

The 618th Policy Board Meeting
Fargo-Moorhead Metropolitan Council of Governments
THURSDAY, August 17, 2023 – 4:00 p.m.
AGENDA

1. Call to Order and Introductions
 - a. Introductions Information Item
 - b. Approve Order and Contents of the Overall Agenda Action Item
 - c. Approve Minutes of the July 20, 2023 Board Meeting Action Item
 - d. Approve August 2023 Bills Action Item
2. Consent Agenda **Action Item**
 - a. July End of Month Report
 - b. Transit Routing, Street Design, & Transit Scheduling Software Vendor Selection
3. Regular Agenda
 - a. Public Comment Opportunity Public Input
 - b. 2024-2027 Transportation Improvement Program Adoption **Action Item**
 - c. Proposed Adjusted Urbanized Boundary – Final Submission **Action Item**
 - d. Dilworth-Glyndon-Felton Safe Routes to School Plan **Action Item**
4. Additional Business Information Item
5. Adjourn

REMINDER: The next Metro COG Policy Board Meeting will be held Thursday, Sept. 21, 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 Savanna 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.

**617th Policy Board Meeting
Fargo-Moorhead Metropolitan Council of Governments
Thursday, July 20, 2023 – 4:00 pm**

Members Present:

Duane	Breitling	Cass County Commission
Amanda	George	West Fargo City Commission
John	Gunkelman	Fargo Planning Commission
Chuck	Hendrickson	Moorhead City Council
Steve	Lindaas	Moorhead City Council
Jenny	Mongeau	Clay County Commission
Julie	Nash	Dilworth City Council
Brad	Olson	West Fargo City Commission
Dave	Piepkorn	Fargo City Commission
Arlette	Preston	Fargo City Commission
Rocky	Schneider	Fargo Planning Commission
Deb	White	Moorhead City Council
Aaron	Murra	NDDOT – Fargo District (ex-officio)

Members Absent:

Denise	Kolpack	Fargo City Commission
John	Strand	Fargo City Commission
Maranda	Tasa	Fargo Planning Commission
Jeff	Trudeau	Horace City Council
Shiloh	Wahl	MnDOT – District 4 (ex-officio)

Others Present:

Adam	Altenburg	Metro COG
Paul	Bervik	Metro COG
Jaron	Capps	Metro COG
Dan	Farnsworth	Metro COG
Ben	Griffith	Metro COG
Paul	Krabbenhoff	Clay County Commission
Savanna	Leach	Metro COG
Michael	Maddox	Metro COG
Brian	Ray	HDR
Ayden	Schaffler	Metro COG

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

The meeting was called to order at 4:00 pm, on July 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 July 20, 2023 Policy Board Meeting.

Mr. Breitling moved, seconded by Mr. Gunkelman

MOTION, passed

Motion carried unanimously.

1c. Past Meeting Minutes, approved

Chair Hendrickson asked for approval of the Minutes of the June 15, 2023 Meeting.

**MOTION: Approve the June 15, 2023 Policy Board Meeting Minutes.
Ms. Preston moved, seconded by Mr. Breitling
MOTION, passed
Motion carried unanimously.**

1d. Monthly Bills, approved

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

**MOTION: Approve the July 2023 Bills List.
Mr. Olson moved, seconded by Ms. White
MOTION, passed
Motion carried unanimously.**

***Mr. Lindaas joined the meeting**

2. CONSENT AGENDA

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

- a. June Month End Report
- b. Metro COG 2nd Quarter Report
- c. Metro COG 2022 Financial Audit

**MOTION: Approve Items a-c on the Consent Agenda.
Ms. White moved, seconded by Mr. Lindaas
MOTION, passed
Motion carried unanimously.**

3. REGULAR AGENDA

3a. Public Comment Opportunity

No public comments were made or received.

***Ms. Mongeau joined the meeting**

***Ms. Nash left the meeting**

3b. Interstate Operations Analysis Final Report

Mr. Farnsworth presented Mr. Ray from HDR Engineering who presented the final report and executive summary of the Interstate Operations Analysis & Plan for Future Improvements.

This plan identifies prioritized improvements to improve safety, traffic operations, and mobility for the Interstate system within the Fargo-Moorhead Metro Area.

This plan was developed in close coordination with both NDDOT and MnDOT and was guided by a study review committee comprised of representation from the cities of West Fargo, Fargo, Moorhead, Cass and Clay Counties, ATAC, NDDOT, MnDOT, and Metro COG. Upon completion of the draft plan, presentations were made to management of both NDDOT and MnDOT.

MOTION: Approve the Interstate Operations Analysis & Plans for Future Improvements Final Report

Mr. Schneider moved, seconded by Ms. Preston.

MOTION, passed

Motion carried unanimously.

3c. 2023-2026 Transportation Improvement Program (TIP) Amendment #7

Mr. Bervik presented Amendment #7 to the 2023-2026 Transportation Improvement Program. A public notice will be published in The Forum on Wednesday, July 12, 2023, which will advertise the public meeting, detail how to request additional information, and provide information on how to provide public comments regarding the proposed amendment. The public notice will state that public comments will be accepted until 12:00 p.m. (noon) on Thursday, July 27, 2023.

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

1. Modification of Project 4230010: Fargo Transit purchase of miscellaneous support equipment (2023). The total project cost is increasing from \$100,000 to \$472,125 (372% increase). This project adds an additional \$297,000 in FTA 5339 funding to an existing project.
2. Modification of Project 4210004: Structural rehabilitation of the 42nd Street South at I-94 bridge (2023) by the City of Fargo. The total project cost is increasing from \$275,680 to \$375,000 (36% increase). This project is connected to Project 4237034.
3. Modification of Project 9231005: NDDOT reconstruction of the Lynchburg interchange 3 miles west of ND18 (2023). The total project cost is increasing from \$5,200,000 to \$7,475,750 (43.8% increase).
4. Modification of Project 9233029: Rehabilitating the bridge decks with an overlay and spall repair on the Swan Creek and I-94 bridges (2026) by NDDOT. Project year shifting to 2026 from 2027.
5. New Project 4237034: Structural rehabilitation of the 42nd Street South at I-94 bridge (2023) by the City of Fargo. This adds an additional \$230,583 in BRU funding to an existing project. This project is connected to Project 4210004.

Mr. Bervik thanked the jurisdictions for their input for the development of the 2024-2027 Transportation Improvement Program (TIP). A legal notice was published in the June 14, 2023 edition of The Forum to begin the official TIP comment period.

In addition to the public comment period announcement, Metro COG will announce further public input opportunities including a public input meeting on July 25, 2023. Alternative participation options in which the public can review and comment on the document will be provided upon request.

Metro COG will continue to collaborate with the jurisdictions as we update the 2024-2027 TIP Project List and begin updating the TIP Document.

Mr. Capps presented a brief demonstration of the TIP Dashboard available on fmmetrocog.org.

MOTION: Approve Amendment 7 to the 2023-2026 Transportation Improvement Program (TIP).

Mr. Schneider moved, seconded by Ms. Preston.

MOTION, passed

Motion carried unanimously.

4. Additional Business

Mr. Griffith said that the MnDOT Carbon Reduction Program MENTl survey is still open for comments, the 2050 MTP kicked off at the Street Fair last week with good turnout, the 2022 Financial Audit completion started the audit with NDDOT for an updated Indirect Rate, Transit Routing software RFP finally posted, NDDOT has not approved Amendment 2 to the 2023-2024 UPWP nor have they provided an update on redistribution of planning funds.

Mr. Schneider thanked Metro COG for allowing him to moderate the Housing Study update at the Chamber's Eggs & Issues.

5. Adjourn

MOTION: Adjourn the 617th Meeting of the FM Metro COG Policy Board

Ms. Mongeau moved, seconded by Mr. Olson

MOTION, passed.

Motion carried unanimously.

The 617th Meeting of the FM Metro COG Policy Board held Thursday, July 20, 2023 was adjourned at 4:57 pm.

THE NEXT FM METRO COG POLICY BOARD MEETING WILL BE HELD AUGUST 17, 2023, 4:00 P.M.

Respectfully Submitted,

Savanna Leach
Executive Assistant

To: Policy Board
From: Michael Maddox, AICP
Date: August 10, 2023
Re: **Transit Routing, Street Design, and Transit Scheduling Software – Vendor Selection**

Metro COG 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 expired on June 30, 2023. Metro COG released 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, Metro COG 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, Metro COG 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 approved an RFP 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 in May. However, NDDOT did not officially release the RFP until July 13, 2023. Software vendors had until August 4, 2023 to submit a proposal outlining the technical specifications of their software package, and detail how it can meet Metro COG's needs.

Via (Remix) was the only firm to propose providing the requested software. Metro COG interviewed the company on Wednesday, August 9, 2023 to ascertain if the software package that was being proposed met Metro COG's needs. After that interview, Metro COG staff determined that Via's suite of software did meet the agency's needs and forwarded a recommendation to select Via to the TTC. The TTC concurred and voted to recommend the Policy Board approve the selection of the firm and authorize Metro COG to enter into a contract with Via to provide the proposed software suite.

Requested Action: Approval of Via as the preferred vendor to provide transit routing, street design, and transit scheduling software, and authorize the Executive Director to enter into a contract with Via for the aforementioned services.

To: Policy Board
From: Paul Bervik, Assistant Transportation Planner
Date: August 11, 2023
Re: **Final Draft Metro COG 2024-2027 Transportation Improvement Program (TIP) Adoption**

Metro COG staff have developed the Final Draft 2024-2027 TIP document, which lists federally-funded transportation projects for the named four federal fiscal-year period. The TIP was developed in coordination with NDDOT, MnDOT, MATBUS, and local jurisdictions. It contains all federally-funded, regionally significant, and projects of local significance within the Fargo-Moorhead Region.

Metro COG solicited public input throughout the development of the TIP in accordance with Metro COG's Public Participation Plan (PPP) and pursuant to 23 CFR 450.316, Metro COG held a public input meeting at the June 15, 2023 Policy Board meeting to release the draft TIP and kick off the TIP update process. Metro COG then held a public open house, introducing the elements of the Final Draft 2024-2027 TIP to the public on July 25, 2023. The Final Draft TIP was also made available for review on Metro COG's website:

<https://www.fmmetrocog.org/TIP>.



Metro COG posted a legal notice in the June 14, 2023 edition of The Forum of Fargo-Moorhead which commenced the official mandatory 30-day TIP comment period as well as the public open house where the Final Draft 2024-2027 TIP would be presented. The public open house was held on July 25, 2023 from 4:00 – 6:00 PM at the Downtown Fargo Public Library Conference Room.

Throughout this process, Metro COG has been in collaboration with and received various comments/questions from planning partners including NDDOT, MnDOT, City of Fargo, City of Moorhead, City of West Fargo, City of Dilworth, City of Horace, Fargo Transit, Moorhead Transit, Cass County, and Clay County. A summary of comments/questions received and Metro COG responses can be found in Appendix A of the Final Draft 2024-2027 TIP.

A public meeting will be held on August 17, 2023 at the regularly scheduled Metro COG Policy Board meeting for final public input. This public input meeting was advertised in the June 14, 2023 edition of The Forum. Approval of the Final Draft 2024-2027 TIP is scheduled to occur at the final public meeting on August 17, 2023 at 4:00 PM in conjunction with the regularly scheduled Policy Board meeting. The public comments will be taken until 12:00 PM (noon) on August 17, 2023.

Aside from legal notices published in The Forum of Fargo-Moorhead, Metro COG utilized electronic outreach methods to reach the public including press releases and website updates.

Since the initial draft document was released in June, Metro COG updated language throughout the document as well as updating projects through its coordination with state and local governments. These changes were reflected in the Final Draft 2024-2027 TIP that was presented at the Public Open House. Subsequent changes to the document that occurred after the Public Open House are detailed in Appendix A.

After reviewing the Final Draft Metro COG 2024-2027 TIP at the regularly scheduled August Transportation Technical Committee (TTC) meeting, the TTC approved the Final Draft Metro COG 2024-2027 TIP and recommends Policy Board approval of the Final Draft Metro COG 2024-2027 TIP. The TTC provided several comments about updating TIP projects. The TTC recommended that these updates be integrated into the September Amendment.

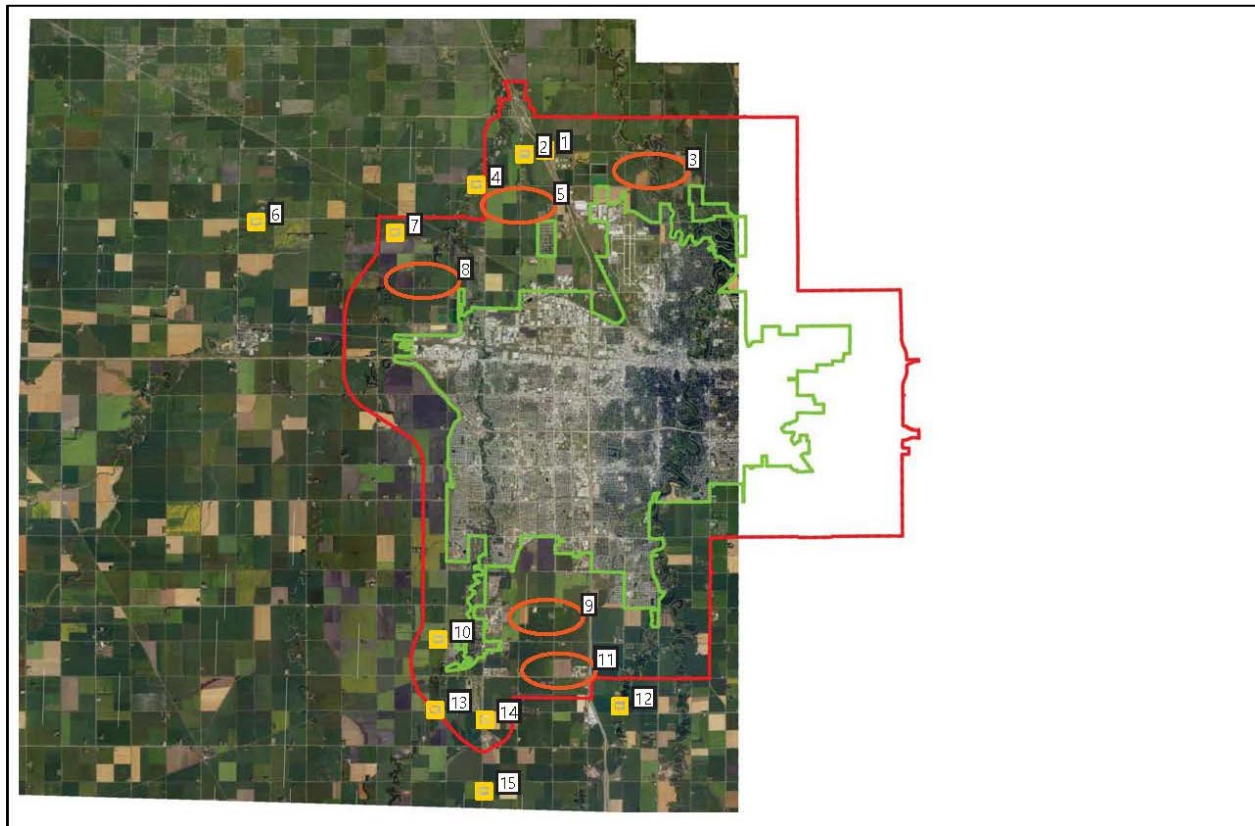
Requested Action: Approval of the Final Draft Metro COG 2024-2027 Transportation Improvement Program (TIP).

To: Policy Board
From: Michael Maddox, Senior Transportation Planner
 Jaron Capps GIS Coordinator
Date: August 11, 2023
Re: Proposed Adjusted Urbanized Boundary – Final Submission

1. SUMMARY

Metro COG has reviewed the comments received from NDDOT and MnDOT regarding the submission of the Draft Adjusted Urbanized Area (AUZA) Boundary from June 1st, 2023. Metro COG staff have reviewed the comments it received on the previous submission and, in some cases, have adjusted the AUZA Boundary as a result of those comments. In addressing the comments, Metro COG coordinated changes with its member jurisdictions and will bring changes forward to its Transportation Technical Committee (TTC) and Policy Board for approval at their August 2023 meetings before the *September 1st, 2023 submission deadline*.

The resolution of each comment is shown in **TABLE 1** below, and comments from NDDOT (**FIGURE 1**) have been enumerated under “**NDDOT’s Addressed Comments**” within the table. Elaboration of the points is seen in the attached documents.



Summary of Comments on 2020 Census.mxd

Page: 1

-
- Number: 1 Author: mijohnson Subject: Sticky Note Date: 6/27/2023 10:47:53 AM
With this proposed boundary, this west-east roadway will come off the County CMC system and be inside the UZA; was this coordinated with the County?
- Number: 2 Author: mijohnson Subject: Sticky Note Date: 6/7/2023 10:22:07 AM
With this proposed boundary, Old 81 will come off the County CMC system and be inside the UZA; was this coordinated with the County?
- Number: 3 Author: mijohnson Subject: Oval Date: 6/27/2023 11:02:10 AM
- Number: 4 Author: mijohnson Subject: Sticky Note Date: 6/7/2023 10:21:26 AM
With this proposed boundary, this north-south roadway will come off the County CMC system and be inside the UZA; was this coordinated with the County?
- Number: 5 Author: mijohnson Subject: Oval Date: 6/27/2023 11:03:02 AM
- Number: 6 Author: mijohnson Subject: Sticky Note Date: 6/27/2023 11:06:14 AM
In general there appears to be large pockets of land added into the UZA. This boundary should be looking at 5-10 years of area to be urbanized, but some of the areas seem larger than necessary and more information is needed to explain the thought process around the proposed boundary. I have marked these areas with orange ovals.
- Adding these large pockets is also cause for most of the other comments as it results in the removal of several miles from County CMC (federal aid) system.
- Number: 7 Author: mijohnson Subject: Sticky Note Date: 6/27/2023 11:02:33 AM
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- Number: 8 Author: mijohnson Subject: Oval Date: 6/27/2023 11:02:29 AM
- Number: 9 Author: mijohnson Subject: Oval Date: 6/27/2023 11:02:44 AM
- Number: 10 Author: mijohnson Subject: Sticky Note Date: 6/7/2023 10:27:39 AM
With this proposed boundary, this west-east roadway will come off the County CMC system and be inside the UZA; was this coordinated with the County?
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- Number: 12 Author: mijohnson Subject: Sticky Note Date: 6/27/2023 10:18:58 AM
With this proposed boundary, this west-east roadway will come off the County CMC system and be inside the UZA; was this coordinated with the County?
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- Number: 15 Author: mijohnson Subject: Sticky Note Date: 6/7/2023 10:28:48 AM
Suggest moving the boundary to the north of this intersection. This west-east road is a CMC roadway and this boundary design will severe that roadway for 1/2 mile.

FIGURE 1: NDDOT's Preliminary Comments

TABLE 1: Metro COG’s Boundary Determination with Addressed Preliminary Comments

Boundary Determinations	NDDOT’s Addressed Comments
Metro COG determined growth patterns through the utilization of 2035 TAZ job and household assignments.	5, 9, 11
Metro COG determined 2032 household unit needs using the Housing Needs and Market Analysis Study.	5, 6, 9, 11
Metro COG communicated with Cass County to determine boundary limits with respect to CMC Roadways.	1-2, 4, 6-7, 10, 12-15
Metro COG determined that the Red River Crossing at Cass County Road 22 and CSAH 26, and Diversion Project Crossings are significant to the urban area.	3, 6, 8

2. Adjusted 2020 Urbanized Area Boundary Summary

The consideration of the proposed 2020 UZA expansion followed the guidance provided by FHWA and NDDOT. As directed by the guidance, the proposed boundary ensures the inclusion of the entirety of the right of way of significant roadways within the UZA. City boundaries were used when either significant roadways, the Fargo – Moorhead Area Diversion Project alignment, or other physical boundaries did not present themselves as a logical choice for boundary cutoff. In the following subsections, Metro COG will provide how the boundary was formalized through the quantification of jobs and households from studies, and collaboration with Cass County concerning the FM Area Diversion Project and CMC roadways. **FIGURE 2** is Metro COG’s recommendation for the Proposed Adjusted Urbanized Boundary Final for the September 1st Final Submission.

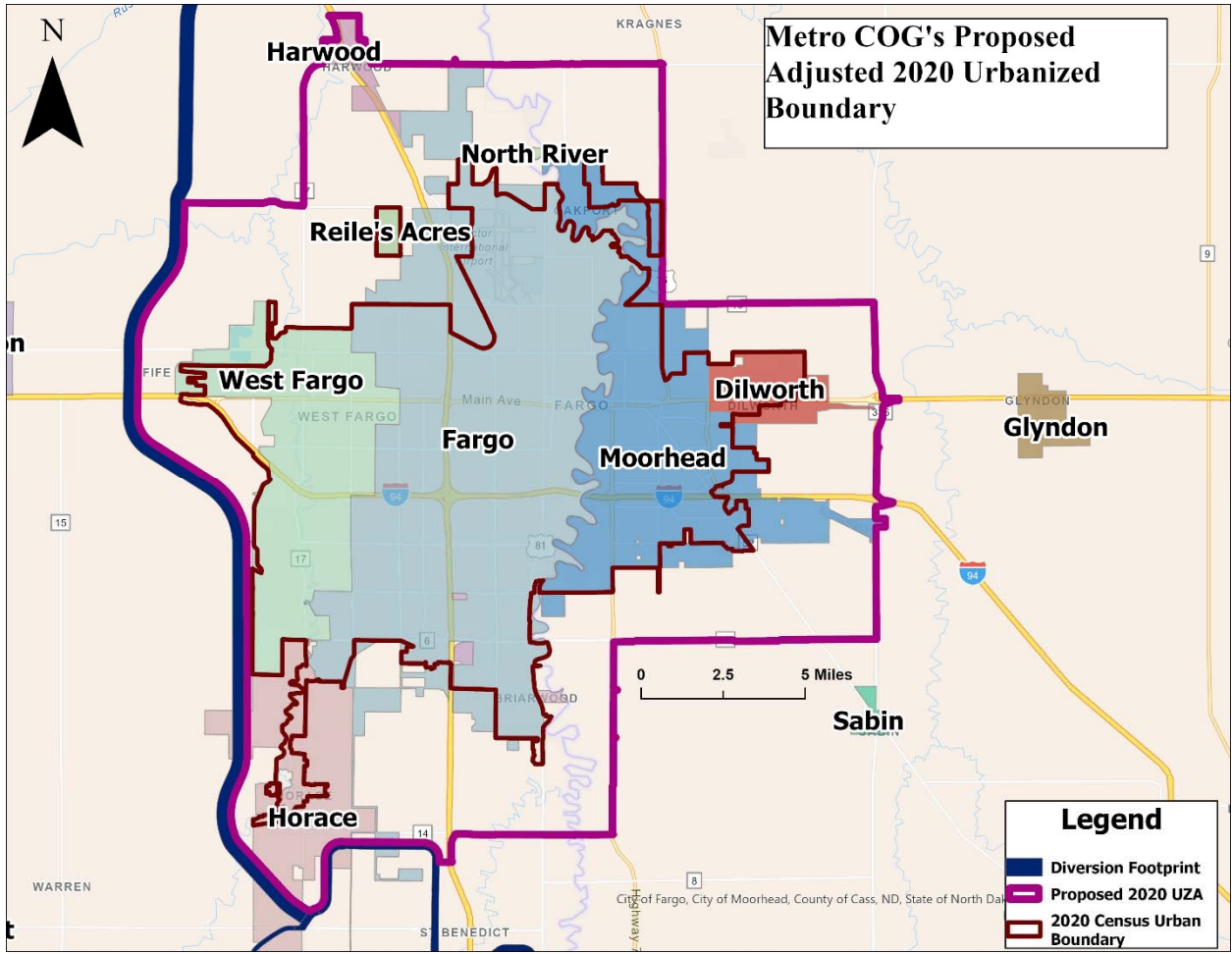


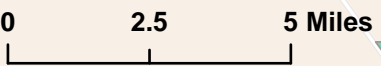
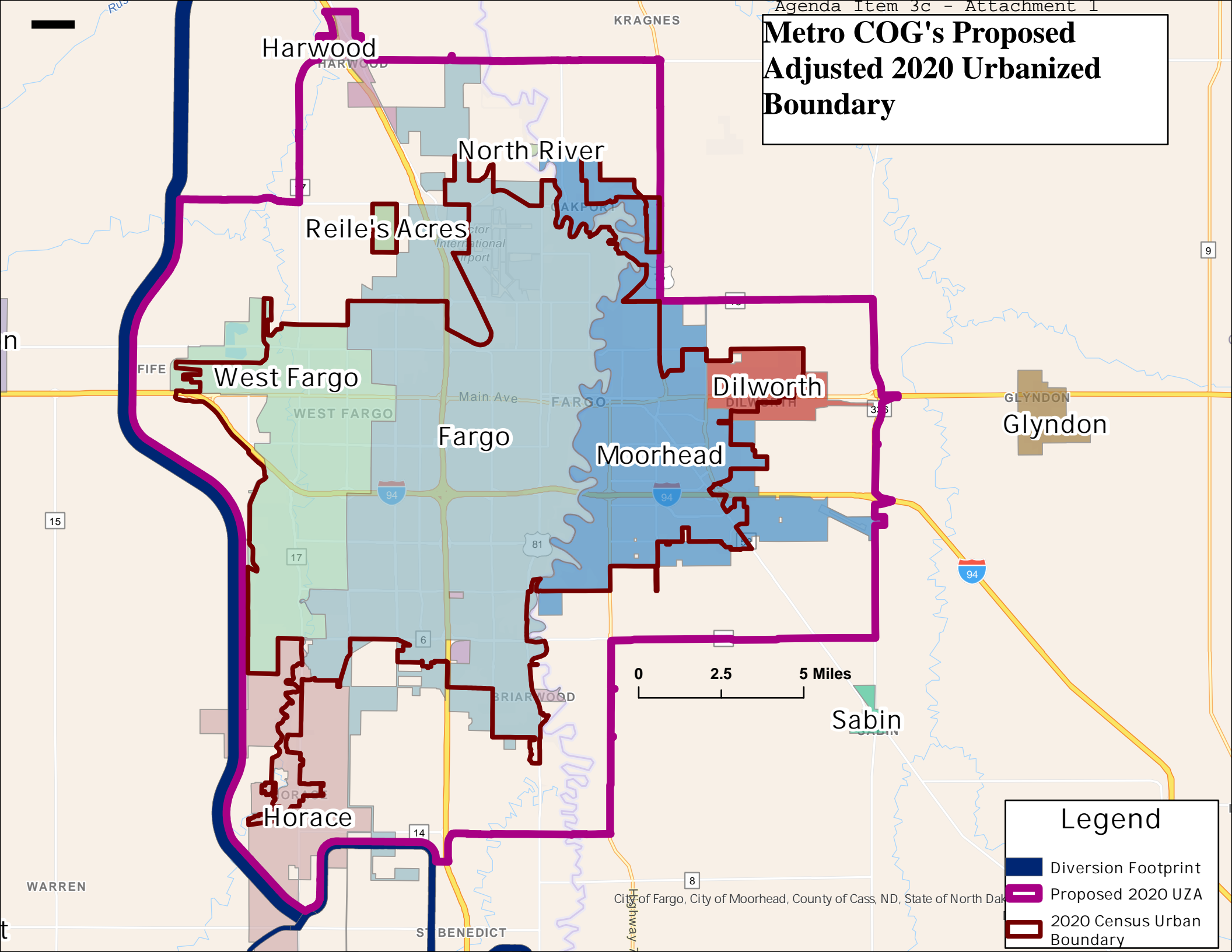
FIGURE 2: Metro COG's Recommended Proposed Adjusted Urbanized Boundary

3. Attachments

- a. **Attachment 1:** Map of Metro COG's Recommended Proposed Adjusted Urbanized Boundary
- b. **Attachment 2:** Metro COG's Methodology for Boundary Extent
- c. **Attachment 3:** NDDOT's Preliminary Comments

Requested Action: Recommend Policy Board approval of the Proposed Adjusted Urbanized Boundary for NDDOT Final Submittal.

Metro COG's Proposed Adjusted 2020 Urbanized Boundary



Legend

- Diversion Footprint
- Proposed 2020 UZA
- 2020 Census Urban Boundary

City of Fargo, City of Moorhead, County of Cass, ND, State of North Dakota



Fargo-Moorhead Metropolitan Council of Governments

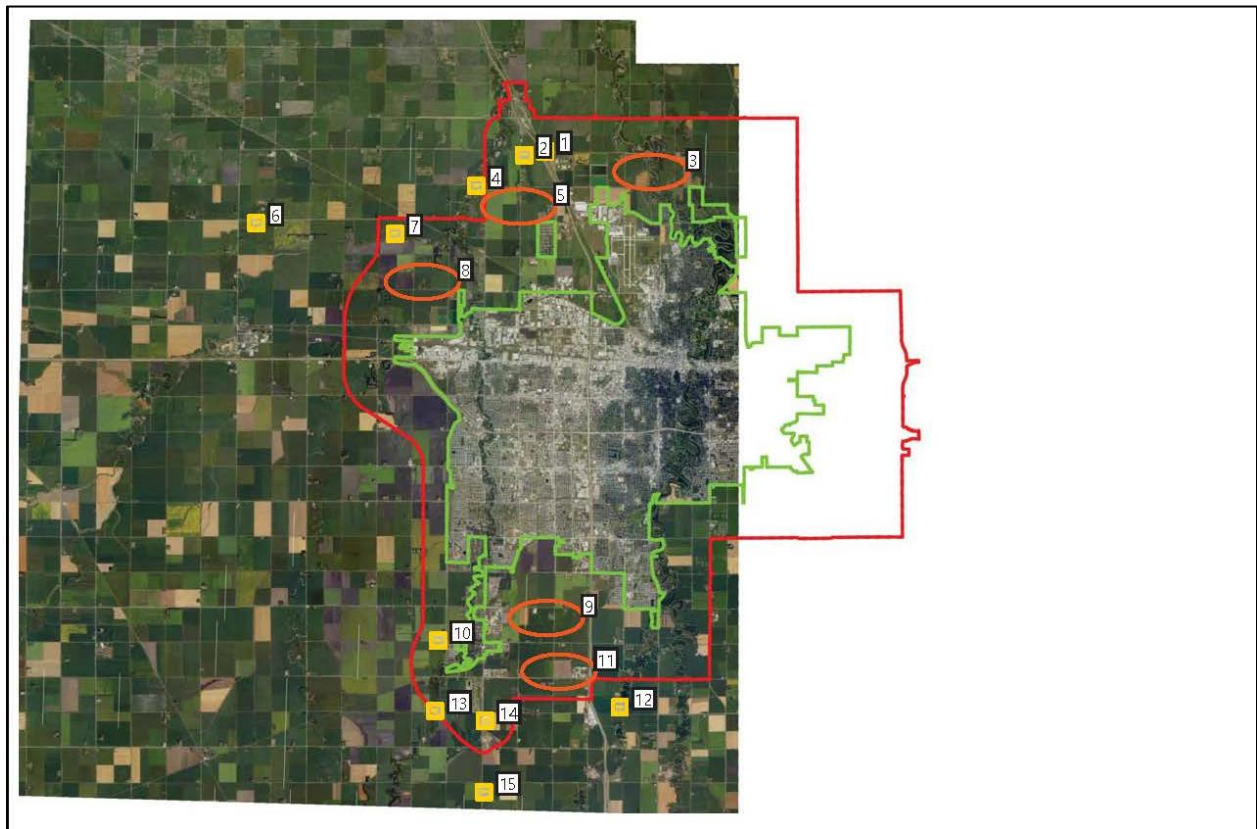
Case Plaza Suite 232 | One 2nd Street North
 Fargo, North Dakota 58102-4807
 p: 701.532.5100 | f: 701.232.5043
 e: metrocog@fmmetrocog.org
 www.fmmetrocog.org

To: North Dakota Department of Transportation
From: Fargo – Moorhead Metropolitan Council of Governments
Date:
Re: Preliminary Review of Approved Adjusted 2020 Urbanized Area Boundary

1. Summary

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The resolution of each comment is shown in **TABLE 1** below, and comments from NDDOT (**FIGURE 1**) have been enumerated under “**Comment Resolution**” within the table. Elaboration of the points is seen in section 2 and in the attached documents.



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2.1. 2035 TAZ Job and Household Assignments:

2.1.1. TAZ Significance:

Metro COG has undertaken significant efforts in the last couple of years to track and forecast growth in the lead-up to the update of its Metropolitan Transportation Plan (MTP). The agency has regularly coordinated with its local jurisdictions in current platting efforts and has compared those to its Demographic Forecast Study as well as the work it has done in assigning future socioeconomic data into its TAZ structure for its Travel Demand Model (TDM).

The relevance of this as it pertains to the Proposed UZA Boundary is that the growth forecasted within the TAZ structure represents growth expectations for the next 25 years. However, Metro COG knows that growth doesn't also conform to expected patterns for one reason or another. We have seen this manifest over the course of the last 10-20 years in this region. The AUZA Boundary that we have drawn is expected to contain the growth that could occur in the next 20-25 years (the planning horizon of our MTP) and allows for circumstances where growth may be favored in certain areas over others. This is especially complicated as the region is building permanent flood protection around the urban area. Until such time that this protection comes online, growth has been occurring in areas that are currently above the 100-year floodplain in various areas of our region. Outlying communities close to but outside the Urbanized Area (UZA) are growing significantly as well, closing the gap between them and the UZA.

This information will be imputed into our regional TDM and will be used to provide the context of growth dynamics for the 2050 Metropolitan Transportation Plan (MTP). To ensure accurate growth patterns, Metro COG has reached out to each jurisdiction numerous times to provide status reports, get feedback, and make necessary changes. In all, the foundation of the job and household assignments was based on the Policy Board Approved Most Likely Scenarios within the [2050 Demographic Forecast Study](#). **TABLE 2** illustrates net job and household growth from 2021-2035, and **FIGURE 2** illustrates anticipated spatial distributions of job and household assignments.

2.1.2. Considerations:

The City of Fargo is anticipated to develop northward along Interstate 29, encroaching on Reile's Acres (Fargo Annexation has occurred and development is imminent), and vision to establish growth near Harwood – resulting in the inclusion of Harwood to the 2020 Urbanized Boundary. Significant industrial development has already occurred and is continuing to occur in this area. According to the Greater Fargo Moorhead Economic Development Corp, the region is sorely at a deficit of industrial lands. Industrial development associated with the airport on the north side of the region is projected to continue aggressively for at least the next ten years.

At the same time, the City of West Fargo is decommissioning its wastewater treatment lagoons signaling redevelopment of its northern growth area in the upcoming years.

Alongside that growth, Cass County is aggressively pursuing the development of the FM Area Perimeter Route which will connect across the diversion on County CMC routes. This will provide access to industrial-zoned lands in the northern area of the region. All these considerations show that development in the north area of the FM Region is imminent.

TABLE 2: Increase of Jobs and Households by Jurisdiction:

Jurisdiction	Additional Jobs by 2035	Additional Households by 2035
Fargo	5,535	7,954
West Fargo	11,622	3,237
Horace	1,796	1,930
Rural Cass	2,510	1,314
Moorhead	21,636	3,691
Dilworth	2,514	402
Rural Clay	878	128

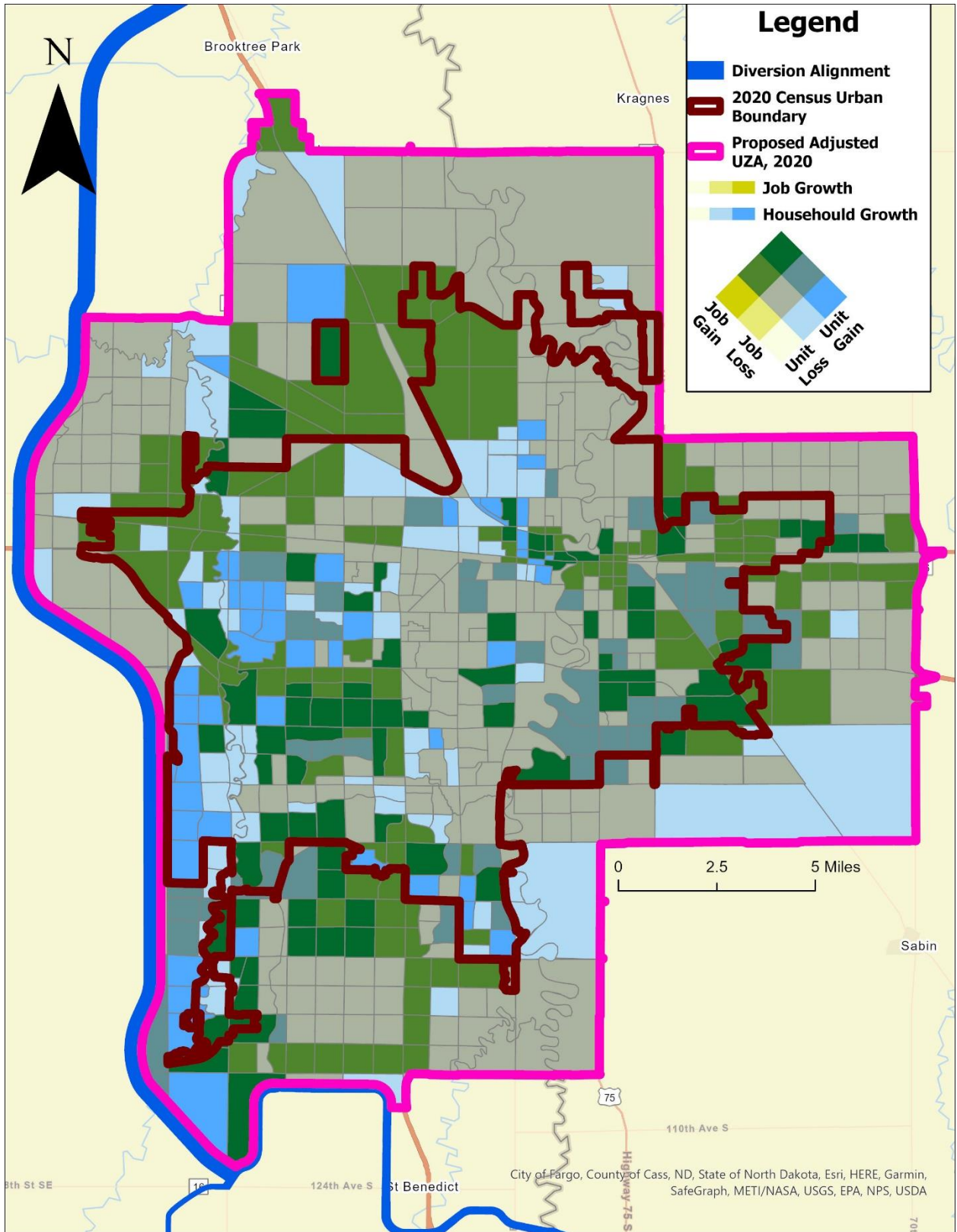


FIGURE 2: 2035 Job and Household Assignments with Proposed Adjusted UZA

2.2. Housing Needs and Market Analysis:

From the Housing Needs and Market Analysis, which is currently pending approval, the 5-city core: Fargo, Moorhead, West Fargo, Horace, and Dilworth will need at least 15,900 additional units over the next 10 years. **TABLE 2** illustrates the jurisdictional breakdown. Additional information about the study can be viewed on the [Metro COG webpage](#).

TABLE 3: Jurisdictional Breakdown of Household Demand:

Municipality	5 City Region	Fargo	Moorhead	West Fargo	Horace	Dilworth
Additional Households Demand	13,700	7,100	3,200	1,400	1,700	300
Renter Households (2030)	6,100	4,130	1,340	530	50	50
Homeowner Households (2030)	7,600	2,970	1,860	870	1,650	250
Additional Units Needed by 2032	15,900	8,300	3,700	1,600	1,900	400

2.3. Cass County Compliance:

Metro COG coordinated with Cass County Engineering Department regarding NDDOT's comments regarding the incorporation of CMC routes into the AUZA. Cass County did not see any problems with the incorporation of these routes. However, after communicating further with Cass County, it was apparent that they would prefer the urbanized boundary to be placed along the inside, or the "dry-side," of the F-M Area Diversion Project's footprint instead of on the outside of the footprint. This change was made to the AUZA Boundary. Email correspondence is shown below.

Jaron Capps

From: Benson, Jason <BensonJ@casscountynd.gov>
Sent: Thursday, July 13, 2023 3:48 PM
To: Jaron Capps
Cc: Ben Griffith
Subject: RE: 2020 Urbanized Boundary NDDOT Feedback

Follow Up Flag: Follow up
Flag Status: Flagged

Jaron,

I'm good with moving ahead with this new map. I talked with my staff and we don't see us using federal funds on our CMC routes within the mapped area.

One suggestion, place the boundary on the inside edge of the FM Diversion. That way if we ever compete for federal funding for the NW bypass we won't be competing with urban funds. Plus, the outside of the FM Diversion will never be urbanized.

Thanks,

*Jason Benson, P.E.
County Engineer
Cass County Highway Department
1201 Main Ave West
West Fargo, ND 58078
701-298-2372*

From: Jaron Capps <capps@fmmetrocog.org>
Sent: Tuesday, July 11, 2023 10:59 AM
To: Benson, Jason <BensonJ@casscountynd.gov>
Cc: Ben Griffith <griffith@fmmetrocog.org>
Subject: RE: 2020 Urbanized Boundary NDDOT Feedback

CAUTION: EXTERNAL EMAIL

Hey Jason,

I made a basic map showing CMC roadways within the Proposed Boundary. I got the shapefile from Kay and I know that there are some iffy bits of information – but what I could gather from the shapefile is that there are 84.6 miles of CMC roadways within the proposed boundary (in red) out of the 642.8 miles within the county system.

From Metro COG's internal meeting, our game plan is to press the gas with the current boundary. The reasoning behind that is that there will be significant roadways crossing the diversion that are important connection points to the urban area, West Fargo's eventual northwestward expansion, and the potential of using STBG funds for the ROW for the West Parameter Route. **ALL of THIS WITHIN THE NEXT 5-10 YEARS – A 2033 SNAPSHOT.**

However, if you and your staff think this expansion will jeopardize funding, we can talk more about that compromise you mentioned last week. Then I can draft a new boundary and send it over to you and to NDDOT for further comments.

Thanks,

Jaron Capps
GIS Coordinator/Assistant Transportation Planner

Fargo-Moorhead Metropolitan Council of Governments
1 - 2nd Street North
Case Plaza, Suite 232
Fargo, North Dakota 58102-4807
701-532-5100 (main)
701-532-5110 (direct)
701-232-5043 (fax)
capps@fmmetrocog.org



From: Benson, Jason <BensonJ@casscountynod.gov>
Sent: Friday, July 7, 2023 10:40 AM
To: Jaron Capps <capps@fmmetrocog.org>
Cc: Ben Griffith <griffith@fmmetrocog.org>
Subject: RE: 2020 Urbanized Boundary NDDOT Feedback

Thanks Jaron. I'll talk to my staff and look at our 5-year plan to see if there are any impacts. One thought may be to move the northern line ¼ mile south of Cass 22, ¼ mile east of Cass 17, and ¼ mile south of Cass 20.

*Jason Benson, P.E.
County Engineer
Cass County Highway Department
1201 Main Ave West
West Fargo, ND 58078
701-298-2372*

From: Jaron Capps <capps@fmmetrocog.org>
Sent: Friday, July 7, 2023 9:04 AM
To: Benson, Jason <BensonJ@casscountynod.gov>
Cc: Ben Griffith <griffith@fmmetrocog.org>
Subject: 2020 Urbanized Boundary NDDOT Feedback

CAUTION: EXTERNAL EMAIL

Good morning,

Jason – I have attached the comments from NDDOT regarding the proposed 2020 Urbanized Boundary.

Some context – In April Metro COG created a preliminary boundary that used the diversion as a physical diversion and logical roadways to determine the extent of the urban area. There were changes made at TTC (Approved) and were eventually approved by Policy Board in April. The final deadline is September 1st, but will need to run through August TTC and Policy Board.

The majority of the comments from NDDOT were about the switchover of CMC roadways, which would affect funding on your end. Metro COG will be having an internal meeting this afternoon to look at documents to aid in the finalization of the boundary (2035 Jobs and Households, the HDR Housing Study, etc.). After that, I will reach out to you and maybe pencil in a time for a meeting so I can get your input.

Kay will be sending me some spatial shapefiles of CMC roadways today so I can get a glimpse of the nature of the problem.

If there's any immediate question, please reach out.

Thank you,

Jaron Capps
GIS Coordinator/Assistant Transportation Planner

Fargo-Moorhead Metropolitan Council of Governments
1 - 2nd Street North
Case Plaza, Suite 232
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2.4. Red River Crossing – Cass County Road 22/CSAH 26 & Diversion Crossings

Despite little anticipated development to occur near the Red River crossing at Cass County Road 22 and CSAH 26, Metro COG decided to include the roadway due to its significance to the urban area in addition to the existing development that is in this area and the proximity to developing areas. When looking at the most recent traffic counts, the bridge had an AADT of 2,246 vehicles. This is higher than the Broadway Bridge Crossing before it was closed in 2020. Furthermore, the truck count for the same location is 748. This is higher than the 52nd Ave S/CSAH 12 Red River Crossing which is already within the current urbanized area. For more information on traffic/truck counts, please visit the [Metro COG webpage](#).

With diversion crossings being completed during the FM Area Diversion Project's completion, Cass County Roads 20 and 22 become significant to the urban area. This was Metro COG's justification to include the most northwestern portions of the Urbanized Area. Please see **FIGURE 3** for elaboration.

Executive Summary

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) desires professional services to help facilitate the development of a successful corridor around the metro area utilizing this proposed West Metro Perimeter Highway Study. As requested in the RFP, we have tailored this section to address the qualifications, facts, and features that differentiate HDR, and make our team the optimal choice to partner with you on this important study.

IN-DEPTH HISTORY AND UNDERSTANDING OF CORRIDOR DRIVERS AND TRAFFIC

The West Perimeter Road discussion began to take shape during the development of the 2045 MetroGROW Fargo/Moorhead Transportation Plan. Cass County identified the desire to study the corridor, and HDR found through the public comment process that the general public was interested in a perimeter road as well. HDR has extensive experience using Metro COG's Travel Demand Model (TDM). Our team has collaborated with Advanced Traffic Analysis Center (ATAC) during both the 2045 MetroGROW as well as the Interstate Operations Study. **Our experience will benefit Metro COG by allowing HDR to take the existing data we have already processed and refine the results to develop a defensible future year forecast.**

CONSIDERATION OF THE CONTEXT AND IMPACT FOR THIS POTENTIAL ROUTE

The HDR transportation team has assisted NDDOT and North Dakota counties with the development and design of multiple bypass routes in the state of North Dakota. **This experience benefits Metro COG because HDR understands the process to determine feasible options, while considering the corridor holistically.** The initial thought of the proposed corridor alignment was to take advantage of the land originally purchased by the Metro Flood Diversion Project. Other considerations should include:

- Connectivity to potential future northeast and southeast perimeter roads (see items 1A and 1B on the map)
- The impact on the completed FM Greenway Recreation Master Plan (see item 4 on the map)
- Impacts to City of Horace and West Fargo's Growth Plan (see item 3 on the map)
- Proposed locations of the intersections and interchanges along the corridor (see items 2A, 2B and Bridges on the map)

HDR will consider these factors including environmental screenings, social impacts, and existing right-of-way when developing alternatives.

- 1a – NE Perimeter Road – Used as a freight route today due to Red River crossing
- 1b – SE Perimeter Road (Highest Potential Volume for future perimeter road ADT)
- 2a – Interchange consideration for closely-spaced connection
- 2b – Interchange & access considerations for increased future volumes
- 2c – 100th Ave S Interchange identified in Interstate Operations Study
- 3 – Potential growth identified by West Fargo may impact NW perimeter road ADT significantly
- 4 – Potential greenway along the Diversion may provide opportunity to connect to West Perimeter Road in certain areas.
- Bridges** – Roadway diversion crossings will change travel patterns significantly. Special attention will need to be given to intersections adjacent to bridges due to the amount of turning traffic anticipated.

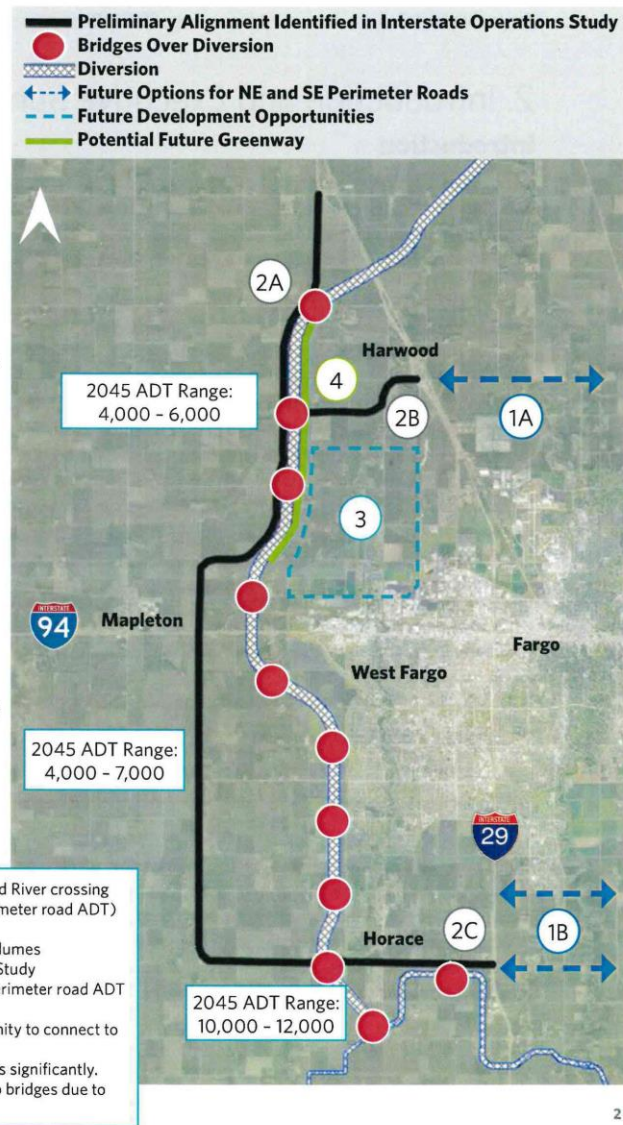


FIGURE 3: Diversion Project Crossing in tandem to West Metro Perimeter Highway Study

3. Jurisdictional Breakdown of Adjusted 2020 Urbanized Boundary

The jurisdictional breakdown of every municipality included within the proposed UZA boundary emphasizes the extent of municipality inclusion based on roadways, physical boundaries, and the future impacts of the Fargo – Moorhead Area Diversion Project to define the extent of the Fargo – Moorhead Urbanized Boundary. **FIGURE 4** illustrates the extent of the proposed urbanized boundary. Please see the comprehensive breakdown below:

North Dakota:

- Cass County - Interstate 29; Cass County Roads 14, 17, 20, and 22; and the dry side of the Fargo-Moorhead Area Diversion footprint.
- Fargo – Entirety of the city boundary within the dry side of the FM Area Diversion.
- West Fargo – Entirety of the city boundary within the dry side of the FM Area Diversion.
- Horace – Entirety of the city boundary within the dry side of the FM Area Diversion.
- Harwood – Entirety of the city boundary.
- Reile's Acres – Entirety of the city boundary.

Minnesota:

- Clay County – Clay County Road 65; CSAH 11,12, 18, 26; Mn State Highway 336; and US 75.
- Moorhead – Entirety of the city boundary.
- Dilworth – Entirety of the city boundary.

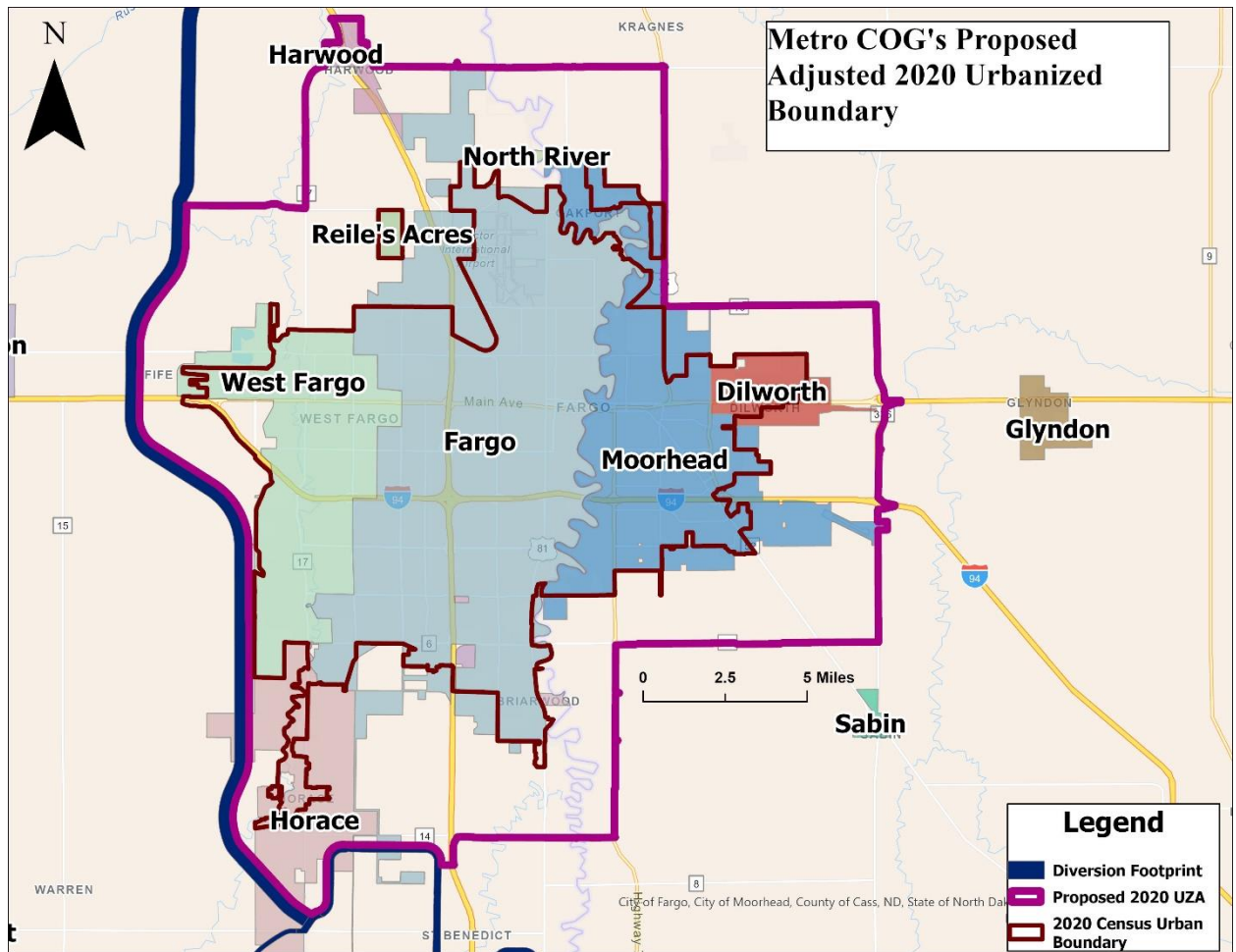


FIGURE 4: Extent of the Proposed Adjusted Urbanized Boundary

4. Deliverables

Metro COG will provide the following deliverables: An expanded map of the extent of the Proposed Adjusted Urbanized Boundary, An expanded map and methodology of the Job and Household Assignment Methodology, And GIS Shapefile.

5. Next Steps

After getting more feedback, or the go-ahead, Metro COG will present this at the August TTC and Policy Board Meetings to get final approval before the September 1st Final Deadline.

To: Metro COG Policy Board
From: Dan Farnsworth, Transportation Planner
Date: August 11, 2023
Re: **Dilworth-Glyndon-Felton Safe Routes to School Plan**

In the summer of 2022, Metro COG began the Dilworth-Glyndon-Felton (DGF) Safe Routes to School Plan. This planning study was conducted in cooperation with the DGF School District, the City of Dilworth, the City of Glyndon, and PartnerSHIP 4 Health. This plan also involved public and parent engagement as well as student surveys to help inform and guide the study.

The purpose of this study is to layout a framework to make walking and biking to school safe and more inviting for students. This study identifies existing challenges, safety concerns, and policies and recommends improvements which can improve the walkability and bikeability to/from the DGF schools.

Below is a link to view the final draft of the plan as well as the plan's appendices. This draft plan was recently presented to the DGF School Board, the Glyndon City Council, the Dilworth Planning Commission, and the Dilworth City Council. This plan was also presented to the TTC who is recommending Policy Board approval.

<https://www.fmmetrocog.org/DGF-SRTS/draft-plan>

Requested Action: Approval of the DGF Safe Routes to School Plan.