



# Transportation Improvement Program

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*2017-2020 Final Version*

9/14/2016

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Prepared by the Fargo-Moorhead Metropolitan Council of Governments  
(Metro COG)

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In association with:

City of Dilworth, City of Fargo, City of Moorhead, City of West Fargo, Cass County, Clay County, MATBUS, MnDOT, NDDOT, FHWA and FTA

Approved by the Metro COG Policy Board September 15, 2016

### **Disclaimer**



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This document does not constitute a standard, specification or regulation. The United States Government, the states of North Dakota and Minnesota, and the Fargo-Moorhead Metropolitan Council of Governments do not endorse products or manufacturers. Trade or manufacturers' names may appear therein only because they are considered essential to the object of this document.

The contents of this document reflect the views of the authors, who are responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the policies of the state and federal departments of transportation.



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**A RESOLUTION CONFIRMING THE  
LONG RANGE TRANSPORTATION PLAN  
AS BEING CURRENTLY HELD VALID**

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**WHEREAS**, the U.S. Department of Transportation requires that the Metropolitan Planning Organization (MPO) designated with the authority to carry out metropolitan transportation planning in a given urbanized area shall prepare a transportation plan for that area; and

**WHEREAS**, the U.S. Department of Transportation further requires that the MPO annually review this transportation plan, and confirm that it is currently held valid and consistent with current transportation and land use issues; and


**WHEREAS**, the Fargo-Moorhead Metropolitan Council of Governments (Metro COG) has been designated by the Governors of the State of Minnesota and North Dakota as the MPO for the Fargo-Moorhead metropolitan area; and

**WHEREAS**, Metro COG adopted its Short and Long Range Metropolitan Transportation Plan, *Metro 2040: Mobility for the Future* in July of 2014 , as well as detailed ancillary modal documents including the Metropolitan Bikeway & Pedestrian Plan (adopted October 2011), a Metropolitan Transit Development Plan (adopted January 2012); a Metropolitan Comprehensive ITS Plan (adopted June 2008); and

**WHEREAS**, *Metro 2040: Mobility for the Future* includes a transportation systems management element, a short-range transportation element, and a long-range element providing for the transportation needs of the urbanized area; and

**WHEREAS**, the Transportation Technical Committee of the Metro COG recommends that *Metro 2040: Mobility for the Future* be considered valid and consistent with current transportation and land use issues.

**NOW, THEREFORE, BE IT RESOLVED THAT**, the Metro COG Policy Board certifies that *Metro 2040: Mobility for the Future* is currently held valid and consistent with current transportation and land use considerations.



Dave Piepkorn, Chairman  
Metro COG Policy Board

9/15/16  
Date



William A. Christian, Executive Director  
Metro COG

9/15/16  
Date



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**A RESOLUTION ENDORSING THE FY 2017 - FY 2020  
TRANSPORTATION IMPROVEMENT PROGRAM  
FOR THE  
FARGO-MOORHEAD METROPOLITAN AREA**

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**WHEREAS**, the members of the Fargo-Moorhead Metropolitan Council of Governments (Metro COG) have been formally designated by their respective legislative bodies to act as the official representative in planning matters of mutual concern; and

**WHEREAS**, Metro COG is the designated Metropolitan Planning Organization (MPO) for the greater Fargo-Moorhead metropolitan area; and

**WHEREAS**, it is the responsibility of the MPO, in conjunction with the States, to certify that the transportation planning process complies with all applicable federal laws and regulations; and

**WHEREAS**, a fiscally constrained and prioritized Transportation Improvement Program (TIP) for intermodal planning is required by the U.S. Department of Transportation (DOT) and was developed by the MPO for the greater Fargo-Moorhead metropolitan area; and

**WHEREAS**, the Fiscal Year 2017 - 2020 Transportation Improvement Program, dated September 2015, which defines the capital improvements for streets, highways, bicycle and pedestrian facilities and transit for the local jurisdictions in the metropolitan area for a four-year period, has been approved by the Transportation Technical Committee; and

**WHEREAS**, the Metro COG region is in attainment for all air quality standards and projects contained within the TIP are not subject to conformity regulations contained in 40 CFR part 93, subpart A; and

**WHEREAS**, the FY 2017 - 2020 Transportation Improvement Program has been given due consideration by the Metro COG Policy Board; therefore, be it

**RESOLVED**, that Metro COG approves the FY 2017 - 2020 Transportation Improvement Program, dated September 2016, and recommends said program be forwarded to the appropriate state and federal agencies; and be it further

**RESOLVED**, that Metro COG certifies that the transportation planning process complies with applicable federal laws and regulations as required in 23 CFR 450.336.

PASSED this 15th day of September, 2016



Dave Peipkorn, Chairman  
Metro COG

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**TRANSPORTATION PLANNING PROCESS SELF  
CERTIFICATION STATEMENT**

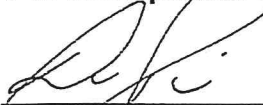
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The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) hereby certifies that it is carrying out a continuing, cooperative and comprehensive transportation planning process for the region in accordance with the applicable requirements of:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR Part 450;
- (2) In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Full documentation of Metro Cog's federal certification can be obtained by contacting Metro COG at 701.232.3242, [metrocoq@fmmetrocoq.org](mailto:metrocoq@fmmetrocoq.org), or by visiting in person at One 2<sup>nd</sup> Street North Suite 232, Fargo, North Dakota 58102.

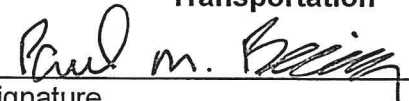
**F-M Metropolitan Council of Governments**

  
\_\_\_\_\_  
Signature

*Craig, Metro COG Policy Bd.*  
\_\_\_\_\_  
Title

*7/21/16*  
\_\_\_\_\_  
Date

**North Dakota Department of  
Transportation**

  
\_\_\_\_\_  
Signature

*Local Government Engineer*  
\_\_\_\_\_  
Title

*9-28-16*  
\_\_\_\_\_  
Date

## Table of Contents

### Table of Contents

Resolution Endorsing the 2017-2020 Transportation Improvement Program for the Fargo-Moorhead Metropolitan Area .....	
Resolution Confirming the Long Range Transportation Plan as Being Currently Held Valid .....	
Table of Contents .....	i
Glossary .....	v
Local Jurisdiction Contact List .....	ix
Section 1 Introduction .....	1-1
Transportation Improvement Program (TIP) .....	1-1
TIP Development .....	1-1
Legislative Requirements .....	1-2
Oversight of the TIP .....	1-2
Consistency with Other Plans .....	1-2
Relationship to the Transportation Planning Process .....	1-3
Metro COG .....	1-4
Metropolitan Planning Area .....	1-4
Metro COG Policy Board .....	1-5
Transportation Technical Committee .....	1-5
Regionally Significant Projects .....	1-5
Illustrative Projects .....	1-6
Advance Construction Projects .....	1-6

Project Solicitation, Prioritization, and Selection .....	1-6
Self Certification.....	1-7
Section 2 Project Locator Map.....	2-1
Section 3 Detailed Project Listings.....	3-1
Federal, State and Local Cost for Programmed Project by Jurisdiction.....	3-2
Section 4 Annual Listing of Obligated Projects .....	4-1
Section 5 Financial Plan and Fiscal Constraint .....	5-1
Financial Plan .....	5-1
Year of Expenditure .....	5-1
Operations and Maintenance .....	5-1
Fiscal Constraint.....	5-2
Fiscal Constraint Analysis.....	5-2
Total Expenditures .....	5-2
Roadway, Facility, and Transit Projects within the TIP – Expenditures .....	5-3
Revenues for Jurisdictions to Support Fiscal Constraint.....	5-3
Federal Revenues.....	5-3
State and Local Revenues .....	5-4
Identifying Fiscal Constraint for Each Member Jurisdiction .....	5-4
Section 6 Overview of Federal Aid Programs .....	6-1
National Highway Performance Program (NHPP).....	6-1
Surface Transportation Program (STP) .....	6-2
Congestion Mitigation and Air Quality Improvement Program (CMAQ).....	6-2
Highway Safety Improvement Program (HSIP).....	6-3



Transportation Alternatives Program (TAP) ..... 6-3

Federal Transit Administration ..... 6-3

    Section 5307 Urbanized Area Formula Program ..... 6-3

    Section 5339 Bus and Bus Related Facilities ..... 6-4

    Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities ..... 6-4

    Section 5311 Formual grants for Other than Urbanized Areas ..... 6-4

    Section 5316 Job Access and Reverse Commute (JARC) and Section 5317 New Freedom (NF) Transit Programs ..... 6-4

North Dakota Federal Aid Process ..... 6-5

    Urban Roads Program (URP) ..... 6-5

    Regional Roads Program ..... 6-5

    Rural Roads Program ..... 6-6

    Transportation Alternatives Program (TAP) ..... 6-6

    Section 5307 Urbanized Area Formula Program ..... 6-6

    North Dakota State Aid for Public Transit ..... 6-6

    Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities ..... 6-7

    Section 5339 Bus and Bus Related Facilities ..... 6-7

    Other Federal Funding ..... 6-7

Minnesota Federal Aid Process ..... 6-8

    Transportation Alternative Program (TAP) ..... 6-9

    Safe Routes to School ..... 6-9

    Section 5307 Urbanized Area Formula Program ..... 6-10

    Section 5310 Enhanced Mobility for seniors and Individuals with Disabilities ..... 6-10

    Section 5339 Bus and Bus Related Facilities ..... 6-10

Transit Capital (ATP Managed STP).....	6-11
Other Federal Funding .....	6-11
Section 7 Environmental Considerations .....	7-1
Environmental Consultation .....	7-1
Environmental Justice/Title VI .....	7-1
Air Quality .....	7-3
Section 8 Public Involvement.....	8-1
Public Participation Plan requirements .....	8-1
Public Process to Support TIP Development.....	8-1
Early Input to Support TIP Development and Final Approval .....	8-1
Section 9 Amendments and Administrative Adjustments .....	9-1
Metro COG Amendment and Administrative Adjustment Requirements.....	9-1
Appendix A Public Input.....	A-1
Public Comments .....	<b>A-Error! Bookmark not defined.</b>
Appendix B TIP Approval, Amendments and Revision History .....	<b>B-Error! Bookmark not defined.</b>

## Glossary

**Allocation:** A specific amount of money that has been set aside by the state for a jurisdiction to use for transportation improvements.

**Amendment:** A significant change or addition of a TIP project which requires opportunity for public input and consideration by the Metro COG Policy Board prior to becoming part of the TIP. The TIP document provides guidance on what changes require an amendment, pursuant to CFR and Metro COG adopted Public Participation Plan (PPP).

**Annual Element/Future Expenditures:** This section reports the proposed year of implementation and estimated cost for performing each staging item. The Annual Element column is most significant because activities shown in the first year of the TIP require no further project selection. Projects in the second and third year of the TIP, shown as Future Expenditures, could be subject to subsequent project selection. Project selection involves the process of identifying, prioritizing, and scheduling an improvement for implementation.

**Annual Listing:** This section identifies projects which have been programmed and funding has been obligated. The annual listing will represent 2014 projects for the 2016-2019 TIP.

**Area Transportation Improvement Program (ATIP):** The ATIP is a compilation of significant surface transportation improvements scheduled for implementation within a district of a state during the next four years. Minnesota has an ATIP for each of their Districts. Metro COG's TIP projects in Minnesota fall under the ATIP for Mn/DOT District 4. All projects listed in the TIP are required to be listed in the ATIP.

**Candidate Project:** A candidate project is one which is eligible for federal aid and an application has been submitted seeking federal aid. The project remains a candidate project until project selection for federal aid has occurred at which time the project either becomes "Programmed" or "Not Programmed."

**Classification:** This section provides the functional classification of the roadway or route as defined by the Metro COG and approved by State DOTs and FHWA.

**Collectors:** A road or street that provides for traffic movement between local service roads and arterial roadways.

**Environmental Justice:** Identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.

**Environmental Review Group (ERG):** A sub-committee facilitated by Metro COG which consists of local, state, and Federal agencies responsible for environmental protection and stewardship.

**Estimated Cost and Funding:** This section reports the total estimated cost of the described project. It also lists the anticipated participation of various funding sources. These sources are defined by the following categories: federal, state, local. The estimated cost for each project includes right-of-way and construction costs. All of these costs are shown in thousands of dollars.

**Facility:** This section refers to the roadway or route on which the project will be completed.

**F.A.S.T:** Fixing America’s Surface Transportation Act was introduced on October 15, 2016 as the transportation bill to replace MAP-21. The Fixing America’s Surface Transportation (FAST) Act is bipartisan, bicameral, five-year legislation to improve the Nation’s surface transportation infrastructure, including our roads, bridges, transit systems, and passenger rail network. In addition to authorizing programs to strengthen this vital infrastructure, the FAST Act also enhances federal safety programs for highways, public transportation, motor carrier, hazardous materials, and passenger rail.

**Federal Source:** This section identifies the source of federal revenues proposed for funding the project. The categories are abbreviated to indicate the specific federal program planned for the scheduled improvement. The abbreviations to these categories are shown in the list below.

<b>BR :</b> Bridge*	<b>ITS :</b> Intelligent Transportation Systems
<b>BRU :</b> Bridge - Urban	<b>NHPP :</b> National Highway Performance Program
<b>CMAQ :</b> Congestion Management Air Quality	<b>NHPP-HBP :</b> Highway Bridge Program
<b>FTA 5307 :</b> Urbanized Area Formula Program Funds	<b>NHPP-IM :</b> Interstate Maintenance
<b>FTA 5308 :</b> Clean Fuels Formula Program	<b>NHPP-ITS :</b> Intelligent Transportation Systems
<b>FTA 5310 :</b> Enhanced Mobility of Seniors and Individuals with Disabilities Program	<b>NHPP-NHS :</b> National Highway System
<b>FTA 5311 :</b> Rural Transit Assistance Program	<b>SRTS :</b> Safe Routes to School*
<b>FTA 5316 :</b> Job Access and Reverse Commute Program*	<b>STP :</b> Surface Transportation Program
<b>FTA 5317 :</b> New Freedom Program*	<b>STP/R :</b> Regional Road Program (North Dakota)
<b>FTA 5339 :</b> Bus and Bus Facilities Program	<b>STP/Rural :</b> Rural Roads Program (North Dakota)
<b>HPP :</b> High Priority Projects Designated by Congress	<b>STP/U :</b> Urban Roads Program (North Dakota)
<b>HSIP :</b> Highway Safety Improvement Program	<b>TAP :</b> Transportation Alternative Program
<b>IM :</b> Interstate Maintenance	<b>TCSP :</b> Transportation & Community System Preservation Program
<b>INT :</b> Interstate	<b>TE :</b> Transportation Enhancement*

\*- Legacy SAFTEA-LU funds. Under MAP-21, Bridge funds were consolidated into STP, FTA 5316 and 5317 consolidated into Section 5307 and 5310, respectively. SRTS and TE were combined into TAP program. Unobligated funds in these categories may be programmed until they are spend down to zero, de-obligated or expired.

**Illustrative:** An illustrative project is a project which does not have funding, but is an important project for the jurisdiction to identify it within the TIP to show the need for the project.

**Interstate:** A highway that provides for expeditious movement of relatively large volumes of traffic between arterials with no provision for direct access to abutting property. An interstate, by design, is a multi-lane road with grade separations at all crossroads with full control of access

**Jurisdictions:** The member units of government which are within Metro COG’s planning area. The member jurisdictions include the following: North Dakota Department of Transportation (NDDOT), Minnesota Department of Transportation (Mn/DOT), Cass County, Clay County, City of West Fargo, City of Fargo, City of Moorhead, City of Dilworth.

**Local Roads:** A road or street whose primary function is to provide direct access to abutting property.

**Local Source:** This section indicates the amount of funding that will be provided for the project from the local jurisdictions. Generally the local funding for the Minnesota and North Dakota jurisdictions comes from state aid, sales taxes, assessments, general funds, or special funding sources. For example, the City of Fargo local funding sources comes from a variety of sources (½¢ city sales tax, state highway distribution funds, portions of the city property tax, and special assessments); the City of West Fargo local funding sources comes from the city general funds, sales tax assessment, and state highway funds; and Cass County’s local funding sources comes from a variety of sources (state highway distribution funds and 10 mil levy from the property taxes).

**Locally Funded Regionally Significant (LFRS):** LFRS projects are projects that are funded by other federal agencies and not requiring action by FHWA or FTA or projects that are not federally funded but are of regional significance. Projects are considered to have regional significance if they occur on a minor or principal arterial roadway or if they occur on any functionally classified roadway and serve any of the following:

- Intermodal facility, such as train stations, bus stations, airports, and major freight termini
- Any major activity center such as regional shopping centers, sports complexes, or educational facilities.

**MAP-21:** Moving Ahead for Progress in the 21<sup>st</sup> Century, the previous surface transportation act that was signed into effect in July 6, 2012 and will expire September 30, 2014.

**Metropolitan Transportation Initiative (MTI):** A sub-committee facilitated by Metro COG that was formed to ensure the development of a coordinated human service public transportation plan.

**Minor Arterials:** A road or street that provides for through traffic movements between collectors with other arterials. There is direct access to abutting property, subject to control of intersection and curb cuts. The minor arterial, by design, usually has two lanes in rural areas and four or more in urban areas.

**Modification:** This is required when a minor change or revision is needed for a TIP project which does not require a formal amendment.

**ND Small Town Revitalization Endeavor for Enhancing Transportation Program (NDSTREET):** North Dakota grant to provide assistance in upgrading the existing pavement infrastructure through cities with a population of less than 5,000 and to enhance the appearance of streets and sidewalks.

**Principal Arterials:** A road or street that provides for expeditious movement of relatively large volumes of traffic between other arterials. A principal arterial should, by design, provide controlled access to abutting land and is usually a multi-lane divided road with no provision for parking within the roadway.

**Project Description:** This section further identifies the project to be carried out on the previously stated "facility" by describing the limits and types of improvements.

**Project Location:** The project location places the project within the legal boundaries of the stated jurisdiction. In cases where the project shares land with another jurisdiction, the project location will list all of the affected governmental units. At a minimum, the jurisdiction taking the lead on the project will be shown.

**Project Number:** This is a means of labeling each project with a unique identifier for reference and for tracking the project across multiple years. This number is not related to any project number that may be assigned to a project by any other agency, and it does not reflect the order of priority in which the responsible agency has placed the project or the order of construction.

**Project Prioritization:** This is an exercise in which Metro COG and member jurisdictions evaluate candidate projects submitted for federal aid against other candidate projects within the same federal aid funding categories. Metro COG then submits the prioritized candidate projects to the state to further assist in project selection.

**Project Solicitation:** This is a request sent out to jurisdictional members to submit applications requesting federal funding for federal aid eligible projects.

**Public Participation Plan (PPP):** An adopted Metro COG plan which identifies the public input process which will be used for all types of projects including introducing a new TIP and making amendments and modifications to the existing TIP.

**Responsible Agency:** This section identifies the agency or jurisdiction usually initiating the project, requesting funding, and carrying out the necessary paperwork associated with project completion.

**SAFETEA-LU:** Safe Accountable Flexible Efficient Transportation Act, A Legacy for Users –The previous transportation act that expired July 5, 2012 and replaced with MAP-21.

**Staging:** This section depicts the latest estimate of work toward the project's completion. The stages are Right-of-Way and Construction. Right-of-Way is the arrangement for the acquisition and purchase of land/or buildings for the construction of the proposed improvement. Lastly, construction includes bid letting and actual development of the proposed improvement.

**State Transportation Improvement Program (STIP):** The STIP is a compilation of significant surface transportation improvements scheduled for implementation with a state (North Dakota or Minnesota) during the next four years. All projects listed in the TIP are required to be listed in the STIP.

**Transit Operator:** The designated transit service operator providing public transit for the area. The transit operator for the FM Metropolitan Area is MATBUS.

**Transportation Improvement Program (TIP):** The TIP is a compilation of significant surface transportation improvements scheduled for implementation in the Fargo-Moorhead Metropolitan area during the next four years.



## Local Jurisdiction Contact List

Metro COG collects information from all jurisdictions wishing to have projects programmed in the TIP. We work closely with our planning partners to assure that the information contained in the TIP is current and accurate. Metro COG staff is available to answer questions on the TIP, the TIP process, and transportation planning in the Fargo-Moorhead metropolitan area. While Metro COG provides relevant data associated with each project identified in the TIP, more specific information related to a project is not included in the TIP project list. A list with contact information for our transportation planning partners is included on the following page. Please contact them if you require additional information that is not included on a project programmed in the TIP.

## Local Jurisdiction Contact List

<p><b>North Dakota DOT</b>  Michael Johnson, P.E.  Urban Engineer &amp; MPO Coordinator  phone: 701.328.2118  email: mijohnson@nd.gov</p>	<p><b>City of Dilworth</b>  Stan Thurlow  Dilworth City Planner  phone: 218.287.5433  email: dilworthcityhall@corpcomm.net</p>	<p><b>Federal Highway Administration - ND Division</b>  Stephanie Hickman  Plng. and Prog. Development Team Leader  phone: 701.221.9462  email: Stephanie.Hickman@dot.gov</p>
<p><b>Minnesota DOT</b>  Mary Safgren  Planning Director, MnDOT District 4  phone: 218.846.7987  email: mary.safgren@state.mn.us</p>	<p><b>City of Moorhead</b>  Tom Trowbridge  Moorhead City Engineer  phone: 218.299.5394  email: tom.trowbridge@ci.moorhead.mn.us</p>	<p><b>Federal Highway Administration - MN Division</b>  Kris Riesenber  Technical Services Team Leader  phone: 651.291.6114  email: kris.riesenberg@dot.gov</p>
<p><b>Cass County</b>  Jason Benson  Cass County Highway Engineer  phone: 701.298.2372  email: bensonj@casscountynd.gov</p>	<p><b>Fargo Transit</b>  Julie Bommelman  Fargo Transit Administrator  phone: 701.476.6737  email: jbommelman@cityoffargo.com</p>	<p><b>Federal Transit Administration - Region 5</b>  William Wheeler  Community Planner  phone: 312.353.3879  email: william.wheeler@dot.gov</p>
<p><b>City of Fargo</b>  Jeremy M. Gorden  Senior Engineer-Transportation  phone: 701.241.1529  email: jgorden@cityoffargo.com</p>	<p><b>Moorhead Transit</b>  Lori Van Beek  Transit Manager  phone: 701.476.6686  email: LVanBeek@matbus.com</p>	<p><b>Federal Transit Administration - Region 8</b>  Larry Squires  Community Planner  phone: 202.366.3305  email: larry.squires@dot.gov</p>
<p><b>City of West Fargo</b>  Chris Brungardt  West Fargo Public Works Director  phone: 701.433.5400  email: chris.brungardt@westfargond.gov</p>	<p><b>Upper Great Plains Transportation Institute</b>  Mohammad Smadi  Associate Research Fellow  phone: 701.231.8085  email: m.smadi@ndsu.edu</p>	<p><b>Metro COG</b>  Michael Maddox  Senior Transportation Planner  phone: 701.232.3242 x 33  email: maddox@fmmetrocog.org</p>
<p><b>Clay County</b>  David Overbo  Clay County Engineer  phone: 218.299.5099</p>	<p><b>West Central Initiative</b>  Wayne T. Hurley, AICP  Planning Director  phone: 218.739.2239</p>	

## Section 1 Introduction

### Transportation Improvement Program (TIP)

The Transportation Improvement Program (TIP) is a compilation of significant surface transportation improvements scheduled for implementation in the Fargo-Moorhead metropolitan area during the next four fiscal years. The fiscal year begins October 1 and ends September 30 of the flowing year. The TIP provides a staged, multiyear, intermodal program of transportation projects, which is consistent with the most current Metro COG Long Range Transportation Plan (LRTP).

Metro COG as part of the metropolitan area’s comprehensive, coordinated, and continuous transportation planning process (3-C process) develops the TIP annually. It is also developed in cooperation with the multiple Metro COG planning partners; the Minnesota Department of Transportation (MnDOT), the North Dakota Department of Transportation (NDDOT), Metro Area Transit (MATBUS) of Fargo-Moorhead, local municipal and county jurisdictions, and other organizations and agencies eligible for project sponsorship.

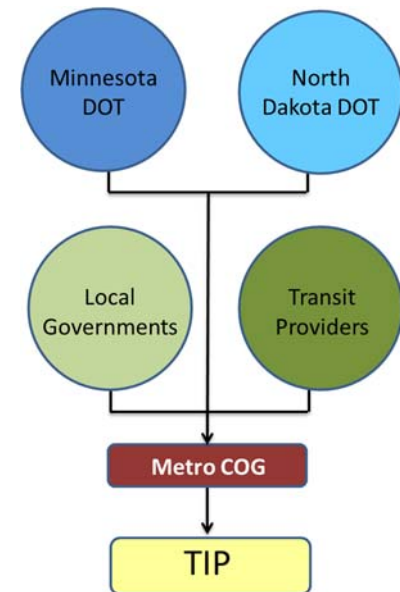
The TIP includes an Annual Element component for projects implemented during the first year of the TIP. Projects included in the Annual Listing constitute the agreed-to listing of Federal-Aid and Regionally Significant improvements approved by the Metro COG Policy Board.

#### TIP Development

In general terms, development of the TIP for the Fargo-Moorhead Metropolitan Area involves the following steps:

1. Reviewing and updating projects from the previous year TIP;
2. Solicitation of new projects eligible for federal aid;
3. Receiving applications from local jurisdictions for Federal aid candidate projects, evaluating and prioritizing candidate projects;
4. Soliciting public comment on projects to be included within the TIP;
5. Submitting prioritized candidate projects to MnDOT and NDDOT;
6. Working cooperatively with the MnDOT and NDDOT to select candidate projects to receive federal funds;
7. Reviewing local jurisdictions’ Capital Improvement Plans (CIPs) to ensure that all “Regionally Significant” projects are identified within the first two years of the TIP; and

Figure 1-1: TIP Development



Source: Metro COG

- 8. Working cooperatively with MnDOT and NDDOT to ensure that their State Transportation Improvement Programs (STIP) match the information in the TIP.

### Legislative Requirements

The Metro COG TIP is authorized through the federal aid planning process. Metro COG is charged with the creation and maintenance of a fiscally-constrained Transportation Improvement Program (TIP). Requirements for the TIP and TIP maintenance are included under various sections of Title 23 and 49 of the United States Code (USC), Title 23 and 49 of the Code of Federal Regulations (CFR) and other federal legislation and guidance. Current regulations defining TIP content is included in the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) legislation signed into law July 6, 2012.

### Oversight of the TIP

The Metro COG TIP includes projects funded by the US Department of Transportation (USDOT) and its associated administrations. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) provide funding for roadways and trails, and public transit projects respectively. The Metro COG TIP includes basic project information such as the location, type of improvement, length, anticipated cost estimates, proposed funding sources and schedule for each phase of federal-funded projects. Non-federal, local projects are shown with less-detailed listings that provide project information.

Federal legislation requires a TIP be updated every four years. Metro COG updates the TIP annually. After approval by the Metro COG Policy Board, the TIP is forwarded for approval by the governors of Minnesota and North Dakota (or their representatives) and is incorporated, by reference or verbatim, into the respective State Transportation Improvement Programs (STIP). The Federal Highway Administration and FTA review and approve the STIP.

### Consistency with Other Plans

The Metro COG Long Range Transportation Plan (LRTP) documents the ongoing, multi-modal transportation planning process in the Fargo-Moorhead metropolitan area. The current LRTP, *Metro 2040: Mobility for the Future*, was adopted in July 2014 by the Metro COG Policy Board and has a planning horizon of 2040. Projects contained in the TIP must first be identified in the LRTP. Whereas the LRTP provides a 20 to 25 year overview of transportation need, the TIP looks at the near future and is the means to program federal transportation funds for projects to meet those needs. In addition, the TIP is consistent, to the maximum extent feasible, with other plans developed by Metro COG.

**Table 1-1: Metro COG Transportation Plans**

Transportation Plan	Date Approved
2040 Metropolitan Long Range Transportation Plan	2014
Intelligent Transportation System (ITS) Plan	2008
Metropolitan Transit Development Plan	2016
Metropolitan Bikeway and Pedestrian Plan	2012

Source: Metro COG

## Relationship to the Transportation Planning Process

As the MPO for the Fargo-Moorhead metropolitan area, Metro COG is responsible for developing and maintaining two key products of the metropolitan planning process in addition to the TIP. The TIP is the implementation arm of the documents described below:

- Metropolitan Transportation Plan (MTP) directs the transportation decision-making process in ways that help achieve regional goals. The plan, *Metro 2040: Planning for the Future*, serves as a blueprint for the management of the region’s transportation system through the year 2040. It describes the current and evolving surface transportation needs of the metropolitan area and broadly categorizes transportation investments ranging from road and transit improvements to projects that enhance bike, pedestrian and freight movement.
- Unified Planning Work Program (UPWP) describes the transportation planning activities Metro COG and other agencies propose to undertake during the next two fiscal years. The UPWP promotes a unified regional approach to transportation planning in order to achieve regional goals and objectives. It serves to document the proposed expenditures of federal, state and local transportation planning funds, and provides a management tool for Metro COG and funding agencies in scheduling major transportation planning activities, milestones and products.

**Table 1-2: Schedule of Key Metro COG Products in the Metropolitan Planning Process**

Document	UPWP	TIP	L RTP	PPP
Time Frame	2-years	4-years	25-years	N/A
Contents	Planning activities, studies and tasks to be undertaken within a two-year time frame.	Listing of transportation improvements.	Identifies regional transportation goals, policies, strategies, performance measures and major projects from which TIP projects are selected.	Framework which guides the public participation process in transportation planning projects at Metro COG.
Update Requirements	Bi-annually	Annually	Every five years ( four years if in nonattainment for air quality	As required.

Source: Metro COG

The current federal transportation law, the Moving Ahead for Progress in the 21st Century Act (MAP-21) (P.L. 112-141), maintains the requirement established under SAFETEA-LU — the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users law — to consider the following eight factors in the transportation planning process:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non-motorized users.
- Increase the accessibility and mobility of people and for freight.
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned-growth and economic-development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system developed through a coordinated process consistent with the planning documents and eight factors described.

## Metro COG

Metro COG is the Fargo-Moorhead Metropolitan Council of Governments. It serves as the designated Metropolitan Planning Organization (MPO) for the Fargo-Moorhead area. MPOs are mandated to exist by Federal transportation legislation to serve five core functions; one of which is the development of a TIP. The Five Core Functions of a MPO are:

- Establish a fair and impartial setting for regional decision-makings in the metropolitan area;
- Evaluate transportation alternatives, scaled to the size and complexity of the region, to the nature of its transportation issues and to the realistically available options;
- Develop and maintain a fiscally constrained, long range transportation plan for the jurisdictional with a planning horizon of at least twenty years that fosters mobility and access or people and goods, efficient system performance and preservation and quality of life;
- Develop a fiscally-constrained Transportation Improvement Program (TIP) based on the long range transportation plan and designed to serve regional goals; and
- Involve the general public and all significantly affected sub-groups in each of the four functions as shown above.

## Metropolitan Planning Area

The Metro COG Metropolitan Planning Area (MPA) consists of portions of Cass County in North Dakota and Clay County in Minnesota. All transportation projects, as well as federal transportation funds attributable to the Fargo-Moorhead metropolitan area and included in the Metro COG TIP are limited to the Metro COG Metropolitan Planning Area (MPA). The TIP cannot contain projects outside of the MPA, unless a portion of that project is within the MPA area or is a regional or state project in which the MPO is a participant. The Metro COG MPA is identified on Figure 1-2 on the following page.



## Metro COG Policy Board

The Metro COG Policy Board is comprised of 14 voting members, of which 75% must be elected officials or their designee. The Policy Board is responsible for meeting all federal requirements legislated for a MPO. This includes the development and maintenance of the TIP, as well as certifying that the MPO meets all federal requirements.

The Policy Board certifies that the 3-C planning process used at FM metropolitan area is in compliance with federal requirements. It reviews and adopts the TIP and has the authority to forward the TIP to the relevant agencies for review and approval. It approves all TIP amendments and is informed of all administrative adjustments.

## Transportation Technical Committee

The Metro COG Transportation Technical Committee (TTC) advises the Policy Board on technical matters associated with Metro COG's work activities and mission and on specific transportation planning issues. The committee is comprised of engineering, planning and transit staff from the local jurisdictions and a representative from the Federal Highway Administration, the North Dakota Department of Transportation and the Minnesota Department of Transportation. The TTC reviews projects to be included in the TIP and forwards those recommendations to the Policy Board.

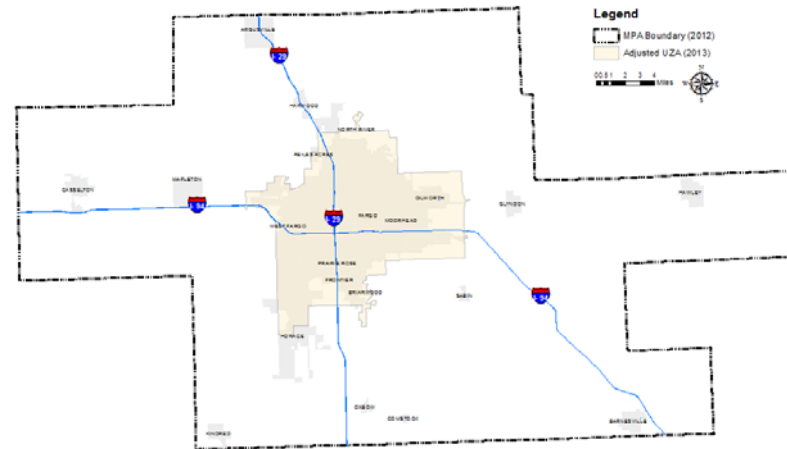
## Regionally Significant Projects

Regionally-Significant projects are those projects that may not be funded with federal transportation funds, but involve major improvements to the transportation system in the Metro COG MPA. On May 16, 2013, the Metro COG Policy Board made a determination on how Regionally Significant Projects will be defined for the purposes of developing and managing the TIP for the Fargo-Moorhead metropolitan area. Metro COG shall define Regionally Significant Projects as one of three types:

1. Projects requiring an action by FHWA or the FTA, whether or not the projects are to be funded under Title 23 USC or Title 49 USC;
2. Projects funded by other federal agencies and not requiring action by FHWA or FTA; and
3. Projects that are not federally funded locally funded regionally significant (LFRS).

For Type 1 projects, typical TIP procedures apply and projects will be reported for all years of the TIP. Type 2 and 3 projects are listed for informational purposes only; however, are subject to the financial constraint of the overall TIP. Type 2 and 3 projects will only be listed in the

Figure 1-2: Metro COG Metropolitan Planning Area



source: Metro COG 2014

Year which it is obligated or the first two years of the TIP. In determining which Type 2 or 3 projects to include in the TIP for informational purposes, Metro COG shall use the following criteria:

1. Any project that impacts a facility that carries a Federal Functional Classification (FFC) of Principal Arterial, Minor Arterial, or Collector that is included as part of Metro COG's approved Travel Demand Model (TDM).

The LFRS projects are typically added to the TIP following the approval of relevant Capital Improvement Program (CIPs) by relevant local units of government (typically March or April). Thus LFRS projects to be included in the TIP shall be based on the latest CIP that is available when the draft TIP is developed. All projects identified as Regionally Significant, as defined by Metro COG, appear within the body of the TIP document, and are denoted accordingly as being "Locally Funding Regionally Significant."

### **Illustrative Projects**

Illustrative Projects are those projects that were not included in the financially-constrained project list due to limited transportation funds. These projects are first to be considered when funds become available. Illustrative projects have not been included in TIP project tables. Upon the notice of funding availability for an individual project, Metro COG will amend such project into the TIP at that time. Projects have been listed in the TIP that are federally eligible, but do not currently have federal funding programmed. These projects are shown in the TIP with either state or local funding only.

### **Advance Construction Projects**

A practice referred to as "Advance Construction" (AC) may be used in order to maximize the area's ability to expend federal funds. This practice provides project sponsors the ability to have a project occur in one FY and be reimbursed with federal funds in another fiscal year(s). When Advance Construction is used, project sponsors must front the entire cost of the project in the first fiscal year of the project with local or state funds. When federal funds become available, the project sponsor may request the TIP be amended to include a line item to reflect a reimbursement of projects costs eligible for federal participation. Disposition of the newly available funds, as well as approval of any amendment to the TIP is the purview of the Policy Board.

### **Project Solicitation, Prioritization, and Selection**

Metro COG in cooperation with NDDOT, MnDOT, and MATBUS cooperatively implement a process for solicitation, prioritization, and selection of transportation improvements which are eligible for Federal aid. The current TIP development procedures were approved by the Metro COG Policy Board on June 16, 2010. These procedures are reviewed and modified annually as needed, in cooperation with MnDOT, NDDOT, and MATBUS.

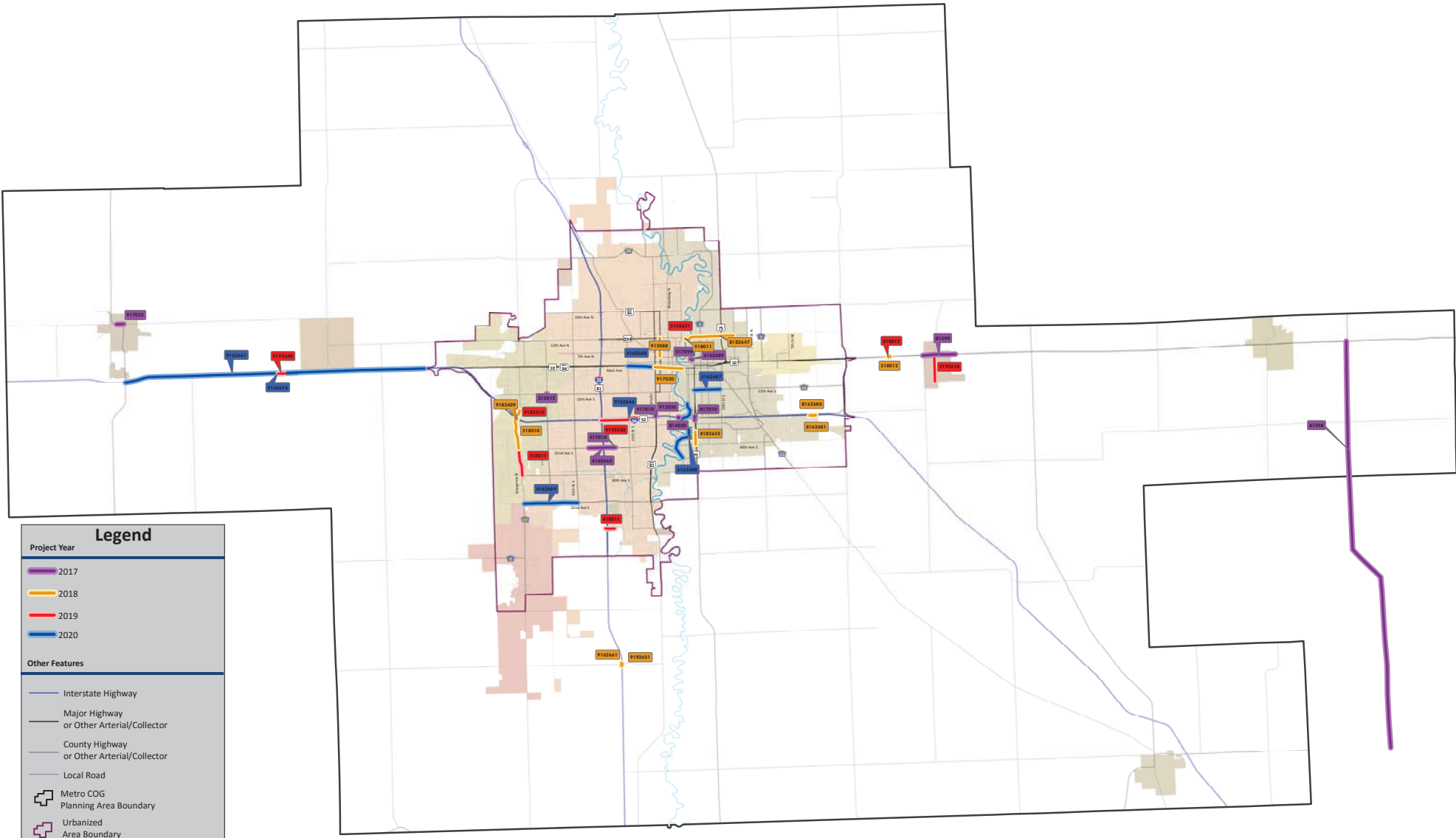
## Self Certification

Annually as part of the Transportation Improvement Program (TIP), Metro COG self-certifies along with the NDDOT and MnDOT that the metropolitan planning process is being carried out in accordance with all applicable requirements. Requirements relevant to the Metro COG MPO include:

- Title VI of the Civil Rights Act of 1964, as amended;
- Prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity;
- Involvement of disadvantaged business enterprises in USDOT-funded projects;
- Implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- The provisions of the Americans with Disabilities Act of 1990;
- Prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- Prohibition of discrimination based on gender; and
- Discrimination against individuals with disabilities.

A copy of the Metro COG Policy Board statement of Self Certification is located in the front of this document.

# Section 2 Project Locator Map




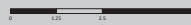
**Legend**

**Project Year**

- 2017
- 2018
- 2019
- 2020

**Other Features**

- Interstate Highway
- Major Highway or Other Arterial/Collector
- County Highway or Other Arterial/Collector
- Local Road
- Metro COG Planning Area Boundary
- Urbanized Area Boundary
- Red River

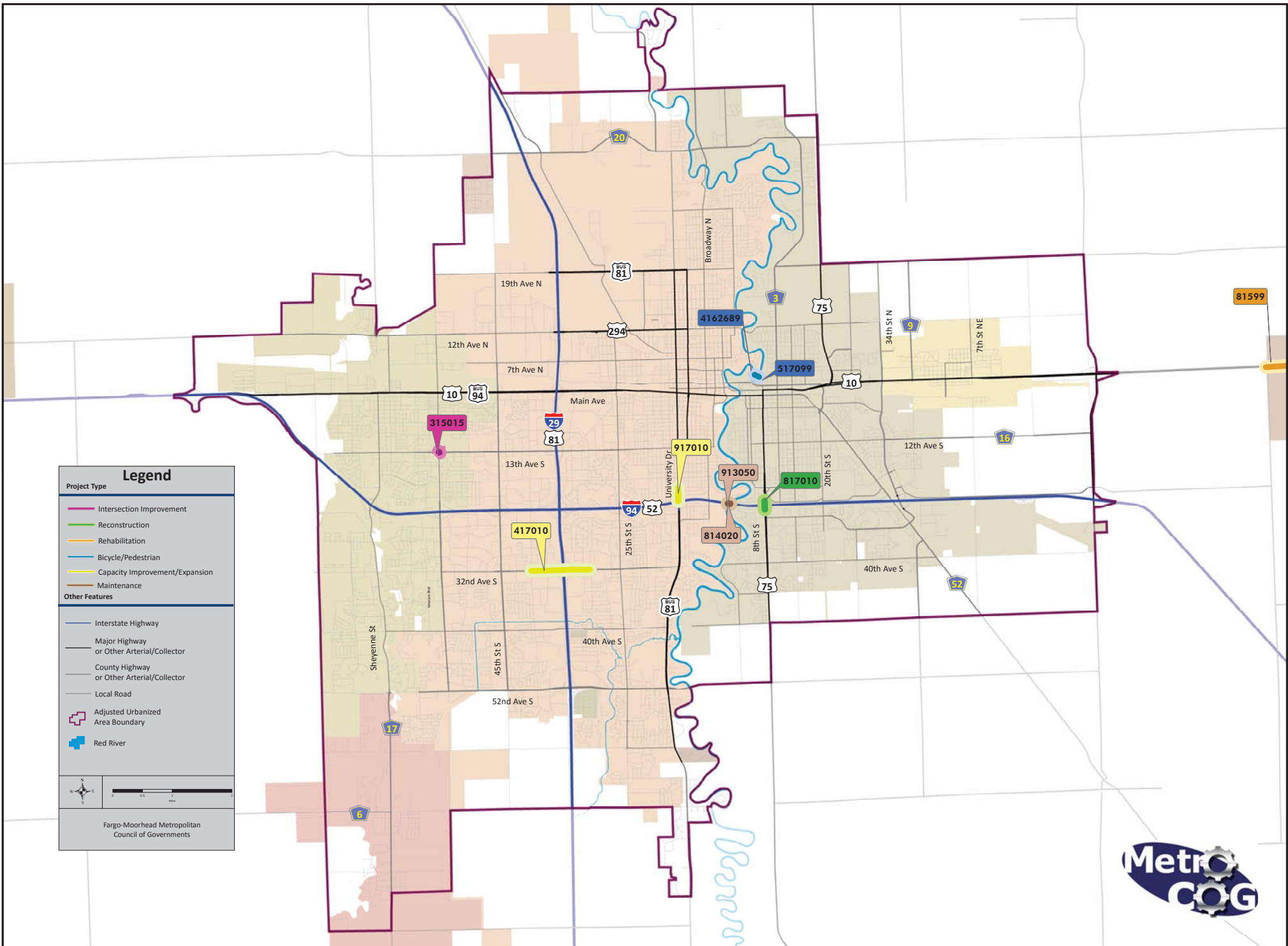
Fargo-Moorhead Metropolitan Council of Governments



# Section 3 Detailed Project Listings



**2017**



**Legend**

**Project Type**

- Intersection Improvement
- Reconstruction
- Rehabilitation
- Bicycle/Pedestrian
- Capacity Improvement/Expansion
- Maintenance

**Other Features**

- Interstate Highway
- Major Highway or Other Arterial/Collector
- County Highway or Other Arterial/Collector
- Local Road
- Adjusted Urbanized Area Boundary
- Red River

Fargo-Moorhead Metropolitan Council of Governments



Lead Agency	Metro COG ID	Project Year	Project Location	Length To	Project Limits From	Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Other Revenue Source	Revenue
<b>Moorhead Transit</b>											
Moorhead Transit	5162675	2017	Transit			Purchase of 1 fixed route class 700 bus (Replaces unit 591)	Transit Capital	\$ 482,000	FTA 5307	Local	\$ 385,600 \$ 96,400
Moorhead Transit	5162676	2017	Transit			Purchase of 1 fixed route class 700 bus (Replaces unit 592)	Transit Capital	\$ 482,000	FTA 5307	Local	\$ 385,600 \$ 96,400
Moorhead Transit	5162677	2017	Transit			Purchase of 1 fixed route class 700 bus (Replaces unit 593)	Transit Capital	\$ 482,000	FTA 5307	Local	\$ 385,600 \$ 96,400
Moorhead Transit	517030	2017	Transit			Transit Planning	Transit Operations	\$ 22,000	FTA 5307	Local	\$ 17,600 \$ 4,400
Moorhead Transit	517010	2017	Transit			Moorhead Transit Operating Assistance	Transit Operations	\$ 2,855,400	FTA 5307	State Local	\$ 416,000 \$ 1,485,400 \$ 954,000
Moorhead Transit	515034	2017	Transit			Replacement of one 2013 Paratransit vehicle class 400 Unit #1218	Transit Capital	\$ 65,000	FTA 5307	Local	\$ 52,000 \$ 13,000
<b>Fargo Transit</b>											
Fargo Transit	417061	2017	Transit			Preventative Maintenance and Misc Captial	Transit Capital	\$ 1,124,900	FTA 5307	Local	\$ 899,900 \$ 225,000
Fargo Transit	417065	2017	Transit			Transit Planning	Transit Operations	\$ 56,200	FTA 5307	Local	\$ 45,000 \$ 11,200
Fargo Transit	417060	2017	Transit			Operation of Fargo Transit System including Fixed Route, GTC, and Paratransit	Transit Operations	\$ 2,835,000	FTA 5307	State Local	\$ 1,417,500 \$ 739,900 \$ 677,600
Fargo Transit	417070	2017	Transit			Fargo Paratransit Operating Assistance (Considered Capital)	Transit Capital	\$ 281,200	FTA 5307	Local	\$ 225,000 \$ 56,200
Fargo Transit	417050	2017	Transit			Replace 3 fixed route vehicles (#1126, 1127, 1128) *STP-U Flex	Transit Capital	\$ 1,860,000	STP-U	Local	\$ 1,488,000 \$ 372,000
<b>City of Fargo</b>											

Lead Agency	Metro COG ID	Project Year	Project Location	Length	Project Limits		Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Other Revenue Source	Revenue
					To	From						
Fargo	417010	2017	32nd Ave S	1	32nd St	42nd St	Reconstruct and struct widen	Capacity Expansion Reconstruction	\$ 5,735,804	STP-U	Local	\$ 2,135,804 \$ 3,600,000
Fargo	4162662	2017	32nd Ave S		At I-29 Interchange		Reconstruction, structure widen, deck overlay, struct/incid	Capacity Expansion Reconstruction	\$ 2,500,000	NHS	Local	\$ 2,000,000 \$ 500,000
Fargo	4162689	2017	at Oak Grove				Construction of Pedestrian Lift Bridge (In conjunction with Moorhead Proj #517099)	Bike/Ped	\$ 525,000	TAP	Local	\$ 250,000 \$ 275,000

**City of Moorhead**

Moorhead	517099	2017	OG Ped Bridge		Oak Grove	Memorial Park	Replace ped/bike bridge over Red River. Only City of Moorhead has approved this project	Bike/Ped	\$ 525,000	TAP	Local	\$ 420,000 \$ 105,000
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**City of West Fargo**

West Fargo	315015	2017	9th Street E		Intersection of 13th Ave E		Installation of intersection safety improvements pave mark	Safety	\$ 1,884,750	HSIP	Local	\$ 1,696,275 \$ 188,475
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**North Dakota Department of Transportation**

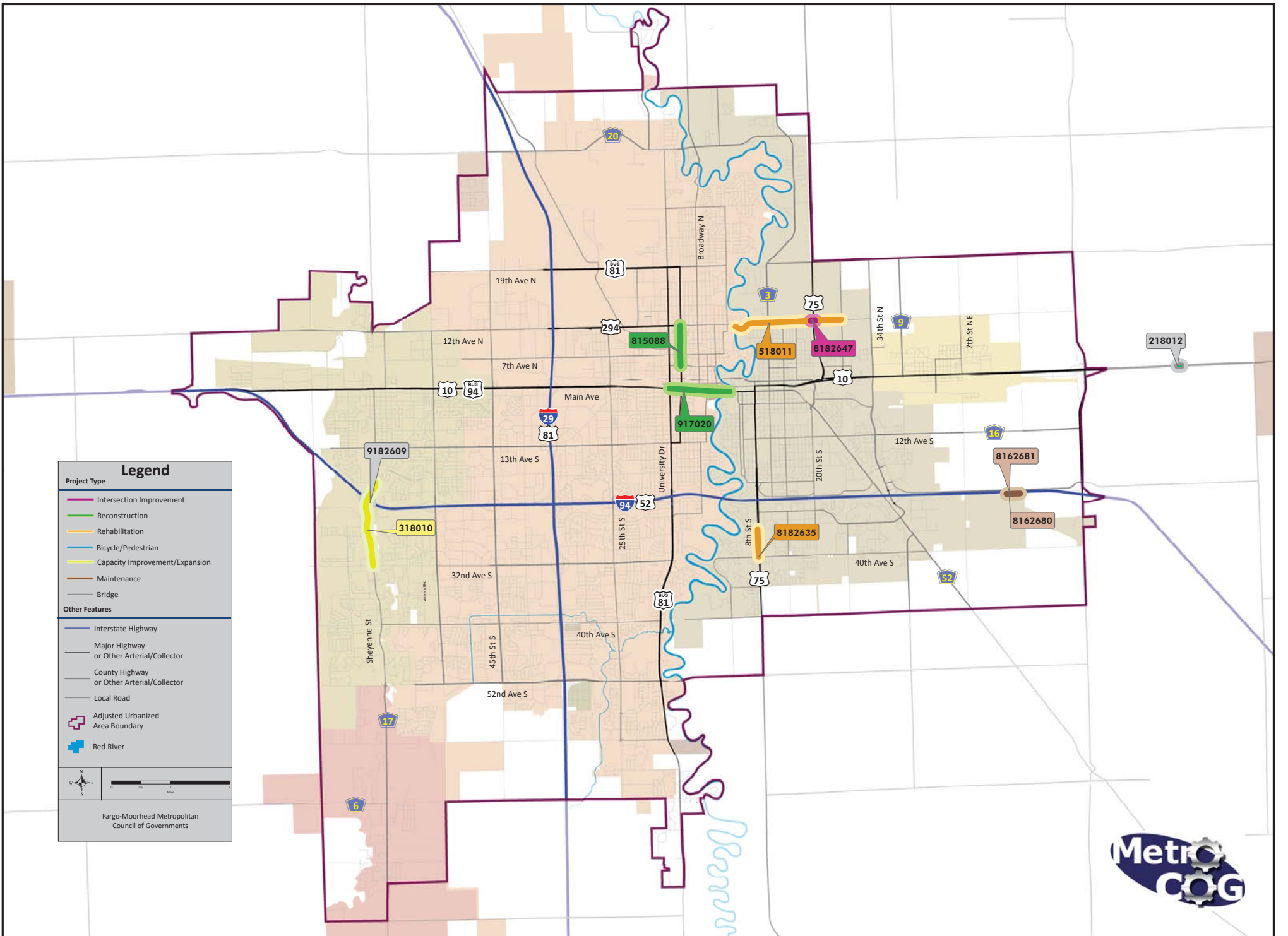
NDDOT	913050	2017	I-94		At the Red River		Structural Painting of I-94 over the Red River *Joint Project with MnDOT: 814020	Maintenance	\$ 780,000	NHPP-HBP	State	\$ 702,000 \$ 78,000
NDDOT	917032	2017	ND Hwy 18		Langer Ave	4th Ave	0.2 miles of PCC pavement and aggregate base in Casselton	Reconstruction	\$ 1,995,000	STREET	State Local	\$ 1,614,553 \$ 180,947 \$ 199,500
NDDOT	914031	2017	I-29	7.7	Christine Intchn	Wild Rice River	Northbound Roadway Concrete Pavement Repair	Rehabilitation	\$ 500,000	NHPP-IM	State	\$ 450,000 \$ 50,000
NDDOT	917010	2017	University Drive		18th Ave S	I-94 South Ramp	Ramp revisions, signal revision, turn lanes	Reconstruction	\$ 1,400,000	IM	State	\$ 1,260,000 \$ 140,000
NDDOT	9162660	2017	Various				High Mast Lighting - Luminaire replacement, lowering harness upgrades, selective pole replacement	Maintenance	\$ 3,007,400	IM	State	\$ 2,706,660 \$ 300,740

**Minnesota Department of Transportation**

MnDOT	814020	2017	I-94		At the Red River		Structural Painting of I-94 over the Red River	Maintenance	\$ 750,000	NHPP-HBP		\$ 675,000
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Lead Agency	Metro COG ID	Project Year	Project Location	Length To	Project Limits From	Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Other Revenue Source	Revenue
						*Joint Project with NDDOT: 913050				State	\$ 75,000
MnDOT	817010	2017	TH 75 & I-94		At TH 75 Interchange	**PoDi**AC** Interchange Modification grading, bituminous & concrete paving, Mill & Overlay signals, lighting, ADA, Bridge #14x11 and 14x12 AC conversion of NHPP funds - \$6,971,411 balance	Reconstruction *CMP Project	\$ 5,000,000	NHPP-NHS		\$ 5,000,000
MnDOT	8172631	2017	Various			Multi County Local HSIP Latex and Epoxy Edgelines	Safety	\$ 1,023,236	HSIP	State	\$ 920,912 \$ 102,324
MnDOT	81598	2017	MN 32	15.5	JCT of TH 34 JCT TH 10	**AC** Mill and overlay (AC payback in in 2018	Rehabilitation	\$ 4,010,415	STP-R	State	\$ 3,208,332 \$ 802,083
MnDOT	81599	2017	US Hwy 10	1.2	E of CSAH 17	Glyndon rehabilitation and access management *Project of Regional Significance (PRS)	Rehabilitation	\$ 2,629,925		State Local	\$ 2,450,059 \$ 179,866
<b>Cass County</b>											
Cass County	117010	2017	CR 15, 22, 26		Various	School zone signing project (Harwood, Kindred, Northern Cass)	Safety	\$ 41,340	HSIP	Local	\$ 37,206 \$ 4,134

**2018**



**Legend**

**Project Type**

- Intersection Improvement
- Reconstruction
- Rehabilitation
- Bicycle/Pedestrian
- Capacity Improvement/Expansion
- Maintenance
- Bridge

**Other Features**

- Interstate Highway
- Major Highway or Other Arterial/Collector
- County Highway or Other Arterial/Collector
- Local Road
- Adjusted Urbanized Area Boundary
- + Red River

Fargo-Moorhead Metropolitan Council of Governments



Lead Agency	Metro COG ID	Project Year	Project Location	Length To	Project Limits From	Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Other Revenue Source	Revenue
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**Moorhead Transit**

Moorhead Transit	518030	2018	Transit			Moorhead Transit Planning	Transit Operations	\$ 22,000	FTA 5307		\$ 17,600
										Local	\$ 4,400
Moorhead Transit	518010	2018	Transit			Moorhead Transit Operating Assistance	Transit Operations	\$ 2,968,800	FTA 5307		\$ 428,000
										Local	\$ 2,540,800
Moorhead Transit	5162678	2018	Transit			Purchase bus (class 400) and bus related equipment	Transit Capital	\$ 66,625	FTA 5307		\$ 53,300
										Local	\$ 13,325
Moorhead Transit	5162679	2018	Transit			Purchase van (class 200) and van related equipment	Transit Capital	\$ 26,000	FTA 5307		\$ 20,800
										Local	\$ 5,200

**Fargo Transit**

Fargo Transit	418030	2018	Transit			Preventative Maintenance and Misc Capital	Transit Capital	\$ 1,170,900	FTA 5307		\$ 936,700
										Local	\$ 234,200
Fargo Transit	418010	2018	Transit			Operations of Fargo Fixed Route, GTC, and Paratransit System	Transit Operations	\$ 2,948,043	FTA 5307		\$ 1,474,000
										State	\$ 737,000
										Local	\$ 737,043
Fargo Transit	418040	2018	Transit			Transit Planning	Transit Operations	\$ 58,500	FTA 5307		\$ 46,800
										Local	\$ 11,700
Fargo Transit	418020	2018	Transit			Paratransit operating assistance funded as capital	Transit Capital	\$ 293,000	FTA 5307		\$ 2,347,400
										Local	\$ 58,600

**City of Fargo**

**City of Moorhead**

Moorhead	518011	2018	15th Ave N	Red River	28th St N	**AC** (AC payback in 2019 - \$283.3K) Mill and Overlay including shared-use path, bike lanes, 28th St from 15th Ave N to TH10 - Mill & Overlay, Bike Lanes (AC Project, Payback in 2019)	Rehabilitation	\$ 2,016,700	STP-U		\$ 1,461,553
										Local	\$ 555,147



**City of West Fargo**

West Fargo	318010	2018 Sheyenne St	1 32nd Ave	19th Ave	Reconstruction/expansion of Sheyenne St to include new signal at 26th Ave and 32nd Ave Shared-use path on both sides of roadway	Capacity Expansion *CMP	\$ 8,000,000	STP-U	Local	\$ 5,680,000 \$ 2,320,000
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**North Dakota Department of Transportation**

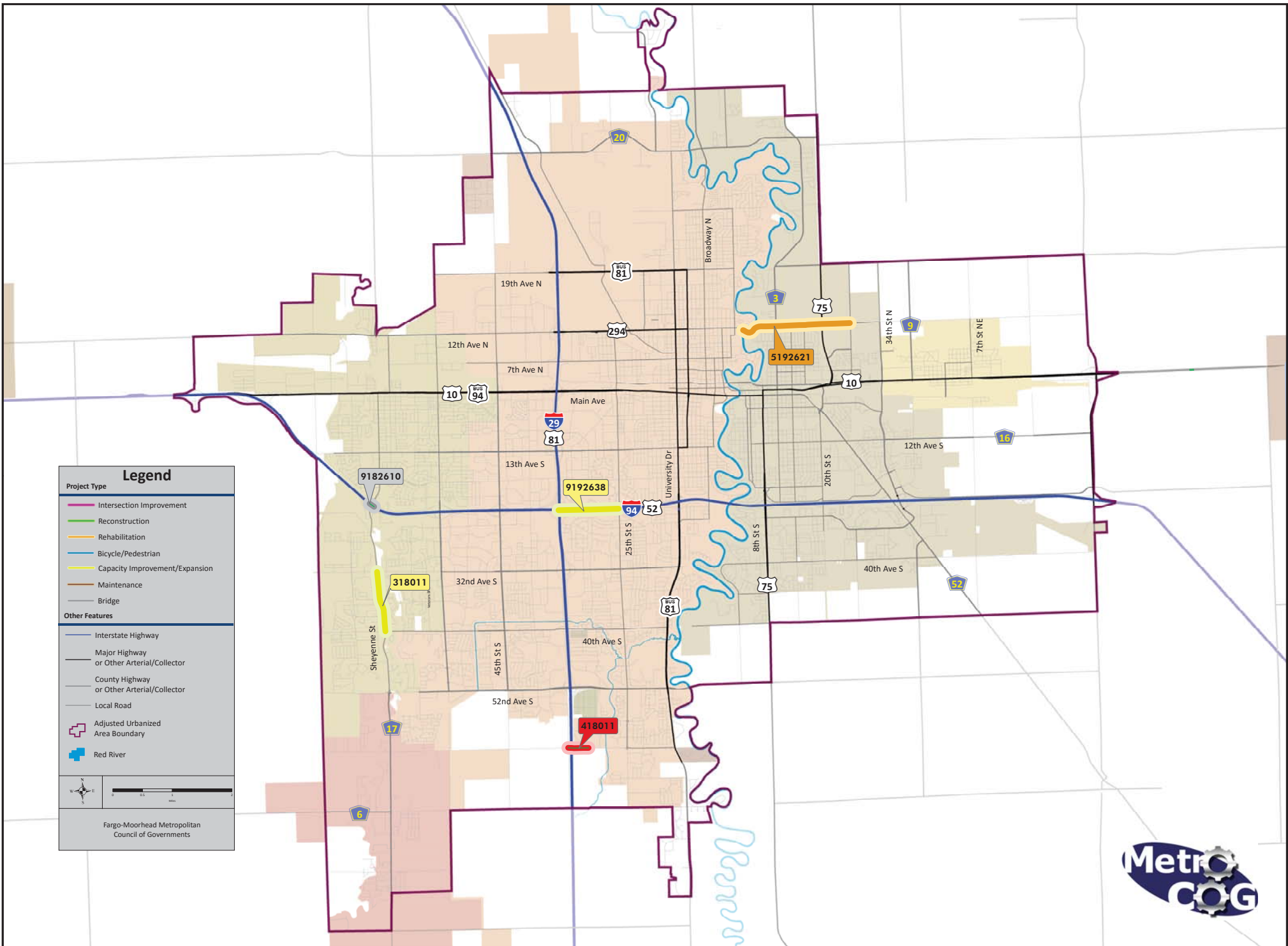
NDDOT	915088	2018 10th Street N	0.7 4th Ave N	12th Ave N	Reconstruction of roadway	Reconstruction	\$ 6,256,638	STP-R	State	\$ 4,070,730 \$ 525,290
									Local	\$ 1,660,618
NDDOT	9182609	2018 I-94 EB Intrchg	0.1 At Sheyenne St		Structure replacement, median crossovers, PCC paving, Ramp revisions, Structure replacement *Widening of span to support capacity expansion of RD	Bridge Replacement	\$ 14,000,000	IM	State	\$12,600,000 \$ 1,400,000
NDDOT	917020	2018 Main Ave	1 Red River	University Dr	Reconstruct Main Ave, replacement of underground utilities *Utility replacement included in cost	Reconstruction	\$ 9,651,333	STP-R	State	\$ 4,469,880 \$ 707,764
									Local	\$ 4,473,689
NDDOT	9192651	2018 1-29 SB	6 north of ND 46		Structur Repair, Struct/Incid	Bridge Repair	\$ 104,000	IM	State	\$ 93,600 \$ 10,400
NDDOT	9162661	2018 I-29 NB	6 north of ND 46		Structur Repair, Struct/Incid	Bridge Repair	\$ 104,000	IM	State	\$ 93,600 \$ 10,400
NDDOT	9162663	2018 I-29	Christine Intr	Wild Rice River	Microsurfacing, median x-overs, PCC pave, Ramp	Rehabilitation	\$ 807,548	IM	State	\$ 726,793 \$ 80,755
NDDOT	9162664	2018 I-29	6 north of ND 46		Structure paint	Maintenance	\$ 171,969	IM	State	\$ 139,175 \$ 32,794

**Minnesota Department of Transportation**

MnDOT	8182632	2018 Various			Multi County Local HSIP, Instersection Lighting	Safety	\$ 467,778	HSIP	State	\$ 421,000 \$ 46,778
MnDOT	8182647	2018 TH 75	At 15th Ave		New signal, RR pre-emption, turn lanes *Assoc to 144-129-005	Safety	\$ 1,000,000	HSIP	State	\$ 900,000 \$ 100,000
MnDOT	8182635	2018 TH 75	1.3 46th Ave	30th Ave	Mill and inlay, bike path, sidewalk, ped ramps, signal, ADA in Moorhead	Bike/Ped	\$ 677,577	STP-U	State	\$ 542,062 \$ 135,515
MnDOT	8162680	2018 I-94	At Weigh Station		Weigh Station Signing	Maintenance	\$ 70,000	NHPP	State	\$ 63,000 \$ 7,000



**2019**



**Legend**

**Project Type**

- Intersection Improvement
- Reconstruction
- Rehabilitation
- Bicycle/Pedestrian
- Capacity Improvement/Expansion
- Maintenance
- Bridge

**Other Features**

- Interstate Highway
- Major Highway or Other Arterial/Collector
- County Highway or Other Arterial/Collector
- Local Road
- Adjusted Urbanized Area Boundary
- Red River

Fargo-Moorhead Metropolitan Council of Governments



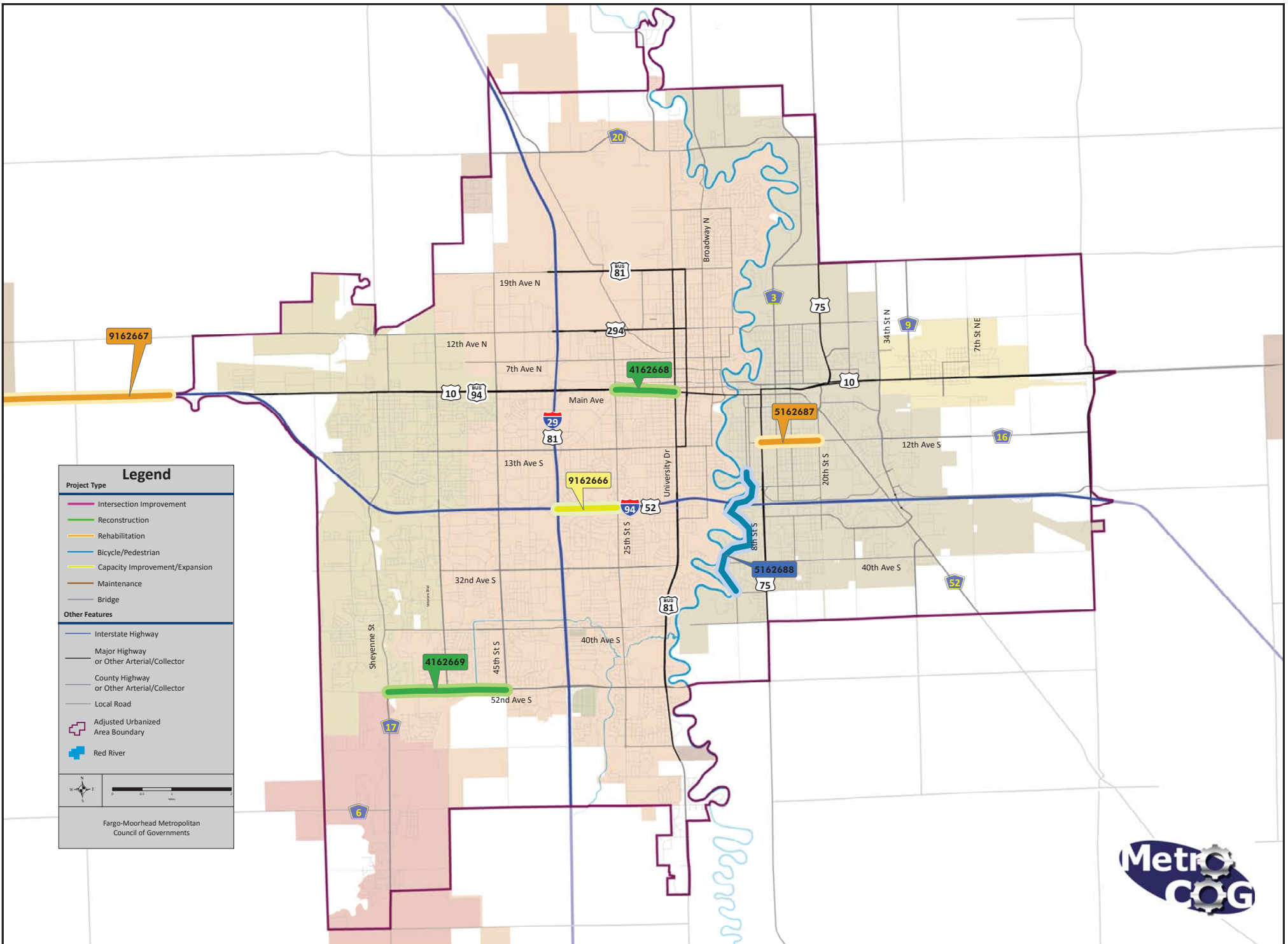
Lead Agency	Metro COG ID	Project Year	Project Location	Length To	Project Limits From	Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Other Revenue Source	Revenue
<b>Moorhead Transit</b>											
Moorhead Transit	5192622	2019	Transit			Purchase class 400 bus and bus related equipment	Transit Capital	\$ 69,750	FTA 5339		\$ 55,800
										Local	\$ 13,950
Moorhead Transit	5192625	2019	Transit			Moorhead Planning Assistance	Transit Operations	\$ 23,000	FTA 5307		\$ 18,400
										Local	\$ 4,600
Moorhead Transit	5192624	2019	Transit			Moorhead Transit Operation Assistance	Transit Operations	\$ 3,087,300	FTA 5307		\$ 441,000
										Local	\$ 2,646,300
Moorhead Transit	5162683	2019	Transit			Purchase Bus (class 400) and bus related equipment	Transit Capital	\$ 69,750	FTA 5307		\$ 55,800
										Local	\$ 13,950
Moorhead Transit	5162684	2019	Transit			Purchase Van (class 200) and van related equipment	Transit Captial	\$ 27,000	FTA 5307		\$ 21,600
										Local	\$ 5,400
<b>Fargo Transit</b>											
Fargo Transit	4192642	2019	Transit			Capital Purchase	Transit Capital	\$ 297,000	FTA 5307		\$ 238,000
										Local	\$ 59,000
Fargo Transit	4192643	2019	Transit			Operating Assistance	Transit Operations	\$ 2,992,000	FTA 5307		\$ 1,496,000
										State	\$ 748,000
										Local	\$ 748,000
Fargo Transit	4192644	2019	Transit			Preventative Maintenance	Transit Capital	\$ 1,189,000	FTA 5307		\$ 951,000
										Local	\$ 238,000
<b>City of Fargo</b>											
Fargo	418011	2019	64th Ave S	1 36th St	38th St	Construction of 64th Ave S as a 4-lane urban arterial and a grade separated overpass of I-29	New Construction	\$ 12,416,134	STP-U		\$ 9,932,907
										Local	\$ 2,483,227
<b>City of Moorhead</b>											
Moorhead	518011	2019	15th Ave N	Red River	28th St N	*Conversion of AC funds** Mill & Overlay, sidewalk, lighting AND 28th St from TH10 to 15th Ave - Mill & Overlay, Bike lanes (AC Payback 1 of 1)	Rehabilitation	\$ 283,300	STP-U		\$ 283,300

Lead Agency	Metro COG ID	Project Year	Project Location	Length To	Project Limits From	Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Other Revenue Source	Revenue
<b>City of West Fargo</b>											
West Fargo	318011	2019	Sheyenne St	1 40th Ave	32nd Ave	Reconstruction to include a new signal at 40th Ave and shared-use paths on both sides of roadway	Capacity Expansion	\$ 5,438,691	STP-U	Local	\$ 4,350,953 \$ 1,087,738
<b>North Dakota Department of Transportation</b>											
NDDOT	9192639	2019	I-94	W Wheatland E	E Casselton	CPR, PCC Pave, Ramp Revisions, Struct		\$ 1,354,943	IM	State	\$ 1,354,943 \$ 135,494
NDDOT	9192640	2019	I-94 W	6 East of ND 18		Structural Replacement	Bridge Replacement	\$ 2,339,717	IM	State	\$ 2,105,745 \$ 233,972
NDDOT	9182610	2019	I-94 WB	At Sheyenne St Interchange		Structure replacement, median crossovers, PCC paving, Ramp revisions, Structure replacement *Widening of span to support capacity expansion of RD	Bridge Replacement	\$ 11,000,000	IM	State	\$ 9,900,000 \$ 1,100,000
NDDOT	9182611	2019	I-29 NB	At Red River Diversion		FM Metro Area Diversion: Structure, grade raise, PCC paving, drainage improvements, median x-overs	New Structure	\$ 1		State	\$ 1
NDDOT	9182612	2019	I-29 SB	At Red River Diversion		FM Metro Area Diversion: Structure, grade raise, PCC paving, drainage improvements, median x-overs	New Structure	\$ 1		State	\$ 1
NDDOT	9182613	2019	I-94	At Red River Diversion		FM Metro Area Diversion: Structure, grade raise, PCC paving, drainage improvements, median x-overs	New Structure	\$ 1		State	\$ 1
<b>Minnesota Department of Transportation</b>											
MnDOT	8162684	2019	CSAH 14	CSAH 24	CSAH 30	**AC**CSAH 14, REPLACE OLD BR# 92440 WITH NEW BR# 14555 OVER THE SOUTH BRANCH OF THE BUFFALO RIVER, 1.8 MI. E. OF TH 336 (AC PAYBACK, 1 OF 1)	Bridge Replacement	\$ 172,500	STP-Rural		\$ 172,500
Moorhead	518011	2018	15th Ave N	Red River	28th St N	**AC** (AC payback in 2019 - \$283.3K) Mill and Overlay including shared-use path, bike lanes, 28th Ave from 15th to 10th RR crossing improvements, bridge joint repairs, gaurdrail, and lighting	Rehabilitation	\$ 283,300	STP-U		\$ 283,300
<b>Clay County</b>											
Clay County	218012	2019	Bridge # 92440	At South Branch Buffalo River		**AC Conversion**	Bridge Replacement	\$ 172,500	STP-Rural		\$ 172,500

Lead Agency	Metro COG ID	Project Year	Project Location	Length To	Project Limits From	Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Other Revenue Source	Revenue
Clay County	2192627	2019	Various			Replace bridge # 92440 1.8 miles east of TH 336					
						District Wide Local HSIP, Latex, and Epoxy edgelines	Safety	\$ 1,188,520	HSIP	Local	\$ 1,069,668 \$ 118,852
Clay County	2192618	2019	Clay Cty 117	1		Trail and sidewalk along Parke Ave in Glyndon	Bike/Ped	\$ 468,750	TAP	Local	\$ 375,000 \$ 93,750

**2020**





**Legend**

**Project Type**

- Intersection Improvement
- Reconstruction
- Rehabilitation
- Bicycle/Pedestrian
- Capacity Improvement/Expansion
- Maintenance
- Bridge

**Other Features**

- Interstate Highway
- Major Highway or Other Arterial/Collector
- County Highway or Other Arterial/Collector
- Local Road
- Adjusted Urbanized Area Boundary
- + Red River

Fargo-Moorhead Metropolitan Council of Governments



Lead Agency	Metro COG ID	Project Year	Project Location	Length To	Project Limits From	Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Other Revenue Source	Revenue
<b>Moorhead Transit</b>											
Moorhead Transit	5162683	2020	Transit			Moorhead Planning Assistance	Transit Operations	\$ 23,000	FTA 5307		\$ 18,400
										Local	\$ 4,600
Moorhead Transit	5162685	2020	Transit			Communication Equipment	Transit Capital	\$ 59,000	FTA 5307		\$ 47,200
										Local	\$ 11,800
Moorhead Transit	5162686	2020	Transit			Moorhead Transit Operating Assistance	Transit Operations	\$ 3,210,300	FTA 5307		\$ 454,000
										Local	\$ 2,756,300
<b>Fargo Transit</b>											
Fargo Transit	4162670	2020	Transit			Capital purchase	Transit Capital	\$ 1,250,000	STP-U		\$ 1,000,000
										Local	\$ 250,000
Fargo Transit	4162671	2020	Transit			Preventative Maintenance	Transit Capital	\$ 1,212,525	FTA 5307		\$ 970,020
										Local	\$ 242,505
Fargo Transit	4162672	2020	Transit			Operating Assistance	Transit Operations	\$ 3,051,840	FTA 5307		\$ 1,525,920
										State	\$ 762,960
										Local	\$ 762,960
Fargo Transit	4162673	2020	Transit			Paratransit operating assistance funded as capital	Transit Operations	\$ 303,450	FTA 5307		\$ 242,760
										Local	\$ 60,690
<b>City of Fargo</b>											
Fargo	4162668	2020	Main Ave	1	University Dr	25th St	Reconstruction *possibility of expanding to 6-lane section	\$ 15,412,522	NHS-U		\$ 8,369,948
										State	\$ 1,226,416
										Local	\$ 5,816,158
Fargo	4162669	2020	52nd Ave	1	45th St	Sheyenne St	Reconstruction Widen to 4-lane cross section	\$ 15,936,693	STP-U		\$ 8,749,354
										Local	\$ 7,187,339
<b>City of Moorhead</b>											
Moorhead	5162687	2020	12th Ave S	1.4	8th St (TH 75)	20th St	Pavement replacement (and from 20th St to SE Main Mill and Overlay	\$ 1,940,220	STP-U		\$ 1,526,676
										Local	\$ 413,544

Lead Agency	Metro COG ID	Project Year	Project Location	Length To	Project Limits From	Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Other Revenue Source	Revenue	
Moorhead	5162688	2020	Rivershore Dr	2.1	20th Ave S	50th Ave S	Blue Goose Trail paved multi use trail & on-street bike facilities	Bike/Ped	\$ 525,195	TAP	Local	\$ 360,000 \$ 165,195

**City of West Fargo**

**North Dakota Department of Transportation**

NDDOT	9162665	2020	I-94		W Wheatland	E of Casselton	CPR - PCC pave, ramp conn, ramp revisions	Rehabilitation	\$ 1,488,096	IM	State	\$ 1,339,286 \$ 148,810
NDDOT	9162666	2020	I-94		I-29	25th St Intrchg	Widening	Capacity Expansion	\$ 5,849,293	IM	State	\$ 5,264,364 \$ 584,929
NDDOT	9162667	2020	I-94		E Casselton	Near W Fargo	Thin Overlay	Rehabilitation	\$ 2,198,924	IM	State	\$ 1,979,032 \$ 219,892
NDDOT	9162674	2020	I-94		6 east of ND 18		Structural replacement	Bridge Replacement	\$ 2,433,306	IM	State	\$ 2,189,975 \$ 243,331

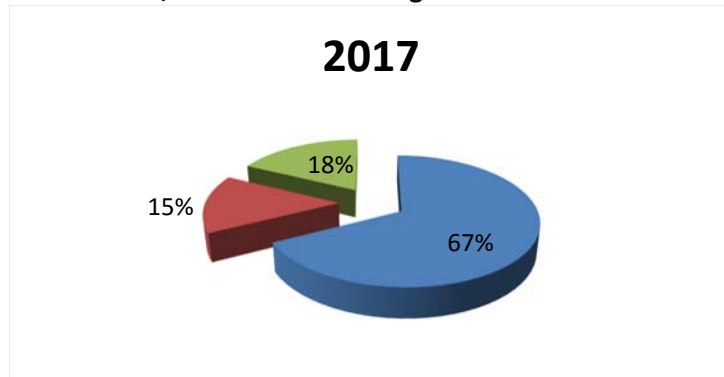
**Minnesota Department of Transportation**

**Clay County**

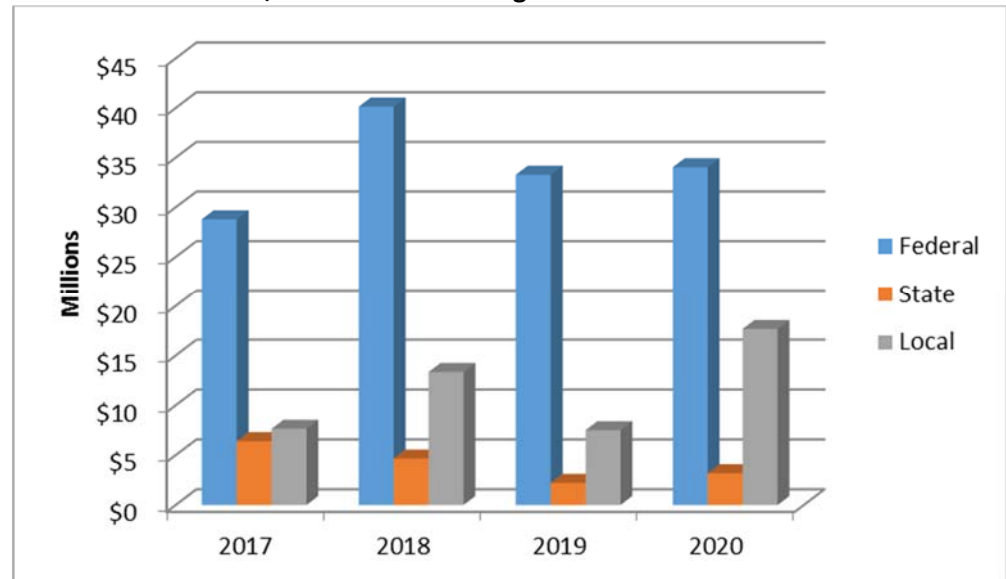
### Federal, State and Local Cost for Programmed Project by Jurisdiction

Jurisdiction	2017			2018			2019			2020		
	Federal	State	Local	Federal	State	Local	Federal	State	Local	Federal	State	Local
<b>Total Mn-Side</b>	<b>\$28,794,542</b>	<b>\$6,404,453</b>	<b>\$7,654,575</b>	<b>\$40,138,893</b>	<b>\$4,665,779</b>	<b>\$13,345,822</b>	<b>\$33,278,416</b>	<b>\$2,217,469</b>	<b>\$7,512,767</b>	<b>\$34,036,935</b>	<b>\$3,186,338</b>	<b>\$17,671,091</b>
City of Dilworth	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
City of Moorhead	\$420,000	\$0	\$105,000	\$1,461,553	\$0	\$555,147	\$283,300	\$0	\$0	\$1,886,676	\$0	\$578,739
Clay County	\$0	\$0	\$0	\$1,010,900	\$0	\$485,000	\$1,617,168	\$0	\$212,602	\$0	\$0	\$0
MnDOT	\$9,804,244	\$3,429,466	\$179,866	\$4,206,062	\$1,161,376	\$217,100	\$455,800	\$0	\$0	\$0	\$0	\$0
Transit Alternatives	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Moorhead Transit	\$1,642,400	\$1,485,400	\$1,260,600	\$519,700	\$0	\$2,563,725	\$592,600	\$0	\$2,684,200	\$519,600	\$0	\$2,772,700
<b>Total ND-Side</b>												
City of Fargo	\$4,385,804	\$0	\$4,375,000	\$0	\$0	\$0	\$9,932,907	\$0	\$2,483,227	\$17,119,302	\$1,226,416	\$13,003,497
City of West Fargo	\$1,696,275	\$0	\$188,475	\$5,680,000	\$0	\$2,320,000	\$4,350,953	\$0	\$1,087,738	\$0	\$0	\$0
Cass County	\$37,206	\$0	\$4,134	\$262,000	\$0	\$29,000	\$0	\$0	\$0	\$0	\$0	\$0
NDDOT	\$6,733,213	\$749,687	\$199,500	\$22,193,778	\$2,767,403	\$6,134,307	\$13,360,688	\$1,469,469	\$0	\$10,772,657	\$1,196,962	\$0
FargoTransit	\$4,075,400	\$739,900	\$1,342,000	\$4,804,900	\$737,000	\$1,041,543	\$2,685,000	\$748,000	\$1,045,000	\$3,738,700	\$762,960	\$1,316,155

Federal, State and Local Programmed Costs: 2017



Federal, State and Local Programmed Costs: 2017-2020



## Section 4 Annual Listing of Obligated Projects

The Metro COG TIP includes an Annual Listing of Obligated Projects (ALOP) which lists federally-obligated projects from the preceding program year. The ALOP element of the 2017-2020 TIP is reflective of 2016. It includes relevant TIP information and identifies the amount of Federal funds requested in the TIP, the Federal funding that was obligated during the preceding year, and the Federal funding remaining and available for subsequent/future years. Projects are also identified as being complete, under contract, reprogrammed or dropped (figure 4-1).

The projects listed on the following pages include only programmed projects that received, or will receive federal transportation funds under 23 U.S.C. or 49 U.S.C. Chapter 53. Projects funded solely with local funds are not included.

**Figure 4-1: ALOP Status**

<b>COMPLETE</b>	The Project was complete as of October 1, 2015.
<b>UNDER CONTRACT</b>	The project was under contract, but not complete by October 1, 2016.
<b>REPROGRAMMED</b>	The project was reprogrammed to another fiscal year within the current TIP (2017, 2018, 2019 or 2020).
<b>DROPPED</b>	The project was dropped from consideration or reprogrammed to a year beyond the current TIP (2020 and beyond).

# **ALOP TABLES**

Lead Agency	Metro COG ID	Project Year	Project Location	Length To	Project Limits From	Project Description	Improvement Type	Total Project Cost	Federal Revenue	Other Revenue	Revenue
<b>Moorhead Transit</b>											
Moorhead Transit	516040	2016	Transit			Paratransit and Metro Senior Ride Operating Assistance	Transit Operations	\$ 432,620	FTA 5307		\$ 62,440
										State	\$ 280,980
										Local	\$ 89,200
Moorhead Transit	516050	2016	Transit			Transit Planning	Transit Operations	\$ 22,000	FTA 5307		\$ 17,600
										Local	\$ 4,400
Moorhead Transit	516060	2016	Transit			Preventative Maintenance	Transit Capital	\$ 200,000	FTA 5307		\$ 160,000
										Local	\$ 40,000
Moorhead Transit	516070	2016	Transit			Operation of Fixed Routes Metro Service and shares of the GTC and MTG	Transit Operations	\$ 2,262,000	FTA 5307		\$ 384,540
										Local	\$ 452,400
										Local	\$ 1,425,060
Moorhead Transit	5162630	2016	Transit			Purchase Senior Ride Van	Transit Capital	\$ 25,000	FTA 5307		\$ 21,250
										Local	\$ 3,750
Moorhead Transit	5162656	2016	Transit			Replacement of one fixed route vehicle (unit 370)	Transit Capital	\$ 470,000	FTA 5307		\$ 399,500
										Local	\$ 70,500
Moorhead Transit	5162657	2016	Transit			Miscellaneous Support Equipment	Transit Capital	\$ 17,000	FTA 5307		\$ 13,600
										Local	\$ 3,400
Moorhead Transit	518080	2016	Transit			Replace one fixed route vehicle (unit 590) with Class 700	Transit Capital	\$ 470,000	FTA 5339		\$ 376,000
										Local	\$ 94,000
<b>Fargo Transit</b>											
Fargo Transit	416060	2016	Transit			Operation of Fargo's Transit System including Fixed Route, GTC, and Paratransit	Transit Operations	\$ 2,725,650	FTA 5307		\$ 1,362,800
										State	\$ 711,400
										Local	\$ 651,450
Fargo Transit	416061	2016	Transit			Preventative Maintenance and Misc Capital	Transit Capital	\$ 1,081,600	FTA 5307		\$ 865,300
										Local	\$ 216,300
Fargo Transit	416065	2016	Transit			Transit Planning	Transit Operations	\$ 54,100	FTA 5307		\$ 43,300
										Local	\$ 10,800
Fargo Transit	416070	2016	Transit			Fargo Paratransit Assistance (considered capital)	Transit Capital	\$ 270,400	FTA 5307		\$ 216,300
										Local	\$ 54,100

Fargo Transit	4162645	2016	Transit			Replacement of 2 cutaway buses, Vin #'s ending in 0016 and 0018	Transit Capital	\$ 120,365	FTA 5310	\$ 96,292
										Local \$ 24,073

### City of Fargo

Fargo	415011	2016	40th Ave S	18th St	Drain 27	Construction of Shared Use Path	Bike/Ped	\$ 480,000	TAP	\$ 192,000
										Local \$ 288,000
Fargo	4162655	2016	I-29		Near Drain 27	Median Crossovers	Rehabilitation	\$ 1,000,000		Local \$ 1,000,000

### City of Moorhead

Moorhead	5162576	2016	MN 75	Center Ave	20th St	**CIMS** Geometric improvements at Junction of 11th St and Main Ave from Center Ave to Main, Reconstruct signals ADA improvements from Center to 20th, TH 10 from River to TH 75	Reconstruction ITS *PRS*	\$ 3,676,823		State \$ 1,300,000 Local \$ 2,376,823
Moorhead	816099	2016	40th Ave	9th St	River Oaks Cir	Mill and Overlay, signal, turn lanes, and bike path	Rehabilitation	\$ 1,000,000	STP-U	\$ 593,886 Local \$ 406,114

### City of West Fargo

West Fargo	316010	2016	City Wide			Emergency Vehicle Preemption (EVP) update at 13 signal locations	ITS **CMP**	\$ 238,000	STP-U	\$ 190,400 Local \$ 47,600
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### North Dakota Department of Transportation

NDDOT	9162606	2016	I-94 (EB)	Casselton Intg	Mapleton Intg	Concrete pavement repair, milling	Rehabilitation	\$ 1,251,000	IM	\$ 1,126,000 State \$ 125,000
NDDOT	9162607	2016	I-94 (EB)	Mapleton Intg	Raymond Intg	Concrete pavement repair	Rehabilitation	\$ 577,000	IM	\$ 519,000 State \$ 58,000
NDDOT	9162608	2016	I-94		E of 5th St in WF	Storm water lift station	Maintenance	\$ 253,094	IM	\$ 227,785 State \$ 25,309
NDDOT	9162650	2016	SRTS		Statewide	Non-infrastructure project - media campaign, bike/ped education, working with police and school districts on an education and evaluation application	Bike/Ped	\$ 500,000	SRTS	\$ 500,000

### Minnesota Department of Transportation

MnDOT	816010	2016	I-94		At TH 75	Add Auxillary Lanes, Interchange modification, grading, bituminous and concrete surfacing, mill & overlay,	Intersection Improvement *CMP*	\$ 10,938,799	NHPP-IM NHPP-IM	\$ 3,487,039 \$ 5,000,000
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						signals, lighting, ADA improvements, and Bridge #14x11 and 14x12				State	\$ 2,201,760
						**AC** Partial conversion of \$4,990,000 in 2017				Local	\$ 250,000
MnDOT	8162634	2016	I-94	Moorhead	Alexandria	**ITS** changeable message signs	ITS	\$ 1,155,556	NHPP-ITS		\$ 1,040,000
										State	\$ 115,556
MnDOT	8162646	2016	I-94	.68 mi W of TH 9		Snow Fence near Barnesville	Maintenance	\$ 240,000	DPS		\$ 240,000

**City of Dilworth**

Dilworth	615010	2016	7th St	TH 10	15th Ave	Reconstruction **PRS**	Reconstruction	\$ 5,563,000		Local	\$ 5,563,000
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**Clay County**

Clay County	816087	2016	TH 34	TH 9	Blue Eagle Park	Install multi-use trail/sidewalk	Bike/Ped	\$ 183,591	TAP		\$ 146,873
										Local	\$ 36,718
Clay County	216010	2016	Transit			Operating Assistance for Productive Alternatives to operate rural transit	Transit Operations	\$ 1,060,000		State	\$ 1,060,000
								**PRS**			

**Cass County**

Cass County	115030	2016	CR 28	Main Ave	13th Ave	Construction of a shared-use path along County Road 28 (ND Park and Trail Funded)	Bike/Ped **PRS**	\$ 320,000		State	\$ 200,000
										Local	\$ 120,000

## Section 5 Financial Plan and Fiscal Constraint

### Financial Plan

Metro COG accepts the responsibility to act in the public interest to program and fund transportation projects to be accomplished in the greater Fargo-Moorhead Metropolitan area. The 2016 TIP is fiscally constrained to those funding categories in which Metro COG has direct responsibility (STP/U funds). It is assumed that MnDOT and NDDOT projects programmed with federal funds are fiscally constrained at the state level through the STIP. Local funds for federal match, O&M and Regionally-significant projects are assumed fiscally constrained at the local level as well.

Metro COG is required under federal legislation to develop a financial plan that takes into account federally-funded projects and regionally significant projects that are not federally funded. The TIP is fiscally constrained for each year, and the federal-and state-funded projects in the document can be implemented using current and proposed revenue sources based on estimates provided by local jurisdictions.

### Year of Expenditure

To give the public a clear picture of what can be expected (in terms of project cost) as well as to properly allocate future resources, projects beyond the first year of the TIP are adjusted for inflation. When project costs have been inflated to a level that corresponds to the expected year of project delivery this means that the project has been programmed with year of expenditure (YOE) dollars. YOE programming is required by federal law. Inflation factors used to calculate YOE are identified in table 3.1

**Table 5.1 YOE Rates**

Fiscal Year	Annual Inflation	Cumulative Inflation Factor Rate
2017	None	None
2018	4%	1.04
2019	4%	1.09
2020	4%	1.13

Source: Metro COG

### Operations and Maintenance

MPOs have been required to consider Operations and Maintenance (O&M) of transportation systems, as part of fiscal constraint, since 2005. MAP-21 reinforces the need to address O&M, in addition to capital projects, when demonstrating fiscal constraint of the TIP.

Metro COG staff projected the future operations and maintenance expenses as part of the 2040 Long Range Transportation Plan update for each jurisdiction. For the purposes of identifying O&M expenses, years 2017 to 2020 fell under the short-term expenditures identified in the long range plan. The information within the 2040 LRTP for O&M expenditures was based on current and past trends. All cost estimates were calculated by assuming a 4% increase in operations and maintenance costs unless otherwise specified by a member jurisdiction. These costs are in addition to projects identified within the 2017-2020 TIP. Table 5.2 on the following page identifies the O&M costs anticipated by each jurisdiction per year for the short-term (2015-2020) identified in the 2040 LRTP. Costs associated with this TIP are identified in yellow. Those

years outside of the time frame covered by this TIP are in gray. O&M costs are assumed constrained by each state and local jurisdiction based on their ability to meet O&M obligations. O&M may be deferred based on the jurisdiction’s ability to acquire revenue to cover costs. Under this condition, O&M costs will be reviewed and adjusted to reflect available local funding.

Additional information on O&M, and the methodology used to calculate the estimates, may be found in the *Metro 2040 Operations and Maintenance Plan (2014)*.

**Table 5.2: Operation and Maintenance Estimated Costs per Year by Jurisdiction for 2016-2019**

Jurisdiction	2015	2016	2017	2018	2019	2020	Total
<b>Minnesota-side</b>							
MnDOT	\$3,279,192	\$3,410,360	\$3,546,774	\$3,688,645	\$3,836,191	\$3,989,638	\$21,750,800
Clay County	\$4,516,384	\$4,697,039	\$4,884,921	\$5,080,318	\$5,283,531	\$5,494,872	\$29,957,065
Moorhead	\$2,005,280	\$2,085,492	\$2,168,911	\$2,255,668	\$2,345,894	\$2,439,730	\$13,300,975
Dilworth	\$507,774	\$528,085	\$549,208	\$571,176	\$594,023	\$617,784	\$3,368,050
<b>North Dakota-side</b>							
NDDOT	\$2,171,428	\$2,258,285	\$2,348,617	\$2,442,561	\$2,540,264	\$2,641,874	\$14,403,030
Cass County	\$1,897,855	\$1,973,769	\$2,052,720	\$2,134,829	\$2,220,222	\$2,309,031	\$12,588,425
Fargo	\$7,365,212	\$7,659,820	\$7,966,213	\$8,284,862	\$8,616,256	\$8,960,906	\$48,853,270
West Fargo	\$1,971,977	\$2,050,856	\$2,132,890	\$2,218,206	\$2,306,934	\$2,399,212	\$13,080,075

Source: Metro COG Metro 2040

## Fiscal Constraint

Creating a fiscally constrained TIP requires Metro COG to allocate an amount of projects based upon reasonable estimates within the limits of realistically available future revenues (based upon historical trends). Metro COG cooperates and coordinates with state and local governments and public transit operators to create a TIP that prioritizes and lists all federally-funded and regionally-significant transportation projects programmed for at least the next four years.

The projects listed in the TIP must be financially realistic and achievable. Metro COG does not have any direct allocations of federal transportation funds. All federal transportation funds are provided to the region and are administered by the MnDOT and NDDOT. As such, this TIP is fiscally-constrained for fiscal years 2017 through 2020 based on the amount of federal transportation funds identified by the respective DOTs for federal-aid projects in their areas.

## Fiscal Constraint Analysis

### Total Expenditures

The total expenditures shown within this chapter only represent programmed projects within the 2017-2020 TIP and projected O&M costs of each jurisdictions transportation system. Jurisdictions are not expected to show fiscal constraint for their illustrative projects, because the illustrative status identifies that the project is desired but funding is currently not available. If federal funding becomes available, and the project is consistent with a currently-approved metropolitan transportation plan (MTP), illustrative projects may be amended into the TIP as a programmed project. Because many of the jurisdictions’ projects do not receive federal aid and are not considered regionally significant, they are not required to be in the TIP. Fiscal constraint is only required for programmed projects listed in the TIP and for annual operations and

maintenance (O&M). Therefore, many of the jurisdictions show a higher revenue than expenditure, which is needed to cover the cost of projects not listed within the TIP.

**Table 5.3: Federal Transportation Funds Provided versus Federal Transportation Funds Programmed by Funding Type 2017-2020**

Federal Funding Source	Financial Constraint											
	Federal Funds Available				Federal Funds Programmed				Federal Funds Balance			
	2017	2018	2019	2020	2017	2018	2019	2020	2017	2018	2019	2020
National Highway Performance Program (NHPP)	\$10,793,660	\$13,716,168	\$13,360,688	\$10,772,657	\$10,793,660	\$13,716,168	\$13,360,688	\$10,772,657	\$0.0	\$0.0	\$0.0	\$0.0
Surface Transportation Program- Urban (STP-U)	\$3,623,804	\$7,683,615	\$14,850,460	\$11,276,030	\$3,623,804	\$7,683,615	\$14,850,460	\$11,276,030	\$0.0	\$0.0	\$0.0	\$0.0
Surface Transportation Program - Other (STP)	\$3,208,332	\$10,820,610	\$345,000	\$0	\$3,208,332	\$10,820,610	\$345,000	\$0	\$0.0	\$0.0	\$0.0	\$0.0
Congestion Mitigation Air Quality (CMAQ)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0.0	\$0.0	\$0.0	\$0.0
Highway Safety Improvement Program (HSIP)	\$2,654,393	\$1,583,000	\$1,069,668	\$0	\$2,654,393	\$1,583,000	\$1,069,668	\$0	\$0.0	\$0.0	\$0.0	\$0.0
Transportation Alternatives Program (TAP) <sup>1</sup>	\$670,000	\$495,900	\$375,000	\$360,000	\$670,000	\$495,900	\$375,000	\$360,000	\$0.0	\$0.0	\$0.0	\$0.0
Urban Area Formula Program (Sec. 5307)	\$4,229,800	\$5,324,600	\$3,221,800	\$3,258,300	\$4,229,800	\$5,324,600	\$3,221,800	\$3,258,300	\$0.0	\$0.0	\$0.0	\$0.0
Bus and Bus Related Facilities (Sec. 5339) <sup>2</sup>	\$0	\$0	\$55,800	\$0	\$0	\$0	\$55,800	\$0	\$0.0	\$0.0	\$0.0	\$0.0
Enhanced Mobility for Seniors and Individuals with Disabilities (sec. 5310)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0.0	\$0.0	\$0.0	\$0.0
Formula Grants for Other than Urbanized Areas (Sec. 5311)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0.0	\$0.0	\$0.0	\$0.0
Other Federal Funds <sup>3</sup>	\$3,614,553	\$515,000	\$0	\$8,369,948	\$3,614,553	\$515,000	\$0	\$8,369,948	\$0.0	\$0.0	\$0.0	\$0.0
TOTAL Federal Funds	\$28,794,542	\$40,138,893	\$33,278,416	\$34,036,935	\$28,794,542	\$40,138,893	\$33,278,416	\$34,036,935	\$0.0	\$0.0	\$0.0	\$0.0

Note 1-TAP total includes legacy Transportation Enhancement (TE) and Safe Routes to School (SRTS) funds.

Note 2 -Section 5339 grants are not yet approved. Projects anticipating Sec. 5339 are included as illustrative projects and not counted against fiscal constraint.

Note 3 - Other federal funds include those administered as NDDOT STREET and MnDOT CIMS funds.

Source: Metro COG (2016)

### Roadway, Facility, and Transit Projects within the TIP – Expenditures

This information was used in the preparation of the programmed projects presented in Section 3. All costs estimates are in year-of-expenditure; dollar amounts have been calculated by assuming a 4% annual increase in construction costs unless otherwise specified by a member jurisdiction.

### Revenues for Jurisdictions to Support Fiscal Constraint

A variety of revenue sources have been identified through the preparation of the *Metro 2040: Mobility for the Future* to show that the 2016-2019 TIP projects and O&M of the transportation system have fiscal constraint. These funding sources included a variety of awarded federal funding grants, state dollars, and local county or city dollars.

### Federal Revenues

Any federal funds either programmed or anticipated for transportation projects are all shown within the 2017-2020 TIP. The agreed upon programmed federal funds (Federal Funds Available) are considered the federal revenues for purposes of the fiscal constraint analysis. Both states have reviewed and approved the programmed or anticipated federal aid as part of the TIP development process and the dollar amounts are

consistent with previous years of awarded federal aid. Constrained projects costs (Federal Funds Programmed) reflect the federal funding provided by MnDOT and NDDOT for projects currently programmed in the 2016-2019 TIP. Metro COG, nor its member jurisdictions have programmed projects in the 2017-2020 TIP that exceed the amount of federal revenue reasonably anticipated to be received from MnDOT and NDDOT in any given year.

### **State and Local Revenues**

The state and local revenues available for each year is more difficult to identify. The available state and local revenues were recently updated for the development of the Metro 2040: Mobility for the Future and are being used to identify revenues available to the states, counties, cities and transit departments within the FM area. The assumptions used to determine the revenues can be found in the Fiscal Constraint chapter of the *Metro 2040: Mobility for the Future*.

### **Identifying Fiscal Constraint for Each Member Jurisdiction**

State, city, and county financial evaluations measure each jurisdiction's ability to accommodate the cost of necessary improvements. As all projects included in the TIP are drawn from the *Metro 2040: Mobility for the Future*, each jurisdiction underwent a fiscal constraint analysis. The analysis for each jurisdiction may be found in Chapter 12 of the *Metro 2040: Mobility for the Future*.

## Section 6 Overview of Federal Aid Programs

MAP-21 presents five core formula programs that are administered by MnDOT and NDDOT:

- National Highway Performance Program (NHPP);
- Surface Transportation Program (STP);
- Congestion Mitigation Air Quality (CMAQ);
- Highway Safety Improvement Program (HSIP);
- Metropolitan Planning Program.

Each Federal Aid program is implemented uniquely by each State DOT. Information on each funding source is identified in Appendix B. Additionally, a description for how projects are identified, prioritized, and selected for Federal Aid programs is included. More detailed information regarding how MnDOT and NDDOT develop and implement their Federal Aid program is available at their respective websites:

[www.dot.nd.gov](http://www.dot.nd.gov)  
[www.dot.state.mn.us](http://www.dot.state.mn.us)

### National Highway Performance Program (NHPP)

The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State’s and MPO’s asset management plan for the NHS.

Funding Programmed for Metro COG Projects

2017	2018	2019	2020
\$10,793,660	\$13,716,168	\$13,360,688	\$10,772,657

NHPP projects must be on an eligible facility and support progress toward achievement of national performance goals for improving infrastructure condition, safety, mobility, or freight movement on the NHS, and be consistent with Metropolitan and Statewide planning requirements. Under MAP-21, the enhanced NHS is composed of rural and urban roads serving major population centers, international border crossings, intermodal transportation facilities, and major travel destinations. It includes:

- The Interstate Highway System;

- All existing principal arterials and border crossings on those routes;
- Intermodal connectors – highways that provide motor vehicle access between the NHS and major intermodal transportation facilities;
- STRAHNET – The network of highways important to U.S. strategic defense and its connectors to major military installations.

The NHPP incorporates the funding from pre-MAP-21 programs including the Interstate Maintenance (IM) Program, the National Highway System (NHS) Program, and Highway Bridge Program (HBP) for bridge infrastructure on the NHS.

### Surface Transportation Program (STP)

MAP-21 continues the STP to provide flexible funding for projects to preserve or improve conditions and performance on any Federal-aid highway, bridge projects on any public road, facilities for non-motorized transportation, transit capital projects and public bus terminals and facilities. The STP incorporates the funding from the pre-MAP-21 Highway Bridge Program (HBP) for bridge infrastructure not on the NHS.

**Funding Programmed for Metro COG Projects**

2017	2018	2019	2020
\$3,623,804	\$7,683,615	\$14,850,460	\$11,276,030
\$3,208,332	\$10,820,610	\$345,000	\$0

Per MAP-21, 50% of the STP apportionment (after mandatory set-asides) is to be obligated in the following areas in proportion to their relative shares of the State’s population:

- Urbanized areas with population greater than 200,000;
- Area with population greater than 5,000 but no more than 200,000 (STP-U);
- Areas with population 5,000 or less.

The remaining 50% may be used in any area of the State.

### Congestion Mitigation and Air Quality Improvement Program (CMAQ)

The CMAQ program is continued in MAP-21 to provide flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). Both the states

**Funding Programmed for Metro COG Projects**

2017	2018	2019	2020
\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0

of Minnesota and North Dakota are currently in attainment for air quality standards and as such CMAQ funds may be used at the discretion of each respective DOT as STP funding.

### Highway Safety Improvement Program (HSIP)

MAP-21 continues the Highway Safety Improvement Program (HSIP) to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State owned public roads and roads on tribal lands. The HSIP requires a data-driven strategic approach to improving highway safety on all public roads that focuses on performance. A HSIP project is any strategy, activity or project on a public road that is consistent with the data-driven State Strategic Highway Safety Plan (SHSP) and corrects or improves a hazardous road location or feature or addresses a highway safety problem.

Funding Programmed for Metro COG Projects

2017	2018	2019	2020
\$2,654,393	\$1,583,000	\$1,069,668	\$0

Projects may provide improvements at identified high accident locations, minimize the potential for accidents, or are part of a system-wide improvement of substandard geometric properties related to safety, as long as they are consistent with the State SHSP.

### Transportation Alternatives Program (TAP)

MAP-21 established this new program to provide for a variety of alternative transportation projects, including many that were previously eligible activities under separately funded programs. The TAP replaces the funding from pre-MAP-21 programs including Transportation Enhancements (TE), Recreational Trails Program (RTP) and Safe Routes to School (SRTS); wrapping them into a single funding source. TAP is funded via set asides from the NHPP, STP, CMAQ, HSIP, and the Metropolitan Planning Program. All TE and SRTS projects previously programmed within the TIP will need to be changed to show the federal funding source as TAP unless money under the old SAFETEA-LU transportation law is being used.

Funding Programmed for Metro COG Projects

2017	2018	2019	2020
\$670,000	\$495,900	\$375,000	\$360,000

### Federal Transit Administration

The Federal Transit Administration (FTA) annually apportions federal funding which includes grants allotted under section, 5307, 5339 (incl. old 5309), 5310/(incl. old 5317), and 5311. The following provides an overview of relevant FTA programs included in Metro COG’s TIP.

### Section 5307 Urbanized Area Formula Program

Funding Programmed for Metro COG Projects



Section 5307 makes federal funds available to urbanized areas for transit capital and operating assistance. In urbanized areas it is also available for transit related planning. The City of Fargo and the City of Moorhead are each designated recipients for the Section 5307 formula funds.

2017	2018	2019	2020
\$4,229,800	\$5,324,600	\$3,221,800	\$3,258,300

### Section 5339 Bus and Bus Related Facilities

Section 5339 (formerly Section 5309) provides federal funds for transit capital projects in both urban and rural areas of the country. Section 5339 funds apportioned to each State based on population. MAP -21 apportioned Section 5339 to each state for both a “statewide” program and an urbanize area program.

Funding Programmed for Metro COG Projects

2017	2018	2019	2020
\$0	\$0	\$55,800	\$0

### Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities

Section 5310 provides formula funding to the states for the purpose of assisting transit providers in meeting the transportation needs of elderly persons and persons with disabilities when the transit services provided is not able to meet these needs. Under MAP-21 Section 5310 now consolidates the former Section 5317 program (see description below). States now receive both an urban and rural apportionment of Section 5310 funds.

Funding Programmed for Metro COG Projects

2017	2018	2019	2020
\$0	\$0	\$0	\$0

### Section 5311 Formual grants for Other than Urbanized Areas

Section 5311 funds are provided to the states for the purpose of supporting public transportation in rural areas, with populations of less than 50,000. The purpose of the program is to enhance the access people in non-urbanized areas to health care, shopping, education, employment, public services and recreation. These funds also are used to assist in the maintenance, development, improvement and use of public transportation systems in non-urbanized areas and to develop and support intercity bus transportation.

Funding Programmed for Metro COG Projects

2017	2018	2019	2020
\$0	\$0	\$0	\$0

### Section 5316 Job Access and Reverse Commute (JARC) and Section 5317 New Freedom (NF) Transit Programs

The Section 5316 and 5317 programs were eliminated under MAP-21 and consolidated under Sections 5307 and 5310, respectively. Although no Section 5316 or 5317 funds are programmed in the 2016 – 2019 TIP, there remains a balance of funding in these accounts that may still be programmed through TIP amendments or for future projects. Section 5316 provides federal transit funds to improve access to employment. Section 5317 provides federal transit funds to improve transit services for individuals with disabilities. These funds are made available for both rural and urban transit service providers through apportionments to the state and designated urbanized areas respectively.

## North Dakota Federal Aid Process

### Urban Roads Program (URP)

The North Dakota Urban Roads Program (URP) consists of all roadways not on the Interstate or Regional System which are classified as collectors and above. The URP is funded with Surface Transportation Program (STP) apportioned to NDDOT, plus additional funds from the NHPP and CMAQ programs. Under the URP, each of the 12 cities with a population over 5,000 in North Dakota receives a sub allocation of Surface Transportation Program (STP) funds through the URP. Fargo and West Fargo receive a sub allocation of STP funds through the URP. Pursuant to 23 CFR 450.324(j) Fargo and West Fargo Urban Roads Program funds must be combined, and should not be sub allocated directly to either city.

Metro COG leads project solicitation and prioritization for the URP. Project solicitation will be based on a Metro COG application developed cooperatively through the metropolitan planning process that allows projects to be locally evaluated by the Transportation Technical Committee (TTC) and prioritized by the Metro COG Policy Board. Prioritized projects will be added to the TIP as “candidate projects”. Upon completion of the Metro COG solicitation process; applications will be forwarded to NDDOT for additional review and vetting, as per normal procedures. Metro COG will make project selection in cooperation with NDDOT based on the estimated availability of Federal funds.

### Regional Roads Program

The Regional Highway System encompasses the state jurisdictional highways in the urban areas. The System is further divided into two categories. These include the Primary Regional System and the Secondary Regional System. The following criteria were used in designating the Primary Regional System:

- State routes included will serve the greatest amount of through traffic, and in the most efficient manner.
- Truck routes will be given preference.
- If parallel routes exist which serve the same purpose, only one route will be included on the Primary Regional System.
- Where the interstate systems serve the same purpose as the state highway from a traffic carrying perspective, the parallel state highway routes will not be designated as a Primary Regional Route.

The Regional Roads Program is funded with 50% of STP available to NDDOT, plus additional funds from the NHPP and CMAQ programs. There is approximately \$18,000,000 available annually for the Regional Roads program statewide. The Regional Roads program is solicited competitively statewide for any eligible Regional Roadway. Metro COG leads project solicitation and prioritization for the Regional Roads Program, in cooperation with Fargo District Engineer. Project solicitation will be based on a Metro COG application developed cooperatively through the metropolitan planning process that allows projects to be locally evaluated by the TTC and prioritized by the Metro COG Policy Board. Prioritized

projects will be added to the TIP as “candidate projects”. Upon completion of the Metro COG solicitation process; applications will be forwarded to NDDOT for additional review and vetting, as per normal procedures. NDDOT makes project selection in cooperation with Metro COG.

### **Rural Roads Program**

For the Rural Roads Program, Cass County is allocated approximately \$1,000,000 per year, and it selects specific roadways projects, some of which are within the Metropolitan Planning Area (MPA), and subject to the TIP process. Cass County typically "banks" the federal money for several years or "borrows" from future year Federal Funds in order to do one project with Federal Funds every two or three years. Metro COG does not have a formalized solicitation and prioritization process regarding the County Rural Roads Program. Metro COG does coordinate with Cass County regarding the programming of Rural Roads funds within the MPA; and involves Cass County in discussions on Urban and Regional Roads programming which may impact County Roads.

### **Transportation Alternatives Program (TAP)**

NDDOT receives a \$2,865,000 apportionment of TAP funds. Of this total, NDDOT breaks out funding availability as follows:

- \$1,200,000 – Metropolitan Areas and Cities over 5,000;
- \$890,000 – Rural (Counties and cities under 5,000);
- \$775,000 – Transferred to Surface Transportation Program (STP).

The TAP provides funding to jurisdictions for qualified projects as defined by MAP-21. Metro COG leads the project solicitation and prioritization process. The solicitation is based on the typical NDDOT application; however Metro COG will develop a parallel evaluation tool that allows projects to be evaluated by the TTC and prioritized by the Metro COG Policy Board. Prioritized projects will be added to the TIP as “candidate projects”. Upon completion of the Metro COG solicitation process; applications will be forwarded to NDDOT. NDDOT, via the Director’s Task Force, makes project selection, in cooperation with Metro COG.

### **Section 5307 Urbanized Area Formula Program**

Projects to be funded under Section 5307 will be provided to Metro COG by the designated recipient as part of the regular TIP development cycle. The public transit operator will make project selection, in cooperation with the NDDOT and Metro COG. No formal applications for Section 5307 funded projects are required; however Metro COG requests a listing of project activities to be funded with Section 5307 for each year of the TIP. Approximately \$2,300,000 is available annually for the Fargo Transit operations through the Section 5307 formula program.

### **North Dakota State Aid for Public Transit**

NDDOT annually provides State Aid for Public Transit to public transit operators throughout the State of North Dakota, which are apportioned at the county level based on formula. The City of Fargo annually receives \$500,000 in State Aid for Public Transportation. Additional recipients of

State Aid for Public Transportation in Cass County include Valley Seniors Services and Handi Wheels Transportation. As non-federal and non-regionally significant projects, these State Aid funds for Valley Senior Services and Handi-Wheels do not appear in Metro COG’s TIP.

### **Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities**

NDDOT receives an annual apportionment of \$364,000 in Section 5310 formula funds for use in urbanized areas between 50,000 and 199,000 in population. Metro COG leads project solicitation for Section 5310 funds. Metro COG will use NDDOT applications to conduct the local solicitation. The solicitation and prioritization process may occur out of step of the typical TIP cycle based on the differing NDDOT schedules for these Federal funds. Projects submitted through Metro COG will be locally evaluated by the Metropolitan Transportation Initiative (MTI) and prioritized by the Metro COG Policy Board. Upon completion of the Metro COG solicitation and prioritization process, applications will be forwarded to NDDOT for additional review and vetting, as per normal procedures. Prioritized projects are added to the TIP as “candidate projects”. NDDOT will make project selection in cooperation with Metro COG and the Public Transit Operator(s).

### **Section 5339 Bus and Bus Related Facilities**

NDDOT receives two (2) separate statewide apportionments for Section 5339. These two (2) apportionments are separated out as follows:

- Urbanized Areas between 50,000 and 199,999 in population;
- Statewide (urbanized or rural).

NDDOT has yet to develop project solicitation and prioritization guidance for implementation for the Section 5339 (old Section 5309) program under the new provisions of MAP-21. At such time as programming and project solicitation guidance is developed by NDDOT, Metro COG will work in cooperation with MATBUS to develop a project solicitation and prioritization process. For the purposes of the current 2017-2020 TIP, Metro COG has included transit capital needs for MATBUS as “illustrative” if funding needed would be supported by Section 5339.

### **Other Federal Funding**

Metro COG will cooperatively work with NDDOT and the Fargo District Engineer to develop a candidate project list for which Federal aid would be sought under programs such as Highway Safety Improvement Program (HSIP), National Highway Performance Program (NHPP), etc. These are programs for which the NDDOT has project selection authority; however through the required metropolitan planning process outlined by 23 CFR 450 Subpart C, the State and the MPO should be engaged in a process that is cooperatively developing project priorities and eventual project selection. The intent would be to provide Metro COG an opportunity to comment on emerging project priorities of the NDDOT. Other information and specific details regarding the NDDOT Federal aid process is available by reviewing the NDDOT Local Government Manual at [www.dot.nd.gov](http://www.dot.nd.gov). The programming process as describe above is summarized in Table 6-1.

**Table 6-1: Project Solicitation and Programming Matrix for North Dakota**

North Dakota				
Funding Source	Project Solicitation (Lead Agency)	Application	Evaluation & Prioritization	Project Selection
North Dakota Urban Roads (STP)	Metro COG	Metro COG + NDDOT Scoping Sheet	Metro COG	NDDOT
North Dakota Regional Roads (STP)	Metro COG	Metro COG + NDDOT Scoping Sheet	Metro COG	NDDOT
Transportation Alternatives Program (TAP)	Metro COG	NDDOT	Metro COG	NDDOT
FTA Section 5307	Metro COG	No application required		Transit Operator
FTA Section 5310	Metro COG	NDDOT	Metro COG	NDDOT
FTA Section 5339	Metro COG	X	Metro COG	NDDOT
Other (NHPP, HSIP, etc.)	NDDOT	NDDOT	*	**

\* Some Federal funding solicitations (E.g. HSIP) would be prioritized by Metro COG prior to submittal to NDDOT

\*\* Cooperatively developed priorities and project selection procedures per 23 CFR 450; and NDDOT STIP guidance

## Minnesota Federal Aid Process

The Minnesota Department of Transportation (Mn/DOT) uses a decentralized transportation investment process guided by eight Area-wide Transportation Partnerships (ATPs) serving each District across the State of Minnesota. The ATP assists MnDOT in identifying and prioritizing federally-funded transportation investments in their respective Districts, within the Federal and state guidelines, through the development of the Area Transportation Improvement Program (ATIP). The ATIP when finalized is incorporated into the STIP. The MnDOT District 4 ATP is responsible for investment priorities in a twelve county area of West Central Minnesota, covering the Minnesota portion of the Fargo-Moorhead Metropolitan Planning Area. The ATP consists of a diverse eighteen member body representing the transportation interests throughout the District area. Metro COG’s Executive Director is a permanent voting member of the ATP, as well as several of its subcommittee’s. The development of the Metro COG’s TIP is done in cooperation with MnDOT ATP 4 through the development of the ATIP.

Following the passage of MAP -21 MnDOT updated the statewide distribution formula for how Federal aid is allocated to each of its Districts. As part of this process, MnDOT established new sub target funding levels for ATP Managed Funds. ATP Managed funds are Surface Transportation Program (STP), HSIP, and TAP funds which are left to the discretion of the ATP for project solicitation and selection. For MnDOT ATP 4 there are five (5) programs which make up the ATP Managed Funds:

- City Roads - (cities over 5,000)
- County Roads – (cities under 5,000 and rural area)
- Transit Capital
- HSIP
- TAP

Metro COG leads solicitation and prioritization for ATP Managed funds which support City projects and/or County projects which would fall within the Metropolitan Planning Area (MPA). Project solicitation will be based on a Metro COG application developed cooperatively through the metropolitan planning process that allows projects to be locally evaluated by the Transportation Technical Committee (TTC) and prioritized by the Metro COG Policy Board. Prioritized projects are added to the TIP as “candidate projects”.

Upon completion of the Metro COG solicitation process; applications will be forwarded to Area Transportation Partnership (ATP) for additional review and vetting, as per normal procedures. Project selection is to be done in cooperation with the ATP through the development of the ATIP.

### **Transportation Alternative Program (TAP)**

Metro COG leads the project solicitation and prioritization process. The solicitation is based on the typical MnDOT application; however Metro COG will develop a parallel evaluation tool that allows projects to be evaluated by the TTC and prioritized by the Metro COG Policy Board. Prioritized projects will be added to the TIP as “candidate projects”. Upon completion of the Metro COG solicitation process; applications will be forwarded to the ATP. Project selection is made in cooperation with the ATP through the development of the ATIP.

### **Safe Routes to School**

SRTS was eliminated under MAP- 21 and consolidated into TAP. There is the likelihood that MnDOT will maintain a separate SRTS program funded from either a TAP set aside or from legislatively appropriated state funds. Mn/DOT will lead project solicitation of SRTS funds, in cooperation with the Metro COG. Metro COG will use a project evaluation form that assists in determining eligibility and prioritization of the projects; and will require that SRTS applications be routed through Metro COG prior to submission to MnDOT.

### **Section 5307 Urbanized Area Formula Program**

Projects to be funded under Section 5307 will be provided to Metro COG by the designated recipient as part of the regular TIP development cycle. The public transit operator will make project selection, in cooperation with the MnDOT and Metro COG. No formal applications for Section 5307 funded projects are required, however Metro COG request a listing of project activities to be funded with Section 5307 for each year of the TIP. The City of Moorhead receives an annual apportionment of \$709,000 in Section 5307 formula funds.

### **Section 5310 Enhanced Mobility for seniors and Individuals with Disabilities**

MnDOT receives an annual apportionment of \$610,000 in Section 5310 formula funds for use in urbanized areas between 50,000 and 199,000 in population. MnDOT has not determined its approach for project solicitation and selection for Section 5310 apportioned funds under MAP-21. However, Metro COG anticipates following past procedures regarding Section 5310 as was used for the old Section 5317 (New Freedom funding) in the MPA as follows.

Metro COG leads project solicitation for Section 5310 funds. Metro COG will use MnDOT applications to conduct the local solicitation. The solicitation and prioritization process may occur out of step of the typical TIP cycle based on the differing MnDOT schedules for these Federal funds. Projects submitted through Metro COG will be locally evaluated by the Metropolitan Transportation Initiative (MTI) and prioritized by the Metro COG Policy Board. Upon completion of the Metro COG solicitation and prioritization process, applications will be forwarded to MnDOT for additional review and vetting, as per normal procedures. Prioritized projects are added to the TIP as “candidate projects”. MnDOT will make project selection in cooperation with Metro COG and the Public Transit Operator(s).

### **Section 5339 Bus and Bus Related Facilities**

MnDOT receives two (2) separate statewide apportionments for Section 5339 totaling. These two (2) apportionments are separated out as follows:

- Urbanized Areas between 50,000 and 199,999 in population;
- Statewide (urbanized or rural).

MnDOT has yet to develop project solicitation and prioritization guidance for implementation for the Section 5339 (old Section 5309) program under the new provisions of MAP-21. At such time as programming and project solicitation guidance is developed by MnDOT, Metro COG will work in cooperation with MATBUS to develop a project solicitation and prioritization process. For the purposes of the current 2015-2018 TIP, Metro COG has included transit capital needs for MATBUS as “illustrative” if funding needed would be supported by Section 5339.

### Transit Capital (ATP Managed STP)

Metro COG works in cooperation with the Transit Operator and the ATP regarding the development of priority projects for funding with the ATP Managed STP funds for transit capital. No formal applications are used for these funds, however project identification starts early on in the TIP development process based on existing 10 year capital planning needs developed cooperatively between Metro COG, the Transit Operator and MnDOT. Project selection is done in cooperation between Metro COG and MnDOT through the ATP process.

### Other Federal Funding

Metro COG will cooperatively work with MnDOT District Staff and the ATP to develop a candidate project list for which Federal and State aid would be sought under programs such as Highway Safety Improvement Program (HSIP), National Highway Performance Program (NHPP), STP Statewide, etc. These are programs for which MnDOT has project selection authority; however through the required metropolitan planning process outlined by 23 CFR 450 Subpart C, the State and the MPO should be engaged in a process that is cooperatively developing project priorities and eventual project selection. The intent would be to provide Metro COG an opportunity to comment on emerging project priorities of MnDOT. The programming process as described above is summarized in Table 6-2 on the following page.

**Table 6-2: Project Solicitation and Programming Matrix for Minnesota**

Minnesota				
Funding Source	Project Solicitation (Lead Agency)	Application	Evaluation & Prioritization	Project Selection
City/County Road (ATP Managed STP)	Metro COG	Metro COG	Metro COG/ATP	ATP
Transportation Alternatives Program (TAP)	Metro COG	MnDOT	Metro COG	ATP
Transit Capital (ATP Managed STP)	Metro COG	n/a	n/a	ATP
MN Safe Routes to School	MnDOT		X	MnDOT
FTA Section 5307	Metro COG	No application Required		Transit Operator
FTA Section 5339	Metro COG	X	X	Transit Operator
FTA Section 5310	Metro COG	MnDOT	Metro COG	MnDOT
Other (NHPP, HSIP, etc.)	MnDOT	MnDOT	MnDOT	*

\* Cooperatively developed priorities and project selection procedures per 23 CFR 450; and MnDOT STIP guidance



## Section 7 Environmental Considerations

### Environmental Consultation

As a part of the Environmental Consultation and Mitigation process required by MAP-21, Metro COG staff annually meets with the Environmental Review Group (ERG). The ERG consists of local, state, and Federal agencies responsible for environmental protection and stewardship. ERG consultation occurred as part of the direction notification sent to all interested persons regarding the Final MN TIP and the ND Candidate Project TIP.

### Environmental Justice/Title VI

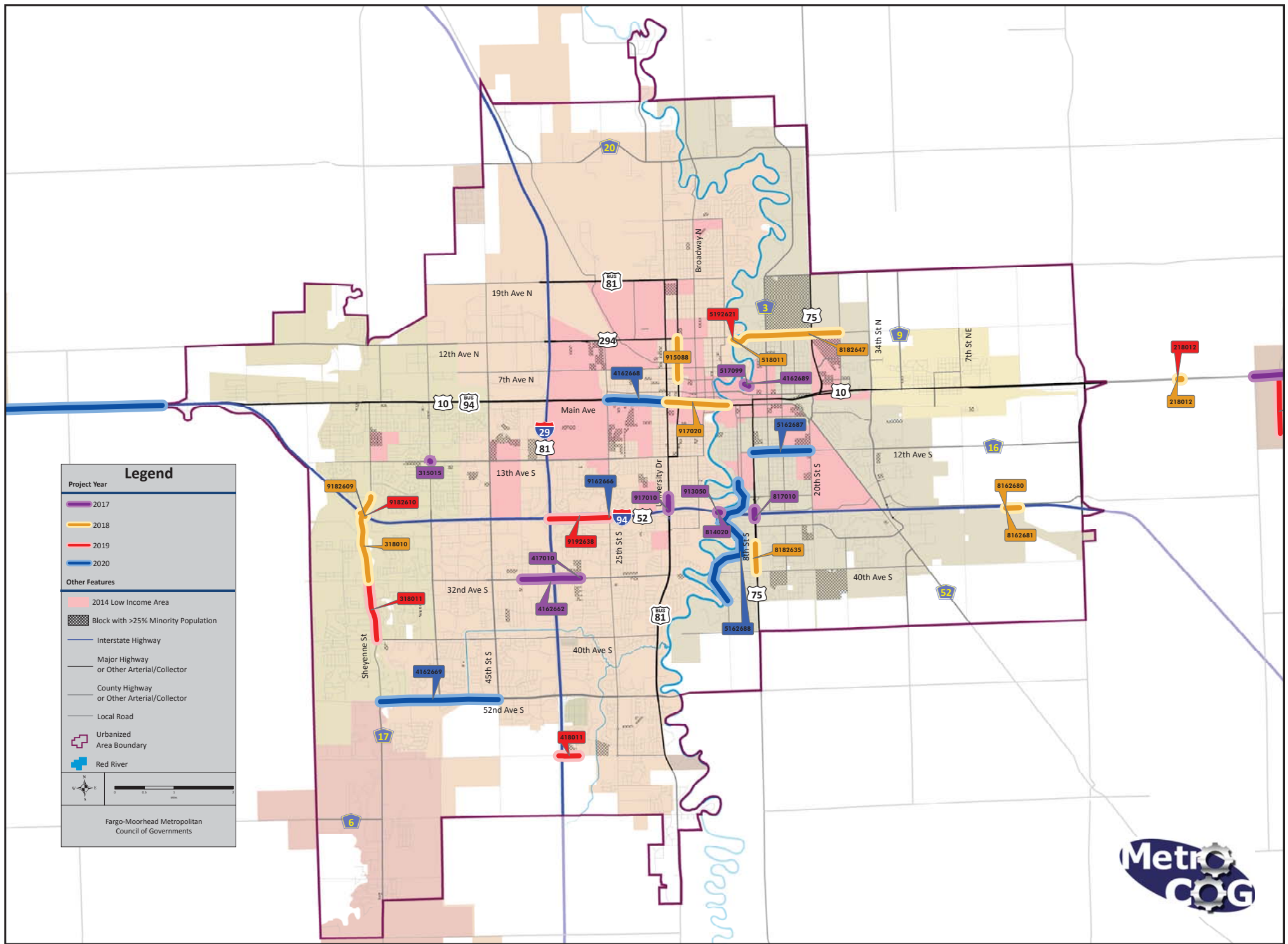
Presidential Executive Order 12898 states: “Each Federal agency shall make achieving Environmental Justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.” The Federal Highway Administration has identified three fundamental environmental justice (EJ) principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations;
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process;
- To prevent denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

The map on the following page shows projects that are part of the 2016-2019 TIP which will take place in areas with significant low-income or minority populations. A project was defined as having the potential to have an adverse effect on the environmental justice of an area if any portion of a project intersected with the defined boundaries of either a low-income population or a minority population area. The environmental justice areas were defined in Metro COG’s November 2011 technical memorandum titled *Environmental Justice Database Update: Definitions and Methodology*.

Environmental Justice is defined as the fair treatment and meaningful involvement of all people regardless of race, color, sex, national origin, or income with respect to the development, implementation and enforcement of laws, regulations and policies. The US DOT requires that Metro COG make Environmental Justice part of its mission by identifying and addressing , as appropriate, disproportionately high and adverse human health or environmental effects of our programs, policies and activities on minority and low income populations. Three cores EJ principles

# TIP Project Vs. Environmental Justice Considerations



**Legend**

**Project Year**

- 2017
- 2018
- 2019
- 2020

**Other Features**

- 2014 Low Income Area
- Block with >25% Minority Population
- Interstate Highway
- Major Highway or Other Arterial/Collector
- County Highway or Other Arterial/Collector
- Local Road
- Urbanized Area Boundary
- Red River

Fargo-Moorhead Metropolitan Council of Governments



defined by the USDOT spell out EJ goals for transportation planning and projects at all levels, including MPOs. Metro COG and project sponsors work together to assure that the annual TIP process and projects included within the TIP address these core principles.

The United States Department of Transportation in 1997 issued its Order to Address Environmental Justice in Minority Populations and Low-Income Populations. The US DOT Order addresses the requirements of Executive Order 12898 and sets forth USDOT's policy to promote the principles of environmental justice in all programs, policies and activities under its jurisdiction. FHWA and FTA have been working with their state and local transportation partners to make sure that the principles of environmental justice are integrated into every aspect of their mission.

The three fundamental EJ principles include:

- Avoiding, minimizing or mitigating disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low income populations
- Ensuring the full and fair participation by all potentially affected communities in the transportation decision-making process
- Preventing the denial of, reduction of or significant delay in the receipt of benefits by minority and low-income populations.

## Air Quality

Transportation conformity is a way to ensure that Federal funding and approval goes to those transportation activities that are consistent with air quality goals. Conformity applies to transportation plans, TIPs and projects funded or approved by the FHWA or the FTA in areas that do not meet or previously have not met air quality standards for ozone, carbon monoxide, particulate matter or nitrogen oxide. These areas are known as nonattainment areas or maintenance areas, respectively. Regulations governing transportation conformity are found in 40 CFR 51 and 93. Both Minnesota and North Dakota are in attainment for all air quality standards and no additional consideration is required in the development of the TIP.

National Ambient Air Quality Standards (NAAQS) are set by the EPA for six pollutants. Air quality is measured across the county to determine whether or not the NAAQS have been exceeded. The Metro COG region is currently in attainment for all EPA standards.

Areas with concentrations of criteria pollutants that are below the levels established by the NAAQS are considered to be in attainment for air quality.

A nonattainment area is an area considered to have air quality worse than the NAAQS as defined in the Clean Air Act as amended.

A State Implementation Plan (SIP) must be submitted to EPA for non- attainment areas. Through this plan a state will design its approach to reducing the pollutant levels in the air and, if appropriate, any emissions of precursor pollutants.

The Clean Air Act requires that, in areas experiencing air quality problems, transportation planning must be consistent with air quality goals. This is determined through the transportation conformity process. In some areas, this process has forced State and local transportation officials to make tough decisions in order to meet both air quality and mobility goals. Where CAA goals were not being met, some State and local transportation officials have been challenged to find ways to reduce vehicle emissions by developing transportation plans, TIPs and projects that will alter travel patterns, reduce the number of SOV and make alternate modes of transportation (such as bicycle and transit) an increasingly important part of the transportation network.

## Section 8 Public Involvement

Public involvement and participation is necessary to ensure a vibrant and meaningful planning process. Involving the public early and often in the planning and implementation process helps to ensure that decisions are made in consideration of public opinion and preference to meet the needs of the public. The public involvement process creates a collaborative environment which builds trust and understanding between the public and those who serve them.

### Public Participation Plan requirements

Metro COG produces a Public Participation Plan from which public involvement activities and actions for the TIP are identified. Public notice for public input opportunities for the draft TIP is posted for no less than seven days. Public comment periods can be no less than fifteen days. Announcements for public notices and meetings related to the TIP, as well as a summary of public comments received are included in Appendix A.

### Public Process to Support TIP Development

#### Early Input to Support TIP Development and Final Approval

Metro COG developed the 2017-2020 TIP in coordination with its 2013 Public Participation Plan (PPP). Pursuant to 23 CFR 450.316 Metro COG's PPP was developed to ensure that members of the public and other interested/affected stakeholders are given an opportunity to comment on and participate in the development of various aspects/products of the Metropolitan Planning Program.

Typically, Metro COG notifies its full list of interested persons/stakeholders (approximately 900 individuals and agencies) regarding the early development of the TIP as part of the distribution of Metro Connection (Metro COG's quarterly newsletter). Metro COG specifically notifies these persons regarding the solicitation and prioritization procedures to be used in the development of the TIP.

In November of 2013 Metro COG directly notified its list of interested persons/stakeholders regarding public input opportunities in support of the project identification and project selection phase of the 2017-2020 TIP. The notification included information on the intent and purpose of the TIP, outlined major milestones related to the development of the 2017-2020 TIP, and provided contact information regarding opportunities to comment on TIP. Additionally, a public input meeting was convened by Metro COG on September 14, 2016, at the Metro offices, One North 2<sup>nd</sup> Street, #232, Fargo, ND 58102, to solicit comments on the Final Draft 2017-2020 TIP.

These public input meeting were advertised in the Forum of Fargo-Moorhead and a press release was sent out regarding the public input opportunity to all known local media outlets. Metro COG made all relevant material regarding the 2017-2020 TIP development process available on its website at <http://www.fmmetrocog.org>. Metro COG summarized the meetings and comments received for the Metro COG Policy Board for their consideration prior to final action on the 2017-2020 TIP.

## Section 9 Amendments and Administrative Adjustments

Metro COG, at the request of its member jurisdictions, will accept proposed amendments and administrative adjustments to the TIP. Amendments and Administrative Adjustments are incorporated into the TIP at any time during the program year pursuant to those procedures which have been cooperatively developed through the metropolitan planning process. Amendments may be for the purpose of deleting projects, adding projects, advancing projects, revising the funding or funding source of projects or modifying the scope or termini of projects. Amendments will be referenced in an *Appendix B and* will also be posted on the Metro COG website.

No amendment or administrative adjustment will be accepted for projects that “may” receive future congressional funding (funds must be identified in an approved Transportation Act or Appropriations Bill). Proposes amendments will not be approved unless the TIP is fiscally constrained. Changes to fiscal constraint should be demonstrated prior to the amendment approval process. All modification/revision items must be presented to the Transportation Technical Committee (TTC) and Policy Board at a minimum. The Metro COG Policy Board has adopted procedures regarding how amendments and administrative adjustments are defined and administered by Metro COG for the purposes of maintaining the TIP for the FM Metropolitan Area. Determination shall be made in co-operation with the NDDOT, MnDOT and FHWA (ND/MN) when there is a question about a project change being an amendment or modification/revision. The Metro COG Public Participation Plan (PPP) includes guidance for Metro COG on the required public notifications necessary in the event a modification, revision, or amendment is required for an approve TIP in the FM Metropolitan Area.

### Metro COG Amendment and Administrative Adjustment Requirements

Amendments are required when:

1. Adding a project or phase(s) not listed in the current, approved TIP. (Projects that are broken out of, tied to a larger project, but were not included in the original project cost, are considered new projects);
2. An Illustrative Project included in the current approved TIP is Programmed [includes FTA discretionary transit projects] or a change is made in funding source from 100% non-federal funds to partial or fully funded with federal funds;
3. A Project in the current approved TIP is moved or deleted from the first four years;
4. There is an increase in the total cost of a project (Refer to Table 2-3). (Reasonable judgment is needed for cost changes to transit projects, with 20% being the typical threshold for transit projects in general);



5. A phase of work (preliminary engineering, right of way, construction, etc.) is added to the project and increases the project cost. No formal amendment (or administrative modification) is needed for adding a phase of work that does not increase project cost;
6. Additional federal funding is added from an alternative source;
7. The project scope is changed (e.g. for a bridge project – changing rehab to replace; e.g. for a highway project – changing resurface to reconstruct);
8. There is a major change to project termini (e.g. extending or shortening a roadway project);
9. Any changes (1 -8 above) are made to a Type 1 Regionally Significant Project; Federal funding is added to a Type 2 or 3 Regionally Significant Project.

**Table 9-1: Project Cost Increase Justifying Amendment**

Cost of Project	Amendment needed if the increase is more than
\$0-\$100,000	50%
\$100,000 - \$500,000	35%
\$500,000 – \$1,000,000	25%
\$1,000,000– \$5,000,000	15%
\$5,000,000 - \$10,000,000	10%
\$10,000,000 +	5%

Source: Metro COG

Administrative Adjustments are required when:

1. A project is moved into the current TIP year from a later year. Justification is needed under “comments” to explain which specific projects are deferred to maintain fiscal constraint;
2. Minor changes in scope, cost or description of a project;
3. Splitting and combining projects already in the program, with no change in overall project schedule or funding;
4. The source of funds is changed for the same project/mode (e.g. from Section 5307 to Section 5309 or FTA dollars to FHWA dollars);
5. Project number changes (TIP or STIP);
6. Administrative Amendments including technical corrections or administrative modifications that do not require a coordinated review by the MPO, FHWA and FTA or a determination of conformity by these entities (i.e. re-demonstration of fiscal constraint). Technical corrections shall be inclusive, but not limited to the following: descriptive material, forecasts, databases, project costs, project descriptions, time frames or any other related administrative modification;
7. Changes to Type 1 Regionally Significant Projects, as listed above in 9-1.

## Appendix A Public Input

### Public Notices, Hearings and Meetings

Notice	Activity	Public Comment Period		Comments Received
		Start Date	End Date	
Public Notice 1	Project identification phase	7/25/16	9/08/16	0
Public Hearing 1	Draft TIP	8/24/16	8/24/16	0
Public Hearing 2	Final TIP	9/08/15	9/08/16	0

Public comments, if any, are included starting on page A-5.

Public Input Meeting  
Metro COG 2017-2020  
Transportation Improvement Program (TIP)

Notice is hereby given that the Fargo-Moorhead Metropolitan Council of Governments (Metro COG) is opening a 30-day public comment period for the update of the 2017-2020 Transportation Improvement Program (TIP). A public input meeting will be held on **Wednesday, August 24, 2016** from **4pm-6pm** in the **Fargo Library Community Room** to allow the public an opportunity to review the draft 2017-2020 TIP and discuss any comments or concerns with Metro COG staff.

The comment period will conclude with an additional public meeting on **Thursday September 8, 2016 at 10:00 a.m.** The meeting will be held at the Metro COG Conference Room, One 2<sup>nd</sup> Street North, Suite 232, Fargo, North Dakota. All questions and comments received at both of the meetings will be recorded by Metro COG staff and incorporated into public record for the 2017-2020 TIP.

The purpose of these meetings is to provide the public an opportunity to participate in the development of the Final Metro COG 2017-2020 TIP for the Fargo-Moorhead Metropolitan Area (FM Area). The TIP coordinates and schedules transportation projects (i.e., highway, street, bikeway, pedestrian, transit, safety, enhancements and other transportation-related improvements) in the FM Area over the next four years, thereby making these projects eligible for federal assistance. The Metro COG Draft 2017-2020 TIP is currently available for public comment.

Copies of the Draft Metro COG 2017-2020 TIP can be reviewed at Metro COG's Office starting July 25, 2016, and will be presented at the public meeting. A digital copy of the Draft Metro COG 2017-2020 TIP will also be posted online at <http://fmmetroco.org>.

The public is invited to attend this public meeting on August 24, 2016, or to submit written comments to Metro COG no later than **noon, September 8, 2016** at Case Plaza, Suite 232, One Second Street North, Fargo, ND 58102 (e-mail: [maddox@fmmetroco.org](mailto:maddox@fmmetroco.org)). Contact Michael Maddox, Senior Transportation Planner, at 701.232.3242 (Ext. 33) if additional information is required.

Metro COG is committed to ensuring all individuals regardless of race, color, sex, age, national origin, disability/handicap, sexual orientation, 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 Michael Maddox, Senior Transportation Planner at 701.232.3242 (Ext. 33) or [maddox@fmmetroco.org](mailto:maddox@fmmetroco.org) 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.

# AFFIDAVIT OF PUBLICATION

2353816

STATE OF NORTH DAKOTA,  
COUNTY OF CASS

Sean McCracken, The Forum, being duly sworn, states as follows:

1. I am the designated agent of The Forum, under the provisions and for the purposes of, Section 31-04-06, NDCC, for the newspapers listed on the attached exhibits.
2. The newspapers listed on the exhibits published the advertisement of: **Public Input Meeting**; 1 (one) time, *Monday July 25, 2016*, as required by law or ordinance.
3. All of the listed newspapers are legal newspapers in the State of North Dakota and, under the provisions of Section 46-05-01, NDCC, are qualified to publish any public notice or any matter required by law or ordinance to be printed or published in a newspaper in North Dakota.

.....  
Sean McCracken

[Signed]

Subscribed and sworn to before me this

25<sup>th</sup> day of July, 2016.

[Signature]

Notary Public, Cass Co., N.D.

KRIS ADAMSON  
Notary Public  
State of North Dakota  
My Commission Expires Jan. 6, 2021

### Public Input Meeting Metro COG 2017-2020 Transportation Improvement Program (TIP)

Notice is hereby given that the Fargo-Moorhead Metropolitan Council of Governments (Metro COG) is opening a 30-day public comment period for the update of the 2017-2020 Transportation Improvement Program (TIP). A public input meeting will be held on **Wednesday, August 24, 2016 from 4pm-6pm** in the **Fargo Library Community Room** to allow the public an opportunity to review the draft 2017-2020 TIP and discuss any comments or concerns with Metro COG staff.

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The purpose of these meetings is to provide the public an opportunity to participate in the development of the Final Metro COG 2017-2020 TIP for the Fargo-Moorhead Metropolitan Area (FM Area). The TIP coordinates and schedules transportation projects (i.e., highway, street, bikeway, pedestrian, transit, safety, enhancements and other transportation-related improvements) in the FM Area over the next four years, thereby making these projects eligible for federal assistance. The Metro COG Draft 2017-2020 TIP is currently available for public comment.

Copies of the Draft Metro COG 2017-2020 TIP can be reviewed at Metro COG's Office starting July 25, 2016, and will be presented at the public meeting. A digital copy of the Draft Metro COG 2017-2020 TIP will also be posted online at <http://fmmetrocog.org>.

The public is invited to attend this public meeting on August 24, 2016, or to submit written comments to Metro COG no later than **noon, September 8, 2016** at Case Plaza, Suite 232, One Second Street North, Fargo, ND 58102 (e-mail: [maddox@fmmetrocog.org](mailto:maddox@fmmetrocog.org)). Contact Michael Maddox, Senior Transportation Planner, at 701.232.3242 (Ext. 33) if additional information is required.

Metro COG is committed to ensuring all individuals regardless of race, color, sex, age, national origin, disability/handicap, sexual orientation, 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 Michael Maddox, Senior Transportation Planner at 701.232.3242 (Ext. 33) or [maddox@fmmetrocog.org](mailto:maddox@fmmetrocog.org) 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.  
(July 25, 2016) 2353816



IN DISTRICT COURT, COUNTY OF CASS, STATE OF NORTH DAKOTA IN THE INTEREST OF BABY BOY BRAVE CROW, BORN JULY 21, 2016 Michal Brave Crow, Petitioner, v. Matthew Burns, Alleged Birthfather, Respondent.

Case No.: 09-2016-DM-00976 NOTICE OF HEARING TO: THE RESPONDENT MATTHEW BURNS, ALLEGED BIRTHFATHER: [1] YOU ARE HEREBY NOTIFIED that a Petition for the Termination of Parental Rights with respect to the above-named child, a child born on or about July 21, 2016, has been filed in this Court and will be heard by a Referee for the Juvenile Court at the Juvenile Justice Center/Cass County Annex, 1010 Second Avenue South, Fargo, North Dakota, on October 7, 2016, at 2:00 p.m.

[2] The purpose of the hearing is to terminate forever all of the parental rights of the Petitioner and alleged father, and the relationship of parent and child with reference to the above-named child. You may appear at the hearing and present any objections that you may have. If you fail to respond to this Notice by failing to make an appearance at the hearing, your consent to the granting of the Petition will be assumed, and your rights and interests in the above-named child may be terminated by default.

Dated this 30th day of August, 2016. /s/ William P. Harrie William P. Harrie, ND ID#04411 Nilles Law Firm 1800 Radisson Tower 201 North Fifth Street P.O. Box 2626 Fargo, North Dakota 58108-2626 Phone: (701)-237-5544 E-Mail: wharrie@nilleslaw.com Attorneys for The Village Family Service Center (September 5, 12, 19, 2016) 2376374

NDSU FACILITIES MANAGEMENT

Request for Qualifications Engineering Services for a Heating Plant Steam Header Replacement Project

North Dakota State University requests statements of qualifications for engineering services for programming, design, and construction services for a Heating Plant Steam Header Replacement Project located on the Fargo campus.

Interested firms may receive the Request for Qualifications (RFQ) submittal instructions by contacting the NDSU Director of Facilities Management by one of the following methods:

Mail: North Dakota State University Facilities Management Dept. 3200 P.O. Box 6050 Fargo, ND 58108-6050 Telephone: 701-231-7912 Fax: 701-231-8008 Email: Cheryl.Cicha@ndsu.edu Questions regarding the content of the Request for Qualifications submittal instructions are to be directed to the Associate Director of Planning and Construction Services, Brian Windingland (701) 231-7311

Four (4) copies of the completed response must be received no later than 2:00pm C.D.T., Tuesday, September 27th, 2016 at the office of the Director of Facilities Management. (September 5, 12, 19, 2016) 2376197

Request for Proposals for Oxbow House Relocation Project

The Cass County Joint Water Resource District (CCJWRD) is seeking Proposals from Developers to relocate 10 flood buyout houses from the existing, older portion of Oxbow into the new, south development in Oxbow. Developer will be responsible for identifying 10 of the 13 candidate houses, purchasing 10 replacement lots, constructing new foundations and site work on the 10 replacement lots, moving the existing flood buyout houses to the new replacement lots, demolishing the existing foundations, and selling the relocated houses for profit.

Proposals for the Oxbow House Relocation Project will be received at the office of the Cass County Joint Water Resource District (CCJWRD), 1201 Main Avenue West, West Fargo, ND 58078-1301, until 12:00 p.m. (noon) local time on September 26, 2016.

The Issuing Office for the RFP Documents is: www.aconex.com (Aconex). Prospective Developers may obtain copies of the RFP Documents from the Issuing Office as described below.

Following Aconex registration, Prospective Developers shall e-mail the Program Management Consultant (PMC) via FMDiversion@ch2m.com to request access to the RFP package. Allow up to 48 hours for access to be granted. After access is granted, a complete version of the RFP Documents may be downloaded from the Issuing Office in portable document format (PDF) files. A printed version of the RFP Documents will not be available from the Issuing Office. RFP Documents may also be examined at AE2S, 4170 28th Avenue South, Fargo, North Dakota 58104, Monday through Friday between the hours of 9:00 a.m. and 4:00 p.m.

A pre-proposal conference and site visit will be held at 9:00 a.m. local time on September 7, 2016 at the Oxbow Country Club, 130 Oxbow Drive, Oxbow, ND 58047. Arrange personal transportation for the site visit. Attendance at the pre-proposal conference and site visit is not mandatory. (September 5, 12, 19, 2016) 2376142

STATE OF NORTH DAKOTA COUNTY OF CASS IN DISTRICT COURT EAST CENTRAL JUDICIAL DISTRICT RDO Equipment Co., Plaintiff, v. Titanium Builders, LLC, TB Excavation, LLC, and Touraj Vedadi, Defendants. Civil No.09-2016-CV-02510

SUMMONS STATE OF NORTH DAKOTA TO THE ABOVE-NAMED DEFENDANTS: YOU ARE HEREBY SUMMONED and required to appear and defend against the Complaint in this action, which is hereby served upon you, by serving upon the undersigned an answer or other proper response within twenty-one (21) days after the service of this Summons and Complaint upon you, exclusive of the day of service.

If you fail to do so, judgment by default will be taken against you for the relief demanded in the Complaint. Dated at Fargo, North Dakota, this 14th day of June, 2016. /s/Michael L. Gust Michael L. Gust (ND License #06468) Anderson, Bottrell, Sanden & Thompson 4132 30th Avenue South, Suite 100 P.O. Box 10247 Fargo, ND 58106-0247 (701) 235-3300 mgust@andersonbottrell.com Attorney for Plaintiff (September 5, 12, 19, 2016) 2376172

Public Input Meeting Metro COG 2017-2020 Transportation Improvement Program (TIP)

Notice is hereby given that the Fargo-Moorhead Metropolitan Council of Governments (Metro COG) is opening a 30-day public comment period for the update of the 2017-2020 Transportation Improvement Program (TIP). A public input meeting will be held on Thursday September 8, 2016 at 10:00am in the Community Room in the West Fargo City Hall to allow the public an opportunity to review the Final Draft 2017-2020 TIP and discuss any comments or concerns with Metro COG staff.

The purpose of these meetings is to provide the public an opportunity to participate in the development of the Final Metro COG 2017-2020 TIP for the Fargo-Moorhead Metropolitan Area (FM Area). The TIP coordinates and schedules transportation projects (i.e., highway, street, bikeway, pedestrian, transit, safety, enhancements and other transportation-related improvements) in the FM Area over the next four years, thereby making these projects eligible for federal assistance. The Metro COG Draft 2017-2020 TIP is currently available for public comment.

Copies of the Draft Metro COG 2017-2020 TIP can be reviewed at Metro COG's Office starting July 25, 2016, and will be presented at the public meeting. A digital copy of the Draft Metro COG 2017-2020 TIP will also be posted online at http://fmmetrocog.org. The public is invited to attend this public meeting or to submit written comments to Metro COG no later than noon, September 8, 2016 at Case Plaza, Suite 232, One Second Street North, Fargo, ND 58102 (e-mail: maddox@fmmetrocog.org). Contact Michael Maddox, Senior Transportation Planner, at 701.232.3242 (Ext. 33) if additional information is required. Metro COG is committed to ensuring all individuals regardless of race, color, sex, age, national origin, disability/handicap, sexual orientation, 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 Michael Maddox, Senior Transportation Planner at 701.232.3242 (Ext. 33) or maddox@fmmetrocog.org 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. (September 5, 2016) 2376632

Dated this 1st day of August, 2016. /s/ Timothy Carlson Timothy Carlson Personal Representative (September 5, 12, 19, 2016) 2376301

NOTICE OF HEARING

Notice is hereby given that the Housing Authority of Cass County will conduct a Public Hearing in the Community Room of the West Fargo High Rise, 230 8th Ave. West, West Fargo, North Dakota on October 13, 2016 at 8:30am to discuss the Annual Plan. A copy of the proposed plan is available for review and inspection in the Management Office of the Housing Authority at the above address. Any person interested may appear at the Hearing and be heard. M. Blake Strehlow, Executive Director (September 5, 2016) 2375755

NOTICE OF PUBLIC HEARING BEFORE THE BOARD OF ADJUSTMENT

The Board of Adjustment for the City of Horace will hold a public hearing on Monday, September 19, 2016, at 7:00 p.m. at the City Hall to consider a variance application submitted by April Eskelson for 325 Dakota Avenue (Lot 4, Block 1, Orth-Golberg Addition) in the City of Horace regarding the construction of a 40' x 60' building. The application is on file at City Hall and is available to be viewed upon request. BY ORDER OF THE CITY COUNCIL OF THE CITY OF HORACE, NORTH DAKOTA, ACTING AS THE BOARD OF ADJUSTMENT. Kory Peterson Mayor, City of Horace (Sept. 5, 12, 2016) 2376599

RE: Proposals of GTC Deck Repair & Exhaust Deck Relocation Fargo, ND Quest #4632409 Bid Date: September 6, 2016 at 11 am To: WBE/DBA subcontractors We are soliciting proposals for the following types of work for the above project: Sawing and sealing, striping, fencing, traffic control. Please send us your proposals by September 6th by 9am. you may use our fax or email to cheryl@keycontracting.com if you will not be bidding, we also need your response. Plans can be obtained at Questcdn.com. Please call if you have any questions. Key Contracting, Inc. 701-238-8192 (September 5, 2016) 2377505

Notice of North Dakota General Aviation Airport DBE Goals

The North Dakota Aeronautics Commission and North Dakota General Aviation Airports as a sponsor for the Federal Aviation Administration Grants has established the following DBE goal: FY2017-2019 Overall contract goal 2.31%. This goal is to be obtained by achieving 0.00% from race-neutral participation and 2.31% through race-conscious methods. The plan is available for inspection Monday through Friday 9:00am-5:00pm at the North Dakota Aeronautics Commission Office located at 2301 University Dr., Building 22 Bismarck, ND 58504. Comments will be accepted on the goals for 45 days after the notice is published. /s/ Kyle Warner Director North Dakota Aeronautics Commission (September 5, 2016) 2377166

North Dakota Public Notices

NOTICE OF PUBLIC HEARING BEFORE BOARD OF ADJUSTMENT

The Board of Adjustment for the City of Horace will hold a public hearing on Monday, September 19, 2016, at 7:00 p.m. at the City Hall to consider a variance application submitted by the Horace Fire Protection District for property located at 425 Main Street in the City of Horace, regarding a variance for the setback and right-of-way distance requirements along a major arterial street. The application is on file at City Hall and is available to be viewed upon request. BY ORDER OF THE CITY COUNCIL OF THE CITY OF HORACE, NORTH DAKOTA, ACTING AS THE BOARD OF ADJUSTMENT. Kory Peterson Mayor, City of Horace (September 5, 12, 2016) 2377194

Minnesota Public Notices

REQUEST FOR PROPOSALS

The White Earth Reservation Tribal Council is soliciting proposals from qualified Solar PV installation designer / project manager to perform professional services over a 3 year grant period, including design, work with tribal grant administrators, contractors and documenting system performance. Sealed bids will be accepted at the White Earth Reservation Tribal Council Building until 4:00 p.m. September 6th, 2016. Bid packages should be clearly labeled as follows:

White Earth Reservation Economic Development Attn: Dawn Sherk "WHITE EARTH RESERVATION Solar PV Project"

The specifications are available from the Planning Coordinator, Dawn Sherk at Dawn.Sherk@whiteearth-nsn.gov, or Mike Triplett at Mike.Triplett@whiteearth-nsn.gov during the hours of 8.00 a.m. - 4:30 p.m.

The White Earth Reservation reserves the right to accept or reject any or all bids and to waive any formal defects or irregularities in the bids, when deemed to be in the best interest of the Tribe. (Aug. 15, 22, 29; Sept. 5, 2016) 2363468

Notice to Bidders

Sealed Bids will be received by the Association of Educational Purchasing Agencies (AEP) on behalf of its Member Agencies until:

1:30 p.m. EDT, Wednesday, October 5, 2016 For Catalog Bids: Digital Multi-Function Devices/Copiers, Printers & Related Services, LED Lighting, Kitchen Equipment & Supplies For Construction Related Bids: Athletic Field Lighting, Athletic Flooring -Hardwood & Synthetic, Roofing & Building Envelope Services Each bid package consists of multiple parts: Part A - Notice to Bidders, Bid Procedures and Terms and Conditions Part B - Commodity Specifications Bid Proposal Checklist Forms A - G Part D - G - Additional Bid Forms if required

All bids shall be submitted online via Public Purchase by the due date and time listed below in the bid and contract timeline. Note that Bidders must be able to provide their proposed products and services in up to 26 states including California, Colorado, Connecticut, Florida, Indiana, Iowa, Kansas, Kentucky, Massachusetts, Michigan, Minnesota, Missouri, Montana, Nebraska, New Jersey, New Mexico, North Dakota, Ohio, Oregon, Pennsylvania, Texas, Virginia, Washington, West Virginia, Wisconsin and Wyoming. AEP bid documents can be downloaded after registering, at no cost, on Public Purchase.

Minnesota Public Notices

I certify that I am authorized to sign this certificate and I further certify that I understand that by signing this certificate, I am subject to the penalties of perjury as set forth in Minnesota Statutes section 609.48 as if I had signed this certificate under oath. Dated: August 15, 2016 Julian Gilbert Jgilbert@loretel.net (Aug. 29; Sept. 5, 2016) 2370792

STATE OF MINNESOTA COUNTY OF CLAY DISTRICT COURT SEVENTH JUDICIAL DISTRICT PROBATE DIVISION In Re: Estate of Allan B. Fischer, Decedent.

NOTICE OF AND ORDER FOR HEARING ON PETITION FOR FORMAL PROBATE OR WILL AND APPOINTMENT OF PERSONAL REPRESENTATIVE AND NOTICE TO CREDITORS

Court File No.: 14-PR-16-2902 It is Ordered and Notice is given that on September 26, 2016 at 9:00a.m., a hearing will be held in this Court at 807 North 11th Street, Moorhead, Minnesota, on a petition for the formal probate of an instrument purporting to be the Decedent's Will dated May 10, 1982 and for the appointment of Nina L. Fischer, whose address is 1317 19th Street South, Moorhead, Minnesota, as personal representative of the Decedent's estate in an unsupervised administration. Any objections to the petition must be raised at the hearing or filed with the Court prior to the hearing. If the petition is proper and no objections are filed or raised, the personal representative will be appointed with the full power to administer the Decedent's estate, including the power to collect all assets; pay all legal debts, claims, taxes, and expenses; sell real and personal property; and do all necessary acts for the Decedent's estate. Notice is further given that, subject to Minn. Stat. 524.3-801, all creditors having claims against the Decedent's estate are required to present the claims to the personal representative or to the Court within four (4) months after the date of this notice or the claims will be barred.

BY THE COURT Dated: August 23, 2016 Peter Irvine Judge of District Court /s/ Shelly Jeffers Court Administrator By: /s/ Dorene K. Stelljes Deputy MILLER NORMAN LAW OFFICE, LTD Kenneth J. Norman MN# 79820 403 Center Avenue, Suite 201 PO Box 1066 Moorhead, MN 56561-1066 Telephone: 218-233-2495 Fax: 218-236-8837 e-mail: kjnorman@mnlaw.com (August 29, Sept 5, 2016) 2372283

STATE OF MINNESOTA HUBBARD COUNTY DISTRICT COURT JUDICIAL DISTRICT: NINTH Case Type: Juvenile

Summons and Notice Termination of Parental Rights Matter Court File Number: 29-JV-16-776; JV-16-758

In the Matter of the Welfare of the Child(ren) of: DeLaura Marie Donarski, Parent Brian J. Knowles, Caleb E Wroison, Parent

NOTICE TO: DeLaura Marie Donarski, above-named parent(s) or legal custodian(s). 1. A Termination of Parental Rights Petition has been filed in the Office of the Clerk of Juvenile Court located at 301 Court Ave Park Rapids, Minnesota, alleging that parent(s) have failed to



# AFFIDAVIT OF PUBLICATION

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STATE OF NORTH DAKOTA,  
COUNTY OF CASS

**Sean McCracken, *The Forum***, being duly sworn, states as follows:

1. I am the designated agent of The Forum, under the provisions and for the purposes of, Section 31-04-06, NDCC, for the newspapers listed on the attached exhibits.
2. The newspapers listed on the exhibits published the advertisement of: **Public Input Meeting**; 1 (one) time, *Monday, September 5, 2016*, as required by law or ordinance.
3. All of the listed newspapers are legal newspapers in the State of North Dakota and, under the provisions of Section 46-05-01, NDCC, are qualified to publish any public notice or any matter required by law or ordinance to be printed or published in a newspaper in North Dakota.

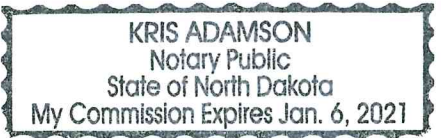
Sean McCracken

[Signed]

Subscribed and sworn to before me this 5th day of September, 2016.

[Signature]

Notary Public, Cass Co., N.D.



**Public Input Meeting  
Metro COG 2017-2020  
Transportation Improvement  
Program (TIP)**

Notice is hereby given that the Fargo-Moorhead Metropolitan Council of Governments (Metro COG) is opening a 30-day public comment period for the update of the 2017-2020 Transportation Improvement Program (TIP). A public input meeting will be held on **Thursday September 8, 2016 at 10:00am** in the **Community Room in the West Fargo City Hall** to allow the public an opportunity to review the Final Draft 2017-2020 TIP and discuss any comments or concerns with Metro COG staff.

The purpose of these meetings is to provide the public an opportunity to participate in the development of the Final Metro COG 2017-2020 TIP for the Fargo-Moorhead Metropolitan Area (FM Area). The TIP coordinates and schedules transportation projects (i.e., highway, street, bikeway, pedestrian, transit, safety, enhancements and other transportation-related improvements) in the FM Area over the next four years, thereby making these projects eligible for federal assistance. The Metro COG Draft 2017-2020 TIP is currently available for public comment.

Copies of the Draft Metro COG 2017-2020 TIP can be reviewed at Metro COG's Office starting July 25, 2016, and will be presented at the public meeting. A digital copy of the Draft Metro COG 2017-2020 TIP will also be posted online at <http://fmmetrocog.org>.

The public is invited to attend this public meeting or to submit written comments to Metro COG no later than noon, September 8, 2016 at Case Plaza, Suite 232, One Second Street North, Fargo, ND 58102 (e-mail: [maddox@fmmetrocog.org](mailto:maddox@fmmetrocog.org)). Contact Michael Maddox, Senior Transportation Planner, at 701.232.3242 (Ext. 33) if additional information is required.

Metro COG is committed to ensuring all individuals regardless of race, color, sex, age, national origin, disability/handicap, sexual orientation, 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 Michael Maddox, Senior Transportation Planner at 701.232.3242 (Ext. 33) or [maddox@fmmetrocog.org](mailto:maddox@fmmetrocog.org) 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.  
(September 5, 2016)

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