

The 615th Policy Board Meeting
Fargo-Moorhead Metropolitan Council of Governments
THURSDAY, May 18, 2023 – 4:00 p.m.
AGENDA

1. Call to Order and Introductions (5:00)
 - a. Introductions Information Item
 - b. Approve Order and Contents of the Overall Agenda Action Item
 - c. Approve Minutes of the April 20, 2023 Board Meeting Action Item
 - d. Approve May 2023 Bills Action Item
2. Consent Agenda (2:00) **Action Item**
 - a. April End of Month Report
 - b. Housing Needs & Market Analysis Contract Amendment #1
 - c. RFP for Transit Routing, Street Design, & Transit Scheduling Software
3. Regular Agenda
 - a. Public Comment Opportunity (2:00) Public Input
 - b. 2023-2024 UPWP Amendment #2 (10:00) Action Item
 - c. ND MPO CPG Funding Formula (5:00) **Action Item**
 - d. Carbon Reduction Program Technical Evaluation (45:00) **Action Item**
 - e. TH10 Through Dilworth Corridor Study – Final Report (10:00) **Action Item**
4. Additional Business Information Item
5. Adjourn

REMINDER: The next Metro COG Policy Board Meeting will be held Thursday, June 15, 2023 at 4:00 p.m.

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

For Public Participation, please REGISTER with the following link:

https://us02web.zoom.us/webinar/register/WN_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 Savannah Leach, Metro COG Office Manager, 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.

**614th Policy Board Meeting
Fargo-Moorhead Metropolitan Council of Governments
Thursday, April 20, 2023 – 4:00 pm**

Members Present:

Brent	Behm	Moorhead Planning Commission (alt for Steve Lindaas)
Duane	Breitling	Cass County Commission
Chuck	Hendrickson	Moorhead City Council
Jenny	Mongeau	Clay County Commission
Julie	Nash	Dilworth City Council
Brad	Olson	West Fargo City Commission
Dave	Piepkorn	Fargo City Commission
Arlette	Preston	Fargo City Commission
Rocky	Schneider	Fargo Planning Commission
John	Strand	Fargo City Commission
Scott	Stofferahn	Fargo Planning Commission
Deb	White	Moorhead City Council

Members Absent:

Amanda	George	West Fargo City Commission
John	Gunkelman	Fargo Planning Commission
Denise	Kolpack	Fargo City Commission
Steve	Lindaas	Moorhead City Council
Jeff	Trudeau	Horace City Council
Aaron	Murra	NDDOT – Fargo District (ex-officio)
Shiloh	Wahl	MnDOT – District 4 (ex-officio)

Others Present:

Adam	Altenburg	Metro COG
Paul	Bervik	Metro COG
Jaron	Capps	Metro COG
Ari	Del Rosario	Metro COG
Dan	Farnsworth	Metro COG
Cindy	Gray	Metro COG
Matthew	Huettl	HDR, Inc.
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 April 20, 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 April 20, 2023 Policy Board Meeting.

Mr. Strand moved, seconded by Ms. Nash

MOTION, passed

Motion carried unanimously.

1c. Past Meeting Minutes, approved

Chair Hendrickson asked for approval of the Minutes of the March 16, 2023 Meeting.

**MOTION: Approve the March 16, 2023 Policy Board Meeting Minutes.
Mr. Olson moved, seconded by Mr. Breitling
MOTION, passed
Motion carried unanimously.**

1d. Past Meeting Minutes, approved

Chair Hendrickson asked for approval of the Minutes of the April 6, 2023 Special Meeting.

**MOTION: Approve the April 6, 2023 Special Policy Board Meeting Minutes.
Mr. Olson moved, seconded by Mr. Breitling
MOTION, passed
Motion carried unanimously.**

1e. Monthly Bills, approved

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

**MOTION: Approve the April 2023 Bills List.
Mr. Breitling moved, seconded by Ms. Nash
MOTION, passed
Motion carried unanimously.**

2. CONSENT AGENDA

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

- a. March Month End Report
- b. 25th Street Corridor Study – Contract Amendment #1
- c. Fargo Transportation Plan – Contract Amendment #2
- d. Metro COG Q1 Report

**MOTION: Approve Items a-d on the Consent Agenda.
Mr. Breitling moved, seconded by Ms. Nash
MOTION, passed
Motion carried unanimously.**

3. REGULAR AGENDA

3a. Public Comment Opportunity

No public comments were made or received.

3b. 2023-2026 Transportation Improvement Program Amendment #6

Mr. Bervik presented Amendment #6 to the 2023-2026 Transportation Improvement Program. A public notice was published in The Forum of Fargo-Moorhead on Wednesday, April 5, 2023, which advertised the public meeting,

detailed how to request more information, and provided information on how to make public comments regarding the proposed amendment. The public notice advertised that all public comments will be accepted until 12:00 p.m. (noon) on Thursday, April 20, 2023.

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

1. Modification of Project 0235032: Electric Vehicle Readiness Study across all Metro COG jurisdictions (2023). Updated project description.
2. New Project 4236033: Replacing lighting heads with LED lighting heads throughout the City of Fargo. (2023).

Chair Hendrickson opened the item for Public Comment. No comments were heard.

**MOTION: Approve Amendment 6 of the Metro COG 2023-2026 Transportation Improvement Program (TIP).
Mr. Olson moved, seconded by Ms. Nash
MOTION, passed
Motion carried unanimously.**

3c. Safe Streets and Roads for All (SS4A) Comprehensive Safety Action Plan RFP

Mr. Altenburg presented the Safe Streets and Roads for All (SS4A) request for proposals. Metro COG is seeking review and recommendation of the draft Request for Proposals (RFP) for the Safe Streets and Roads for All (SS4A) Comprehensive Safety Action Plan (CSAP). The plan is intended to provide a framework of innovative strategies and implementation actions intended to reduce transportation-related fatalities and serious injuries and support federal safety initiatives.

The CSAP will identify safety issues and specific actions that can be implemented to improve safety for people traveling by any mode throughout the region. The plan will develop recommendations for both motorized and non-motorized modes in the roadway network as well as other elements including land use, transit, freight, and other community factors to create a comprehensive course of action. The plan will address federal and state regulations, including design guidance as well as performance management goals, measures, and targets, and will promote equitable outcomes.

A budget of \$250,000 has been allocated for this study with 80 percent (\$200,000) coming from an SS4A Action Plan Grant that was awarded to Metro COG on January 31. The selection award requires a 20 percent (\$50,000) local match. It is proposed that the project would begin in early June 2023 and be completed by November 2024.

**MOTION: Approve the Safe Streets and Roads for All (SS4A) Comprehensive Safety Action Plan RFP.
Mr. Piepkorn moved, seconded by Ms. Nash**

MOTION, passed
Motion carried unanimously.

3d. Electric Vehicle Readiness Study Consultant Selection

Mr. Altenburg presented HDR as the highest-ranked consultant that proposed on the RFP. In February, Metro COG's Policy Board approved the RFP to secure a consultant to complete the technical and planning tasks outlined in the scope of work under an approved budget of \$150,000. Metro COG received five proposals before the March 24 closing date from the following lead consultants: Alliant, HDR, SRF, Stantec, and WSB. The selection committee met with and interviewed consultants on April 6 and April 10 to further understand each consultant's technical qualifications, task deliverables, and past project experience. Selection committee members included Metro COG, City of West Fargo, City of Fargo, City of Dilworth, City of Moorhead, Cass County, Moorhead Public Service, and Clay County.

Based on scoring criteria, written technical proposals, and in-person interviews, the selection committee has chosen the proposal submitted by HDR.

The initial cost proposal form submitted by HDR is \$149,953.83. Total project costs would be split 80 percent between funding through the Carbon Reduction Program (CRP) and a 20 percent local match from Metro COG's member jurisdictions. A CRP project agreement is required before a contract with the consultant can be signed. It is anticipated that this agreement will be ready in May.

Ms. White asked if the study will look at the existing parking structures, and if they will be able to withstand the extra weight of electric vehicles, as EVs weigh significantly more than non-EV vehicles. Mr. Altenburg said it was not in the scope of work, but will be discussed with the consultant.

MOTION: Approve of the selection of HDR to complete the Electric Vehicle Readiness Study pending contract negotiations to finalize the scope and fee, and the development of a final CRP project agreement with NDDOT.
Mr. Strand moved, seconded by Mr. Olson

MOTION, passed
Motion carried unanimously.

3e. Moorhead I-94 & 20th St Interchange Analysis – Consultant Selection

Mr. Farnsworth presented Stantec as the highest-ranked consulting firm who proposed on the RFP. This project has a budgeted amount of \$150,000 (\$120,000 funded using Federal CPG funds, \$15,000 using MnDOT funds, and \$15,000 using City of Moorhead funds).

The deadline for consulting firms to submit proposals was March 17th. Metro COG received proposals from three firms – KLJ, Stantec, and WSB.

Metro COG and the consultant selection panel met on Tuesday April 11th to interview the firms and select the top ranked firm. Upon interviews with the three consultant teams, Stantec was the highest ranked firm. Stantec's cost proposal came in at \$149,945.56, which is within the budgeted amount.

Mr. Piepkorn asked what the project timeline for this study will be. Mr. Farnsworth said that once the contracts with NDDOT and MnDOT are approved, the study itself would take about a year to complete.

MOTION: Approval of Metro COG entering into a contract with Stantec for the Moorhead I-94 & 20th St Interchange Analysis.

Ms. White moved, seconded by Mr. Behm

MOTION, passed

Motion carried unanimously.

3f. West Metro Perimeter Highway Study RFP

Mr. Farnsworth presented the Request for Proposals for the West Metro Perimeter Highway Study. The purpose of this study is to determine the feasibility, alignment, costs, and right-of-way necessary for a perimeter highway just west of the Fargo-Moorhead metro area. This study will build off of the Interstate Operations Analysis which is approaching completion.

A portion of this perimeter highway is anticipated to be adjacent to the FM Area Diversion where land has been acquired for the Diversion project. The timing of this study is critical in that excess right-of-way purchased for the Diversion project is available for use of a potential perimeter highway. In the near future, this property will need to be placed on the market, however the opportunity exists for the County to purchase this property which could be used for a future highway corridor.

The West Metro Perimeter Highway Study will be a consultant-led study and is in Metro COG's Unified Planning Work Program (UPWP) (Amendment 1) for the year 2023. The budget for this study is \$250,000 with 80% (\$200,000) coming from Metro COG's CPG funds and 20% (\$50,000) from Cass County.

Mr. Olson asked if the study is looking into economics of a potential highway. Mr. Farnsworth said that the study does not intend to study that, but more into land use and jurisdiction. No-build scenarios may tie into the Diversion Recreation Plan as well. Mr. Strand said he would like the study to include allowances for a Diversion recreation component.

MOTION: Approval of the West Metro Perimeter Highway Study RFP

Mr. Schneider moved, seconded by Ms. Nash

MOTION, passed

Motion carried unanimously.

3g. Updated Urbanized Area Boundary Proposal

Mr. Capps presented the proposed updated Urbanized Area Boundary. Metro COG followed parameters as instructed by FHWA and NDDOT to create the proposed boundary:

- Boundary needs to encompass the entire Census Urban Area Boundary
- The boundary should encompass one contiguous area
- Maintain consistency with highway functional classifications
- The boundary should not split roadways or ramps
- Simple, without irregularities
- Align with existing planning boundaries or other physical features
- The boundary should include areas with urban characteristics, such as airports, industrial areas, transportation terminals, major activity centers, etc.

After internal discussion and consideration of the UZA guidance provided by FHWA and NDDOT, we believe the most proactive approach to updating the UZA is to extend the boundary to ¼ mile west of the diversion footprint.

City boundaries were used in some instances where a significant roadway or the diversion alignment did not make sense. The inclusion of the City of Harwood in the UZA is recommended due to the adjacency to the City of Fargo as well as the city's proximity to the interchange at I-29 and County Road 17/22.

MOTION: Policy Board approval of the Proposed Urban Boundary Map for NDDOT Preliminary Submittal.

Ms. Preston moved, seconded by Mr. Breittling

MOTION, passed

Motion carried unanimously.

3h. Potential 2023 and 2024 UPWP Amendments

On March 13 of 2023, Metro COG participated in the ND MPO Directors' Meeting – 1st Quarter 2023. This meeting involves staff from the MPOs, NDDOT, FHWA, FTA, and in this particular case, City of Minot staff, since Minot will be designated as a new MPO starting in FY 2024.

NDDOT explained that FHWA is scrutinizing the lag in spending of Consolidated Planning Grant (CPG) funds designated for North Dakota MPOs. In an effort to get the funds programmed and authorized for use, NDDOT asked the three MPOs for an updated 2023 budget. Metro COG is already in a position where our UPWP needs to be updated to:

- add the Safe Streets for All (SS4A) Safety Action Plan and adjust staff hours to accommodate time spent on the plan,
- adjust a few operations and overhead costs, including the need for a new and upgraded server.

Several project-related opportunities have arisen and have been discussed with local partners.

4. Additional Business

Metro COG Staff wanted to recognize Ms. Gray's last Policy Board meeting, as she will be retiring at the end of the Month.

5. Adjourn

The 614th Meeting of the FM Metro COG Policy Board held Thursday, April 20, 2023 was adjourned at 5:30 pm.

THE NEXT FM METRO COG POLICY BOARD MEETING WILL BE HELD May 18, 2023, 4:00 P.M.

Respectfully Submitted,

Savanna Leach
Executive Assistant



To: Policy Board
From: Adam Altenburg, AICP
Date: May 11, 2023
Re: **Housing Needs and Market Analysis – Contract Amendment #1**

In May 2022, Metro COG contracted with HR&A for the completion of the Housing Needs and Market Analysis, a comprehensive study aimed at identifying housing needs and challenges in the region and providing local leaders with strategies and solutions to meet those needs. The report is substantially complete at this time, with members of the study review committee having provided final comments on the draft study in early 2023.

As the study neared completion, members of the study review committee began to discuss how best to present study findings, especially to elected officials and regional stakeholders that may be responsible for implementing some of the study's recommendations. It was decided that, based on HR&A's knowledge and expertise on housing needs across the country, their team would be best suited to facilitating those discussions.

HR&A has proposed an add-on scope of work to support the community roll-out of the needs analysis study. The four tasks included as part of this add-on are: 1) a virtual joint presentation to commissions and councils in the metro area that would inform elected officials about study findings, 2) a presentation in July at the Eggs and Issues event hosted by the FMWF Chamber, 3) participation in individual jurisdiction presentations to present materials and answer questions as part the approval process, and, 4) a stakeholder implementation charette and workshop with partner organizations that will be directly or indirectly involved with the implementation of new housing strategies.

Amendment #1 is intended to cover the first three tasks at the fee schedule listed below:

Task 1: Joint Presentation to Commissions and Councils	\$2,500
Task 2: Presentation at FMWF Chamber Eggs and Issues	\$8,000
Task 3: Individual Jurisdiction Presentations	\$1,500 per jurisdiction

The City of Fargo has agreed to fund Task 1 and Task 2 in their entirety. The City of Fargo is the only jurisdiction opting to include Task 3 as part of the study's final approval process which would also be 100 percent locally funded. The total amount for Amendment #1 is \$12,000.

The fourth task for a charette and workshop will potentially be done through a separate amendment with SRF and HR&A as part of the MTP later this summer. SRF is the prime consultant for the MTP and coordinated stakeholder outreach as a subconsultant for the Housing Needs and Market Analysis.

Requested Action: Approve Amendment #1 to the contract with HR&A for the Housing Needs and Market Analysis.

Fargo-Moorhead Metro-Wide Housing Needs Analysis

Add-On Scope of Work | Communications Plan

Following the development of Fargo-Moorhead Housing Needs Analysis, MetroCOG has requested that HR&A support in the community roll-out of the needs analysis study.

Task 1: Joint Presentation to Commissions and Councils

HR&A will virtually present on its findings of the Fargo-Moorhead Housing Needs Analysis. The goal of these meetings will be to inform elected officials of the study findings at the same time, to ensure consistent messaging regarding the findings of the study. HR&A will use the presentation summary that it submitted as part of its final deliverable package, and can be available to make modest adjustments to this document pending input from MetroCOG and the core client team. HR&A assumes MetroCOG with its partner cities will lead the organization, scheduling, and marketing of this event.

Deliverables: Virtual presentation of the materials completed as part of the study at a regional meeting.

Task 2: Presentation at “Chamber Eggs and Issues”

HR&A will attend in-person and present the findings of the Fargo-Moorhead Housing Needs Analysis and Report at a Chamber of Commerce breakfast event, gearing the presentation towards implications for businesses and employers. The goal of this meeting is to educate Chamber of Commerce members and participants on the study findings at the same time, to ensure consistent messaging regarding the findings of the study. HR&A will meet with the Chamber leadership and Core Client team in advance of this session to prepare for this meeting and review materials tailored for this session. HR&A assumes the Chamber will lead the organization and marketing of this event.

Deliverables: Preparation of overview materials and in-person presentation at a Chamber Eggs and Issues event.

Task 3: Participation in Individual Jurisdiction Presentations

HR&A can be available to remotely join additional meetings with individual jurisdictions to present materials and/or answer study questions. Time to prepare for and participate in these meetings will be billed on a time and materials basis.

Deliverables: Virtual participation and potential presentation of materials at local jurisdiction meetings.

Task 4: Stakeholder Implementation Charette and Workshop

HR&A, with support from SRF, will host a workshop with partner organizations that will be directly or indirectly involved with the implementation of new housing strategies. This event will consist of a presentation and discussion with relevant stakeholders in the Fargo-Moorhead Region, most of whom were previously engaged

during the data collection portion of the study. This group could include, but is not limited to, the Home Builders Association, Chamber of Commerce, Greater Fargo-Moorhead Economic Development Corporation, and local Housing Authorities. HR&A will lead an overview presentation of the housing needs findings and recommended strategies for implementation across the region. HR&A will then lead a discussion with the stakeholders around the strategies that the group would like to prioritize and elevate for near-term implementation. The goal of this session will be to grow consensus among the various implementing partners around next steps for executing on housing strategies in the region. HR&A assumes MetroCOG with its partner cities will lead the organization, scheduling, and marketing of this event.

Deliverables:

- In-person presentation of materials developed as part of the study.
- Facilitation of discussion to determine next steps involved in the study.

To: Policy Board
From: Ari Del Rosario, AICP
Date: May 12, 2023
Re: **RFP for Transit Routing, Street Design, and Transit Scheduling Software**

MetroCOG and MATBUS use transit routing and street design software for planning studies and transit operations. Metro COG currently procures this software through Via (Remix). This contract expires on June 30, 2023. Metro COG is releasing an RFP to solicit software vendors who can provide a suite of software that has the following functionality:

- Transit Routing Software – This can aid in implementing route modifications or implement new fixed-route services. Without this software, making changes to routes is a complicated process involving driving routes, GIS mapping, and ridership analysis. In the past, MATBUS, MetroCOG and project consultants have used such software for the MATBUS 2021-2025 Transit Development Plan.
- Street Design – Metro COG utilizes street design software that can allow users to sketch out existing conditions and view proposed street designs in plan and cross section view. In the past, MetroCOG has used such software to visualize street design alternatives for the West Fargo Traffic Calming Study.
- Transit Scheduling Software – MATBUS is potentially interested in procuring software that can assist them in route scheduling. Currently all fixed-route transit scheduling is done manually, which is time intensive. In order to implement more advanced scheduling concepts, MATBUS may require software specifically designed for this purpose.

Metro COG is releasing an RFP in order to solicit software vendors who can provide a suite of software that can meet the needs stated in this memo pursuant to the Qualification-Based Selection (QBS) process outlined in NDDOT's Consultant Administrative Services (CAS) manual. The software vendor will have until June 16, 2023 to submit a proposal outlining the technical specifications of their software package, and detail how it can meet Metro COG's needs.

Based off comments from the TTC meeting on May 11, minor changes were made to the RFP. This included an update of the implementation schedule, and the selection process criterion. With these changes, the TTC recommended approval.

Requested Action: Recommend Policy Board approval of the RFP soliciting transit routing, street design, and transit scheduling software.

**FARGO-MOORHEAD
METROPOLITAN COUNCIL OF GOVERNMENTS**

REQUEST FOR PROPOSALS (RFP)

***Transit Routing, Street Design, and Transit
Scheduling Software***

May, 2023

APPROVED:

Ben Griffith
Metro COG, Executive Director

REQUEST FOR PROPOSALS (RFP)

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) requests proposals from qualified consultants for the following project:

Transit Routing, Street Design, and Transit Scheduling Software

Qualifications based selection criteria will be used to analyze proposals from responding consultants. The most qualified candidates may be invited to present an oral interview. Upon completion of technical ranking and oral interviews, Metro COG will enter into negotiations with the top ranked firm. **Sealed cost proposals shall be submitted with the RFP.** The cost proposal of the top ranked firm will be opened during contract negotiations. Those firms not selected for direct negotiations will have their unopened cost proposals returned. Metro COG reserves the right to reject any or all submittals.

Interested firms can request a full copy of the RFP by telephoning 701.532.5100, or by e-mail: metrococg@fmmetrococg.org. Copies will be posted on the North Dakota Department of Transportation QBS website (<https://www.dot.nd.gov>) and are also available for download in .pdf format at www.fmmetrococg.org.

All applicants must be prequalified with the North Dakota Department of Transportation (NDDOT). If not prequalified with the NDDOT, applicants will be required to submit a completed Standard Form 330 (Exhibit D) with their submittal of information.

All proposals received by **4:30 p.m. (Central Time) on Friday, June 16, 2023** at the Metro COG office will be given equal consideration. Respondents must submit a digital copy of the proposal which should include the technical capabilities and specifications of the software. The full length of each proposal shall not exceed three (3) double sided pages for a total of six (6) pages; including any supporting material, charts, or tables.

Note: The document can be made available in alternative formats for persons with disabilities by contacting Savanna Leach, Office Manager at 701.532.5100 or leach@fmmetrococg.org.

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Note: Throughout this RFP, Metro COG may be referred to as 'Client' and the consulting firm may be referred to as 'Consultant', 'Contractor', or 'Firm'.

Transit Routing, Street Design, and Transit Scheduling Software

I AGENCY OVERVIEW

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) serves as the Council of Governments (COG) and Metropolitan Planning Organization (MPO) for the greater Fargo, North Dakota – Moorhead, Minnesota metropolitan area. As the designated MPO for the Fargo-Moorhead Metropolitan Area, Metro COG is responsible under federal law for maintaining a continuous, comprehensive, and coordinated transportation planning process.

Metro COG is responsible, in cooperation with the North Dakota and Minnesota Departments of Transportation (NDDOT and MnDOT, respectively) and our local planning partners, for carrying out the metropolitan transportation planning process and other planning issues of a regional nature. Metro COG represents eleven cities and two counties that comprise the Metro COG region in these efforts.

II PROJECT BACKGROUND AND OBJECTIVE

The purpose of this Request for Proposals (RFP) is to solicit software companies who can provide Metro COG with transit routing, street design, and transit scheduling software as a cohesive software package to assist the agency in its multimodal transportation planning efforts.

Metro COG currently utilizes transit routing software to plan future fixed-route transit services, to plan for route deviations, to plan for and organize transit stops, and to measure both the financial and rider impact of all the aforementioned planning efforts. In recent years, roadway construction has impacted many transit routes often times leading to degrading on-time performance. This creates problems for a system that is designed to pulse out of a single downtown hub which connects to routes that run between the entire FM Metro Area.

Metro COG and MATBUS are seeking a software package that can aid in the planning and implementation of route changes by providing information on how route changes will affect route timing, route length, ridership, and environmental justice statistics. In addition, the successful vendor should supply a product that can be used to estimate operating costs and the number of buses necessary to maintain frequency.

Metro COG also currently utilizes street design conceptualization software to roughly sketch-out cross section alternatives for various planning efforts it undertakes. This is a very useful tool for staff in preparing visualizations of complex roadway alternatives and treatments. This reduces the time and effort in Metro COG's various projects conceptualizing design alternatives and relaying them to the other technical professionals and the public.

Transit Routing, Street Design, and Transit Scheduling Software

Metro COG is working with MATBUS to acquire transit scheduling software as part of the licensing of transit routing and street design software. MATBUS currently does route scheduling manually, which is time intensive. The addition of scheduling software would make it easier and more efficient to institute different scheduling schemes. It would also give Metro COG staff the ability to assist in this effort, especially when analyzing transit services during the update to the Transit Development Plan (TDP).

III SCOPE OF WORK AND PERFORMANCE TASKS

The successful firm will demonstrate their ability to deliver the software package as outlined within this RFP. Below are the requirements that the software must meet for each software tool:

Transit Routing Software

- The software platform must provide an interface for modifying routes through the use of General Transit Feed Specification (GTFS) and for creating new routes.
- The software platform must allow the user to create and modify routes within the confines of the existing transportation network.
- The software platform must have the ability to incorporate demographic data of proposed route changes. It should also be able to calculate route timing, estimate route operational costs, and be able to estimate ridership for proposed routes using inputted census data.
- The software platform must include a built-in Title VI and Environmental Justice (EJ) service equity analysis which provides in-depth change analysis between existing transit routes and changes.
- Must be able to export data into Microsoft Excel, KML, Shapefile, and GTFS.
- Must illustrate a transit rider's ability to travel within several set periods of time from any point on the map.
- The product must be able to produce data in a compelling and visual nature easily understandable to both technical experts and the layperson.

Street Design Software

- The product must use cloud-based software with an interactive interface for right-of-way street design.
- The software platform must have the ability to pull data to auto-populate existing conditions for roads.
- The software platform must allow for plan view, providing flexibility to incorporate changing conditions within a corridor.
- The software platform must allow for easy editing such as copy, paste, delete, and undo functionality.
- The software platform must have advanced editing tools to create curves, tapers, and complicated intersections with precision.

Transit Routing, Street Design, and Transit Scheduling Software

- Must allow for added detail with the ability to add street elements to street design such as street signage, landscaping features, and traffic signals.
- Must be able to add custom data layer uploads like collisions and traffic volumes, to help make data-driven decisions.

Transit Scheduling Software

- The software package must allow for the potential addition of further transit scheduling tools which would consider agency preferences and parameters to create multiple optimized options with easy-to-understand tradeoffs.
- The software platform must enable users to create complete and accurate General Transit Feed Specification (GTFS) data for immediate upload, so riders can stay informed and plan accurate trips.
- The software platform must be able to work seamlessly together with transit routing software as changes are made.
- Must be able to pass along timetables, schedule vehicles and operators, and start the bidding process.
- Must be able to import timetables and previous bids to build upon.

IV Task 7 - IMPLEMENTATION SCHEDULE**1) Consultant Selection**

Advertise for Consultant Proposals	5/24/2023
Due Date for Proposal Submittals (by 4:30pm)	6/16/2023
Review Proposals/Identify Finalists	6/19/2023
Interview Finalists	between 6/26/2023 – 6/30/2023
Metro COG Board Approval/Consultant Notice	7/20/2023
Contract Negotiations	(week of) 7/24/2023

***Notice to Proceed shall not be issued until the consultant has provided all materials required for contracting, including, but not limited to, the Proposed Sub-Consultant Request form (SFN 60232 (9-2016) and Prime Consultant Request to Sublet form (SFN 60233 (9-2019) form, if applicable, and the Qualifications Based Selection documentation has been fully compiled by Metro COG and submitted to and approved by the North Dakota Department of Transportation.**

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V EVALUATION AND SELECTION PROCESS.

Selection Committee. The Client has established a selection committee to review the proposals and evaluate potential vendors. The committee consists of officials from Metro COG, and MATBUS.

The selection process will be administered under the following criterion:

- 20% - Software User Experience
- 20% - Data Integration
- 20% - Simulation Capabilities
- 20% - Equity Tools
- 20% - Public Interface

The selection committee will entertain telephone and/or online webinar presentations for the top candidates to provide additional input and help guide the evaluation process. Should the vendor choose to demonstrate their product via a web-based interview, it is the vendor's responsibility to provide for the coordination and hosting of the presentation. The presentations may be followed by a question and answer period during which the committee may ask the prospective vendors additional questions on their data products.

The Client reserve the right to reject any or all proposals or to waive minor irregularities in said proposal, and reserves the right to negotiate minor deviations to the proposal with the successful vendor. The Client reserve the right to award a contract to the firm that presents the proposal, which, in the sole judgement of the Client, best accomplishes the desired results.

The RFP does not commit the Client to award a contract, to pay any costs incurred in the preparation of the contract in response to this request or to procure or contract for services or supplies. The Client reserves the right to withdraw this RFP at any time without prior notice.

All proposals, whether selected or rejected, shall become the property of the Client.

VI PROPOSAL CONTENT

The purpose of the proposal is to demonstrate the qualifications, competence, and ability of vendors to provide transit route planning software to the Client within the requirements of the RFP. The proposal must address each of the data specifications listed in the Deliverables section of this RFP.

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The Client is asking qualified vendors (bidders must be prequalified by the NDDOT) to supply the following information. Please include all requested information in the proposal to the fullest extent practical.

1. **Contact Information.** Name, telephone number, email address, mailing address and other contact information for the vendor's point of contact.
2. **Introduction and Executive Summary.** This section shall document the firm name, business address (including telephone, FAX, email address(es), year established, type of ownership and parent company (if any), point of contact name, and any major facts, features, recommendations or conclusions that may differentiate this proposal from others, if any).
3. **Overview of Vendor's Software.** Proposals shall include the following, at minimum:
 - a. A detailed list and explanation of the attributes included of the software.
 - b. A detailed list and explanation of the services provided in addition to the software subscription.
 - c. A list five (5) of other agencies who have used or are using the software as a reference.
 - d. A sealed cost proposal that is separate from the main proposal, with information about the cost of the software.
 - e. Required Disadvantaged Business Enterprise (DBE) Firms participation documentation, if applicable.
 - f. Ability of vendor to meet the required time schedule.
4. **Signature.** Proposals shall be signed in ink by an authorized member of the firm.

VII Submittal Information

All proposals received by 4:30 p.m. on Friday, June 16, 2023 at Metro COG's office will be given equal consideration. Minority, women-owned and disadvantaged business enterprises are encouraged to apply. Respondents must submit one (1) PDF copy of the proposal. The full length of each proposal should not exceed three (3) double sided pages for a total of six (6) pages; including any supporting material, charts, or tables.

The vendor may ask for clarifications of the RFP by submitting written questions to Ari Del Rosario, Fargo-Moorhead Metro COG, at delrosario@fmmetrocog.org. The Client reserves the right to decline a response to any question if, in the Client's assessment, the information cannot be obtained and shared with all potential vendors in a timely manner.

Transit Routing, Street Design, and Transit Scheduling Software**VIII GENERAL RFP REQUIREMENTS.**

1. **Respondent Qualifications.** Respondents must submit evidence that they have relevant past experience and have previously delivered services similar to the requested services within this RFP. Each respondent may also be required to show that similar work has been performed in a satisfactory manner and that no claims of any kind are pending against such work. No proposal will be accepted from a respondent whom is engaged in any work that would impair his/her ability to perform or finance this work.
2. **Disadvantaged Business Enterprise.** Pursuant to Department of Transportation policy and 49 CFR Part 23, NDDOT supports the participation of DBE/MBE businesses in the performance of contracts financed with federal funds under this RFP. Consultants shall make an effort to involve DBE/MBE businesses in this project. If the consultant is a DBE/MBE, a statement indicating that the business is certified DBE/MBE in North Dakota shall be included within the proposal. If the consultant intends to utilize a DBE/MBE to complete a portion of this work, a statement of the subcontractor's certification shall be included. The percent of the total proposed cost to be completed by the DBE/MBE shall be shown within the proposal. Respondents should substantiate (within proposal) efforts made to include DBE/MBE businesses.
3. **North Dakota Department of Transportation Consultant Administration Services Procedure Manual.** Applicants to this Request for Proposal are required to follow procedures contained in the Federal Standard Form 330. Copies of this form are available on the NDDOT website at:
<https://www.dot.nd.gov/business/consultants.htm>

IX CONTRACTUAL INFORMATION.

- 1) The Client reserves the right to reject any or all proposals or to award the contract to the next most qualified firm if the successful firm does not execute a contract within forty-five (45) days after the award of the proposal. The Client will not pay for any information contained in proposals obtained from participating firms.
- 2) The Client reserves the right to request clarification on any information submitted and additionally reserves the right to request additional information of one (1) or more applicants.
- 3) Any proposal may be withdrawn up until the proposal submission deadline. Any proposals not withdrawn shall constitute an irrevocable offer for services set forth within the RFP for a period of ninety (90) days or until one or more of the proposals have been approved by the Metro COG Policy Board.
- 4) If, through any cause, the Consultant shall fail to fulfill in a timely and proper

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manner the obligations agreed to, the Client shall have the right to terminate its contract by specifying the date of termination in a written notice to the firm at least ninety (90) working days before the termination date. In this event, the firm shall be entitled to just and equitable compensation for any satisfactory work completed.

- 5) Any agreement or contract resulting from the acceptance of a proposal shall be on forms either supplied by or approved by the Client and shall contain, as a minimum, applicable provisions of the Request for Proposals. The Client reserves the right to reject any agreement that does not conform to the Request for Proposal and any Metro COG requirements for agreements and contracts.
- 6) The Consultant shall not assign any interest in the contract and shall not transfer any interest in the same without prior written consent of Metro COG.

X PAYMENTS

The selected Consultant will submit invoices for work completed to the Client. Payments shall be made to the Consultant by the Client in accordance with the contract after all required services, and items identified in the scope of work and performance tasks, have been completed to the satisfaction of the Client.

XI FEDERAL AND STATE FUNDS

The services requested within this RFP will be partially funded with funds from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). As such, the services requested by this RFP will be subject to federal and state requirements and regulations.

The services performed under any resulting agreement shall comply with all applicable federal, state, and local laws and regulations. In addition, this contract will be subject to the relevant requirements of 2 CFR 200.

XII TITLE VI ASSURANCES

Prospective Consultants should be aware of the following contractual ("Contractor") requirements regarding compliance with Title VI should they be selected pursuant to this RFP:

- 1) **Compliance with Regulations.** The Consultant shall comply with the regulations relative to nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation, Title 49, Code of Federal Regulations, Part 21, as they may be

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amended from time to time (hereinafter referred to as the Regulations).

- 2) **Nondiscrimination.** The Consultant, with regard to the work performed by it, shall not discriminate on the grounds of race, color, national origin, sex, age, disability/handicap, or income status**, in the selection and retention of Subconsultants, including procurements of materials and leases of equipment. The Consultant shall not participate, either directly or indirectly, in the discrimination prohibited by Section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.
- 3) **Solicitations for Subcontracts, Including Procurements of Materials and Equipment.** In all solicitations, either by competitive bidding or negotiation, made by the Consultant for work to be performed under a subcontract, including procurements of materials or leases of equipment, each potential Subconsultant or supplier shall be notified by the Consultant of the Consultant's obligations to Metro COG and the Regulations relative to nondiscrimination on the grounds of race, color, national origin, sex, age, disability/handicap, or income status**.
- 4) **Information and Reports.** The Consultant shall provide all information and reports required by the Regulations, or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information and its facilities as may be determined by Metro COG or the North Dakota Department of Transportation to be pertinent to ascertain compliance with such Regulations, orders, and instructions. Where any information required of a Consultant is in the exclusive possession of another who fails or refuses to furnish this information, the Consultant shall so certify to Metro COG, or the North Dakota Department of Transportation, as appropriate, and shall set forth what efforts it has made to obtain the information.
- 5) **Sanctions for Noncompliance.** In the event of the Consultant's noncompliance with the nondiscrimination provisions as outlined herein, the Client and the North Dakota Department of Transportation shall impose such sanctions as it or the Federal Highway Administration / Federal Transit Administration may determine to be appropriate, including but not limited to:
 - a. Withholding of payments to the Consultant under the contract until the Consultant complies; or
 - b. Cancellation, termination, or suspension of the contract, in whole or in part.
- 6) **Incorporation of Title VI Provisions.** The Consultant shall include the provisions of Section XII, paragraphs 1 through 5 in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations or directives issued pursuant thereto.

The Consultant shall take such action with respect to any subcontract or procurement as Metro COG or the U.S. Department of Transportation, Federal Highway Administration,

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may direct as a means of enforcing such provisions, including sanctions for noncompliance provided, however, that in the event a Consultant becomes involved in, or is threatened with, litigation by a Subconsultant or supplier as a result of such direction, the Consultant may request Metro COG enter into such litigation to protect the interests of Metro COG; and, in addition, the Consultant may request the United States to enter into such litigation to protect the interests of the United States.

** The Act governs race, color, and national origin. Related Nondiscrimination Authorities govern sex, 23 U.S.C. 324; age, 42 U.S.C. 6101; disability/handicap, 29 U.S.C. 790; and low income, E.O. 12898.

XIII TERMINATION PROVISIONS

The Client reserves the right to cancel any contract for cause upon written notice to the Consultant. Cause for cancellation will be documented failure(s) of the Consultant to provide services in the quantity or quality required. Notice of such cancellation will be given with sufficient time to allow for the orderly withdrawal of the Consultant without additional harm to the participants or the Client.

The Client may cancel or reduce the amount of service to be rendered if there is, in the opinion of the Client, a significant increase in local costs; or if there is insufficient state or federal funding available for the service, thereby terminating the contract or reducing the compensation to be paid under the contract. In such event, the Client will notify the Consultant in writing ninety (90) days in advance of the date such actions are to be implemented.

In the event of any termination, the Client shall pay the agreed rate only for services delivered up to the date of termination. The Client has no obligation to the Consultant, of any kind, after the date of termination. Consultant shall deliver all records, equipment and materials to the Client within 24 hours of the date of termination.

XIV LIMITATION ON CONSULTANT

All reports and pertinent data or materials are the sole property of the Client and its state and federal planning partners and may not be used, reproduced or released in any form without the explicit, written permission of the Client.

The Consultant should expect to have access only to the public reports and public files of local governmental agencies and the Client in preparing the proposal or reports. No compilation, tabulation or analysis of data, definition of opinion, etc., should be anticipated by the Consultant from the agencies, unless volunteered by a responsible official in those agencies.

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XV CONFLICT OF INTEREST

No Consultant, Subconsultant, or member of any firm proposed to be employed in the preparation of this proposal shall have a past, ongoing, or potential involvement which could be deemed a conflict of interest under North Dakota Century Code or other law. During the term of this Agreement, the Consultant shall not accept any employment or engage in any consulting work that would create a conflict of interest with the Client or in any way compromise the services to be performed under this agreement. The Consultant shall immediately notify the Client of any and all potential violations of this paragraph upon becoming aware of the potential violation.

XVI INSURANCE

The Consultant shall provide evidence of insurance as stated in the contract prior to execution of the contract.

XVII RISK MANAGEMENT

The Consultant agrees to defend, indemnify, and hold harmless the Client and the state of North Dakota, its agencies, officers and employees (State), from and against claims based on the vicarious liability of the Client and the State or its agents, but not against claims based on the Client's and the State's contributory negligence, comparative and/or contributory negligence or fault, sole negligence, or intentional misconduct. The legal defense provided by Consultant to the Client and the State under this provision must be free of any conflicts of interest, even if retention of separate legal counsel for the Client and the State is necessary. Consultant also agrees to defend, indemnify, and hold the Client and the State harmless for all costs, expenses and attorneys' fees incurred if the Client or the State prevails in an action against Consultant in establishing and litigating the indemnification coverage provided herein. This obligation shall continue after the termination of this Agreement.

The Consultant shall secure and keep in force during the term of this agreement, from insurance companies, government self-insurance pools or government self-retention funds authorized to do business in North Dakota, the following insurance coverage:

1. Commercial general liability and automobile liability insurance - minimum limits of liability required are \$250,000 per person and \$1,000,000 per occurrence.
2. Workforce Safety insurance meeting all statutory limits.
3. The Client and the State of North Dakota, its agencies, officers, and employees

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(State) shall be endorsed as an additional insured on the commercial general liability and automobile liability policies.

4. Said endorsements shall contain a "Waiver of Subrogation" in favor of the Client and the state of North Dakota.
5. The policies and endorsements may not be canceled or modified without thirty (30) days prior written notice to the undersigned Client and the State Risk Management Department.

The Consultant shall furnish a certificate of insurance evidencing the requirements in 1, 3, and 4, above to the Client prior to commencement of this agreement.

The Client and the State reserve the right to obtain complete, certified copies of all required insurance documents, policies, or endorsements at any time. Any attorney who represents the State under this contract must first qualify as and be appointed by the North Dakota Attorney General as a Special Assistant Attorney General as required under N.D.C.C. Section 54-12-08.

When a portion of the work under the Agreement is sublet, the Consultant shall obtain insurance protection (as outlined above) to provide liability coverage to protect the Consultant, the Client and the State as a result of work undertaken by the Subconsultant. In addition, the Consultant shall ensure that any and all parties performing work under the Agreement are covered by public liability insurance as outlined above. All Subconsultants performing work under the Agreement are required to maintain the same scope of insurance required of the Consultant. The Consultant shall be held responsible for ensuring compliance with those requirements by all Subconsultants.

Consultant's insurance coverage shall be primary (i.e., pay first) as respects any insurance, self-insurance or self-retention maintained by the Client or State. Any insurance, self-insurance or self-retention maintained by the Client or the State shall be excess of the Consultant's insurance and shall not contribute with it. The insolvency or bankruptcy of the insured Consultant shall not release the insurer from payment under the policy, even when such insolvency or bankruptcy prevents the insured Consultant from meeting the retention limit under the policy. Any deductible amount or other obligations under the policy(ies) shall be the sole responsibility of the Consultant. This insurance may be in a policy or policies of insurance, primary and excess, including the so-called umbrella or catastrophe form and be placed with insurers rated "A-" or better by A.M. Best Company, Inc. The Client and the State will be indemnified, saved, and held harmless to the full extent of any coverage actually secured by the Consultant in excess of the minimum requirements set forth above.

To: Transportation Technical Committee
From: Cindy Gray, Executive Director in Communication with Ben Griffith, In-coming Executive Director, Michael Maddox, AICP
Date: May 12, 2023
Re: **2023-2024 UPWP Amendment #2**

Background

Over the past several weeks, Metro COG has been digesting input from NDDOT regarding the use of MPO Consolidated Planning Grant (CPG) funds within the state of North Dakota. In 2023, the North Dakota CPG amount is approximately \$2,816,030. This includes federal funds from both FHWA and FTA. That amount is likely to increase to approximately \$2.87M in 2024, assuming an approximate increase of 2% annually. There are two main issues requiring our attention at this time:

1. Starting in 2024, Minot will be designated as an MPO, necessitating their use of a portion of the state's CPG. Metro COG, BisMan MPO, and GF/EGF have been meeting periodically to discuss various ways of splitting the funds. This topic will be addressed in another agenda item.
2. Separate from the addition of Minot, the state as a whole has a backlog of CPG funds dating back to the 2021 CPG. As a result, NDDOT asked each MPO to provide an updated budget. **The remainder of this memo is regarding information provided to NDDOT with respect to our 2023 and 2024 budgets and work program.**

2023 Work Program and Budget

Our work program and budget are divided into two main segments: Operations and Overhead and Projects.

Operations and Overhead

This is the most critical part of our budget, because the Metro COG staff are responsible for ensuring we meet all the basic MPO requirements. With the exception of the Metropolitan Transportation Plan, which has typically been prepared with the assistance of a consultant, the remainder of the basic MPO requirements, which ensure the provision of Federal transportation funds to our metro area, are carried out internally.

Upon re-examination, our current operations and overhead budget requires some adjustment. Cost such as salaries, health insurance, liability insurance, and financial audit have all experienced increases that were beyond the amount estimated when the budget was prepared in 2022. In addition, Metro COG is in need of a new and upgraded server at a cost of approximately \$12,100 and we have also received input from local GIS experts that it's time to begin making the switch to ArcGIS Pro. Since IJJA

funding opportunities are evaluated heavily on environmental justice characteristics, we propose adding ESRI extensions that will allow us to carry out more finely grained EJ analyses. This combination of ESRI upgrades has a cost of approximately \$9,000 more than what was originally budgeted.

These added costs have been accounted for in **Attachment 1 – Metro COG 2023-2024 Budget Summary**. The increase in operations and overhead is \$50,507 (\$40,405 in Federal funds and \$10,102 in local match).

Projects

Attachment 1 describes four project-related items that represent either additions to projects already in the work program or new projects. In summary, they include:

1. Metro Railroad Needs Study (BNSF Local Match)
2. University Drive and 10th Street (Uni10) Corridor Study Amendment (Fargo Local Match)
3. Horace Downtown/Core Neighborhood Plan (Horace Local Match)
4. SS4A Safety Action Plan (Shared Local Match)

Refer to Attachment 1 for descriptions and funding breakout. SS4A does not use CPG funds but does require local match.

2023 Additional Local Match

Additional 2023 local match for the changes described above in UPWP Amendment 2 are summarized below:

	Cass County	Clay County	Dilworth	Fargo	Horace	Moorhead	West Fargo	Other
Operations and Overhead	\$535	\$616	\$202	\$5,051	\$131	\$1,950	\$1,637	N/A
Projects*	\$2,650	\$3,050	\$1,000	\$50,000	\$13,150	\$9,650	\$8,100	\$87,500
Total	\$3,185	\$3,666	\$1,402	\$55,050	\$13,281	\$11,600	\$9,736	\$87,500

*Includes SS4A Local Match which was already approved by Policy Board.

These local match amounts would need to be billed to local jurisdictions upon approval of the UPWP Amendment by NDDOT, FHWA, FTA and MnDOT.

2024 Work Program and Budget

Based on the updated information for 2023, the estimates for 2024 have also been updated.

Operations and Overhead

Personnel costs were updated based on the 2023 salary levels, and other costs were updated based on 2023 cost increases. An increase of \$55,352 is anticipated over the original estimate. This consists of \$44,282 in CPG funds and \$11,070 in local match.

Projects

Projects included in the 2024 work program were reviewed relative to budget and scope. Input has been received regarding the need to complete the Heartland Trail Alignment Study sooner rather than later to put Clay County in the position of receiving funding for the project, so the study was moved into 2024 rather than spread over two years. This change includes a request to NDDOT to waive the local match on the half of the study that was originally in the 2025 work program in keeping with the Completes Streets / Safety and Accessibility opportunity that was put forward with the IJJA. If the local match can be waived on half of the study, it would keep the project budget neutral for 2024.

Additional budget is requested for three other projects, as shown in Attachment 1, to better serve the needs of those projects. West Fargo in particular specifically asked if an analysis of the 26th Street W extension could be included in the study of extending either 15th Street W or 13th Avenue over the Sheyenne Diversion and I-94.

2024 Additional Local Match

For 2024 Budgeting purposes, the updated total 2024 local match estimated with this UPWP amendment is shown below:

	Cass County	Clay County	Dilworth	Fargo	Horace	Moorhead	West Fargo	Other
Operations and Overhead	\$12,944	\$14,897	\$4,884	\$122,109	\$3,175	\$47,134	\$39,563	\$26,820 (MnDOT)
Projects	\$16,487	\$46,348	\$15,919	\$54,500	\$596	\$29,835	\$71,378	\$7,000*
Total	\$29,431	\$61,245	\$20,803	\$179,659	\$3,771	\$76,969	\$110,941	\$33,820

*MnDOT \$1,000 for ATAC signalized intersection project; \$3,000 each from Glyndon and Hawley for Heartland Trail Study

Requested Action: Recommend Approval of Amendment 2 to the 2023-2024 UPWP to the Policy Board.

Metro COG 2023-2024 Budget Summary

2023 Internal Operations and Overhead

Metro COG’s personnel costs have been updated with actual insurance and health savings account costs and the 2023 salary adjustment that was approved by the Policy Board at year-end.

Overhead costs have been adjusted to account for actual figures rather than estimates to the extent possible. The addition of a new, upgraded server has been included in the IT budget, as well as the cost of upgrading to ESRI ArcPro to ensure consistency with most of our local GIS staff, who are in the midst of that transition.

The costs shown in the attached table reflect an increase in CPG funds of \$40,405 for Operations and Overhead over what was approved in the UPWP.

2023 Projects

Metro COG’s 2023 projects are reflected as approved in the UPWP. However, five additions to the scope have been requested. Each addition is described below:

1. [Metro Railroad Needs Study](#) – BNSF has participated in two meetings with Metro COG and local officials to ask for the metro area’s participation in a rail study. They have offered \$100,000 in financial participation. Metro COG has asked for their participation to be increased to \$150,000. Local jurisdictions have identified several matters that they would like studied relative to railroad bridges, street alignments near railroads, conversion of at-grade crossings to grade separations, and future roadway extensions that will require railroad grade separations.

Estimated cost: \$400,000 (\$250,000 CPG, \$62,500 match from BNSF, and \$87,500 in overmatch from BNSF)

2. [Uni10 Scope Amendment](#) – More funds are needed to fully fund the second phase of this project, where strategies to improve traffic operation, bicycle and pedestrian safety, vehicular safety, quality of life, and reduce speeding will be considered and additional public engagement will be carried out. This will involve working closely with neighborhood associations, NDSU, the Fargo School District and downtown property owners.

Estimated cost: \$125,000 (\$100,000 CPG, \$25,000 local)

3. [Horace Downtown/Core Neighborhood Plan](#) – This study was partially funded when it was added to the 2023 UPWP as part of Amendment1. The intent was for the City of Horace to seek funding through a Partners in Planning grant and supplement with additional local funds over and above the required local match. However, the Partners in Planning grant cycle has not yet been initiated, and the scope of the project requires additional funding. The study would

examine improvements to connectivity between the older core neighborhoods and other adjacent parts of the city. It would also study existing street ROW and work with neighborhoods to consider changes that would improve upon bicycle and pedestrian safety. Options for the abandoned railroad corridor will be examined as a bike/ped corridor, and adjacent land uses will also be considered. The project will involve significant public engagement. A total of \$52,500 is currently budgeted in the UPWP (\$42,000 CPG, \$10,500 local). An additional \$62,500 is proposed. The City of Horace would continue to pursue the Partners in Planning grant to further supplement this project.

Estimated cost: \$62,500 (\$50,000 CPG, \$12,500 local)

4. [SS4A – Safety Action Plan](#) – This project needs to be added to the UPWP as the result of a separate grant. Metro COG applied for, and received, \$200,000 in SS4A funds to complete a safety action grant.

Estimated cost: \$250,000 (\$200,000 SS4A, \$50,000 local)

The projects described above would require an additional \$420,000 in CPG funding. These funds, combined with the increase of \$40,405 in Operations and Overhead funding, result in a total of **\$460,405** in additional CPG funds that Metro COG and our local jurisdictions are seeking to add to our 2023 UPWP.

2024 Internal Operations and Overhead

Metro COG’s personnel costs have been updated with more up-to-date information stemming from actual 2023 costs as well as the 2023 salary adjustment. This provides a more accurate starting point from which to build upon for the 2024 estimates.

Overhead cost estimates for 2024 have been updated, where necessary, based on actual changes experienced in 2023.

The costs shown in the attached table reflect an increase in CPG funds of \$41,990 for Operations and Overhead over what was approved in the UPWP.

2024 Projects

Metro COG’s 2024 projects are reflected as approved in the UPWP. However, four budget amendments have been requested. Each addition is described below:

1. [Heartland Trail Alignment Analysis](#) – This study will analyze and document alignment alternatives for the Heartland Trail, which currently exists east of Clay County. Portions of the trail outside Clay County have been the recipient of Minnesota bonding funds or other funding sources for design and/or construction. However, the Clay County portion of the trail requires further study, documentation of environmental considerations, public and property owner engagement, and examination of the tie-ins between rural and urban segments to better prepare this portion of for construction. This project was scoped and budgeted to begin in 2024 and continue into 2025. This was done to spread out the cost of the project and the local match.

Ideally, Metro COG would be able to make an amendment that entails a) moving the second half of the project into 2024, and b) waiving the local match for all, or the newly added portion of the project, under the safe and accessible transportation provisions of IJJA.

Estimated cost: \$125,000 (\$125,000 CPG, 0 local – seek waiver through safe and accessible transportation provision of IJJA)

2. [Bridge Crossing Study at 76th Ave S and 100th Ave S](#) – This study was included in the 2024 UPWP for \$200,000 (\$160,000 CPG, \$40,000 local). However, the scope of the project warrants additional funding to ensure that the project sufficiently accounts for the Red River Diversion, the property acquisitions that have taken place, and the multi-jurisdictional nature of the project. The purpose of the project is to review and refresh the 76th Ave S river crossing analysis that was completed over 20 years ago, and also study the alignment and implications of a 100th Avenue S bridge corridor.

Estimated cost: \$62,500 (\$50,000 CPG, \$12,500 local)

3. [15th Avenue N Corridor Study through Moorhead, Dilworth and Clay County](#) – This study was included in the 2024 UPWP for \$150,000. Due to the multi-jurisdictional nature of the project and the need to study both the urban segments of the corridor and the rural segments that will be phasing into urbanized segments, a higher budget would be very beneficial to the project. Bicycle and pedestrian connectivity is an important aspect of this project, along with its relationship to the adjacent drainage channel. Phased intersection improvements should be addressed, as well as the impact of agricultural freight on the corridor both now, and in the future, as a demand will continue to exist in the general area due to the presence of the American Crystal Sugar processing facility north of the corridor in Moorhead. Public and property owner engagement will be a crucial element of the study.

Estimated cost: \$30,000 (\$24,000 CPG, \$6,000 local)

4. [13th Ave S \(or 15th Ave W\) Overpass at I-94 and Sheyenne Diversion](#) – the City of West Fargo has asked for the ability (i.e. budget) to add the 26th Street corridor extension to the south into the area that would also be accessed by an extension of either 13th Ave S or 15th Street W across I-94 and the Sheyenne Diversion channel. The completion of the Red River Diversion will bring approximately 2,000 acres of land coming out of the floodplain between the Red River Diversion and the Sheyenne Diversion. West Fargo anticipates this as a growth area. Furthermore, 26th Street is envisioned as a significant north/south corridor that would connect this area to the north, through the industrial area just north of Main Ave and beyond. The City is already looking at potential alignments for an interchange at Main Ave and I-94 that would incorporate 26th Street for the purpose of ROW preservation.

Estimated cost: \$100,000 (\$80,000 CPG, 20,000 local)

The projects described above would require an additional \$279,000 in CPG funding. These funds, combined with the increase of \$41,990 in Operations and Overhead funding, result in a total of **\$320,990** in additional CPG funds that Metro COG and our local jurisdictions are seeking to add to our 2024 UPWP.

Fargo-Moorhead Metropolitan Council of Governments 2023-2024 Adjusted Budget

	2023			2024	
Internal Operations & Overhead	Federal CPG	Local/State***	Overmatch	Federal CPG	Local/State***
Personnel (total loaded wages)	\$740,292.07	\$185,073.00		\$784,737.83	\$196,184.46
Overhead Costs	\$259,333.00	\$64,833.00		\$261,394.40	\$65,349.00
Subtotal	\$999,625.07	\$249,906.00		\$1,046,132.23	\$261,533.46
Federal + Local/State	\$1,249,531.07			\$1,307,665.69	
2023 Projects	Federal CPG	Local/State*	Overmatch		
NDSU ATAC Annual Participation	\$8,000.00	\$2,000.00			
MTP (Year 1 of 2)	\$144,000.00	\$36,000.00			
Metro RR Needs Study (Uses BNSF \$ for local match & overmatch)	\$250,000.00	\$62,500.00	\$87,500.00		
Travel Demand Model Update Yr. 2	\$32,000.00	\$8,000.00			
Interstate Ops Analysis (Yr. 3 of 3) (also includes \$28K DOT overmatch)	\$83,555.00	\$25,780.00	\$15,110.00		
Electric Vehicle Readiness Study (CRP)	\$120,000.00	\$30,000.00			
Moorhead Intersection Data Collection (Yr. 2 of 3)	\$9,896.00	\$2,474.00			
Signalized Intersections Traffic Data	\$80,000.00	\$20,000.00			
Moorhead I-94/20th St Interchange Analysis	\$120,000.00	\$30,000.00			
Uni10 Corridor Study (Yr. 3 of 3)	\$20,000.00	\$5,000.00			
Uni10 Scope Amendment	\$100,000.00	\$25,000.00			
West Perimeter Highway Corridor Study	\$200,000.00	\$50,000.00			
Horace Downtown Neighborhood Plan	\$42,000.00	\$10,500.00			
Horace Downtown Neighb Plan - Addl. Budget	\$50,000.00	\$12,500.00			
SS4A - Safety Action Plan (separate SS4A grant)	\$200,000.00	\$50,000.00			
2024 Projects				Federal CPG	Local/State
NDSU ATAC Annual Participation				\$8,000.00	\$2,000.00
MTP (Year 2 of 2)				\$176,000.00	\$44,000.00
Heartland Trail Alignment Analysis (Yr. 1 of 2)				\$100,000.00	\$25,000.00
Heartland Trail Alignment Analysis (Yr. 2 of 2)**				\$125,000.00	\$0.00
Vehicular Bridge Xing Study at 76th Ave S & 100th Ave S				\$160,000.00	\$40,000.00
Budget Amendment for the study above				\$50,000.00	\$12,500.00
15th Ave N Corridor Study (Moorhead, Dilworth, Clay Co)				\$120,000.00	\$30,000.00
Budget increase for the study above				\$24,000.00	\$6,000.00
13th Ave S (or 15th St. W) overpass at I-94 & Sheyenne Diversion)				\$160,000.00	\$40,000.00
Addition to the above: 26th St/Main/I-94 Connectivity				\$80,000.00	\$20,000.00
Intersection Data Collection and Reporting - Expansion Project				\$80,000.00	\$20,000.00
Moorhead Intersection Traffic Data Collection (Yr. 3 of 3)				\$9,896.00	\$2,474.00
Subtotal	\$1,459,451.00	\$369,754.00	\$102,610.00	\$1,092,896.00	\$241,974.00
Total	\$2,459,076.07	\$619,660.00	\$102,610.00	\$2,139,028.23	\$503,507.46
Minus Federal funds from other sources (CRP & SS4A grant)	\$-320,000.00				
Adjusted Total	\$2,139,076.07	\$619,660.00	\$102,610.00	\$2,139,028.23	\$503,507.46
Federal + Local and Overmatch	\$2,861,346.07			\$2,642,535.69	

Projects highlighted in orange are proposed to be added to the UPWP.

Projects shaded in dark blue are funded with non-CPG Federal sources.

*Local funds for Metro Railroad Needs Study includes BNSF funds for both local match, and additional overmatch.

Total of BNSF funds - \$150,000 with \$62,500 used as local match and \$87,500 as overmatch

**Moves the Year 2 of the Heartland Trail Alignment Analysis into the first year, and uses all CPG (waiving the local match).

***Does not include \$6,705 local match for MnDOT State Planning Funds

To: Policy Board members
From: Ben Griffith, AICP, Executive Director
Date: May 12, 2023
Re: **ND MPO CPG Funding Formula**

As a result of the 2020 Census, Minot now meets the minimum criteria in order to become an MPO. It's our understanding that NDDOT's CPG funding amount will not be increased but now requires dividing amongst four MPOs instead of three. Cindy and I met with the Executive Directors of both Grand Forks and Bis-Man twice via Teams the last week of April. Four alternative funding scenarios were discussed, as shown on Table 1.

At our last meeting on April 27, the three MPOs agreed on Scenario D, which is hi-lighted in yellow at the bottom of Table 1 with an enlarged version of Scenario D shown on Table 2. Scenario D was selected as it seemed to be the most equitable division of funds to the current MPOs while still providing enough "start-up" funding for the new MPO in Minot. Cindy had pointed out that the MPO in Mankato was the newest MPO in Minnesota and the first-year funding for Minot was approximately what Mankato would be receiving for FY 2024. We agreed to present our recommendation to our respective tech committees and policy boards and forward their recommendations to NDDOT and FHWA. This was transmitted jointly to NDDOT staff on April 28.

Since that time, the Bis-Man MPO Executive Director has indicated that while supportive of Scenario D, she would also be presenting Scenario A to her tech committee and policy board. The Grand Forks MPO Executive Director reiterated her intent to recommend Scenario D to her tech committee and policy board as shown in the attached tables.

At their regularly scheduled meeting on May 11, staff presented the attached tables to the Metro COG TTC, which unanimously recommended adoption of Scenario D to the Policy Board. The funding decision is ultimately up to NDDOT and FHWA, so the action requested is for the Policy Board to recommend adoption of Funding Scenario D to ND DOT and FHWA.

Requested Action: Recommend adoption of ND MPO CPG Funding Scenario "D" to NDDOT and FHWA.

Table #1

Potential CPG Formula Options (last revised 3/27/2023)
(Created through the cooperation of Executive Directors from BMMPO, GF/EGF MPO, and MetroCOG)

Current Scenario without Minot - Base Amount of \$120,000 per MPO

Entity	Percentage of Total	Splits	Base Amount	Total (based on 2023 Grant)	Total (based on Historic Avg)	Current Split	Gain or Loss (2023 to Current)	Gain or Loss (Historic Avg to Current)
Bis-Man MPO	30.21%	\$ 741,966.46	\$ 120,000.00	\$ 861,966.46	\$ 736,301.65	\$ 861,966.46	\$ (0.00)	\$ (125,664.81)
FM Metro COG	51.61%	\$ 1,267,435.99	\$ 120,000.00	\$ 1,387,435.99	\$ 1,172,773.86	\$ 1,387,435.99	\$ 0.00	\$ (214,662.13)
GF-EGF MPO	18.18%	\$ 446,556.55	\$ 120,000.00	\$ 566,556.55	\$ 490,924.50	\$ 566,556.55	\$ (0.00)	\$ (75,632.05)
Minot	N/A	N/A	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	100.00%	\$ 2,455,959.00	\$ 360,000.00	\$ 2,815,959.00	\$ 2,400,000.00			

Current Scenario with Minot Added - Base Amount of \$120,000 per MPO

Entity	Percentage of Total	Splits	Base Amount	Total (2023 Grant)	Total (Historic Avg)	Current Split	Gain or Loss (2023 to Current)	Gain or Loss (Hist Avg to Hist Avg)
Bis-Man MPO	26.12%	\$ 610,124.03	\$ 120,000.00	\$ 730,124.03	\$ 621,480.61	\$ 861,966.46	\$ (131,842.43)	\$ (114,401.14)
FM Metro COG	44.62%	\$ 1,042,304.91	\$ 120,000.00	\$ 1,162,304.91	\$ 976,704.00	\$ 1,387,435.99	\$ (225,131.08)	\$ (196,069.86)
GF-EGF MPO	15.72%	\$ 367,206.46	\$ 120,000.00	\$ 487,206.46	\$ 421,818.83	\$ 566,556.55	\$ (79,350.09)	\$ (69,105.67)
Minot	13.55%	\$ 316,407.32	\$ 120,000.00	\$ 436,407.32	\$ 380,065.38	\$ -	\$ 436,407.32	\$ 380,065.38
	100.00%	\$ 2,336,042.73	\$ 480,000.00	\$ 2,816,042.73	\$ 2,400,068.82			

Scenario A - Base Amount of \$200,000 per MPO

Entity	Percentage of Total	Splits	Base Amount	Total (2023 Grant)	Total (Historic Avg)	Current Split	Gain or Loss (2023 to Current)	Gain or Loss (Hist Avg to Hist Avg)
Bis-Man MPO	26.12%	\$ 526,543.93	\$ 200,000.00	\$ 726,543.93	\$ 617,900.51	\$861,966	\$ (135,422.53)	\$ (118,401.14)
FM Metro COG	44.62%	\$ 899,520.91	\$ 200,000.00	\$ 1,099,520.91	\$ 913,920.00	\$1,387,436	\$ (287,915.08)	\$ (258,853.86)
GF-EGF MPO	15.72%	\$ 316,903.33	\$ 200,000.00	\$ 516,903.33	\$ 451,515.69	\$566,557	\$ (49,653.22)	\$ (39,408.80)
Minot	13.55%	\$ 273,063.09	\$ 200,000.00	\$ 473,063.09	\$ 416,721.15	\$0	\$ 473,063.09	\$ 416,721.15
	100%	\$ 2,016,031.26	\$ 800,000.00	\$ 2,816,031.26	\$ 2,400,057.35	\$2,815,959		

Scenario B - No Base Amount per MPO

Entity	Percentage of Total	Splits	Base Amount	Total (2023 Grant)	Total (Historic Avg)	Current Split	Gain or Loss (2023 to Current)	Gain or Loss (Hist Avg to Hist Avg)
Bis-Man MPO	26.12%	\$ 735,494.18	\$ -	\$ 735,494.18	\$ 626,850.76	\$861,966	\$ (126,472.28)	\$ (109,450.89)
FM Metro COG	44.62%	\$ 1,256,480.91	\$ -	\$ 1,256,480.91	\$ 1,070,880.00	\$1,387,436	\$ (130,955.08)	\$ (101,893.86)
GF-EGF MPO	15.72%	\$ 442,661.17	\$ -	\$ 442,661.17	\$ 377,273.54	\$566,557	\$ (123,895.38)	\$ (113,650.96)
Minot	13.55%	\$ 381,423.67	\$ -	\$ 381,423.67	\$ 325,081.72	\$0	\$ 381,423.67	\$ 325,081.72
	100%	\$ 2,816,059.93	\$ -	\$ 2,816,059.93	\$ 2,400,086.02	\$2,815,959		

Scenario C - Base Amount of \$300,000 per MPO

Entity	Percentage of Total	Splits	Base Amount	Total (2023 Grant)	Total (Historic Avg)	Current Split	Gain or Loss (2023 to Current)	Gain or Loss (Hist Avg to Hist Avg)
Bis-Man MPO	26%	\$ 422,068.80	\$ 300,000.00	\$ 722,068.80	\$ 613,425.38	\$861,966	\$ (139,897.66)	\$ (122,876.27)
FM Metro COG	45%	\$ 721,040.91	\$ 300,000.00	\$ 1,021,040.91	\$ 835,440.00	\$1,387,436	\$ (366,395.08)	\$ (337,333.86)
GF-EGF MPO	16%	\$ 254,024.40	\$ 300,000.00	\$ 554,024.40	\$ 488,636.77	\$566,557	\$ (12,532.15)	\$ (2,287.73)
Minot	14%	\$ 218,882.81	\$ 300,000.00	\$ 518,882.81	\$ 462,540.86	\$0	\$ 518,882.81	\$ 462,540.86
	100%	\$ 1,616,016.92	\$ 1,200,000.00	\$ 2,816,016.92	\$ 2,400,043.01	\$2,815,959		

Scenario D - Higher Base Amount for Metro COG (TMA and Budgetary Needs) and Lesser Base Amount to Minot (Equitable to MN MPO Start-Up)

Entity	Percentage of Total	Splits	Base Amount	Total (2023 Grant)	Total (Historic Avg)	Current Split	Gain or Loss (2023 to Current)	Gain or Loss (Hist Avg to Hist Avg)
Bis-Man MPO	26%	\$ 395,950.02	\$ 300,000.00	\$ 695,950.02	\$ 587,306.60	\$861,966	\$ (166,016.44)	\$ (148,995.05)
FM Metro COG	45%	\$ 676,420.91	\$ 500,000.00	\$ 1,176,420.91	\$ 990,820.00	\$1,387,436	\$ (211,015.08)	\$ (181,953.86)
GF-EGF MPO	16%	\$ 238,304.67	\$ 300,000.00	\$ 538,304.67	\$ 472,917.04	\$566,557	\$ (28,251.88)	\$ (18,007.46)
Minot	14%	\$ 205,337.73	\$ 200,000.00	\$ 405,337.73	\$ 348,995.79	\$0	\$ 405,337.73	\$ 348,995.79
	100%	\$ 1,516,013.33	\$ 1,300,000.00	\$ 2,816,013.33	\$ 2,400,039.43			

Table #2

MPO-Supported Scenario - Higher Base Amount for Metro COG Due to TMA and Budgetary Needs							
Entity	Percent of Total	Splits	Base Amount	Total		Current Split	Gain or Loss
Bis-Man MPO	26%	\$	395,950.02	\$ 300,000.00	\$ 695,950.02	\$861,966	\$ (166,016.44)
FM Metro COG	45%	\$	676,420.91	\$ 500,000.00	\$ 1,176,420.91	\$1,387,436	\$ (211,015.08)
GF-EGF MPO	16%	\$	238,304.67	\$ 300,000.00	\$ 538,304.67	\$566,557	\$ (28,251.88)
Minot	14%	\$	205,337.73	\$ 200,000.00	\$ 405,337.73	\$0	\$ 405,337.73
	100%	\$	1,516,013.33	\$ 1,300,000.00	\$ 2,816,013.33		



To: Policy Board
From: Paul Bervik, PE, CFM
Date: May 12, 2023
Re: **Carbon Reduction Program (CRP) Project Funding Designation: FY 2024 and FY 2025**

Metro COG recently opened a solicitation for projects for Carbon Reduction Program (CRP) funding in federal fiscal years 2024 and 2025 on the North Dakota portion of our MPA, and only federal fiscal year 2024 in Minnesota portion of our MPA. The Minnesota FY 2025 CRP funding will be programmed through a future solicitation. Table 1 below lists the estimated funding available in CRP funding through this solicitation. Unlike other transportation funding sources, CRP funding can be used within Metro COG's Metropolitan Planning Area (MPA), not just the Urbanized Area (UZA).

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	

Starting October 1, 2023, Metro COG's urbanized area (UZA) will be designated a Transportation Management Area (TMA), and as such will be given the responsibility to solicit, program, select, and track projects utilizing the funding sources it receives as a direct-suballocation. CRP is one of those funding sources.

This is a new process because Metro COG is achieving TMA status, but also because CRP is a new funding source created through the Infrastructure Investment and Jobs Act (IIJA). The intent of the funding program is to invest in transportation infrastructure that can lower carbon emissions. There are many eligible projects that can be funded through CRP, including (but not limited to):

- Purchase of electric vehicles or electric vehicle charging infrastructure
- Construction of bicycle and pedestrian facilities
- Replacement of roadway lighting with LEDs

Below is a list of the projects submitted for CRP funding, which are grouped by state and fiscal year. The TTC was asked as a group to review the technical aspects of each project in regards to the project's technical soundness, impact to the transportation network, timeliness, and potential impact to historically disadvantaged communities. The results of TTC's technical evaluations are found on the following pages. Metro COG is requesting Policy Board to prioritize and ultimately the select projects for funding, including the amount of funding designated for each project. This is a new process being implemented stemming from feedback garnered from the STBG project selection process undertaken in February of this year.

Minnesota CRP Projects FY 2024 (\$122,000): – Metro COG received two (2) project applications for Carbon Reduction Program (CRP) funding in FY 2024 for Minnesota following Metro COG's solicitation of projects released in March 2023.

Jurisdiction	Project Name	Total Requested 2024 Funds
Moorhead	LED Lighting Upgrade	\$76,650.00
Dilworth	Rectangular Rapid-Flash Beacon (RRFB)	\$44,000.00

North Dakota CRP Projects FY 2024 (\$1,120,000): – Metro COG received five (5) project applications for Carbon Reduction Program (CRP) funding in FY 2024 for North Dakota following Metro COG's solicitation of projects released in March 2023.

Jurisdiction	Project Name	Total Requested 2024 Funds
Fargo	25th Street Shared Use Path	\$520,000
Fargo	Drain 27 Shared Use Path near Deer Creek	\$794,000
West Fargo	Electric Vehicle and Charging Station Purchase	\$300,000
West Fargo	LED Lighting Upgrade	\$300,000
Casselton	Governor's Drive Shared Use Path	\$680,000

North Dakota CRP Projects FY 2025 (\$1,140,000): – Metro COG has received three (3) project applications for Carbon Reduction Program (CRP) funding in FY 2025 for North Dakota following Metro COG's solicitation of projects released in March 2023.

Jurisdiction	Project Name	Total Requested 2025 Funds
Fargo	Red River Trail near the VA Hospital	\$1,086,355
West Fargo	Electric Vehicle Purchase	\$300,000
Casselton	Governor's Drive Shared Use Path	\$820,000

See below for more information about all of the above listed projects.

LED Streetlight Upgrade (Moorhead)

Primary Improvement: Replacing High-Pressure Sodium (HPS) light bulbs with LED light bulbs

Total Project Cost: \$95,812

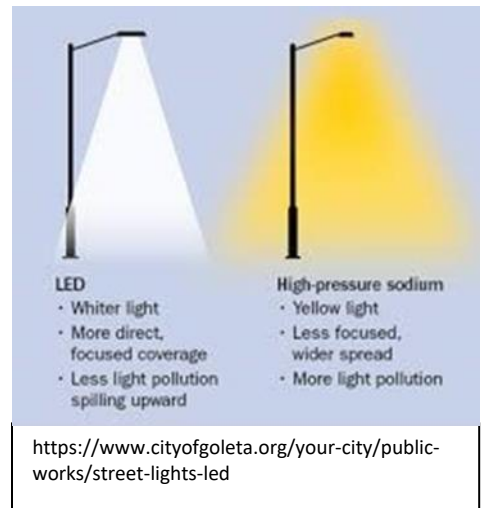
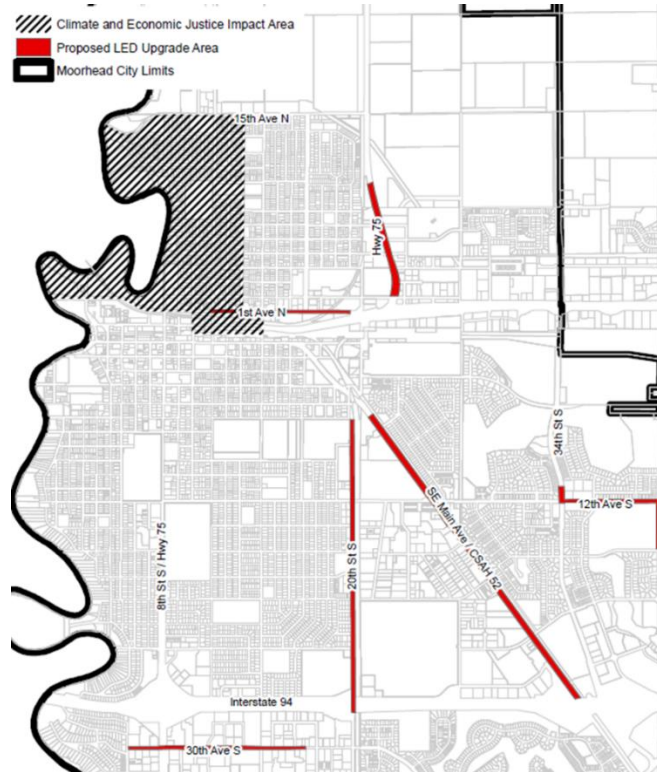
Requested 2024 CRP: \$76,650 (80%)

Required Local Match: \$19,162 (20%) (City of Moorhead)

Estimated Carbon Reduction: 92.8 kg/day

Carbon Reduction Ratio / \$100,000 Requested: 121.1

Consistent with Previous Metro COG Planning Efforts: Yes



TTC Technical Evaluation:

<p>Technical Soundness: Yes This is a well-established project with no foreseeable obstacles.</p>	<p>Timeliness/Urgency: Yes The proposed lights need to be replaced as part of regularly scheduled maintenance.</p>
<p>Impact to the Transportation System: Yes A change from traditional High Pressure Sodium Bulbs to LED lights has a significant cost saving from energy use and increased life span of the LED bulbs.</p>	<p>Impact to the Title VI and EJ Populations: Yes This project intersects a climate and economic justice impact area.</p>

Rectangular Rapid-Flash Beacon (RRFB) at Intersection of County Road 9 and 4th Avenue NW (Dilworth)

Primary Improvement: Construction of a Rectangular Rapid-Flash Beacon (RRFB)

Total Project Cost: \$60,000

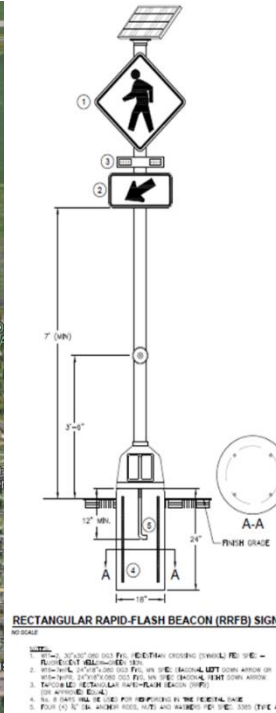
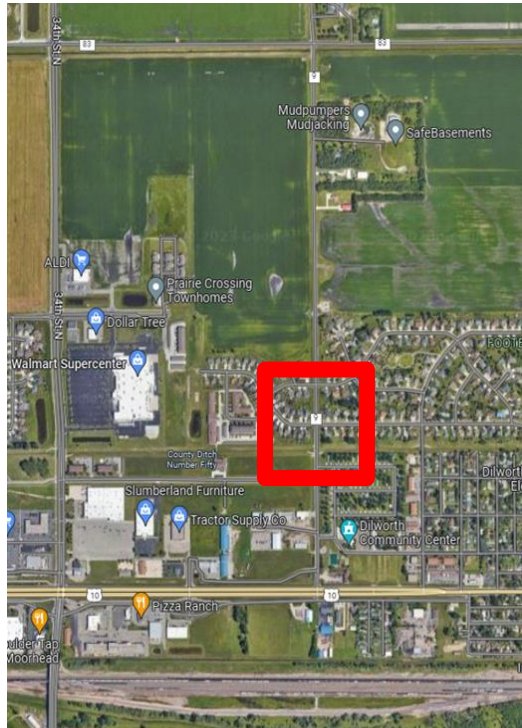
Requested 2024 CRP: \$44,000 (73%)

Required Local Match: \$16,000 (27%) (City of Dilworth)

Estimated Carbon Reduction: 75.0 kg/day

Carbon Reduction Ratio / \$100,000 Requested: 170.4

Consistent with Previous Metro COG Planning Efforts: Yes



TTC Technical Evaluation:

<p><u>Technical Soundness:</u> Yes</p> <p>This is a well-established project with no foreseeable obstacle.</p>	<p><u>Timeliness/Urgency:</u> Yes</p> <p>Dilworth is completing a Safe Routes to School Plan. This improvement has been recognized in that plan. Material costs are anticipated to continue to increase, therefore purchasing this sooner will be beneficial to the city.</p>
<p><u>Impact to the Transportation System:</u> Yes</p> <p>Adding pedestrian safety measures will lead to an increased share of trips.</p>	<p><u>Impact to the Title VI and EJ Populations:</u> Moderate</p> <p>Title VI and EJ populations dispersed throughout the city limits.</p>

25th Street Shared Use Path (Fargo)

Primary Improvement: Construction of a Shared Use Path

Total Project Cost: \$650,000

Requested 2024 CRP: \$520,000 (80%)

Required Local Match: \$130,000 (20%) (City of Fargo)

Estimated Carbon Reduction: 75.0 kg/day

Carbon Reduction Ratio / \$100,000 Requested: 14.4

Consistent with Previous Metro COG Planning Efforts: Yes



TTC Technical Evaluation:

<p>Technical Soundness: Yes This is a well-established project with no foreseeable obstacles.</p>	<p>Timeliness/Urgency: No There is already a shared use path on the east side of this roadway.</p>
<p>Impact to the Transportation System: Moderate There is already a shared use path on the east side of this roadway.</p>	<p>Impact to the Title VI and EJ Populations: No No known Title VI or EJ Populations in this area. These groups will see a minimal benefit from the increased connectivity of the system.</p>

Drain 27 near Deer Creek (Fargo)

Primary Improvement: Construction of a Shared Use Path

Total Project Cost: \$992,552

Requested 2024 CRP: \$794,000 (80%)

Required Local Match: \$199,000 (20%) (City of Fargo)

Estimated Carbon Reduction: 56.2 kg/day

Carbon Reduction Ratio / \$100,000 Requested: 7.1

Consistent with Previous Metro COG Planning Efforts: Yes



TTC Technical Evaluation:

<p><u>Technical Soundness:</u> Moderate</p> <p>Veterans Boulevard extension could require a future realignment of this path.</p>	<p><u>Timeliness/Urgency:</u> Moderate</p> <p>There is an existing shared use path connecting the Deer Creek development to the existing system along the existing roadway corridors.</p>
<p><u>Impact to the Transportation System:</u> Yes</p> <p>Adding pedestrian safety measures will lead to an increased share of trips.</p>	<p><u>Impact to the Title VI and EJ Populations:</u> No</p> <p>No known Title VI or EJ Populations in this area. These groups will see a minimal benefit from the increased connectivity of the system.</p>

Electric Vehicles and Charging Stations (West Fargo)

Primary Improvement: Purchasing 6 electric vehicles and 4 level 2 charging stations

Total Project Cost: \$376,000

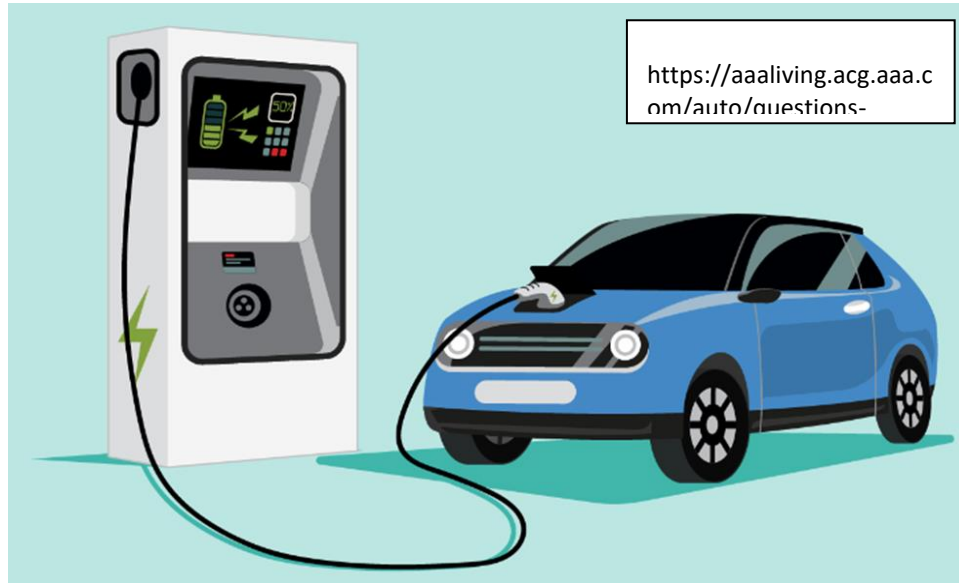
Requested 2026 CRP: \$300,000 (80%)

Required Local Match: \$76,000 (20%) (City of West Fargo)

Estimated Carbon Reduction: 56.6 kg/day

Carbon Reduction Ratio / \$100,000 Requested: 9.4 (includes 2025 funding)

Consistent with Previous Metro COG Planning Efforts: Yes



TTC Technical Evaluation:

<p><u>Technical Soundness:</u> Yes</p> <p>This type of project is specifically called out as eligible in the list of eligible activities for this funding source.</p>	<p><u>Timeliness/Urgency:</u> Yes</p> <p>The proposed EV purchases are replacement vehicles as part of West Fargo's regularly scheduled vehicle replacement.</p>
<p><u>Impact to the Transportation System:</u> No</p> <p>The total number of vehicles on the roadway will not be impacted.</p>	<p><u>Impact to the Title VI and EJ Populations:</u> No</p> <p>No known Title VI or EJ Populations in this area. These groups will see a minimal benefit from the carbon reduction of the system.</p>

LED Streetlight Upgrade (West Fargo)

Primary Improvement: Replacing High-Pressure Sodium (HPS) light bulbs with LED light bulbs

Total Project Cost: \$375,000

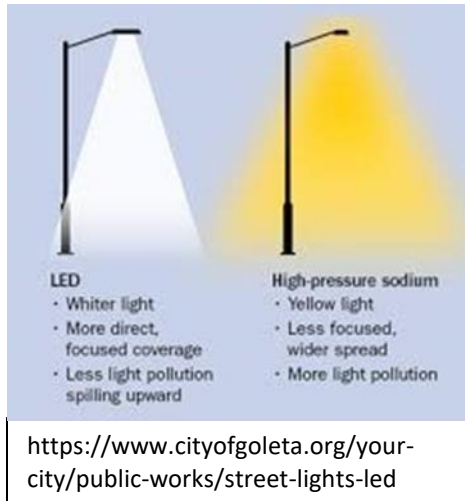
Requested 2026 CRP: \$300,000 (80%)

Required Local Match: \$75,000 (20%) (City of West Fargo)

Estimated Carbon Reduction: 192.5 kg/day

Carbon Reduction Ratio / \$100,000 Requested: 64.2

Consistent with Previous Metro COG Planning Efforts: Yes



TTC Technical Evaluation:

<p><u>Technical Soundness:</u> Yes</p> <p>This is a well-established project with no foreseeable obstacles.</p>	<p><u>Timeliness/Urgency:</u> Moderate</p> <p>The City of West Fargo is slowly converting their remaining High Pressure Sodium lights to LED lights. This project would convert the remainder of the system.</p>
<p><u>Impact to the Transportation System:</u> Yes</p> <p>A change from traditional High Pressure Sodium Bulbs to LED lights has a significant cost saving from energy use and increased life span of the LED bulbs.</p>	<p><u>Impact to the Title VI and EJ Populations:</u> No</p> <p>No known Title VI or EJ Populations in this area. These groups will see a minimal benefit from the decrease in system maintenance cost.</p>

Governors Drive Shared Use Path (Casselton)

Primary Improvement: Construction of a Shared Use Path

Additional Improvements: Construction of a Rectangular Rapid-Flash Beacon (RRFB) at two (2) intersections. Construction of a pedestrian bridge.

Total Project Cost: \$850,000

Requested 2024 CRP: \$680,000(80%)

Required Local Match: \$170,000 (20%) (City of Casselton)

Estimated Carbon Reduction: 91 kg/day

Carbon Reduction Ratio / \$100,000 Requested: 6.1 (includes 2025 funding)

Consistent with Previous Metro COG Planning Efforts: Yes



TTC Technical Evaluation:

<p>Technical Soundness: Yes</p> <p>This is a well-established project with no foreseeable obstacles.</p>	<p>Timeliness/Urgency: Yes</p> <p>Residents have to travel on the edge of Governor's Drive for roughly 1 mile if they would like to solicit the businesses on the south end of town as a pedestrian. The amount of pedestrian traffic has increased with the recent opening of a Dairy Queen.</p>
<p>Impact to the Transportation System: Yes</p> <p>Adding pedestrian safety measures will lead to an increased share of trips.</p>	<p>Impact to the Title VI and EJ Populations: No</p> <p>No known Title VI or EJ Populations in this area. These groups will see a minimal benefit.</p>

Red River Trail near the VA Hospital (Fargo)

Primary Improvement: Construction of a Shared Use Path

Total Project Cost: \$1,357,919

Requested 2024 CRP: \$1,086,335 (80%)

Required Local Match: \$271,000 (20%) (City of Fargo)

Estimated Carbon Reduction: 146.6 kg/day

Carbon Reduction Ratio / \$100,000 Requested: 13.5

Consistent with Previous Metro COG Planning Efforts: Yes



TTC Technical Evaluation:

<p><u>Technical Soundness:</u> Moderate</p> <p>A known gas line will have to be mitigated.</p>	<p><u>Timeliness/Urgency:</u> Moderate</p> <p>This project has been requested for a while, but is not urgent.</p>
<p><u>Impact to the Transportation System:</u> Yes</p> <p>Adding pedestrian safety measures will lead to an increased share of trips.</p>	<p><u>Impact to the Title VI and EJ Populations:</u> No</p> <p>No known Title VI or EJ Populations in this area. These groups will see a minimal benefit from the increased connectivity of the system.</p>

Electric Vehicles (West Fargo)

Primary Improvement: Purchasing 6 electric vehicles

Total Project Cost: \$376,000

Requested 2026 CRP: \$300,000 (80%)

Required Local Match: \$76,000 (20%) (City of West Fargo)

Estimated Carbon Reduction: 56.6 kg/day

Carbon Reduction Ratio / \$100,000 Requested: 9.4 (includes 2024 funding)

Consistent with Previous Metro COG Planning Efforts: Yes



TTC Technical Evaluation:

<p><u>Technical Soundness:</u> Yes</p> <p>This type of project is specifically called out as eligible in the list of eligible activities for this funding source.</p>	<p><u>Timeliness/Urgency:</u> Yes</p> <p>The proposed EV purchases are replacement vehicles as part of West Fargo's regularly scheduled vehicle replacement.</p>
<p><u>Impact to the Transportation System:</u> No</p> <p>The total number of vehicles on the roadway will not be impacted.</p>	<p><u>Impact to the Title VI and EJ Populations:</u> No</p> <p>No known Title VI or EJ Populations in this area. These groups will see a minimal benefit from the carbon reduction of the system.</p>

Governors Drive Shared Use Path (Casselton)

Primary Improvement: Construction of a Shared Use Path

Additional Improvements: Construction of a Rectangular Rapid-Flash Beacon (RRFB) at two (2) intersections. Construction of a pedestrian bridge.

Total Project Cost: \$1,025,000

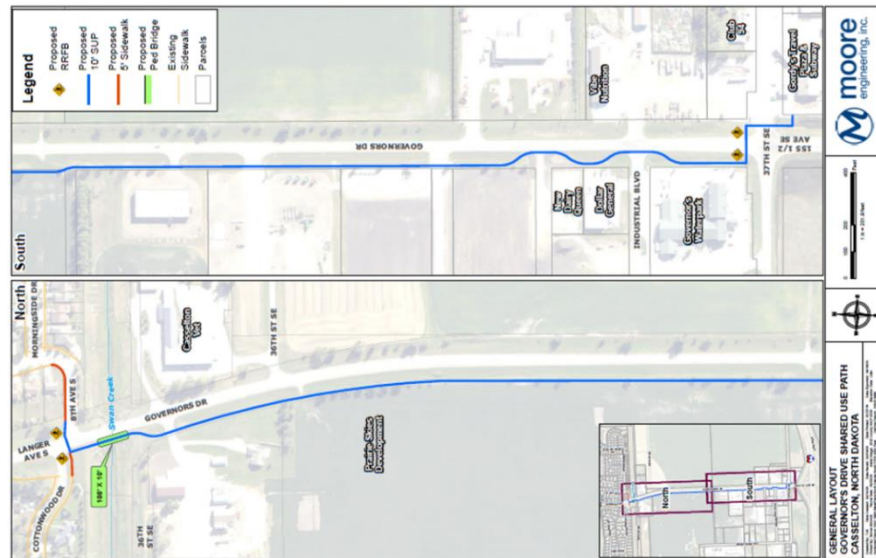
Requested 2024 CRP: \$820,000 (80%)

Required Local Match: \$205,000 (20%) (City of Casselton)

Estimated Carbon Reduction: 91 kg/day

Carbon Reduction Ratio / \$100,000 Requested: 6.1 (includes 2024 funding)

Consistent with Previous Metro COG Planning Efforts: Yes



TTC Technical Evaluation:

<p>Technical Soundness: Yes This is a well-established project with no foreseeable obstacles.</p>	<p>Timeliness/Urgency: Yes Residents have to travel on the edge of Governor's Drive for roughly 1 mile if they would like to solicit the businesses on the south end of town as a pedestrian. The amount of pedestrian traffic has increased with the recent opening of a Dairy Queen.</p>
<p>Impact to the Transportation System: Yes Adding pedestrian safety measures will lead to an increased share of trips.</p>	<p>Impact to the Title VI and EJ Populations: No No known Title VI or EJ Populations in this area. These groups will see a minimal benefit from the increased connectivity of the system.</p>

All of the projects submitted for CRP funding are consistent with the goals, objectives, and policies of the Metro COG Metropolitan Transportation Plan (MTP), Metro Grow: 2045 Fargo-Moorhead Transportation Plan.

We cannot stress the following point enough:

- Projects selected for funding must be feasible and unlikely to be delayed or deemed infeasible as they go through project development and design due to environmental, geotechnical, or permitting issues.

Attachments

1. Moorhead LED Lighting Upgrade
2. Dilworth Rectangular Rapid-Flash Beacon
3. Fargo Red River Trail near the VA Hospital
4. Fargo 25th Street Shared Use Path
5. Fargo Drain 27 Shared Use Path near Deer Creek
6. West Fargo Electric Vehicles and Chargers
7. West Fargo LED Lighting Upgrade
8. Casselton Governors Drive Shared Use Path

Requested Action: Metro COG requests the Policy Board prioritize the list of projects and decide on a funding designation for each project.



Carbon Reduction Program Application

Step 1: Project Information

Project Summary:

Project Location: LED Streetlight Upgrade at Various Locations			
Lead Jurisdiction: City of Moorhead			
Project Contact: Bob Zimmerman		Contact Phone: 218.299.5393	
Contact Email Address: bob.zimmerman@moorheadmn.gov		AC:	<input type="radio"/> Y <input checked="" type="radio"/> N
Anticipated Bid Letting Date:	N/A	Anticipated Project Completion Date:	12-31-24
State:	<input type="checkbox"/> North Dakota	<input checked="" type="checkbox"/> Minnesota	
Funding FY:	<input checked="" type="checkbox"/> FY2024	<input type="checkbox"/> FY2025	
Funding Requested:	\$76,650		

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
Local Match (20%)	\$19,162
Grant Request	\$76,650
Total Project Cost:	\$95,812

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?](#)

The proposed project will replace High-Pressure Sodium (HPS) light bulbs in existing light poles with new, more efficient, LED light bulbs along several arterial and collector roadways including portions of 1st Ave N, Hwy 75, 12th Ave S, 20th St S, 30th Ave S, and SE Main Ave/CSAH 52. Many of the proposed locations have access to multi-use trails and transit stops. This is an eligible project because street lighting is being upgraded to new energy-efficient alternatives.

Project Map and Documentation:

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. Also, if applicable, please provide other materials that document the need for the proposed project in local or regional plans or studies.

- A project map has been included as an attachment to the application
- Additional materials are attached that document the need for the proposed project

Estimated Carbon Reduction Resulting from the Project:

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

Impact to Disadvantaged Communities per Justice40:

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

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

Tract number 27027020202 is impacted by the proposed project along 1st Ave N between 11th Street N and 13th Street N. Several properties along 1st Avenue N between 10th and 11th St N have been acquired by the City in order to construct an underpass at 11th St and will be/have been demolished. Remaining uses along 1st Avenue N in the affected area include a fire station, triplex house, and an auto repair business on the north side. One marine business and vacant land lines 1st Avenue N on the south side of the road within the proposed improvement area.

LED lighting can improve brightness and is more directionally focused compared to HPS lighting. Potential benefits include increased security for pedestrians and cyclists, reduction in crime from brighter streets, and increased visibility for drivers. This could lead to a mode-shift encouraging more people to walk, bike, or roll, or take transit.

Negative impacts are anticipated to be minimal. Improved lighting from LED lights can increase light pollution which could shine into windows and further reduce the ability to see the night sky.









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:

<p>FM Metro COG MTP 2045 Metro Grow Planning Goals</p>	<p>If applicable, describe: -How this project contributes to each Planning Goal listed below -Specifically, how does this project contribute to carbon reduction through efforts in each MTP planning goal area</p>
 <p>Safety System and Security</p>	<p>Better lighting can increase attractiveness, comfort, and safety for pedestrians, cyclists, and transit users which could lead to a mode-shift further increasing carbon reductions. Furthermore, better lighting makes it easier for drivers to see pedestrians and cyclists and has the potential to reduce accidents.</p>
 <p>Travel Efficiency and Reliability</p>	
 <p>Walking and Biking</p>	<p>Better lighting could lead to increased use of existing sidewalks and multi-use trails by providing well-lit streets that make it more attractive, comfortable, and safe for pedestrians and cyclists. Better lighting also makes it easier for drivers to see pedestrians and cyclists and has the potential to reduce accidents.</p>
 <p>Transit Access</p>	<p>Better lighting could lead to increased transit use by making it easier to find bus stops and increasing comfort and safety for anyone waiting at a bus stop when it's dark. Increased transit usage would increase carbon reduction by removing single-occupant vehicles from the road.</p>
 <p>Maintain Transportation Infrastructure</p>	
 <p>Environmental Sustainability</p>	<p>LED lighting uses less energy compared to HPS lighting which reduces the amount of energy consumed.</p>
 <p>Economic Development and Transportation Decisions</p>	
 <p>Emerging Transportation Trends</p>	

Relationship to State Carbon Reduction Priorities:

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

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

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

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

[Minnesota Climate Action Framework](#)

[Pathways to Decarbonizing Transportation Report](#)

Carbon Reduction Program Application

Step 1: Project Information

Project Summary:

Project Location: Intersection of 9th Street SW (County Rd. 9) and 4th Avenue NW			
Lead Jurisdiction: City of Dilworth			
Project Contact: Peyton Mastera, City Admin.		Contact Phone: (218) 287-2313	
Contact Email Address: lpeytonmastera@ci.dilworth.mnm.us		AC:	<input type="radio"/> Y <input checked="" type="radio"/> N
Anticipated Bid Letting Date:	Apr, 2024	Anticipated Project Completion Date:	Nov, 2024
State:	<input type="checkbox"/> North Dakota	<input checked="" type="checkbox"/> Minnesota	
Funding FY:	<input checked="" type="checkbox"/> FY2024	<input type="checkbox"/> FY2025	
Funding Requested:	\$44,000		

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
CRP Funding	\$44,000
City of Dilworth	\$16,000
Total Project Cost:	\$60,000

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?](#)

Installation of a RRFB to enhance the safety of bicyclists and pedestrians crossing 9th Street NW. This is not only a safety enhancement, but will encourage greater use of 4th Avenue NW by bicyclists and pedestrians to access western commercial nodes in Dilworth; thereby lowering the use of motorized vehicles and achieving a reduced carbon footprint by those users. This is an eligible project as it improves safety and traffic flow at a major intersection on a shared use path through enhanced intelligent technology (signalization) and reduction of carbon emissions.

Project Map and Documentation:

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. Also, if applicable, please provide other materials that document the need for the proposed project in local or regional plans or studies.

- A project map has been included as an attachment to the application
- Additional materials are attached that document the need for the proposed project

Estimated Carbon Reduction Resulting from the Project:

The [CMAQ Emissions Calculator](#) estimates the total carbon reduction of: 74.975 kg/d

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).

This project will have a positive impact in providing a signalized crossing on a shared use path providing enhanced safety and usage for pedestrians and bicyclists who are members of disadvantaged communities living in the City of Dilworth.









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:

<p>FM Metro COG MTP 2045 Metro Grow Planning Goals</p>	<p>If applicable, describe: -How this project contributes to each Planning Goal listed below -Specifically, how does this project contribute to carbon reduction through efforts in each MTP planning goal area</p>
 Safety System and Security	<p>Increase safety through signalization acheiving reduced pedestrian and bicycle conflicts/ crashes with motor vehicles.</p>
 Travel Efficiency and Reliability	<p>Improve travel efficiency and reliability through signalization, reducing congestion and traffic conflicts between vehicles and pedestrian/bicycle traffic.</p>
 Walking and Biking	<p>Acheiving greater level of service of a shared use path system by pedestrian and bicyclists through a signalized intersection creating consistant safe and efficient crossing.</p>
 Transit Access	
 Maintain Transportation Infrastructure	
 Environmental Sustainability	<p>Reduce energy consumption though increased pedestrian and bicycle usage of a shared use path to travel between residential areas and commercial nodes.</p>
 Economic Development and Transportation Decisions	<p>Promotes sustainability of shared use path usage by citizens that will enhance economic benefits for the community.</p>
 Emerging Transportation Trends	<p>Utilize intelligent technology to enhance the transportation system.</p>

Relationship to State Carbon Reduction Priorities:

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

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

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

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

[Minnesota Climate Action Framework](#)

[Pathways to Decarbonizing Transportation Report](#)

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 26th of April (month), 2023 (year).

In Witness Thereof:

Peyton Mastra, City Administrator 4-26-23

Chad Olson, Mayor 4-26-23

(Responsible Government Official)

Date



(Signature of Responsible Government Official)

ANDREW AAKRE

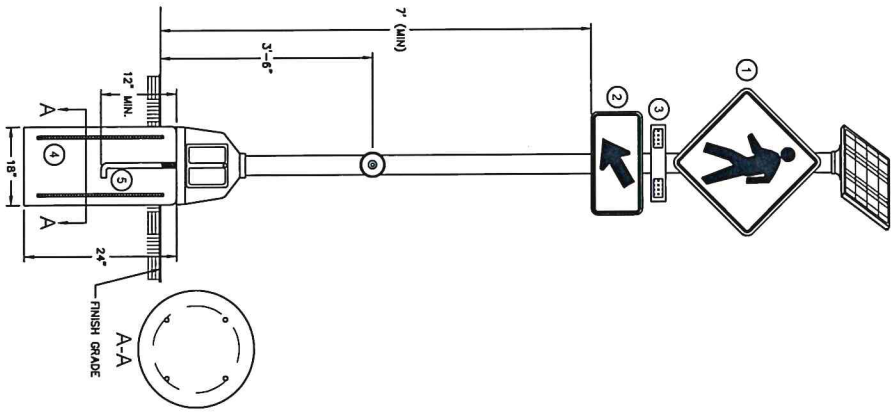
4/26/2023

(City Engineer)

Date

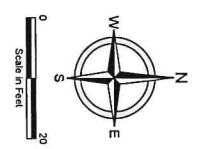
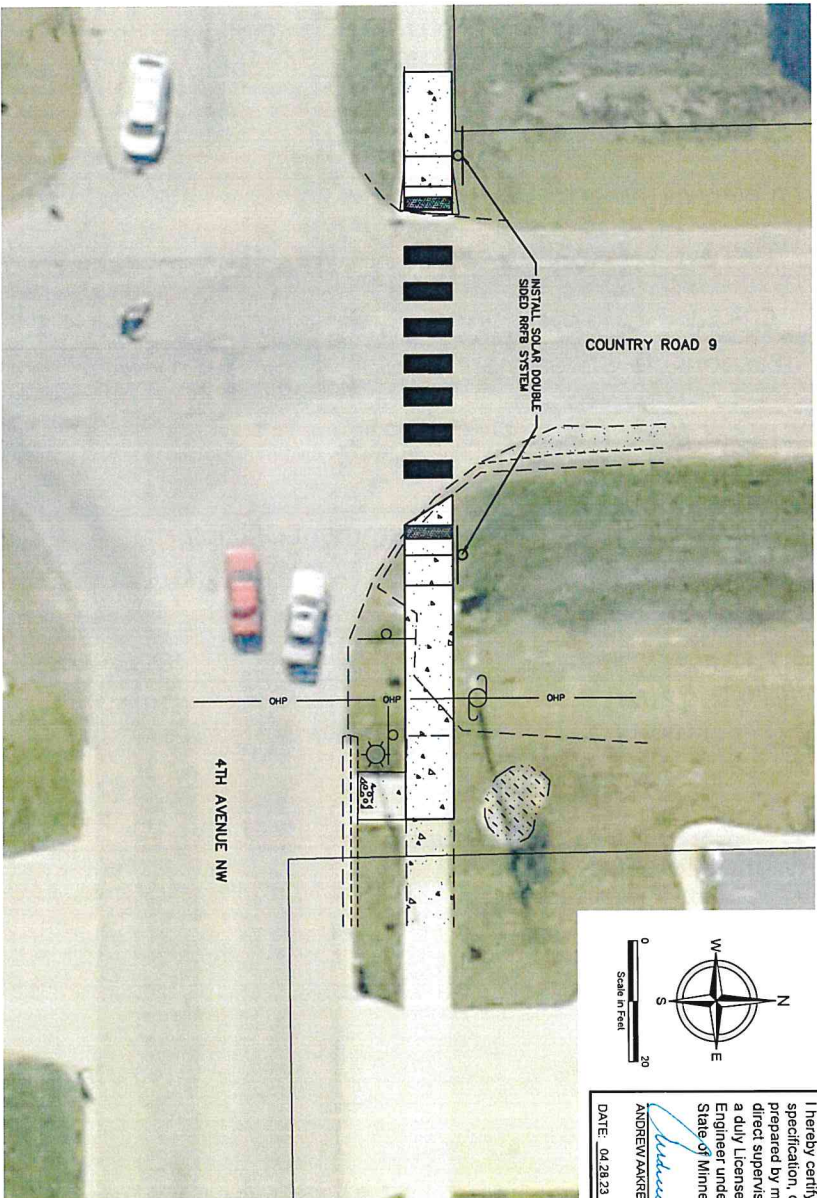


(Signature of City Engineer)



- NOTES:**
1. W11-2, 30" X 30" R90 D03 PFC, PEDESTRIAN CROSSING (SYMBOL), RED SPEC -
 2. W15-7minH, 24" X 18" D03 PFC, W/ SPEC DIAGONAL, LEFT DOWN ARROW OR
 3. W15-7minH, 24" X 18" D03 PFC, W/ SPEC DIAGONAL, RIGHT DOWN ARROW
 4. (ON APPROVED COUL.)
 5. NO. 8 BARS WILL BE USED FOR REINFORCING IN THE PEDESTAL BASE.

RECTANGULAR RAPID-FLASH BEACON (RREB) SIGN
NOT SCALE



I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

Andrew Aakre
ANDREW AAKRE
DATE: 04.28.23 LIC. NO. 56698



RECTANGULAR RAPID FLASH BEACON - PLAN AND DETAIL
COUNTRY ROAD 9 AND 4TH AVENUE NW INTERSECTION
DILWORTH, CLAY COUNTY, MINNESOTA

DATE	04.28.23
REV DATE	---
REV NUM	---
RECORD	---
PROJECT NO.	21862
MANAGER	JA
DESIGNER	JA
DRAWN	MSO
REVIEWER	JA

C-101

Bicycle and Pedestrian Improvements

This calculator will estimate the reduction in emissions resulting from improvements to bicycle and pedestrian infrastructure and associated mode shift from passenger vehicles to bicycling or walking, including but not limited to sidewalks, dedicated bicycle infrastructure, improved wayfinding, mid-block crossing installations, bike share systems, and bike parking improvements.

INPUT

(1) What is your project evaluation year?

(2) Estimate the shift in daily motorized passenger vehicle trips to non-motorized travel due to the bicycle and pedestrian project.

Daily Passenger Vehicle Trips		Change
Before	<input type="text" value="1000"/>	<input type="text" value="100"/>
After	<input type="text" value="900"/>	

(3a) Select the data type used for entering the typical one-way trip distance of passenger vehicles below:

Trip Distance-Source
Average

(3b) If you selected "Average" above, enter the typical one-way trip distance. If you selected "Distribution" above, enter the typical distribution of one-way trip distances.

Typical Trip Distance
(miles one way)

Distribution of Trip Distances (daily fraction per mileage bin)

x < 1	1.5 x < 2	2.5 x < 3	3.5 x < 4	4.5 x < 5	Sum
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

OUTPUT

EMISSION REDUCTIONS

Pollutant	Total
Carbon Monoxide (CO)	0.682
Particulate Matter <2.5 µm (PM _{2.5})	0.002
Particulate Matter <10 µm (PM ₁₀)	0.009
Nitrogen Oxide (NOx)	0.037
Volatile Organic Compounds (VOC)	0.025
Carbon Dioxide (CO ₂)	74.574
Carbon Dioxide Equivalent (CO ₂ e)	74.975
Total Energy Consumption (MMBTU/day)	1.008

*Units in kg/day unless otherwise noted

Carbon Reduction Program Application

Step 1: Project Information

Project Summary:

Project Location: Along Red River from 15th Avenue N to Park Lane			
Lead Jurisdiction: City of Fargo			
Project Contact: Jeremy Gorden		Contact Phone: 241-1529	
Contact Email Address: kgorden@fargond.gov		AC:	<input type="radio"/> Y <input checked="" type="radio"/> N
Anticipated Bid Letting Date:	Nov 2024	Anticipated Project Completion Date:	Oct 31, 2025
State:	<input checked="" type="checkbox"/> North Dakota		<input type="checkbox"/> Minnesota
Funding FY:	<input type="checkbox"/> FY2024		<input checked="" type="checkbox"/> FY2025
Funding Requested:	\$1,357,919 total		

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
Carbon Reduction Funds	1,086,335
Fargo local - Construction	271,000
Fargo local - Eng & Admin	353,058
Total Project Cost:	1,710,977

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?](#)

This project would consist of constructing a 10' wide shared use path along the Red River of the North from 15th Avenue N to Park Lane. It would be located near the Fargo VA Hospital.

Project Map and Documentation:

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. Also, if applicable, please provide other materials that document the need for the proposed project in local or regional plans or studies.

- A project map has been included as an attachment to the application
- Additional materials are attached that document the need for the proposed project

Estimated Carbon Reduction Resulting from the Project:

The [CMAQ Emissions Calculator](#) estimates the total carbon reduction of: 0.97 kg/day CO

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:

<p>FM Metro COG MTP 2045 Metro Grow Planning Goals</p>	<p>If applicable, describe: -How this project contributes to each Planning Goal listed below -Specifically, how does this project contribute to carbon reduction through efforts in each MTP planning goal area</p>
 Safety System and Security	
 Travel Efficiency and Reliability	
 Walking and Biking	<p>The project would contribute to this Planning Goal as it would increase the amount of shared use path mileage within the city.</p>
 Transit Access	
 Maintain Transportation Infrastructure	
 Environmental Sustainability	<p>The project would contribute to this Planning Goal as it would help to diversify the travel mode in this area.</p>
 Economic Development and Transportation Decisions	
 Emerging Transportation Trends	

Relationship to State Carbon Reduction Priorities:

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

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

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

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

[Minnesota Climate Action Framework](#)

[Pathways to Decarbonizing Transportation Report](#)

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 do hereby formally submit the aforementioned project to Metro COG for federal funding on this day 26 of April (month), 2023 (year).

In Witness Thereof:

Dr. Timothy J. Mahoney

4-26-23

(Responsible Government Official)

Date




(Signature of Responsible Government Official)

Brenda Derrig

4-26-23

(City Engineer)

Date



(Signature of City Engineer)



These data are provided on an "AS-IS" basis, without warranty of any type, expressed or implied, including but not limited to any warranty as to their performance, merchantability, or fitness for any particular purpose.

Red River Trail

1:9,028

4/27/2023 10:05 AM

This map is not a substitute for accurate field surveys or for locating actual property lines and any adjacent features.



Bicycle and Pedestrian Improvements

This calculator will estimate the reduction in emissions resulting from improvements to bicycle and pedestrian infrastructure and associated mode shift from passenger vehicles to bicycling or walking, including but not limited to sidewalks, dedicated bicycle infrastructure, improved wayfinding, mid-block crossing installations, bike share systems, and bike parking improvements.

INPUT

(1) What is your project evaluation year?

(2) Estimate the shift in daily motorized passenger vehicle trips to non-motorized travel due to the bicycle and pedestrian project.

Daily Passenger Vehicle Trips

Before	After	Change
1200	1000	200

(3a) Select the data type used for entering the typical one-way trip distance of passenger vehicles below:

Trip Distance Source

(3b) If you selected "Average" above, enter the typical one-way trip distance. If you selected "Distribution" above, enter the typical distribution of one-way trip distances.

Typical Trip Distance (miles one way)

Distribution of Trip Distances (daily fraction per mileage bin)

$x < 1$	$1 \leq x < 2$	$2 \leq x < 3$	$3 \leq x < 4$	$4 \leq x \leq 5$	Sum

OUTPUT

EMISSION REDUCTIONS

Pollutant	Total
Carbon Monoxide (CO)	1.289
Particulate Matter <2.5 μm (PM _{2.5})	0.004
Particulate Matter <10 μm (PM ₁₀)	0.018
Nitrogen Oxide (NOx)	0.065
Volatile Organic Compounds (VOC)	0.047
Carbon Dioxide (CO ₂)	145.797
Carbon Dioxide Equivalent (CO ₂ e)	146.550
Total Energy Consumption (MMBTU/day)	1.970

*Units in kg/day unless otherwise noted

Carbon Reduction Program Application

Step 1: Project Information

Project Summary:

Project Location: 25th Street - 64th Avenue S to 73rd Avenue S			
Lead Jurisdiction: City of Fargo			
Project Contact: Jeremy Gorden		Contact Phone: 241-1529	
Contact Email Address: jjgorden@fargond.gov		AC:	<input type="radio"/> Y <input checked="" type="radio"/> N
Anticipated Bid Letting Date:	April 15, 2024	Anticipated Project Completion Date:	Oct 31, 2024
State:	<input checked="" type="checkbox"/> North Dakota	<input type="checkbox"/> Minnesota	
Funding FY:	<input checked="" type="checkbox"/> FY2024	<input type="checkbox"/> FY2025	
Funding Requested:	\$650,000 total		

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
Carbon Reduction Funds	520,000
Fargo local - Construction	130,000
Fargo local - Eng & Admin	169,000
Total Project Cost:	819,000

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?](#)

This project would consist of constructing a 10' wide shared use path on the west boulevard of 25th Street from 64th Avenue S to 73rd Avenue S.

Project Map and Documentation:

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. Also, if applicable, please provide other materials that document the need for the proposed project in local or regional plans or studies.

- A project map has been included as an attachment to the application
- Additional materials are attached that document the need for the proposed project

Estimated Carbon Reduction Resulting from the Project:

The [CMAQ Emissions Calculator](#) estimates the total carbon reduction of: 0.678 kg/day CO

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:

<p>FM Metro COG MTP 2045 Metro Grow Planning Goals</p>	<p>If applicable, describe: -How this project contributes to each Planning Goal listed below -Specifically, how does this project contribute to carbon reduction through efforts in each MTP planning goal area</p>
 Safety System and Security	
 Travel Efficiency and Reliability	
 Walking and Biking	<p>The project would contribute to this Planning Goal as it would increase the amount of shared use path mileage within the city.</p>
 Transit Access	
 Maintain Transportation Infrastructure	
 Environmental Sustainability	<p>The project would contribute to this Planning Goal as it would help to diversify the travel mode in this area.</p>
 Economic Development and Transportation Decisions	
 Emerging Transportation Trends	

Relationship to State Carbon Reduction Priorities:

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

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

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

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

[Minnesota Climate Action Framework](#)

[Pathways to Decarbonizing Transportation Report](#)

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 26 of April (month), 2023 (year).

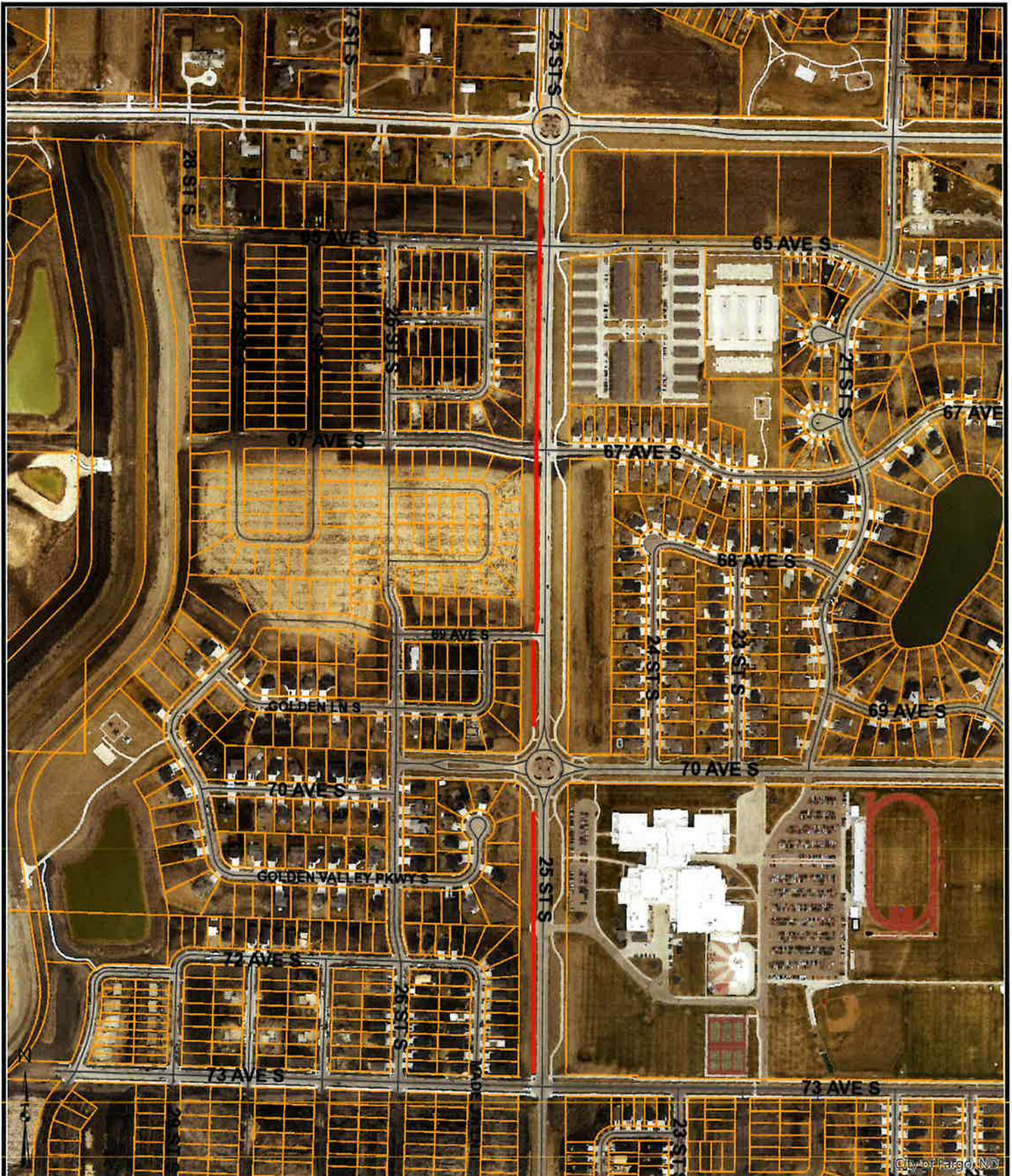
In Witness Thereof:

Dr. Timothy J. Mahoney 4-26-23
(Responsible Government Official) Date


(Signature of Responsible Government Official)

Brenda Derrig 4-26-23
(City Engineer) Date


(Signature of City Engineer)



These data are provided on an "AS-IS" basis, without warranty of any type, expressed or implied, including but not limited to any warranty as to their performance, merchantability, or fitness for any particular purpose.

Attach #1 - 25th Street Path

1:9,028

4/6/2023 12:10 PM

This map is not a substitute for accurate field surveys or for locating actual property lines and any adjacent features.

THE CITY OF
Fargo
 FAR MORE

Bicycle and Pedestrian Improvements

This calculator will estimate the reduction in emissions resulting from improvements to bicycle and pedestrian infrastructure and associated mode shift from passenger vehicles to bicycling or walking, including but not limited to sidewalks, dedicated bicycle infrastructure, improved wayfinding, mid-block crossing installations, bike share systems, and bike parking improvements.

INPUT

(1) What is your project evaluation year?

(2) Estimate the shift in daily motorized passenger vehicle trips to non-motorized travel due to the bicycle and pedestrian project.

Daily Passenger Vehicle Trips

Before	After	Change
1100	1000	100

(3a) Select the data type used for entering the typical one-way trip distance of passenger vehicles below:

Trip Distance Source

(3b) If you selected "Average" above, enter the typical one-way trip distance. If you selected "Distribution" above, enter the typical distribution of one-way trip distances.

Typical Trip Distance

(miles one way)

Distribution of Trip Distances (daily fraction per mileage bin)

$x < 1$	$1 \leq x < 2$	$2 \leq x < 3$	$3 \leq x < 4$	$4 \leq x \leq 5$	Sum

OUTPUT

EMISSION REDUCTIONS

Pollutant	Total
Carbon Monoxide (CO)	0.682
Particulate Matter <2.5 μm (PM _{2.5})	0.002
Particulate Matter <10 μm (PM ₁₀)	0.009
Nitrogen Oxide (NOx)	0.037
Volatile Organic Compounds (VOC)	0.025
Carbon Dioxide (CO ₂)	74.574
Carbon Dioxide Equivalent (CO ₂ e)	74.975
Total Energy Consumption (MMBTU/day)	1.008

*Units in kg/day unless otherwise noted

Carbon Reduction Program Application

Step 1: Project Information

Project Summary:

Project Location: Drain 27-52nd Ave S to Veterans Blvd, and along City Property from Veterans Blvd to 63rd Street			
Lead Jurisdiction: City of Fargo			
Project Contact: Jeremy Gorden		Contact Phone: 241-1529	
Contact Email Address: kgorden@fargond.gov		AC:	<input type="radio"/> Y <input checked="" type="radio"/> N
Anticipated Bid Letting Date:	April 15, 2024	Anticipated Project Completion Date:	Oct 31, 2024
State:	<input checked="" type="checkbox"/> North Dakota	<input type="checkbox"/> Minnesota	
Funding FY:	<input checked="" type="checkbox"/> FY2024	<input type="checkbox"/> FY2025	
Funding Requested:	\$992,552 total		

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
Carbon Reduction Funds	794,000
Fargo local - Construction	199,000
Fargo local - Eng & Admin	258,000
Total Project Cost:	1,250,615

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?](#)

This project would consist of constructing a 10' wide shared use path on the north side of Legal Drain 27 from 52nd Avenue S to Veterans Boulevard, and it would continue along a City of Fargo property from Veterans Boulevard to 63rd Street. The path would connect into a West Fargo elementary school at 63rd Street.

Project Map and Documentation:

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. Also, if applicable, please provide other materials that document the need for the proposed project in local or regional plans or studies.

- A project map has been included as an attachment to the application
- Additional materials are attached that document the need for the proposed project

Estimated Carbon Reduction Resulting from the Project:

The [CMAQ Emissions Calculator](#) estimates the total carbon reduction of: 0.485 kg/day CO

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:

<p>FM Metro COG MTP 2045 Metro Grow Planning Goals</p>	<p>If applicable, describe: -How this project contributes to each Planning Goal listed below -Specifically, how does this project contribute to carbon reduction through efforts in each MTP planning goal area</p>
 Safety System and Security	
 Travel Efficiency and Reliability	
 Walking and Biking	<p>The project would contribute to this Planning Goal as it would increase the amount of shared use path mileage within the city.</p>
 Transit Access	
 Maintain Transportation Infrastructure	
 Environmental Sustainability	<p>The project would contribute to this Planning Goal as it would help to diversify the travel mode in this area.</p>
 Economic Development and Transportation Decisions	
 Emerging Transportation Trends	

Relationship to State Carbon Reduction Priorities:

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

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

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

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

[Minnesota Climate Action Framework](#)

[Pathways to Decarbonizing Transportation Report](#)

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 26 of April (month), 2023 (year).

In Witness Thereof:

Dr. Timothy J. Mahoney 4-26-23
(Responsible Government Official) Date


(Signature of Responsible Government Official)

Brenda Derrig 4-26-23
(City Engineer) Date


(Signature of City Engineer)



These data are provided on an "AS-IS" basis, without warranty of any type, expressed or implied, including but not limited to any warranty as to their performance, merchantability, or fitness for any particular purpose.

Drain 27 Deer Creek Path

1:9,028

4/27/2023 10:07 AM

This map is not a substitute for accurate field surveys or for locating actual property lines and any adjacent features.

Bicycle and Pedestrian Improvements

This calculator will estimate the reduction in emissions resulting from improvements to bicycle and pedestrian infrastructure and associated mode shift from passenger vehicles to bicycling or walking, including but not limited to sidewalks, dedicated bicycle infrastructure, improved wayfinding, mid-block crossing installations, bike share systems, and bike parking improvements.

INPUT

(1) What is your project evaluation year?

(2) Estimate the shift in daily motorized passenger vehicle trips to non-motorized travel due to the bicycle and pedestrian project.

Daily Passenger Vehicle Trips		
Before	After	Change
1075	1000	75

(3a) Select the data type used for entering the typical one-way trip distance of passenger vehicles below:

Trip Distance Source

(3b) If you selected "Average" above, enter the typical one-way trip distance. If you selected "Distribution" above, enter the typical distribution of one-way trip distances.

Typical Trip Distance (miles one way)	Distribution of Trip Distances (daily fraction per mileage bin)					Sum
	$x < 1$	$1 \leq x < 2$	$2 \leq x < 3$	$3 \leq x < 4$	$4 \leq x \leq 5$	
<input type="text" value="2.0129"/>						

OUTPUT

EMISSION REDUCTIONS

Pollutant	Total
Carbon Monoxide (CO)	0.511
Particulate Matter <2.5 μm (PM _{2.5})	0.002
Particulate Matter <10 μm (PM ₁₀)	0.007
Nitrogen Oxide (NOx)	0.028
Volatile Organic Compounds (VOC)	0.019
Carbon Dioxide (CO ₂)	55.931
Carbon Dioxide Equivalent (CO ₂ e)	56.231
Total Energy Consumption (MMBTU/day)	0.756

*Units in kg/day unless otherwise noted

Carbon Reduction Program Application

Step 1: Project Information

Project Summary:

Project Location: Citywide West Fargo - Fleet			
Lead Jurisdiction: City of West Fargo			
Project Contact: Andrew Wrucke		Contact Phone: 7015155105	
Contact Email Address: andrew.wrucke@westfargond.gov		AC:	<input type="radio"/> Y <input type="radio"/> N
Anticipated Bid Letting Date:	02/2024	Anticipated Project Completion Date:	06/2025
State:	<input checked="" type="checkbox"/> North Dakota		<input type="checkbox"/> Minnesota
Funding FY:	<input checked="" type="checkbox"/> FY2024		<input checked="" type="checkbox"/> FY2025
Funding Requested:	300,000		300,000

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
2024 CRP Funds	300,000
2024 City Funds	76,000
2025 CRP Funds	300,000
2025 City Funds	76,000
Total Project Cost:	752,000

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?](#)

2024 Project would be to replace 6 existing vehicles (4 general fleet, 2 Fire Department) with EVs and place restricted charging infrastructure at 4 public buildings (City Hall, Public Works, 2 Fire Departments). This project falls under the eligibility to purchase or lease zero emission vehicles and charging infrastructure.

2025 Project would be to replace 6 additional vehicles (6 general fleet) with EVs. Project includes anticipated inflation of 10% of EV prices.

Project Map and Documentation:

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. Also, if applicable, please provide other materials that document the need for the proposed project in local or regional plans or studies.

- A project map has been included as an attachment to the application
- Additional materials are attached that document the need for the proposed project

Estimated Carbon Reduction Resulting from the Project:

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

Impact to Disadvantaged Communities per Justice40:

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

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

Would lower the carbon footprint of the city fleet, lowering air pollution across the metro.









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

solicitations, Metro COG will identify any refinements to the contents of project applications.

Step 2: Planning Conformance

Relationship of Carbon Reduction to Regional Priorities:

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

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

Relationship to State Carbon Reduction Priorities:

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

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

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

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

[Minnesota Climate Action Framework](#)

[Pathways to Decarbonizing Transportation Report](#)

Carbon Reduction Program Application

Step 1: Project Information

Project Summary:

Project Location: West Fargo Citywide			
Lead Jurisdiction: City of West Fargo			
Project Contact: Andrew Wrucke		Contact Phone: 701-515-5105	
Contact Email Address: andrew.wrucke@westfargond.gov		AC:	<input type="radio"/> Y <input type="radio"/> N
Anticipated Bid Letting Date:	05/2024	Anticipated Project Completion Date:	10/2024
State:	<input checked="" type="checkbox"/> North Dakota	<input type="checkbox"/> Minnesota	
Funding FY:	<input checked="" type="checkbox"/> FY2024	<input type="checkbox"/> FY2025	
Funding Requested:	300,000		

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
2024 CRP	300,000
2024 City Funds	75,000
Total Project Cost:	375,000

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 will replace the existing halogen street lighting system on approximately 3500 fixtures to modern LED fixtures. Project will replace remaining existing halogen street lights across entire city. Funding request is for equipment, labor costs will come from West Fargo Public Works department to retrofit the fixtures.

Project Map and Documentation:

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. Also, if applicable, please provide other materials that document the need for the proposed project in local or regional plans or studies.

- A project map has been included as an attachment to the application
- Additional materials are attached that document the need for the proposed project

Estimated Carbon Reduction Resulting from the Project:

The [CMAQ Emissions Calculator](#) estimates the total carbon reduction of: 192.5 Kg/Day

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).

Will lower carbon footprint of city lighting systems, lowering air pollution across metro.









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

solicitations, Metro COG will identify any refinements to the contents of project applications.

Step 2: Planning Conformance

Relationship of Carbon Reduction to Regional Priorities:

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

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

Relationship to State Carbon Reduction Priorities:

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

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

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

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

[Minnesota Climate Action Framework](#)

[Pathways to Decarbonizing Transportation Report](#)

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:

DUSTIN T. SCOTT 4/27/23
(Responsible Government Official) Date

Dustin T. Scott
(Signature of Responsible Government Official)

Dan Hanson 4/27/23
(City Engineer) Date

Dan Hanson
(Signature of City Engineer)

Carbon Reduction Program Application

Step 1: Project Information

Project Summary:

Project Location: Casselton, ND			
Lead Jurisdiction: Cass County			
Project Contact: Dylan Dunn		Contact Phone: 701-551-1075	
Contact Email Address: dylan.dunn@mooreengineeringinc.com		AC:	<input type="radio"/> Y <input checked="" type="radio"/> N
Anticipated Bid Letting Date:	Ph1: 1/2024 Ph2: 1/2025	Anticipated Project Completion Date:	Ph1: 10/2024 Ph2: 10/2025
State:	<input checked="" type="checkbox"/> North Dakota		<input type="checkbox"/> Minnesota
Funding FY:	<input checked="" type="checkbox"/> FY2024		<input checked="" type="checkbox"/> FY2025
Funding Requested:	\$680,000		\$820,000

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
CRP-FY2024	\$680,000
CRP-FY2025	\$820,000
Local Share - Special Assessments	\$375,000
Total Project Cost:	\$1,875,000

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?](#)

See attached

Project Map and Documentation:

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. Also, if applicable, please provide other materials that document the need for the proposed project in local or regional plans or studies.

- A project map has been included as an attachment to the application
- Additional materials are attached that document the need for the proposed project

Estimated Carbon Reduction Resulting from the Project:

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

Impact to Disadvantaged Communities per Justice40:

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

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









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

solicitations, Metro COG will identify any refinements to the contents of project applications.

Step 2: Planning Conformance

Relationship of Carbon Reduction to Regional Priorities:

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

FM Metro COG MTP 2045 Metro Grow Planning Goals	If applicable, describe: -How this project contributes to each Planning Goal listed below -Specifically, how does this project contribute to carbon reduction through efforts in each MTP planning goal area
 Safety System and Security	Project provides a separate shared use path along a state highway that has the potential of reducing the number of bicycle and pedestrian crashes. Users can feel safe to nonmotorized forms of transportation on path, rather than along the shoulder of a state highway, reducing carbon emissions.
 Travel Efficiency and Reliability	
 Walking and Biking	Improved walking and biking connections and reduce network gaps, connecting neighborhoods with destinations. Again, providing a safe nonmotorized alternative, reducing carbon emissions.
 Transit Access	
 Maintain Transportation Infrastructure	
 Environmental Sustainability	
 Economic Development and Transportation Decisions	
 Emerging Transportation Trends	

Relationship to State Carbon Reduction Priorities:

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

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

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

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

[Minnesota Climate Action Framework](#)

[Pathways to Decarbonizing Transportation Report](#)

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 28th of April (month), 2023 (year).

In Witness Thereof:

Michael Faught 04/28/2023
(Responsible Government Official) Date



(Signature of Responsible Government Official)

Brandon Oye 04/28/2023
(City Engineer) Date

Brandon Oye

(Signature of City Engineer)

Digitally signed by Brandon Oye
DN: C=US, E=brandon.oye@mooreengineeringinc.com,
O="Moore Engineering, Inc", CN=Brandon Oye
Reason: I have reviewed this document
Date: 2023.04.28 14:53:11-05'00'

Bicycle and Pedestrian Improvements

This calculator will estimate the reduction in emissions resulting from improvements to bicycle and pedestrian infrastructure and associated mode shift from passenger vehicles to bicycling or walking, including but not limited to sidewalks, dedicated bicycle infrastructure, improved wayfinding, mid-block crossing installations, bike share systems, and bike parking improvements.

Navigator

Bicycle and Pedestrian Improvements

INPUT

(1) What is your project evaluation year?

(2) Estimate the shift in daily motorized passenger vehicle trips to non-motorized travel due to the bicycle and pedestrian project.

Daily Passenger Vehicle Trips		
Before	After	Change
1215	1130	85

(3a) Select the data type used for entering the typical one-way trip distance of passenger vehicles below:

Trip Distance Source

(3b) If you selected "Average" above, enter the typical one-way trip distance. If you selected "Distribution" above, enter the typical distribution of one-way trip distances.

Typical Trip Distance (miles one way)	Distribution of Trip Distances (daily fraction per mileage bin)					Sum
	$x < 1$	$1 \leq x < 2$	$2 \leq x < 3$	$3 \leq x < 4$	$4 \leq x \leq 5$	
<input type="text" value="1.5"/>						

OUTPUT

EMISSION REDUCTIONS

Pollutant	Total
Carbon Monoxide (CO)	0.397
Particulate Matter <2.5 μm (PM _{2.5})	0.001
Particulate Matter <10 μm (PM ₁₀)	0.006
Nitrogen Oxide (NO _x)	0.018
Volatile Organic Compounds (VOC)	0.014
Carbon Dioxide (CO ₂)	45.529
Carbon Dioxide Equivalent (CO ₂ e)	45.794
Total Energy Consumption (MMBTU/day)	0.615

*Units in kg/day unless otherwise noted

Casselton Dairy Queen Not completed yet			Casselton Subway Average Daily Customers		Dollar General Average Daily Customers		Gordy's Travel Center Not sharing customer / sales data		Vibe Nutrition Average Daily Customers		Governor's Inn Waterpark Average Daily Customers		Ace Hardware Average Daily Customers		Walk/Bike to work	
Anticipated equivalent: Barnesville Dairy Queen			150 /day		150 /day		Anticipated equivalent: Tower Travel Center - Tower City		25 /day		10 /day		150 /day		10 /day	
<u>Monthly guest counts</u>			<u>Daily</u>				Average Daily Customers									
March '23	5054	163					500 /day									
Feb '23	4289	143														
Jan '23	4415	142														
Dec '22	3770	122														
Nov '22	4386	146														
Oct '22	6821	220														
Sept '22	8034	268														
Aug '22	9764	315														
July '22	10940	353														
June '22	10190	340														
May '22	8738	282														
April '22	4453	148														
Total	80854	220 /day														
Use path instead of driving	15%		Use path instead of driving	5%	Use path instead of driving	5%	Use path instead of driving	5%	Use path instead of driving	5%	Use path instead of driving	5%	Use path instead of driving	5%	Use path instead of driving	5%
difference a day	33		difference a day	8	difference a day	8	difference a day	25	difference a day	1	difference a day	1	difference a day	8	difference a day	1

Total Trips Before 1215 veh/day

Total Trips Reduced 85 veh/day

Total Trips After 1130 veh/day

Governor's Drive Shared Use Path, Casselton

Project Narrative:

The *Governor's Drive Shared Use Path* will reduce carbon emissions by creating safe and sustainable transportation alternatives and recreational opportunities for the City of Casselton's residents. Specifically, this path will facilitate and promote walking, biking, and other non-motorized travel options for accessing the city's new commercial destination. As described below, this path is crucial for sustainably accommodating current and future needs within this growing city.







The project proposed here will construct a 1.1-mile shared use path along ND Highway 18. Importantly, this path will connect existing and planned residential developments to a growing commercial area on the south side of town. The commercial area currently includes a convenience store, a waterpark, and a Dairy Queen. The 10' wide concrete path will also be immediately adjacent to the Prairie Skies Development, a planned residential subdivision that includes 170 lots. This new development includes a park area, which will draw locals from existing neighborhoods on the north side of the Swan Creek Diversion and will ultimately increase usage of the path.

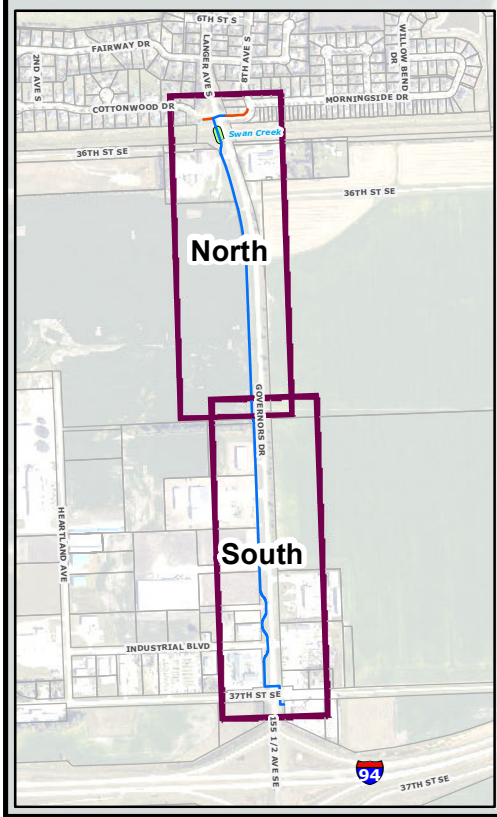
To allow users to safely cross the Swan Creek Diversion, this project will construct a pedestrian bridge adjacent to the state highway bridge. To enhance safety at the two highway crossings, Rectangular Rapid Flashing Beacons will be used to attract drivers' attention. Various culverts and ditch improvements along the highway and local streets are anticipated to maintain proper drainage. Temporary traffic control is anticipated to consist of short-term shoulder closures to complete the installation of the path.

The new commercial area and the development of the Prairie Skies neighborhood will thus catalyze and increase usage of the ND Highway 18 corridor on the south side of Casselton. The project described here will sustainably accommodate this increased usage by providing transportation alternatives and reducing carbon emissions. The city is committed to completing this important project without placing a strenuous financial burden on its residents. Casselton is therefore also pursuing funding from the ND Parks & Recreation's Recreational Trails Program and the NDDOT's Transportation Alternatives Program.



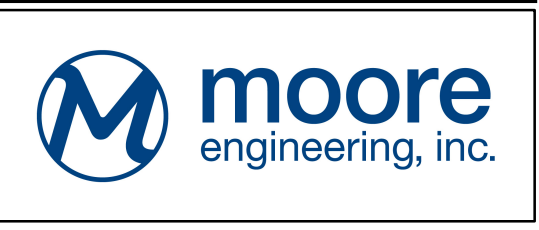
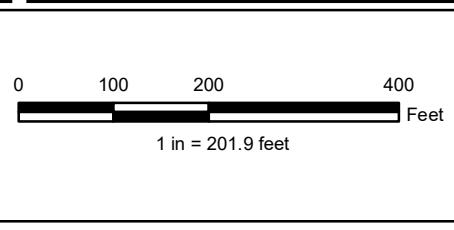
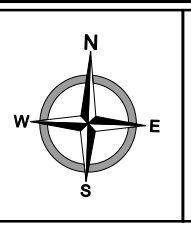
Legend

-  Proposed RRFB
-  Proposed 10' SUP
-  Proposed 5' Sidewalk
-  Proposed Ped Bridge
-  Existing Sidewalk
-  Parcels



GENERAL LAYOUT
GOVERNOR'S DRIVE SHARED USE PATH
CASSELTON, NORTH DAKOTA

Created By: TJS Date Created: 04/14/23 Date Saved: 04/19/23 Date Plotted: 01/27/16 Date Exported: 04/19/23
 Plotted By: Tanner.Schmidt Parcel Date: 03/03/23 Aerial Image: 2022 County NAIP SIDS Elevation Data: Lidar
 Horizontal Datum: NAD 1983 StatePlane North Dakota South FIPS 3302 Feet Vertical Datum: NAVD1988
 T:\Projects\230001\23049\23049_ProposedSUP.mxd



To: Policy Board
From: Michael Maddox, AICP
Date: 5/12/2023
Re: **TH 10 Corridor Study thru Dilworth – Final Plan Approval**

The Fargo Moorhead Metropolitan Council of Governments (Metro COG) started the TH 10 Corridor Study through Dilworth in March 2022. Apex Engineering with subconsultants HKGi and TC2 conducted the study. The focus of the plan was to analyze different roadway and intersection alternatives for MnDOT's upcoming reconstruction project, as well as to consider improvements to multimodal facilities throughout the corridor. The study particularly took into consideration how TH 10 and Dilworth's traditional downtown interacted as well as how the highway transitions from a rural, divided highway to an urban cross section.

The corridor study culminated in two alternative cross sections with various intersection treatment alternatives. Based upon analysis by the consultant team, it was determined that there would not be significant traffic growth along this corridor. The study took improvements to 15th Ave N and the extension of 8th Ave N into consideration when developing alternatives.

Apex Engineering conducted multiple public input sessions throughout the course of the study. The final public input opportunity culminated in residents highly supporting a three-lane alternative through the traditional downtown core of Dilworth.

The final document can be viewed here: http://fmmetrocog.org/download_file/2123/0

Apex Engineering will be providing a short presentation to the Policy Board, explaining the contents of the plan and will be available to answer any questions.

A public comment was received at the May TTC meeting from a representative of the Partnership 4 Health. The commentor stated that they are in favor of Alternative 1, and submitted two documents to be recorded as part of the official meeting record: Metro COG's Complete Streets Policy (2010), and Dilworth's adoption of Metro COG's Complete Streets Policy (2011).

The Transportation Technical Committee (TTC) unanimously recommended Policy Board approval of the final TH 10 Corridor Study through Dilworth.

Requested Action: Approval of the TH 10 Corridor Study through Dilworth.