

The 621st Policy Board Meeting
Fargo-Moorhead Metropolitan Council of Governments
THURSDAY, November 16, 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 October 19, 2023 Board Meeting Action Item
 - d. Approve November 2023 Bills Action Item
2. Consent Agenda (5:00) **Action Item**
 - a. October End of Month Report
 - b. 2024 Health/Vision/Dental Insurance Contract with BCBSND
3. Regular Agenda
 - a. Public Comment Opportunity (2:00) Public Input
 - b. Old Business – 2024-2027 TIP Amendment #2 (10:00) **Action Item**
 - c. 2023-2026 TIP Amendment #9 (5:00) **Action Item**
 - d. 2023-2024 UPWP Amendment #4 (5:00) **Action Item**
 - e. University/10th Street Corridor Study Contract Amendment #1 (5:00) **Action Item**
 - f. Clay Co. Heartland Trail Routing Analysis Consultant Selection (5:00) **Action Item**
 - g. Resolution Designating City of Fargo as Direct Recipient for MATBUS FTA Funds **Action Item**
4. Additional Business Information Item
5. Adjourn

REMINDER: The next Metro COG Policy Board Meeting will be held Thursday, Dec. 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 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.

**620th Policy Board Meeting
Fargo-Moorhead Metropolitan Council of Governments
Thursday, October 19, 2023 – 4:00 pm**

Members Present:

Duane	Breitling	Cass County Commission
John	Gunkelman	Fargo Planning Commission
Chuck	Hendrickson	Moorhead City Council
Brenton	Holper	Horace City Administration (alternate for Jeff Trudeau)
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
Deb	White	Moorhead City Council

Members Absent:

Amanda	George	West Fargo City Commission
Denise	Kolpack	Fargo City Commission
Sebastian	McDougall	Moorhead City Council
Jenny	Mongeau	Clay County Commission
Maranda	Tasa	Fargo Planning Commission
Jeff	Trudeau	Horace City Council (alternate present)
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
Dan	Farnsworth	Metro COG
Ben	Griffith	Metro COG
Savanna	Leach	Metro COG
Chelsea	Levorsen	Metro COG
Michael	Maddox	Metro COG
Ayden	Schaffler	Metro COG

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

The meeting was called to order at 4:00 pm, on October 19, 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 October 19, 2023 Policy Board Meeting.

Ms. Nash moved, seconded by Mr. Breitling

MOTION, passed

Motion carried unanimously.

1c. Past Meeting Minutes, approved

Chair Hendrickson asked for approval of the Minutes of the September 21, 2023 Meeting.

**MOTION: Approve the September 21, 2023 Policy Board Meeting Minutes.
Ms. Preston moved, seconded by Mr. Olson
MOTION, passed
Motion carried unanimously.**

1d. Monthly Bills, approved

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

**MOTION: Approve the October 2023 Bills List.
Mr. Gunkelman 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. September Month End Report
- b. Metro COG Q3 Report
- c. Printer Contract and Service Agreement
- d. Managed IT Services

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

3. REGULAR AGENDA

3a. Public Comment Opportunity

No public comments were made or received.

3b. 2024-2027 Transportation Improvement Program Amendment #2

Mr. Griffith said that while the Transportation Technical Committee approved amendment #2 to the 2024-2027 Transportation Improvement Program, MnDOT and FHWA have questions on the amendment, that they need to work through, mostly regarding the approval of the MnDOT STIP, in which the TIP ties.

Mr. Griffith said that postponing the item versus tabling the item will help with legal logistics of the advertised open meeting for the TIP amendment.

Mr. Olson asked what happens if MnDOT and NDDOT do not both approve the amendment. Mr. Griffith said the amendment could potentially be broken into amendment 2a/2b, or added to amendment 3 that is currently in the works.

MOTION: Postpone Agenda Item 3b to the next regularly scheduled Metro COG Policy Board meeting, held November 16, 2023.

Ms. White moved, seconded by Mr. Breitling.

MOTION, passed

Motion carried unanimously.

4. Additional Business

Mr. Griffith let the board know about recent and upcoming public input events for current projects.

5. Adjourn

MOTION: Adjourn the 620th Meeting of the FM Metro COG Policy Board

Mr. Gunkelman moved, seconded by Mr. Olson

MOTION, passed.

Motion carried unanimously.

The 620th Meeting of the FM Metro COG Policy Board held Thursday, October 19, 2023 was adjourned at 4:20 pm.

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

Respectfully Submitted,

Savanna Leach
Executive Assistant

To: Policy Board
From: Paul Bervik, Assistant Transportation Planner
Date: November 9, 2023
Re: **2024-2027 Transportation Improvement Program (TIP) Amendment 2**

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) held a public meeting both in person and via Zoom Video Communications on Thursday, October 12, 2023 at 10:00 am to consider public comments regarding a proposed amendment to the 2024-2027 Transportation Improvement Program (TIP) for the FM Metropolitan Area.

A public notice was published in The Forum of Fargo-Moorhead on Wednesday, September 27, 2023, which advertised the public meeting, detail how to request more information, and provided information on how to make public comment regarding the proposed amendment. The public notice advertised that public comments would be accepted until 8:00 am on Thursday, October 12, 2023. No written comments were received.

The proposed amendment to the 2024-2027 TIP is as follows:

1. **Modification of Project 8210019:** MNDOT construction of a grade separation of 11th Street at BNSF railroad (2024). Updating costs.
2. **Modification of Project 5210018:** MNDOT construction of a grade separation of 11th Street at BNSF railroad (2024). Updating costs and Project Description.
3. **Modification of Project 8230011:** MNDOT construction of a grade separation of 11th Street at BNSF railroad, AC payback (2026). Updating Project Description.
4. **Modification of Project 8241055:** MNDOT construction of a grade separation of 11th Street at BNSF railroad, AC payback (2027). Updating Project Description and state project number.
5. **Modification of Project 8240043:** MNDOT construction of a grade separation of 11th Street at BNSF railroad (2024). Updating Project Cost.
6. **Modification of Project 2210017:** Clay County rehabilitation of CSAH 14 bridge over South Branch of Buffalo River (2024). Updating Project Cost and Cost Breakdown.
7. **Modification of Project 3220021:** City of West Fargo urbanization of 9th street NE and 7th avenue NE (2025). Update total project cost.
8. **Modification of Project 8240050** MNDOT construction of fiber communications/ cameras and dynamic message signs (DMS) (2025). Updating Project Description.

9. **Modification of Project 8230010:** MNDOT construction of a grade separation of 11th Street at BNSF railroad, AC payback (2025). Updating Project Description.
10. **New Project 8242057:** MNDOT construction of a grade separation of 11th Street at BNSF railroad (2024).
11. **New Project 8242058:** MNDOT construction of a grade separation of 11th Street at BNSF railroad (2024).
12. **New Project 8242059:** MNDOT construction of a grade separation of 11th Street at BNSF railroad (2024).
13. **New Project 8242060:** MNDOT construction of a grade separation of 11th Street at BNSF railroad (2024).
14. **New Project 9242061:** NDDOT pavement marking at various highways throughout the Fargo District (2024).

A MnDOT representative requested that project 8210019 be updated to add additional state funding to that project.

This amendment is a continuation of the 2024-2027 TIP Amendment 2 that was discussed at the October 19th, 2023 meeting. Policy Board action on the amendment was postponed until the November 16, 2023 meeting to allow Metro COG staff time to clarify the TIP amendment process while the State Transportation Improvement Program (STIP) had not yet been approved. Guidance received from NDDOT has indicated that the TIP is a locally-approved programming document that may be amended from time to time at the local level, but that until such time as the STIP has been approved, no funds may be expended.

Please see **Attachment 1** for more detailed project information.

Requested Action: Approval of Amendment 9 of the Metro COG 2024-2027 Transportation Improvement Program (TIP) pending STIP approval.

Lead Agency	Metro COG ID State Number	Project Year	Project Location	Length	Project Limits From To	Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Other Revenue Source	Revenue
Amendment 2 - 2024-2027 Metro COG TIP											
Existing projects with a change in cost											
MNDOT	8210019 1401-177	2024	US 10 & 11th St		8th St 14th St	**AC**B2020**INNO** : ON US 10, FROM 8TH STREET TO 14TH STREET, CONSTRUCT NEW UNDERPASS UNDER BNSF RR IN MOORHEAD (ASSOCIATED TO 144-010-020) (RR BONDS) (AC PAYBACK TO MNDOT FROM LOCALS 2025, 2026, 2027) **B2020**INNO** : On US 10, From 8th Street to 14th Street, Construct New Underpass Under BNSF RR in Moorhead (Associated to 144-010-020)	Reconstruction	\$77,142,800 \$102,936,600	STBGP	State Local	\$2,559,973 \$73,356,367 \$67,783,400 \$1,226,460 \$26,809,600
City of Moorhead	5210018 144-010-020	2024	US 10 & 11th St		8th St 14th St	**AC**INNO**LONSYS** : ON US 10, FROM 8TH STREET TO 14TH STREET, CONSTRUCT NEW UNDERPASS UNDER BNSF RR IN MOORHEAD (ASSOCIATED TO 144-010-020) **AC** : Moorhead Underpass: On US 10, From 8th Street to 14th Street, Construct New Underpass Under BNSF RR in Moorhead (AC Payback in 2025, 2026)	Reconstruction	\$2,571,950 \$7,634,091	STBG	State Local	\$2,057,560 \$6,107,273 \$514,390 \$1,526,818
MNDOT City of Moorhead	8230011 5230011 1401-177AC2 144-010-020AC2	2026	US 10 & 11th St		8th St 14th St	**AC**INNO**LONSYS** : ON US 10, FROM 8TH STREET TO 14TH STREET, CONSTRUCT NEW UNDERPASS UNDER BNSF RR IN MOORHEAD (ASSOCIATED TO 144-010-020) (AC PAYBACK TO MNDOT FROM LOCALS IN 2025, 2026, AND 2027) PAYBACK 2 OF 3 **AC**INNO**LONSYS** : ON US 10, FROM 8TH STREET TO 14TH STREET, CONSTRUCT NEW UNDERPASS UNDER BNSF RR IN MOORHEAD (ASSOCIATED TO 144-010-020 PAYBACK 2 OF 2)	Reconstruction	\$1,902,000 \$1,102,000	STBG		\$1,902,000 \$1,102,000
MNDOT City of Moorhead	8241055 5241055 1401-177AC3 1401-177	2027	US 10 & 11th St		8th St 14th St	**AC**INNO**LONSYS** : ON US 10, FROM 8TH STREET TO 14TH STREET, CONSTRUCT NEW UNDERPASS UNDER BNSF RR IN MOORHEAD (ASSOCIATED TO 144-010-020) (AC PAYBACK TO MNDOT FROM LOCALS IN 2025, 2026, AND 2027) PAYBACK 3 OF 3 **B2020** : On US 10, From 8th Street to 14th Street, Preliminary Engineering New Underpass Under BNSF RR in Moorhead (Associated to 144-010-020)	Reconstruction	\$200,000 \$1,071,608	STBG		\$200,000 \$1,071,608
MNDOT	8240043 1401-177PRO	2024	US 10 & 11th St		8th St 14th St	**PROTECT**INNO** : On US 10, From 8th Street to 14th Street, Construct New Underpass Under BNSF RR in Moorhead (Associated to 144-010-020)	Reconstruction	\$3,360,000	PROTECT	State 2025 AC	\$1,236,144 \$1,236,144 \$672,000 \$456,288 \$1,451,856
Clay County	2210017 014-614-001	2024	CSAH 14		1.8 East of MN 336 @ Buffalo River	On CSAH 14, Replace Bridge #92440 with New Bridge #14555 Over the S Branch Buffalo River, 1.8 Miles East of MN 336	Rehabilitation	\$1,500,000 \$920,000	BRO	Local State	\$736,000 \$764,000 \$184,000
City of West Fargo	3220021 23537	2025	9th St NE		Main Ave 12th Ave NE	Urbanization of 9th St NE (including urbanization of 7th Ave NE from 9th St NE to 45th St N)	Reconstruction	\$22,500,000 \$12,000,000	STBG	Local	\$9,600,000 \$12,900,000 \$2,400,000

Lead Agency	Metro COG ID State Number	Project Year	Project Location	Length	Project Limits From	To	Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Other Revenue Source	Revenue
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Amendment 2 - 2024-2027 Metro COG TIP

Existing projects with a non-cost change

MNDOT	8240050 1480-190	2025					**ITS** : ON I94, IN MOORHEAD, FIBER COMMUNICATIONS/CAMERAS, DYNAMIC MESSAGE SIGNS (DMS) **ITS**: ON I94, IN MOORHEAD, FIBER COMMUNICATIONS/CAMERAS	Safety	\$1,055,556.0	NHPP	Local	\$950,000 \$105,556
MNDOT City of Moorhead	8230010 5230010 1401-177AC1 144-010-020AC1	2025	US 10 & 11th St		8th St	14th St	**AC**INNO**LONSYS** : ON US 10, FROM 8TH STREET TO 14TH STREET, CONSTRUCT NEW UNDERPASS UNDER BNSF RR IN MOORHEAD (ASSOCIATED TO 144-010-020) (AC PAYBACK TO MNDOT FROM LOCALS IN 2025, 2026, AND 2027) PAYBACK 1 OF 3 **AC**INNO**LONSYS**: ON US 10, FROM 8TH STREET TO 14TH STREET, CONSTRUCT NEW UNDERPASS UNDER BNSF RR IN MOORHEAD (ASSOCIATED TO 144-010-020) (AC PAYBACK IN 2025 AND 2026) PAYBACK 1 OF 2	Reconstruction	\$830,000	STBG		\$830,000

Amendment 2 - 2024-2027 Metro COG TIP

The following are new projects

MNDOT	8242057 014-603-014	2024	US 10 & 11th St		8th St	14th St	**INNO** : ON US 10, FROM 8TH STREET TO 14TH STREET, CONSTRUCT NEW UNDERPASS UNDER BNSF RR IN MOORHEAD (ASSOCIATED TO 1401-177, 144-010-020 AND 144-010-019)	Reconstruction	\$1,500,000		Local	\$1,500,000
MNDOT	8242058 1401-177RAISE	2024	US 10 & 11th St		8th St	14th St	**RAISE**INNO** : ON US 10, FROM 8TH STREET TO 14TH STREET, CONSTRUCT NEW UNDERPASS UNDER BNSF RR IN MOORHEAD (ASSOCIATED TO 144-010-020)(RR BONDS)	Reconstruction	\$32,887,000	FFM	State	\$26,309,600 \$6,577,400
MNDOT	8242059 1401-177RR	2024	US 10 & 11th St		8th St	14th St	**INNO** : ON US 10, FROM 8TH STREET TO 14TH STREET, CONSTRUCT NEW UNDERPASS BNSF RR AGREEMENT IN MOORHEAD (RR BONDS)	Reconstruction	\$9,390,000		State	\$9,390,000
MNDOT	8242060 1401-177DEMO	2024	US 10 & 11th St		8th St	14th St	**INNO**MN276** : ON US 10, FROM 8TH STREET TO 14TH STREET, CONSTRUCT NEW UNDERPASS UNDER BNSF RR IN MOORHEAD (ASSOCIATED TO 144-010-020) (AC PAYBACK IN 2025 AND 2026)	Reconstruction	\$625,000	DEMO	Local	\$500,000 \$125,000
NDDOT	9242061 24180	2024	Fargo Districtwide				Pavement marking at various highways throughout the Fargo District	Safety	\$1,600,000	HES	State	\$1,440,000 \$160,000
NDDOT	9242061 24180	2024	Fargo Districtwide				Pavement marking at various highways throughout the Fargo District	Safety	\$1,600,000	HES	State	\$1,440,000 \$160,000

To: Policy Board
From: Paul Bervik, Assistant Transportation Planner
Date: November 9, 2023
Re: **2023-2026 Transportation Improvement Program (TIP) Amendment 9**

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) held a public meeting both in person and via Zoom Video Communications on Thursday, November 9th, 2023 at 10:00 am to consider public comments regarding a proposed amendment to the 2023-2026 Transportation Improvement Program (TIP) for the FM Metropolitan Area. The proposed amendment to the 2023-2026 TIP reflects modified federally-funded projects within the Metropolitan Planning Area (MPA). After discussion with MnDOT, Metro COG's 2023-2026 TIP is still considered to be active, and therefore, this is the TIP that needs to be currently amended.

A public notice was published in The Forum of Fargo-Moorhead on Wednesday, October 25th, 2023, which advertised the public meeting, detailed how to request more information, and provided information on how to make public comment regarding the proposed amendment. The public notice stated that public comments would be accepted until 12:00 noon on Thursday, November 9th, 2023. As of the writing of this memo, no written comments have been received.

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

1. **Modification of Project 8210019:** MNDOT construction of a grade separation of 11th Street at BNSF railroad (2024). Updating costs.
2. **Modification of Project 5210018:** MNDOT construction of a grade separation of 11th Street at BNSF railroad (2024). Updating costs and Project Description.
3. **Modification of Project 8230011:** MNDOT construction of a grade separation of 11th Street at BNSF railroad, AC payback (2026). Updating Project Description.
4. **Modification of Project 8241055:** MNDOT construction of a grade separation of 11th Street at BNSF railroad, AC payback (2027). Updating Project Description and state project number.
5. **Modification of Project 8240043:** MNDOT construction of a grade separation of 11th Street at BNSF railroad (2024). Updating Project Cost.
6. **Modification of Project 2210017:** Clay County rehabilitation of CSAH 14 bridge over South Branch of Buffalo River (2024). Updating Project Cost and Cost Breakdown.

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8. **Modification of Project 8240050** MNDOT construction of fiber communications/ cameras and dynamic message signs (DMS) (2025). Updating Project Description.
9. **Modification of Project 8230010:** MNDOT construction of a grade separation of 11th Street at BNSF railroad, AC payback (2025). Updating Project Description.
10. **New Project 8242057:** MNDOT construction of a grade separation of 11th Street at BNSF railroad (2024).
11. **New Project 8242058:** MNDOT construction of a grade separation of 11th Street at BNSF railroad (2024).
12. **New Project 8242059:** MNDOT construction of a grade separation of 11th Street at BNSF railroad (2024).
13. **New Project 8242060:** MNDOT construction of a grade separation of 11th Street at BNSF railroad (2024).
14. **New Project 9242061:** NDDOT pavement marking at various highways throughout the Fargo District (2024).

A MnDOT representative requested that project 8210019 be updated to add additional state funding to that project.

The Transportation Technical Committee unanimously recommended approval of Metro COG's 2023-2026 TIP Amendment 9.

Please see **Attachment 1** for more detailed project information.

Requested Action: Approval of Amendment 9 of the Metro COG 2023-2026 Transportation Improvement Program (TIP).

Lead Agency	Metro COG ID State Number	Project Year	Project Location	Length	Project Limits From To	Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Other Revenue Source	Revenue
Amendment 9 - 2023-2026 Metro COG TIP											
Existing projects with a change in cost											
MNDOT	8210019 1401-177	2024	US 10 & 11th St		8th St 14th St	**AC**B2020**INNO** : ON US 10, FROM 8TH STREET TO 14TH STREET, CONSTRUCT NEW UNDERPASS UNDER BNSF RR IN MOORHEAD (ASSOCIATED TO 144-010-020) (RR BONDS) (AC PAYBACK TO MNDOT FROM LOCALS 2025, 2026, 2027) **B2020**INNO** : On US 10, From 8th Street to 14th Street, Construct New Underpass Under BNSF RR in Moorhead (Associated to 144-010-020)	Reconstruction	\$77,142,800 \$102,936,600	STBGP	State Local	\$2,559,973 \$73,356,367 \$67,783,400 \$1,226,460 \$26,809,600
City of Moorhead	5210018 144-010-020	2024	US 10 & 11th St		8th St 14th St	**AC**INNO**LONYS** : ON US 10, FROM 8TH STREET TO 14TH STREET, CONSTRUCT NEW UNDERPASS UNDER BNSF RR IN MOORHEAD (ASSOCIATED TO 144-010-020) **AC** : Moorhead Underpass: On US 10, From 8th Street to 14th Street, Construct New Underpass Under BNSF RR in Moorhead (AC Payback in 2025, 2026)	Reconstruction	\$2,571,950 \$7,634,091	STBG	State Local	\$2,057,560 \$6,107,273 \$514,390 \$1,526,818
MNDOT City of Moorhead	8230011 5230011 1401-177AC2 144-010-020AC2	2026	US 10 & 11th St		8th St 14th St	**AC**INNO**LONYS** : ON US 10, FROM 8TH STREET TO 14TH STREET, CONSTRUCT NEW UNDERPASS UNDER BNSF RR IN MOORHEAD (ASSOCIATED TO 144-010-020) (AC PAYBACK TO MNDOT FROM LOCALS IN 2025, 2026, AND 2027) PAYBACK 2 OF 3 **AC**INNO**LONYS** : ON US 10, FROM 8TH STREET TO 14TH STREET, CONSTRUCT NEW UNDERPASS UNDER BNSF RR IN MOORHEAD (ASSOCIATED TO 144-010-020 PAYBACK 2 OF 2	Reconstruction	\$1,902,000 \$1,102,000	STBG		\$1,902,000 \$1,102,000
MNDOT City of Moorhead	8241055 5241055 1401-177AC3 1401-177	2027	US 10 & 11th St		8th St 14th St	**AC**INNO**LONYS** : ON US 10, FROM 8TH STREET TO 14TH STREET, CONSTRUCT NEW UNDERPASS UNDER BNSF RR IN MOORHEAD (ASSOCIATED TO 144-010-020) (AC PAYBACK TO MNDOT FROM LOCALS IN 2025, 2026, AND 2027) PAYBACK 3 OF 3 **B2020** : On US 10, From 8th Street to 14th Street, Preliminary Engineering New Underpass Under BNSF RR in Moorhead (Associated to 144-010-020)	Reconstruction	\$200,000 \$1,071,608	STBG		\$200,000 \$1,071,608
MNDOT	8240043 1401-177PRO	2024	US 10 & 11th St		8th St 14th St	**PROTECT**INNO** : On US 10, From 8th Street to 14th Street, Construct New Underpass Under BNSF RR in Moorhead (Associated to 144-010-020)	Reconstruction	\$3,360,000	PROTECT	State 2025 AC	\$1,236,144 \$1,236,144 \$672,000 \$456,288 \$1,451,856
Clay County	2210017 014-614-001	2024	CSAH 14		1.8 East of MN 336 @ Buffalo River	On CSAH 14, Replace Bridge #92440 with New Bridge #14555 Over the S Branch Buffalo River, 1.8 Miles East of MN 336	Rehabilitation	\$1,500,000 \$920,000	BRO	Local State	\$736,000 \$764,000 \$184,000
City of West Fargo	3220021 23537	2025	9th St NE		Main Ave 12th Ave NE	Urbanization of 9th St NE (including urbanization of 7th Ave NE from 9th St NE to 45th St N)	Reconstruction	\$22,500,000 \$12,000,000	STBG	Local	\$9,600,000 \$12,900,000 \$2,400,000

Lead Agency	Metro COG ID State Number	Project Year	Project Location	Length	Project Limits From To	Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Other Revenue Source	Revenue
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Amendment 9 - 2023-2026 Metro COG TIP

Existing projects with a non-cost change

MNDOT	8240050 1480-190	2025				**ITS** : ON I94, IN MOORHEAD, FIBER COMMUNICATIONS/CAMERAS, DYNAMIC MESSAGE SIGNS (DMS) **ITS**: ON I94, IN MOORHEAD, FIBER COMMUNICATIONS/CAMERAS	Safety	\$1,055,556.0	NHPP	Local	\$950,000 \$105,556
MNDOT City of Moorhead	8230010 5230010 1401-177AC1 144-010-020AC1	2025	US 10 & 11th St		8th St 14th St	**AC**INNO**LONSYS** : ON US 10, FROM 8TH STREET TO 14TH STREET, CONSTRUCT NEW UNDERPASS UNDER BNSF RR IN MOORHEAD (ASSOCIATED TO 144-010-020) (AC PAYBACK TO MNDOT FROM LOCALS IN 2025, 2026, AND 2027) PAYBACK 1 OF 3 **AC**INNO**LONSYS**: ON US 10, FROM 8TH STREET TO 14TH STREET, CONSTRUCT NEW UNDERPASS UNDER BNSF RR IN MOORHEAD (ASSOCIATED TO 144-010-020) (AC PAYBACK IN 2025 AND 2026) PAYBACK 1 OF 2	Reconstruction	\$830,000	STBG		\$830,000

Amendment 9 - 2023-2026 Metro COG TIP

The following are new projects

MNDOT	8242057 014-603-014	2024	US 10 & 11th St		8th St 14th St	**INNO** : ON US 10, FROM 8TH STREET TO 14TH STREET, CONSTRUCT NEW UNDERPASS UNDER BNSF RR IN MOORHEAD (ASSOCIATED TO 1401-177, 144-010-020 AND 144-010-019)	Reconstruction	\$1,500,000		Local	\$1,500,000
MNDOT	8242058 1401-177RAISE	2024	US 10 & 11th St		8th St 14th St	**RAISE**INNO** : ON US 10, FROM 8TH STREET TO 14TH STREET, CONSTRUCT NEW UNDERPASS UNDER BNSF RR IN MOORHEAD (ASSOCIATED TO 144-010-020)(RR BONDS)	Reconstruction	\$32,887,000	FFM	State	\$26,309,600 \$6,577,400
MNDOT	8242059 1401-177RR	2024	US 10 & 11th St		8th St 14th St	**INNO** : ON US 10, FROM 8TH STREET TO 14TH STREET, CONSTRUCT NEW UNDERPASS BNSF RR AGREEMENT IN MOORHEAD (RR BONDS)	Reconstruction	\$9,390,000		State	\$9,390,000
MNDOT	8242060 1401-177DEMO	2024	US 10 & 11th St		8th St 14th St	**INNO**MN276** : ON US 10, FROM 8TH STREET TO 14TH STREET, CONSTRUCT NEW UNDERPASS UNDER BNSF RR IN MOORHEAD (ASSOCIATED TO 144-010-020) (AC PAYBACK IN 2025 AND 2026)	Reconstruction	\$625,000	DEMO	Local	\$500,000 \$125,000
NDDOT	9242061 24180	2024	Fargo Districtwide			Pavement marking at various highways throughout the Fargo District	Safety	\$1,600,000	HES	State	\$1,440,000 \$160,000
NDDOT	9242061 24180	2024	Fargo Districtwide			Pavement marking at various highways throughout the Fargo District	Safety	\$1,600,000	HES	State	\$1,440,000 \$160,000

To: Policy Board members
From: Ben Griffith, AICP, Executive Director
Date: November 9, 2023
Re: **2023-2024 Unified Planning Work Program (UPWP) Amendment #4**

The Infrastructure Investment & Jobs Act (IIJA) of 2021 identified a mandatory set-aside of 2.5% of "Planning Funds" at the state level to be used towards complete streets efforts. This amounts to approximately \$55,000 per year in North Dakota. IIJA incentivized the use of Complete Street Set-Aside Funds by waiving the 20% local match requirement.

Metro COG, the other North Dakota MPOs, and NDDOT have been waiting for guidance from FHWA on the allocation and use of these funds. At the Fall North Dakota MPO Directors' meeting, it was decided that the 2022 and 2023 set-aside funds would be allocated to Metro COG, BisMan, and The Forks MPO based upon their relative shares of population. However, the 2024 funding would be allocated amongst those existing MPOs and Minot, which becomes an MPO in FY2024.

As a result, Metro COG will receive \$81,473 of Complete Streets Set-Aside funding. Metro COG has identified the Horace Core Neighborhoods Plan as an underfunded project that has the capacity to utilize the funding to its fullest extent and is recommending these funds be used to fully fund that effort. The RFP for that project is scheduled to be released in December 2023.

Metro COG would therefore like to amend its 2023-2024 UPWP to include the dedication of \$81,473 of Complete Streets Set-Aside funding to the Horace Core Neighborhoods Plan, providing a total of \$196,473 for the project.

Attached to this memo is a revised Budget Summary and a page with proposed text revisions addressing the Complete Streets Set-aside funding and how it is proposed to be expended by Metro COG.

At their regular meeting on Thursday, November 9, 2023, the Transportation Technical Committee (TTC) unanimously recommended approval of the proposed amendment to the UPWP to the Policy Board with the condition to verify funding availability of set-aside funds in future years and to show the funds for the 2024 programming year in the attached Budget Summary spreadsheet.

Requested Action: Approval of Amendment 4 to the Metro COG 2023-2024 Unified Planning Work Program (UPWP).

2023-2024 UPWP Amendment #4

Fargo-Moorhead Metropolitan Council of Governments 2023-2024 Adjusted Budget					
	2023			2024	
Internal Operations & Overhead	Federal CPG	Local/State ³	Overmatch	Federal CPG	Local/State ³
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 ¹	Overmatch		
NDSU ATAC Annual Participation	\$8,000.00	\$2,000.00			
MTP (Year 1 of 2)	\$144,000.00	\$36,000.00			
MTP Workshop to coalesce the MTP with the Housing Analysis	\$20,000.00	\$5,000.00			
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			
Moorhead I-94/20th St Interchange Analysis Contract Amendment - addition of Traffic Analysis to scope of work	\$19,182.87	\$3,836.57			
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			
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) 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
Horace Downtown Neighborhood Plan				\$42,000.00	\$10,500.00
Horace Downtown Neighborhood Plan-Additional Budget				\$50,000.00	\$12,500.00
Horace Downtown Neighborhood Plan-add. budget from Complete Streets ⁴				\$81,473.00	\$0.00
Subtotal	\$1,406,633.87	\$355,590.57	\$102,610.00	\$1,266,369.00	\$264,974.00
Total	\$2,406,258.94	\$605,496.57	\$102,610.00	\$2,312,501.23	\$526,507.46
Minus Federal funds from other sources (CRP & SS4A grant)	\$-320,000.00				
Adjusted Total	\$2,086,258.94	\$605,496.57	\$102,610.00	\$2,312,501.23	\$526,507.46
Federal + Local and Overmatch	\$2,794,365.51			\$2,839,008.69	

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

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

Project highlighted in yellow is proposed to be added to the 2023 UPWP as Amendment #4.

¹Local 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

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

³Does not include \$6,705 local match for MnDOT State Planning Funds

⁴Complete Streets set-aside funding from 2022, 2023 and 2024 requires NO local match; total funding for the Horace project (including local match) is \$196,473.

2023-2024 UPWP Amendment #4 text/figure revisions, beginning on page 15:

Set-aside for Complete Streets Projects

A Complete Street is safe, and feels safe, for all users. FHWA encourages MPOs and other localities to conduct analyses and produce plans to make short-term improvements and set long-term goals for the surface transportation network. These plans are inter-disciplinary and may explore the transportation, safety, land use, environmental, economic, housing, employment, health and other factors of a roadway’s structure and the function it serves for a community. Under a Complete Streets design model, safety for all users will be incorporated into all these transportation planning and analysis processes.

The Bipartisan Infrastructure Law (BIL) requires FHWA to set aside 2½% of all PL (planning) funds for Complete Streets projects. This equates to approximately \$56,000 annually for the entire State of North Dakota, which is then distributed to the three (soon to be four) North Dakota MPOs based on a percentage of their respective populations from the 2020 Census. The table in Figure 11 shows the amounts Metro COG is programmed to receive in 2024. To help incentivize implementation of the Complete Streets program, the BIL waives the usual 20% local match for funding selected projects. Metro COG staff has identified the City of Horace Downtown/Core Neighborhood Study as a Complete Streets project in which to utilize these funds which have accumulated since 2022.

Figure 11 – Complete Streets Set-aside funding amounts

Year	ND Amount	Metro COG %	Metro COG Amount
2022	\$55,373.00	49.86%	\$27,608.98
2023	\$56,480.00	49.86%	\$28,160.93
2024	\$57,609.85	44.62% *	\$25,703.21
		Total:	\$81,473.12

*Uses 2020 Census data and adds fourth ND MPO into equation

To: Policy Board members
From: Michael Maddox, AICP
Date: November 9, 2023
Re: **Uni10 Contract Amendment #1**

Metro COG started the University and 10th Street Corridor Study (“Uni10”) in 2021. This study incorporated the analysis of bicycle and pedestrian concerns, the impact of the roadway on adjacent properties, the relationship with downtown as it grows westward, and the conversion of the one-way pair system of University Drive and 10th Street from 19th Ave N to 13th Ave S.

The original scope of work was split into two phases. The first phase was to look at the conversion of the one-way pair system as well as to gather issues along the corridor, which incorporated an intensive public participation campaign. Phase II of the study was meant to respond to the findings of the first phase, and as such a specific scope of work was not developed.

Now that the initial phase has been completed, Metro COG worked with its prime consultant, Bolton-Menk, to scope the second phase of the study. Metro COG also secured an additional \$100,000 of federal Consolidated Planning Grant (CPG) funds matched by the City of Fargo (\$25,000) to fund the Phase II of the effort. There is approximately \$25,000 left in the original Phase I budget that will supplement Phase II also. The total budget for Phase II included in Amendment #1 is \$150,026.23.

Attached to this memo please find the Phase II Amendment to the Uni10 contract with Bolton-Menk. The TTC did not have any additional comments or corrections to the Phase II Scope of Work and unanimously recommended Policy Board approval.

Requested Action: Approval of Amendment #1 to the University and 10th Street Corridor Study contract with Bolton-Menk and authorize Executive Director to execute said contract.

AMENDMENT TO CLIENT-CONSULTANT AGREEMENT

Amendment No. 1

Client: **Fargo-Moorhead Metropolitan Council of Governments**

Consultant: **Bolton & Menk, Inc.**

Project: **University and 10th Street Corridor Study**

Effective Date of Owner-Engineer Agreement: **February 14th, 2022**

Nature of Amendment: (Check those that apply)

- Additional Services to be performed by Consultant
- Modifications to services of Consultant
- Modifications to responsibilities of Client
- Modifications of payment to Consultant
- Modifications to time(s) for rendering services
- Modifications to other terms and conditions of the Agreement

Description of Modifications:

See Exhibit A: Phase II University Drive and 10th Street Corridor Study

Phase II Amount	<u>\$150,026.23</u>
Carryover from Phase I Budget	<u>-\$25,090.00</u>
Total Amendment Amount	<u>\$124,936.23</u>
Original agreement amount:	<u>\$274,996.08</u>
Net change for prior amendments:	<u>\$0.00</u>
Adjusted Agreement amount:	<u>\$399,932.31</u>
Change in time for services (days or date, as applicable):	<u>12/31/2024</u>

Client and Consultant hereby agree to modify the above-referenced Agreement as set forth in this Amendment. The Effective Date of the Amendment is **November 16th, 2023**

Client
Fargo-Moorhead Metropolitan COG

(typed or printed name of organization)

Consultant
Bolton & Menk, Inc.

(typed or printed name of organization)

By: _____
(individual's signature)

By: _____
(individual's signature)

Date: _____
(date signed)

Date: _____
(date signed)

Name: _____
(typed or printed)

Name: Mike Bittner
(typed or printed)

Title: _____
(typed or printed)

Title: Principal in Charge of North Dakota
(typed or printed)

Exhibit A: Phase II University Drive and 10th Street Corridor Study

The focus of Phase II is development, analysis, and implementation strategies for improvements along University Drive and 10th Street.

SCOPE OF WORK

Task 1. Project Management and Coordination

Project Management shall include:

- Consistent project communication
- Workload allocation and schedule management
- Management of project budgets and invoicing

Deliverables: Monthly progress meetings, monthly progress reports, monthly invoicing, and expense reporting.

Task 2. Alternatives Development and Analysis

Task 2.1 - Alternative Development

Each segment of the study area will involve spot improvements and different scales of segment-wide analysis. The downtown segment will be the most intense, with full corridor reconfiguration concepts being evaluated. The north segment will assess minor tweaks to the cross-section, specific to the bike lanes. The south segment will only include spot improvements and off-corridor improvements. The following spot improvement alternatives will be developed. Approximately 50% of this work was completed as part of the Phase I contract.

- 2.1.1.** Three (3) downtown lane reconfiguration concepts to reduce speeds, reduce crossing lengths, and improve multimodal opportunities.
- 2.1.2.** Three (3) traffic calming strategies using enforcement, technology, and geometric solutions.
- 2.1.3.** One (1) network-wide pedestrian crossing improvement plan with up to three (3) sub-options. Strategies will include signal timing, traffic signals improvements, and beacons at challenging crossing locations.
- 2.1.4.** One (1) network-wide bicycle connectivity plan with up to three (3) sub-options. Strategies will include off-system facilities, improvements to amenities on University Drive and 10th Street, and intersection crossing enhancements both parallel and perpendicular to the corridor.
- 2.1.5.** One (1) network-wide safety improvement plan with up to three (3) sub-options. Strategies will include access management, sight-triangle assessment, side-street lane and signal phasing improvements, and technology.
- 2.1.6.** Up to three (3) other spot improvements related to multimodal safety, event management or otherwise.

Task 2.2 – Study Review Committee Meeting: Alternative Refinement Workshop

With the alternatives developed and analyzed, the first SRC meeting will be an alternative refinement workshop. The committee will review, refine, and prioritize the alternatives, eliminating any that may be technically unfeasible.

Task 2.3 – Alternative Analysis

Alternatives will be analyzed in the same categories that were established in the first phase of the study, which include:

- **Safety:** which factors vehicular conflict potential, pedestrian/vehicle crash severity, and roadway crossing exposure
- **Balance:** which factors in modal level of service for vehicles, pedestrians, bicycles, freight, and transit.
- **Mobility:** which factor corridor travel times to major destinations and across the three segments on the two corridors.
- **Impacts:** which factor construction costs, and direct impacts to properties, trees, utilities, and alike.

Deliverables: Alternatives Analysis Report with supporting data in appendices, as appropriate.

Task 3. Community Engagement Phase II

Task 3.1 – Study Review Committee Meeting: Community Engagement Phase II Preparation

The intent of this meeting will be to finalize marketing and engagement strategies and present draft materials to the SRC for review and comment.

Task 3.2 Community Engagement Phase II

Community Engagement Phase II will focus on which, if any, of the alternatives should be carried forward into the implementation phase of the study. At the request of members of the public, the emphasis of this effort will be primarily in-person meetings and presentations.

Specific tasks are expected to include:

- 3.2.1. Three (3) Public Input Meetings Segregated by Roadway Segment
- 3.2.2. Development of INPUTiD Alternative Comparison Tool Survey for online responses
- 3.2.3. Marketing of meeting, surveys and events using the stakeholder repository developed as part of Phase I of the project
- 3.2.4. Postcard mailers to individuals living along the corridor to notify them of the various events (same limits as previous effort)
- 3.2.5. One Downtown Business Owners roundtable meeting, organized by the Downtown Community Partnership

Deliverables: Visual collateral (diagrams, infographics, etc.) needed to complete online survey and engagement tools and presentation materials in support of Phase II; report and presentation materials summarizing public responses.

Task 4. Implementation Plan

Task 4.1 – Study Review Committee Meeting: Engagement Findings and Implementation Strategies

With the second phase of engagement complete, the SRC will meet to review feedback and begin brainstorming the appropriate implementation strategies for the corridors.

Task 4.2 – Implementation Plan

The Implementation Plan will include the following tasks:

- 7.1.1. Project delivery next steps
- 7.1.2. Project phasing and staging
- 7.1.3. Funding assessment and opportunities
- 7.1.4. Three static renderings of critical improvement areas

Deliverables: Implementation strategies technical memorandum with supporting data in appendices, as appropriate.

Task 5. Final Report and Approvals

Task 5.1 – Final Report

Bolton & Menk will compile the Phase I and Phase II technical analysis and engagement efforts into a comprehensive, image-rich, and plain language report. The key information will be provided in an accompanying highly visual executive summary.

Task 5.2 – Study Review Committee Meeting: Adoption Presentation Rehearsal

After extensive coordination, engagement, and technical analysis, the final element of this study is a SRC meeting to review community input, confirm the implementation strategies, and review any concerns with the draft final report. This meeting will also identify and begin coordination for the final approvals process, including presentations to the required oversight boards.

Task 5.3 – Formal Adoption Presentations

Bolton & Menk will complete the appropriate final presentations to NDDOT management, the Public Works Project Evaluation Committee, and the Fargo City Commission. Bolton & Menk will work with Metro COG staff to make the final presentations to the Transportation Technical Committee and the Policy Board.

Deliverables: Final Report, Meeting scheduling, and materials

BUDGET

Client: Fargo-Moorhead Metro COG Project: University Drive and 10th Street Corridor Study		Bolton & Menk, Inc.									
Task No.	Work Task Description	Project Manager	Alternative Analysis	Concept Development	Traffic Modeling	Concept Development Support	Stakeholder Outreach	GIS Mapping	Renderings	Total Hours	Total Labor Cost
		Mike Bittner	Kevin Mackey	Cody Christianson	Chloe Weber	Jamie Rasmussen	Blue Weber	Rachel Koch	Chris Harris		
1	Project Management and Coordination	70	0	0	0	0	0	0	0	70	\$3,850.00
2	Alternatives Development and Analysis	20	100	74	50	63	0	60	0	367	\$15,008.50
3	Phase II Community Engagement	30	0	0	0	0	80	50	0	160	\$6,035.00
4	Implementation Plan	20	25	30	0	0	0	0	80	155	\$7,145.00
5	Project Wrap Up and Close Out	58	40	30	0	0	0	0	0	128	\$6,495.00
Total Hours		198	165	134	50	63	80	110	80	880	
Average Hourly Rate		\$55.00	\$44.00	\$51.50	\$35.50	\$27.50	\$32.00	\$36.50	\$42.50		
Subtotal		\$10,890.00	\$7,260.00	\$6,901.00	\$1,775.00	\$1,732.50	\$2,560.00	\$4,015.00	\$3,400.00		
Overhead Rate		213.06%	213.06%	213.06%	213.06%	213.06%	213.06%	213.06%	213.06%		
Total Labor Costs + OH											\$120,632.98
Fixed Fee (5%)											5% \$6,031.65
Direct Expenses (Postcards)											\$6,000.00
Subconsultant (Interface) - Task 3 - Community Engagement											\$17,271.21
Total for Phase II											\$149,935.83
Carryover from Phase I Contract											-\$25,000.00
Amendment I - Total Not-to-Exceed Fee											\$124,935.83

SCHEDULE

Task	Task	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24
1	Project Management										
2	Alternatives Development and Analysis										
3	Community Engagement Phase II										
4	Implementation Plan										
5	Final Reports and Approvals										

To: Metro COG Policy Board
From: Dan Farnsworth, Transportation Planner
Date: November 9, 2023
Re: **Clay County Heartland Trail Routing Analysis – Consultant Selection**

In September, the Metro COG Policy Board approved the request for proposals (RFP) for the Clay County Heartland Trail Routing Analysis. This project has a budgeted amount of \$250,000 (\$200,000 funded using Federal CPG funds and \$50,000 from local matches).

The deadline for consulting firms to submit proposals was October 18th. Metro COG received proposals from four firms – Bolton & Menk, SEH, SRF, and WSB.

The consultant selection panel met on November 1st to interview the firms and select the top-ranked firm. Upon interviews with the four consultant teams, SRF was the highest ranked firm. The SRF team includes the subconsultants Alta and Mend. SRF's cost proposal came in at \$249,828.83, which is within the budgeted amount.

Requested Action:

Approval of SRF as the top ranked firm to complete the Clay County Heartland Trail Routing Analysis and to authorize the Metro COG Executive Director to enter into a contract after successful contract negotiations.

To: Policy Board members
From: Ben Griffith, AICP, Executive Director
Date: November 13, 2023
Re: **Resolution Designating City of Fargo as Direct Recipient for MATBUS FTA Funds**

As Metro COG transitions from an MPO (Metropolitan Planning Organization) to a TMA (Transportation Management Area), certain changes have become necessary for MATBUS in order to receive funding from the Federal Transit Administration (FTA). MATBUS has hired KLJ Engineering to conduct a reorganization study to help facilitate and guide them through the process.

The Cities of Fargo and Moorhead have agreed to designate the City of Fargo as the recipient of FTA funds and Gov. Tim Walz of Minnesota has officially agreed to this. The reorganization study is continuing to review staffing and equipment needs as they begin to transition into a single organization and Metro COG staff has been attending their tri-weekly meetings. There will be other changes coming in the future, such as change in governance of MATBUS and designation of a representative to the Policy Board, among others.

Approval of the attached Resolution is requested to provide official acknowledgement by Metro COG's Policy Board of this change in funding structure for both NDDOT and MnDOT, as well as FTA.

Requested Action: Approval of Resolution Designating the City of Fargo as the Direct Recipient for FTA funds in the Metro COG Urbanized Area.

Fargo-Moorhead Metropolitan Council of Governments

Resolution 2023-R013

Resolution Supporting Identification of the City of Fargo, North Dakota as the Designated Recipient for Federal Transit Administration Section 5307, 5310 and 5339 Funds for the Fargo-Moorhead Urbanized Area

Whereas, the Fargo-Moorhead Metropolitan Council of Governments (Metro COG) serves as the designated Metropolitan Planning Organization (MPO) for the Fargo-Moorhead Metropolitan Area and is responsible for Metropolitan Planning efforts pursuant to 23 CFR 450; and

Whereas, the Cities of Fargo, ND, and Moorhead, MN, are currently working on operational changes to prepare for the transition to a more coordinated financial model for public transit services in the Fargo-Moorhead Metropolitan Area (MATBUS). These changes are premised on the recent Federal Transit Administration's (FTA) designation of the Fargo-Moorhead Metropolitan area as a Transportation Management Area (TMA)/Large urbanized area (UZA); and

Whereas, in accordance with FTA Circular 9030.1E, FTA encourages a single designated recipient for each UZA with a population of 200,000 or more to streamline the program administration, and it is a requirement that Metro COG pass a resolution in support of the identified single designated recipient; and

Whereas, the Cities of Fargo, ND and Moorhead, MN have made a joint request to the Governors of Minnesota and North Dakota to designate the City of Fargo, ND, as the designated recipient for FTA 5307, 5310 and 5339 funding in the Fargo-Moorhead UZA. This request is based on discussions between both cities and the consensus is the City of Fargo is best suited to serve as the direct recipient of FTA funds that address transportation needs in the Fargo-Moorhead region. This change has been requested to take effect with Federal Fiscal Year (FY) 2024 which starts on October 1, 2023.

Now, Therefore, Be It Resolved, that Metro COG hereby supports the identification of the City of Fargo as the designated recipient for FTA Section 5307, 5310 and 5339 funds for the Fargo-Moorhead UZA.

Approved this 16th day of November, 2023.

Chuck Hendrickson
Metro COG Policy Board Chair

Ben Griffith
Metro COG Executive Director