

Final Draft 2027-2030 Transportation Improvement Program (TIP)

For the Fargo-Moorhead Metropolitan Area

METROCOG

FM REGIONAL TRANSPORTATION PLANNING ORGANIZATION

September

17, 2026

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 Horace, 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 17, 2026**



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 CONFIRMING THE METROPOLITAN 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 Metropolitan Transportation Plan, Metro 2050: 2050 Fargo-Moorhead Metropolitan Transportation Plan in April of 2025, as well as detailed ancillary modal documents including the Metropolitan Bikeway & Pedestrian Plan (adopted February 2022), a Metropolitan Transit Development Plan (adopted December 2025); a Metropolitan Comprehensive ITS Plan (adopted June 2023); and

WHEREAS, Metro 2050: 2050 Fargo-Moorhead Metropolitan Transportation Plan includes a transportation systems management element, a short-range transportation project prioritization element, and a long-range project prioritization element providing for the transportation needs of the urbanized area; and

WHEREAS, the Transportation Technical Committee of the Metro COG recommends that Metro 2050: 2050 Fargo-Moorhead Metropolitan Transportation Plan 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 2050: 2050 Fargo-Moorhead Metropolitan Transportation Plan is currently held valid and consistent with current transportation and land use considerations.

Patti Stedman, Chair
Metro COG Policy Board

Ben Griffith, Executive Director
Metro COG

Date

Date

**A RESOLUTION ENDORSING THE FY 2027 - FY 2030
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 2027- 2030 Transportation Improvement Program, dated September 2025, which defines the capital improvements for streets, highways, bicycle and pedestrian facilities, and transit 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 Fiscal Year 2027 - 2030 Transportation Improvement Program has been given due consideration by the public and Metro COG Policy Board; therefore, be it

RESOLVED, that Metro COG approves the Fiscal Year 2027 - 2030 Transportation Improvement Program, dated September 2026, 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 17th day of September, 2026.

Patti Stedman, Chair
Metro COG Policy Board

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 all applicable requirements as outlined in 23 CFR 450.336, including:

1. 23 USC 134, 49 USC 5303, and 23 CFR part 450;
2. In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 USC 7504, 7506(c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR part 21;
4. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the Infrastructure Investment and Jobs Act (IIJA) (PL 117-58) and 49 CFR part 26 regarding the involvement of Disadvantaged Business Enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 USC 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of Title 23 USC regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 USC 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

The aforementioned applicable requirements are reflective of 23 CFR 450.336 as of **September 10, 2025**. Metro COG is compliant to the extent all applicable requirements, or portions thereof, are in effect. Full documentation of Metro COG's federal certification can be obtained by contacting Metro COG at (701) 532-5100, metrococ@fmmetrococ.org, or by visiting in person at One 2nd Street North Suite 232, Fargo, North Dakota 58102.

**FM Metropolitan
Council of Governments**

**North Dakota
Department of Transportation**

Patti Stedman, Chair Date
Metro COG Policy Board

Signature Date

Policy Board Chair
Title

Title

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Glossary

3-C Planning Process: Congress requires that the metropolitan transportation planning process be continuous, cooperative, and comprehensive. Also known as the 3-C planning process.

Administrative Adjustment: This is required when a minor change or revision is needed for a TIP project which does not require a formal amendment as described in Section 10 of this document.

Advance Construction: Federal law allows jurisdictions to request and receive approval to construct federal-aid projects prior to receiving apportionment or obligation authority for the federal-aid funds. This allows local jurisdictions to commit future federal funds to a project through the normal FHWA approval and authorization process. With AC, typically local or state funds are used to pay all or a majority of the project cost up-front, then federal-aid reimburses local or state funds in a following year after construction may be complete.

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 as described in Section 10 of this document. The TIP document provides guidance on what changes require an amendment, pursuant to CFR and Metro COG adopted Public Participation Plan (PPP).

Annual Listing of Obligated Projects (ALOP): This section identifies projects which have been programmed and funding has been obligated. For example, projects are listed in the ALOP section if the project has been or will be bid or let prior the end of 2025 Federal Fiscal Year (September 30, 2025). The annual listing will represent 2025 projects as part of the 2026-2029 TIP.

Area Transportation Improvement Program (ATIP): The ATIP is a compilation of significant surface transportation improvements scheduled for implementation within a district of the state of Minnesota 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 MnDOT District 4. All projects listed in the TIP are required to be listed in the ATIP.

Dynamic Traffic Assignment (DTA): The process by which travelers' routes may vary depending upon the time of day and congestion on the transportation system.

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.

FAST Act: Fixing America's Surface Transportation Act, also known as the FAST Act, was signed into effect on December 4, 2015 as the transportation bill to replace MAP-21. The FAST Act is a 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. As the original bill expired, the FAST Act was reauthorized for one year on

October 1, 2020. The FAST Act reauthorization expired on September 30, 2021 at the end of Federal Fiscal Year 2021.

Federal Revenue Source: In the project tables, this column 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 on page 13.

Fiscal Constraint: Demonstrating with sufficient financial information to confirm that projects within said document can be implemented using committed or available revenue sources, with reasonable assurance that the federally supported transportation system is being adequately operated and maintained.

Illustrative Project: An illustrative project is a project which does not have federal funding, but is an important project for the jurisdiction to identify within the TIP to show the need for the project. In most cases, federal funding is being pursued for illustrative projects.

Infrastructure Investment and Jobs Act (IIJA), also known as the “Bipartisan Infrastructure Law” (BIL), was signed into effect on November 15, 2021 as the transportation bill to replace FAST Act. The IIJA is a bipartisan, bicameral, four-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.

Intelligent Transportation Systems (ITS): Technologies that advance transportation safety and mobility and enhance productivity by integrating advanced communications technologies into transportation infrastructure or vehicles. ITS includes a broad range of wireless and traditional communications-based information and other electronic technologies.

Jurisdictions: The member units of government which are within Metro COG’s planning area. The member jurisdictions include Fargo, West Fargo, Horace, and Cass County in North Dakota including NDDOT; and Moorhead, Dilworth, and Clay County in Minnesota including MnDOT.

Lead Agency: In the project tables, this column identifies the agency or jurisdiction usually initiating the project, requesting funding, and carrying out the necessary paperwork associated with project completion.

Length: In the project tables, this column identifies the length of a project in miles, if applicable.

Locally Funded Project (LFP): Projects of note that are funded by local or state agencies and do not require action by FHWA or FTA. These projects are included to assist in coordination between local jurisdictions during staging and construction. Locally funded projects of note are listed in Appendix C of this document and may be included in the TIP project listing section for information and coordination purposes only.

MAP-21: Moving Ahead for Progress in the 21st Century, was a previous surface transportation act that was signed into effect on July 6, 2012 and expired September 30, 2014.

Metro COG ID: 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.

Metropolitan Planning Organization (MPO): The policy board of an organization created and designated to carry out the metropolitan transportation planning process as required by CFR. Metro COG is the MPO for the Fargo- Moorhead Metropolitan Area.

Metropolitan Transportation Plan (MTP): The official multimodal transportation plan addressing no less than a 20-year planning horizon that Metro COG develops, adopts, and updates through the metropolitan planning process pursuant to CFR.

Other Revenue Source: In the project tables, this column indicates the amount of funding that will be provided for the project from the local jurisdiction(s). Generally, the local funding for the Minnesota and North Dakota jurisdictions comes from state aid, sales taxes, assessments, general funds, special funding sources, or other federal sources not tabulated elsewhere.

Pending Project: A project designated as “pending” in the project tables is programmed for the pending fiscal year in which it is shown. Pending projects are the first projects that would be shifted to the following year if Congress does not provide sufficient obligation authority to fund said project in the pending fiscal year.

Project Cost: In the project tables, this column identifies the estimated total project cost. The revenue sources must add up to equal the project cost. The estimated cost for each project includes all known associated costs for the project based upon input from states and local jurisdictions.

Project Description: In the project tables, this column further identifies the project to be carried out on the previously stated “location” by describing the limits and types of improvements.

Project Limits: In the project tables, these columns define the physical limits of the said project listed “from” said location “to” said location.

Project Location: In the project tables, this column 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 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.

Project Year: In the project tables, this column is the year in which the project is funded, or the federal fiscal year in which funding is identified and programmed for the project. The project year is not necessarily the construction year however, it is typical that first year TIP projects are bid or let before the next annual TIP is developed.

Public Participation Plan (PPP): This is a required plan that defines Metro COG’s public participation approach to provide all interested parties with reasonable opportunities to be involved in the metropolitan planning process. The Metro COG PPP, adopted in 2022, identifies the public input process used for all types of projects including adopting and maintaining the TIP.

Regionally Significant Project: A Regionally Significant Project (RSP) is defined as follows:

1. A highway project consisting of the construction of a new interstate interchange, adding interstate through-lane capacity; or
2. Creating new roadways on new right-of-way, both financed with federal funds, which do not consist of an extension of the existing urban roadway network resulting from urban expansion; or
3. Creating a new transit building on newly purchased real estate.

SAFETEA-LU: Safe Accountable Flexible Efficient Transportation Act, A Legacy for Users was signed into effect on August 10, 2005 and expired July 5, 2012. SAFETEA-LU was replaced by MAP-21.

Safety Management Systems (SMS): A formal, top-down, organization-wide approach to managing safety risk and assuring the effectiveness of safety risk controls. SMS includes systematic procedures, practices, and policies for the management of safety risk.

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 fiscal years. All projects listed in the TIP are required to be listed in the STIP.

Transit Asset Management (TAM): Required by CFR for agencies that receive federal financial assistance to provide transit service, the TAM outlines how people, processes, and tools come together to address asset management policy and goals; provides accountability and visibility for furthering understanding of leveraging asset management practices; and supports planning, budgeting, and communicating with internal and external stakeholders.

Transit Development Plan (TDP): The plan addresses no less than a 5-year planning horizon and is intended to support the development of an effective multi-modal transportation system for the FM Area. Metro COG develops, adopts, and updates the TDP through the metropolitan planning process pursuant to CFR.

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.

Transportation Management Area (TMA): An urbanized area with a population over 200,000 as defined by the Bureau of the Census and designated by the Secretary of Transportation, or any additional area where TMA designation is requested by the Governor and the MPO and designated by the Secretary of Transportation.

Unified Planning Work Program (UPWP): Metro COG's statement of work identifying the planning priorities and activities to be carried out within the metropolitan planning area. At a minimum, a UPWP includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds.

Acronyms

AC	Advance Construction
ACS	American Community Survey
ALOP	Annual Listing of Obligated Projects
ATIP	Area Transportation Improvement Program (Minnesota)
ATP	Area Transportation Partnership (Minnesota)
BIL	Bipartisan Infrastructure Law
CAV	Connected and Autonomous Vehicles
CFR	Code of Federal Regulations
CIP	Capital Improvement Program
CMAQ	Congestion Mitigation and Air Quality
CMP	Congestion Management Process
CSAH	County State Aid Highway Minnesota)
CR	County Road (North Dakota)
DOT	Department of Transportation
DTA	Dynamic Traffic Assignment
ELLE	Early Let Late Encumbrance
EPA	Environmental Protection Agency
ERG	Environmental Review Group
FAA	Federal Aviation Association
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FRA	Federal Railroad Administration
FTA	Federal Transit Administration FFY Federal Fiscal Year
IDIQ	Indefinite Delivery Indefinite Quantity
IIJA	Infrastructure Investment and Jobs Act
ITS	Intelligent Transportation System
LFP	Locally Funded Project
LOTTR	Level of Travel Time Reliability
MAP-21	Moving Ahead for Progress in the 21st Century
MATBUS	Metro Area Transit of Fargo-Moorhead
Metro COG	Fargo-Moorhead Metropolitan Council of Governments
MnDOT	Minnesota Department of Transportation
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
NAAQS	National Ambient Air Quality Standard
NBI	National Bridge Inventory
NDDOT	North Dakota Department of Transportation
NEPA	National Environmental Policy Act
NHFN	National Highway Freight Network
NHFP	National Highway Freight Program

NHPP	National Highway Performance Program
NHS	National Highway System
NPMRDS	National Performance Management Research Data Set
O&M	Operations and Maintenance
PCI	Pavement Condition Index
PL	Public Law
PM	Performance Management
PM1	Performance Measure Rule 1 - Safety
PM2	Performance Measure Rule 2 - Pavement and Bridge Condition
PM3	Performance Measure Rule 3 - System Performance, Freight, and CMAQ
PPP	Public Participation Plan
PTASP	Public Transportation Agency Safety Plan
RS	Regionally Significant
RTAP	Rural Transit Assistance Program
SAFETEA-LU	Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users
SFY	State Fiscal Year
SHSP	State Strategic Highway Safety Plan
SIP	State Implementation Plan
SMS	Safety Management Systems
SOV	Single-Occupant Vehicle
SRTS	Safe Routes to School
STBG	Surface Transportation Block Grant Program
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
STRAHNET	Strategic Highway Network
TAM	Transit Asset Management Plan
TDM	Travel Demand Model
TDP	Transit Development Plan
TH	Trunk Highway (Minnesota)
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TTC	Transportation Technical Committee
TTI	Travel Time Index
TTTR	Truck Travel Time Reliability
UGP	Urban Grant Program (North Dakota)
UPWP	Unified Planning Work Program
URP	Urban Roads Program (North Dakota)
USC	United States Code
USDOT	United States Department of Transportation
UZA	Urbanized Area
YOE	Year of Expenditure

BR	Bridge
BRU	Bridge - Urban
BROS	Bridge Replacement - County Off-System Project
CARES Act	Coronavirus Aid, Relief, and Economic Security Act
CMAQ	Congestion Management Air Quality
CRRSAA	Coronavirus Response and Relief Supplemental Appropriations Act
CRP	Carbon Reduction Program
DEMO	Demonstration Project
FTA 5307	FTA Section 5307 - Urbanized Area Formula
FTA 5310	FTA Section 5310 - Enhanced Mobility for Seniors and Individuals with Disabilities
FTA 5311	FTA Section 5311 - Formula Grants for Other than Urbanized Areas
FTA 5339	FTA Section 5339 - Bus and Bus Related Facilities
HBP	Highway Bridge Program
HPP	High Priority Projects Designated by Congress
HSIP	Highway Safety Improvement Program
NDSTREET	ND Small Town Revitalization Endeavor For Enhancing Transportation
NHFP	National Highway Freight Program
NHPP	National Highway Performance Program
HBP	Highway Bridge Program
IM	Interstate Maintenance
ITS	Intelligent Transportation Systems
NHS	National Highway System
NHS-U	National Highway System - State Urban Project
Non NHS-S	Non-National Highway System - State Rural Project
RRS	Highway/Railroad Grade Crossing Safety Program
SRTS	Safe Routes to School
STBG	Surface Transportation Block Grant Program
STBG-R	Surface Transportation Block Grant Program - Regional
STBG-U	Surface Transportation Block Grant Program - Urban
TA	Transportation Alternatives
TCSP	Transportation & Community System Preservation Program
UGP	Urban Grant Program (North Dakota)

Local Jurisdiction Contact List

Metro COG collects information from all jurisdictions wishing to have projects programmed in the TIP, working closely with various 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 of Metro COG's transportation planning partners is included on the following page.

Cass County	City of Dilworth	City of Fargo
Kyle Litchy, PE	Andrew Aakre, PE	Tom Knakmuhs, PE
County Engineer	City Engineer	City Engineer
phone: (701) 298-2380	phone: (218) 287-2313	phone: (701) 241-1529
email: litchyk@casscountynd.gov	email: andrew.aakre@mooreengineeringinc.com	email: tknakmuhs@fargond.gov
City of Horace	City of Moorhead	City of West Fargo
James Dahlman, PE	Bob Zimmerman, Ph.D., PE	Jerrold Wallace, PE
City Engineer	Engineering Director	City Engineer
phone: (701) 532-0438	phone: (218) 299-5399	phone: (701) 515-5104
email: jim.dahlman@interstateeng.com	email: bob.zimmerman@moorheadmn.gov	email: jerry.wallace@westfargond.gov
Clay County	MATBUS	MATBUS
Justin Sorum, PE	Jordan Smith	Cole Swingen
County Engineer	Assistant Transit Director	Assistant Transit Director
phone: (218) 299-5099	phone: (701) 476-5940	phone: (701) 476-5989
email: justin.sorum@claycountymn.gov	email: jmsmith@matbus.com	email: cswingen@matbus.com
Federal Highway Administration - ND Division	Federal Transit Administration - Region 5	Federal Transit Administration - Region 8
Kristen Sperry	William Wheeler	Ranae Tunison
Planning Program Manager	Community Planner	Transportation Program Analyst
phone: (701) 221-9464	phone: (312) 353-2639	phone: (303) 362-2397
email: kristen.sperry@dot.gov	email: william.wheeler@dot.gov	email: ranae.tunison@dot.gov
Metro COG	Metro COG	Minnesota DOT
Adam Altenburg, AICP	Linghao Zhang	Dena Ryan
Community & Transportation Analyst	Assistant Transportation Planner	MPO Coordinator Office of Transportation System Mgmt.
phone: (701) 532-5105	phone: (701) 532-5107	phone: (651) 2366-5622
email: altenburg@fmmetrocog.org	email: zhang@fmmetrocog.org	email: dena.ryan@state.mn.us
North Dakota DOT	West Central Initiative	Federal Highway Administration - MN Division
Will Hutchings, AICP	Wayne Hurley, AICP	Scott Mareck, AICP
MPO Coordinator Urban Projects Coordinator	Planning Director	Technical Services Team Leader
phone: (701) 328-6421	phone: (218) 739-2239	phone: (651) 291-6114
email: hutchingswill@nd.gov	email: wayne@wcif.org	email: scott.mareck@dot.gov

Section 1 | Introduction

Section 1 – Introduction

Transportation Improvement Program (TIP)

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) develops the TIP annually as part of the metropolitan area's comprehensive, coordinated, and continuous transportation planning process (3-C process). It is developed in cooperation with Metro COG planning partners, including the Minnesota Department of Transportation (MNDOT), the North Dakota Department of Transportation (NDDOT), Metro Area Transit (MATBUS) of Fargo-Moorhead, local jurisdictions, and other organizations and agencies.

The TIP is a compilation of surface transportation improvements and other federally funded transportation priorities scheduled for implementation in the Fargo-Moorhead metropolitan area over a four-year period. The Federal Fiscal Year (FFY) begins October 1 and ends September 30 of the following year. The TIP provides a staged, multiyear, multimodal program of transportation projects consistent with Metro COG's Metropolitan Transportation Plan (MTP).

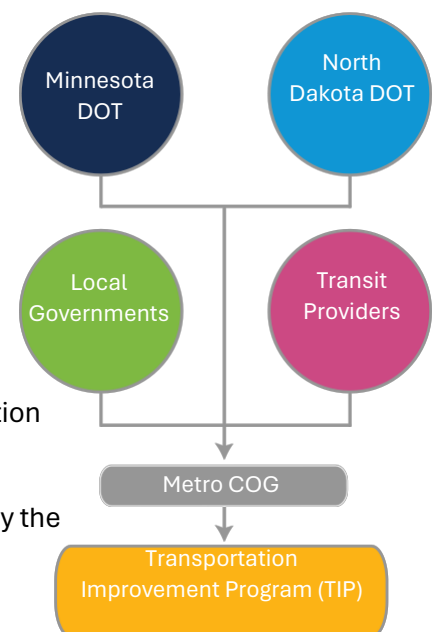
The TIP document includes an Annual Listing of Obligated Projects (ALOP) for projects obligated in FFY 2026. The ALOP constitutes the agreed-upon listing of federal-aid projects and regionally significant projects (RSPs) approved by Metro COG's Policy Board.

TIP Development

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

1. Reviewing and updating projects prioritized, programmed, and listed in previous TIPs;
2. Soliciting new projects eligible for federal-aid funding;
3. Receiving applications from local jurisdictions for eligible federal-aid projects and evaluating projects for consistency with the MTP;
4. Providing a technical evaluation of projects through the Prioritization Committee and Transportation Technical Committee (TTC);
5. Selecting projects and determining funding allocations for each by the Policy Board;
6. Soliciting public comments on projects to be included in the TIP;
7. Reviewing local jurisdictions' capital improvement plans (CIPs) to ensure all RSPs are identified within the first two years of the TIP; and

Figure 1. 1: TIP Development

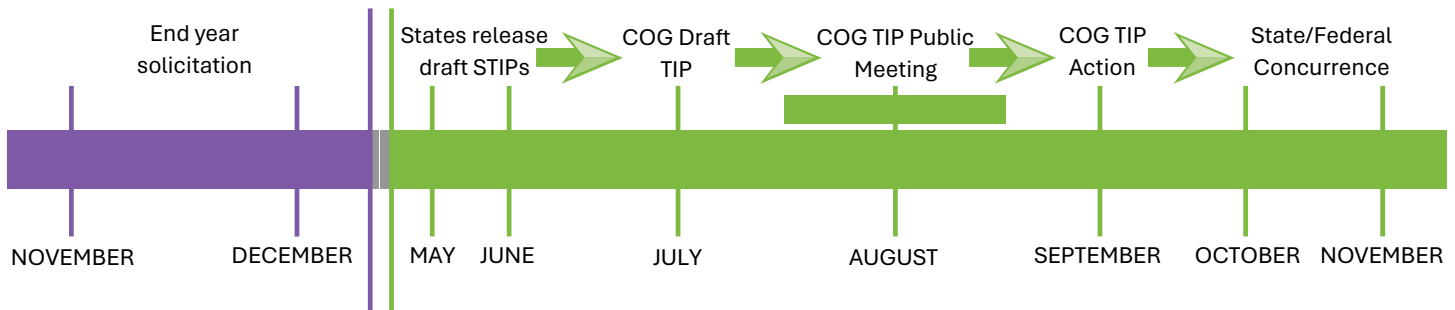


Source: Metro COG

8. Working cooperatively with MNDOT and NDDOT to integrate Statewide Transportation Improvement Program (STIP) projects within the Metropolitan Planning Area (MPA).

Typically, TIP development begins with project solicitation in November of each year. Notification of projects selected for federal funding occurs before the release of the draft STIP by each respective state DOT. Draft STIPs are typically released between May and July. Metro COG begins drafting the TIP concurrent with the release of the NDDOT and MNDOT draft STIPs. Final TIP approvals through Metro COG's TTC, Policy Board, NDDOT, FTA, and FHWA typically occur in August or September, before the states approve their final STIPs. See Figure 1-2 below for the typical TIP/STIP development cycle.

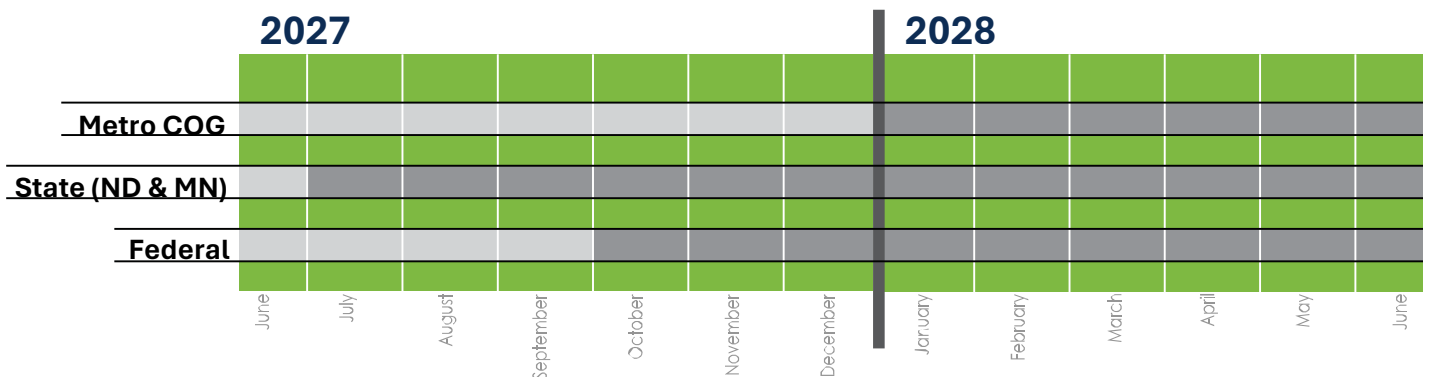
Figure 1.2: TIP Development Timeline



Source: Metro COG

The fiscal year is an important consideration in TIP development. Projects are listed by FFY; however, Metro COG, NDDOT, and MNDOT have different fiscal years. Metro COG's fiscal year begins January 1 and ends December 31; the state (MN and ND) fiscal year, or SFY, begins July 1 and ends June 30; and the FFY begins October 1 and ends September 30. Despite these varying fiscal years, TIP development occurs well in advance of the next calendar year (2027). Figure 1-3 below shows the variation in agency fiscal years.

Figure 1.3: Fiscal Year by Agency



Source: Metro COG

Legislative Requirements

The Metro COG TIP is authorized through the federal-aid planning process. Metro COG is responsible for creating and maintaining a fiscally constrained TIP that identifies funded projects within the metropolitan planning area. Requirements for the TIP and TIP maintenance are established 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 are included in the Infrastructure Investment and Jobs Act (IIJA), signed into law on November 15, 2021. The legislation requires all transportation projects authorized under 23 USC or 49 USC Chapter 53 within the Metropolitan Planning Area (MPA) to be included in the region's TIP.

Oversight of the TIP

FHWA and FTA provide funding for roadway, trail, and public transit projects that are matched with state and/or local funding. The Metro COG TIP includes basic project information such as the lead agency, Metro COG ID and State Number, project year, length, project limits (from-to), project description, improvement type, total project cost, federal revenue source, and other revenue sources. Non-federally funded local projects are shown with less-detailed listings.

Federal legislation requires that a TIP be updated every four years; however, 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 incorporated, by reference or verbatim, into the respective Statewide Transportation Improvement Program (STIP). FHWA and FTA review each STIP for conformity with federal transportation laws and confirm that each project within the Metropolitan Planning Area is included in the STIP.

Consistency with Other Plans

The Metro COG MTP documents the ongoing, multimodal, short- and long-term transportation planning process in the Fargo-Moorhead MPA. The current Metro 2050: 2050 Fargo-Moorhead Metropolitan Transportation Plan, hereafter referred to as Metro 2050, was adopted in April 2025 by the Metro COG Policy Board and has a planning horizon through 2050. Metro 2050 establishes regional transportation policy for the Metro COG planning area and identifies major, long-range transportation investments.

Major projects contained in the TIP must first be identified in the MTP, while minor TIP projects must meet the goals, objectives, and policy direction of the MTP. Whereas the MTP provides a minimum 20-year overview of transportation needs, the TIP focuses on the near term and serves as the means to program federal transportation funds for projects addressing those needs. The TIP is also consistent with other plans developed by Metro COG.

Relationship to the Transportation Planning Process

Table 1. 1: Transportation Plans

Transportation Plan	Date Approved
Metropolitan Transportation Plan	2025
Intelligent Transportation Systems (ITS) Plan	2023
Metropolitan Transit Development Plan	2025
Metropolitan Bikeway and Pedestrian Plan	2022
Public Participation Plan (PPP)	2022

Source: Metro COG

As the designated Metropolitan Planning Organization (MPO) for the FM area, Metro COG is responsible for developing and maintaining several key products of the metropolitan planning process in addition to the TIP. The TIP is the implementation arm of the following documents:

- **The MTP, Metro 2050**, directs transportation decision-making in ways that help achieve regional goals. It is a policy document that provides the basis for transportation system infrastructure funding decisions in Metro COG’s MPA through 2050 and analyzes future transportation system conditions. Metro 2050 considers the full range of funding spent on the transportation system rather than only federal funding. Metro COG and its local partners recognize that funding is insufficient to accomplish all regional goals and strive to identify high-value, low-cost strategies. The plan describes transportation investment strategies ranging from roadway and transit improvements to projects that enhance bicycle, pedestrian, and freight movement. By integrating local funding sources, the plan seeks to balance preservation and expansion.
- **The Unified Planning Work Program (UPWP)** describes 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 to achieve regional goals and objectives. It documents proposed expenditures of federal, state, and local transportation planning funds and provides a management tool for Metro COG and funding agencies to schedule major planning activities, milestones, and products. Studies listed in the UPWP typically become future programmed projects in the TIP.

The Infrastructure Investment and Jobs Act (IIJA) reaffirmed the planning factors established by the FAST Act, which added two factors to the original eight established under the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU). All MPOs must consider and implement these ten factors in their projects, strategies, services, plans, and studies:

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 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 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.

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

Document Timeframe	MTP	PPP	TIP	UPW
	25-years	N/A	4-years	2-years
Contents	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.	Identifies programmed transportation improvements.	Planning activities, studies, and tasks to be undertaken within a two-year timeframe
Update Requirements	Every five years (four years if in nonattainment for air quality)	Examined and updated when necessary	Every four years (Metro COG typically updates the TIP annually)	Annually

Source: Metro COG

Fargo-Moorhead Metropolitan Council of Governments (Metro COG)

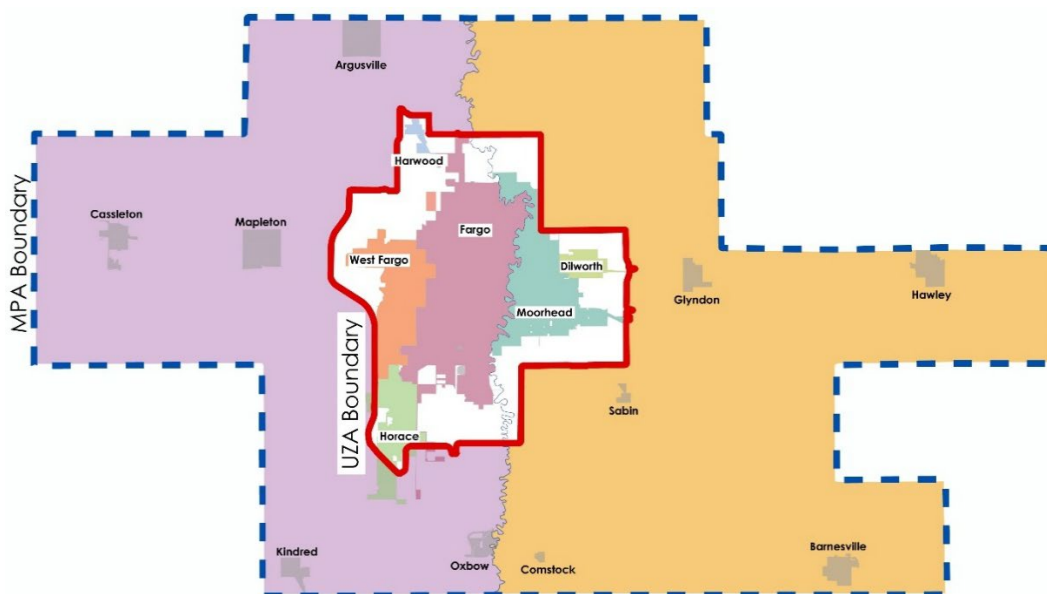
Metro COG serves as the designated MPO for the FM Area. MPOs are required by federal transportation legislation for Urbanized Areas (UZAs) with populations greater than 50,000 and serve five core functions, including development of a TIP. The five core functions of an MPO are:

1. Establish a fair and impartial setting for regional decision-making in the metropolitan area;
2. Evaluate transportation alternatives scaled to the size and complexity of the region, the nature of its transportation issues, and realistically available options;
3. Develop and maintain a fiscally constrained metropolitan transportation plan for jurisdictions with a planning horizon of at least 20 years that fosters mobility and access for people and goods, efficient system performance, and preservation and quality of life;
4. Develop a fiscally constrained TIP based on the metropolitan transportation plan and designed to serve regional goals; and
5. Involve the general public and all significantly affected sub-groups in each of the four functions above.

Metropolitan Planning Area (MPA)

The Metro COG MPA (dashed blue line outside the border of the map in Figure 1-4) consists of portions of Cass County in North Dakota and Clay County in Minnesota. Transportation projects and federal transportation funds included in the Metro COG TIP are generally limited to projects within the Metro COG MPA. The TIP may include projects outside the MPA if a portion crosses the MPA boundary, the project may affect MPA transportation planning processes, or it is a regional or state project in which the MPO participates.

Figure 1. 4: Urbanized Area (UZA) and Metropolitan Planing Area (MPA)



Urbanized Area (UZA)

The Metro COG UZA (solid red line in Figure 1-4) consists of the majority of Fargo, West Fargo, Horace, and Harwood in North Dakota and Moorhead and Dilworth in Minnesota. The boundary is reviewed for necessary updates after each Decennial Census. Several Metro COG funding sources, including STBG and TA, are limited by the UZA boundary (see Section 6 for more information). CRP is an exception and may be used outside the UZA but within the MPA.

Policy Board

The current Metro COG Policy Board consists of 17 voting members, including elected officials and public agency officials who administer or operate major transportation modes. The Policy Board is responsible for meeting federal requirements for an MPO, including development and maintenance of the TIP and certification that the MPO meets all federal requirements.

The Policy Board certifies that the 3-C planning process within the MPA complies with federal requirements. It reviews and adopts the TIP and has authority to forward the TIP to relevant agencies for review and approval. It approves all TIP amendments and is informed of administrative adjustments made through ongoing TIP maintenance.

The Policy Board is responsible for selecting projects and providing funding allocations for projects solicited through Metro COG's TMA funding sources: STBG, TA, and CRP (see Section 6 for more information).

Transportation Technical Committee (TTC)

The Metro COG TTC advises the Policy Board on technical matters related to Metro COG's work activities, mission, and transportation planning issues. The committee consists of professional engineering, planning, and transit staff from local jurisdictions, as well as freight, higher education, public health, and other representatives involved in surface transportation. Representatives from planning partners, including FHWA, FTA, NDDOT, and MNDOT, also participate.

The TTC reviews projects proposed for inclusion in the TIP and provides a technical evaluation. The TTC's evaluation and recommendations are presented to the Policy Board.

Project Solicitation, Prioritization, and Selection

Metro COG, in cooperation with NDDOT, MNDOT, and MATBUS, implements a process for soliciting, technically evaluating, and selecting transportation improvements eligible for federal aid. These procedures may be reviewed and modified annually as needed in cooperation with MNDOT, NDDOT, and other Metro COG planning partners.

Transportation Management Area (TMA) Designation Impacts

Following the 2020 Decennial Census, Metro COG's UZA population exceeded 200,000, resulting in designation as a Transportation Management Area (TMA). FHWA designated Metro COG as a TMA on June 5, 2023 (Document Citation 88 FR 36637). With TMA designation, Metro COG receives direct suballocations of FHWA Surface Transportation Block Grant Program (STBG), Transportation Alternatives (TA), and Carbon Reduction Program (CRP) funds. MATBUS also receives direct suballocations of FTA Urban Formula Section 5307, Section 5310, and Section 5339 funds.

Metro COG coordinates with local jurisdictions and state agencies on the continuing, cooperative, and comprehensive solicitation, technical evaluation, and selection of eligible projects submitted by local jurisdictions. With TMA designation, Metro COG has greater responsibility for certain federal program solicitations but continues to solicit projects for state-administered funding programs outside of direct TMA suballocations. Prioritization and technical evaluation become increasingly important with TMA designation and must follow a consistent, well-documented process. If a project programmed with direct suballocation funding does not have sufficient federal eligibility for all programmed federal funds, excess funding will be allocated to a project with available capacity.

Solicitation

Metro COG is responsible for project solicitation, technical evaluation, and selection/funding allocation for three direct FHWA funding sources: STBG, TA, and CRP. MATBUS is responsible for three direct FTA funding sources: 5307, 5310, and 5339.

The solicitation process begins with a meeting of the Prioritization Committee, a subset of the TTC, to review the available funding picture. The committee reviews the MTP to identify projects that align with available funding and regional priorities. The Prioritization Committee then meets again to review the technical merits, MTP analyses, and planning studies associated with projects proposed. Proposed projects are reviewed with the respective DOT to identify any major concerns.

The Prioritization Committee provides a funding recommendation or project prioritization to the TTC. The TTC may amend or recommend approval of the recommendation, which is then presented to the Policy Board. The Policy Board ultimately selects project funding levels, considering the Prioritization Committee and TTC recommendations, public ranking of projects, and other factors. Metro COG will continue coordinating with member jurisdictions to streamline the application process. For more detailed information, see Appendix D: Solicitation Process.

All other funding sources follow each state's competitive and formula-based project solicitation processes, administered by NDDOT and MNDOT. These agencies solicit projects from local jurisdictions, while Metro COG oversees the solicitation. Local jurisdictions develop projects and submit them to Metro COG for prioritization and submittal to the respective agency. For competitive solicitations, projects are first prioritized by applicable Metro COG committees, such as the Metropolitan Bicycle and Pedestrian Committee and MATBUS Coordination Committee.

Final prioritization is recommended by the TTC and approved by the Policy Board for submission to the respective DOT.

MTP Prioritization

Project technical evaluation is based on the policies, goals, and objectives of the currently adopted MTP, Metro 2050. The MTP also references core modal plans, including the Fargo-Moorhead Bicycle and Pedestrian Plan (2022) and the Transit Development Plan (2021). Within the MTP, projects are prioritized based on policy direction, time frame, prioritization metrics derived from MTP goals and objectives, and need. These metrics are used to score and rank projects.

Figure 1. 5: Metro 2025 Transportation Goals

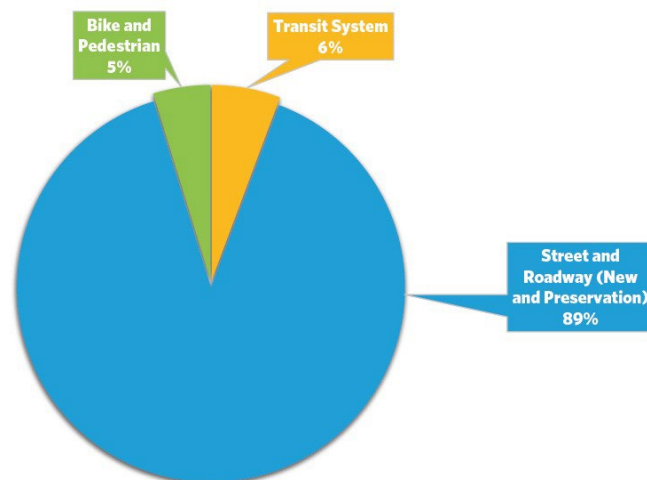


Source: Metro COG

STBG funds are a flexible funding source eligible for a range of transportation improvements, including roadway, bicycle and pedestrian, and transit capital. Historically, STBG funds in the FM Region were used primarily for roadway maintenance and improvement projects. Since 2019, some STBG funding has supported MATBUS capital purchases, with allocations in some years split as much as 94 percent (94%) roadway and six percent (6%) transit. Historically, STBG use on the North Dakota side differed from the Minnesota side in terms of expansion versus preservation. However, regional development and the future Fargo-Moorhead Diversion have shifted greater emphasis toward preservation throughout the region.

Metro COG established an overall STBG spending goal of 89 percent (89%) for street and roadway projects, five percent (5%) for bicycle and pedestrian projects, and six percent (6%) for transit capital projects. This goal was reexamined through development of Metro 2050 to support key goals of Maintaining Transportation Infrastructure and Walking, Biking, and Rolling. Funding allocations will move Metro COG closer to system performance, policy, and congestion management goals by supporting a more extensive, connected, and safe bicycle and pedestrian system while continuing to meet system preservation targets. Local jurisdictions will have stable financial resources to address preservation needs and operate and maintain the system in a state of good repair.

Figure 1. 6: Metro 2050 Future Metro COG STBG Spending Allocation Goal



Source: Metro 2050

Metro 2050's project review and refinement utilized screening processes to identify projects that advanced MTP goals, aligned with local priorities, and supported the regional transportation system. The process supports identification of projects that meet modal needs.

Although separate competitive funding sources exist for bicycle, pedestrian, and transit projects, Metro COG has selected some competitive STBG funding for transit capital purchases. Metro 2050 emphasizes multimodal transportation, with bicycle/pedestrian and transit themes incorporated throughout the plan, including policy direction, future STBG spending priorities, and project implementation tables.

Within the MTP project implementation tables, projects are listed as short-, mid-, or long-term implementation priorities for the FM Area. The development of these time frames was based on how projects met the MTP goals and objectives and applicable formal scores or rankings derived from prioritization metrics. Projects were placed into time-frame categories to allow individual projects to move forward or backward based on need and unique project characteristics. The time frames identify needs while allowing flexibility when soliciting projects each year.

A Reserve List is included for each time period and consists of projects that do not meet the fiscal constraint of a given time period but that local jurisdictions would like to complete within that timeframe. Projects that do not fit into these categories but that local jurisdictions want to keep in consideration are included on the “Illustrative” project list and are generally large, multi-year, multi-jurisdictional projects.

Technical Evaluation

Projects in Metro 2050 underwent extensive scoring based on the 10 goals and 63 objectives. The goals were weighted to give higher scores to projects addressing priority goals, including Safety and System Security; Walking, Biking, and Rolling; and Maintain Transportation Infrastructure. Projects were then placed into Near-Term, Mid-Term, and Long-Term time buckets. Projects within these buckets were collectively prioritized by local jurisdictions into fiscally constrained and reserve lists. This scoring and prioritization is considered during the TIP solicitation process.

Metro COG and local jurisdictions will continue refining the process with local technical staff and policy-makers to ensure it remains transparent and effective for the area. The process is not anticipated to change drastically. Through development of the currently adopted and forthcoming MTPs, local jurisdictions will have opportunities to participate in creating a formal prioritization process that works for individual jurisdictions and the MPA. For more detailed information on the solicitation process, see Appendix D: Solicitation Process.

Selection

According to the 2020 Decennial Census, the Fargo-Moorhead region surpassed the 200,000-population threshold required to become a TMA. As a result, Metro COG was designated a TMA before Federal Fiscal Year 2024 (October 1, 2023). Metro COG has worked with NDDOT and MNDOT during the transition to TMA status. A major responsibility of a TMA is to solicit, technically evaluate and prioritize, and select projects funded through its direct suballocation. Metro COG instituted this process in the 2027-2030 TIP, with Federal Fiscal Year 2024 being the first year Metro COG selected projects.

For applicable program solicitations following TMA designation and receipt of direct federal funding suballocations, state DOTs continue to administer the funding sources, while Metro COG selects projects directly from those that have undergone technical evaluation. Funding availability, fiscal constraint, and maintaining project development schedules are significant factors in the selection process. For more detailed information on the solicitation process, see Appendix D: Solicitation Process.

Regionally Significant Projects (RSP)

An RSP is defined as follows:

1. A highway project consisting of construction of a new interstate interchange or adding interstate through-lane capacity; or
2. Creating new roadways on new right-of-way, financed with federal funds, that do not consist of an extension of the existing urban roadway network resulting from urban expansion; or
3. Creating a new transit building on newly purchased real estate.

All projects identified as RSPs appear in the TIP project listings and are highlighted as “RSP” in the project description. RSPs have been identified within the MPA as defined above. RSPs must have all project phases broken out by fiscal year and may not be included in Lump Sum project tables. RSPs must also be included in the financial plan and fiscal constraint section of the TIP, included in the STIP, and are subject to formal TIP and STIP modification procedures at the Metro COG and state levels, respectively.

Significant Locally Funded Projects (LFPs)

With direction from the TTC and Policy Board, Metro COG continues to coordinate future construction projects within the MPA. LFPs are typically added to the TIP through coordination with local jurisdictions and are generally also included in the relevant Capital Improvement Programs (CIPs), although timeframes vary. LFPs included in the TIP are based on the latest available CIP when the draft TIP is developed.

Select LFPs have been copied from CIPs through coordination with local jurisdictions and are included in the project listings for informational and coordination purposes only. Metro COG also includes local- and state-funded projects through an appendix of local CIPs in Appendix C. The goal of including LFPs is to identify overlapping project timeframes, mitigate impacts from projects in localized areas or on parallel corridors, and inform travel behavior through Dynamic Traffic Assignment (DTA) modeling efforts.

Illustrative Projects

Illustrative projects are not included in the fiscally constrained project list due to limited transportation funding. They are generally the first projects considered when funds become available and may or may not have an associated total estimated cost. When funding becomes available, Metro COG will amend an illustrative project into the TIP through the applicable TIP modification process pursuant to Section 10 of this document.

Metro COG makes a concerted effort not to list illustrative projects in the TIP unless there is strong potential for regional impact. Examples include projects programmed in response to the FM Diversion project and projects pursuing federal funding. These projects are shown as illustrative projects and highlighted as such in the project description.

Advance Construction (AC) Projects

Advance Construction (AC) may be used to maximize the area's ability to expend federal funds.

This practice allows project sponsors to construct a project in one FFY and receive federal reimbursement in one or more later FFYs. When AC is used, project sponsors may initially fund all or part of the project cost with local or state funds. The project may then be included in subsequent FFYs when federal funds become available to reimburse eligible project costs.

Section 2 | Project Locator Map

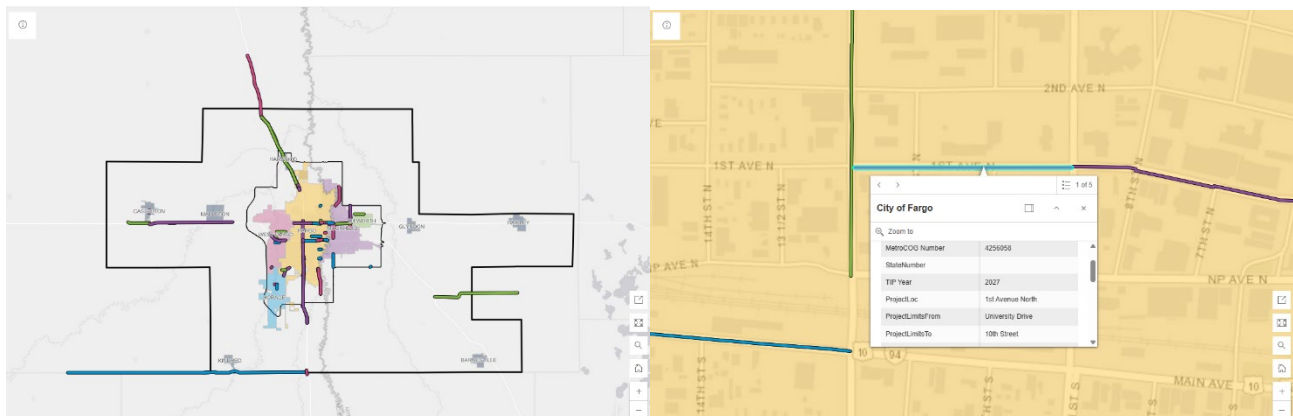
Section 2 – Project Locator Map

Metro COG created an interactive dashboard that allows users to easily view projects included in the TIP. The dashboard enables users to filter projects by year and includes various map layers to improve accessibility and usability. It also features charts displaying project lead agencies, federal funding sources, and improvement types. Users can zoom in on the map to view individual projects and related information.

The dashboard is available on the Metro COG website and can be accessed by scanning the QR code or clicking the link below. Printed copies of the project maps are available upon request by contacting Metro COG at 701-532-5100 or visiting the office at 1 2nd Street North, Suite 232, Fargo, ND 58102.



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



Section 3 | Detailed Project Listings

The following section includes maps and lists federally funded, LFPs, and Illustrative projects by project year from 2027-2030. Maps display projects by TIP project typologies. The project typologies include:

- Bridge (grey)
- Capacity Improvement/Expansion (red)
- Intersection Improvement (teal)
- Maintenance (yellow)
- New Construction (pink)
- Reconstruction (purple)
- Rehabilitation (green)
- Safety (orange)
- Bicycle/Pedestrian (blue)
- Land Acquisition (brown)

The project tables are also listed by year and include the following information, as applicable:

- Lead Agency
- Metro COG ID
- State Number
- Project Year
- Project Location
- Length
- Project Limits (from - to)
- Project Description
- Improvement Type
- Total Project Cost
- Federal Revenue Source
- Other Revenue Source
- Revenue (cost split by source)

The following pages highlight how to read the project tables and where to find the critical information.

READING THE TABLES

Lead Agency

Typical Agencies include Moorhead Transit, Fargo Transit, City of Fargo, City of Moorhead, City of West Fargo, North Dakota Department of Transportation (NDDOT), Cass County, Minnesota Department of Transportation (MnDOT), Clay County, and other applicable agencies that may receive Federal transportation funds.

Metro COG ID (Project Number) and State Number

Metro COG ID	State #
9162667	22599-8007

As shown directly to the left, the Metro COG ID is the unique seven-digit project number that is assigned to projects whenever they are added to the TIP. The first digit is unique to the lead agency; the second and third digits represent when the project was programmed into the TIP (e.g. X24XXXX = project was added in the development of the 2026-2029 TIP); the fourth digit indicates if the project was added in an amendment (e.g. X241XXX = added project in the first amendment to the 2024-2027 TIP); and the last three digits are the numerical project number as the projects are added to the Draft TIP. State Project numbers are subject to change and are included for informational purposes only.

Project Year

This is the year in which the project is funded, or the year in which funding is identified and programmed for the project. The project year is not necessarily the construction year; however, it is typical that first year TIP projects are bid before the next annual TIP is developed.

Length

If applicable, the length of the project is included in miles.

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.

Lead Agency	Metro COG ID	State #	Project Year	Project Location	Length	Project Limits From	Project Limits To	Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Federal Revenue	State Revenue	Local Revenue	Other Revenue Source	Other Revenue
NDDOT																
NDDOT	9162667	22599-8007	2023	I-94W	10.9	E Casselton	Near W Fargo	Thin Mill and Overlay	Rehabilitation	\$2,900,000	IM	\$2,610,000	\$290,000	-	-	-
NDDOT	9230001	23052	2023	8 th Ave N	0.7	2 nd St N	11 th St N	Reconstruction of 8 th Ave N	Reconstruction	\$7,094,000	Non-NHS-U	\$3,081,000	-	\$4,013,000	-	-
Cass County																
Cass County	1210023		2023	CR 17 and 64 th Ave S		Intersection of CR 17 & 64 th Ave S		Grading and Surfacing, New Roundabout at CR 17 and 64 th Ave S ***LFP*** Included for information and coordination only	Reconstruction	\$2,000,000	-	-	-	\$2,000,000	-	-
MnDOT																
MnDOT	8220031	1480-186	2023	I-94		Downer	Fergus Falls	***ELLE*** On I-94, From Downer to Fergus Falls, Installation of Snow Fence	Safety	\$708,082	NHFP	\$637,274	\$70,808	-	-	-

Project Location
I-94

Project Limits From	Project Limits To
Downer	Fergus Falls

Total Project Cost	Federal Revenue Source	Federal Revenue	State Revenue	Local Revenue	Other Revenue Source	Other Revenue
\$2,900,000	IM	\$2,610,000	\$290,000	-	-	-
\$7,094,000	Non-NHS-U	\$3,081,000	-	\$4,013,000	-	-

Project Location and Project Limits

The project location places the project within the legal boundaries of the stated lead agency or jurisdiction. In cases where the project shares land with another jurisdiction, the project location or description will list all of the effect governmental units. Project location and project limits give an accurate reference to where a project will be occurring. The above example indicates that there will be a project on I-94 (Interstate I-94 in Minnesota) from Downer to Fergus Falls.

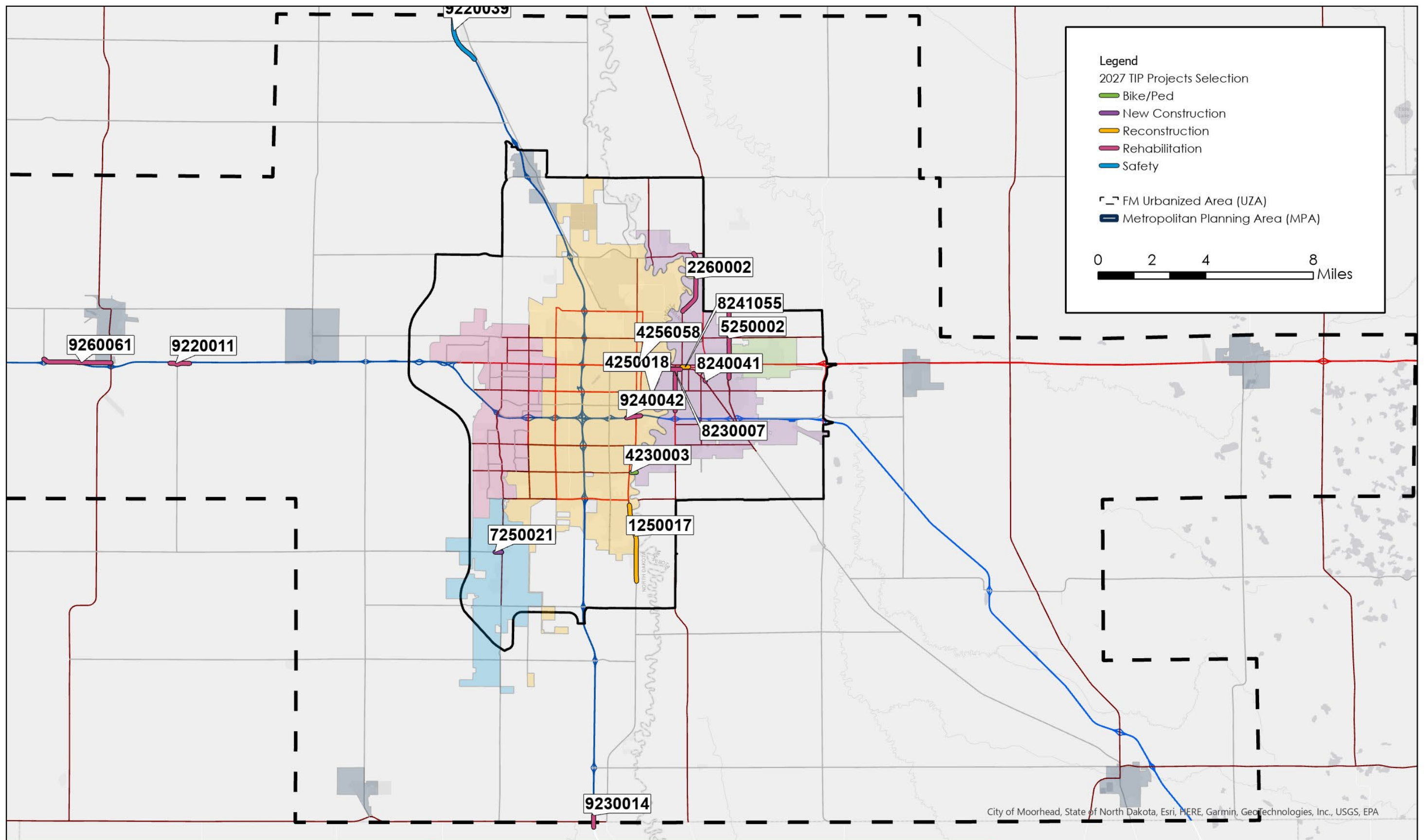
Total Project Cost and Revenue Sources

Among the most critical information in the TIP document are the Total Project Cost, Federal, State, Local, Other Revenue Sources, and Other Revenue columns. The total project cost is the estimated total project cost of the project and all listed revenue sources should equal the total project cost. There may be instances where only one revenue source is listed. For instance, if an LFP or RSP is included in the listing. Vice versa, there may be instances where several revenue sources are listed. For instance, federal projects requiring local matches or other project involving multiple jurisdictions.

The Federal Revenue Source column, as shown above, indicates the program from which federal funding has been identified for the project. Typically, the source is listed by its acronym – a list of federal funding acronyms is available on page 14. The federal funding dollar amount is then listed in the same row under the Revenue column (e.g. IM = Interstate Maintenance – State program funds). All federal funds shown in the project tables are fiscally constrained (see Section 6 – Overview of Federal Aid Programs).

The State, Local, and Other Revenue columns, also shown above, indicate where other funds are coming from. A vast majority of federal funds require a local match which may vary from 10 to 20 percent of the total project cost. Some projects may not be eligible for federal fundings to cover the entire total project cost, in which case more local funds may be shown to cover ineligible expenses.

The revenue sources must equal the total project cost and shall meet all local match requirements of applicable federal funding sources.



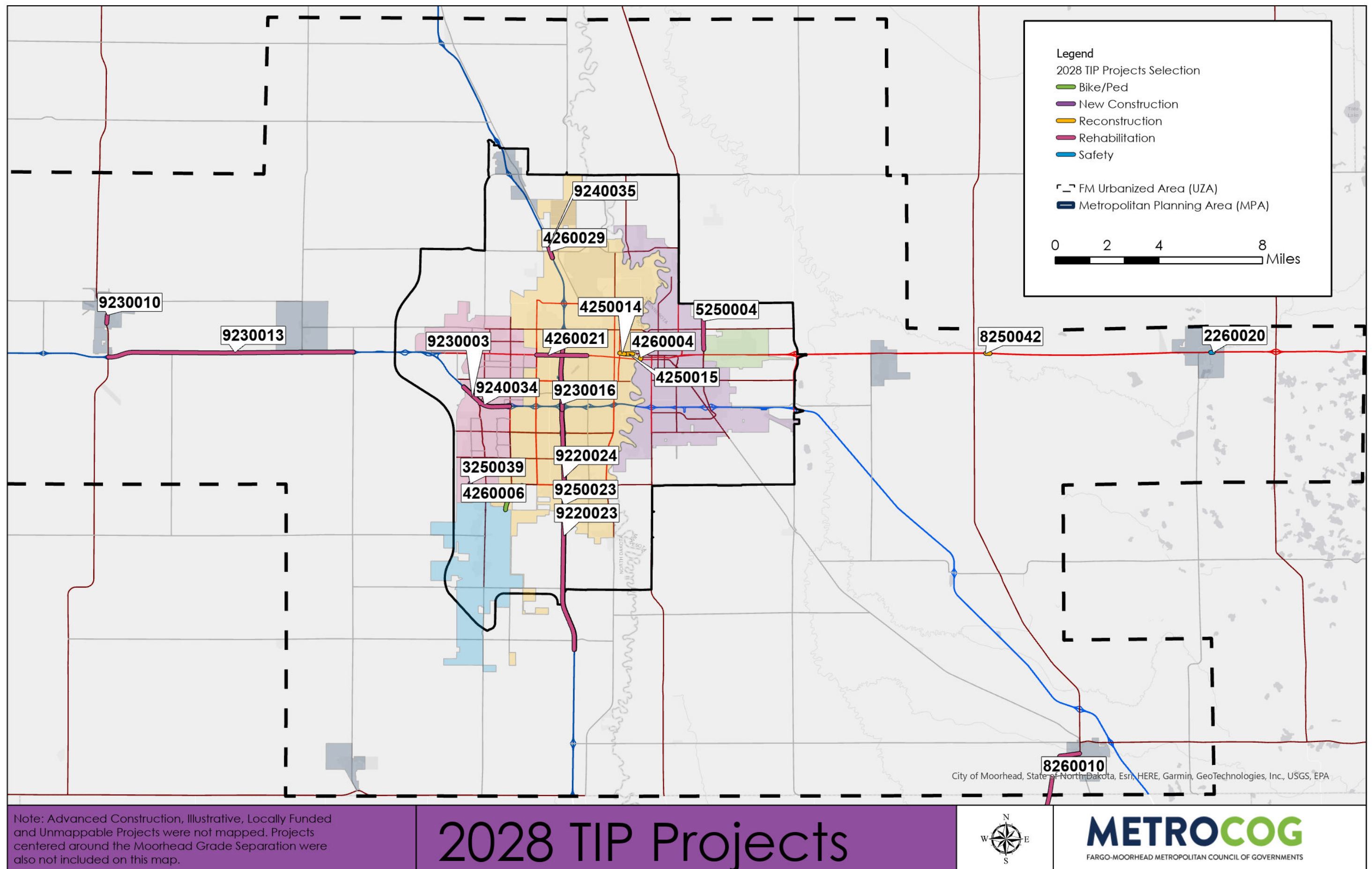
Note: Advanced Construction, Illustrative, Locally Funded and Unmappable Projects were not mapped. Projects centered around the Moorhead Grade Separation were also not included on this map.

2027 TIP Projects



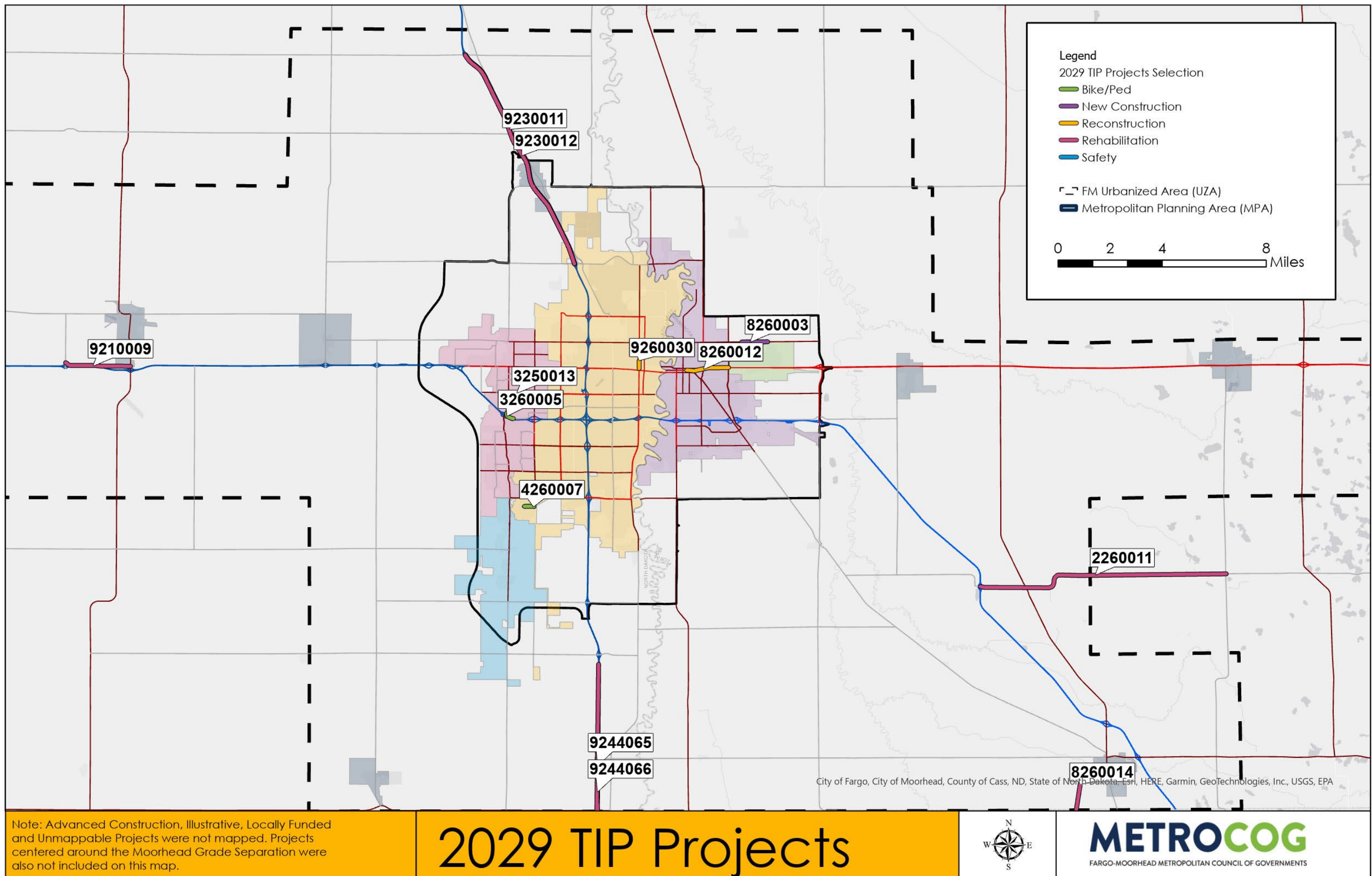
Lead Agency	Metro COG ID	State #	Project Year	Project Location	Length	Project Limits From	Project Limits To	Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Federal Revenue	State Revenue	Local Revenue	Other Revenue Source	Other Revenue
NDDOT																
NDDOT	9220011	23774	2027	ND 10 E		4.0 East of ND 18		Deck overlay, Rail Retrofit, Selective Grade, Riprap	Rehabilitation	\$132,128	SS	\$106,931	\$25,197			
NDDOT	9230014	23905	2027	I-29 N		Junction ND 46 & I-29		Deck Replacement	Rehabilitation	\$1,637,802	IM	\$1,474,022	\$163,780			
NDDOT	9240042	24196	2027	294 E		1 Mile East of I-29		Joint Repair, Structure Repair, Spall Repair, Structure Paint	Rehabilitation	\$610,000	SS	\$494,000	\$55,000	\$61,000		
NDDOT	9260061	24884	2027	ND 10 E	2.8	Lynchburg Interchange	ND 18 S Casselton	CPR, Mill/Overlay 2" Max	Rehabilitation	\$1,200,106	SS	\$971,246	\$228,860			
NDDOT	9270011	25564	2027	ND 10 E				Intersection improvements on ND 10 E near Lynchburg interchange	Safety	\$420,045	HSIP	\$378,041	\$42,005			
Cass County																
Cass County	1250017	24418	2027	University Drive S				Reconstruction of shared use path along University Drive S Connected to MID 1250016.	Reconstruction	\$516,543.27	TA	\$375,543.27		\$141,000		
City of Fargo																
City of Fargo	4230003	24429	2027	40th Avenue S		ND/MN Border Bridge @ Red River		Construction of 40th Avenue S Bike Ped Bridge at Bluestem Connected to 5257059, 5257060, and 5260001	Bike/Ped	\$3,400,000	STBG	\$2,720,000		\$680,000		
City of Fargo	4250018	24419	2027	Fargo Regional Water Reclamation Facility		Broadway N	Bison Village Shared Use Path	Construction of shared use path south of the Regional Water Reclamation Facility	New Construction	\$370,000	TA	\$296,000		\$74,000		
City of Fargo	4256058	24430	2027	1st Avenue N		University Drive N	10th Street N	Reconstruction of 1st Avenue N	Reconstruction	\$11,515,888	STBG	\$6,324,210		\$5,191,678		
City of West Fargo																
City of West Fargo	3264069	24847	2027	Beaton Drive		Sheyenne Street	Bobcat Company	Roadway reconstruction, construction of shared use path, RRFB, and box culvert extension at Sheyenne River	Reconstruction Bike/Ped	\$7,900,000	STBG	\$1,440,000	\$3,871,000	\$2,589,000		
City of Horace																
City of Horace	7250021	24433	2027	76th Avenue S		Brink Drive	CR 17	Construction of shared use path on the on south side of 76th Avenue S	New Construction	\$519,002	CRP	\$415,201		\$103,801		
Fargo Transit																
Fargo Transit	4240025		2027	Transit				Operating Assistance, Para Oper Assistance funded as capital, Planning, PM	Transit Operations	\$5,986,360	FTA 5307	\$3,891,340		\$2,095,020		
Fargo Transit	4240026		2027	Transit				Mobility Manager	Transit Capital	\$165,392	FTA 5310	\$132,313		\$33,079		
Fargo Transit	4240027		2027	Transit				Misc. Support Equipment	Transit Capital	\$105,000	FTA 5339	\$84,000		\$21,000		
Fargo Transit	4240028		2027	Transit				Replacement Fixed Route Large Bus & Related Equipment (replace 2-2015 vehicles)	Transit Capital	\$1,250,000	FTA 5339	\$1,000,000		\$250,000		
Fargo Transit	4260048		2027	Transit				Pedestrian Avoidance System	Transit Capital	\$550,000	FTA 5339	\$440,000		\$110,000		
Fargo Transit	4260049		2027	Transit				Expansion <30ft Bus for Paratransit	Transit Capital	\$250,000	FTA 5339	\$200,000		\$50,000		
Fargo Transit	4260050		2027	Transit				Bus Equipment for Expansion	Transit Capital	\$15,000	FTA 5339	\$12,000		\$3,000		
Fargo Transit	4260051		2027	Transit				Replacement of 4 Shelters	Transit Capital	\$50,000	FTA 5310	\$40,000		\$10,000		

Lead Agency	Metro COG ID	State #	Project Year	Project Location	Length	Project Limits From	Project Limits To	Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Federal Revenue	State Revenue	Local Revenue	Other Revenue Source	Other Revenue
MNDOT																
MNDOT	8230007	1406-76	2027	US 10, US 75		On US 75 from N of 24th Ave S to Hwy 10/Main Ave	& on US 10 from the Red River to east of US 75	ON US 75, FROM N. OF 24TH AVE. S. TO US 10 (MAIN AVE.), ON US 10, FROM RED RIVER TO E. OF 10TH ST. IN MOORHEAD, GRADING BITUMINOUS & CONCRETE PAVING, ADA IMPROVEMENTS AND SIGNALS	Rehabilitation	\$5,200,000	NHPP	\$2,448,870	\$2,401,130	\$350,000		
MNDOT	8241055	1401-177AC	2027	US 10 & 11th Street		8th Street	14th Street	**AC**INNO**LONSYS***B2020**CMGC**: ON US 10, FROM 8TH STREET TO 14TH STREET, CONSTRUCT NEW UNDERPASS UNDER BNSF RR IN MOORHEAD (ASSOCIATED TO 144-010-020)	Reconstruction	\$200,000	STBG	\$200,000				
MNDOT	8250041	14-00128	2027					OTVR RR, REPLACE EXISTING SIGNAL SYSTEM WITH NEW FLASHING LIGHTS, GATES AND CONSTANT WARNING CIRCUITRY AT M11, OAK WAY, MOORHEAD, CLAY COUNTY	Safety	\$240,000	RRS	\$240,000				
MNDOT	8260025	8824-261	2027					WEST CENTRAL MINNESOTA, I-94, FROM MOORHEAD TO ALEXANDRIA, BLOWING AND DRIFTING SNOW CONTROL PROJECT (FUNDED FEDERALLY FROM PROTECT GRANT, NOT PROTECT FORMULA FUNDS) PRELIMINARY ENGINEERING AND RIGHT OF WAY	Safety	\$13,400,000	PROTECT	\$10,720,000	\$2,680,000			
Clay County																
Clay County	2260002	014-603-015	2027	CSAH 3		CSAH 18	CSAH 22	ON CSAH 3 FROM CSAH 18 TO CSAH 22, BITUMINOUS MILL AND OVERLAY	Rehabilitation	\$1,426,250	STBG	\$1,141,000		\$285,250		
City of Moorhead																
City of Moorhead	5269080	144-080-013	2027	50th Avenue S		US 75	Bluestem Center	**CRP**TAP**: 50TH AVE S, FROM US 75 TO 1.25 MILES WEST OF US 75 IN MOORHEAD, LED LIGHTING ON SHARED USE PATH	Safety	\$472,500	TA	\$270,000		\$67,500		\$135,000
City of Moorhead	5269081	144-080-013	2027	50th Avenue S		US 75	Bluestem Center	**CRP**TAP**: 50TH AVE S, FROM US 75 TO 1.25 MILES WEST OF US 75 IN MOORHEAD, LED LIGHTING ON SHARED USE PATH	Safety	\$135,000	CRP	\$108,000		\$27,000		
Moorhead Transit																
Moorhead Transit	5240012	TRF-0034-27A	2027	Transit				SECT 5307: CITY OF MOORHEAD; OPERATING ASSISTANCE INCLUDING PREVENTIVE MAINTENANCE AS CAPITAL	Transit Operations	\$5,239,000	FTA 5307	\$598,000		\$4,641,000		
Moorhead Transit	5240013	TRF-0034-27B	2027	Transit				SECT 5307: CITY OF MOORHEAD; PARATRANSIT OPERATING ASSISTANCE INCLUDING PREVENTIVE MAINTENANCE AS CAPITAL	Transit Operations	\$954,000	FTA 5307	\$200,000		\$754,000		
Moorhead Transit	5240014	TRF-0034-27C	2027	Transit				SECT 5307: CITY OF MOORHEAD; PURCHASE (1) CLASS 200 REPLACEMENT SENIOR RIDE VAN AND RELATED EQUIPMENT	Transit Capital	\$53,000	FTA 5307	\$45,050		\$7,950		
Moorhead Transit	5240015	TRF-0034-27D	2027	Transit				SECT 5307: CITY OF MOORHEAD; PURCHASE ONE (1) CLASS 700 BUS AND RELATED EQUIPMENT (REPLACES BUS UNIT #2151)	Transit Capital	\$736,000	FTA 5307	\$625,600		\$110,400		
Moorhead Transit	5240016	TRF-0034-27E	2027	Transit				SECT 5307: CITY OF MOORHEAD; REPLACEMENT OF ONE (1) BUS SHELTER	Transit Capital	\$50,000	FTA 5307	\$40,000		\$10,000		
Moorhead Transit	5240017	TRF-0034-27F	2027	Transit				SECT 5307: CITY OF MOORHEAD; PURCHASE OF MISCELLANEOUS SUPPORT EQUIPMENT - A/C RECOVERY (1/3 SHARED COST WITH FARGO TRANSIT)	Transit Capital	\$2,200	FTA 5307	\$1,760		\$440		



Lead Agency	Metro COG ID	State #	Project Year	Project Location	Length	Project Limits From	Project Limits To	Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Federal Revenue	State Revenue	Local Revenue	Other Revenue Source	Other Revenue
NDDOT																
NDDOT	9220023	24978	2028	I-29N	12.1	Wild Rice River	0.3 North of Main Ave	Concrete Pavement Repair, Grinding	Rehabilitation	\$2,614,667	IM	\$2,353,201	\$261,467			
NDDOT	9220024	24980	2028	I-29S	12.1	Wild Rice River	0.3 North of Main Ave	Concrete Pavement Repair, Grinding	Rehabilitation	\$2,614,603	IM	\$2,353,142	\$261,460			
NDDOT	9230016	23907	2028	I-29N		I-29 & I-94 Interchange		Structure Paint, Structural Incidental	Rehabilitation	\$729,992	IM	\$656,993	\$72,999			
NDDOT	9250023	24477	2028	I-29				Construction of interchange ramps at I-29 and 64th Avenue S	New Construction	\$29,494,400	IM	\$25,011,251		\$4,483,149		
NDDOT	9270012	23390	2028	ND 46		I-29	9.0 East of Enderlin	Shoulder Repair	Rehabilitation	\$7,198,182	SS	\$5,825,488	\$1,372,693			
NDDOT	9270013	24737	2028	ND 18				Drainage Improvements - Various Locations	Rehabilitation	\$2,784,379	SS	\$2,253,398	\$530,981			
Cass County																
Cass County	1270014	25369	2028	CR 15		Linden Street in Kindred	ND 46	Construction of shared use path.	Bike/Ped	\$1,098,408	TA	\$888,942		\$209,466		
City of Fargo																
City of Fargo	4250014	24430	2028	1st Avenue N		10th Street N	3rd Street N	Reconstruction of 1st Avenue N	Reconstruction	\$23,434,324	STBG	\$10,693,894		\$12,740,430		
City of Fargo	4260004	24844	2028	Red River		Main Avenue	NP Avenue	Reconstruction of shared use path along Red River	Reconstruction	\$1,375,000	CRP	\$1,100,000		\$275,000		
City of Fargo	4260006	25486	2028	Drain 27		52nd Avenue S	64th Avenue S	Construction of shared use path.	Bike/Ped	\$1,297,000	TA	\$870,000		\$427,000		
City of Fargo	4260021	24436	2028	Main Avenue	2.0	45th Street	25th Street	Concrete Pavement Repair and Expansion Joint Modification	Rehabilitation	\$4,807,432	NHU	\$3,890,655	\$436,034	\$480,743		
Fargo Transit																
Fargo Transit	4250025		2028	Transit				Operating Assistance, Para Oper Assistance funded as capital, Planning, PM	Transit Operations	\$6,106,000	FTA 5307	\$3,969,000		\$2,137,000		
Fargo Transit	4260022		2028	Transit				Mobility Manager	Transit Capital	\$170,355	FTA 5310	\$136,284		\$34,071		
Fargo Transit	4260023		2028	Transit				Misc. Support Equipment	Transit Capital	\$132,000	FTA 5339	\$86,000		\$46,000		
Fargo Transit	4260053		2028	Transit				4 Replacement <30ft Bus (8201,8211-8213)	Transit Capital	\$1,000,000	FTA 5339	\$800,000		\$200,000		
Fargo Transit	4260054		2028	Transit				Bus Equipment for Replacements	Transit Capital	\$45,000	FTA 5339	\$36,000		\$9,000		
Fargo Transit	4260055		2028	Transit				Replacement Fixed Route Bus >30ft (2161)	Transit Capital	\$740,000	FTA 5339	\$592,000		\$148,000		
Fargo Transit	4260056		2028	Transit				Concrete and Bus Shelter Replacement - 6	Transit Capital	\$200,000	FTA 5339	\$160,000		\$40,000		
Fargo Transit	4260057		2028	Transit				4 Replacement <30ft Bus (8191, 8231-8233)	Transit Capital	\$1,120,000	FTA 5339	\$896,000		\$224,000		
Fargo Transit	4260058		2028	Transit				Bus Equipment for Replacements	Transit Capital	\$20,000	FTA 5339	\$16,000		\$4,000		
Fargo Transit	4260059		2028	Transit				Purchase 4 Shelters	Transit Capital	\$90,000	FTA 5339	\$72,000		\$18,000		
Fargo Transit	4260060		2028	Transit				Concrete and Bus Shelter Replacement - 4	Transit Capital	\$150,000	FTA 5339	\$120,000		\$30,000		
Fargo Transit	4260070		2028	Transit				Replacement <30ft Bus for Paratransit (8231)	Transit Capital	\$200,000	FTA 5310	\$160,000		\$40,000		

Lead Agency	Metro COG ID	State #	Project Year	Project Location	Length	Project Limits From	Project Limits To	Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Federal Revenue	State Revenue	Local Revenue	Other Revenue Source	Other Revenue
MNDOT																
MNDOT	8250042	1401-179	2028					ON US10 (WB), REPLACE OLD BRIDGE #5854 WITH NEW BRIDGE #14015	Reconstruction	\$5,000,000	NHPP		\$5,000,000			
MNDOT	8260010	8409-26	2028	MN Highway 9		MN 210	East of 6th Street SW	**AC**: ON 9, FROM MN 210 TO EAST OF 6TH ST SW IN BARNESVILLE, MILL AND OVERLAY REPLACE AND EXTEND BOX CULVERTS, ADA IMPROVEMENTS (8783, 8784, 91425) AC PROJECT, PAYBACK IN 2029	Rehabilitation	\$11,824,376	STBG	\$6,127,407	\$2,196,969		AC 2029 STBGP	\$3,500,000
Clay County																
Clay County	2270015	014-596-003	2028	8th Street in Hawley				**PROTECT**: ON US 10, AT 8TH STREET IN HAWLEY, CULVERT REPLACEMENT/DRAINAGE REPAIR, ASSOCIATED TO 1401-208	Rehabilitation	\$380,000	Protect	\$304,000		\$76,000		
Clay County	2260020	1401-208	2028	8th Street in Hawley				**PROTECT**: ON US 10, AT 8TH STREET IN HAWLEY, CULVERT REPLACEMENT/DRAINAGE REPAIR, ASSOCIATED TO 014-596-003	Rehabilitation	\$220,000	Protect	\$176,000	\$44,000			
City of Moorhead																
City of Moorhead	5250002	144-135-020	2028	34th Street N	1.8	3rd Avenue N	28th Avenue N	ON 34TH STREET, FROM 3RD AVE NORTH TO 28TH AVE NORTH, MILL AND OVERLAY AND CONSTRUCTION OF ROUNDABOUT AT 8TH AVE NORTH ASSOCIATED TO 144-135-022 AND 098-080-057.	Rehabilitation	\$4,243,260	STBG	\$1,093,040		\$1,350,220		\$1,800,000
City of Moorhead	5263065	144-135-022	2028	34th Street N	1.8	3rd Avenue N	28th Avenue N	ON 34TH STREET, FROM 3RD AVE NORTH TO 28TH AVE NORTH, MILL AND OVERLAY AND CONSTRUCTION OF ROUNDABOUT AT 8TH AVE NORTH ASSOCIATED TO 144-135-020 AND 098-080-057.	Safety	\$900,000	HSIP	\$750,000		\$150,000		
City of Moorhead	5260001	144-090-020	2028	50th Ave S		ND/MN Border Bridge @ Red River		**AC**: PEDESTRIAN BRIDGE AND SHARED USE PATH OVER THE RED RIVER NEAR THE BLUE STEM AMPHITHEATER IN MOORHEAD (TAP, CRP, STP, AC PAYBACK IN 2028)	Bike/Ped	\$450,000	TA	\$450,000				
City of Moorhead	5270008	8804-CRP-28	2028	TBD				**CRP**: DISTRICTWIDE CARBON REDUCTION PROGRAM	Setaside	\$137,500	CRP	\$110,000		\$27,500		
City of Dilworth																
City of Dilworth	8263066	098-080-057	2028	34th Street N	1.8	3rd Avenue N	28th Avenue N	ON 34TH STREET, FROM 3RD AVE NORTH TO 28TH AVE NORTH, MILL AND OVERLAY AND CONSTRUCTION OF ROUNDABOUT AT 8TH AVE NORTH ASSOCIATED TO 144-135-020 AND 144-135-022.	Safety	\$900,000	HSIP	\$750,000		\$150,000		
Moorhead Transit																
Moorhead Transit	5250008	TRF-0034-28A	2028	Transit				SECT 5307: CITY OF MOORHEAD; OPERATING ASSISTANCE INCLUDING PREVENTIVE MAINTENANCE AS CAPITAL	Transit Operations	\$5,488,700	FTA 5307	\$745,900		\$4,742,800		
Moorhead Transit	5250009	TRF-0034-28B	2028	Transit				SECT 5307: CITY OF MOORHEAD, PARATRANSIT OPERATING ASSISTANCE INCLUDING PREVENTIVE MAINTENANCE AS CAPITAL	Transit Operations	\$1,064,000	FTA 5307	\$167,900		\$896,100		
Moorhead Transit	5250010	TRF-0034-28C	2028	Transit				SECT 5307: CITY OF MOORHEAD; PURCHASE ONE (1) CLASS 700 BUS AND RELATED EQUIPMENT (REPLACES BUS UNIT 2161)	Transit Capital	\$651,000	FTA 5307	\$553,350		\$97,650		
Moorhead Transit	5250011	TRF-0034-28D	2028	Transit				SECT 5307: CITY OF MOORHEAD; PURCHASE ONE (1) CLASS 700 BUS AND RELATED EQUIPMENT (REPLACES BUS UNIT 2162)	Transit Capital	\$651,000	FTA 5307	\$553,350		\$97,650		
Moorhead Transit	5250012	TRF-0034-28E	2028	Transit				SECTION 5307: REPLACE ONE (1) CLASS 200 GAS VAN AND RELATED EQUIPMENT	Transit Capital	\$61,000	FTA 5307	\$51,850		\$9,150		
Moorhead Transit	5250034	TRF-0034-28F	2028	Transit				SECTION 5307: REPLACE ONE (1) BUS SHELTER	Transit Capital	\$52,000	FTA 5307	\$41,600		\$10,400		
Moorhead Transit	5270016	TRF-0034-28G	2028	Transit				SECT 5310: BUS SHELTER AND CONCRETE PAD REPLACEMENT	Transit Capital	\$50,000	FTA 5310	\$40,000		\$10,000		



Lead Agency	Metro COG ID	State #	Project Year	Project Location	Length	Project Limits From	Project Limits To	Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Federal Revenue	State Revenue	Local Revenue	Other Revenue Source	Other Revenue
NDDOT																
NDDOT	9230003	24983	2029	I-94 E/I-94 W	2.0	W Horace Road E	1.0 Mile West of 45th Street	Concrete Pavement Repair	Rehabilitation	\$915,051	IM	\$823,546	\$91,505			
NDDOT	9230010	25381	2028	ND 18	0.8	7th Street S	3rd Street N	Casselton: Bikeway/Walkway, Concrete Pavement Repair, Grinding, Lighting, Marking	Rehabilitation	\$2,131,828	SS	\$1,725,289	\$406,540			
NDDOT	9240038	24204	2029	I-94 E		8.0 Miles West of I-29		Pipe Replacement, Riprap	Rehabilitation	\$1,516,136	IM	\$1,227,009	\$289,127			
NDDOT	9260030	24694	2029	10th Street N		NP Avenue	4th Avenue N	Reconstruction of 10th Street North, Sanitary Sewer	Reconstruction	\$13,716,325	NHU	\$8,372,812	\$938,987	\$4,404,527		
NDDOT	9270017	23906	2029	I-94 E				Deck Overlay, Deck Spall, Substructure Rehab - Various Structures	Rehabilitation	\$728,911	IM	\$589,908	\$139,003			
NDDOT	9270018	25374	2029	ND 46 E	20.0	W Jct ND 18	East of I-29	Mill/Overlay 2" Max	Rehabilitation	\$8,970,992	SS	\$7,260,224	\$1,710,768			
City of Fargo																
City of Fargo	4260007	25489	2029	Deer Creek Area		Drain 27	Deer Creek Elementary	Construction of a shared use path.	Bike/Ped	\$580,000	TA	\$460,828		\$119,172		
City of West Fargo																
City of West Fargo	3250013	24428	2029	13th Avenue E		Sheyenne Street	9th Street E	Reconstruction of 13th Avenue E	Reconstruction	\$15,405,473	STBG	\$10,907,772		\$4,497,701		
Fargo Transit																
Fargo Transit	4260031		2029	Transit				5307 Operating Funds for Fixed Route, ADA Paratransit, Planning and Preventive Maintenance	Transit Operations	\$7,562,500	FTA 5307	\$4,850,000		\$2,712,500		
Fargo Transit	4260032		2029	Transit				Misc Support Equipment	Transit Capital	\$150,000	FTA 5339	\$120,000		\$30,000		
Fargo Transit	4260033		2029	Transit				Replacement 2 >30ft Bus for Fixed Route (4171-4172)	Transit Capital	\$1,500,000	FTA 5339	\$1,200,000		\$300,000		
Fargo Transit	4260034		2029	Transit				Bus Equipment for Replacements	Transit Capital	\$30,000	FTA 5339	\$24,000		\$6,000		
Fargo Transit	4260035		2029	Transit				3 Replacement <30ft Bus for Paratransit (8241-8243)	Transit Capital	\$900,000	FTA 5339	\$720,000		\$180,000		
Fargo Transit	4260036		2029	Transit				Bus Equipment for Replacements	Transit Capital	\$60,000	FTA 5339	\$48,000		\$12,000		
Fargo Transit	4260037		2029	Transit				Concrete and Bus Shelter Replacement	Transit Capital	\$150,000	FTA 5339	\$120,000		\$30,000		
Fargo Transit	4260038		2029	Transit				Replacement <30ft Bus for Paratransit (8233)	Transit Capital	\$300,000	FTA 5339	\$240,000		\$60,000		
Fargo Transit	4260039		2029	Transit				Marriot Hub Shelter Improvements	Transit Capital	\$150,000	FTA 5339	\$120,000		\$30,000		
Fargo Transit	4260040		2029	Transit				Moorhead Shelter Replacement	Transit Capital	\$30,000	FTA 5339	\$24,000		\$6,000		
Fargo Transit	4260041		2029	Transit				Mobility Manager	Transit Capital	\$175,500	FTA 5310	\$140,400		\$35,100		
Fargo Transit	4260042		2029	Transit				Replacement <30ft Bus for Paratransit (8234)	Transit Capital	\$200,000	FTA 5310	\$160,000		\$40,000		
Fargo Transit	4260043		2029	Transit				Fargo Shelter Replacement	Transit Capital	\$120,000	FTA 5310	\$96,000		\$24,000		
Fargo Transit	4265077		2029	Transit				Moorhead Shelter Replacement	Transit Capital	\$150,000	FTA 5339	\$120,000		\$30,000		

Lead Agency	Metro COG ID	State #	Project Year	Project Location	Length	Project Limits From	Project Limits To	Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Federal Revenue	State Revenue	Local Revenue	Other Revenue Source	Other Revenue
MNDOT																
MNDOT	8260012	1401-190	2029	US 10		13th Street	West of 34th Street	**AC**: ON US 10, FROM 13TH ST. TO WEST OF 34TH ST. IN MOORHEAD, RECONSTRUCTION, AC PAYBACK IN 2030	Reconstruction	\$21,000,000	NHPP	\$10,284,000	\$3,716,000		AC 2030 NHPP	\$7,000,000
MNDOT	8260013	1480-195	2029	I-94 E		0.0 Mi East of TH 336	0.1 Mile West of CSAH 10	**AC**: ON I-94 EB, 0. Mi EAST TH 336 - 0.1 MI WEST CSAH 10 , MILL AND OVERLAY (AC PAYBACK IN 2030)	Rehabilitation	\$16,000,000	NHPP	\$8,500,000	\$1,500,000		AC 2030 NHPP	\$6,000,000
MNDOT	8260014	8409-26AC	2029	CSAH 9		MN 210	East of 6th Street SW	**AC**: ON 9, FROM MN 210 TO EAST OF 6TH ST SW IN BARNESVILLE, MILL AND OVERLAY AND EXTEND BOX CULVERTS, ADA IMPROVEMENTS (8783, 8784, 91425) AC PROJECT, PAYBACK IN 2029	Rehabilitation	\$3,500,000	STBG	\$3,500,000				
Clay County																
Clay County	2260011	014-610-035	2029	CSAH 10		CSAH 10 to CR 69	MN 9 to CSAH 31	**AC**: ON CSAH 10, FROM CSAH 52 TO CR 69 AND FROM MN 9 TO CSAH 31 IN NORTH MOORHEAD, BITUMINOUS MILL AND OVERLAY, AC PAYBACK IN 2030	Rehabilitation	\$4,500,000	STBG	\$1,698,870		\$1,800,000		\$1,001,130
City of Moorhead																
City of Moorhead	5270009	8804-CRP-29	2028	TBD				**CRP**: DISTRICTWIDE CARBON REDUCTION PROGRAM	Setaside	\$137,500	CRP	\$110,000		\$27,500		
City of Dilworth																
City of Dilworth	8260003	098-080-056	2029	15th Avenue N		40th Street N	7th Street NE	ON 15TH AVE, FROM 40TH STREET NORTH TO 7TH STREET NE, NORTH OF DILWORTH, GRADING, BIT SURFACING, STORM SEWER, SIDEWALK AND LIGHTING	New Construction	\$3,182,430	STBG	\$1,149,000		\$2,033,430		
Moorhead Transit																
Moorhead Transit	5260015	TRF-0034-29A	2029	Transit				SECT 5307: CITY OF MOORHEAD; OPERATING ASSISTANCE INCLUDING PREVENTIVE MAINTENANCE AS CAPITAL	Transit Operations	\$5,055,148	FTA 5307	\$1,623,795		\$3,431,353		
Moorhead Transit	5260016	TRF-0034-29B	2029	Transit				SECT 5307: CITY OF MOORHEAD, PARATRANSIT OPERATING ASSISTANCE INCLUDING PREVENTIVE MAINTENANCE AS CAPITAL	Transit Operations	\$802,731	FTA 5307	\$145,162		\$657,569		
Moorhead Transit	5260017	TRF-0034-29C	2029	Transit				SECT 5307: CITY OF MOORHEAD; PURCHASE ONE (1) CLASS 700 BUS AND RELATED EQUIPMENT (REPLACES BUS UNIT 2163)	Transit Capital	\$895,000	FTA 5307	\$716,000		\$179,000		
Moorhead Transit	5260018	TRF-0034-29D	2029	Transit				SECT 5307: CITY OF MOORHEAD; PURCHASE ONE (1) CLASS 700 BUS AND RELATED EQUIPMENT (REPLACES BUS UNIT 2164)	Transit Capital	\$895,000	FTA 5307	\$716,000		\$179,000		
Moorhead Transit	5260019	TRF-0034-29E	2029	Transit				SECTION 5307: REPLACE ONE (1) CLASS 200 GAS VAN AND RELATED EQUIPMENT	Transit Capital	\$61,000	FTA 5307	\$51,850		\$9,150		

Lead Agency	Metro COG ID	State #	Project Year	Project Location	Length	Project Limits From	Project Limits To	Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Federal Revenue	State Revenue	Local Revenue	Other Revenue Source	Other Revenue
NDDOT																
NDDOT	9230011	24993	2030	I-29 N/I-29 S	9.5	CR 20	Argusville	Concrete Pavement Repair	Rehabilitation	\$4,590,158	IM	\$4,131,142	\$459,016			
NDDOT	9250026	25001	2030	I-94 E	4.1			East of Casselton SHRP Section Crack and Seat, Structural OI>3	Rehabilitation	\$6,585,659	IM	\$5,927,093	\$658,566			
NDDOT	9270019	24768	2030	ND 46 E	30.0	I-29	East of Enderlin	Chip Seal Coat	Rehabilitation	\$1,948,386	SS	\$1,576,828	\$371,557			
City of Fargo																
City of Fargo	4270020	25354	2030	52nd Avenue S	1.8	I-29	University Drive	Concrete Pavement Repair	Rehabilitation	\$13,308,962	NHU	\$10,770,943	\$1,207,123	\$1,330,896		
City of Fargo	4270021	25475	2030	17th Avenue S		25th Street S	38th Street S	Roadway reconstruction, construction of shared use path, two mini roundabouts (32nd and 34th Street), and one traffic signal (38th Street)	Reconstruction Bike/Ped	\$20,630,571	STBG	\$3,853,791		\$16,776,780		
City of Fargo	4270022	25490	2030	Drain 53		27th Street S	31st Street S	Construction of shared use path over Drain 53	Bike/Ped	\$1,312,388	TA	\$996,759		\$315,629		
City of Fargo	4270023	25636	2030	US 81				Signal revisions at multiple intersections on US 81B	Safety	\$3,960,951	HSIP	\$3,564,856	\$198,048	\$198,048		
City of Fargo	4270024	25637	2030	Various Locations				Turn lane improvements at 45th Street and 9th Avenue S, 45th Street and 15th Avenue S, and 25th Street and 13th Avenue S	Safety	\$2,332,618	HSIP	\$2,120,512		\$259,180		
MNDOT																
MNDOT	8270001	1401-190	2030	US 10		13th Street	34th Street	**AC**: ON US 10, FROM 13TH ST. TO 34TH ST. IN MOORHEAD, RECONSTRUCTION, (AC PAYBACK IN 2031)	Reconstruction	\$14,600,000	NHPP	\$9,284,000	\$3,716,000	\$1,600,000		
MNDOT	8270002	1404-22	2030	MN 34				**ELLE**: ON MN34, MN9, MN108, REPAIR BRIDGES# 14808, 14807, AND 84803 OVER I 94	Rehabilitation	\$6,200,000	NHPP	\$5,580,000		\$620,000		
Clay County																
Clay County	2270003	014-610-035AC	2030	CSAH 10		CSAH 10 to CR 69	MN 9 to CSAH 31	**AC**: ON CSAH 10, FROM CSAH 52 TO CR 69 AND FROM MN 9 TO CSAH 31 IN NORTH MOORHEAD, BITUMINOUS MILL AND OVERLAY, AC PAYBACK 1 OF 1	Rehabilitation	\$1,001,130	STBG	\$1,001,130				
City of Moorhead																
City of Moorhead	5270004	144-135-023	2030	34th Street S		12th Avenue S	24th Avenue S	ON 34TH STREET, FROM 12TH AVE S TO 24TH AVE S, MILL AND OVERLAY AND RECONSTRUCTION OF NORTH AND SOUTHBOUND TURN LANES, REPLACE SHARED USE PATH	Rehabilitation	\$5,600,000	STBG	\$1,171,980		\$4,428,020		
City of Moorhead	5270005	144-135-023	2030	34th Street S		12th Avenue S	24th Avenue S	ON 34TH STREET, FROM 12TH AVE S TO 24TH AVE S, MILL AND OVERLAY AND RECONSTRUCTION OF NORTH AND SOUTHBOUND TURN LANES, REPLACE SHARED USE PATH	Rehabilitation	\$540,000	TA	\$540,000		\$4,428,020		
City of Moorhead	5270010	8804-CRP-30	2030	TBD				**CRP**: DISTRICTWIDE CARBON REDUCTION PROGRAM	Setaside	\$137,500	CRP	\$110,000		\$27,500		
Moorhead Transit																
Moorhead Transit	5270006	TRF-0034-30A	2030	Transit				SECT 5307: CITY OF MOORHEAD; OPERATING ASSISTANCE INCLUDING PREVENTIVE MAINTENANCE AS CAPITAL	Transit Capital	\$5,467,649	FTA 5307	\$1,684,582		\$3,783,067		
Moorhead Transit	5270007	TRF-0034-30B	2030	Transit				SECT 5307: CITY OF MOORHEAD, PARATRANSIT OPERATING ASSISTANCE INCLUDING PREVENTIVE MAINTENANCE AS CAPITAL	Transit Capital	\$834,840	FTA 5307	\$144,392		\$690,448		

LUMP SUM PROJECTS

Metro COG and NDDOT include the following lump-sum project phases to streamline federal funding authorization. These lump-sum projects apply only to the North Dakota portion of the MPA due to differences in how NDDOT and MnDOT administer federal funds. For example, NDDOT commonly uses federal funds for Preliminary Engineering (PE), Right-of-Way (ROW), and Utilities, while MnDOT uses federal funds less frequently for these phases.

The tables below identify lump-sum amounts for North Dakota projects within the MPA and are used for project phase authorization. Amounts are rounded to the nearest \$1,000. Lump-sum projects remain subject to the standard TIP revision procedures outlined in Section 10 – TIP Revisions.

Lump Sums - 2027						
Metro COG ID	Project Phase	Phase Year	Total Phase Cost	Federal Share	State Share	Local Share
	Preliminary Engineering (PE)	2027	\$1,245,000	\$1,053,000	\$117,000	\$75,000
	Right-of-Way (ROW)	2027	\$800,000	\$550,000	\$125,000	\$125,000
	Utilities	2027	\$170,000	\$100,000	\$35,000	\$35,000
Lump Sums - 2028						
Metro COG ID	Project Phase	Phase Year	Total Phase Cost	Federal Share	State Share	Local Share
	Preliminary Engineering (PE)	2028	\$1,245,000	\$1,053,000	\$117,000	\$75,000
	Right-of-Way (ROW)	2028	\$800,000	\$550,000	\$125,000	\$125,000
	Utilities	2028	\$170,000	\$100,000	\$35,000	\$35,000
Lump Sums - 2029						
Metro COG ID	Project Phase	Phase Year	Total Phase Cost	Federal Share	State Share	Local Share
	Preliminary Engineering (PE)	2029	\$1,475,000	\$1,100,000	\$200,000	\$175,000
	Right-of-Way (ROW)	2029	\$950,000	\$600,000	\$175,000	\$175,000
	Utilities	2029	\$170,000	\$100,000	\$35,000	\$35,000
Lump Sums - 2030						
Metro COG ID	Project Phase	Phase Year	Total Phase Cost	Federal Share	State Share	Local Share
	Preliminary Engineering (PE)	2030	TBD	TBD	TBD	TBD
	Right-of-Way (ROW)	2030	TBD	TBD	TBD	TBD
	Utilities	2030	TBD	TBD	TBD	TBD

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 2027-2030 TIP is reflective of projects that have been bid or let in 2026. 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. LFPs and Illustrative projects are included as applicable.

Section 5 | Financial Plan and Fiscal Constraint

Section 5 – Financial Plan and Fiscal Constraints

Financial Plan

Metro COG acts in the public interest by programming and funding transportation projects in the greater Fargo-Moorhead metropolitan area. The 2027-2030 TIP is fiscally constrained for the funding categories in which Metro COG has direct responsibility (STBG, TA, and CRP). MnDOT and NDDOT projects programmed with federal funds are assumed to be fiscally constrained at the state level through the STIP. Local funds for federal match, operations and maintenance (O&M), and Regionally Significant Projects (RSPs) are assumed to be fiscally constrained at the local level based on each jurisdiction's ability to generate revenue and budget for project costs through the most recent Capital Improvement Programs (CIPs).

Federal legislation requires Metro COG to develop a financial plan that accounts for federally funded projects and RSPs. The TIP is fiscally constrained for each year, and the federal- and state-funded projects included in the document can be implemented using current and anticipated revenue sources identified by local jurisdictions.

Year of Expenditure

To provide a realistic estimate of future project costs and allocate resources appropriately, projects beyond the first year of the TIP are adjusted for inflation using Year of Expenditure (YOE) dollars. YOE programming is required by federal law. Both NDDOT and MnDOT pre-inflate project costs by four percent before inclusion in the TIP, satisfying the federal requirement and eliminating the need for Metro COG to apply inflation adjustments. Projects carried forward each year are updated to reflect current cost estimates.

Operations and Maintenance (O&M)

MPOs have been required to consider operations and maintenance (O&M) as part of fiscal constraint since 2005. The FAST Act reinforced the need to address O&M alongside capital projects when demonstrating fiscal constraint.

Metro COG estimated 2019 O&M expenses for each jurisdiction during development of the 2045 Metropolitan Transportation Plan (MTP) by reviewing local budgets, CIPs, and historic pavement and bridge expenditures. Subsequent estimates assume a four percent annual increase unless otherwise specified by a member jurisdiction. These costs are in addition to projects included in the 2027-2030 TIP.

Table 5-1 identifies anticipated O&M costs for each jurisdiction during 2027-2030 using the methodology established in the 2045 MTP. Costs associated with the current TIP program year are highlighted in gray. O&M costs are assumed to be fiscally constrained based on each jurisdiction's ability to meet its obligations. If revenues are insufficient, O&M expenditures may be deferred and adjusted accordingly.

Table 5. 1 - Operation and Maintenance Estimated Costs per Year by Jurisdiction for 2026-2030

Jurisdiction	2026	2027	2028	2029	2030	Total
Minnesota						
MnDOT	\$ 5,047,914	\$ 5,249,831	\$ 5,459,824	\$ 5,678,217	\$ 5,905,346	\$ 27,341,132
Clay County	\$ 3,881,999	\$ 4,037,279	\$ 4,198,770	\$ 4,366,721	\$ 4,541,390	\$ 21,026,159
Moorhead	\$ 8,974,655	\$ 9,333,641	\$ 9,706,987	\$ 10,095,266	\$ 10,499,077	\$ 48,609,626
Dilworth	\$ 781,663	\$ 812,930	\$ 845,447	\$ 879,265	\$ 914,436	\$ 4,233,741
North Dakota						
NDDOT	\$ 3,342,467	\$ 3,476,165	\$ 3,615,212	\$ 3,759,820	\$ 3,910,213	\$ 18,103,877
Cass County	\$ 11,617,046	\$ 12,081,728	\$ 12,564,997	\$ 13,067,597	\$ 13,590,301	\$ 62,921,669
Fargo	\$ 11,338,068	\$ 11,791,591	\$ 12,263,255	\$ 12,753,785	\$ 13,263,936	\$ 61,410,635
West Fargo	\$ 3,816,202	\$ 3,968,850	\$ 4,127,604	\$ 4,292,708	\$ 4,464,416	\$ 20,669,780
Horace	\$ 328,983	\$ 342,142	\$ 355,828	\$ 370,061	\$ 384,863	\$ 1,781,877

Source: Metro COG

Fiscal Constraint and Analysis

A fiscally constrained TIP requires Metro COG to program projects using reasonable cost estimates and realistically available future revenues. Metro COG coordinates with state agencies, local governments, and transit providers to develop a TIP that prioritizes and programs all federally funded projects and Regionally Significant Projects (RSPs) for at least the next four years.

Projects included in the TIP must be financially realistic and achievable. With the exception of Metro COG's direct TMA suballocation funding (STBG, TA, and CRP), federal transportation funds are administered by MnDOT and NDDOT. Accordingly, this TIP is fiscally constrained for fiscal years 2027-2030 based on funding levels identified by each DOT. Beginning in FFY 2024 (October 1, 2023), Metro COG became responsible for the direct suballocation of STBG, TA, and CRP funds. Fiscal constraint for these funding sources is demonstrated in this report and reassessed during each solicitation cycle. Projects programmed with these funds are monitored throughout development to ensure timely obligation.

Total Expenditures

The expenditures shown in this chapter include only programmed projects (excluding LFPs and Illustrative Projects) and projected O&M costs. Illustrative projects are excluded because funding has not yet been identified. If funding becomes available and a project is consistent with the adopted MTP, it may be amended into the TIP through the established revision process.

Many local capital projects are not federally funded or regionally significant and therefore are not required to be included in the TIP. Fiscal constraint is required only for programmed TIP projects and annual O&M. As a result, many jurisdictions show revenues exceeding expenditures to account for local capital projects outside the TIP.

Roadway, Facility, and Transit Project Expenditures within the TIP

The expenditure information presented in this section was used to prepare the programmed projects in Section 3. All project costs are shown in Year of Expenditure (YOE) dollars and assume a four percent annual increase in construction costs unless otherwise specified by a member jurisdiction.

Revenues for Jurisdictions to Support Fiscal Constraint

Revenue sources identified through development of Metro 2050 demonstrate fiscal constraint for the 2027-2030 TIP. These revenues include federal grants, state funding, and local jurisdiction revenues.

Federal Revenues

All programmed or anticipated federal transportation funding is included in the 2027-2030 TIP. Agreed-upon federal funds available are used as the federal revenue assumption for fiscal constraint. MnDOT and NDDOT reviewed and approved the programmed or anticipated federal funding during TIP development, and funding levels are consistent with previous years. Programmed federal funds reflect amounts provided by MnDOT and NDDOT for projects in the TIP. Neither Metro COG nor its member jurisdictions have programmed projects that exceed reasonably anticipated federal revenues in any year.

State and Local Revenues

State and local revenues are more difficult to estimate. Revenue assumptions were updated during development of Metro 2050 and are used to estimate available funding for the states, counties, cities, and transit agencies within the FM area. The methodology is described in Chapter 5: Future Transportation System of Metro 2050.

Identifying Fiscal Constraint for Each Member Jurisdiction

State, city, and county financial evaluations measure each jurisdiction's ability to fund necessary transportation improvements. All TIP projects originate from Metro 2050, where each jurisdiction completed a fiscal constraint analysis during plan development. Additional information is available in Chapter 5: Future Transportation System of Metro 2050.

Table 5.2 - Fiscal Constraints

Federal Funding Source	Financial Constraint											
	Federal Funds Available				Federal Funds Programmed				Federal Funds Balance			
	2027	2028	2029	2030	2027	2028	2029	2030	2027	2028	2029	2030
NHPP*	\$5,529,823	\$47,313,934	\$43,030,195	TBD	\$5,529,823	\$47,313,934	\$43,030,195	TBD	\$0	\$0	\$0	TBD
STBG-U	\$11,825,210	\$11,786,934	\$12,056,772	TBD	\$10,385,210	\$11,786,934	\$12,056,772	TBD	\$1,440,000	\$0	\$0	TBD
STBGP	\$494,000	\$12,254,814	\$4,527,890	TBD	\$494,000	\$12,254,814	\$4,527,890	TBD	\$0	\$0	\$0	TBD
CMAQ	\$0	\$0	\$0	TBD	\$0	\$0	\$0	TBD	\$0	\$0	\$0	TBD
CRP†	\$0	\$0	\$0	\$0	\$415,201	\$0	\$0	\$0	[\$415,201]	\$0	\$0	\$0
HSIP	\$8,915,164	\$2,034,540	\$0	TBD	\$8,915,164	\$2,034,540	\$0	TBD	\$0	\$0	\$0	TBD
TA**	\$860,000	\$1,320,000	\$880,000	TBD	\$860,000	\$1,320,000	\$880,000	TBD	\$0	\$0	\$0	TBD
NHFP	\$0	\$0	\$0	TBD	\$0	\$0	\$0	TBD	\$0	\$0	\$0	TBD
Section 5307	\$5,401,750	\$6,082,950	\$6,922,350	TBD	\$5,401,750	\$6,082,950	\$6,922,350	TBD	\$0	\$0	\$0	TBD
Section 5310	\$126,594	\$88,000	\$476,400	TBD	\$126,594	\$88,000	\$476,400	TBD	\$0	\$0	\$0	TBD
Section 5311	\$0	\$0	\$0	TBD	\$0	\$0	\$0	TBD	\$0	\$0	\$0	TBD
Section 5339	\$1,296,000	\$3,002,000	\$2,616,000	TBD	\$1,296,000	\$3,002,000	\$2,616,000	TBD	\$0	\$0	\$0	TBD
Other Federal Funds***	\$10,960,000	\$1,811,230	\$127,449	TBD	\$10,960,000	\$1,811,230	\$127,449	TBD	\$0	\$0	\$0	TBD
TOTAL FEDERAL FUNDS	\$45,408,541	\$85,694,402	\$70,637,056	TBD	\$43,968,541	\$85,694,402	\$70,637,056	TBD	\$1,440,000	\$0	\$0	TBD

*NHPP funds include but are not limited to NHS, NHS-U, Non-NHS-S, and IM.

**TA total may include legacy Transportation Enhancement (TE) and Safe Routes to School (SRTS) funds.

***Other federal funds include but are not limited to those administered as CRRSA, NDSTREET, Urban Grant Program (UGP), and MnDOT CIMS funds.

†CRP funding is shown as \$0 available for FFY 2027–2030 due to the scheduled expiration of IIJA on September 30, 2026. The \$415,201 programmed in FFY 2027 represents a previously committed project that will be reconciled with NDDOT during the next TIP amendment.

Yellow-highlighted cells = 2030 placeholder values pending state DOT projections.

Table 5.3 - Fiscal Constraints

Federal Funding Source	Financial Constraint											
	Federal Funds Available				Federal Funds Programmed				Federal Funds Balance			
	2027	2028	2029	2030	2027	2028	2029	2030	2027	2028	2029	2030
NHPP*	\$5,529,823	\$47,313,934	\$43,030,195	TBD	\$5,529,823	\$47,313,934	\$43,030,195	TBD	\$0	\$0	\$0	TBD
STBG-U	\$11,825,210	\$11,786,934	\$12,056,772	TBD	\$10,385,210	\$11,786,934	\$12,056,772	TBD	\$1,440,000	\$0	\$0	TBD
STBGP	\$494,000	\$12,254,814	\$4,527,890	TBD	\$494,000	\$12,254,814	\$4,527,890	TBD	\$0	\$0	\$0	TBD
CMAQ	\$0	\$0	\$0	TBD	\$0	\$0	\$0	TBD	\$0	\$0	\$0	TBD
CRP†	\$0	\$0	\$0	\$0	\$415,201	\$0	\$0	\$0	[\$415,201]	\$0	\$0	\$0
HSIP	\$8,915,164	\$2,034,540	\$0	TBD	\$8,915,164	\$2,034,540	\$0	TBD	\$0	\$0	\$0	TBD
TA**	\$860,000	\$1,320,000	\$880,000	TBD	\$860,000	\$1,320,000	\$880,000	TBD	\$0	\$0	\$0	TBD
NHFP	\$0	\$0	\$0	TBD	\$0	\$0	\$0	TBD	\$0	\$0	\$0	TBD
Section 5307	\$5,401,750	\$6,082,950	\$6,922,350	TBD	\$5,401,750	\$6,082,950	\$6,922,350	TBD	\$0	\$0	\$0	TBD
Section 5310	\$126,594	\$88,000	\$476,400	TBD	\$126,594	\$88,000	\$476,400	TBD	\$0	\$0	\$0	TBD
Section 5311	\$0	\$0	\$0	TBD	\$0	\$0	\$0	TBD	\$0	\$0	\$0	TBD
Section 5339	\$1,296,000	\$3,002,000	\$2,616,000	TBD	\$1,296,000	\$3,002,000	\$2,616,000	TBD	\$0	\$0	\$0	TBD
Other Federal Funds***	\$10,960,000	\$1,811,230	\$127,449	TBD	\$10,960,000	\$1,811,230	\$127,449	TBD	\$0	\$0	\$0	TBD
TOTAL FEDERAL FUNDS	\$45,408,541	\$85,694,402	\$70,637,056	TBD	\$43,968,541	\$85,694,402	\$70,637,056	TBD	\$1,440,000	\$0	\$0	TBD

*NHPP funds include but are not limited to NHS, NHS-U, Non-NHS-S, and IM.

**TA total may include legacy Transportation Enhancement (TE) and Safe Routes to School (SRTS) funds.

***Other federal funds include but are not limited to those administered as CRRSA, NDSTREET, Urban Grant Program (UGP), and MnDOT CIMS funds.

†CRP funding is shown as \$0 available for FFY 2027–2030 due to the scheduled expiration of IIJA on September 30, 2026. The \$415,201 programmed in FFY 2027 represents a previously committed project that will be reconciled with NDDOT during the next TIP amendment.

Yellow-highlighted cells = 2030 placeholder values pending state DOT projections.

Table 5. 4 - Federal Funding Totals

Jurisdiction	2027			2028			2029			2030		
	Federal	State	Local	Federal	State	Local	Federal	State	Local	Federal	State	Local
Total MN Side	\$16,249,870	\$3,581,130	\$2,285,470	\$18,348,854	\$5,322,938	\$120,000	\$24,460,890	\$5,216,000	\$5,505,540	TBD	TBD	TBD
City of Dilworth							\$1,149,000		\$2,033,430	TBD	TBD	TBD
City of Moorhead			\$1,350,220	\$1,543,040						TBD	TBD	TBD
Clay County	\$1,141,000		\$285,250	\$480,000		\$120,000	\$1,027,890		\$3,472,110	TBD	TBD	TBD
MnDOT	\$15,108,870	\$3,581,130	\$650,000	\$16,325,814	\$5,322,938		\$22,284,000	\$5,216,000		TBD	TBD	TBD
Total ND Side	\$21,309,528	\$1,234,551	\$6,251,479	\$59,272,598	\$5,132,677	\$21,232,424	\$37,381,416	\$2,730,378	\$9,236,842	TBD	TBD	TBD

Jurisdiction	2027			2028			2029			2030		
	Federal	State	Local	Federal	State	Local	Federal	State	Local	Federal	State	Local
City of Fargo	\$9,340,210		\$5,945,678	\$26,619,894	\$1,564,000	\$21,006,364	\$460,828		\$119,172	TBD	TBD	TBD
City of West Fargo				\$2,034,540		\$226,060	\$12,546,944		\$4,962,654	TBD	TBD	TBD
City of Horace	\$415,201		\$103,801							TBD	TBD	TBD
Cass County	\$564,000		\$141,000							TBD	TBD	TBD
NDDOT	\$10,990,117	\$1,234,551	\$61,000	\$30,618,164	\$3,568,677		\$24,373,644	\$2,730,378	\$4,155,016	TBD	TBD	TBD
Transit Total	\$6,824,344		\$7,974,459	\$9,172,950	\$94,000	\$8,719,750	\$10,014,750		\$9,328,950	TBD	TBD	TBD
Fargo Transit (MATBUS)	\$5,313,934		\$2,450,669	\$7,059,000	\$94,000	\$2,866,000	\$7,942,400		\$3,485,600	TBD	TBD	TBD
Moorhead Transit (MATBUS)	\$1,510,410		\$5,523,790	\$2,113,950		\$5,853,750	\$2,072,350		\$5,843,350	TBD	TBD	TBD
Total Funding	\$44,383,742	\$4,815,681	\$16,511,408	\$86,794,402	\$10,549,615	\$30,072,174	\$71,857,056	\$7,946,378	\$24,071,332	TBD	TBD	TBD

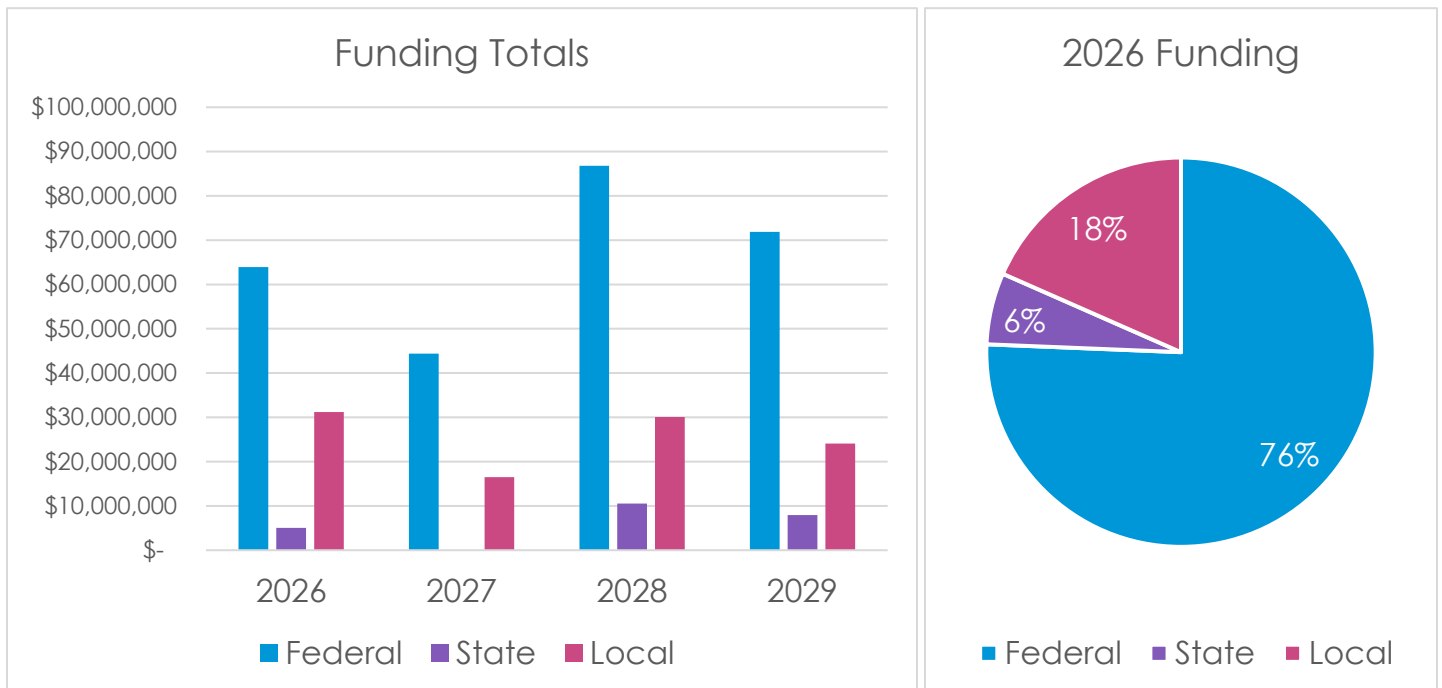
Yellow-highlighted cells = 2030 placeholder values to be filled once FFY 2030 project programming is finalized with state DOT and local jurisdiction input.

Table 5. 4 – Total Expenditures (Programmed Projects: Federal, State, and Local Funds)

Jurisdiction	2027	2028	2029	2030	Total
Total – MN Side	\$23,209,510	\$30,791,792	\$48,182,430	TBD	TBD
City of Dilworth			\$3,182,430	TBD	TBD
City of Moorhead	\$2,443,260	\$1,543,040		TBD	TBD
Clay County	\$1,426,250	\$600,000	\$4,500,000	TBD	TBD
MnDOT	\$19,340,000	\$28,648,752	\$40,500,000	TBD	TBD
Total – ND Side	\$28,795,558	\$85,637,099	\$49,348,636	TBD	TBD
City of Fargo	\$15,285,888	\$49,190,258	\$580,000	TBD	TBD
City of West Fargo		\$2,260,000	\$17,509,598	TBD	TBD
City of Horace	\$519,002			TBD	TBD
City of Casselton				TBD	TBD
Cass County	\$705,000			TBD	TBD
NDDOT	\$12,285,668	\$34,186,841	\$31,259,038	TBD	TBD
Total – Transit	\$14,798,803	\$17,986,700	\$19,343,700	TBD	TBD
Fargo Transit	\$7,764,603	\$10,019,000	\$11,428,000	TBD	TBD
Moorhead Transit	\$7,034,200	\$7,967,700	\$7,915,700	TBD	TBD

Totals will be recalculated once 2030 programmed projects are finalized.

Figure 5. 1 – Funding Totals TBD



Federal Revenues

Any federal funds either programmed or anticipated for transportation projects are all shown within the 2027-2030 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 project costs (Federal Funds Programmed) reflect the federal funding provided by MnDOT and NDDOT for projects currently programmed in the 2027-2030 TIP. Neither Metro COG, nor its member jurisdictions have programmed projects in the 2027-2030 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 are more difficult to identify. The available state and local revenues were updated for the development of the 2050 MTP, 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 Chapter 5: Future Transportation System of the 2050 MTP.

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. All projects included in the TIP are drawn from the 2050 MTP, as each jurisdiction underwent a fiscal constraint analysis during the MTP's development. The analysis for each jurisdiction may also be found in Chapter 5: Future Transportation System of the 2050 MTP.

TMA Direct Suballocations and Monitoring

The United States Census Bureau recently completed processing the 2020 Decennial Census data. Metro COG's UZA population was determined to be over 200,000 which designated the region as a Transportation Management Area (TMA). FHWA designated Metro COG as a TMA on June 5, 2023 (Document Citation 88 FR 36637). This new designation has been in effective since the start of FFY 2024, October 1, 2023. With TMA designation, Metro COG now receives a direct suballocation of Federal Highway Administration (FHWA) Surface Transportation Block Grant Program (STBG), Transportation Alternatives (TA), and Carbon Reduction Program (CRP) and MATBUS now receives a direct suballocation of Federal Transit Administration (FTA) Urban Formula Section 5307, Section 5310, and Section 5339 funds. If a project programmed with direct suballocation funding does not have sufficient federal eligibility for all programmed federal funds, the excess funding will be allocated to a project that has capacity.

Metro COG is directly driving the solicitation, technical evaluation, and selection of eligible projects submitted by local jurisdictions. With the designation of TMA, Metro COG is more responsible in several federal program solicitation(s) however, Metro COG will still solicit projects for State administered funding programs from local jurisdictions for eligible funding programs outside of any direct suballocation programs for TMAs. Prioritization and technical evaluation of projects becomes much more important with TMA designation and must follow a consistent and well documented process. In the years leading up to TMA designation, Metro COG closely monitored funding sources that were impacted by the transition from competitive allocations administered by the respective States, as well as direct suballocations as formulated by applicable FHWA and FTA programs. Metro COG must be cognizant of what projects are submitted for discretionary STBG, Section 5307, Section 5310, and Section 5339. Metro COG will need to continue to monitor discretionary funding from the States after being designated as TMA. Metro COG has been preparing to be designated as a TMA by collaborating with NDDOT and MNDOT to generate realistic projected federal funds available for each state's portion of the MPA. NDDOT has provided an initial set of projected federal funding values for STBG, TA, and CRP as seen below. MNDOT and Metro COG are still collaborating on the exact amounts of the projected federal funding.

Table 5. 5 – Projected Direct Suballocation Amounts by Federal Funding Sources

North Dakota	STBG-U	TA	CRP	Total TMA Federal Revenue Sources
2027 Projected Federal Revenue	\$10,484,210	\$860,000	\$0	\$12,524,210
2028 Projected Federal Revenue	\$10,693,894	\$870,000	\$0	\$12,763,894
2029 Projected Federal Revenue	\$10,907,772	\$880,000	\$0	\$13,007,772
2030 Projected Federal Revenue	TBD	TBD	\$0	TBD

Minnesota	STBG-U	TA	CRP	Total TMA Federal Revenue Sources
2027 Projected Federal Revenue	\$900,000		\$0	\$1,008,000
2028 Projected Federal Revenue	\$1,093,040	\$450,000	\$0	\$1,651,040
2029 Projected Federal Revenue	\$1,149,000		\$0	\$1,257,000
2030 Projected Federal Revenue	TBD	TBD	\$0	TBD

Table 5. 6 – Programmed Projects by Federal Funding Sources

North Dakota STBG-U			
Project Year	Metro COG ID	Federal Revenue	Yearly Total Programmed
2027	4230003	\$4,160,000	\$9,044,210
	4256058	\$6,324,210	
2028	4250014	\$5,613,716	\$10,693,894
	4250015	\$5,080,178	
2029	3250013	\$10,907,772	\$10,907,772
2030	TBD	TBD	TBD

Minnesota STBG-U			
Project Year	Metro COG ID	Federal Revenue	Yearly Total Programmed
2027	2260002	\$1,141,000	\$1,341,000
	8241055	\$200,000	
2028	5250004	\$1,093,040	\$1,093,040
2029	8260003	\$1,149,000	\$1,149,000
2030	TBD	TBD	TBD

North Dakota TA			
Project Year	Metro COG ID	Federal Revenue	Yearly Total Programmed
2027	1250017	\$564,000	\$860,000
	4250018	\$296,000	
2028	4260006	\$870,000	\$870,000
2029	4260007	\$460,828	\$880,000
	3260008	\$419,172	
2030	TBD	TBD	TBD

Minnesota TA			
Project Year	Metro COG ID	Federal Revenue	Yearly Total Programmed
2027			
2028	5260001	\$450,000	\$450,000
2029			
2030	TBD	TBD	TBD

North Dakota CRP			
Project Year	Metro COG ID	Federal Revenue	Yearly Total Programmed
2027	7250021	\$415,201	\$415,201
2028	4260004	\$1,100,000	\$1,100,000
2029	3260005	\$1,220,000	\$1,220,000
2030	TBD	TBD	TBD

Minnesota CRP			
Project Year	Metro COG ID	Federal Revenue	Yearly Total Programmed
2027			
2028			
2029			
2030	TBD	TBD	TBD

Table 5. 7 – Fiscal Constraint Analysis by Federal Funding Source

North Dakota		STBG-U	TA	CRP	Total TMA Federal Revenue Sources
2027	Projected Federal Revenue	\$10,484,210	\$860,000	\$1,180,000	\$12,524,210
	Programmed Funding	\$9,044,210	\$860,000	\$415,201	\$10,319,411
	Difference (Excess/[Deficit])	\$1,440,000	\$ -	\$764,799	\$2,204,799
2028	Projected Federal Revenue	\$10,693,894	\$870,000	\$1,200,000	\$12,763,894
	Programmed Funding	\$10,693,894	\$870,000	\$1,100,000	\$12,663,894
	Difference (Excess/[Deficit])	\$ -	\$ -	\$100,000	\$100,000
2029	Projected Federal Revenue	\$10,693,894	\$880,000	\$1,220,000	\$12,793,894
	Programmed Funding	\$10,693,894	\$880,000	\$0	\$11,573,894
	Difference (Excess/[Deficit])	\$ -	\$ -	\$ -	\$ -
2030	Projected Federal Revenue	TBD	TBD	TBD	TBD
	Programmed Funding	TBD	TBD	TBD	TBD
	Difference (Excess/[Deficit])	TBD	TBD	TBD	TBD

Minnesota		STBG-U	TA	CRP	Total TMA Federal Revenue Sources
2027	Projected Federal Revenue	\$900,000	\$0	\$108,000	\$1,008,000
	Programmed Funding	\$1,341,000	\$0	\$0	\$1,341,000
	Difference (Excess/[Deficit])	[\$441,000]*	\$ -	\$108,000	[\$333,000]*
2028	Projected Federal Revenue	\$1,093,040	\$450,000	\$108,000	\$1,651,040
	Programmed Funding	\$1,093,040	\$450,000	\$0	\$1,543,040
	Difference (Excess/[Deficit])	\$ -	\$ -	\$108,000	\$108,000
2029	Projected Federal Revenue	\$1,149,000	\$0	\$108,000	\$1,257,000
	Programmed Funding	\$1,149,000	\$0	\$0	\$1,149,000
	Difference (Excess/[Deficit])	\$ -	\$ -	\$108,000	\$108,000
2030	Projected Federal Revenue	TBD	TBD	TBD	TBD
	Programmed Funding	TBD	TBD	TBD	TBD
	Difference (Excess/[Deficit])	TBD	TBD	TBD	TBD

*Balance above and beyond Metro COG's direct suballocation is being provided by the respective state's directed spending.

Table 5. 8 – 2050 MTP Funding Goal TIP (STBG) Monitoring 2021-2025 (5 year rolling chart.)

STBGP	2021	2022	2022	2024	2025	Total
Total – MN Side	\$145,600	\$2,184,200	\$7,152,000	\$4,672,733	\$1,237,100	\$15,391,633
STBGP-U	\$145,600	\$28,800		\$4,672,733	\$830,000	\$5,677,133
STBGP-R		\$2,155,400	\$7,152,000		\$3,647,000	\$12,954,400
STBGP-TA						
Total – ND Side	\$4,500,000	\$11,176,260	\$14,152,091	\$9,747,756	\$10,266,669	\$49,842,776
STBGP-U	\$4,500,000	\$10,700,000	\$14,152,091	\$9,747,756	\$10,266,669	\$49,366,516
STBGP-R						
STBGP-TA		\$476,260				\$476,260
Total – MPA	\$4,645,600	\$13,360,460	\$21,304,091	\$14,420,489	\$11,503,769	\$65,234,409
STBGP-U	\$4,645,600	\$10,728,800	\$14,152,091	\$14,420,489	\$11,096,669	\$55,043,649
STBGP-R		\$2,155,400	\$7,152,000		\$3,647,000	\$12,954,400
STBGP-TA		\$476,260				\$476,260

STBGP	2021	2022	2023	2024	2025	Total
New or Reconstruction	\$4,500,000	\$9,700,000	\$13,777,091	\$14,365,289	\$14,077,000	\$56,419,380
Rehabilitation		\$2,155,400	\$7,527,000		\$342,711	\$10,025,111
Transit Capital	\$145,600	\$1,028,800		\$55,200		\$1,229,600
Bicycle and Pedestrian		\$47,260				\$47,260
Planning					\$323,958	\$323,958

2021-2025 STBGP Funds by Project Typology

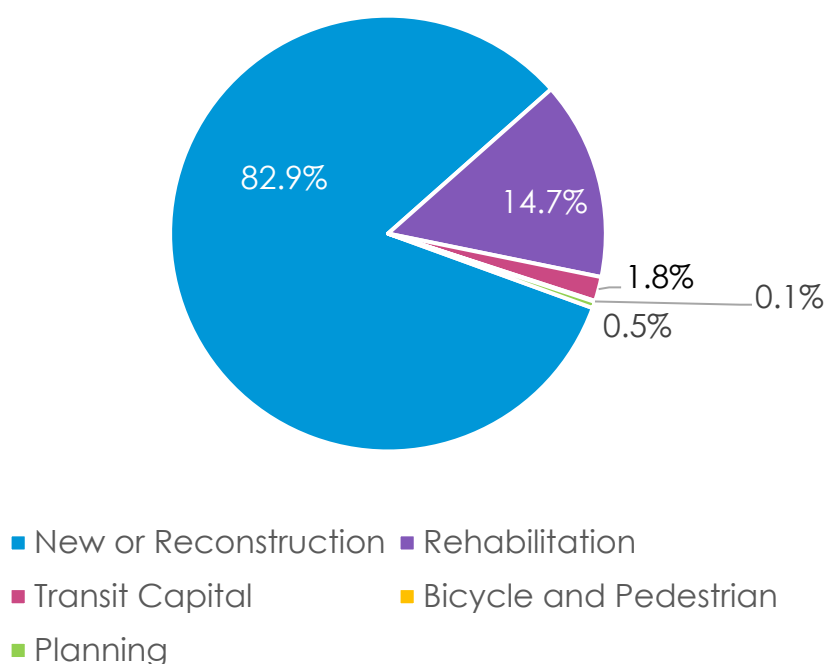
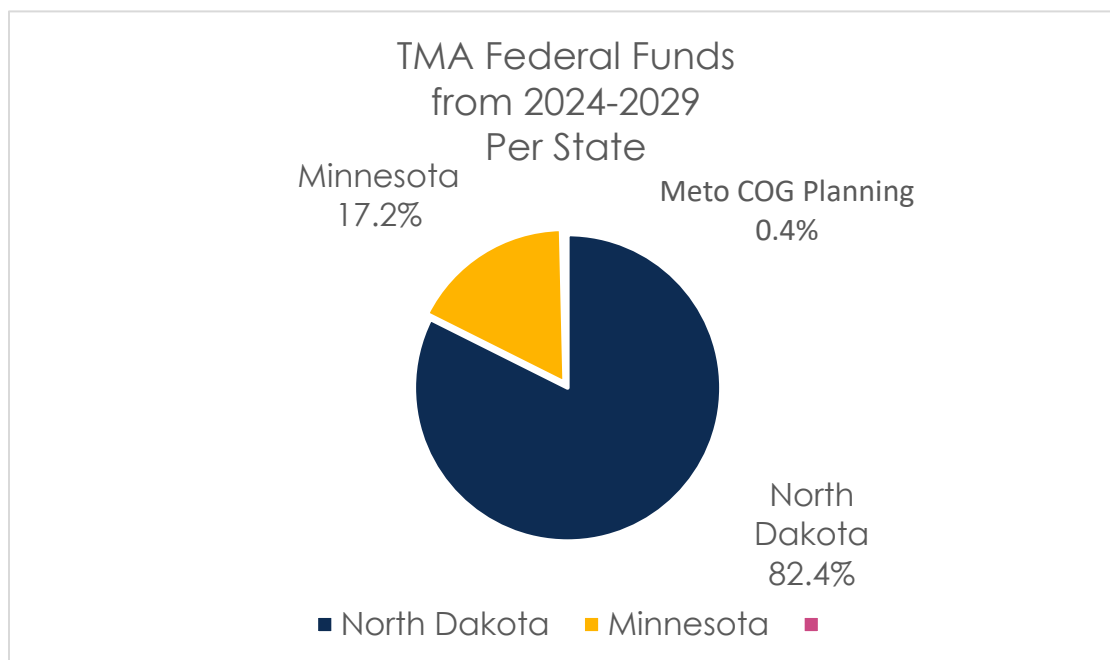
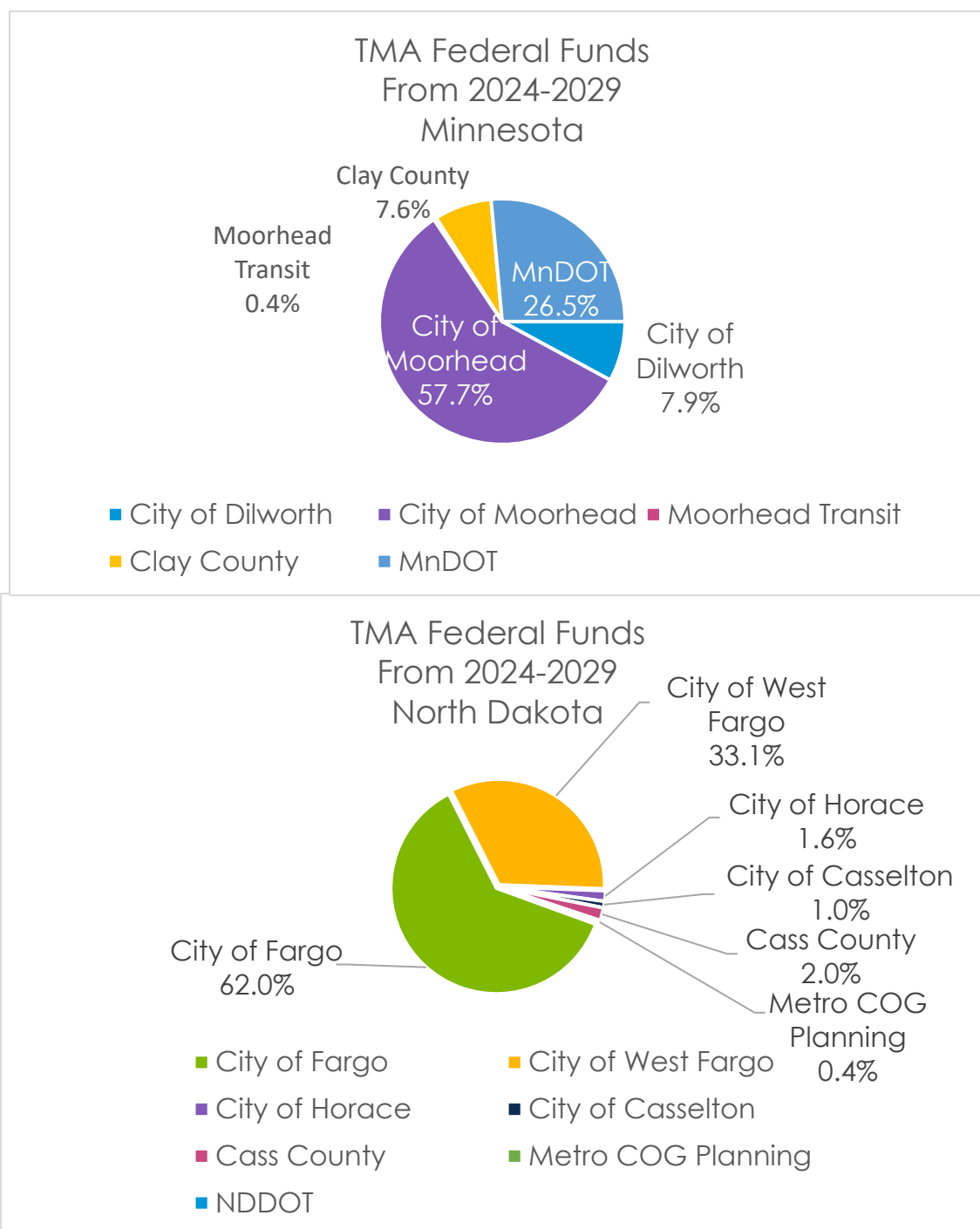


Table 5. 9 – Distribution Analysis of TMA Allocated Funding Sources (STBG, TA, CRP) Historical and Current Program

Jurisdiction	Actual TMA Since 2024	Currently Programmed in the TIP	Total
Total – Minnesota	\$5,110,000	\$9,975,500	\$15,085,500
City of Dilworth	\$44,000	\$1,149,000	\$1,193,000
City of Moorhead	\$4,180,800	\$4,525,040	\$8,705,840
Moorhead Transit	\$55,200		\$55,200
Clay County		\$1,141,000	\$1,141,000
MnDOT	\$830,000	\$3,160,460	\$3,990,460
Total – North Dakota	\$23,788,535	\$48,279,141	\$72,067,676
City of Fargo	\$12,124,338	\$32,742,996	\$44,867,334
City of West Fargo	\$10,648,139	\$13,293,480	\$23,941,619
City of Horace	\$321,388	\$828,665	\$1,150,053
City of Casselton	\$694,670		\$694,670
Cass County		\$1,414,000	\$1,414,000
NDDOT			
Metro COG Planning	\$323,958		\$323,958





Distribution Analysis

Metro COG followed the solicitation process laid out in Appendix D of this report. Projects were submitted by local jurisdictions, ranked by the public, reviewed by the Prioritization Committee, reviewed by TTC, and ultimately the Policy Board took all factors into consideration before selecting funding levels for the received projects. There is no consideration to jurisdictional populations and past funding amounts when deliberating funding levels for future projects as expressly called out in 23 CFR 450.326.m.

Historical TMA Funded Projects

Historical TMA Funded Projects North Dakota

Below is the listing of Federally Funded Projects using TMA Federal Funding Sources for the North Dakota portion of the MPA.

Lead Agency	Metro COG ID	State #	Project Year	Project Location	Length	Project Limits From	Project Limits To	Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Federal Revenue	State Revenue	Local Revenue
City of Casselton	1240005	24113	2024	Governor's Drive		37th Street Southeast	8th Street South	Construction of a new shared use path along Governor's Drive and a pedestrian bridge crossing the Swan Creek Diversion between 8th Street South and 37th Street Southeast	Bike/Ped	\$1,881,930	CRP	\$694,670	\$750,000	\$437,260
City of West Fargo	3240003		2024	Citywide				Replacing lighting heads with LED lighting heads throughout City of West Fargo	Rehabilitation	\$551,000	CRP	\$309,493		\$241,507
City of West Fargo	3240004		2024					Purchase electric vehicle and associated charging infrastructure	Capital Purchase	\$175,000	CRP	\$140,000		\$35,000

Total ND 2024 CRP: \$1,144,163

City of Fargo	4240008	24298	2025	Red River Trail		15th Ave North	Woodcrest Drive South	Construction of a new shared use path along the Red River between 15th Avenue North and Park Lane North	Bike/Ped	\$1,357,919	CRP	\$1,086,335		\$271,584
City of West Fargo	3254048		2025	8th Street West		5th Avenue West	12 1/2 Avenue West	"Reconstruction of Shared Use Path and Pedestrian Ramps.	Reconstruction	\$275,889	CRP	\$220,711		\$55,178

Total ND 2025 CRP: \$1,307,046

Total ND CRP: \$2,451,209

Lead Agency	Metro COG ID	State #	Project Year	Project Location	Length	Project Limits From	Project Limits To	Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Federal Revenue	State Revenue	Local Revenue
City of Fargo	4210002	22925	2024	32nd Ave S		22nd St	15th St	Reconstruction of 32nd Ave S in Fargo	Reconstruction	\$20,594,505	STBG	\$9,747,756		\$10,846,749

Total ND 2024STBG: \$9,747,756

Metro COG	0232073		2025					Flex to Metro COG Planning	Planning	\$404,948	STBG	\$323,958		\$80,990
City of Fargo	4220019	23773	2025	36th St S		2.0 S of I-94 @ Rose Coulee		"Deck Overlay, Rail Retrofit, Reset Approach Guardrail.	Rehabilitation	\$470,761	STBG	\$342,711		\$128,050
City of West Fargo	3220021	23537	2025	9th St NE		Main Ave	12th Ave NE	Urbanization of 9th St NE (including urbanization of 7th Ave NE from 9th St NE to 45th St N)	Reconstruction	\$23,800,000	STBG	\$9,600,000	\$8,800,000	\$5,400,000

Total ND 2025 STBG: \$10,266,669

Total ND STBG: \$20,014,425

Lead Agency	Metro COG ID	State #	Project Year	Project Location	Length	Project Limits From	Project Limits To	Project Description	Improvement Type	Total Project Cost	Federal Revenue Source	Federal Revenue	State Revenue	Local Revenue
City of Fargo	4232020	23945	2024	Red River Trail	0.8	35th Ave S	40th Ave S	Construction of new shared use path along the Red River between 35th Ave S and 40th Ave S. Connected to 4232021.	Bike/Ped	\$475,000	TA	\$347,985		\$127,015
City of Horace	7232023	23947	2024	County Road 17	0.5	3rd Ave N	81st Ave S	Construction for new shared use path along east side of County Road 17.	Bike/Ped	\$397,119	TA	\$321,388		\$75,729

Total ND 2024 TA: \$813,853

City of Fargo	4232022	23946	2025	Drain 27 Crossing	0.2			Construction for new shared use path and crossing connecting two existing trail networks at Drain 27.	Bike/Ped	\$562,302	TA	\$455,071		\$107,231
City of West Fargo	3254049		2025	8th Street West		5th Avenue West	12 1/2 Avenue West	"Reconstruction of Shared Use Path and Pedestrian Ramps.	Reconstruction	\$472,419	TA	\$377,935		\$94,484

Total ND 2025 TA: \$833,006

Total ND TA: \$1,646,859

Historical TMA Funded Projects Minnesota

Below is the listing of Federally Funded Projects using TMA Federal Funding Sources for the Minnesota portion of the MPA.

Lead Agency	Metro COG ID	State #	Project Year	Project Location	Length	Project Limits From	Project Limits To	Project Description	Improve ment Type	Total Project Cost	Federal Revenue Source	Federal Revenue	State Revenue	Local Revenue	Other Revenue Source	Other Revenue
City of Moorhead	5240001	144-080-011	2024	Citywide				REPLACEMENT OF HPS LIGHT HEADS WITH LED LIGHT HEADS ON VARIOUS LOCATIONS IN MOORHEAD	Rehabili tation	\$98,500	CRP	\$78,800		\$19,700		
City of Dilworth	8240002	098-080-054	2024	Intersect ion		County Road 9	4th Ave Northwest	CONSTRUCT RAPID-FLASHING BEACON AT CSAH 9 (40TH ST. N.) AND 4TH AVE. NW IN DILWORTH	Safety	\$60,000	CRP	\$44,000		\$16,000		

Total CRP: \$122,800

City of Moorhead	5245069	144-135-021CRP	2025	34th Street		4th Avenue S	3rd Avenue N	**CRP**: RECONSTRUCTION OF 34TH STREET SHARED USE PATH ON WESTSIDE OF ROADWAY. CONSTRUCTION OF NEW SIDEWALK ON EASTSIDE OF ROADWAY (ASSOCIATED TO SP 144-135-021) Connected to 5245068.	Reconst ruction	\$150,000	CRP	\$120,000	\$30,000			
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Total Mn CRP: \$120,000

Total Mn CRP: \$242,800

Lead Agency	Metro COG ID	State #	Project Year	Project Location	Length	Project Limits From	Project Limits To	Project Description	Improve ment Type	Total Project Cost	Federal Revenue Source	Federal Revenue	State Revenue	Local Revenue	Other Revenu e Source	Other Revenue
Moorhead Transit	5200005	TRS-0034-24E	2024	Transit				CITY OF MOORHEAD; PURCHASE ONE (1) CLASS 200 GAS VAN AND RELATED EQUIPMENT (REPLACES SENIOR RIDE VAN UNIT 5191)	Transit Capital	\$69,000	STBG	\$55,200		\$13,800		

Total STBG: \$55,200

MNDOT	8230010	1401-177A C1	2025	US 10 & 11th St		8th St	14th St	**AC**INNO**LONSYS**: ON US 10, FROM 8TH STREET TO 14TH STREET, CONSTRUCT NEW UNDERPASS UNDER BNSF RR IN MOORHEAD (ASSOCIATED TO 144-010-020) (AC PAYBACK TO MNDOT FROM LOCALS IN 2025, 2026, AND 2027) PAYBACK 1 OF 3	New Construc tion	\$830,000	STBG	\$830,000				
City of Moorhead	5245068	144-135-021	2025	34th Street		4th Avenue S	3rd Avenue N	"RECONSTRUCTION OF 34TH STREET (ASSOCIATED TO SP 144-135-021CRP)	Reconstr uction	\$5,267,000	STBG	\$3,647,000	\$1,470,000		2025 CRP Project	\$150,000

Total Mn STBG: \$4,477,000

Total Mn STBG: \$4,532,200

Lead Agency	Metro COG ID	State #	Project Year	Project Location	Length	Project Limits From	Project Limits To	Project Description	Improve ment Type	Total Project Cost	Federal Revenue Source	Federal Revenue	State Revenue	Local Revenue	Other Revenu e Source	Other Revenue
City of Moorhead	5230009	144-090-019	2024	US 10 & 11th St		8th St	14th St	**AC**INNO**: ON US 10, FROM 8TH STREET TO 14TH STREET, CONSTRUCT NEW UNDERPASS UNDER BNSF RR IN MOORHEAD (ASSOCIATED TO 144-010-020) AC PAYBACK IN 2026)	Bike /Ped	\$981,250	TA	\$335,000	\$196,250		2026 AC Funding	\$450,000

Total Mn 2024 TA: **\$335,000**

Total Mn 2025 TA: **\$0**

Total Mn TA: **\$335,000**

Section 6 | Overview of Federal Funding Programs

Section 6 – Overview of Federal Funding Programs

The Infrastructure Investment and Jobs Act (IIJA) continued five major federal-aid formula programs and established the Carbon Reduction Program (CRP), all of which affect the Fargo-Moorhead Metropolitan Planning Area (MPA) and are administered through MnDOT and NDDOT:

- National Highway Performance Program (NHPP)
- Surface Transportation Block Grant Program (STBG)
- Highway Safety Improvement Program (HSIP)
- Carbon Reduction Program (CRP)
- Transportation Alternatives (TA)
- Metropolitan Planning Program

The following tables identify the combined federal funding programmed within the MPA for North Dakota and Minnesota. Each State DOT administers its federal-aid programs according to its own procedures and funding structure. Metro COG coordinates with both agencies to identify, prioritize, and program projects through the metropolitan transportation planning process.

Federal Highway Administration (FHWA)

FHWA apportions federal highway funding to the states annually. The following programs are included in the Metro COG TIP.

National Highway Performance Program (NHPP)

NHPP supports the condition and performance of the National Highway System (NHS), including construction, preservation, and rehabilitation projects that advance national and state performance goals related to infrastructure condition, safety, mobility, and freight movement. Eligible NHS facilities include the Interstate System, principal arterials, intermodal connectors, and the Strategic Highway Network (STRAHNET).

Table 6.1 - NHPP Funding Programmed in the MPA

	2027	2028	2029	2030
North Dakota	\$32,029,993	\$1,580,953	\$43,242,934	\$24,246,195
Minnesota	\$0	\$3,948,870	\$4,071,000	\$18,784,000
TOTAL	\$32,029,993	\$5,529,823	\$47,313,934	\$43,030,195

Source: Metro COG

Surface Transportation Block Grant Program (STBG)

STBG provides flexible funding for a broad range of transportation improvements, including roadway and bridge projects, bicycle and pedestrian facilities, transit capital projects, and public transportation facilities.

Table 6.2 - STBG Funding Programmed in the MPA

	2027	2028	2029	2030
North Dakota	\$10,278,064	\$9,538,210	\$10,693,894	\$10,907,772
Minnesota	\$5,272,460	\$1,341,000	\$13,347,854	\$5,676,890
TOTAL	\$15,550,524	\$10,879,210	\$24,041,748	\$16,584,662

Source: Metro COG

A portion of STBG funding is distributed based on population, including allocations to urbanized areas, smaller urban areas, and rural areas. Remaining funds may be used throughout the state.

As a Transportation Management Area (TMA), Metro COG is responsible for programming its direct allocation of STBG funds. Projects funded through state-controlled STBG are selected through coordination with the respective State DOT.

Congestion Mitigation and Air Quality Program (CMAQ)

CMAQ provides funding for transportation projects that reduce congestion and improve air quality in areas that do not meet federal air quality standards or are designated maintenance areas. The Fargo-Moorhead area is currently in attainment and has no CMAQ funding programmed in the TIP.

Table 6.3 - CMAQ Funding Programmed in the MPA

	2027	2028	2029	2030
North Dakota	\$0	\$0	\$0	\$0
Minnesota	\$0	\$0	\$0	\$0
TOTAL	\$0	\$0	\$0	\$0

Source: Metro COG

Highway Safety Improvement Program (HSIP)

HSIP funds projects are intended to reduce traffic fatalities and serious injuries on public roads. Projects must be consistent with the applicable State Strategic Highway Safety Plan and address identified safety problems or hazardous locations.

Table 6.4 - HSIP Funding Programmed in the MPA

	2027	2028	2029	2030
North Dakota	\$730,900	\$8,915,164	\$2,034,540	\$0
Minnesota	\$750,000	\$0	\$0	\$0
TOTAL	\$1,480,900	\$8,915,164	\$2,034,540	\$0

Source: Metro COG

Eligible projects may address high-crash locations, reduce the potential for crashes, or correct roadway characteristics associated with safety concerns.

Carbon Reduction Program (CRP)

CRP provides funding for projects that reduce transportation-related emissions and supports implementation of state carbon reduction strategies. Funds are apportioned to states by formula, with a portion distributed to areas based on population and the remainder available statewide. Metro COG administers the solicitation and prioritization of CRP projects funded through its direct allocation. State-controlled CRP funds are administered through the respective state DOT.

Table 6.5 - CRP Funding Programmed in the MPA

	2026	2027	2028	2029
North Dakota	\$1,160,000	\$415,201	\$1,100,000	\$1,220,000
Minnesota	\$220,000	\$0	\$0	\$0
TOTAL	\$1,380,000	\$415,201	\$1,100,000	\$1,220,000

Source: Metro COG

Transportation Alternatives (TA)

The TA Program provides funding for bicycle and pedestrian facilities and other eligible alternative transportation projects. It consolidated several previously separate programs, including Transportation Enhancements, Recreational Trails, and Safe Routes to School.

Table 6.6 - TA Funding Programmed in the MPA

	2026	2027	2028	2029
North Dakota	\$850,000	\$860,000	\$870,000	\$880,000
Minnesota	\$450,000	\$0	\$450,000	\$0
TOTAL	\$1,300,000	\$860,000	\$1,320,000	\$880,000

Source: Metro COG

National Highway Freight Program (NHFP)

NHFP funds improve the movement of freight on the National Highway Freight Network by supporting infrastructure condition, safety, reliability, efficiency, and resiliency. Funds are apportioned to each state and administered through state programs.

Table 6.7 - NHFP Funding Programmed in the MPA

	2026	2027	2028	2029
North Dakota	\$0	\$0	\$0	\$0
Minnesota	\$0	\$0	\$0	\$0
TOTAL	\$0	\$0	\$0	\$0

Source: Metro COG

Federal Transit Administration

FTA annually apportions funding through several programs. The following programs are included in the Metro COG TIP.

Section 5307 – Urbanized Area Formula Program

Section 5307 provides formula funding to urbanized areas for transit capital, operating, and planning activities. Fargo and Moorhead are designated recipients of their respective Section 5307 funds. Projects are identified by MATBUS and programmed through the TIP in coordination with Metro COG and the respective State DOT.

Table 6.8 - 5307 Funding Programmed in the MPA

	2026	2027	2028	2029
North Dakota	\$3,778,000	\$3,891,340	\$3,969,000	\$4,850,000
Minnesota	\$1,598,900	\$1,510,410	\$2,113,950	\$2,072,350
TOTAL	\$5,376,900	\$5,401,750	\$6,082,950	\$6,922,350

Source: Metro COG

Section 5310 – Enhanced Mobility for Seniors and Individuals with Disabilities

Section 5310 provides funding for transportation services and capital projects that address the mobility needs of older adults and individuals with disabilities. Metro COG leads the local solicitation and prioritization process, with projects subsequently selected in coordination with the respective State DOT and transit agencies.

Table 6.9 - 5310 Funding Programmed in the MPA

	2026	2027	2028	2029
North Dakota	\$126,594	\$126,594	\$88,000	\$476,400
Minnesota	\$0	\$0	\$0	\$0
TOTAL	\$126,594	\$126,594	\$88,000	\$476,400

Source: Metro COG

Section 5311 - Formula Grants for Rural Areas

Section 5311 supports public transportation in rural areas with populations below 50,000. Funds may support operating, capital, and administrative expenses.

Table 6.10 - 5311 Funding Programmed in the MPA

	2026	2027	2028	2029
North Dakota	\$0	\$0	\$0	\$0
Minnesota	\$0	\$0	\$0	\$0
TOTAL	\$0	\$0	\$0	\$0

Source: Metro COG

Section 5339 – Bus and Bus Facilities

Section 5339 provides formula and competitive funding for transit capital projects, including bus replacement and related facilities.

Table 6.11 - 5339 Funding Programmed in the MPA

	2026	2027	2028	2029
North Dakota	\$3,140,000	\$1,296,000	\$3,002,000	\$2,616,000
Minnesota	\$0	\$0	\$0	\$0
TOTAL	\$3,140,000	\$1,296,000	\$3,002,000	\$2,616,000

Source: Metro COG

North Dakota Federal-Aid Process

Metro COG works with NDDOT to identify, prioritize, and program federal-aid projects within the North Dakota portion of the MPA.

STBG – Urban and Regional Roads

Metro COG leads solicitation and prioritization for STBG-funded urban and regional road projects. Applications are evaluated by the Metro COG’s Prioritization Committee and TTC, and prioritized by the Metro COG Policy Board before being submitted to NDDOT for review and final selection, as applicable.

The Regional Highway System consists of state highways serving the urbanized area and includes primary and secondary regional routes based on traffic, freight, and system connectivity.

NDSTREET

The North Dakota Small Town Revitalization Endeavor for Enhancing Transportation (NDSTREET) Program provides funding for communities with fewer than 5,000 residents that have a state highway within their corporate limits. Metro COG leads local solicitation and prioritization and submits projects to NDDOT for selection.

Rural Roads

Cass County receives approximately \$1 million annually for rural roadway projects. The county identifies and programs projects, including projects within the MPA, in coordination with Metro COG. These projects are incorporated into the TIP when required.

Transportation Alternatives

Metro COG leads TA solicitation and prioritization using the NDDOT application and a local evaluation process involving the Metropolitan Bicycle and Pedestrian Committee, TTC, and Policy Board. Applications are then forwarded to NDDOT for final selection.

Transit Programs

For Sections 5307, 5310, and 5339, Metro COG coordinates with MATBUS and NDDOT to identify and program projects. Metro COG leads the Section 5310 solicitation and prioritization process, while MATBUS identifies projects for Sections 5307 and 5339.

Table 6.12 – North Dakota Project Solicitation and Programming

Funding Source	Solicitation (Lead)	Application	Evaluation & Prioritization	Project Selection
Urban Roads (STBG)	Metro COG	Metro COG + NDDOT Scoping Sheet	Metro COG	Metro COG
Regional Roads (STBG)	Metro COG	Metro COG + NDDOT Scoring Sheet	Metro COG	NDDOT
TA	Metro COG	NDDOT	Metro COG	Metro COG
CRP	Metro COG	NDDOT	Metro COG	Metro COG
Section 5307	Metro COG	No application required	No application required	MATBUS
Section 5310	Metro COG	NDDOT	Metro COG	MATBUS
Section 5339	Metro COG	X	Metro COG	MATBUS
Other (NHPP, HSIP, etc.)	NDDOT	NDDOT	Cooperative*	NDDOT

** Some programs, such as HSIP, may be prioritized by Metro COG before submission to NDDOT. Project priorities and selection are cooperatively developed consistent with federal metropolitan planning requirements.*

Source: Metro COG

Other Federal Funding

Metro COG works with NDDOT and the Fargo District to develop candidate projects for programs such as NHPP and HSIP. While NDDOT retains project selection authority for these programs, project priorities are developed cooperatively through the metropolitan planning process.

Minnesota Federal-Aid Process

MnDOT uses a decentralized investment process through eight Area Transportation Partnerships (ATPs). The Minnesota portion of the MPA is within District 4, whose ATP develops the Area Transportation Improvement Program (ATIP), which is incorporated into the State Transportation Improvement Program (STIP).

Metro COG's Executive Director is a voting member of the District 4 ATP. Metro COG works with the ATP to identify, evaluate, and prioritize projects within the MPA.

ATP-Managed Funds

ATP-managed funds include STBG, HSIP, and TA. Programs relevant to the MPA include:

- City Roads
- County Roads
- Transit Capital
- HSIP
- TA

Metro COG leads local solicitation and prioritization for eligible projects within the MPA. Projects are evaluated by the Metro COG's Prioritization Committee and TTC, and prioritized by the Metro COG Policy Board before being forwarded to the ATP for review and selection through the ATIP process.

Transportation Alternatives

Metro COG leads TA solicitation and prioritization using the MnDOT application and a local evaluation process involving the Metropolitan Bicycle and Pedestrian Committee, TTC, and Policy Board. Final selection occurs through the ATP process.

Safe Routes to School

Although the federal SRTS program was incorporated into TA under MAP-21, MnDOT continues to administer a state SRTS program. MnDOT leads solicitation in coordination with Metro COG, which assists with eligibility and project prioritization.

Transit Programs

Metro COG coordinates with MATBUS and MnDOT to identify and program Sections 5307, 5310, and 5339 projects. Section 5307 projects are identified by the transit operator, while Metro COG leads the local solicitation and prioritization process for Section 5310.

For transit capital funded through ATP-managed STBG, Metro COG and MATBUS identify priorities through long-range capital planning and coordinate project selection with MnDOT through the ATP process.

Other Federal Funding

Metro COG works with MnDOT District 4 and the ATP to develop candidate projects for programs such as NHPP, HSIP, and statewide STBG. Although MnDOT retains selection authority for these programs, Metro COG participates in the development of project priorities through the metropolitan planning process.

Table 6. 13 - Project Solicitation and Programming Matrix for Minnesota

Funding Source	Solicitation (Lead)	Application	Evaluation & Prioritization	Project Selection
City/County Roads (ATP Managed STBG)	Metro COG	Metro COG	Metro COG/ ATP	ATP
STBG	Metro COG	Metro COG	Metro COG	Metro COG
TA	Metro COG	MnDOT	Metro COG	Metro COG
CRP	Metro COG	MnDOT	Metro COG	Metro COG
Transit Capital (ATP Managed STBG)	Metro COG	N/A	N/A	ATP
Safe Routes to School	MnDOT	X	X	MnDOT
Section 5307	Metro COG	No application required	No application required	MATBUS
Section 5310	Metro COG	MnDOT	Metro COG	MATBUS
Section 5339	Metro COG	X	Metro COG	MATBUS
Other (NHPP, HSIP, etc.)	MNDOT	MnDOT	Cooperative*	MnDOT

* Some programs, such as HSIP, may be prioritized by Metro COG before submission to MnDOT. Project priorities and selection are cooperatively developed consistent with federal metropolitan planning requirements.

Source: Metro COG

State Transit Funding

North Dakota

NDDOT provides State Aid for Public Transit to transit providers statewide. Fargo receives approximately \$500,000 annually. Other Cass County providers include Valley Senior Services and Handi-Wheels Transportation. Because these funds are non-federal and generally not regionally significant, projects funded through these sources are not typically included in the TIP.

Minnesota

MnDOT provides state transit assistance through the Public Transit Participation Program. Moorhead receives approximately \$2 million annually for fixed-route operations and \$500,000 for paratransit services in Moorhead and Dilworth. Transit Alternatives also provides service in portions of the region. These non-federal, non-regionally significant projects are generally not included in the TIP.

COVID-19 Relief Funding

Several federal programs provided temporary transportation funding in response to the COVID-19 pandemic. These funds are largely historical and are included in the TIP for informational purposes where applicable.

CARES Act

The CARES Act provided \$25 billion to FTA programs, including Sections 5307 and 5311, with a 100-percent federal share and no local match. MATBUS received approximately \$7.94 million for Fargo and \$2.50 million for Moorhead through Section 5307.

CRRSAA

The Coronavirus Response and Relief Supplemental Appropriations Act provided additional FTA and FHWA funding at a 100-percent federal share. Fargo and West Fargo received approximately \$809,000 and \$387,000, respectively, in North Dakota highway infrastructure funding.

American Rescue Plan Act

The American Rescue Plan provided additional FTA funding to support transit operations and recovery from the pandemic. MATBUS received approximately \$3.13 million for Fargo and \$992,000 for Moorhead through Section 5307.

The Inflation Reduction Act

The Inflation Reduction Act (IRA) provided significant federal investment in climate, energy, transportation, and disadvantaged communities. Of particular relevance to transportation planning, the IRA supports projects and programs intended to reduce greenhouse gas emissions and address environmental impacts. These investments complement transportation emissions-reduction programs such as the Carbon Reduction Program.

Summary

Federal transportation funding within the Fargo-Moorhead MPA is administered through a combination of federal, state, and metropolitan programs. Metro COG plays a central role in soliciting, evaluating, prioritizing, and programming projects, while final selection authority varies by funding program and state.

As a TMA, Metro COG has greater responsibility for directly allocating federal funds, including STBG, TA, and CRP. For state-controlled programs such as NHPP and HSIP, Metro COG works cooperatively with NDDOT and MnDOT to establish project priorities and incorporate selected projects into the TIP.

This process ensures that federal transportation investments support regional priorities while remaining consistent with federal requirements, state programs, and Metro COG's metropolitan transportation planning process.

Section 7 | Performance Measures

Section 7 – Performance-Based Planning and Programming

Overview

Performance-based planning and programming provides a framework for establishing measurable transportation goals, tracking system performance, and aligning transportation investments with identified needs. Federal requirements established through MAP-21, the FAST Act, and the Infrastructure Investment and Jobs Act (IIJA) require states and MPOs to establish and monitor performance targets related to safety, infrastructure condition, system reliability, and transit asset management.

Metro COG incorporates performance measures into its planning and programming processes to improve transparency, accountability, and the effectiveness of transportation investments. Performance data and targets are considered in the development of the Metropolitan Transportation Plan (MTP), TIP, corridor studies, and project prioritization processes.

Regional Performance Management

Metro COG has incorporated transportation performance data into its planning activities for decades, with formal performance target-setting beginning in 2018. The Fargo-Moorhead Metropolitan Planning Area (MPA) presents unique challenges because it is a bi-state metropolitan area. Metro COG therefore coordinates with both NDDOT and MnDOT when establishing performance targets.

Federal regulations allow MPOs to either support each state's targets, establish their own quantifiable regional targets, or use a combination of the two approaches. Metro COG generally supports the state targets applicable to the North Dakota and Minnesota portions of the MPA.

The primary federal performance measures addressed in the TIP include:

- PM1 – Safety
- PM2 – Pavement and Bridge Condition
- PM3 – System Reliability
- Transit Asset Management (TAM)
- Public Transportation Agency Safety Plan (PTASP)

Metro 2050, the current Metropolitan Transportation Plan (MTP), incorporates performance-based planning throughout the plan and establishes regional priorities that guide project selection and investment decisions.

PM1 - Safety

PM1 includes five safety performance measures:

- Number of fatalities;
- Rate of fatalities per 100 million vehicle miles traveled (VMT);
- Number of serious injuries;
- Rate of serious injuries per 100 million VMT; and
- Number of non-motorized fatalities and serious injuries.

Safety measures are generally based on five-year rolling averages, which help minimize the effect of annual fluctuations and outliers.

In February 2026, Metro COG adopted PM1 targets for the eighth consecutive year. Metro COG reviewed regional crash and VMT data and elected to support the MnDOT and NDDOT targets for the respective portions of the MPA.

Table 7. 1 – 2026 Adopted PM1 - Safety Performance Target

Target	MnDOT 2026 Targets	NDDOT 2026 Targets
Number of Fatalities	352.4	97.6
Rate of Fatalities (per 100M VMT)	0.582	1.047
Number of Serious Injuries	1463.4	440.4
Rate of Serious Injuries (per 100M VMT)	2.470	4.641
Number of Non-motorized Fatalities & Non-motorized Serious	258.4	37.2

Source: Transportation Performance Management – State Dashboards

Safety is incorporated into Metro COG's plans, studies, and project selection processes. The 2027–2030 TIP includes safety investments such as Interstate median barrier improvements and roundabouts. Metro COG also coordinates with state and local partners on safety planning and encourages safety to be a primary consideration when prioritizing transportation investments.

PM2 – Pavement and Bridge Condition

PM2 measures the condition of NHS pavement and bridges through six measures:

- Percentage of Interstate pavement in good condition;
- Percentage of Interstate pavement in poor condition;
- Percentage of non-Interstate NHS pavement in good condition;
- Percentage of non-Interstate NHS pavement in poor condition;
- Percentage of NHS bridges in good condition; and
- Percentage of NHS bridges in poor condition.

PM2 targets are established for four-year performance periods and may be adjusted during the two-year mid-performance-period review. Metro COG adopted the applicable MnDOT and NDDOT targets in 2023 and reaffirmed or adjusted them during the 2025 mid-performance-period review.

Bridge condition is assessed through the National Bridge Inventory, while pavement condition is evaluated using jurisdictional pavement condition data. Metro COG does not directly maintain NHS bridges or Interstate facilities; therefore, it supports the planning and programming efforts of MnDOT and NDDOT to maintain these assets in a state of good repair.

The TIP includes bridge rehabilitation, deck repair, pavement preservation, reconstruction, and other maintenance projects intended to preserve existing infrastructure and prevent deterioration.

Table 7.2 – 2023 Four-Year Targets and 2025 Two-Year Targets

PM 2 Target	MnDOT		NDDOT	
	2023 Four- Year Target	2025 Two- Year Target	2023 Four- Year Target	2025 Two-Year Target
Percent Interstate Pavement in GOOD Condition	60%	60%	75.6%	75.6%
Percent Interstate Pavement in POOR Condition	2%	2%	3%	3%
Percent Non-Interstate Pavement in GOOD Condition	55%	40%	58.3%	58.3%
Percent Non-Interstate Pavement in POOR Condition	2%	2%	3%	3%
Percent NHS Bridges in GOOD Condition	30%	20%	50%	50%
Percent NHS Bridges in POOR Condition	5%	5%	10%	10%

*Source: Metro COG Staff Memo February 2025
Performance Period – 4-year period from 2023 – 2026
Mid-Performance Period – 2-year period set in 2025*

PM3 – System Reliability

PM3 measures transportation system reliability through:

- Percentage of person miles traveled on the Interstate that are reliable;
- Percentage of person miles traveled on the non-Interstate NHS that are reliable; and
- Truck Travel Time Reliability (TTTR) Index.

System reliability measures the consistency and dependability of travel times. FHWA uses the National Performance Management Research Data Set (NPMRDS) to calculate travel time reliability on the NHS. A Level of Travel Time Reliability (LOTTR) of 1.50 or less is considered reliable.

In 2025, Metro COG reviewed available system reliability data and reaffirmed PM3 targets for the MPA. To promote a consistent regional approach, Metro COG adopted targets aligned with MnDOT's targets for the applicable performance measures.

Table 7. 2 - 2023 Adopted PM3 - System Reliability Performance Targets

4-Year Target	MnDOT Targets	NDDOT Targets
Percentage of Person Miles Traveled on the Interstate that ARE Reliable	82.0	85.5
Percentage of Person Miles Traveled on the Non-Interstate NHS that ARE reliable	90.0	85.0
Truck Travel Time Reliability Index	1.40	2.00

Source: Transportation Performance Management – State Dashboards

Transportation projects programmed in the TIP, including roadway construction, reconstruction, and rehabilitation projects, are intended to preserve and improve system reliability.

Transit Asset Management

Metro COG supports Transit Asset Management (TAM) for MATBUS, the region's public transportation system operated by the Cities of Fargo and Moorhead. Metro COG adopted TAM resolutions of support in 2018 and continues to coordinate with MATBUS on performance targets and asset management priorities.

TAM focuses on maintaining transit assets in a state of good repair. The TIP includes vehicle replacement, facility, and other capital projects that support MATBUS's ability to maintain reliable service. Metro COG also supports the use of flexible federal funding, including STBG funds, for transit capital purchases when appropriate.

Metro COG's MTP establishes maintaining and improving the transit system as an important component of the region's overall performance-based investment strategy.

Public Transportation Agency Safety Plan

MATBUS is subject to FTA's Public Transportation Agency Safety Plan (PTASP) requirements and maintains a Safety Management System (SMS) framework. The PTASP establishes safety performance targets and processes for identifying hazards, assessing and mitigating risks, monitoring performance, and promoting a strong safety culture.

Metro COG coordinates with MATBUS on transit safety performance and incorporates transit safety considerations into regional planning and programming. TIP investments such as vehicle replacement projects can improve system reliability and support MATBUS's safety and state-of-good-repair objectives.

MPO Investment Priorities

Metro COG's investment priorities have evolved as the Fargo-Moorhead region has grown. While expansion of the transportation network has historically been a significant priority, the MTP increasingly emphasizes preservation, maintenance, safety, multimodal accessibility, and system reliability.

Performance data is used alongside project readiness, available funding, system needs, and regional priorities to inform investment decisions. This approach helps Metro COG and its partners direct limited federal, state, and local transportation resources toward projects that provide the greatest benefit and support established regional goals.

Conclusion

Metro COG incorporates federally required performance measures into its planning and programming processes and coordinates with MnDOT, NDDOT, MATBUS, and local jurisdictions to establish and monitor applicable targets. Performance data informs project selection, investment priorities, and the development of regional plans and studies.

Through this performance-based approach, Metro COG seeks to maintain a transportation system that is safe, reliable, accessible, and in a state of good repair. Continued monitoring of performance data and regular evaluation of transportation investments will help ensure that future TIPs remain aligned with regional priorities and established performance targets.

Section 8 | Other Considerations

Section 8 – Other Considerations

Equity and Nondiscrimination Considerations

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) is committed to ensuring that transportation planning and investment decisions are made in a manner that promotes equitable access to transportation opportunities and complies with applicable federal nondiscrimination requirements. Equity considerations are incorporated throughout the development and implementation of the Transportation Improvement Program (TIP) to help ensure that the benefits and burdens of transportation investments are fairly considered across the metropolitan planning area.

Nondiscrimination

Metro COG administers the TIP and associated transportation planning activities consistent with applicable federal civil rights and nondiscrimination requirements. These requirements include, as applicable, Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA), Section 504 of the Rehabilitation Act of 1973, the Age Discrimination Act of 1975, and other applicable federal requirements.

Metro COG will not discriminate on the basis of race, color, national origin, disability, age, sex, or other protected status in its transportation planning activities, programs, or services. This commitment applies to the development, selection, programming, and implementation of transportation projects included in the TIP.

Metro COG also recognizes the importance of meaningful public participation in transportation decision-making. Public involvement opportunities are provided throughout the TIP development process, consistent with Metro COG's Public Participation Plan. Efforts are made to provide accessible information and opportunities for participation so that interested members of the public, including individuals who may traditionally have had limited access to transportation planning processes, can participate in the development of regional transportation priorities.

Equity in Transportation Investments

Equity is considered as part of the project selection and programming process. Transportation investments can have different effects on communities and populations depending on factors such as access to transportation, household income, disability, age, geographic location, and access to essential destinations and services. Metro COG considers these factors, as appropriate, when evaluating transportation needs and programming projects.

Equity considerations include:

- Improving access to jobs, education, health care, housing, and other essential destinations;
- Improving transportation options for individuals and households with limited access to a personal vehicle;
- Improving pedestrian, bicycle, and transit connections between neighborhoods and important destinations;
- Addressing transportation barriers experienced by individuals with disabilities, older adults, and other populations with mobility needs;
- Considering the distribution of transportation investments and benefits throughout the metropolitan planning area;
- Identifying potential adverse effects of transportation projects on communities or populations; and
- Considering opportunities to improve safety, accessibility, and connectivity in areas with identified transportation needs.

Equity does not require that every geographic area or population receive the same level or type of transportation investment. Rather, the objective is to recognize differences in transportation needs and barriers and consider whether proposed investments appropriately address those needs.

Consideration During TIP Development

Equity and nondiscrimination considerations are incorporated into the TIP development process through a combination of project evaluation, demographic and transportation data analysis, public involvement, coordination with member jurisdictions and transportation agencies, and consideration of federal and regional planning requirements.

The TIP is developed in coordination with the North Dakota Department of Transportation (NDDOT), Minnesota Department of Transportation (MnDOT), local governments, transit providers, and other transportation stakeholders. This coordination provides opportunities to identify transportation needs and potential equity concerns across the metropolitan planning area.

As projects are considered for inclusion in the TIP, Metro COG may evaluate factors such as transportation system connectivity, safety, accessibility, multimodal access, proximity to essential destinations, existing transportation deficiencies, and the potential distribution of project benefits and impacts. These considerations are balanced with other factors used in project selection, including funding availability, project readiness, system performance, regional priorities, and applicable eligibility requirements.

Air Quality and Transportation Conformity

Transportation conformity is a process used to ensure that federally funded or approved transportation activities are consistent with air quality goals. Conformity requirements apply to transportation plans, TIPs, and certain transportation projects funded or approved by the Federal Highway Administration (FHWA) or Federal Transit Administration (FTA) in areas that do not currently meet, or previously did not meet, federal air quality standards. These areas are classified as nonattainment areas or maintenance areas, respectively. Federal transportation conformity regulations are contained in 40 CFR Parts 51 and 93.

The Environmental Protection Agency (EPA) establishes National Ambient Air Quality Standards (NAAQS) for six criteria pollutants: ozone, carbon monoxide, particulate matter, nitrogen dioxide, sulfur dioxide, and lead. Air quality is monitored throughout the country to determine whether concentrations of these pollutants meet the established NAAQS. Areas where monitored pollutant concentrations meet the applicable standards are considered to be in attainment, while areas where concentrations exceed the standards may be designated as nonattainment areas under the Clean Air Act.

The Fargo-Moorhead metropolitan area is currently designated as in attainment for all applicable NAAQS. As a result, the region is not currently subject to transportation conformity requirements associated with a nonattainment or maintenance designation, and no transportation conformity determination is required as part of the development of this TIP.

For areas designated as nonattainment or maintenance areas, the Clean Air Act requires transportation planning and programming activities to be consistent with established air quality goals. States with nonattainment areas are required to develop a State Implementation Plan (SIP) outlining strategies for attaining and maintaining the NAAQS, including, where appropriate, strategies for reducing emissions of precursor pollutants. The transportation conformity process helps ensure that transportation plans, TIPs, and applicable projects support the emissions reduction goals established through the SIP.

Although the Fargo-Moorhead metropolitan area is currently in attainment for all applicable air quality standards, Metro COG recognizes the importance of maintaining and improving regional air quality through transportation planning and investment decisions. Metro COG supports a multimodal transportation system that provides viable alternatives to single-occupancy vehicle travel, including public transit, walking, and bicycling. Investments in these modes can improve transportation choices, support efficient land use and development patterns, and contribute to the region's long-term air quality.

Section 9 | Public Involvement and Participation

Section 9 – Public Involvement and Participation

Public involvement and participation are essential to a transparent and meaningful transportation planning process. Engaging the public early and throughout the planning and implementation process helps ensure that transportation decisions reflect community needs, perspectives, and priorities. Meaningful public participation also fosters collaboration, trust, and understanding between the public and the agencies responsible for transportation planning and investment.

Public Participation Plan Requirements

Metro COG conducts public involvement activities for the TIP in accordance with its Public Participation Plan (PPP). The PPP establishes the procedures and notification requirements for providing opportunities for public review and comment on the TIP. Public notices, meeting announcements, and a summary of comments received during the TIP development process are included in Appendix A.

Metro COG's PPP provides flexibility to incorporate a variety of public engagement methods, including in-person, virtual, and hybrid opportunities, as appropriate.

The PPP establishes the following minimum requirements for TIP adoption:

- A minimum 30-calendar-day public comment period;
- Legal notice at least 7 calendar days prior to a public meeting;
- A public meeting at least 15 days prior to Policy Board action; and
- Public notification through appropriate methods, which may include:
 - Metro COG's website;
 - Newsletter, when applicable;
 - Public notification email list;
 - Public meetings or open houses;
 - Public postings, when applicable;
 - Newspaper legal advertisement in the *Forum of Fargo-Moorhead*;
 - Public presentations; and
 - Other appropriate outreach methods.

Public Process to Support TIP Development

Metro COG developed the 2027–2030 TIP in accordance with its 2022 PPP and applicable federal requirements, including 23 CFR 450.316. The PPP is intended to provide members of the public and other interested or affected stakeholders with meaningful opportunities to participate in the development of transportation plans, programs, policies, and other products of the metropolitan transportation planning process.

Metro COG advertised the release of the Draft 2027–2030 TIP on August 15, 2026, and initiated the public comment period and schedule for formal TIP approval. Notice was published in the *Forum of Fargo-Moorhead*, the region's official newspaper, and information regarding the draft TIP and public input opportunity was provided on Metro COG's website and online calendar.

Metro COG held a public open house on September 2, 2026, from 3:30 to 6:30 PM at the Moorhead Public Library to present the draft TIP and receive public feedback. The open house was attended by ## participants, including ## members of the public and Metro COG staff.

The public input opportunity was advertised through the *Forum of Fargo-Moorhead*, and press releases were distributed to Metro COG's local media contacts. Relevant materials associated with the TIP development process were also made available on the Metro COG website.

Comments received during the public participation process were summarized and provided to the Transportation Technical Committee (TTC) and Policy Board for consideration prior to final action on the 2027–2030 TIP on September 17, 2026. A summary of public comments and Metro COG's responses is provided in Appendix A.

Section 10 | TIP Revisions

Section 10 – TIP Revisions

Metro COG, at the request of its member jurisdictions and planning partners, may accept proposed revisions to the TIP. Depending on the nature of the change, revisions are processed as either amendments or administrative modifications in accordance with procedures established through the metropolitan transportation planning process.

Revisions may be used to add or remove projects, advance projects, revise project funding or funding sources, or modify project scope or termini. Amendments and administrative modifications are documented in Appendix B and posted on the Metro COG website. For projects included in a revision, the revised information represents the most current project information and supersedes previous versions of the project identified in the TIP.

Projects may not be amended into the TIP based solely on the possibility of receiving future congressional funding. Funding must be identified in an approved federal transportation authorization or appropriations bill. Proposed amendments also will not be approved unless the TIP remains fiscally constrained. Any changes affecting fiscal constraint must be identified and addressed prior to amendment approval.

Changes to the text or body of the TIP that do not affect programmed projects, funding, or fiscal constraint are generally not subject to the formal amendment or administrative modification process. Major changes to the TIP document may be presented to the Transportation Technical Committee (TTC) and Policy Board for consideration.

Metro COG Amendment and Administrative Modification Procedures

Metro COG has established procedures for revising the approved TIP consistent with the metropolitan transportation planning process and applicable federal requirements. At a minimum, revision items are presented to the TTC and Policy Board. The Metro COG Public Participation Plan (PPP) provides additional guidance regarding public notification and participation requirements for TIP amendments.

Federal regulations provide that an MPO may revise its TIP at any time under procedures agreed upon by the cooperating parties and consistent with applicable federal requirements (23 CFR 450.328). The procedures described below are intended to support Metro COG's responsibilities under 23 CFR 450.326 and maintain the fiscal constraint and integrity of the TIP.

Amendment Process

Amendments require a formal public process and action by the TTC and Policy Board. Metro COG's amendment process includes:

1. A minimum 10-day public comment period, consistent with the PPP;
2. A public meeting;
3. TTC consideration and recommendation; and
4. Policy Board action.

Metro COG staff prepare a memorandum describing the proposed amendment and identifying the project changes requiring formal action. Following Policy Board approval, the amendment is submitted to the applicable cognizant agencies, including NDDOT or MnDOT, for review and incorporation into the respective State Transportation Improvement Program (STIP), as applicable.

The applicable State DOT may have additional procedures or approval requirements before the amendment can be processed by FHWA or FTA. Metro COG typically receives notification from the applicable State DOT once the amendment has been formally approved at the state level. The complete process generally takes 30–60 days or longer, depending on the nature of the amendment and the time required for state and federal review.

Administrative Modification Process

Administrative modifications are intended for less substantial changes that do not require the formal public participation and approval process associated with an amendment.

Metro COG staff prepare a memorandum documenting the proposed changes and provide it to the applicable cognizant agencies. The administrative modification is then announced to the TTC and Policy Board. No formal Policy Board approval or public comment period is required.

Following notification, NDDOT or MnDOT may process the corresponding change to its STIP in accordance with state procedures. Administrative modifications generally take approximately five to 10 days to process at Metro COG, although additional time may be required at the state level depending on how the state classifies the change.

Metro COG reserves the discretion to process a TIP revision as an amendment when a more stringent process is warranted, even if the change could otherwise qualify as an administrative modification.

Metro COG Amendment and Administrative Modification Requirements

The Metro COG Policy Board has established the following criteria for determining whether a TIP revision requires an amendment or administrative modification. When there is uncertainty regarding the appropriate classification, Metro COG will coordinate with NDDOT, MnDOT, and FHWA, as appropriate.

Amendment Required:

An amendment is required when a proposed change:

1. Adds a new FHWA-funded, FTA-funded, or regionally significant project, or adds a new funding source;
2. Results in a total project cost or federal funding change that exceeds the formal TIP amendment threshold identified in Table 10-1;
3. Adds or removes a project phase, such as preliminary engineering, right-of-way, or construction;
4. Results in a substantive change in project scope, including changes in work type (e.g., bridge rehabilitation to replacement or resurfacing to reconstruction) or the addition of work, bridges, lanes, intersections, or routes;
5. Changes the project limits or termini by more than 0.3 miles in either direction;
6. Affects air quality conformity in an area subject to transportation conformity requirements; or
7. Removes a project currently programmed in the TIP.

Table 10. 1 - FHWA and FTA Project Cost Increase Thresholds

Cost of Project	Amendment needed if the change is more than
Any Amount	20%

Source: Metro COG

Administrative Modification Required:

An administrative modification is required when a proposed change:

1. Increases or decreases the total project cost estimate or federal funding by more than 5% but less than 20 percent;
2. Changes the federal fiscal year (FFY) in which a project is programmed without changing project cost or scope;
3. Adds a locally funded project associated with an existing federally funded project in the TIP when the local project cost exceeds \$2,000,000, including both DOT-let and locally let projects. No action is required when the revised total project cost is less than \$2,000,000;
4. Corrects a de minimis technical or administrative error; or
5. Adds or removes Advance Construction (AC), including adding new AC, increasing an existing AC amount subject to the applicable threshold in Table 11-1, or removing existing AC from a project.

Discretion for Determining the Appropriate Revision Process

Metro COG reserves the discretion to process a TIP revision using a more stringent procedure than required by the criteria above. When the appropriate revision type is unclear, Metro COG may coordinate with the applicable State DOT and FHWA or FTA to determine the appropriate process.

Appendix A | Public Input



Appendix B | Amendments and Administrative Modifications





Appendix C | Local Capital Improvement Programs (CIPs)





Appendix D

Solicitation Process

