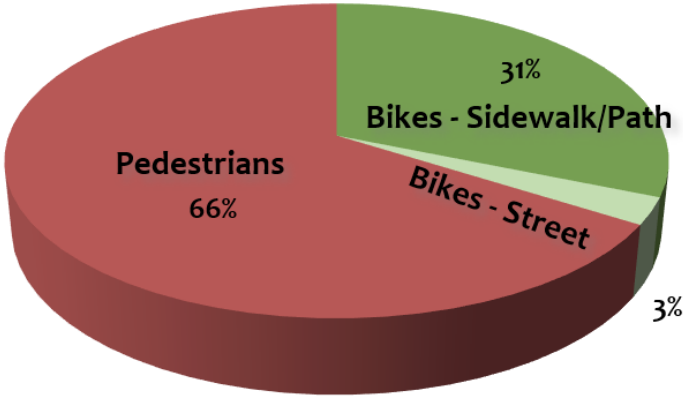
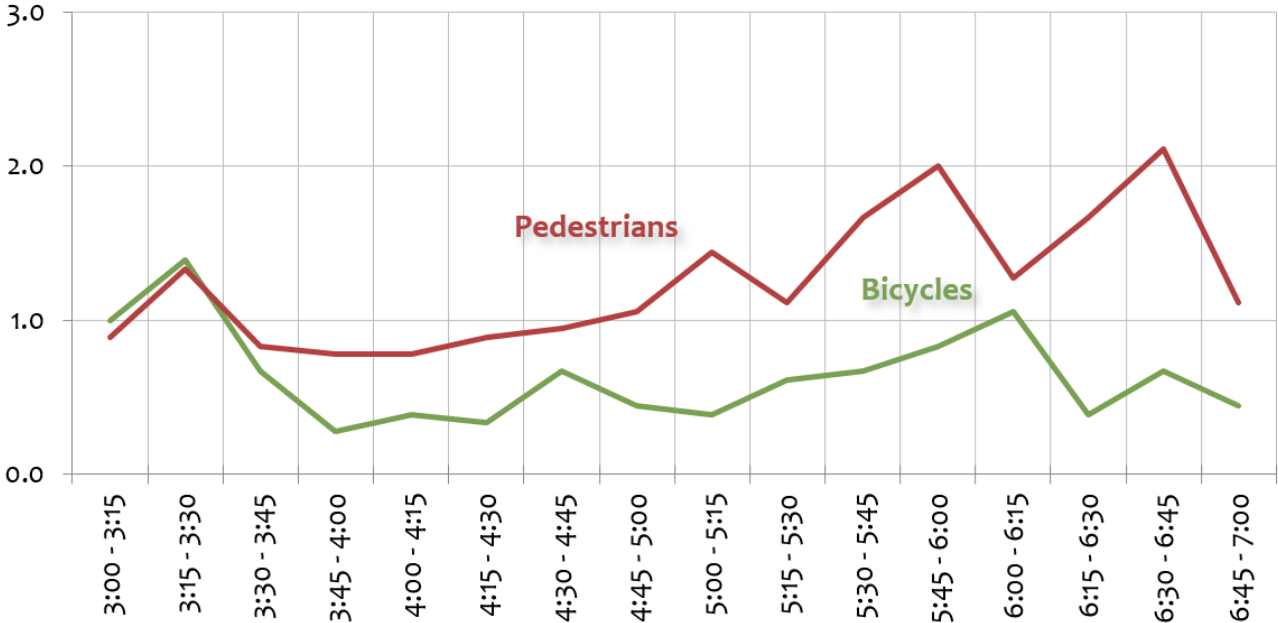
### Bicycle counts per hour by year (average of all locations)



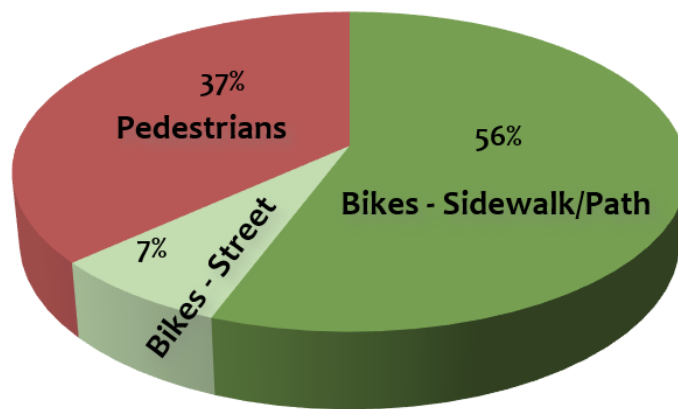
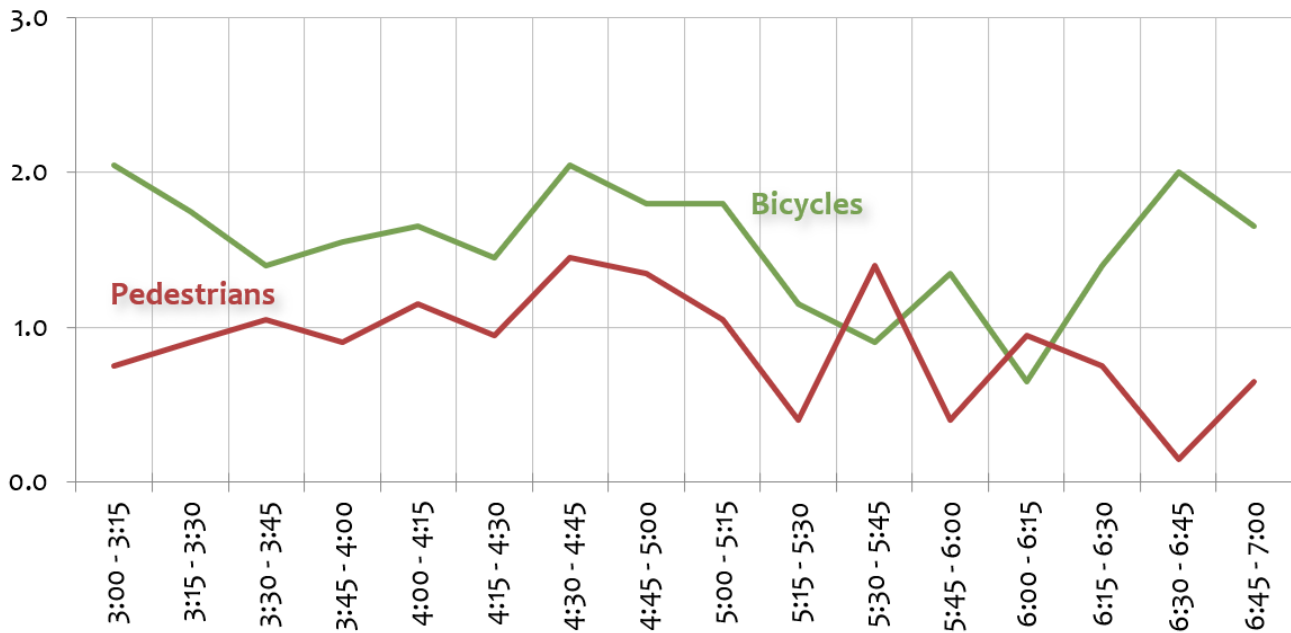
### % of bikes on sidewalk/path vs. bikes on street (average of all locations)



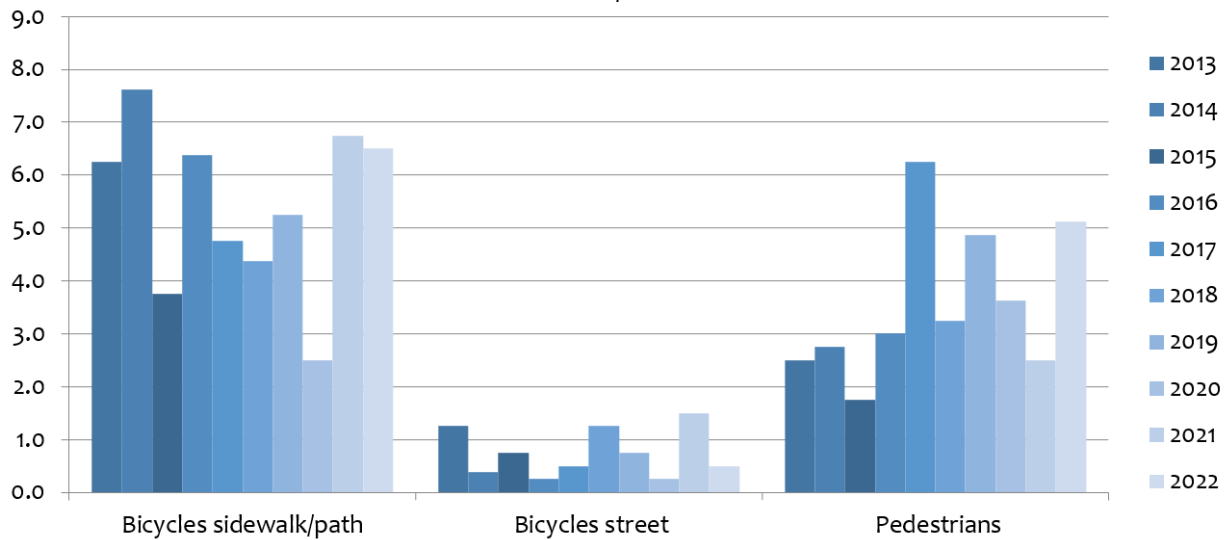
# 1. Dilworth—7th St NE just north of 4th Ave NE (Average of years 2013-2021) (No 2022 data)



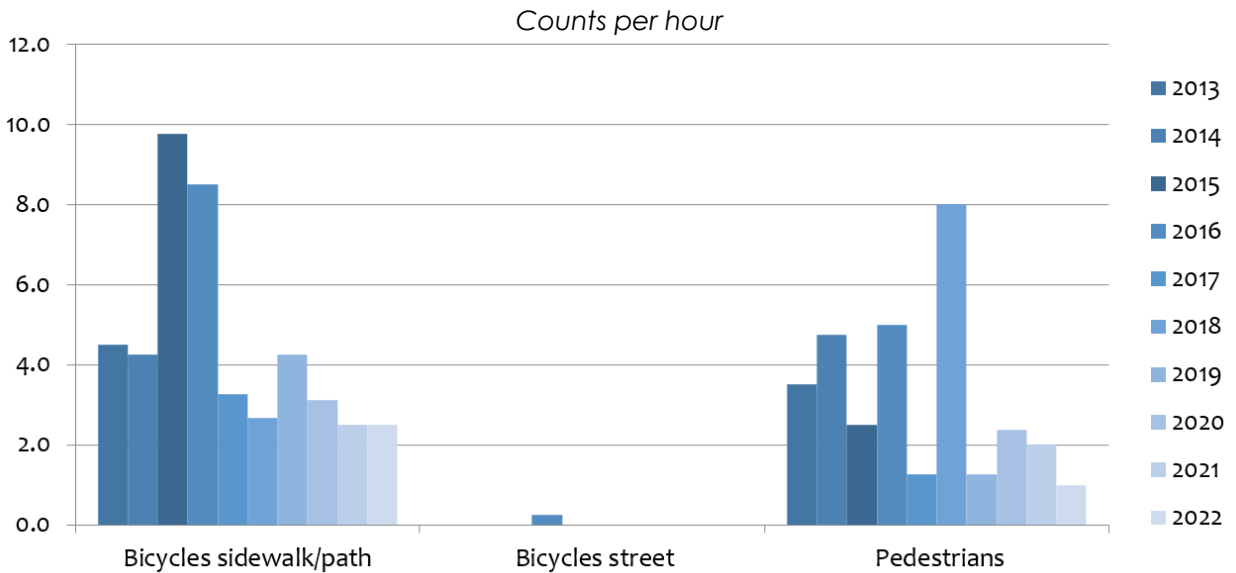
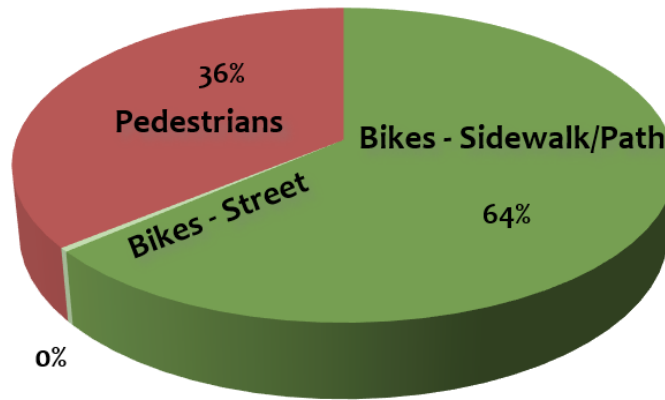
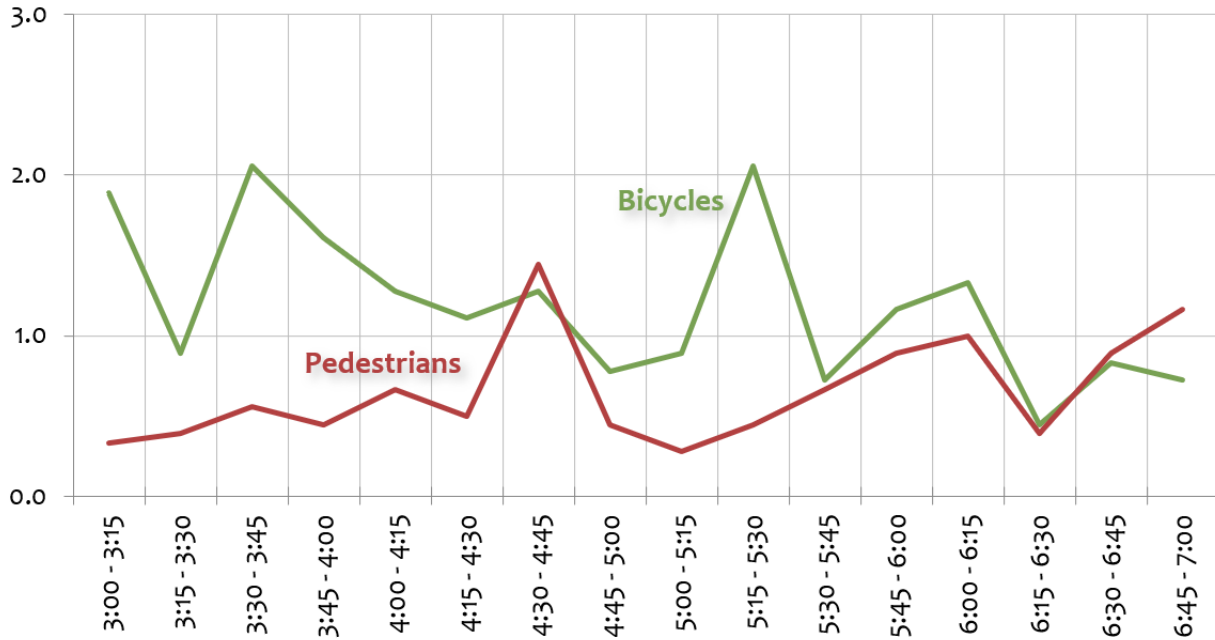
## 2. Fargo—9th Ave S under I-29 (Average of years 2013-2022)



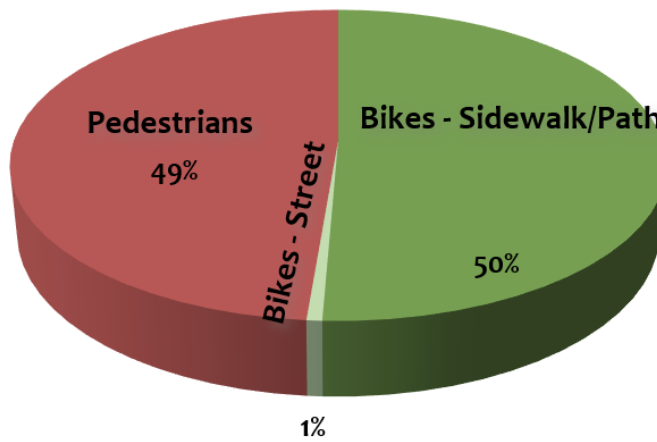
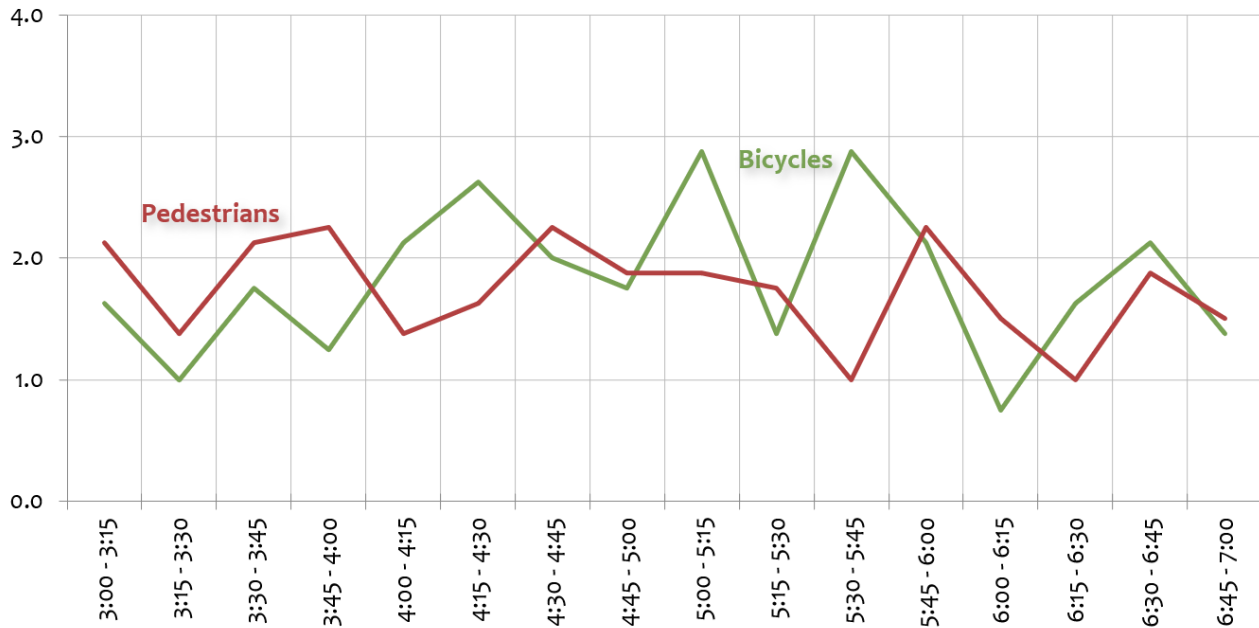
Counts per hour



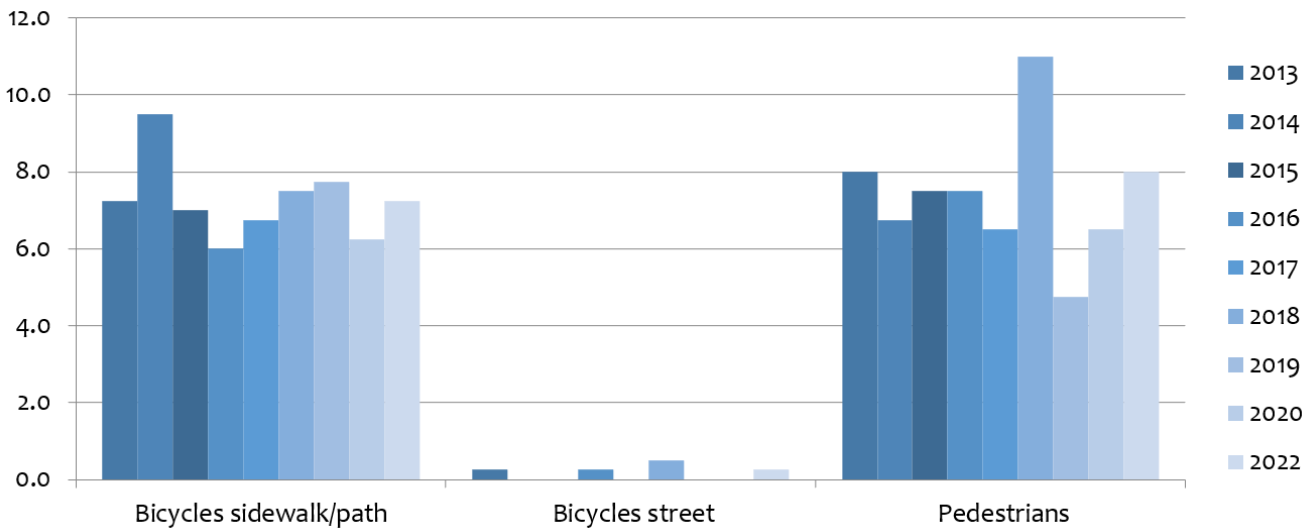
### 3. Fargo—12th Ave N viaduct (between 19th St & 29th St) (Average of years 2013-2022)



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

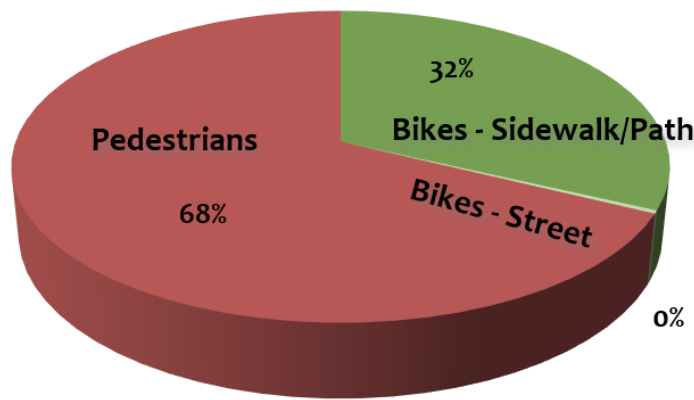
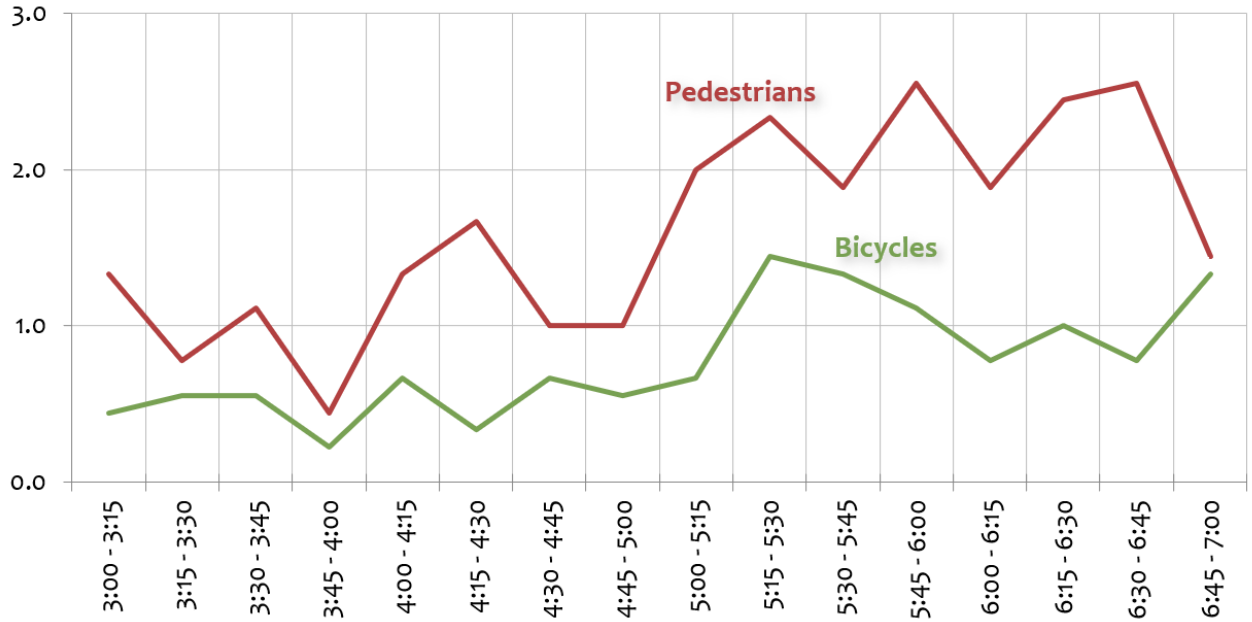


Counts per hour

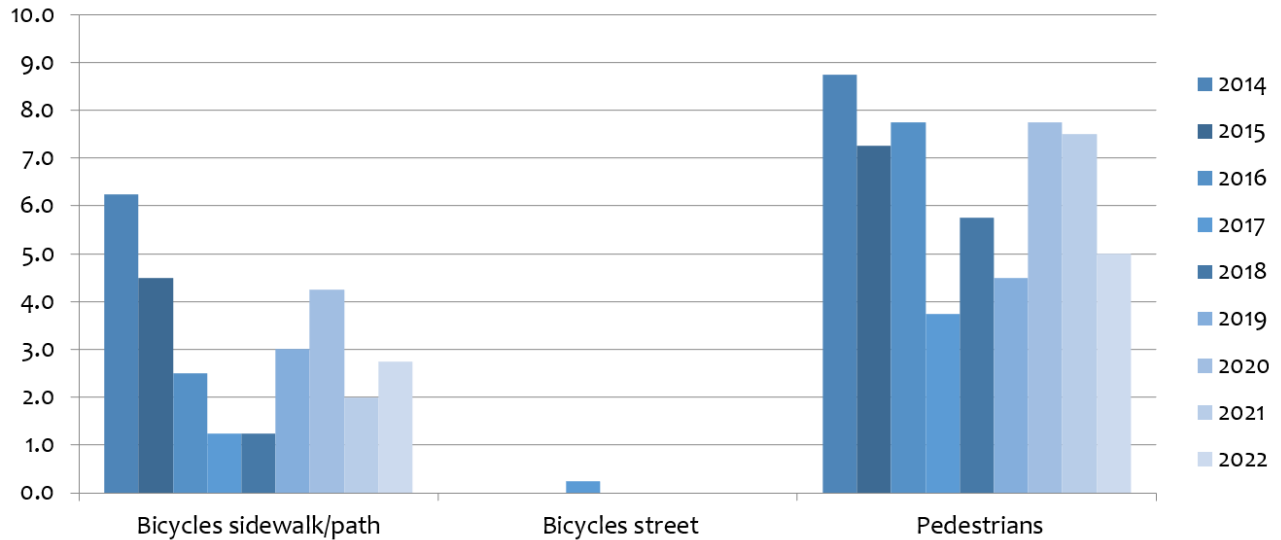




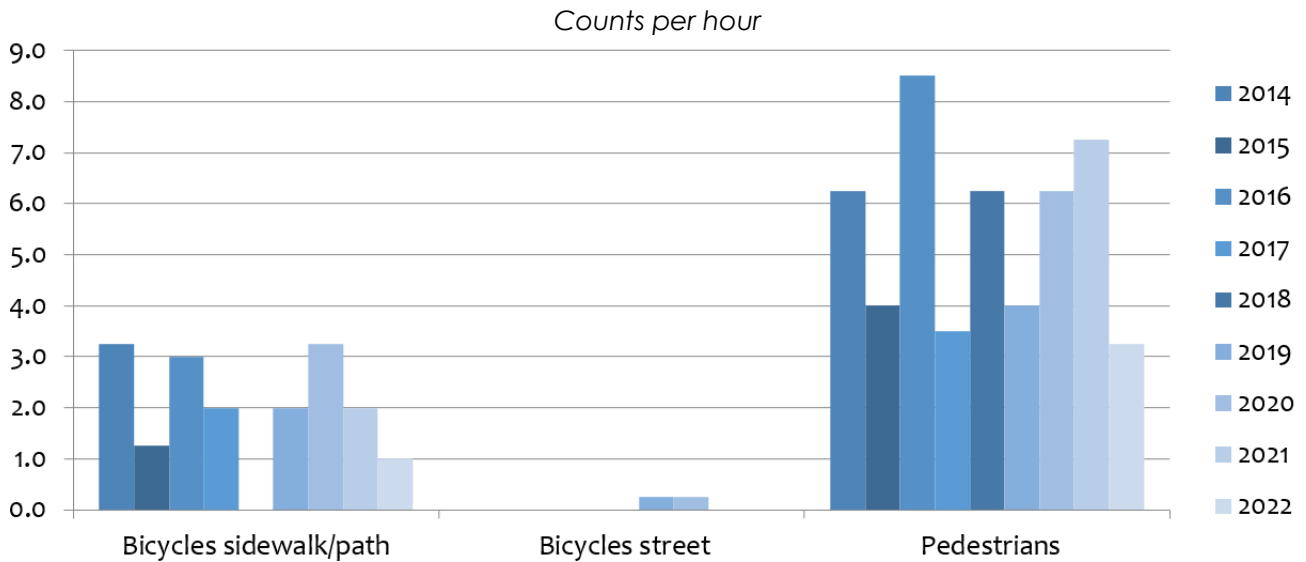
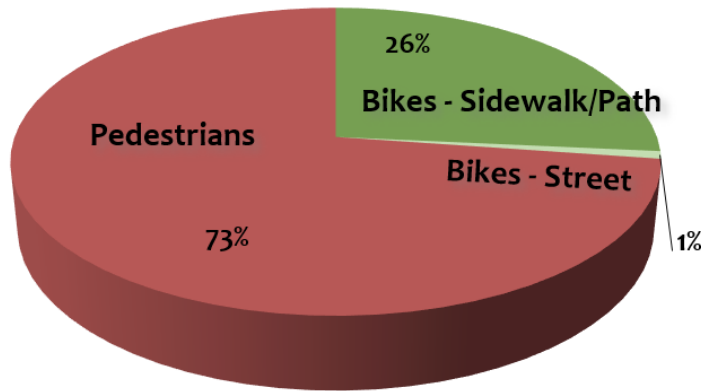
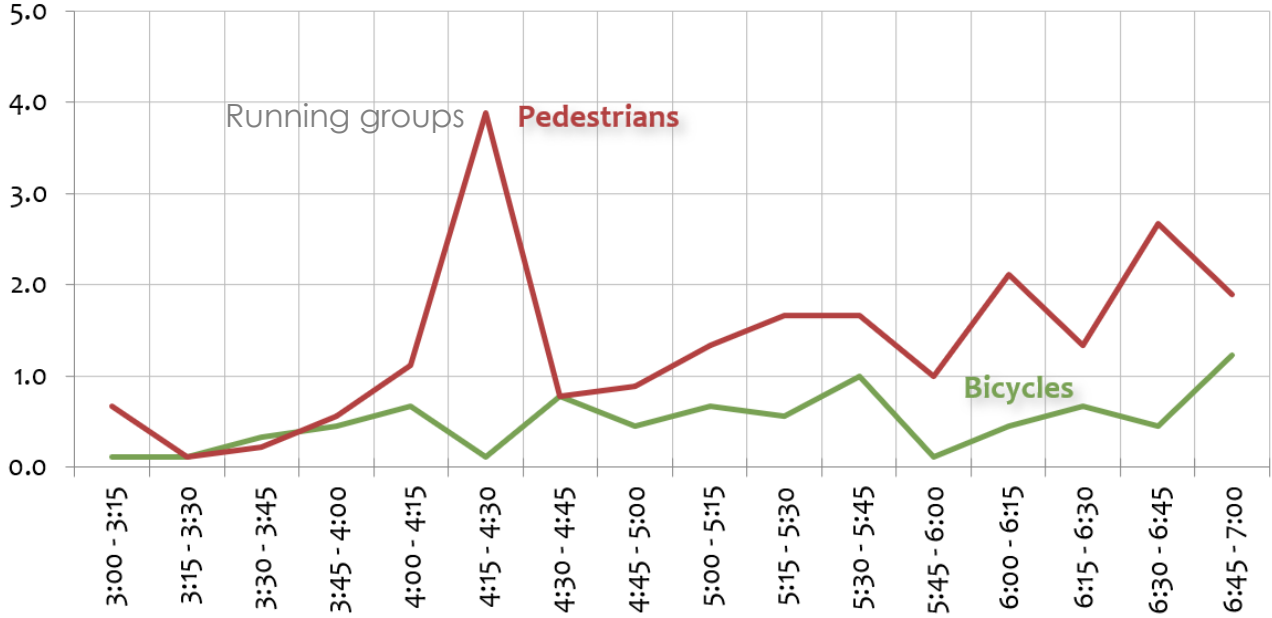
## 5. Fargo—45th St just north of 40th Ave S (Average of years 2014-2022)



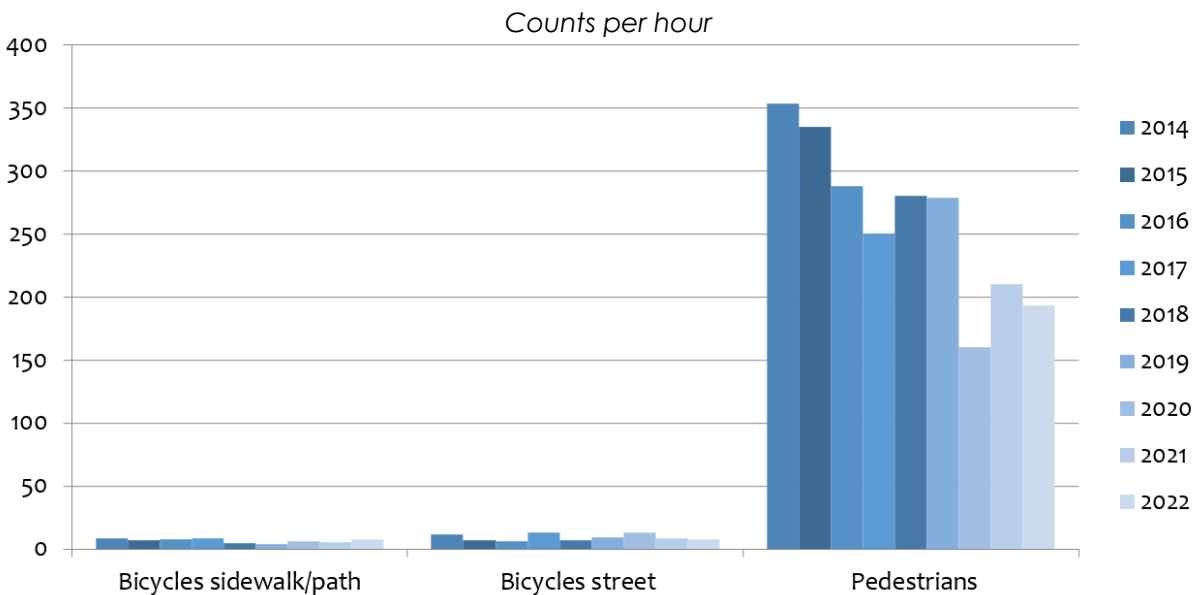
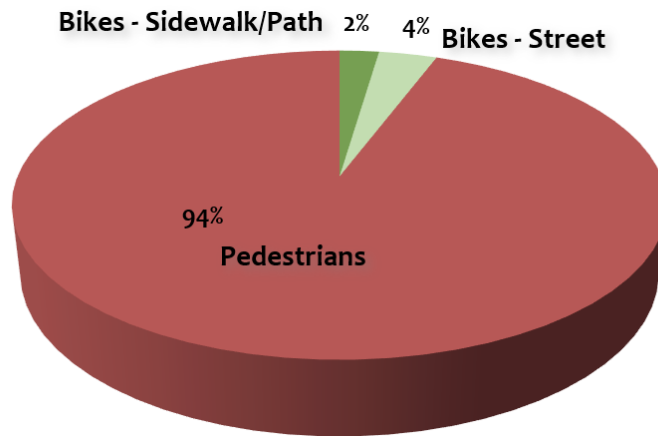
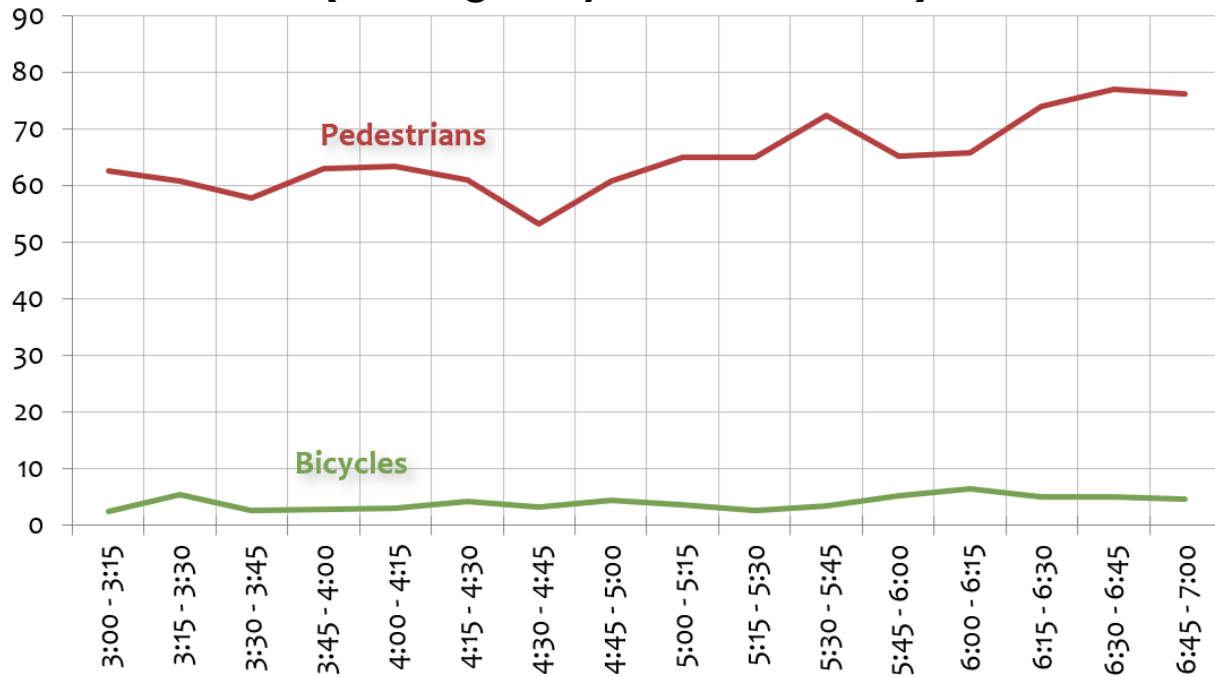
*Counts per hour*



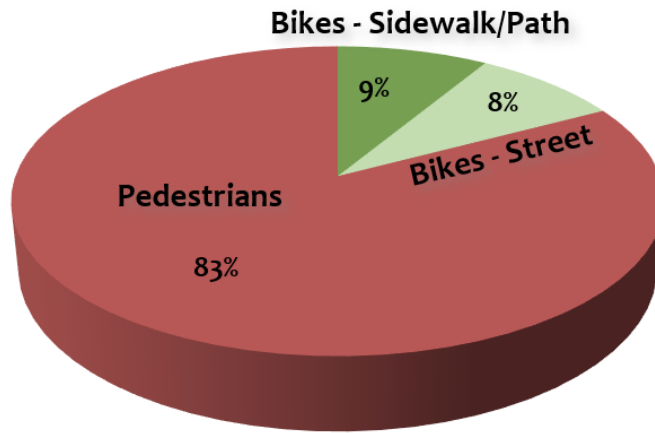
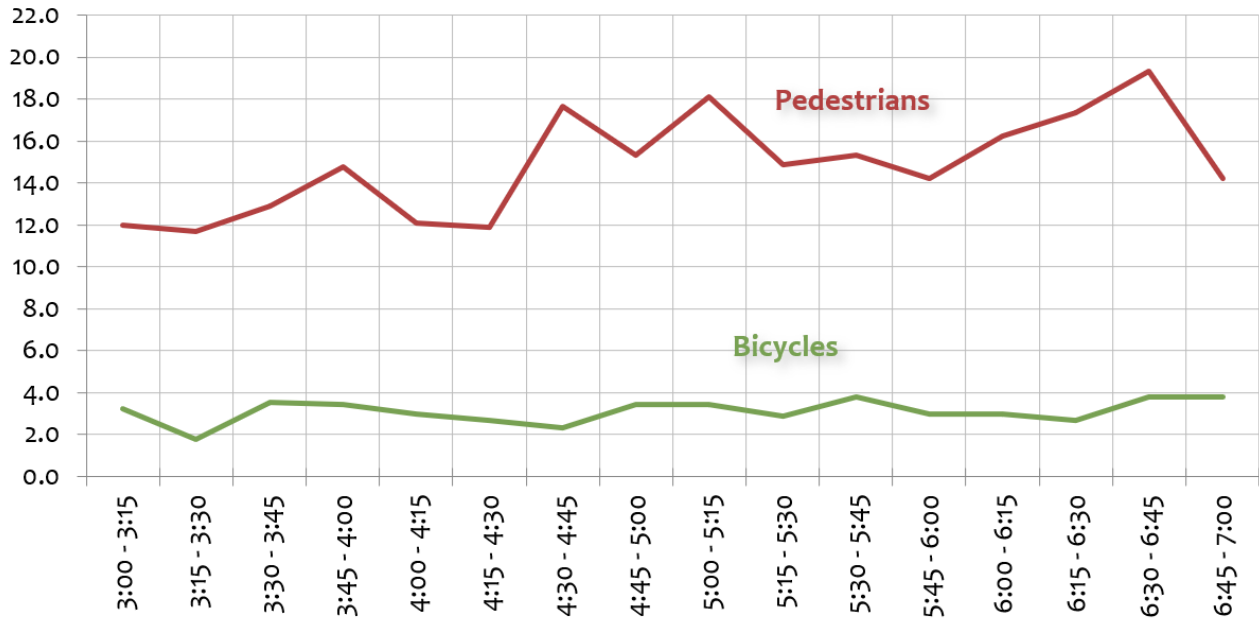
## 6. Fargo—40th Ave S just east of 45th St (Average of years 2014-2022)



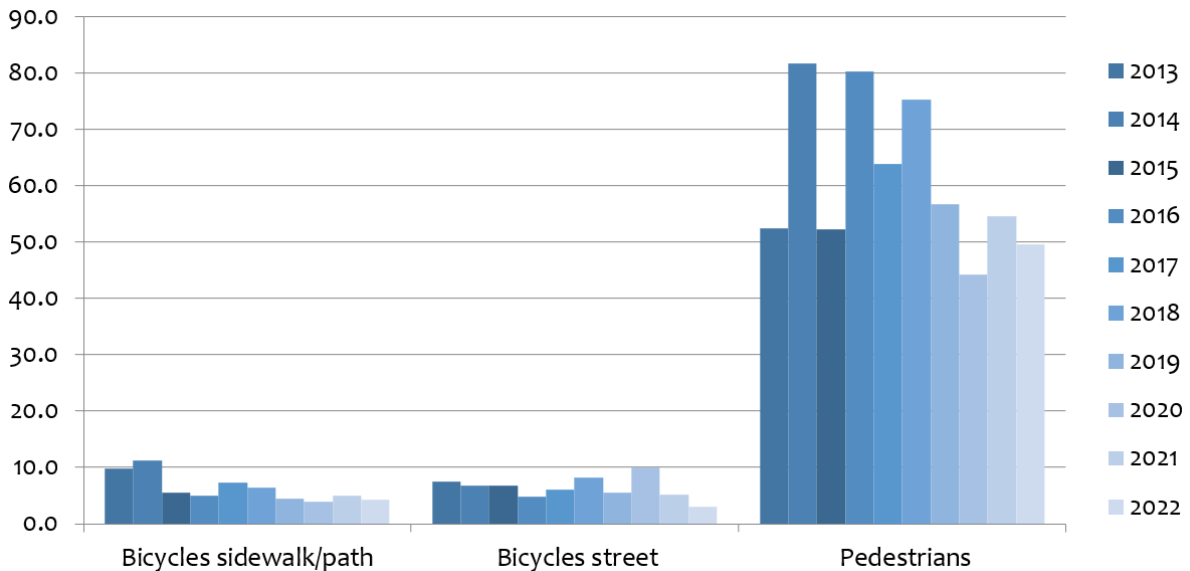
## 7. Fargo—Broadway just south of 2nd Ave N (Average of years 2014-2022)



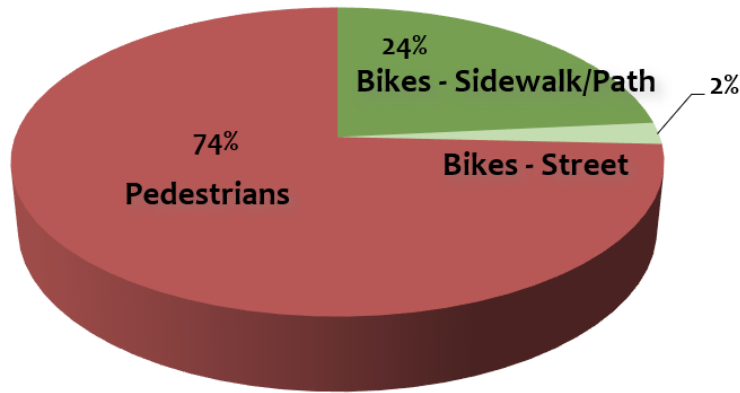
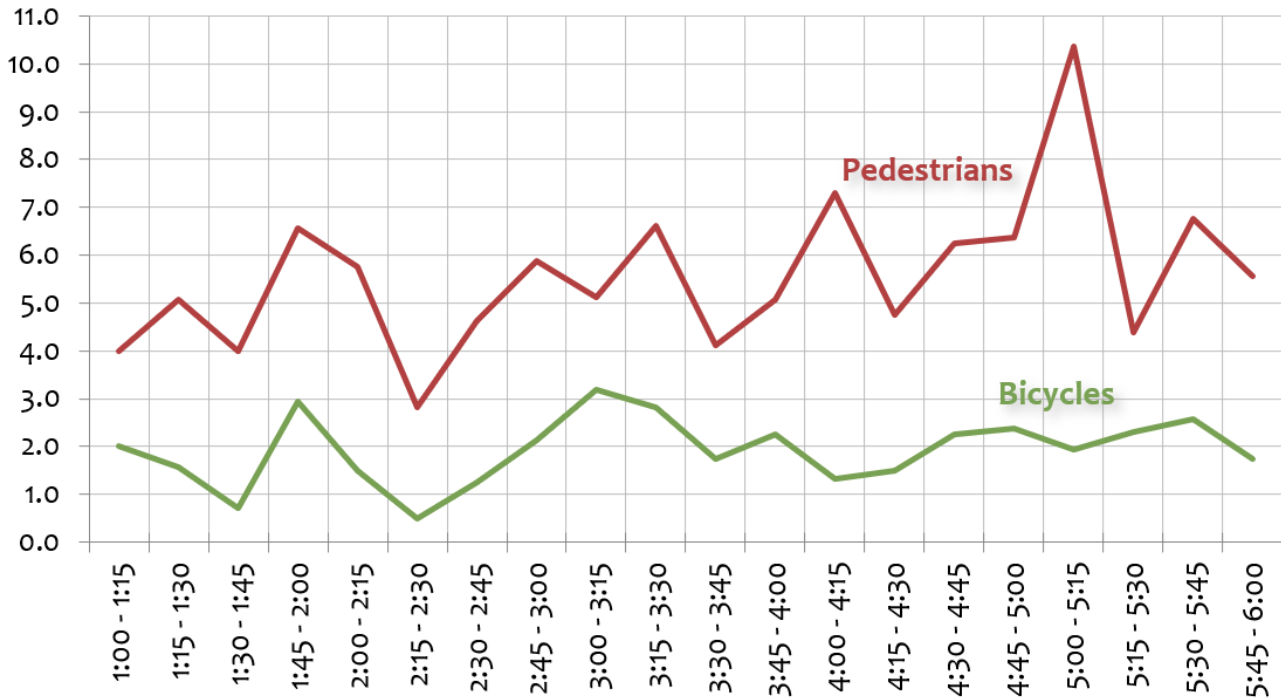
## 8. Fargo—Broadway at RR tracks (between NP Ave & Main Ave) (Average of years 2013-2022)



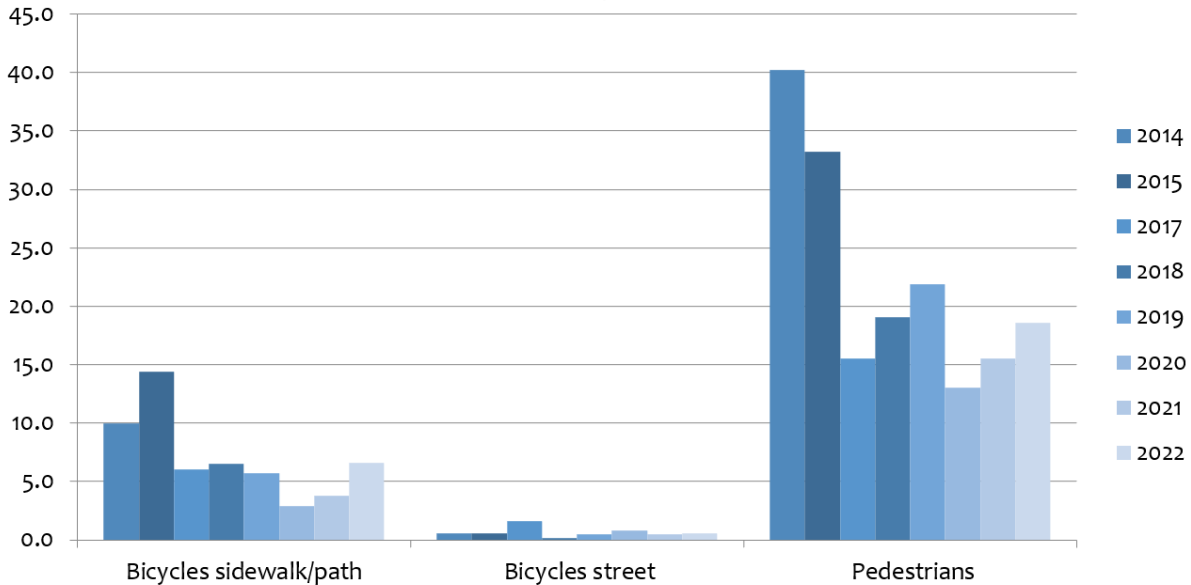
Counts per hour



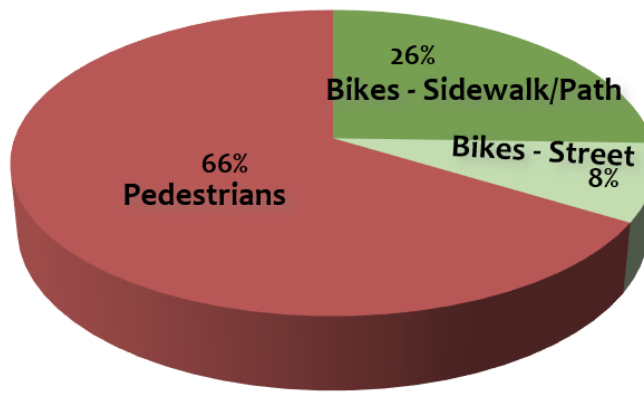
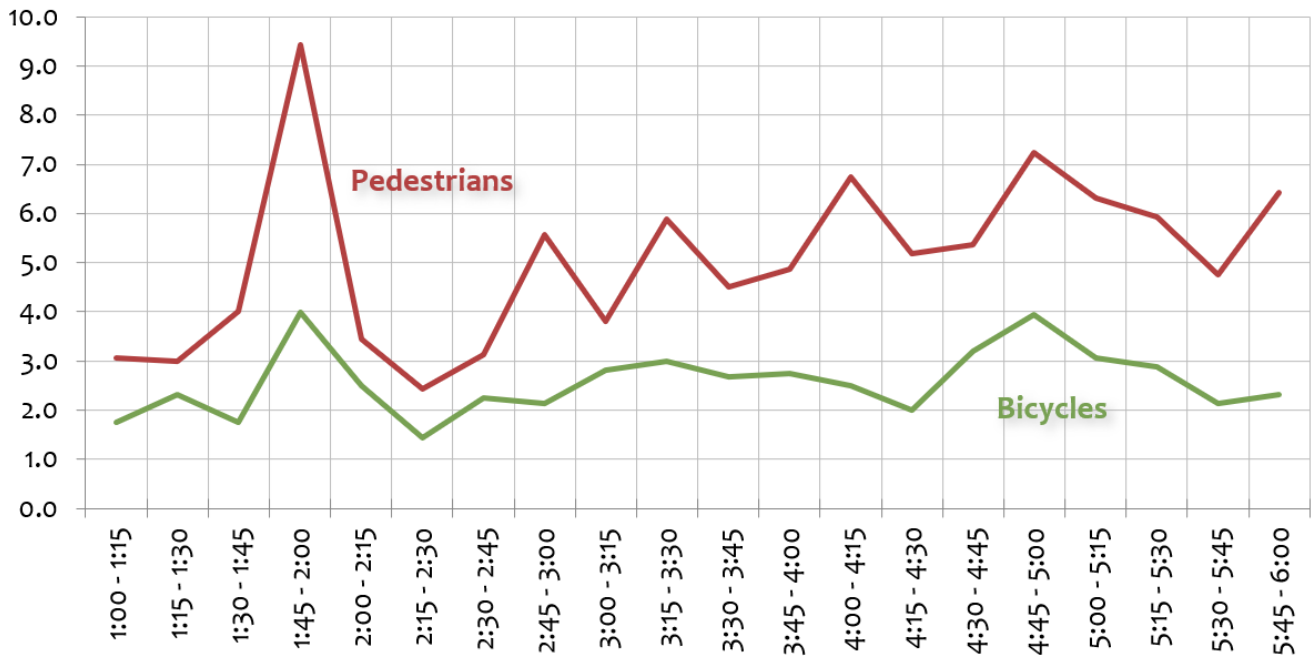
## 9. Fargo—12th Ave N just west of University Dr. (Average of years 2014-2022)



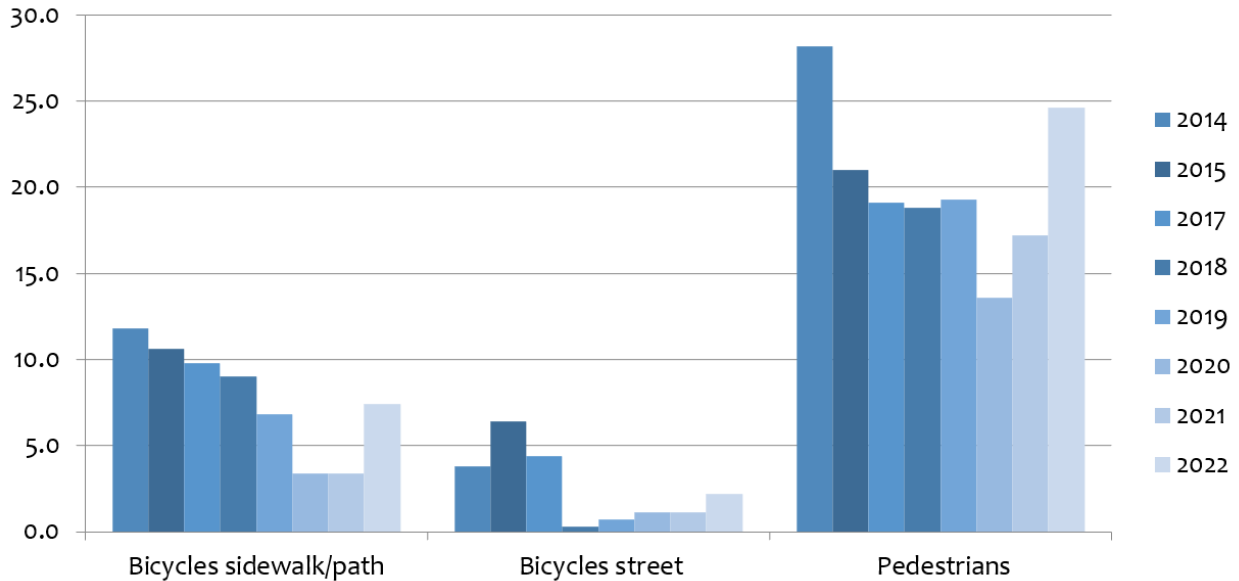
Counts per hour



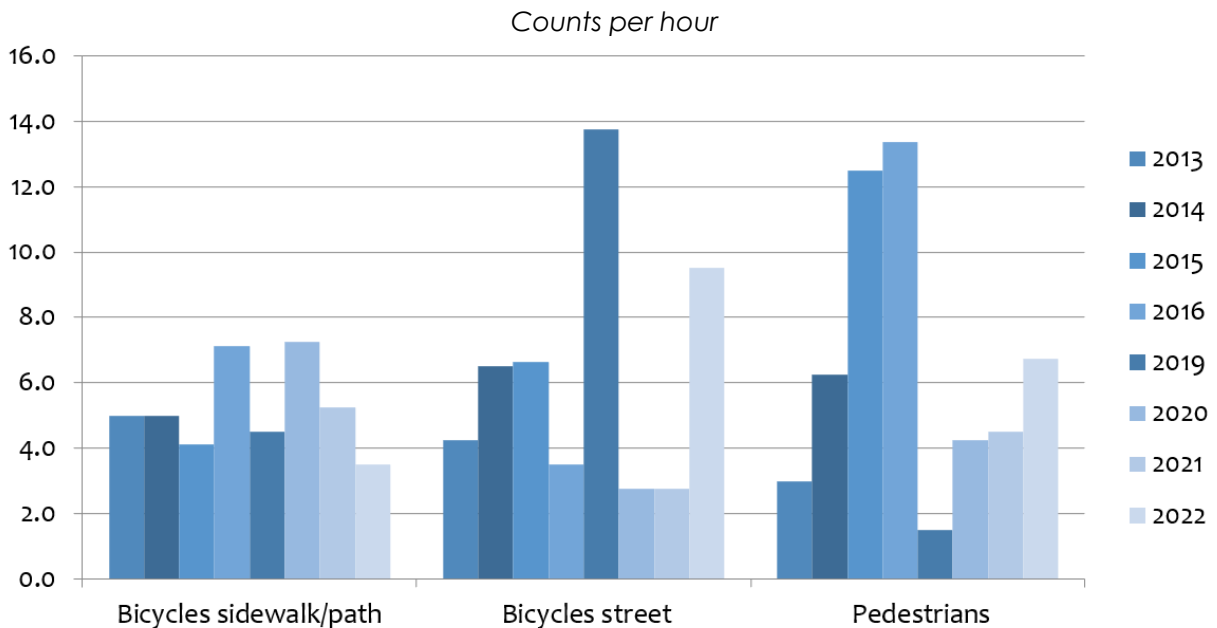
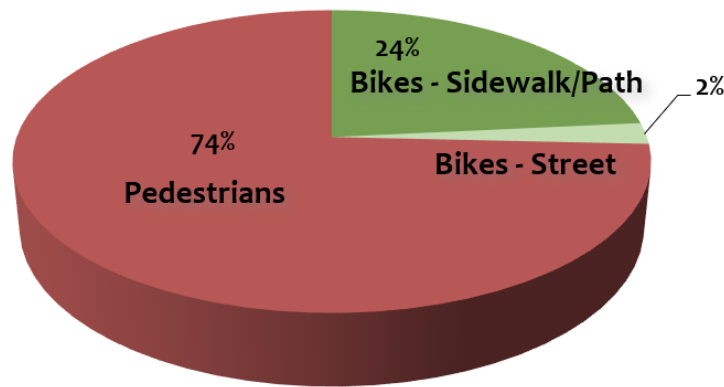
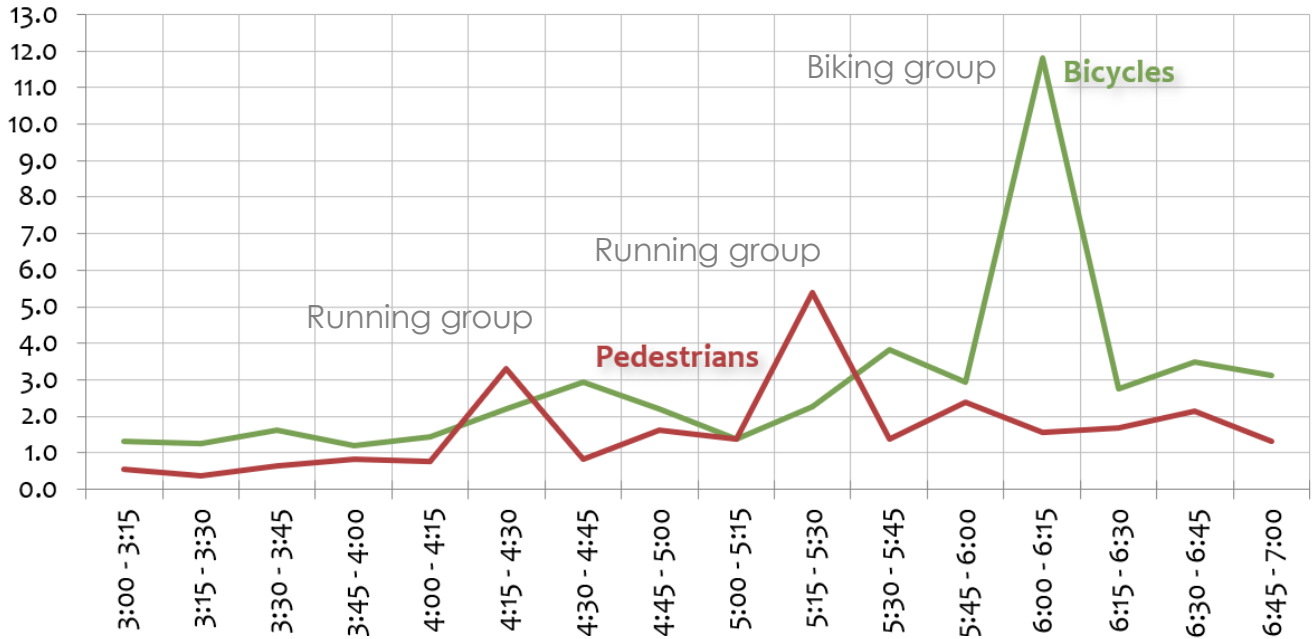
## 10. Fargo—University Dr just north of 12th Ave N (Average of years 2014-2022)



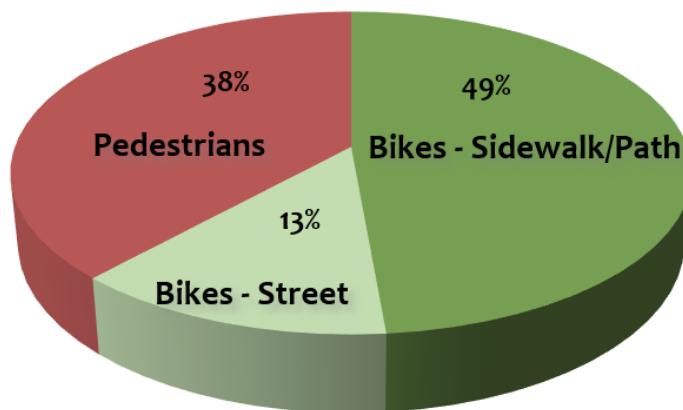
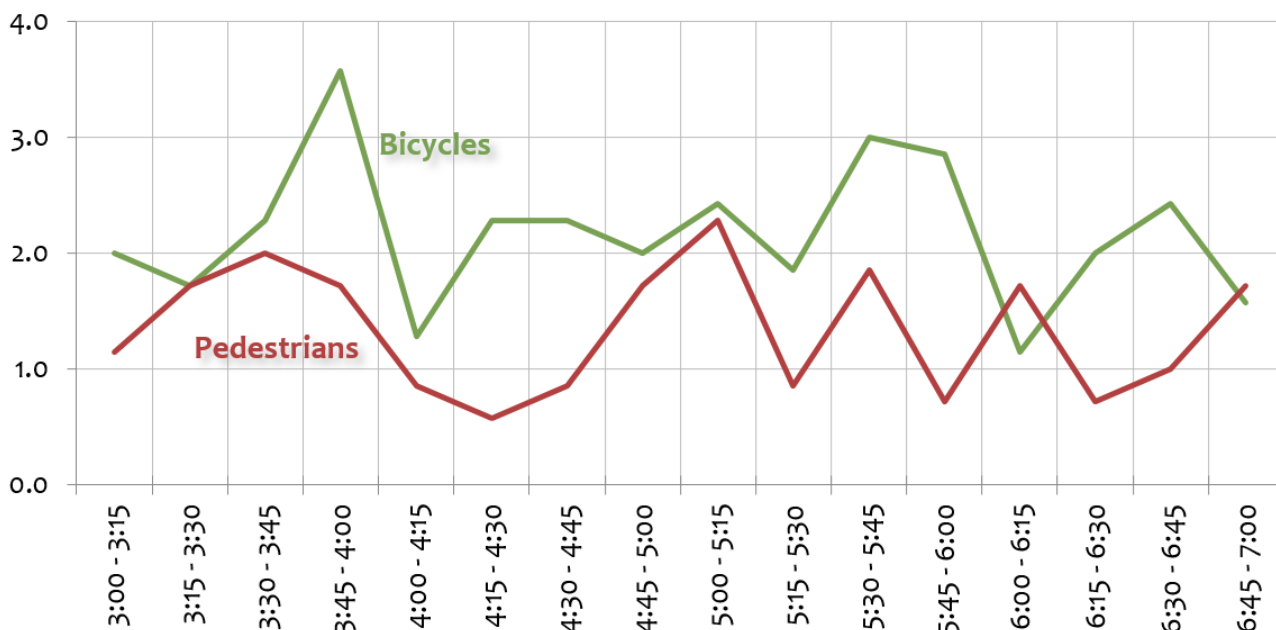
Counts per hour



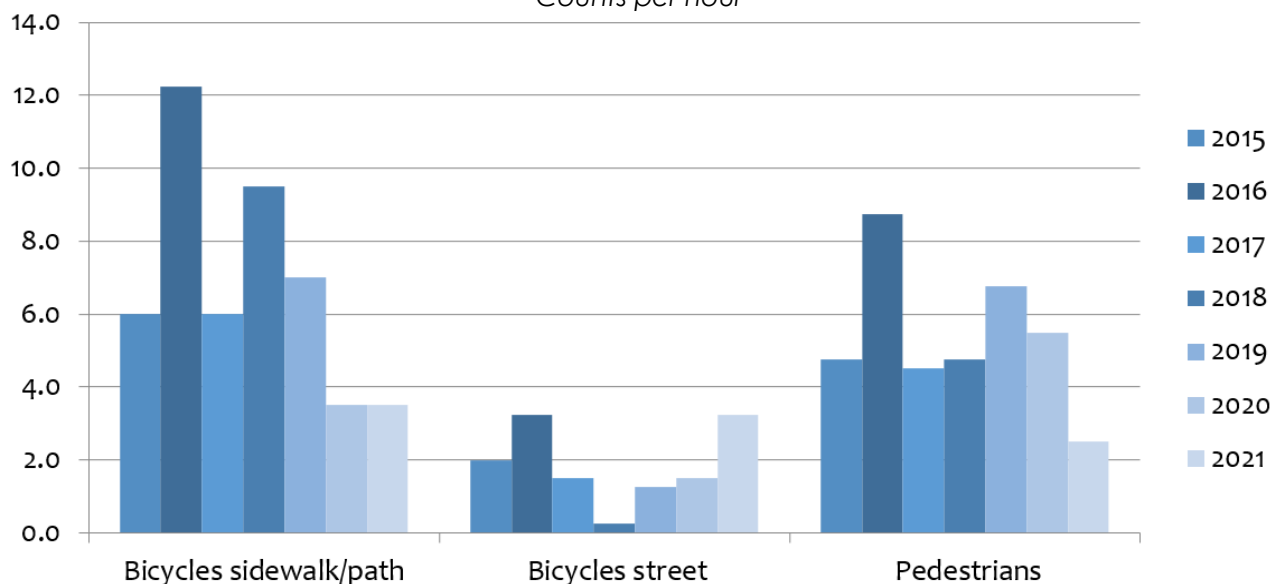
# 11. Fargo/Moorhead—12th Ave N/15th Ave N Bridge over Red River (Average of years 2013-2022)



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

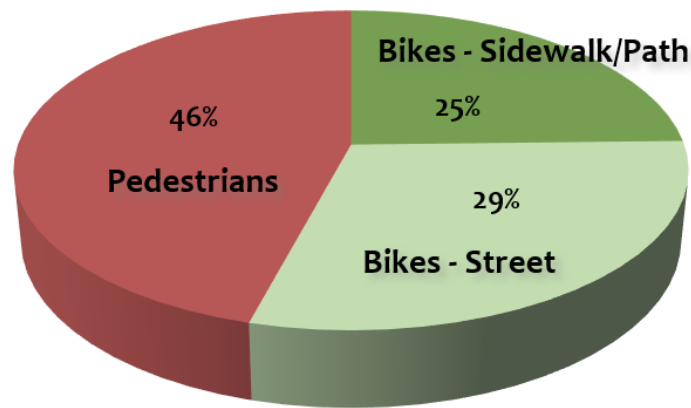
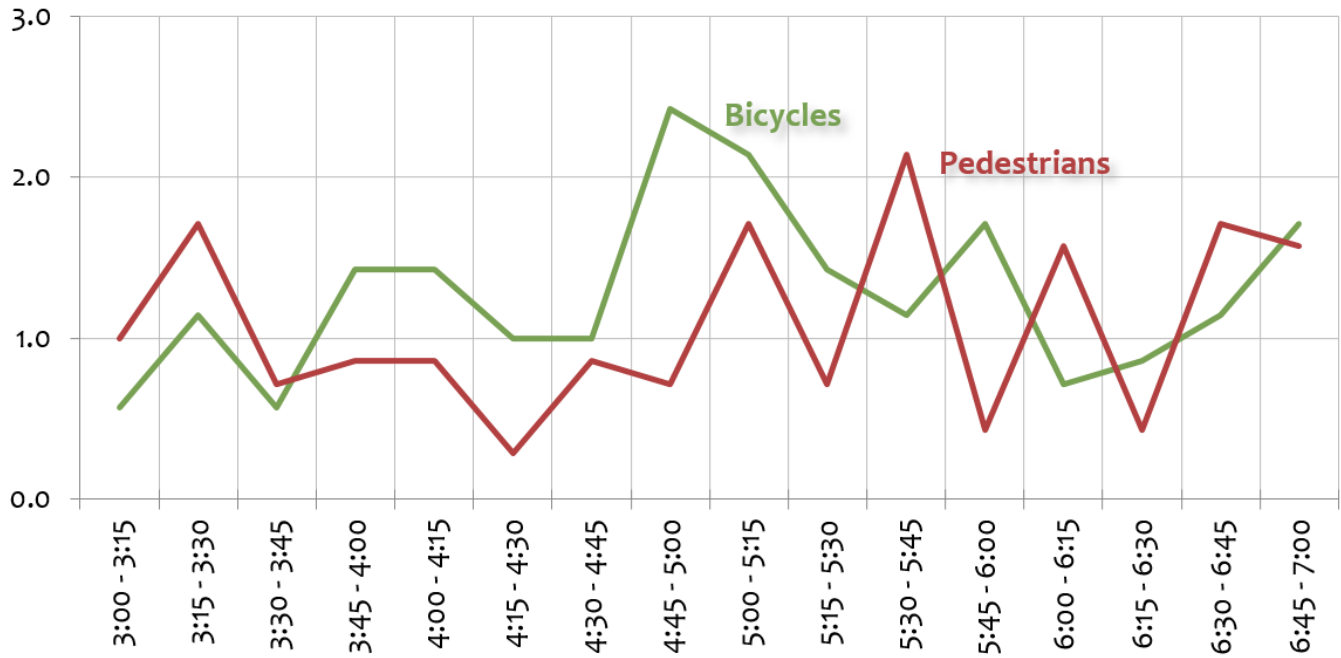


Counts per hour

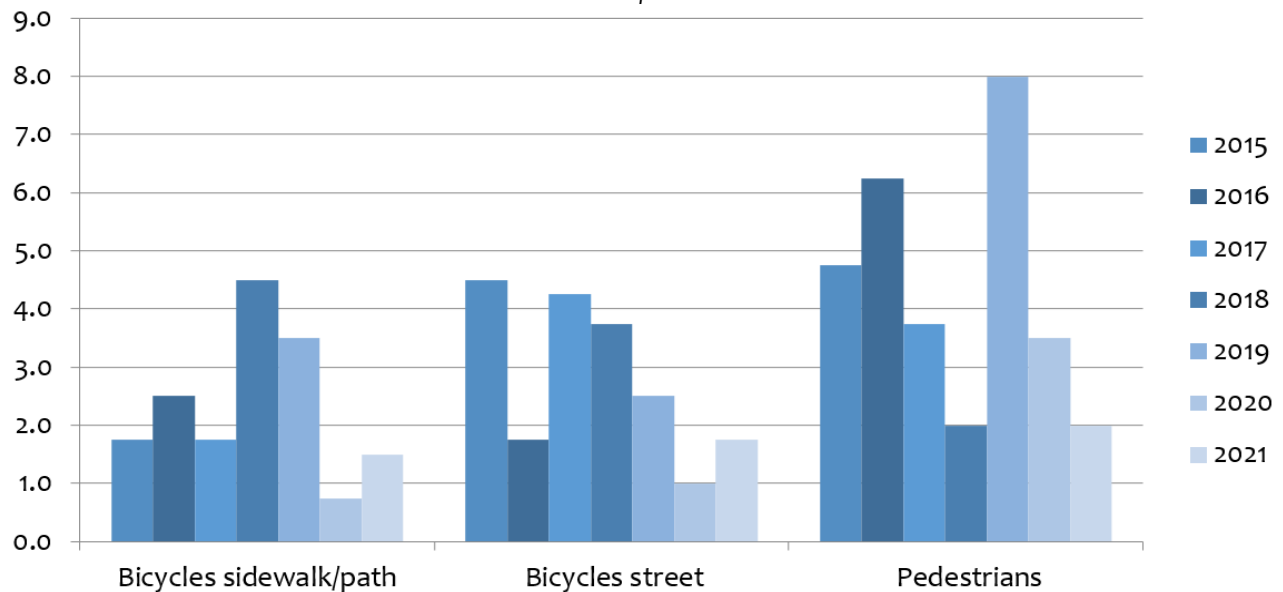




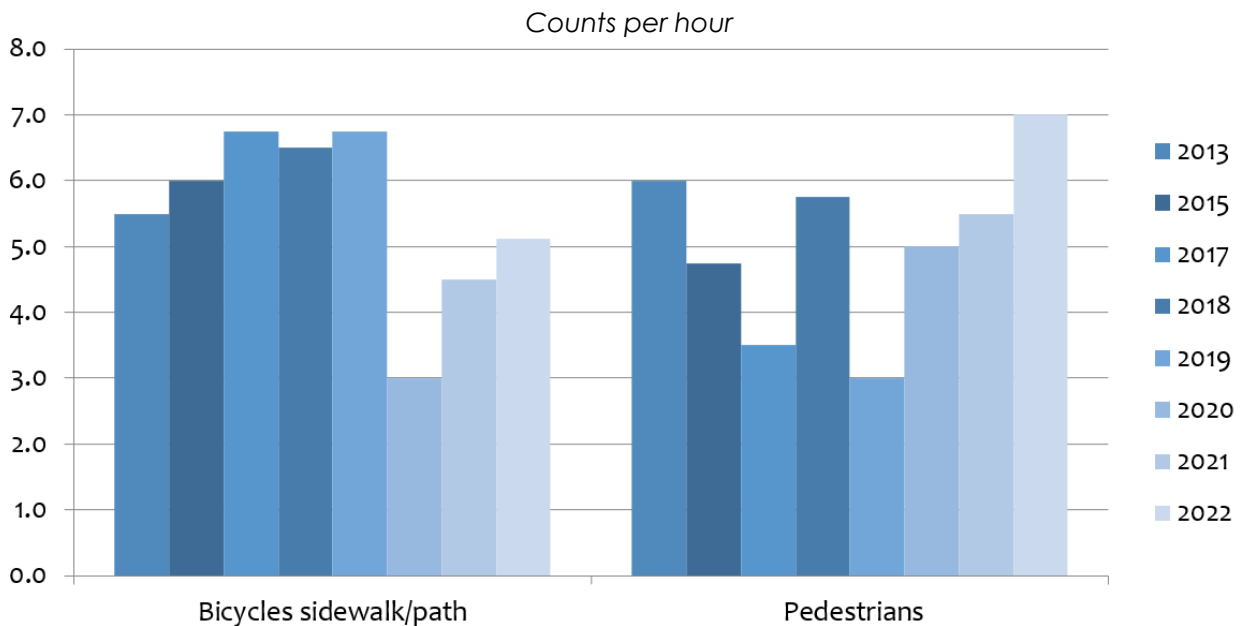
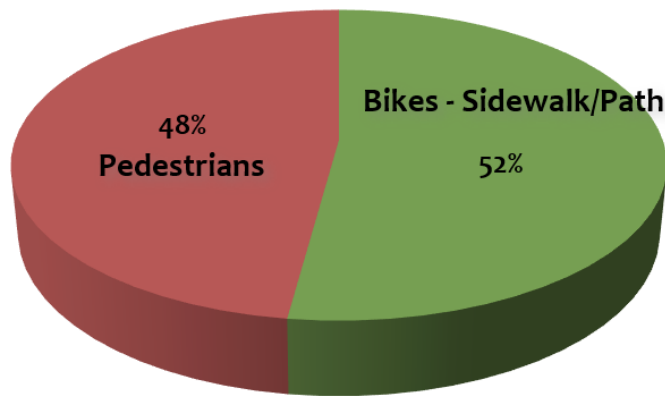
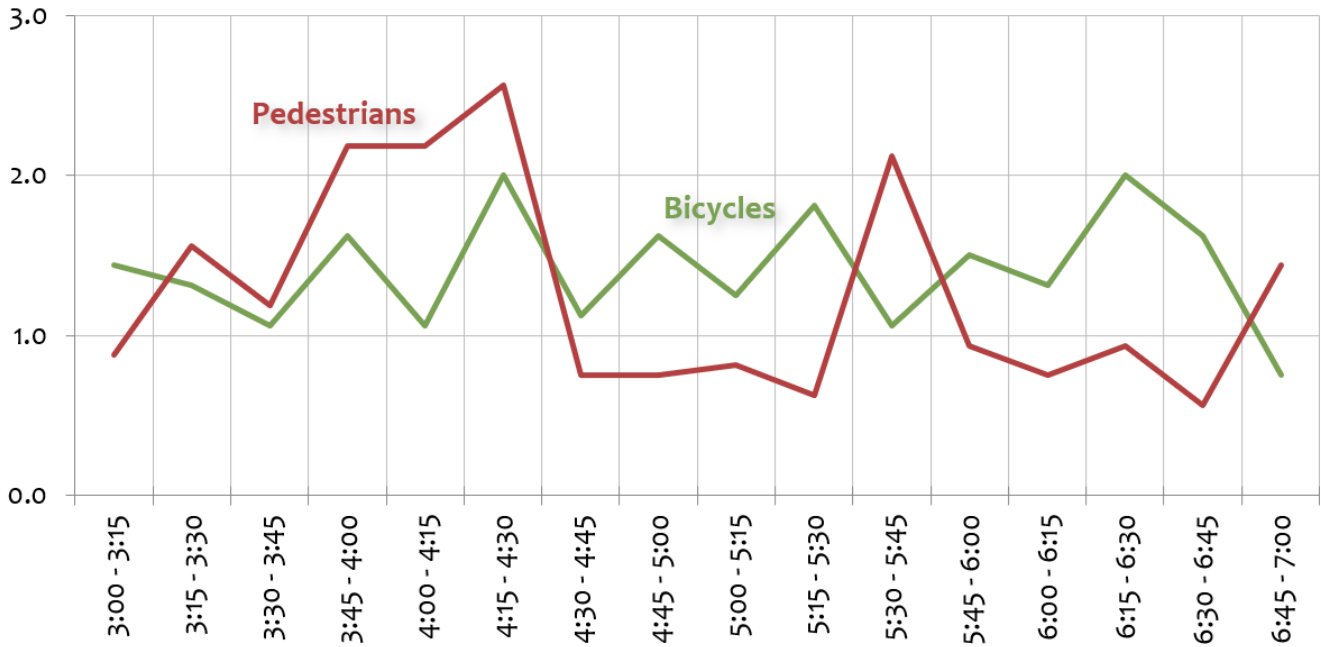
### 13. Moorhead—4th St just south of Center Ave (Average of years 2015-2021) (No 2022 data)



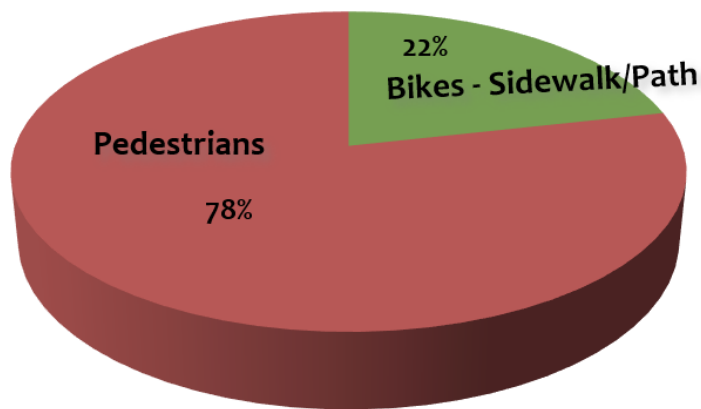
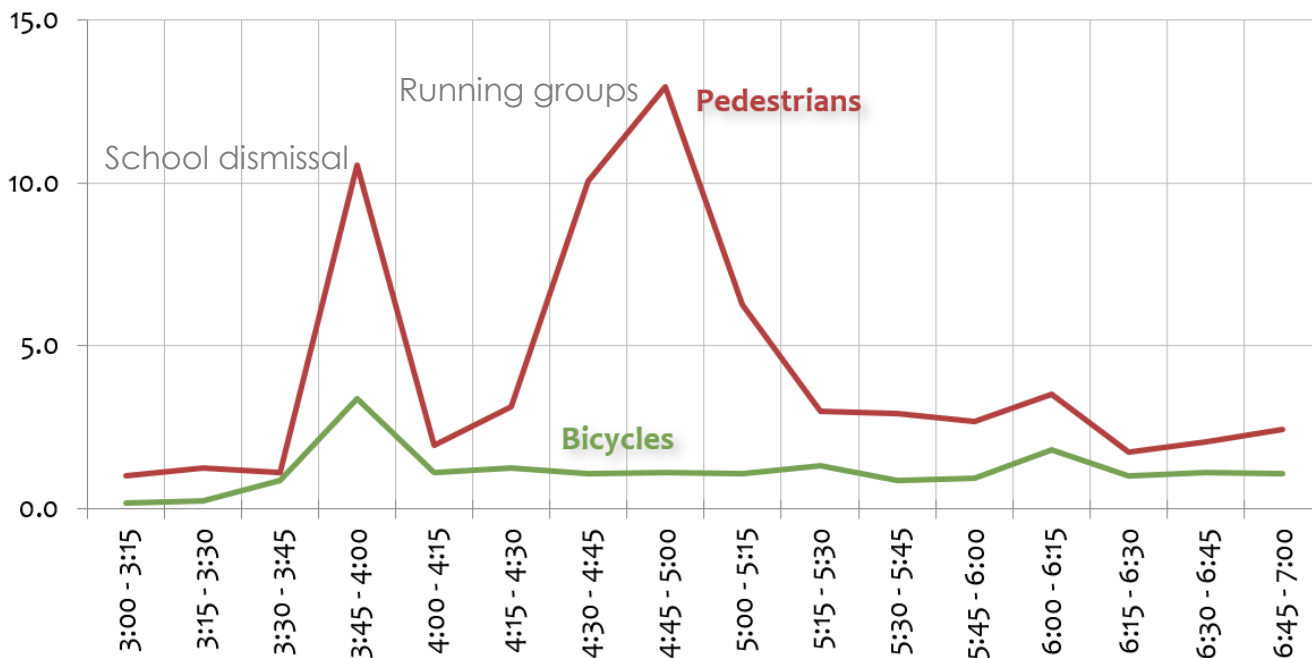
Counts per hour



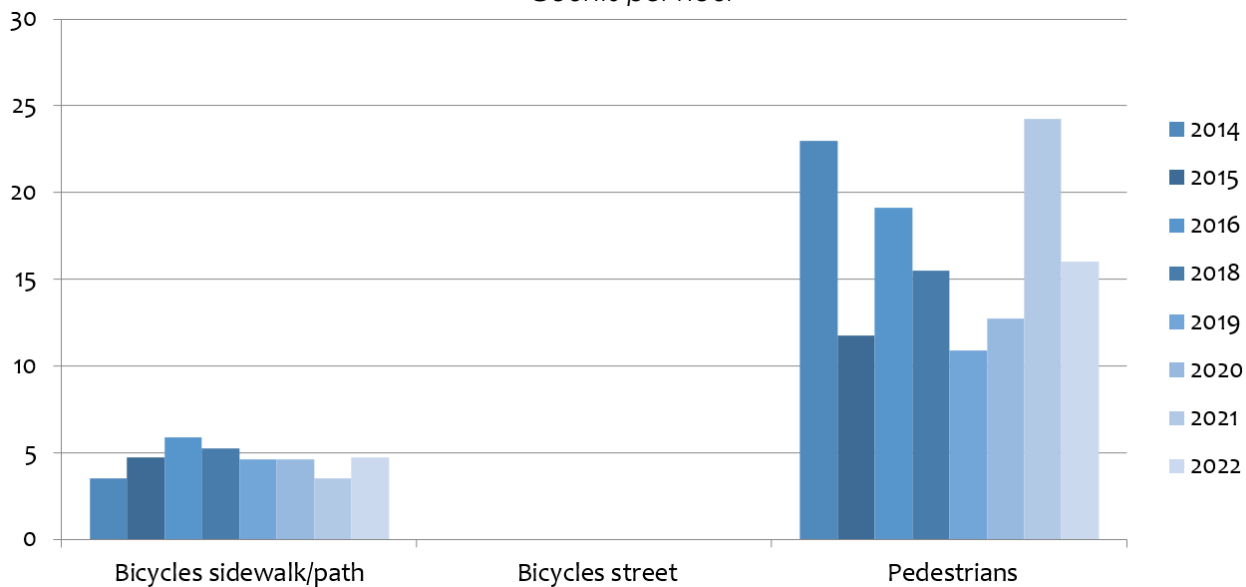
### 14. Moorhead—8th St over I-94 (Average of years 2013-2022)



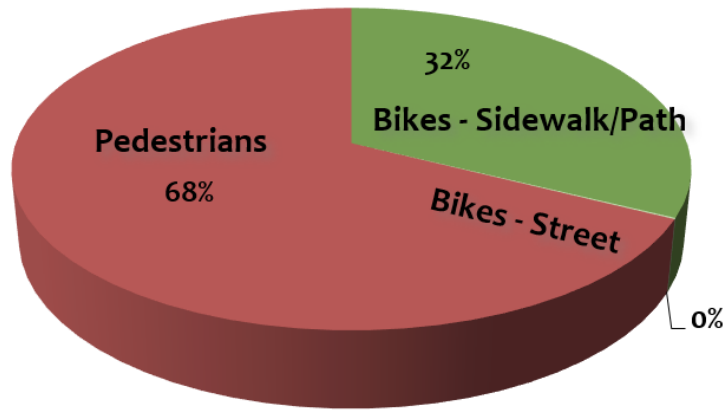
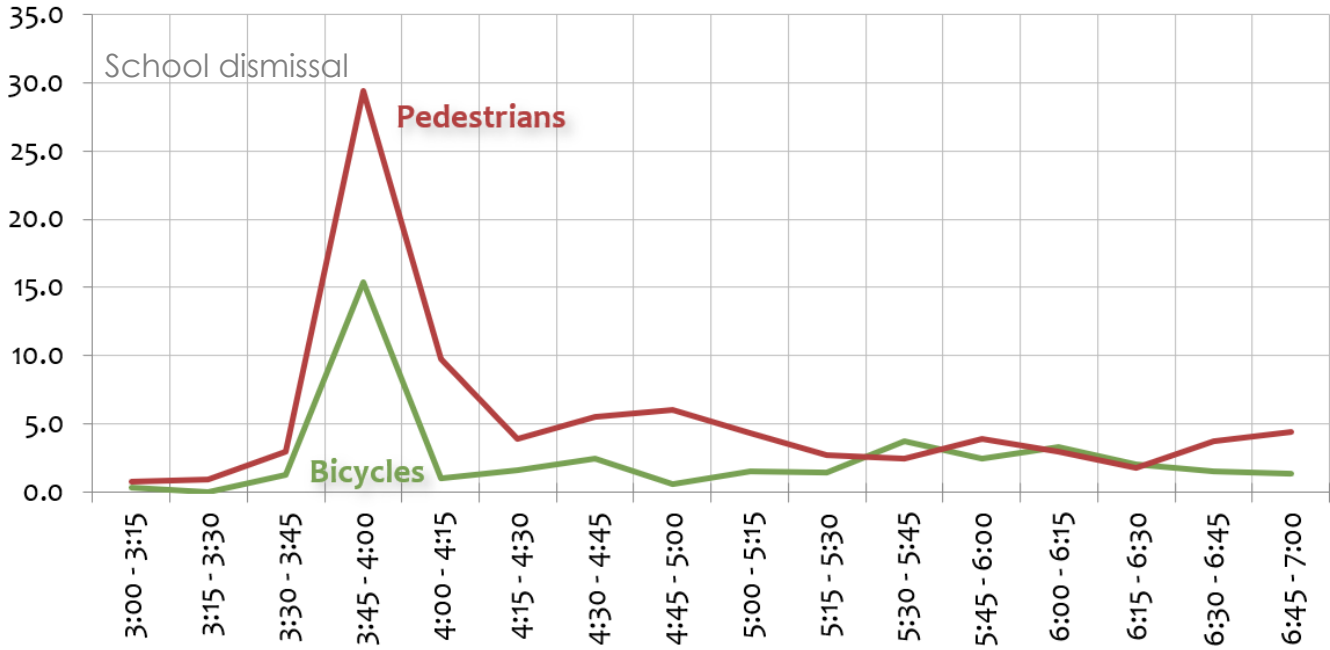
## 15. West Fargo—9th St just south of 17th Ave E (Average of years 2014-2022)



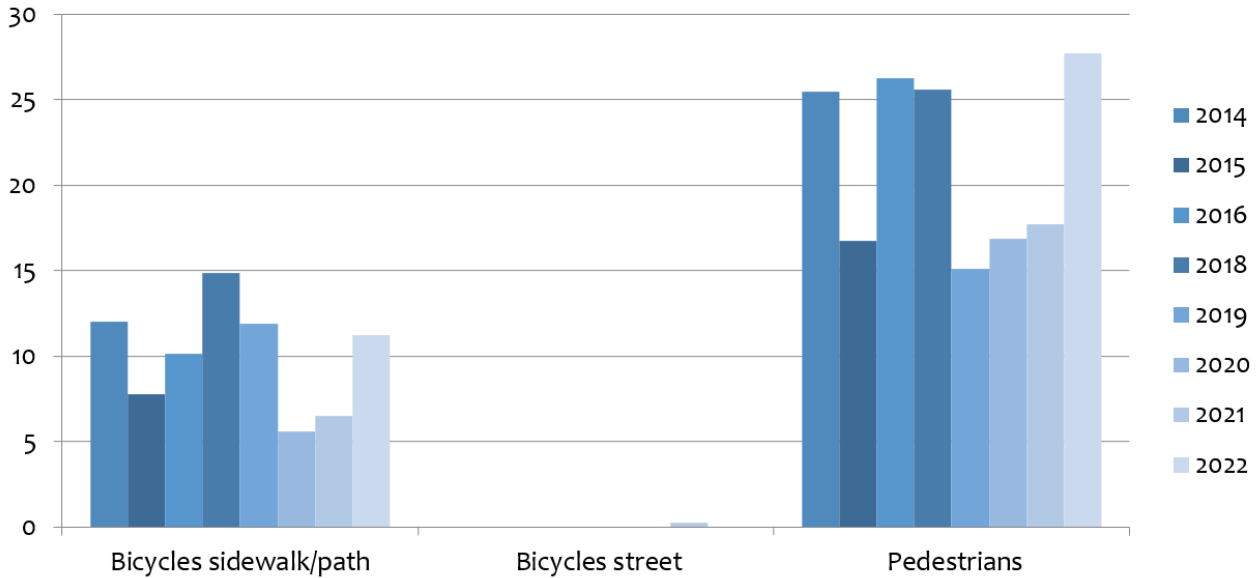
Counts per hour



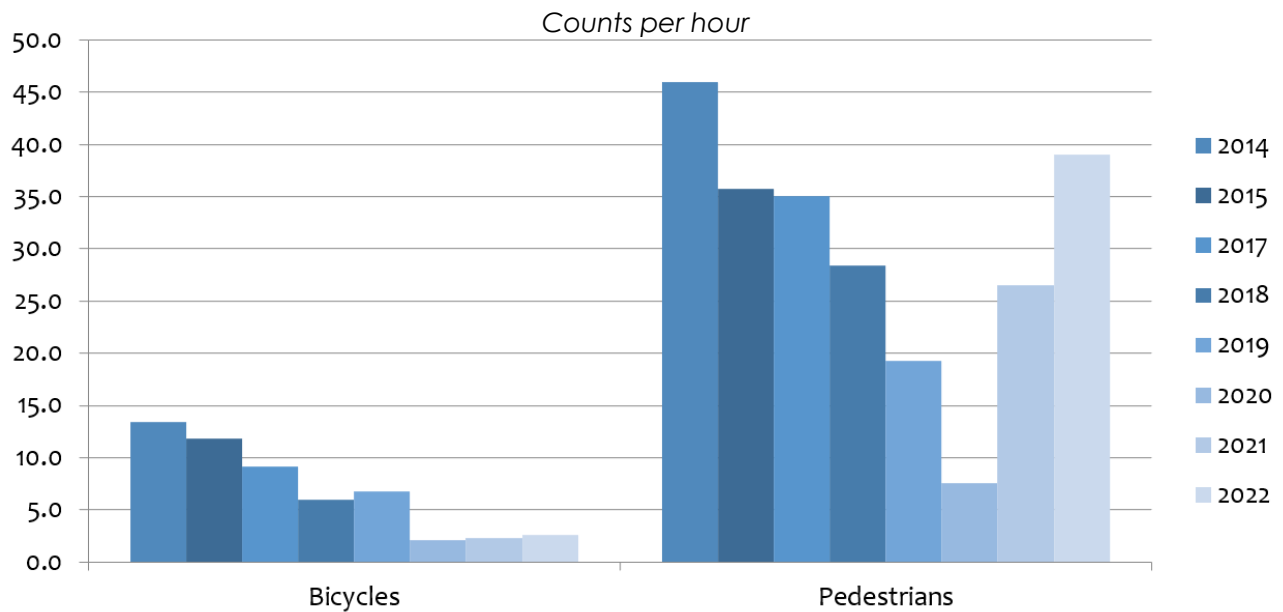
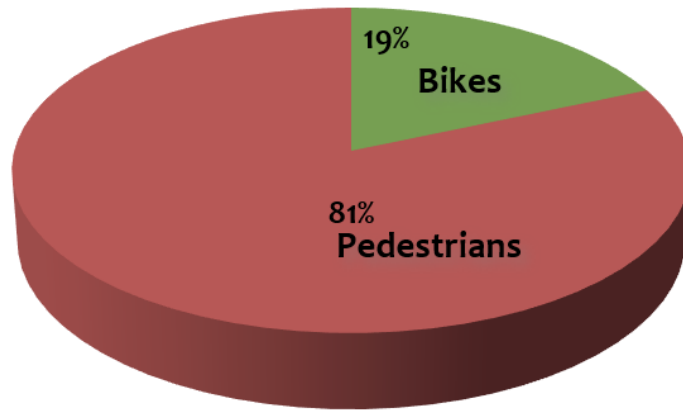
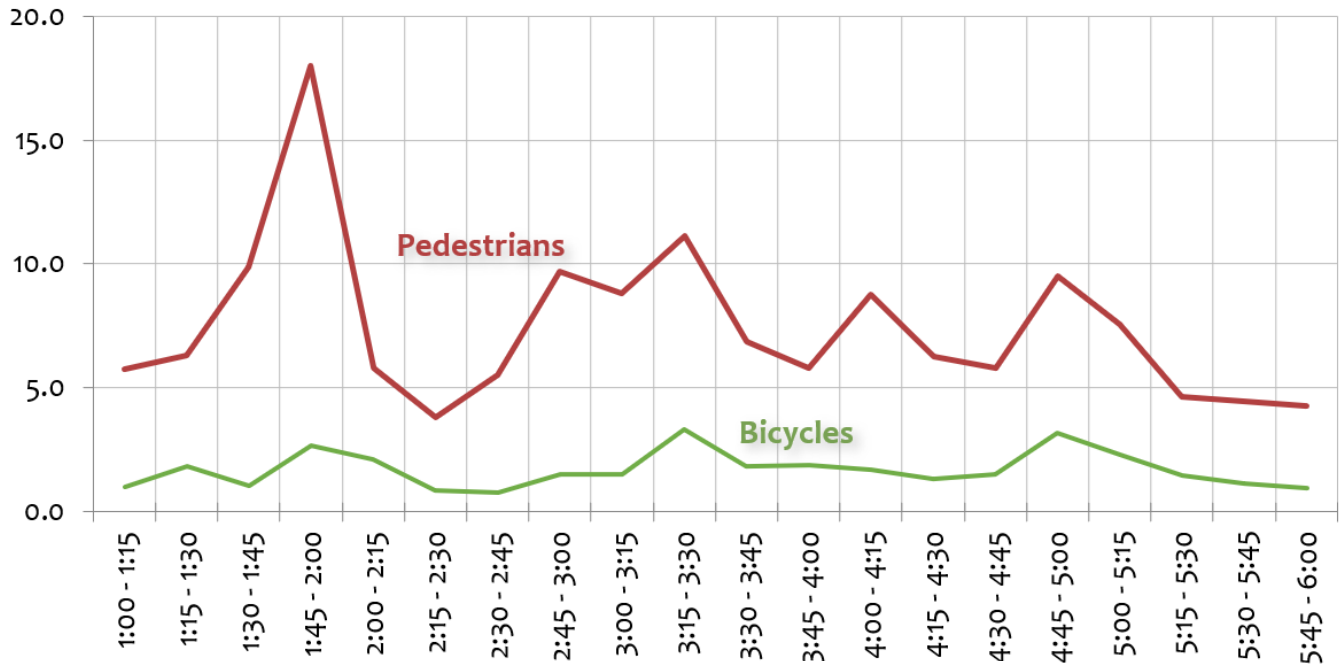
## 16. West Fargo—17th Ave E just west of 9th St (Average of years 2014-2022)



Counts per hour



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





Fargo-Moorhead Metropolitan  
Council of Governments

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e: metrocog@fmmetrocog.org  
www.fmmetrocog.org

March 7, 2023

Senator Amy Klobuchar  
Senator Tina Smith

**RE: Moorhead's Bluestem Bicycle and Pedestrian Bridge**

Dear Senator Klobuchar and Senator Smith:

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) is in support of Moorhead's Bluestem Bicycle and Pedestrian Bridge, to be constructed jointly with the City of Fargo. The bridge would safely connect Moorhead's 14-mile Red River Corridor Trail with Fargo ND's trail system. The nearest dedicated bicycle/pedestrian Red River crossing is over 4 miles from Bluestem. A bridge designed for vehicular traffic is 3 miles from Bluestem, but access is via a high-speed minor arterial roadway.

This bridge would be used by recreational users and residents of the Fargo-Moorhead metro area (250,000 metro population), and provide multimodal transportation access to Trollwood Performing Arts students, and 90,000 Bluestem event attendees annually.

The bridge is included in the following local and regional plans developed with significant public participation: City of Moorhead's 2014 Red River Corridor Master Plan, Fargo-Moorhead Bikeways Gap Analysis, 2045 Fargo-Moorhead Metropolitan Transportation Plan, 2022 Fargo-Moorhead Metropolitan Bicycle and Pedestrian Plan, Fargo's Red River Greenway Study (2023), and the Metropolitan Complete Streets Policy. In addition, \$4.2 Million in Federal funds have been programmed for the North Dakota portion of the bridge.

The Bluestem bridge will improve safety and enhance the metro area's walkability and bikeability. I encourage federal support for this project.

Sincerely,

A handwritten signature in blue ink that reads "Cynthia R. Gray".

Cindy Gray, AICP  
Executive Director  
Fargo-Moorhead Metropolitan Council of Gov'ts



**To:** Policy Board  
**From:** Cindy Gray, AICP  
**Date:** March 10, 2023  
**Re:** **Carbon Reduction Program (CRP) Project Solicitations: FY 2024 and FY 2025**

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. FY 2026 will be programmed at future solicitation as well as FY 2025 in Minnesota. 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
North Dakota	\$1,120,000	\$1,140,000
Minnesota	\$122,000	*

\*MnDOT has Requested that solicitations beyond 2024 be delayed until after the Statewide Carbon Reduction Strategy is completed.

**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.**



Fargo-Moorhead Metropolitan Council of Governments

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 www.fmmetrocog.org

## 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 <a href="#">(ND only)</a>
Funding Requested:			

**Project Summary:**

Fill out the below table with all funding sources and amounts including the CRP funding requested with this application.

Funding Source	Funding Amount
<b>Total Project Cost:</b>	



**Project Narrative:**

Describe below the work being funded. Please go into detail about each element of the project including: proposed cross section, pavement type, lighting, traffic control, bicycle & pedestrian infrastructure, utility work, etc. Please try to include all relevant information. Also include 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:

If the CMAQ Emissions Calculator cannot be used to arrive at an estimate in the reduction of carbon emissions, please provide a description of how the project will fulfill the objective of the carbon reduction program.

**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:

<b>FM Metro COG MTP 2045 Metro Grow Planning Goals</b>	<b>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</b>
 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 (MN Only):**

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](#)

**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~~Responsible Government Official)

Date

\_\_\_\_\_  
(City Engineer) Date



## Carbon Reduction Program Funding

The Carbon Reduction Program (CRP) is a new program created by the Infrastructure Investment and Jobs Act (IIJA)<sup>1</sup>. The purpose of the program is to reduce carbon dioxide (CO<sub>2</sub>) 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
North Dakota	\$1,120,000	\$1,140,000
Minnesota	\$122,000	\$124,000

Key aspects of the ~~FY2024~~ and, ~~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 as well as FY2025 in Minnesota.

<sup>1</sup> 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](mailto:bervik@fmmetrocog.org) no later than Friday, ~~March 31~~April 28, 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](#)

*Remainder of page intentionally left blank.*

## Evaluation & prioritization

Metro COG staff will conduct a preliminary evaluation to rank all applications for FY 2024 ~~and~~ FY2025, ~~and~~ ~~FY2026~~s 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 (CO<sub>2</sub>) 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](mailto:bervik@fmmetrocog.org). Metro COG will consult with MnDOT or NDDOT for questions we are unable to answer regarding eligibility.