



Transportation Improvement Program

2019-2022 Final Version

10/30/2018

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 20, 2018

Disclaimer



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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.

**A RESOLUTION ENDORSING THE FY 2019 - FY 2022
TRANSPORTATION IMPROVEMENT PROGRAM
FOR THE
FARGO-MOORHEAD METROPOLITAN AREA**

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 2019 - 2022 Transportation Improvement Program, dated September 2018, 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 2019 - 2022 Transportation Improvement Program has been given due consideration by the Metro COG Policy Board; therefore, be it

RESOLVED, that Metro COG approves the FY 2019 - 2022 Transportation Improvement Program, dated September 2018, 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 21 day of September, 2018



Arland Rasmussen, Chairperson
Metro COG

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

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 February 2017), a Metropolitan Transit Development Plan (adopted July 2016); 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.

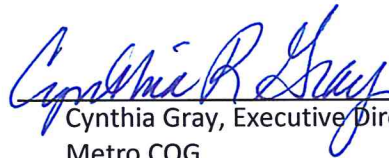
NOW, THEREFORE, BE IT RESOLVED THAT, the Metro COG Policy Board certifies that *Metro 2040: Mobility for the Future* is currently held valid and consistent with current transportation and land use considerations.



Arland Rasmussen, Chairperson
Metro COG Policy Board

9/20/2018

Date



Cynthia Gray, Executive Director
Metro COG

9/20/2018

Date

**TRANSPORTATION PLANNING PROCESS SELF CERTIFICATION
STATEMENT**

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:

- 23 USC 134 and 49 USC 5303, and 23 CFR Part 450;
- In non-attainment 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;
- Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- Section 1101(b) of the Moving Ahead to Progress to the 21st Century (MAP-21) (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of Disadvantaged Business Enterprises in USDOT funded planning projects;
- 23 CFR part 230, regarding the 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 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- 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;
- Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- 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, metrococ@fmmetrococ.org, or by visiting in person at One 2nd Street North Suite 232, Fargo, North Dakota 58102.

**F-M Metropolitan Council of
Governments**

**North Dakota Department of
Transportation**



Signature

Signature

Policy Board Chair

Title

Title

Sept. 20, 2018

Date

Date

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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 Act: 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.

BR : Bridge*	ITS : Intelligent Transportation Systems
BRU : Bridge - Urban	NHPP : National Highway Performance Program
CMAQ : Congestion Management Air Quality	NHPP-HBP : Highway Bridge Program
FTA 5307 : Urbanized Area Formula Program Funds	NHPP-IM : Interstate Maintenance
FTA 5308 : Clean Fuels Formula Program	NHPP-ITS : Intelligent Transportation Systems
FTA 5310 : Enhanced Mobility of Seniors and Individuals with Disabilities Program	NHPP-NHS : National Highway System
FTA 5311 : Rural Transit Assistance Program	SRTS : Safe Routes to School*
FTA 5316 : Job Access and Reverse Commute Program*	STP : Surface Transportation Program
FTA 5317 : New Freedom Program*	STP/R : Regional Road Program (North Dakota)
FTA 5339 : Bus and Bus Facilities Program	STP/Rural : Rural Roads Program (North Dakota)
HPP : High Priority Projects Designated by Congress	STP/U : Urban Roads Program (North Dakota)
HSIP : Highway Safety Improvement Program	TAP : Transportation Alternative Program
IM : Interstate Maintenance	TCSP : Transportation & Community System Preservation Program
INT : Interstate	TE : 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 21st 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>North Dakota DOT Michael Johnson, P.E. Urban Engineer & MPO Coordinator phone: 701.328.2118 email: mijohnson@nd.gov</p>	<p>City of Dilworth Stan Thurlow Dilworth City Planner phone: 218.287.5433 email: dilworthcityhall@corpcomm.net</p>	<p>Federal Highway Administration - ND Division Richard Duran Png. and Prog. Development Team Leader phone: 701.221.9462 email: Richard.duran@dot.gov</p>
<p>Minnesota DOT Mary Safgren Planning Director, MnDOT District 4 phone: 218.846.7987 email: mary.safgren@state.mn.us</p>	<p>City of Moorhead Tom Trowbridge Moorhead City Engineer phone: 218.299.5394 email: tom.trowbridge@ci.moorhead.mn.us</p>	<p>Federal Highway Administration - MN Division Kris Riesenber Technical Services Team Leader phone: 651.291.6114 email: kris.riesenberg@dot.gov</p>
<p>Cass County Jason Benson Cass County Highway Engineer phone: 701.298.2372 email: bensonj@casscountynd.gov</p>	<p>Fargo Transit Julie Bommelman Fargo Transit Administrator phone: 701.476.6737 email: jbommelman@cityoffargo.com</p>	<p>Federal Transit Administration - Region 5 William Wheeler Community Planner phone: 312.353.3879 email: william.wheeler@dot.gov</p>
<p>City of Fargo Jeremy M. Gorden Senior Engineer-Transportation phone: 701.241.1529 email: jgorden@cityoffargo.com</p>	<p>Moorhead Transit Lori Van Beek Transit Manager phone: 701.476.6686 email: LVanBeek@matbus.com</p>	<p>Federal Transit Administration - Region 8 Renae Tunison Transportation Program Analysis phone: 202.366.3305 email: renae.tunison@dot.gov</p>
<p>City of West Fargo Chris Brungardt West Fargo Public Works Director phone: 701.433.5400 email: chris.brungardt@westfargond.gov</p>	<p>Upper Great Plains Transportation Institute Mohammad Smadi Associate Research Fellow phone: 701.231.8085 email: m.smadi@ndsu.edu</p>	<p>Metro COG Michael Maddox Senior Transportation Planner phone: 701.232.3242 x 33 email: maddox@fmmetrocog.org</p>
<p>Clay County David Overbo Clay County Engineer phone: 218.299.5099</p>	<p>West Central Initiative 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 Oct 1 and ends Sept 31 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 of 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.

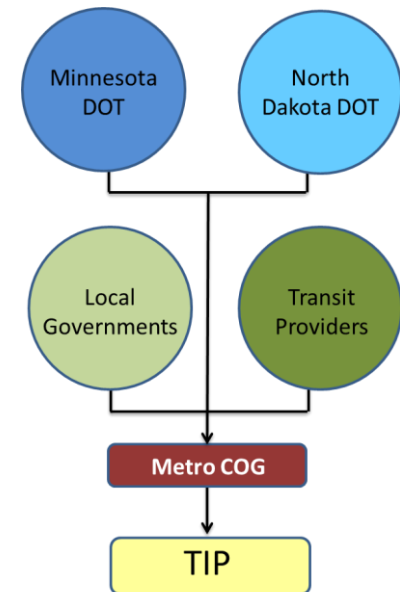
The TIP includes an Annual Element component for projects implemented during the first year of the TIP. Projects included in the Annual Listing constitute the agreed-to listing of Federal-Aid and Regionally Significant improvements approved by the Metro COG Policy Board.

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 candidates 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 Fixing America’s Surface Transportation (FAST) Act legislation signed into law December 4, 2015.

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	2017

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:

- Long Range Transportation Plan (LRTP) 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. Metro COG is currently in the process of updating its LRTP. METRO GROW, as the plan is called, will analyze the transportation system forecasting conditions to the year 2045. The adoption of METRO GROW is tentatively scheduled for June 2019.
- Unified Planning Work Program (UPWP) describes the transportation planning activities Metro COG and other agencies propose to undertake during the next two calendar 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	LRTP	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 F.A.S.T (Fixing America’s Surface Transportation) Act (P.L. 112-141), added two planning factors that all Metropolitan Planning Organizations (MPO’s) must provide consideration and implementation for in their projects, strategies, and services. The original eight planning factors established by SAFETEA-LU were re-established. Those ten planning factors are as follows:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility of people and freight.
5. 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.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
10. Enhance travel and tourism

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 16 voting members, of which 75% must be elected officials or their designee. Horace was added as a voting member in 2017 and West Fargo received an additional vote in 2016. 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

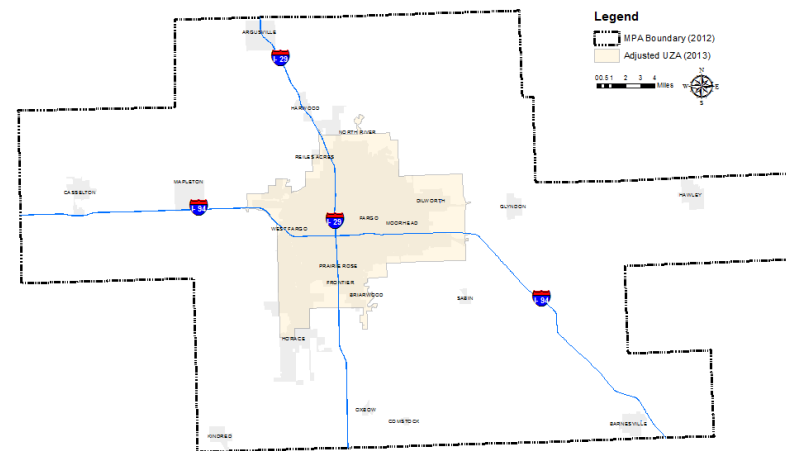
The Metro COG Transportation Technical Committee (TTC) advises the Policy Board on technical matters associated with Metro COG's work activities and mission and on specific transportation planning issues. The committee is comprised of engineering, planning and transit staff from the local jurisdictions 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).

Figure 1-2: Metro COG Metropolitan Planning Area



source: Metro COG 2014

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 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. There has been a concerted effort not to list illustrative projects within the TIP. An exception to this are projects that have been programmed in response to the pending FM Diversion project. 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.

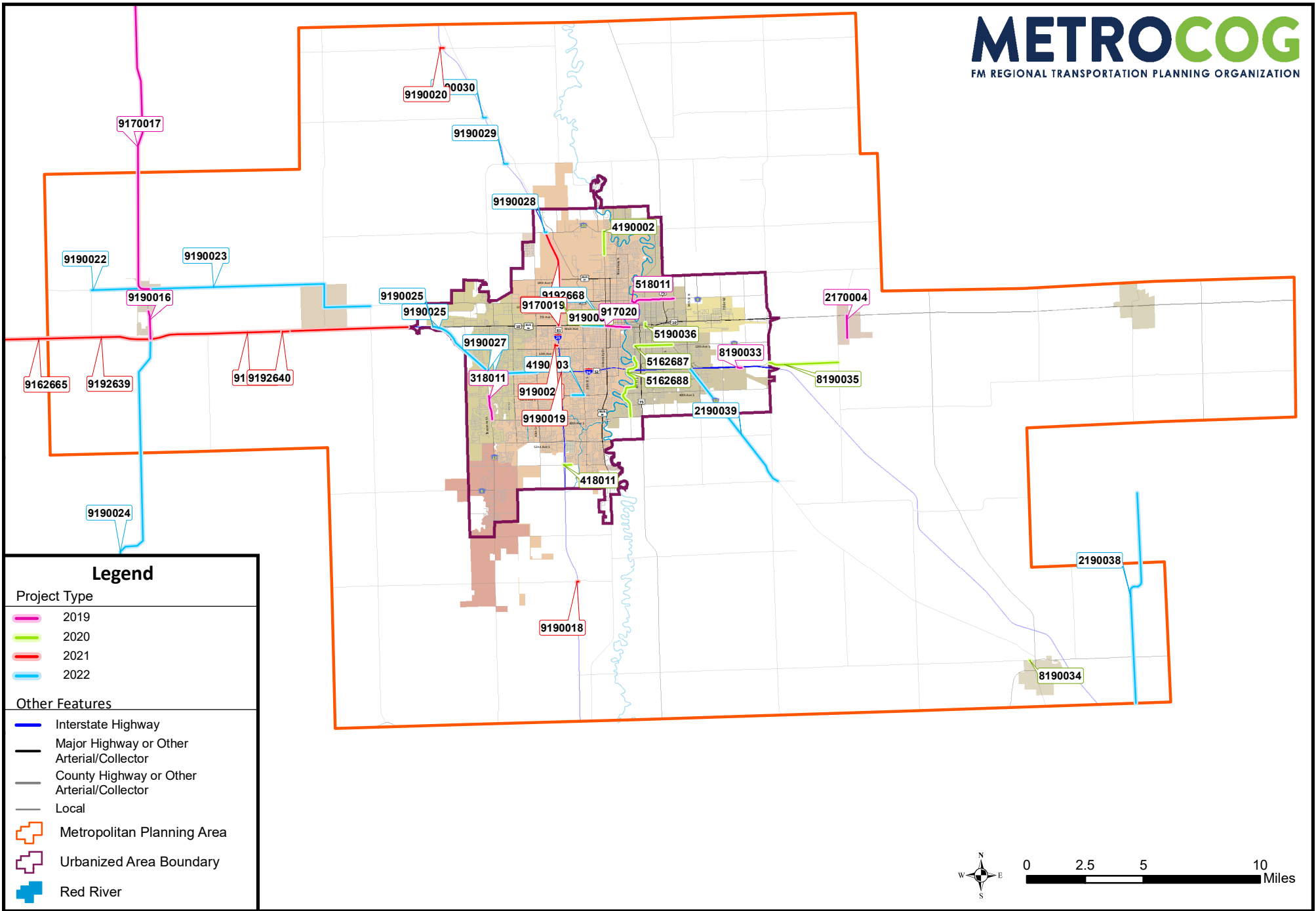
Self Certification

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

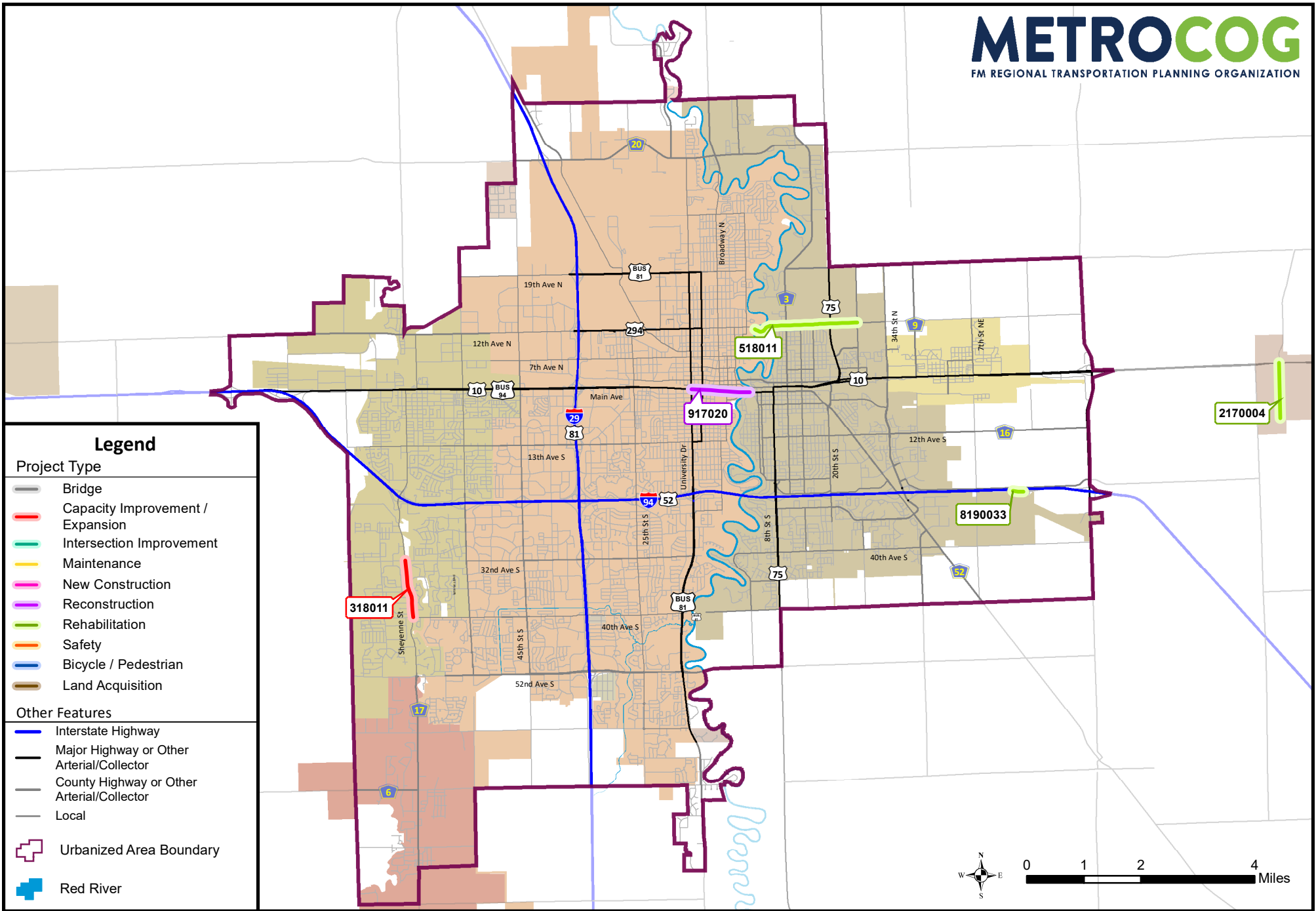


2019-2022 Metropolitan Planning Area Projects

2019-2022 Draft Metro COG TIP

Section 3 Detailed Project Listings

2019



Legend

Project Type

- Bridge
- Capacity Improvement / Expansion
- Intersection Improvement
- Maintenance
- New Construction
- Reconstruction
- Rehabilitation
- Safety
- Bicycle / Pedestrian
- Land Acquisition

Other Features

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



Lead Agency	Metro COG ID	Project		Length	Project Limits		Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Other Revenue Source	Revenue
		Year	Project Location		To	From						
Moorhead Transit												
Moorhead Transit	5192622	2019	Transit				Purchase class 400 bus and bus related equipment	Transit Capital	\$ 85,000	FTA 5339		\$ 68,000
	TRF-0034-19D										Local	\$ 17,000
Moorhead Transit	5192625	2019	Transit				Expansion Van Class 200 less than 30ft *Senior ride van	Transit Capital	\$ 28,000	FTA 5307		\$ 22,400
	TRF-0034-19G										Local	\$ 5,600
Moorhead Transit	5192624	2019	Transit				Moorhead Transit Operation Assistance	Transit Operations	\$ 3,250,000	FTA 5307		\$ 355,000
	TRF-0034-19A										State	\$ 2,895,000
Moorhead Transit	5162684	2019	Transit				Purchase Van (class 200) and van related equipment	Transit Capital	\$ 28,000	FTA 5307		\$ 22,400
	TRF-0034-19F										Local	\$ 5,600
Moorhead Transit	5190004	2019	Transit				Purchase of a Bus Shelter	Transit Capital	\$ 23,300	FTA 5307		\$ 18,640
	TRF-0034-19I										Local	\$ 4,660
Moorhead Transit	5190005	2019	Transit				Purchase Misc Support Equip - Fork Lift & Mobile Lift (1/3 share)	Transit Capital	\$ 25,000	FTA 5307		\$ 20,000
	TRF-0034-19J										Local	\$ 5,000
Moorhead Transit	5190006	2019	Transit				Fare Collection System	Transit Capital	\$ 318,000	FTA 5307		\$ 58,000
	TRF-0034-19K										Local	\$ 260,000
Fargo Transit												
Fargo Transit	4192642	2019	Transit				Capital Purchase	Transit Capital	\$ 297,000	FTA 5307		\$ 238,000
	8017 TURB										Local	\$ 59,000
Fargo Transit	4192643	2019	Transit				Operating Assistance	Transit Operations	\$ 2,992,000	FTA 5307		\$ 1,496,000
	8018 TURB										State	\$ 748,000
											Local	\$ 748,000
Fargo Transit	4192644	2019	Transit				Preventative Maintenance	Transit Capital	\$ 1,189,000	FTA 5307		\$ 951,000
	8019 TURB										Local	\$ 238,000
Fargo Transit	4190001	2019	Transit				Bus Replacement	Transit Capital	\$ 1,250,000	STBGP-U		\$ 1,000,000
											Local	\$ 250,000
Fargo Transit	4190042	2019	Transit				Forklift (Fargo 2/3 share)	Transit Capital	\$ 20,000	FTA 5339		\$ 16,000
											Local	\$ 4,000
Fargo Transit	4190043	2019	Transit				Replace 10 Shelters	Transit Capital	\$ 100,000	FTA 5339		\$ 80,000

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
										Local	\$ 20,000
Fargo Transit	4190044	2019	Transit			Mobile Lifts (fargo 2/3 share)	Transit Capital	\$ 30,000	FTA 5339	Local	\$ 24,000
										Local	\$ 6,000
Fargo Transit	4190045	2019	Transit			Replace 5 shelters	Transit Capital	\$ 50,000	FTA 5310	Local	\$ 40,000
										Local	\$ 10,000

City of Fargo

City of Moorhead

Moorhead	518011 144-129-005AC	2019	15th Ave N	Red River	28th St N	**AC** (AC payback in 2019 - \$383.7K) Mill and Overlay, sidewalk lighting (Associated to 144-132-004 & 1407-27S) payback 1-of-1	Rehabilitation	\$ 383,700	STBGP		\$ 383,700
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City of West Fargo

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	\$ 12,649,646	STBGP-U	Local	\$ 4,350,953 \$ 8,298,693
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North Dakota Department of Transportation

NDDOT	917020	2019	Main Ave	1 2nd St	University Dr	Reconstruct Main Ave, replacement of underground utilities *Utility replacement included in cost	Reconstruction	\$ 18,443,534	STBGP-R	State	\$ 12,862,637 \$ 1,441,544 \$ 4,139,353
NDDOT	9190016 22201 8006	2019	ND 18N	1.2 Jct I94	Swan Creek	Mill and Overlay	Rehabilitation	\$ 497,000	Non NHS-S	State	\$ 402,000 \$ 95,000
NDDOT	9170017 22202 8007	2019	ND 18N	23.4 Jct Cass Co 10	Trail Co Line	Mill and Overlay	Rehabilitation	\$ 4,219,000	Non NHS-S	State	\$ 3,414,000 \$ 805,000

Minnesota Department of Transportation

MnDOT	8190032 088-070-056	2019	District-Wide			Latex and Epoxy striping	Safety	\$ 993,080	HSIP	State	\$ 893,772 \$ 99,308
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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						
MnDOT	8190033 1480-177	2019	I-94E		at weigh station		Replace mainline weigh-in-motion scale *ITS*	Rehabilitation	\$ 700,000	NHPP	State	\$ 630,000 \$ 70,000

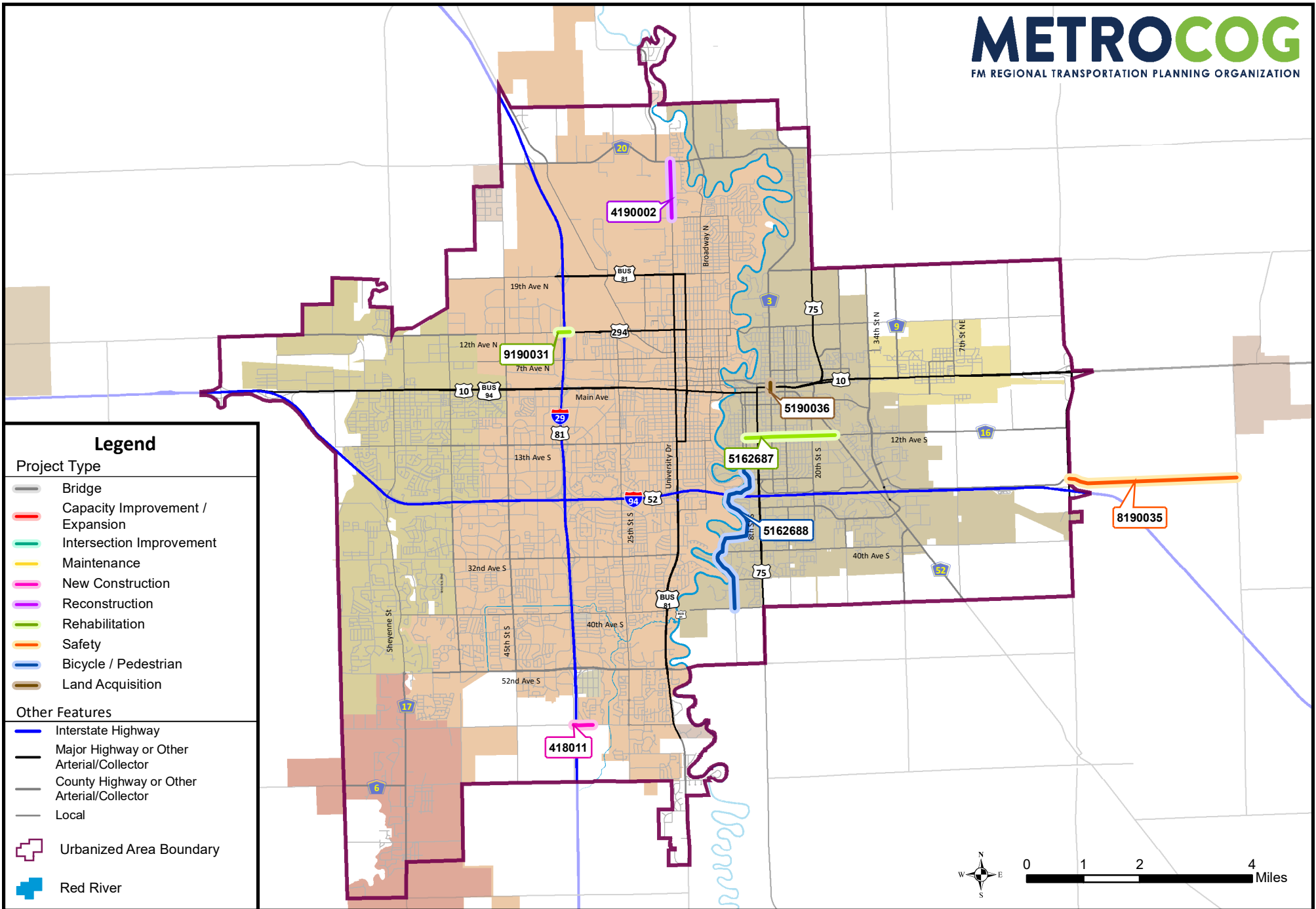
Clay County

MnDOT	2170004 014-090-006AC	2019	Parke Ave		12th Street	US 10	**AC** grading, paving, construct multi-purpose trail, and sidewalk in Glyndon (AC payback 1 of 1)	Rehabilitation	\$ 375,000	TA		\$ 375,000
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Cass County

Cass County	1170015	2019	Cass 5 & Cass 10				Intersection Imp, turn lanes, shoulder rehab	Safety	\$ 771,000	HSIP	Local	\$ 694,000 \$ 77,000
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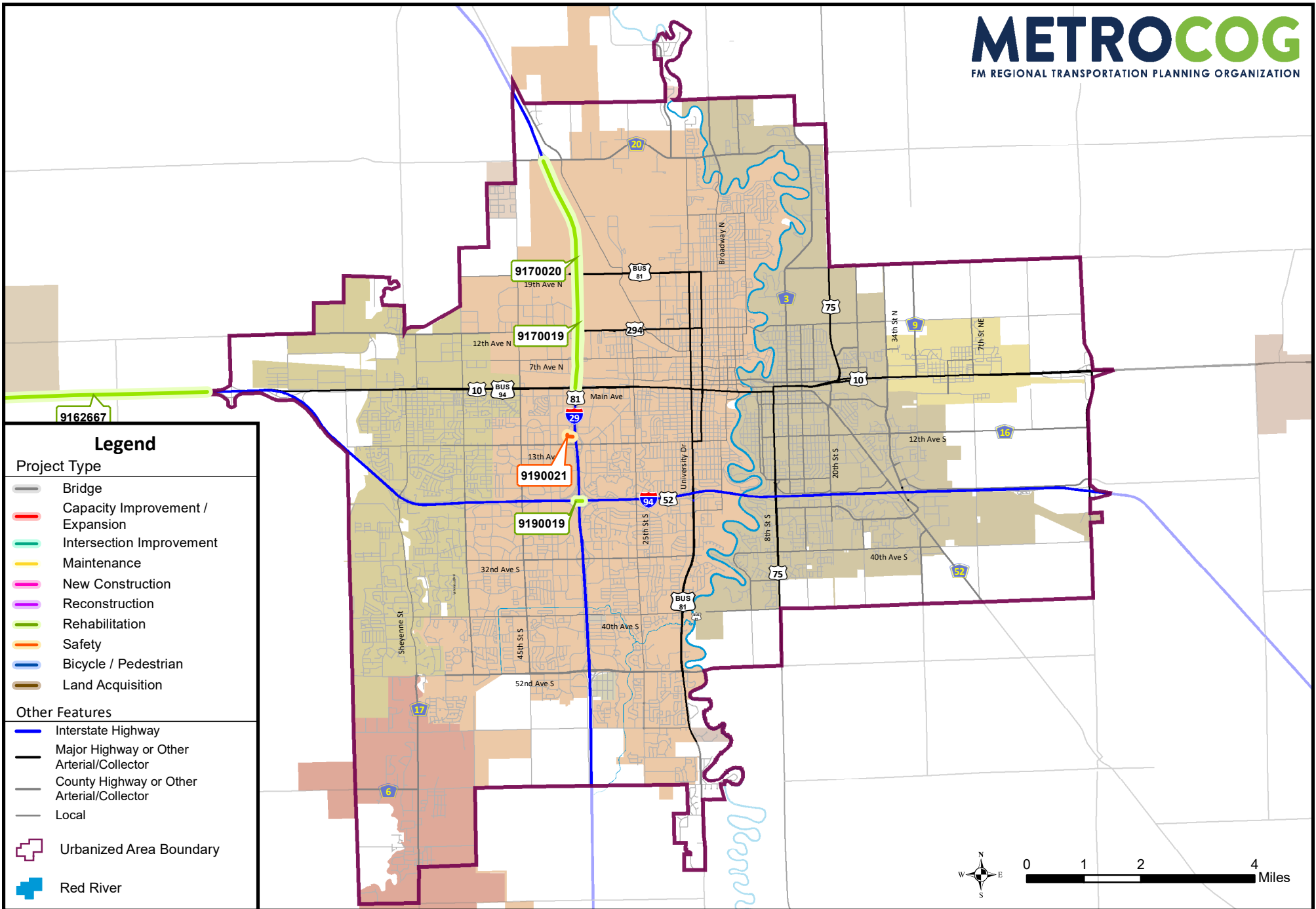
2020



Lead Agency	Metro COG ID	Project		Length	Project Limits		Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Other Revenue Source	Revenue
		Year	Project Location		To	From						
Moorhead Transit												
Moorhead Transit	5162685	2020	Transit				Communication Equipment	Transit Capital	\$ 59,000	FTA 5307		\$ 47,200
	TRF-0034-20D										Local	\$ 11,800
Moorhead Transit	5162686	2020	Transit				Moorhead Transit Operating Assistance	Transit Operations	\$ 3,380,000	FTA 5307		\$ 365,000
	TRF-0034-20A										State	\$ 3,015,000
Moorhead Transit	5170005	2020	Transit				Purchase of one (1) <30 ft expansion bus and bus related equipment	Transit Capital	\$ 87,000	STBGP		\$ 69,600
	TRS-0034-20TA										Local	\$ 17,400
Moorhead Transit	5170006	2020	Transit				Purchase of one (1) <30 ft expansion bus and bus related equipment	Transit Capital	\$ 87,000	STBGP		\$ 69,600
	TRS-0034-20TB										Local	\$ 17,400
Moorhead Transit	5190007	2020	Transit				Purchase of a Bus Shelter	Transit Capital	\$ 24,000	FTA 5307		\$ 19,200
	TRF-0034-20E										Local	\$ 4,800
Fargo Transit												
Fargo Transit	4162670	2020	Transit				Capital purchase	Transit Capital	\$ 1,250,000	STBGP-U		\$ 1,000,000
											Local	\$ 250,000
Fargo Transit	4162671	2020	Transit				Preventative Maintenance	Transit Capital	\$ 1,212,525	FTA 5307		\$ 970,020
	8119 TURB										Local	\$ 242,505
Fargo Transit	4162672	2020	Transit				Operating Assistance	Transit Operations	\$ 3,051,840	FTA 5307		\$ 1,525,920
	8117 TURB										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
	8118 TURB										Local	\$ 60,690
City of Fargo												
Fargo	4190002	2020	N University Dr		32nd Ave N	40th Ave N		Reconstruction	\$ 6,000,000	STBGP		\$ 4,500,000
											Local	\$ 1,500,000
Fargo	418011	2020	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 *Project to be rescheduled upon NDDOT solicitation	New Construction	\$ 12,416,134	STBGP-U		\$ 9,932,907
											Local	\$ 2,483,227

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
City of Moorhead											
Moorhead	5162687 144-118-016	2020	12th Ave S	1.4	5th St SE Main	Mill and Overlay, and from 20th St to SE Main Ave pavement replacement	Rehabilitation	\$ 2,440,220	STBGP	Local	\$ 1,776,196 \$ 664,024
Moorhead	5162688 144-090-018	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	TA	Local	\$ 360,000 \$ 165,195
Moorhead	5190036 144-115-016	2020	11th Street			Right of way acquisition for 11th underpass	Land Aq	\$ 531,993	DEMO	Local	\$ 425,594 \$ 106,399
City of West Fargo											
West Fargo	3190041	2020	Sheyenne St		Main 7th Ave	Road Diet, bulb-outs, sidewalk, access modifications, parking, streetscape, street furniture, lighting, bus stop **Context sensitive project**	Reconstruction	\$ 3,600,000	UGP	Local	\$ 2,377,446 \$ 1,222,554
North Dakota Department of Transportation											
NDDOT	9190031 8113	2020	I-29N		Jct I-29 & 12th Ave N Fargo	Deck Overlay, Structural Repair	Rehabilitation	\$ 1,298,000	IM	State	\$ 1,168,000 \$ 130,000
Minnesota Department of Transportation											
MnDOT	8190034 14-00126	2020	CSAH 2		at RR tracks	install gates at OTVR RR crossing in Barnesville	Safety	\$ 230,000	RRS LF	State	\$ 207,000 \$ 23,000
Clay County											
MnDOT	8190035 014-070-010S	2020	CSAH 14	2.7	MN 336 CSAH 17	Shoulder paving, edgelines, and rumble strips	Safety	\$ 264,683	HSIP	State	\$ 238,214 \$ 26,469

2021



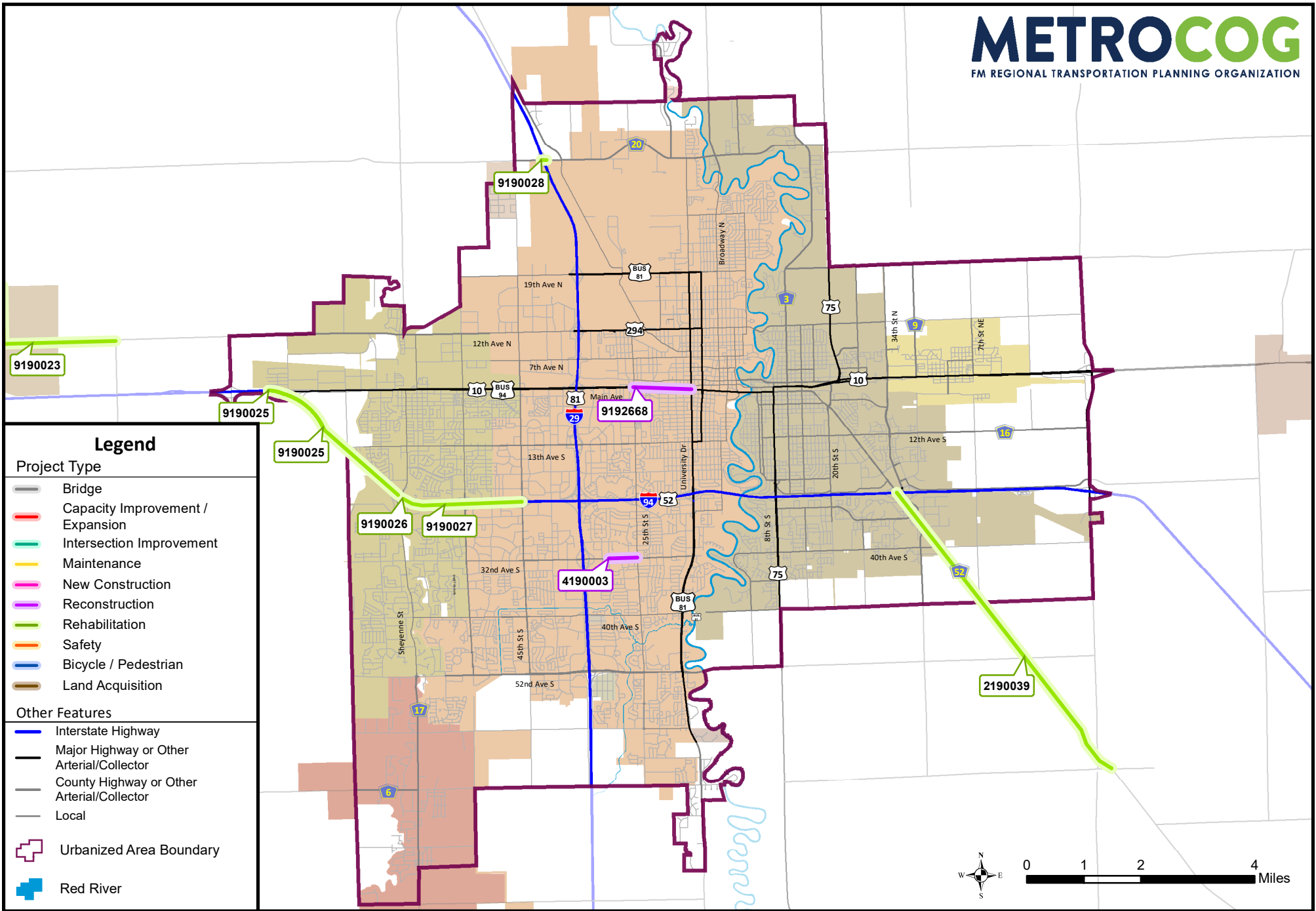
Lead Agency	Metro COG ID	Project Year	Project Location	Length To	Project Limits From	Project Description	Improvement Type	Total Project Cost	Federal Revenue	Other Revenue	Revenue
Moorhead Transit											
Moorhead Transit	5170008 TRF-0034-21A	2021	Transit			Moorhead Transit Operating Assistance	Transit Operations	\$ 3,500,000	FTA 5307	State	\$ 376,000 \$ 3,124,000
Moorhead Transit	5170009 TRF-0034-21B	2021	Transit			Purchase of one <30 fr Replacement Bus (senior ride)	Transit Capital	\$ 30,000	FTA 5307	Local	\$ 24,000 \$ 6,000
Moorhead Transit	5190010 TRF-0034-21C	2021	Transit			Purchase of a Bus Shelter	Transit Capital	\$ 24,700	FTA 5307	Local	\$ 19,760 \$ 4,940
Moorhead Transit	5190011 TRS-0034-21D	2021	Transit			Purchase 35ft replacement bus (Unit 1020)	Transit Capital	\$ 541,000	STBGP	Local	\$ 432,800 \$ 108,200
Fargo Transit											
Fargo Transit	4170016 8224 TURB	2020	Transit			Preventative Maintenance	Transit Capital	\$ 1,236,000	FTA 5307	Local	\$ 989,000 \$ 247,000
Fargo Transit	4170017 8222 TURB	2020	Transit			Operating Assistance	Transit Operations	\$ 3,112,000	FTA 5307	State Local	\$ 1,556,000 \$ 778,000 \$ 778,000
Fargo Transit	4170018 8223 TURB	2020	Transit			Paratransit operating assistance funded as capital	Transit Operations	\$ 310,000	FTA 5307	Local	\$ 248,000 \$ 62,000
City of Fargo											
City of Moorhead											
City of West Fargo											
North Dakota Department of Transportation											
NDDOT	9170019	2021	I-29N	4 Main Ave	Fargo INTR	CPR	Rehabilitation	\$ 901,000	IM		\$ 811,000

	21812 8204								State	\$ 90,000
NDDOT	9170020 21512 8206	2021 I-29S	Main Ave	Nfargo INTR	CPR		Rehabilitation	\$ 900,000 IM	State	\$ 810,000 \$ 90,000
NDDOT	9192639 21855 8210	2021 I-94W	7.2 W Wheatland E	E Casselton	CPR, PCC Pave, Ramp Revisions, Struct			\$ 1,549,000 IM	State	\$ 1,394,000 \$ 155,000
NDDOT	9162665 21855 8209	2021 I-94E	W Wheatland	E of Casselton	CPR - PCC pave, ramp conn, ramp revisions		Rehabilitation	\$ 1,648,000 IM	State	\$ 1,483,000 \$ 165,000
NDDOT	9162667 21855 8211	2021 I-94	E Casselton	Near W Fargo	Thin Overlay		Rehabilitation	\$ 1,997,000 IM	State	\$ 1,797,000 \$ 200,000
NDDOT	9192640 8220	2021 I-94 W	6 East of ND 18		Deck replacement, approach, slabs, structure items		Rehabilitation	\$ 1,112,000 IM	State	\$ 1,001,000 \$ 111,000
NDDOT	9190018 8215	2021 I-29N	6 North of ND 46		Structure Paint		Rehabilitation	\$ 289,000 IM	State	\$ 260,000 \$ 29,000
NDDOT	9190019 8216	2021 I-29N	I-29 & I-94 Intchg		Structural Repair		Rehabilitation	\$ 422,000 NHS-S	State	\$ 380,000 \$ 42,000
NDDOT	9190020 8217	2021 I-29N	Argusville City Limits		Structure Paint		Rehabilitation	\$ 368,000 IM	State	\$ 331,000 \$ 37,000
NDDOT	9190021 8221	2021 I-29	38th St & I-29 Ramp		Turn Lanes, Signals, Pavement Marking (ITS, CMP)		Safety	\$ 361,000 HSIP	State	\$ 325,000 \$ 36,000

Minnesota Department of Transportation

Clay County

2022



Legend

Project Type

- Bridge
- Capacity Improvement / Expansion
- Intersection Improvement
- Maintenance
- New Construction
- Reconstruction
- Rehabilitation
- Safety
- Bicycle / Pedestrian
- Land Acquisition

Other Features

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

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
Moorhead Transit											
Moorhead Transit	5190012 TRF-0034-22A	2022	Transit			Operating Assistance	Transit Operations	\$ 3,580,000	FTA 5307	State	\$ 388,000 \$ 3,192,000
Moorhead Transit	5190013 TRF-0034-22B	2022	Transit			Purchase of a Bus Shelter	Transit Capital	\$ 25,400	FTA 5307	Local	\$ 20,320 \$ 6,200
Moorhead Transit	5190014 TRF-0034-22C	2022	Transit			Purchase senior ride (class 200) van and related equip	Transit Capital	\$ 31,000	FTA 5307	Local	\$ 24,800 \$ 6,200
Moorhead Transit	5190015 TRF-0034-22D	2022	Transit			Purchase Equipment (AVA/AVL System)	Transit Capital	\$ 201,500		State	\$ 201,500
Moorhead Transit	5190016 TRF-0034-22E	2022	Transit			Purchase equipment and replacment furniture	Transit Capital	\$ 283,000		State	\$ 283,000

Fargo Transit

City of Fargo

Fargo	4190003	2022	32nd Ave S	32nd Street	25th Street		Reconstruction	\$ 10,400,000	STBGP	Local	\$ 4,700,000 \$ 5,700,000
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City of Moorhead

City of West Fargo

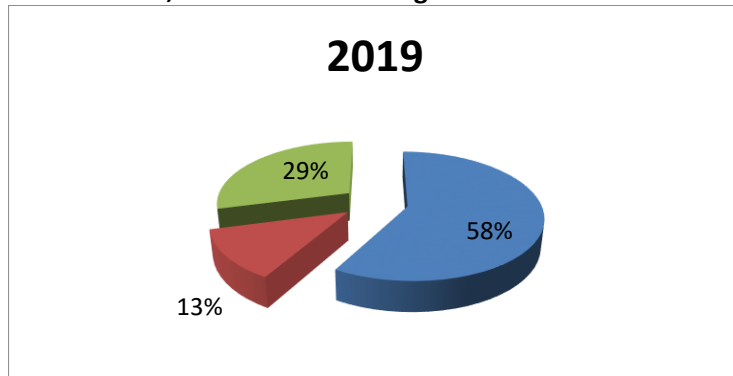
North Dakota Department of Transportation										
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NDDOT	9182611 20181 8317	2022 I-29 NB	At Red River Diversion		FM Metro Area Diversion: Structure, grade raise, PCC paving, drainage improvements, median x-overs	New Structure	\$ 1	State	\$ 1
NDDOT	9182612 20181 8318	2022 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 20181 8319	2022 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
NDDOT	9190022 21855 8301	2022 ND 10E	2.7 Lynchburg Intr	ND 18S Casselton	CPR, mill and overlay	Rehabilitation	\$ 1,066,000	Non NHS-S State	\$ 863,000 \$ 203,000
NDDOT	9190023 21855 8302	2022 ND 10E	12.1 ND 18E	Raymond Intr	mill and overlay	Rehabilitation	\$ 2,450,000	Non NHS-S State	\$ 1,983,000 \$ 467,000
NDDOT	9190024 21855 8303	2022 ND 18N	19.2 W Jct 46 Leonard	Casselton	mill and overlay	Rehabilitation	\$ 3,886,000	Non NHS-S State	\$ 3,145,000 \$ 741,000
NDDOT	9190025 22203 8307	2022 I-94E	2.7 Near Wfargo E	W Horce Rd	Approach slabs, crack & seat, HBP on ramps, lighting, PCC	Rehabilitation	\$ 3,652,000	IM State	\$ 3,287,000 \$ 365,000
NDDOT	9190026 22203 8308	2022 I-94E	2 W Horace Rd E	1 mi W 45th St	CPR	Rehabilitation	\$ 380,000	IM State	\$ 342,000 \$ 38,000
NDDOT	9190027 22203 8309	2022 I-94W	2.7 Near W Fargo E	W Horce Rd	Approach slabs, crack & seat, HBP on ramps, lighting, PCC	Rehabilitation	\$ 3,652,000	IM State	\$ 3,287,000 \$ 365,000
NDDOT	9190027 22203 8310	2022 I-94W	2 W Horace Rd E	1 mi W 45th St	CPR	Rehabilitation	\$ 378,000	IM State	\$ 340,000 \$ 38,000
NDDOT	9190028 8314	2022 I-29N	3 South of Harwood		Structure Paint	Rehabilitation	\$ 362,000	IM State	\$ 326,000 \$ 36,000
NDDOT	9190029 8315	2022 I-29N	7 N of US 10		Structure Paint	Rehabilitation	\$ 383,000	IM State	\$ 345,000 \$ 38,000
NDDOT	9190030 8316	2022 I-29N	2 North Harwood Intchg		Structure Paint	Rehabilitation	\$ 358,000	IM State	\$ 322,000 \$ 36,000
NDDOT	9162668	2022 Main Ave	1 University Dr	25th St	Reconstruction	Reconstruction *Capacity Expansion	\$ 15,412,522	NHS-U State Local	\$ 8,369,948 \$ 1,226,416 \$ 5,816,158

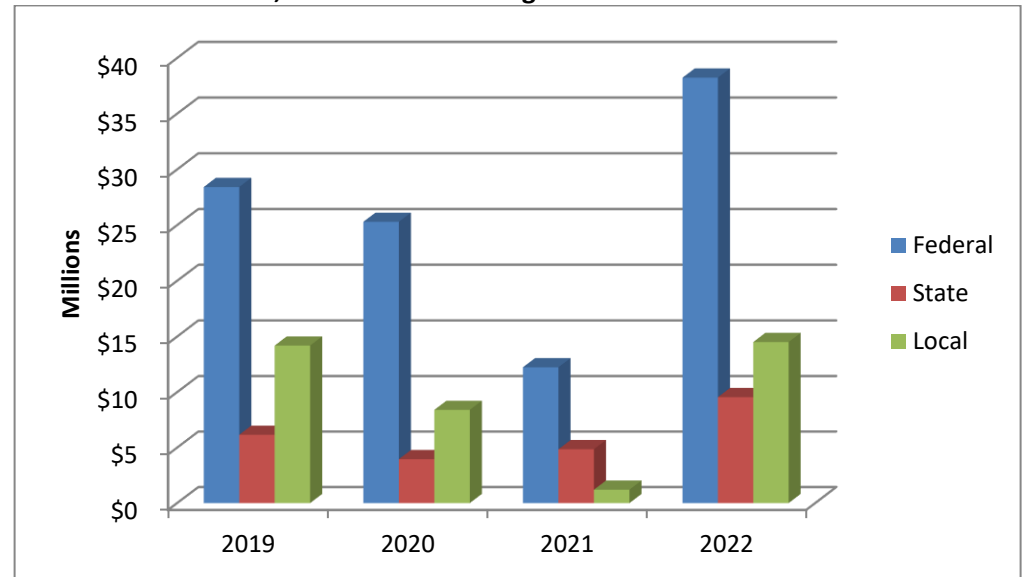
Federal, State and Local Cost for Programmed Project by Jurisdiction

Jurisdiction	2019			2020			2021			2022		
	Federal	State	Local	Federal	State	Local	Federal	State	Local	Federal	State	Local
Total Mn-Side	\$28,415,502	\$6,153,852	\$14,187,906	\$25,294,657	\$3,957,429	\$8,393,172	\$12,237,560	\$4,857,000	\$1,206,140	\$38,236,933	\$9,551,027	\$14,504,138
City of Dilworth	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
City of Moorhead	\$383,700	\$0	\$0	\$2,561,790	\$0	\$935,618	\$0	\$0	\$0	\$0	\$0	\$0
Clay County	\$375,000	\$0	\$0	\$238,214	\$26,469	\$0	\$0	\$0	\$0	\$1,209,420	\$0	\$2,975,580
MnDOT	\$1,523,772	\$169,308	\$0	\$207,000	\$23,000	\$0	\$0	\$0	\$0	\$9,284,445	\$2,321,111	\$0
Transit Alternatives	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Moorhead Transit	\$564,440	\$2,895,000	\$297,860	\$570,600	\$3,015,000	\$935,618	\$852,560	\$3,124,000	\$119,140	\$433,120	\$3,676,500	\$12,400
Total ND-Side												
City of Fargo	\$0	\$0	\$0	\$14,432,907	\$0	\$3,983,227	\$0	\$0	\$0	\$4,700,000	\$0	\$5,700,000
City of West Fargo	\$4,350,953		\$8,298,693	\$2,377,446	\$0	\$1,222,554	\$0	\$0	\$0	\$0	\$0	\$0
Cass County	\$694,000	\$0	\$77,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NDDOT	\$16,678,637	\$2,341,544	\$4,179,353	\$1,168,000	\$130,000	\$0	\$8,592,000	\$955,000	\$0	\$22,609,948	\$3,553,416	\$5,816,158
FargoTransit	\$3,845,000	\$748,000	\$1,335,000	\$3,738,700	\$762,960	\$1,316,155	\$2,793,000	\$778,000	\$1,087,000	\$0	\$0	\$0

Federal, State and Local Programmed Costs: 2019



Federal, State and Local Programmed Costs: 2019-2022



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 2019-2022 TIP is reflective of projects that have been let in 2018. It includes relevant TIP information and identifies the amount of Federal funds requested in the TIP. 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.

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
Moorhead Transit											
Moorhead Transit	518010	2018	Transit			Moorhead Transit Operating Assistance	Transit Operations	\$ 2,900,000	FTA 5307		\$ 415,000
										Local	\$ 2,485,000
Moorhead Transit	5162679	2018	Transit			Purchase van (class 200) and van related equipment	Transit Capital	\$ 28,000	FTA 5307		\$ 22,400
										Local	\$ 5,600
Moorhead Transit	5162676	2018	Transit			Purchase of one (1) Class 700 fixed route transit bus (Unit 592)	Transit Capital	\$ 482,000	FTA 5307		\$ 385,600
										Local	\$ 96,400
Connection of Moor	5180023	2018				Purchase one (1) replacement less than 30 ft bus (Class 400)	Transit Capital	\$ 81,000	FTA 5310		\$ 64,800
										Local	\$ 16,200
Moorhead	5180021	2018	Transit			Purchase of One Class 700 series bus Replacement of 593		\$ 495,000	FTA 5339		\$ 396,000
										Local	\$ 99,000
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
Fargo Transit	5180024	2018	Transit			Renovation of the Ground Transportation Center	Transit Capital	\$ 360,000	STBGP		\$ 288,000
										Local	\$ 72,000
Fargo Transit	417050	2018	Transit			Replace 3 fixed route vehicles (#1126, 1127, 1128) *STP-U Flex	Transit Capital	\$ 1,500,000	STP-U		\$ 1,200,000
										Local	\$ 300,000
City of Fargo											
Fargo	4170021	2018	5th Street	6th Ave S	7th Ave S	Construction of Shared Use Path (Dill Hill)	Bike/Ped	\$ 292,000	TA		\$ 227,334
										Local	\$ 64,666

Fargo	4162669	2019 52nd Ave	1 45th St	Sheyenne St	Reconstruction Widen to 4-lane cross section	Reconstruction *Capacity Expansion	\$ 15,733,049	STBGP-U	Local	\$ 9,349,354 \$ 6,383,695
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City of Moorhead

Moorhead	518011	2018 15th Ave N	Red River	28th St N	**AC** (AC payback in 2019 - \$383.7K) Mill and Overlay including shared-use path, bike lanes, (AC Project, Payback in 2019) *tied to project 8182647	Rehabilitation	\$ 2,625,000	STBGP	Local	\$ 2,009,935 \$ 454,028
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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	\$ 11,954,647	STBGP	Local	\$ 4,916,911 \$ 7,037,737
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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	STBGP-R	State Local	\$ 4,070,730 \$ 525,290 \$ 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	9192651	2018 1-29 SB	6 north of ND 46		Structur Repair, Struct/Incid	Bridge Repair	\$ 101,000	IM	State	\$ 91,000 \$ 10,000
NDDOT	9162661	2018 I-29 NB	6 north of ND 46		Structur Repair, Struct/Incid	Bridge Repair	\$ 101,000	IM	State	\$ 91,000 \$ 10,000
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	9172692	2017 I-94	At the Red River		Anti-Icing System Replacement *Joint ND and MN project	Maintenance	\$ 850,156	HSIP	State	\$ 765,141 \$ 85,015
NDDOT NHU-8-010(042)933	9172701	2017 Main Ave	@ 15th St NW		Traffic Signal Installation, fiber optic connect	Intersection Improv	\$ 340,000	STBGP	State Local	\$ 275,162 \$ 30,838 \$ 34,000

NDDOT NHU-CPU-8-081(039)924 PCN 21169	917010	2017	University Drive	18th Ave S	I-94 South Ramp	Ramp revisions, signal revision, turn lanes	Reconstruction	\$ 7,185,400	STBGP		\$ 3,381,255
										Local	\$ 796,745
									IM		\$ 2,706,660
										State	\$ 300,740
SS-8-999(040) 22037	9172702	2018				Fargo Area Information Coordinator	Highway Planning	\$ 350,000	STBGP		\$ 283,255
										State	\$ 66,745

Minnesota Department of Transportation

MnDOT	8182632	2018	Various			Multi County Local HSIP, Instersection Lighting	Safety	\$ 467,778	HSIP		\$ 421,000
										State	\$ 46,778
MnDOT * linked to 518011	8182647	2018	TH 75			At 15th Ave New signal, RR pre-emption, turn lanes *Assoc to 144-129-005	Safety	\$ 161,039	HSIP		\$ 144,935
										State	\$ 16,104
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	\$ 1,126,930	STBGP-U	\$ 638,666
										State	\$ 488,264
MnDOT	8162680	2018	I-94			At Weigh Station	Weigh Station Signing	Maintenance	\$ 70,000	NHPP	\$ 63,000
										State	\$ 7,000
MnDOT	8162681	2018	I-94			At Weigh Station	Erskin and Saginaw weigh scales, replace lighting	Maintenance	\$ 387,968	STBGP-Rural	\$ 349,171
										State	\$ 38,797
MnDOT	8170001	2018	MN 9			At OTVR RR	New signal system	Intersection Imprv ITS	\$ 325,000	RRS	\$ 292,500
										State	\$ 32,500
MnDOT	814020	2017	I-94			At the Red River	Structural Painting of I-94 over the Red River *Joint Project with NDDOT: 913050	Maintenance	\$ 310,000	NHPP-HBP	\$ 279,000
										State	\$ 31,000
MnDOT	8172691	2018	I-94			At the Red River	Anti-Icing System Replacement *Joint ND and MN project	Maintenance	\$ 1,250,000	NHFP	\$ 1,012,500
										State	\$ 237,500
MnDOT	8170009	2018	I-94			Moorhead	Evansville	Culvert Improvements	\$ 1,239,163	NHPP	\$ 991,330
										State	\$ 247,833
MnDOT	8170010	2018	District Wide				Chip Seal Program	Maintenance	\$ 3,000,000	STBGP	\$ 2,400,000
										State	\$ 600,000
MnDOT	8170011	2018	District Wide				Safety Improvements - shoulder repair, rumble strips	Safety	\$ 971,528	HSIP	\$ 874,375
										State	\$ 97,153

Clay County

MnDOT	218011	2018	Parke Ave	12th Street	US 10	**AC** grading, paving, construct multi-purpose trail	Rehabilitation	\$ 3,300,000	TA		\$ 375,000
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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 2019-2022 TIP is fiscally constrained to those funding categories in which Metro COG has direct responsibility (STBGP 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. Both the North Dakota Department of Transportation and the Minnesota Department of Transportation pre-inflate projects by 4%. Projects are inflated to year of expenditure dollars prior to being included in the TIP. This fulfills the federal requirement to inflate project total to year of expenditure and relieves Metro COG of the responsibility to do so. Every year, projects which are carried forward in the TIP are updated to reflect the current project costs.

Operations and Maintenance

MPOs have been required to consider Operations and Maintenance (O&M) of transportation systems, as part of fiscal constraint, since 2005. The FAST Act 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 2018 to 2021 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 2019-2022 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
Minnesota-side							
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
North Dakota-side							
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 2019 through 2022 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 2019-2022 TIP and projected O&M costs of each jurisdiction's 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 Long Range Transportation Plan (LRTP), 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 2019-2022

Federal Funding Source	Financial Constraint											
	Federal Funds Available				Federal Funds Programmed				Federal Funds Balance			
	2019	2020	2021	2022	2019	2020	2021	2020	2017	2018	2019	2020
National Highway Performance Program (NHPP)	\$630,000	\$0	\$0	\$0	\$630,000	\$0	\$0	\$0	\$0.0	\$0.0	\$0.0	\$0.0
Surface Transportation Program- Urban (STBGP-U)	\$5,734,653	\$17,348,303	\$432,800	\$4,700,000	\$5,734,653	\$17,348,303	\$432,800	\$4,700,000	\$0.0	\$0.0	\$0.0	\$0.0
Surface Transportation Program - Other (STBGP)	\$12,862,637	\$0	\$0	\$10,493,865	\$12,862,637	\$0	\$0	\$10,493,865	\$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)	\$1,587,772	\$238,214	\$325,000	\$0	\$1,587,772	\$238,214	\$325,000	\$0	\$0.0	\$0.0	\$0.0	\$0.0
Transportation Alternatives (TA) ¹	\$375,000	\$360,000	\$0	\$0	\$375,000	\$360,000	\$0	\$0	\$0.0	\$0.0	\$0.0	\$0.0
Urban Area Formula Program (Sec. 5307)	\$3,181,440	\$3,170,100	\$3,212,760	\$433,120	\$3,181,440	\$3,170,100	\$3,212,760	\$433,120	\$0.0	\$0.0	\$0.0	\$0.0
Bus and Bus Related Facilities (Sec. 5339) ²	\$188,000	\$0	\$0	\$0	\$188,000	\$0	\$0	\$0	\$0.0	\$0.0	\$0.0	\$0.0
Enhanced Mobility for Seniors and Individuals with Disabilities (sec. 5310)	\$40,000	\$0	\$0	\$0	\$40,000	\$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 ³	\$3,816,000	\$4,178,040	\$8,267,000	\$22,609,948	\$3,816,000	\$4,178,040	\$8,267,000	\$22,609,948	\$0.0	\$0.0	\$0.0	\$0.0
TOTAL Federal Funds	\$28,415,502	\$25,294,657	\$12,237,560	\$38,236,933	\$28,415,502	\$25,294,657	\$12,237,560	\$38,236,933	\$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, Urban Grant Program (UGP), Interstate Maintenance(IM), and MnDOT CIMS funds.

Source: Metro COG (2018)

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 2019-2022 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 2019-2022 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 2019-2022 TIP. Metro COG, nor its member jurisdictions have programmed projects in the 2019-2022 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

The FAST Act continues five core formula programs that are administered by MnDOT and NDDOT:

- National Highway Performance Program (NHPP);
- Surface Transportation Program (STBGP);
- 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

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

2019	2020	2021	2022
\$630,000	\$0	\$0	\$0

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. 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;

- Most 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 Block Grant Program (STBGP)

The FAST Act reworked the original Surface Transportation Program 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.

Funding Programmed for Metro COG Projects

2019	2020	2021	2022
\$5,734,653	\$17,348,303	\$432,800	\$4,700,000
\$12,862,637		\$0	\$10,493,865

Per MAP-21, 50% of the STBGP 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 FAST 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 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.

Funding Programmed for Metro COG Projects

2019	2020	2021	2022
\$0	\$0	\$0	\$0

Highway Safety Improvement Program (HSIP)

FAST 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

2019	2020	2021	2022
\$1,587,772	\$238,214	\$325,000	\$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 (TA)

FAST established the continuation of this program to provide for a variety of alternative transportation projects, including many that were previously eligible activities under separately funded programs. The TA Program 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

2019	2020	2021	2022
\$375,000	\$360,000	\$0	\$0

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

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.

Funding Programmed for Metro COG Projects

2019	2020	2021	2022
\$3,181,440	\$3,170,100	\$3,212,760	\$433,120

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. FAST apportions Section 5339 to each state for both a “statewide” program and an urbanize area program.

Funding Programmed for Metro COG Projects

2019	2020	2021	2022
\$188,000	\$0	\$0	\$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 FAST 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

2019	2020	2021	2022
\$40,000	\$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

2019	2020	2021	2022
\$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. No Section 5316 or 5317 funds are programmed in the 2018 – 2021 TIP. 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. Fargo and West Fargo receive a sub allocation of STP funds through the URP. 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. 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 roadway 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 (TA)

The TAP provides funding to jurisdictions for qualified projects as defined by FAST. 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 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).

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. 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 (MnDOT) 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 FAST, 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 Alternatives (TA)

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 2018-2021 TIP, Metro COG has not included any such transit capital needs for MATBUS. Metro COG will amend the TIP when MATBUS receives any such grant awards.

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 exiting 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 describe 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 Performance Measurement

Introduction

Moving Ahead for Progress in the 21st Century Act (MAP-21), signed into law in 2012, included several provisions that collectively are transforming the Federal surface transportation program to be focused on the achievement of performance outcomes. The performance outcomes provisions, administered by different agencies within the U.S. Department of Transportation (USDOT), were implemented by rulemakings, including several under FHWA's purview.

The Fixing America's Surface Transportation (FAST) Act, signed in 2015, built on the MAP-21 changes and provided long-term funding certainty for surface transportation infrastructure planning and investment. A performance measurement mantra was built into the latest transportation bill to emphasize planning and programming philosophies that were based upon transportation data collected on an ongoing basis.

FM Region PM

Performance measurement is a new philosophy to Metro COG and the Fargo-Moorhead region as a whole, and as such, the practice of measuring and using them has not matured to the levels of larger urban areas. The availability of datasets needed to do extensive performance based planning and programming does not exist for this region. Those datasets that do exist are of such low quality that they do not apply to much of the urbanized area. With this lack of information, Metro COG finds it difficult to make planning and programming decisions that would apply to the transportation system as a whole.

Since Metro COG operates in a bi-state region, the agency has two different state targets, one for our local partners in Minnesota, and another for our local partners in North Dakota. Metro COG also coordinates with two state entities – North Dakota DOT and Minnesota DOT - each with differing views of performance measurement, with different conditions, and different targets.

Latest Action

As of August 2018, Metro COG has only been required to consider PM1 – Safety. However, Metro COG is currently addressing PM2 – Road & Bridge Condition, PM3 – Transportation Reliability, and Transit Asset Management (TAM). Metro COG will have to amend its approach to each of these performance measures when they are finalized. PM2 and PM3 are due by the end of November 2018, and TAM is due by the end of October 2018.

Metro COG is currently updating its Long Range Transportation Plan (LRTP). A Transportation Performance Measurement philosophy will be integrated into that plan. The LRTP designates the region's transportation priorities for the upcoming five-year period. Thereafter, each plan will integrate the philosophies adopted in the LRTP and carry forward performance based planning and programming through the development of matrixes that are inclusive of community goals that help support our performance targets.

Anticipated Effect

PM1 - Safety

Metro COG has supported both MnDOT's and NDDOT's performance targets in regards to PM1-safety. The established safety performance measures can be found in Tables below. The Safety Performance Measure (PM1) incorporates five key metrics:

- Number of Fatalities
- Rate of Fatalities
- Number of Serious Injuries
- Rate of Serious Injuries
- Number of Non-motorized Fatalities and Serious Injuries

Each of these individual metrics is based upon a five-year rolling average. The final metric is expressed as an average of the five-year rolling average in each category.

Established Statewide Safety Performance Measures				
	MnDOT	MnDOT % Change	NDDOT	NDDOT % Change
Number of Fatalities	375	-3%	138	0.5%
Rate of Fatalities (per 100M VMT)	0.62	1.5%	1.366	0.5%
Number of Serious Injuries	1,935	-3%	516	0%
Rate of Serious Injuries (per 100M VMT)	3.19	1.5%	5.088	0%
Number of Non-motorized Fatalities & Non-motorized Serious Injuries	348	-5%	34.8	0%

This region is currently meeting and/or exceeding the safety performance targets in both the North Dakota and Minnesota sides of the Metropolitan Planning Area. Much of the underperforming transportation network in regards to safety occurs in rural areas, outside of the purview of Metro COG. 2016 safety data was not available in both North Dakota and Minnesota. Thus, Metro COG was not able to calculate a five-year rolling average.

FM Region's Safety Performance (2011-2015 rolling avg)				
	North Dakota		Minnesota	
	Number	% Change	Number	% Change
Number of Fatalities	4.6	-9%	2.4	0%
Rate of Fatalities	.232	-13%	.269	-2.04%
Number of Serious Injuries	37.4	*	11.2	*
Rate of Serious Injuries	1.862	*	1.24	*
Non-Motorized	3.4	*	.6	*

* % change cannot be calculated due to data availability (Data is from 2012-2016 MnDOT & NDDOT Crash Reports)

As shown in the above tables, the FM Region is outperforming both North Dakota and Minnesota as a whole. Metro COG participates in safety planning on the state and county level, mainly through highway safety plans. Safety improvements are taken into consideration as part of all plans and studies that Metro COG performs. The vast majority of safety funds programmed in the TIP go towards rural projects.

The majority of fatal and serious injury crashes occur in rural areas due to speed and visibility. Highway Safety Improvement Program (HSIP) funds typically are programmed for county-wide projects to improve pavement marking and rumblization on county highways. Safety projects are determined by each state, and therefore are outside of the scope of local decision making.

Transit Asset Management (TAM)

MATBUS (Fargo and Moorhead) has programmed a significant portion of the projects in the TIP. Transit projects consist of mainly operating funds for fixed-route and paratransit services. Although, there are a few vehicle replacement projects within the confines of the four program years. MATBUS is currently running behind on its replacement program, especially for fixed-route transit buses. In order to accelerate bus replacement, Metro COG has agreed to solicit a bus replacement project using STBGP flexible funds every other year starting in 2017. This expenditure will involve one million dollars of Federal highway funds with MATBUS providing the \$250,000 local match. MATBUS should be caught up on their fixed-route bus replacement by 2021. Metro COG conveyed the need for this prioritization to NDDOT to use when choosing projects.

In the past, NDDOT has not viewed a transit flex project as being this region's highest priority and the use of STBGP funds for transit did not rise to the top of the priority list when selecting the project for funding. However, based on Metro COG's request, the prioritization has allowed for the use of the funds for buses starting in 2017, which has significantly helped meet the needs of MATBUS.

MPO Investment Priorities

Metro COG currently uses very little Federal Surface Transportation funding for the maintenance of the transportation system. In this region, the jurisdictions use either sales tax money or special assessment money to fund repaving projects. Exceptions include larger reconstruction projects on state or primary arterial roadways.

Metro COG has worked with the local transit provider to accomplish timely replacement of the transit fleet, as stated above. Besides that effort, Metro COG has not adopted an official strategy to meet performance targets. Metro COG has not altered its investment strategy because this region is already exceeding the national goals as well as the defined targets set by each state.

The Fargo-Moorhead Region is experiencing a very high growth rate. The population of this region has been increasing at a consistently healthy growth rate for at least the past three decades. The Metropolitan Statistical Area (MSA) increased from 153,269 in 1990 to an estimated 232,900 in 2015. Most of Metro COG's priorities are to extend the transportation network into new growth areas. This is not to say that Metro COG is not focused system safety or efficiency; rather, Metro COG integrates these philosophies into every project it undertakes.

Metro COG's new LRTP will analyze the true amount of money spent on the transportation system. The plan will now focus on a holistic vision of funding spent on the system rather than just federal funding. Metro COG and its local partners know that there is not enough money to accomplish all of the entire region's goals and strives to find high value low cost ways accomplishing them. With the integration of data about local sources of funding, we will be able to better determine the ramifications of funding decisions and be able to better assess the risk and volatility of transportation investment strategies.

Conclusion

The Fargo Moorhead Region is not in danger of falling below MnDOT or NDDOT targets for any of the mandated performance areas (safety, bridge/highway condition, reliability). This is likely due to individual characteristics of the Fargo Moorhead Region. This region's pavements last longer than Midwestern states south of us; reliability is high, which is likely due to our isolated nature and the relatively low level of congestion; and fatal or serious injury crashes are low.

As we move forward, Metro COG will integrate performance measure targets, data collection efforts, and strategies into our plans in an effort to maintain a relatively reliable and safe transportation system in which roads and bridges are generally in a good state of repair. The agency will continue to focus on creating a multimodal transportation system that lives up to the region's ascribed goals. Metro COG's investment strategies consistently embody the characteristics needed to improve the level to which the metro area addresses safety, reliability and roadway condition. Metro COG will work toward conscientiously and deliberately aligning project prioritization with performance targets; however, we will also focus on creating livability in the transportation network, managing risk in our investments, and tracking changes in local funding sources and projects carried out with local funding.

Section 8 Environmental Considerations

Environmental Consultation

As a part of the Environmental Consultation and Mitigation process required by the FAST Act, 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

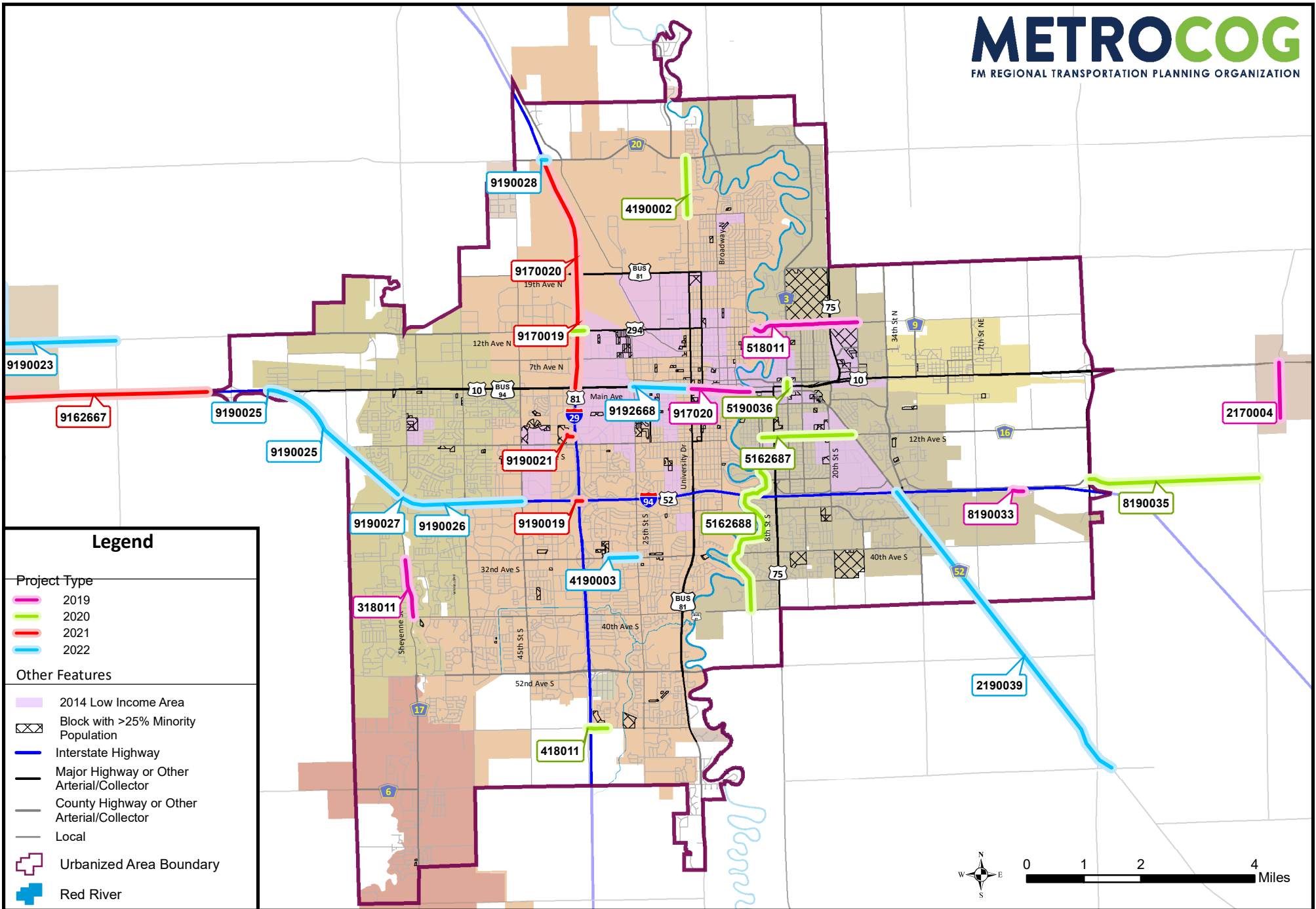
Presidential Executive Order 12898 states: “Each Federal agency shall make achieving Environmental Justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority 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 2018-2021 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 Type

- 2019
- 2020
- 2021
- 2022

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
- Urbanized Area Boundary
- Red River

Projects by Year for Title VI and Environmental Justice Areas

2019-2022 Draft Metro COG TIP

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 9 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 is listed within the PPP. 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 2019-2022 TIP in coordination with its 2015 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 August of 2018 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 2019-2022 TIP. The notification included information on the intent and purpose of the TIP, outlined major milestones related to the development of the 2019-2022 TIP, and provided contact information regarding opportunities to comment on TIP. Additionally, a public input meeting was convened by Metro COG on September 13, 2018, at the Metro offices, One North 2nd Street, #232, Fargo, ND 58102, to solicit comments on the Final Draft 2019-2022 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 2019-2022 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 2019-2022 TIP.

Section 10 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	7/9/2018	9/21/2018	0
Public Hearing 1	Draft TIP	7/19/2018	9/6/2018	0
Public Hearing 2	Final TIP	9/6/2018	9/21/2018	0

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

